

Intro + Context

Welcome

Study Overview

How We Got Here

Planning & Development

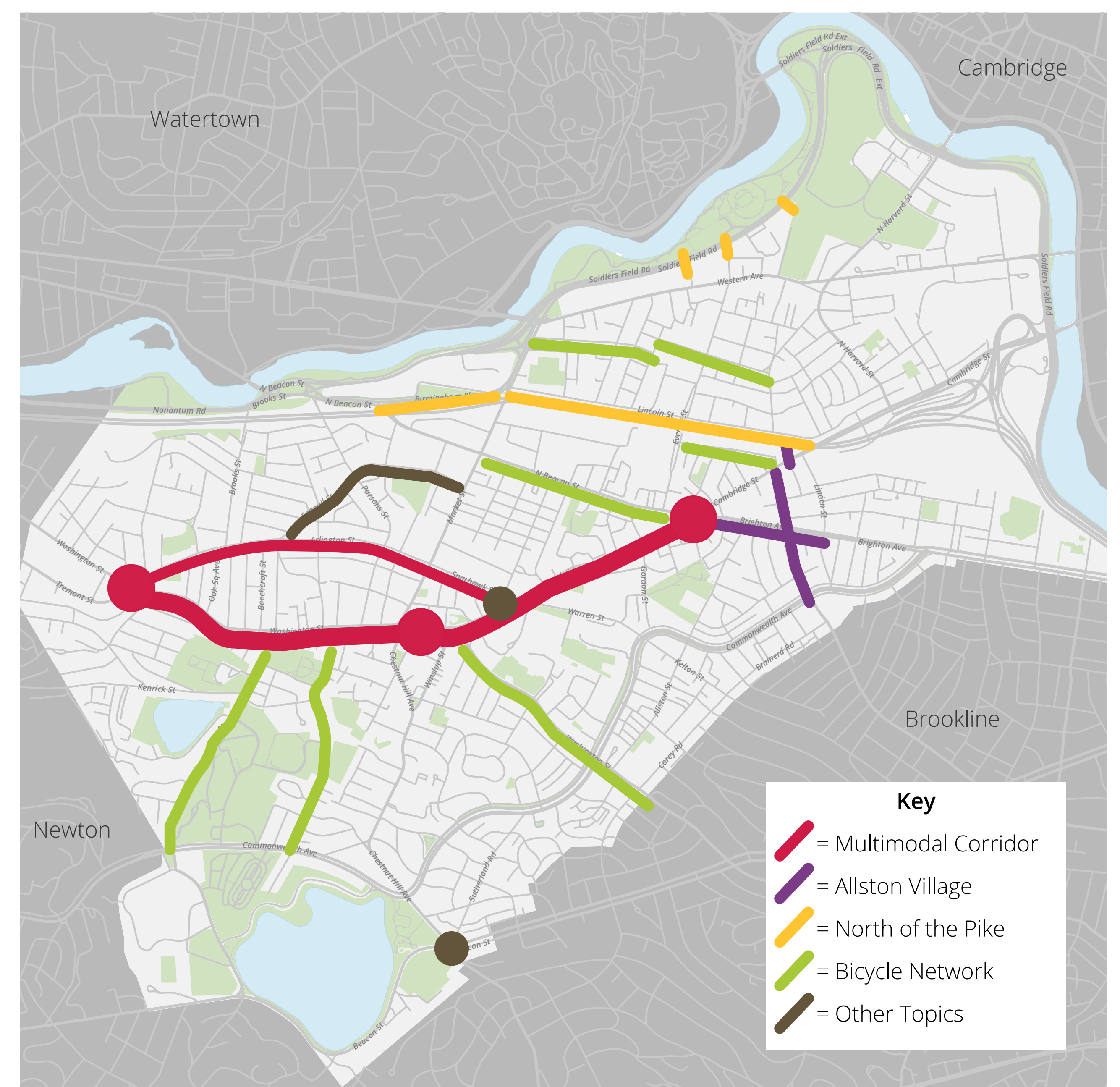
**Ongoing City
Transportation Projects**

**Western Avenue Corridor +
Rezoning Study**

Welcome!

Tonight's Open House

- After working with the community to determine where to analyze transportation improvements, we have a **preliminary set of recommendations to share**
- You will have the opportunity to **comment on the different options we have** and guide the next round of refining these recommendations
- Share your comments with us and help shape the Allston-Brighton Mobility Study!
- See Room Map below for a guide to the room



Bicycle Network

- Bicycle Network Map
- Washington Street (South of Brighton Center)
- Foster Street/Lake Street
- Holton Street/Waverly Street
- N Beacon Street

North of the Pike

- Lincoln Street
- Leo Birmingham Parkway
- Soldiers Field Road Crossings

Allston Village

- Brighton Avenue
- Harvard Avenue
- Franklin Street Bridge

Multimodal Corridor

- A-B Multimodal Corridor
- Brighton Center
- Oak Square
- Union Square
- Faneuil, Arlington, Sparhawk Bicycle Facility

Other Topics

- Faneuil Street
- Murdock Street/Sparhawk Street
- Cleveland Circle

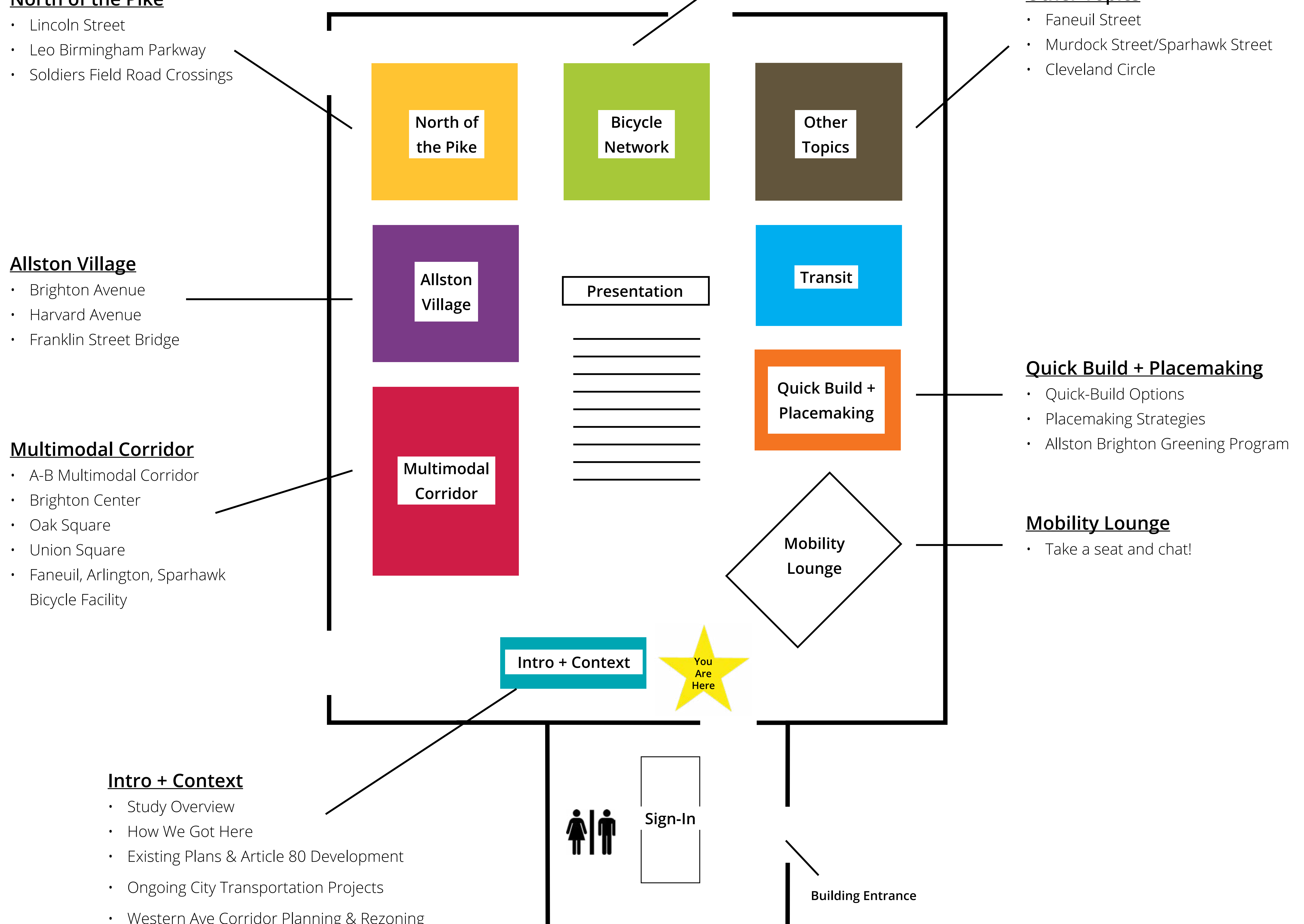
Quick Build + Placemaking

- Quick-Build Options
- Placemaking Strategies
- Allston Brighton Greening Program

Mobility Lounge

- Take a seat and chat!

Room Map



Intro + Context

- Study Overview
- How We Got Here
- Existing Plans & Article 80 Development
- Ongoing City Transportation Projects
- Western Ave Corridor Planning & Rezoning

Study Overview

Study Focus

- Improve mobility for all users.
- Focus on short-term (0-3 years) and medium-term (3-10 years) transportation improvements.
- Help manage the impacts of development.

Study Area



Allston-Brighton is one of the fastest developing areas in the City of Boston.
Population: 71,148 (from the 2013-2017 ACS Survey)

Study Goals

Below are the goals for the A-B Mobility Study. These have been developed based on public comments and review of existing citywide and neighborhood plans.

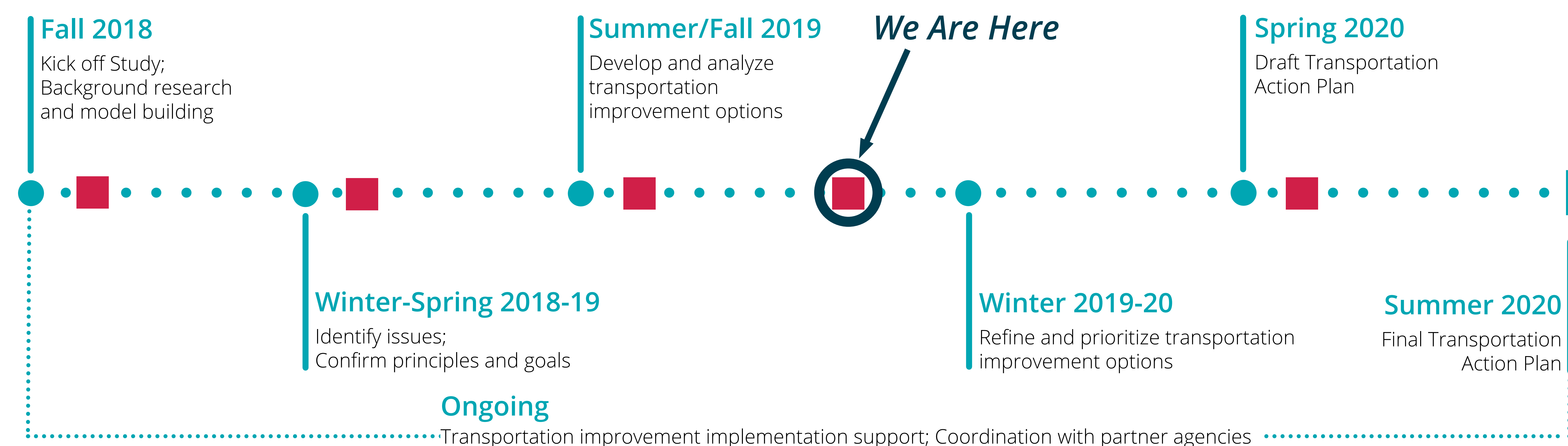
1. Increase **safety for all modes**--pedestrian, bicycles, transit and passenger vehicles-- while working towards a Vision Zero¹ Boston.
2. Guided by the Boston Complete Streets², **allocate space in streets** in order to safely and comfortably accommodate **diverse users**.
3. Increase the **sustainability** of the transportation system by emphasizing walking, biking and transit.
4. Improve **equity** in transportation by increasing opportunities for affordable transportation.
5. Identify corridors and intersections for **priority accommodations for buses**, where demand is greatest.
6. Create a more attractive and comfortable walking and bicycling environment by **improving streetscapes** and establishing active spaces.
7. **Enhance parking and permit regulations** to encourage efficiency in utilization of parking.
8. Create a transportation system that enhances mobility while **accommodating local and regional growth**.
9. Identify strategic opportunities where proposed **new development** can **mitigate its transportation impacts** by funding or building or otherwise providing appropriate mobility improvements.

¹Vision Zero Boston is our commitment to focus the City's resources on proven strategies to eliminate fatal and serious traffic crashes in the City by 2030. <https://www.boston.gov/transportation/vision-zero>

²Adopted by the City of Boston in 2013, Boston Complete Streets Design Guidelines offer detailed guidance on making our street more engaging, sustainable and safe for all users. <https://bostoncompletestreets.org/>

Study Timeline

- = Major Task
- = Community Engagement



How We Got Here

Kick-Off Open House - September 2018

The A-B Mobility Team introduced the scope of the A-B Mobility Study as well as examples of the types of improvements that would be explored. We heard about the importance of safe street crossings, frequent and reliable transit, better bike infrastructure, effective parking capacity management, and connectivity to open space.



Photo: Booths at September Open House



Photo: Mapping Activity at September Open House

Open House - January 2019

At this meeting, the A-B Mobility Team presented a summary of community comments that were received to date. Additionally, the Team presented a map of draft priority locations for potential improvements and draft Study goals for public comment.



Photo: Presentation at January 2019 Open House



Photo: Mapping Activity at January 2019 Open House

Community Workshops - Spring 2019

At these workshops, community members brainstormed preferred mobility solutions for different locations throughout Allston-Brighton. There were 3 sub-area workshops focused on specific geographies.



Photo: Presentation at Sub-Area Workshop #1



Photo: Presentation at Sub-Area Workshop #3

Work Plan for Analysis - July 2019

Resulting from the initial round of community engagement, the A-B Mobility Study Team put together a draft work plan of analysis areas (see below). Throughout the month of July, the Team engaged with the Allston-Brighton community to determine if these were the right areas to recommend transportation improvements.



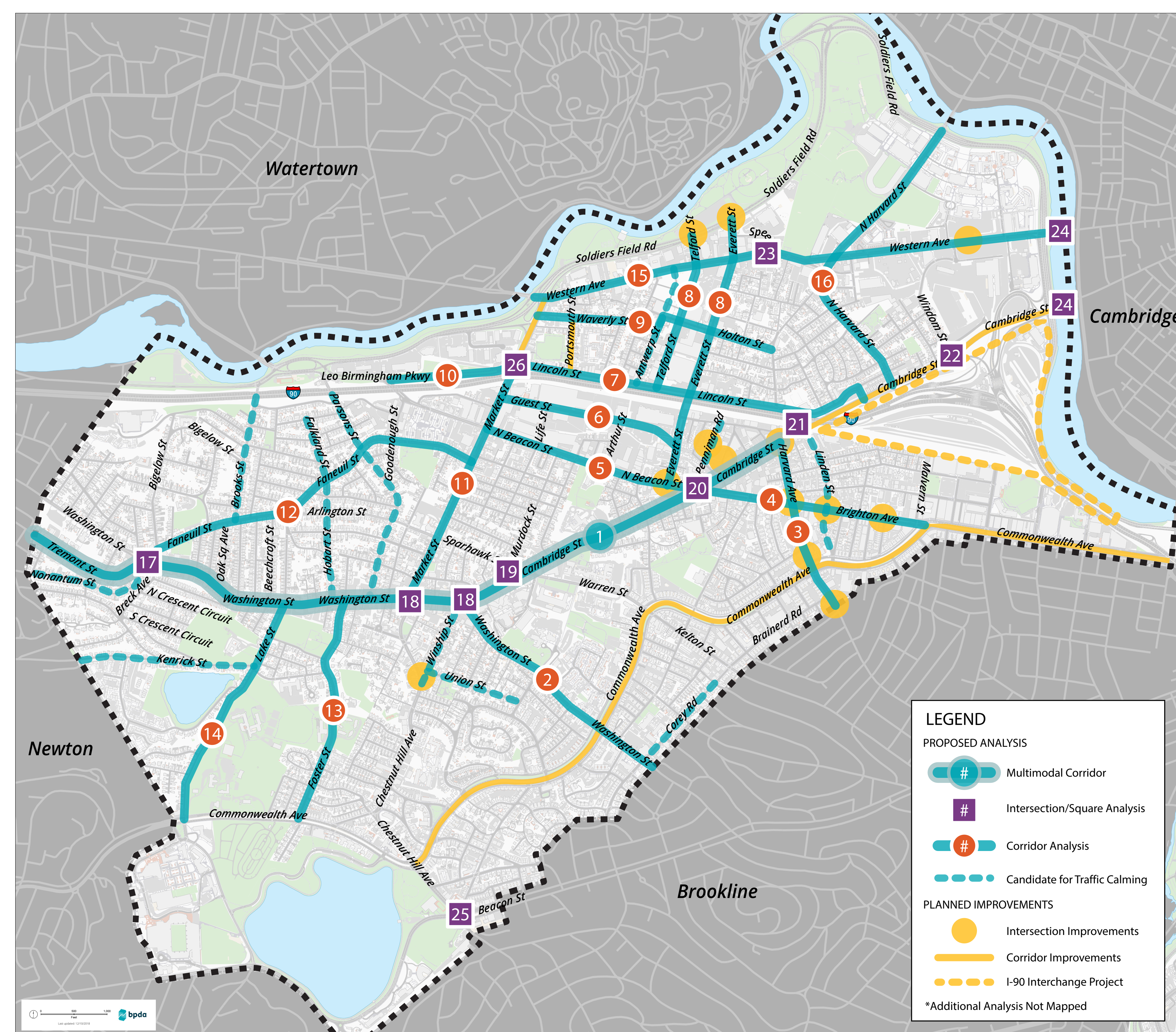
Photo: Engagement at Faneuil Gardens' Unity Day



Photo: Working Group at a Sub-Area Meeting

Work Plan of Analyzing Recommendations

The Study Team identified a list of mobility improvement options at different locations throughout Allston-Brighton and developed a Work Plan for modeling and analyzing them.



	Key	Analysis Area	Topics
Corridor Analysis	1	Multimodal Corridor	[Pedestrian, Bicycle, Transit, Vehicle]
	2	Washington Street	[Pedestrian, Bicycle, Transit, Vehicle]
	3	Harvard Avenue	[Pedestrian, Bicycle, Transit, Vehicle, Placemaking, Curbside Regulations]
	4	Brighton Avenue	[Pedestrian, Bicycle, Transit, Vehicle, Placemaking, Curbside Regulations]
	5	North Beacon Street	[Pedestrian, Bicycle, Transit, Vehicle]
	6	Guest Street	[Pedestrian, Bicycle, Transit, Vehicle]
	7	Lincoln Street	[Pedestrian, Bicycle, Transit, Vehicle]
	8	Everett Street/Telford Street	[Pedestrian, Bicycle, Transit, Vehicle]
	9	Waverly Street/Holton Street	[Pedestrian, Bicycle, Transit, Vehicle]
	10	Leo Birmingham Parkway	[Pedestrian, Bicycle, Transit, Vehicle]
	11	Market Street	[Pedestrian, Bicycle, Transit, Vehicle]
	12	Faneuil Street	[Pedestrian, Bicycle, Transit, Vehicle]
	13	Foster Street	[Pedestrian, Bicycle, Transit, Vehicle]
	14	Lake Street	[Pedestrian, Bicycle, Transit, Vehicle]
	15	Western Avenue	[Pedestrian, Bicycle, Transit, Vehicle]
	16	North Harvard Street	[Pedestrian, Bicycle, Transit, Vehicle]
Intersection/Square Analysis	17	Oak Square	[Pedestrian, Bicycle, Transit, Vehicle, Placemaking, Curbside Regulations]
	18	Brighton Center	[Pedestrian, Bicycle, Transit, Vehicle, Placemaking, Curbside Regulations]
	19	Murdock Street/Sparhawk Street	[Pedestrian, Bicycle, Transit, Vehicle, Placemaking, Curbside Regulations]
	20	Union Square	[Pedestrian, Bicycle, Transit, Vehicle, Placemaking, Curbside Regulations]
	21	I-90 Pedestrian Bridge	[Pedestrian, Bicycle, Transit, Vehicle]
	22	Windom Street	[Pedestrian, Bicycle, Transit, Vehicle]
	23	Speedway Avenue	[Pedestrian, Bicycle, Transit, Vehicle]
	24	River Crossings	[Pedestrian, Bicycle, Transit, Vehicle]
	25	Cleveland Circle	[Pedestrian, Bicycle, Transit, Vehicle]
	26	Leo Birmingham Pkwy/Market St/Lincoln St	[Pedestrian, Bicycle, Transit, Vehicle]

[Pedestrian] = Pedestrian
 [Bicycle] = Bicycle
 [Transit] = Transit
 [Vehicle] = Vehicle (Operations and/or Traffic Calming)
 [Placemaking] = Placemaking
 [Curbside Regulations] = Curbside Regulations

***Some Additional Analysis (Not Mapped) Will Include:**

- Soldiers Field Road** - Targeted analysis focused on improving pedestrian and bicycle connectivity across Soldiers Field Road
- New Transit Connections** - Transit analysis focused on identifying possible new services for underserved neighborhoods
- Transit Enforcement** - Analysis focused on identifying locations to pilot automated enforcement for bus stops and transit lanes
- Transit Passenger Information** - Analysis focused on identifying locations to pilot enhanced customer information
- Shuttle Strategy** - Analysis focused on developing a strategy for a publicly accessible shuttle network
- Electric Bus Charging Station** - Analysis to identify location(s) for charging future electric bus fleet

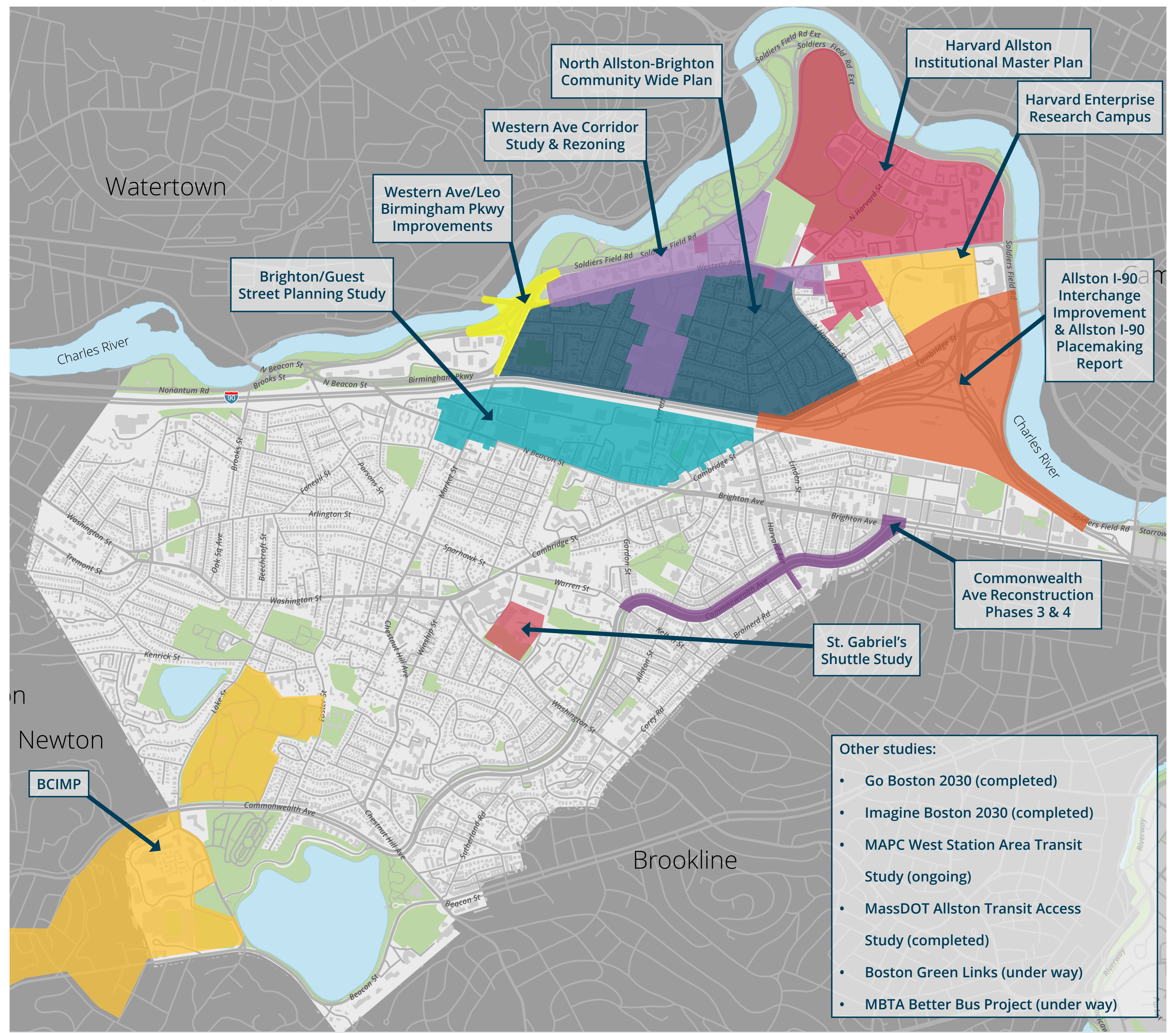
Existing Planning & Pending Development

Planning

The Allston-Brighton Mobility Study builds on previous & ongoing planning initiatives in Allston-Brighton.

- Parts of Allston-Brighton have been studied before
- The focus of this study is to provide realistic and implementable recommendations, **informed and guided by past planning efforts**
- Work will not be duplicated: the Allston-Brighton Mobility Study is building on these plans in **crafting a comprehensive Final Transportation Action Plan** for Allston-Brighton

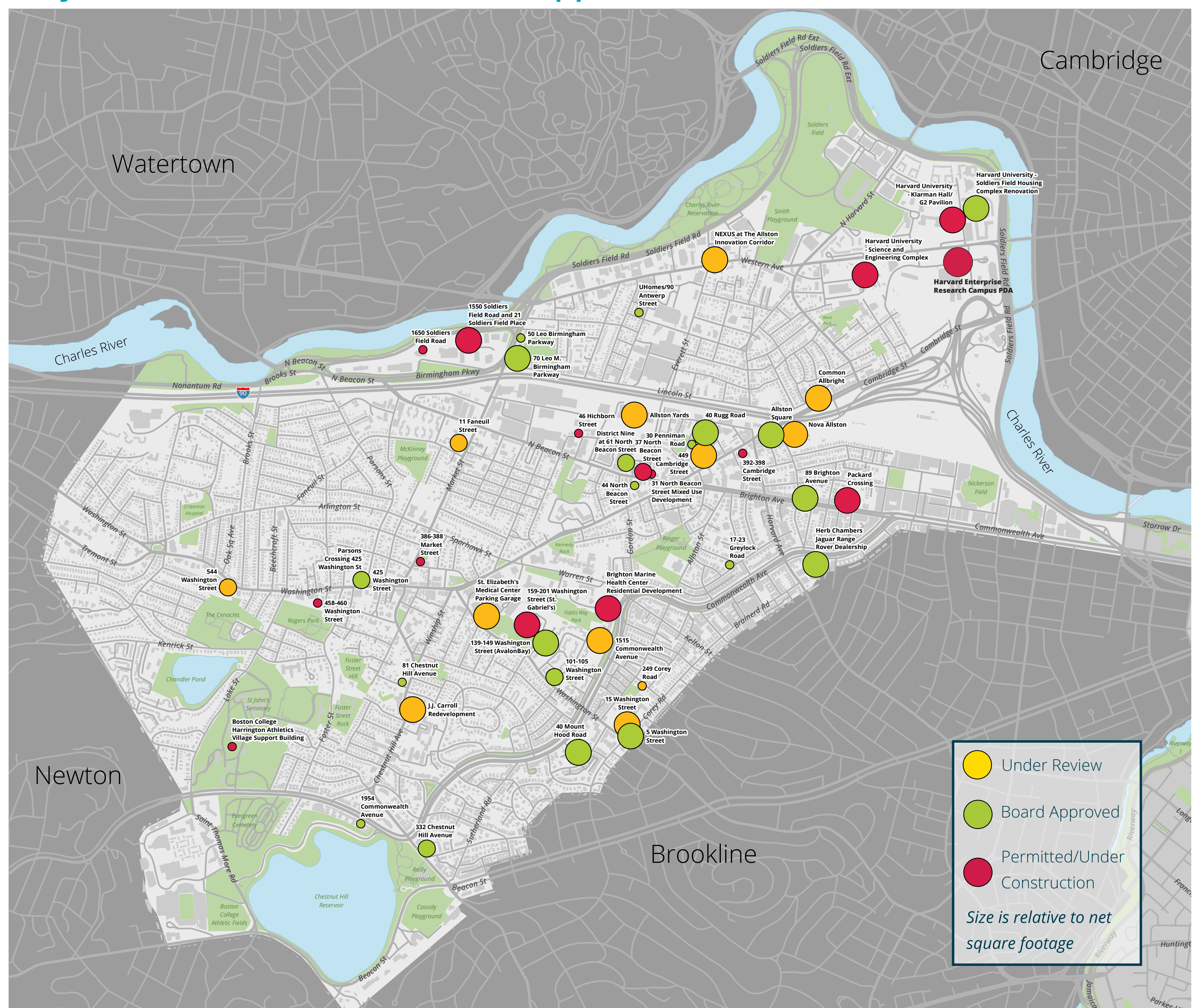
Past and Ongoing Planning Initiatives



Article 80 Development

- Some areas in particular within Allston-Brighton have seen significant new development and growth in recent years.
- Based on projects currently going through the City's Article 80 review process, approved, or under construction, approximately **8 million square feet** of new development is anticipated in Allston-Brighton.
- **Managing the impacts of these developments** and taking advantage of their investments to **create key transportation improvements for the community** are a focus of the Allston-Brighton Mobility Study.

Projects Under Article 80 Review, Approved, or Under Construction



Map updated as of December 5th, 2019

Ongoing City Transportation Projects

Cambridge Street Safety Improvements

Working with the Massachusetts Department of Transportation, the Boston Transportation Department is designing safety improvements for Cambridge Street. The plans include only those changes that can be accomplished in the near-term, not major construction.

Project elements include:

- A crosswalk at the on-ramp. It is located on the south side of Cambridge Street, between North Harvard Street and Sorrento Street
- Shortened mixing zones between bicyclists and right-turning drivers.
- Physical separation for the bicycle lanes. The width is enough to support street sweeping and snow plowing equipment.

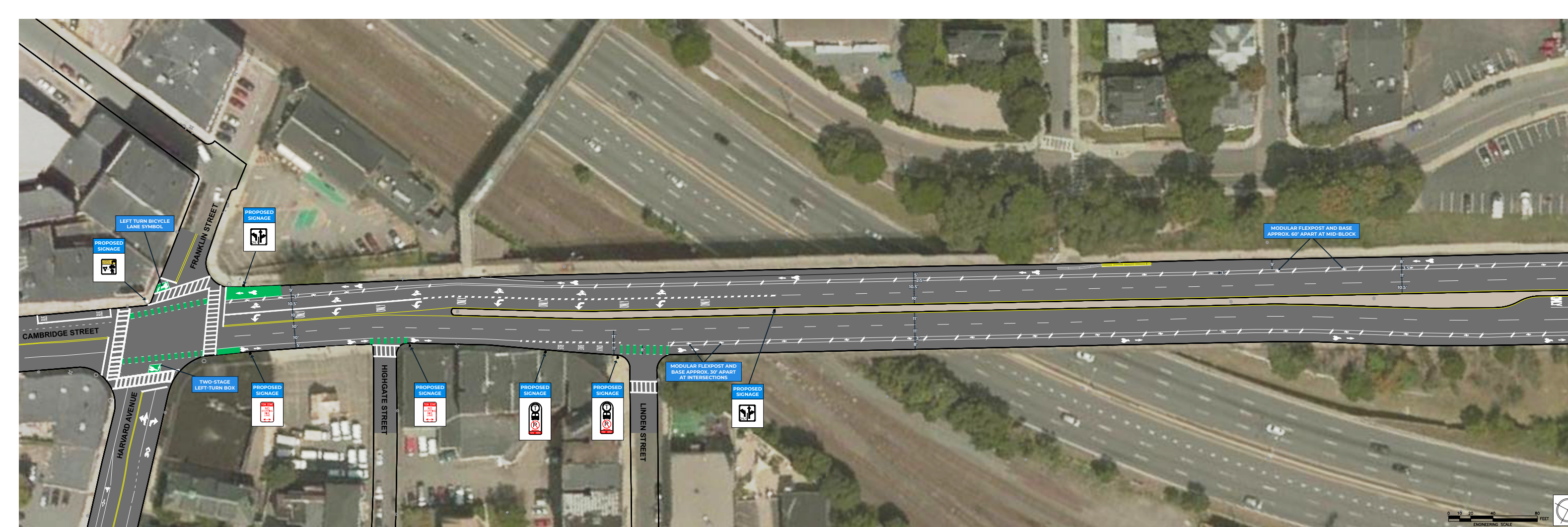


Image: proposed changes on Cambridge Street at Harvard Ave and the Cambridge Street Bridge.

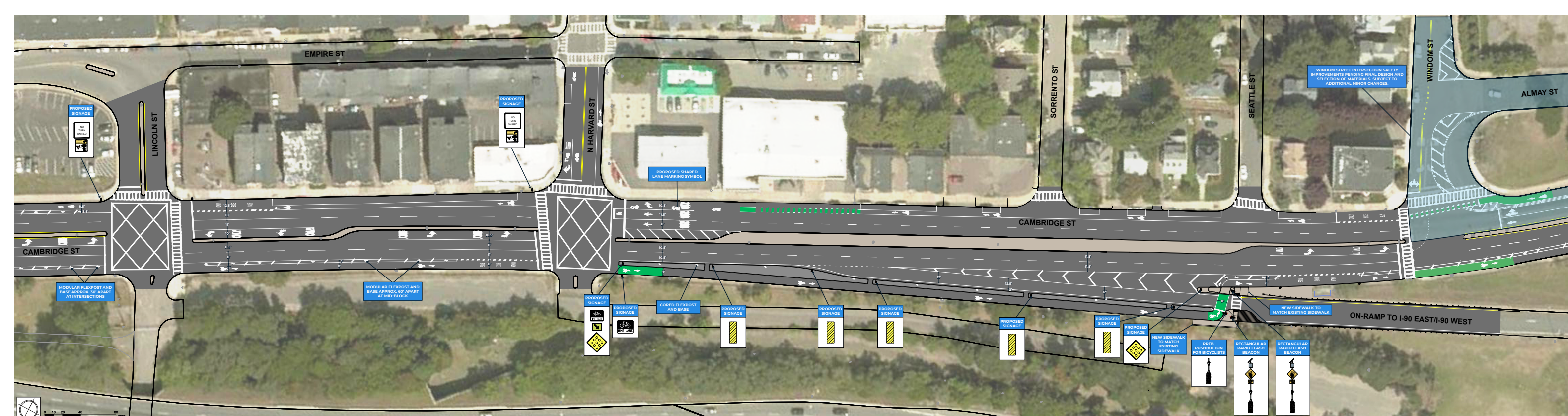


Image: proposed changes on Cambridge Street from Lincoln Street to Windom Street.

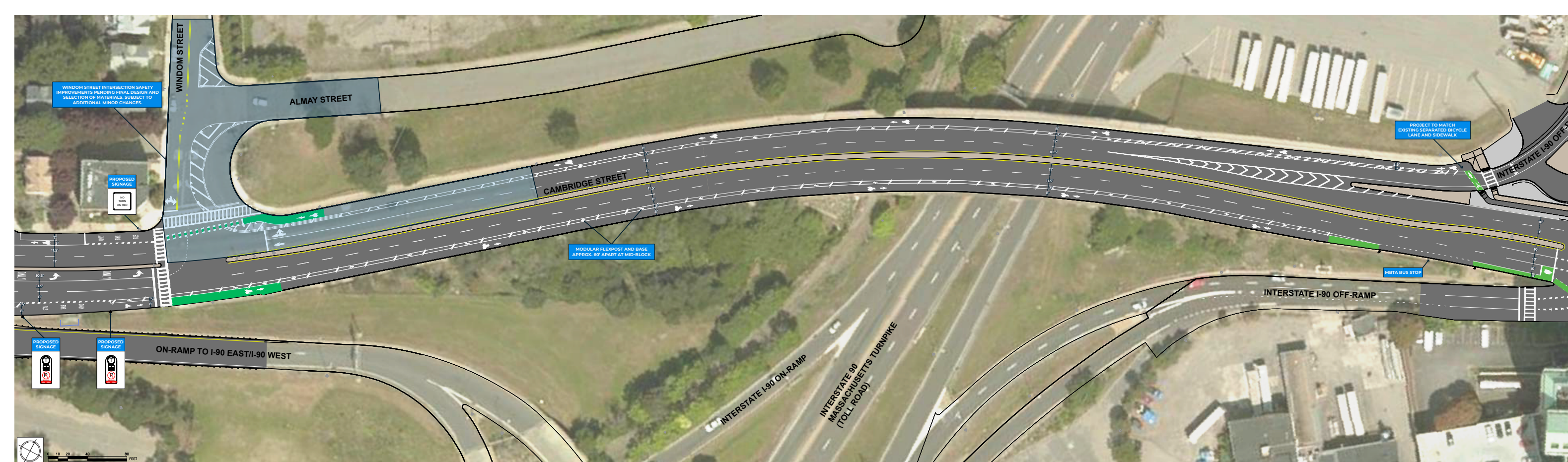


Image: proposed changes on Cambridge Street from Windom Street to Soldiers Field Road.

Commonwealth Avenue Phases 3 + 4

Boston Public Works is redesigning Commonwealth Avenue between Brighton Ave and Warren/Kelton Streets. The redesign includes the Commonwealth Avenue and Harvard Avenue intersection. This intersection will be the centerpiece of the project with a goal of revitalizing this busy commercial and transit hub.

Project elements include:

- Separated bicycle facilities
- Improved sidewalks and crosswalks
- Better access to the MBTA Green Line
- Enhanced historic landscape features, and
- Innovative sustainable features

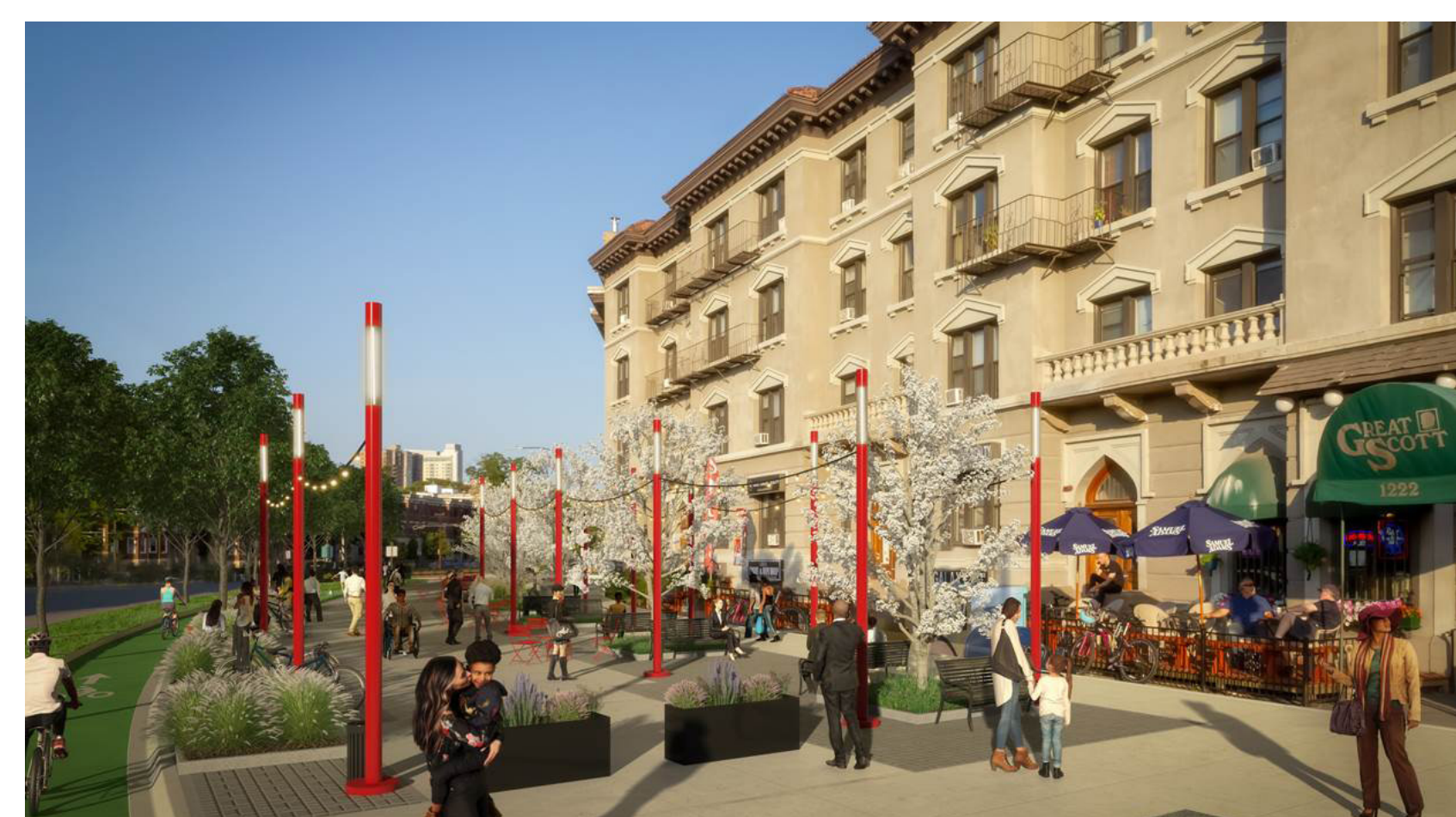


Image: Rendering of Comm Ave/Harvard Ave plaza (East).



Image: Rendering of Comm Ave/Harvard Ave plaza (West).



Image: Plan view of Comm Ave/Harvard Ave plaza.

Brighton Avenue Bus + Bike Lanes

The Boston Transportation Department has recently implemented dedicated bus + bike lanes along Brighton Avenue between Union Square and Packards Corner. These bus lanes are in effect 24/7 and help the more than 14,000 MBTA bus passengers traveling this route.

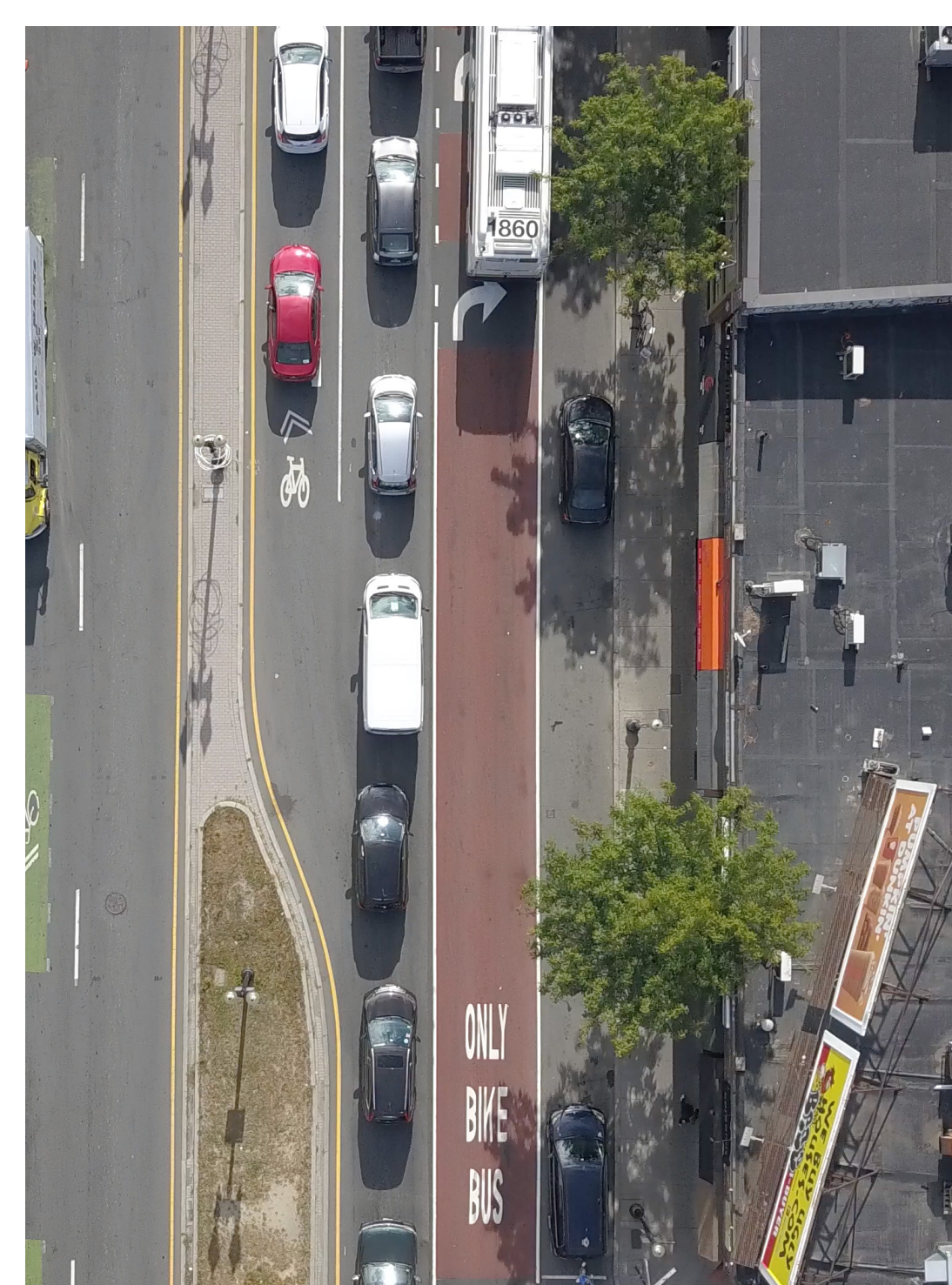


Image: Aerial of the Eastbound Brighton Ave bus lane (taken in Summer of 2019).



Image: Installation of the Westbound Brighton Ave bus lane.

Western Ave Corridor Study & Rezoning

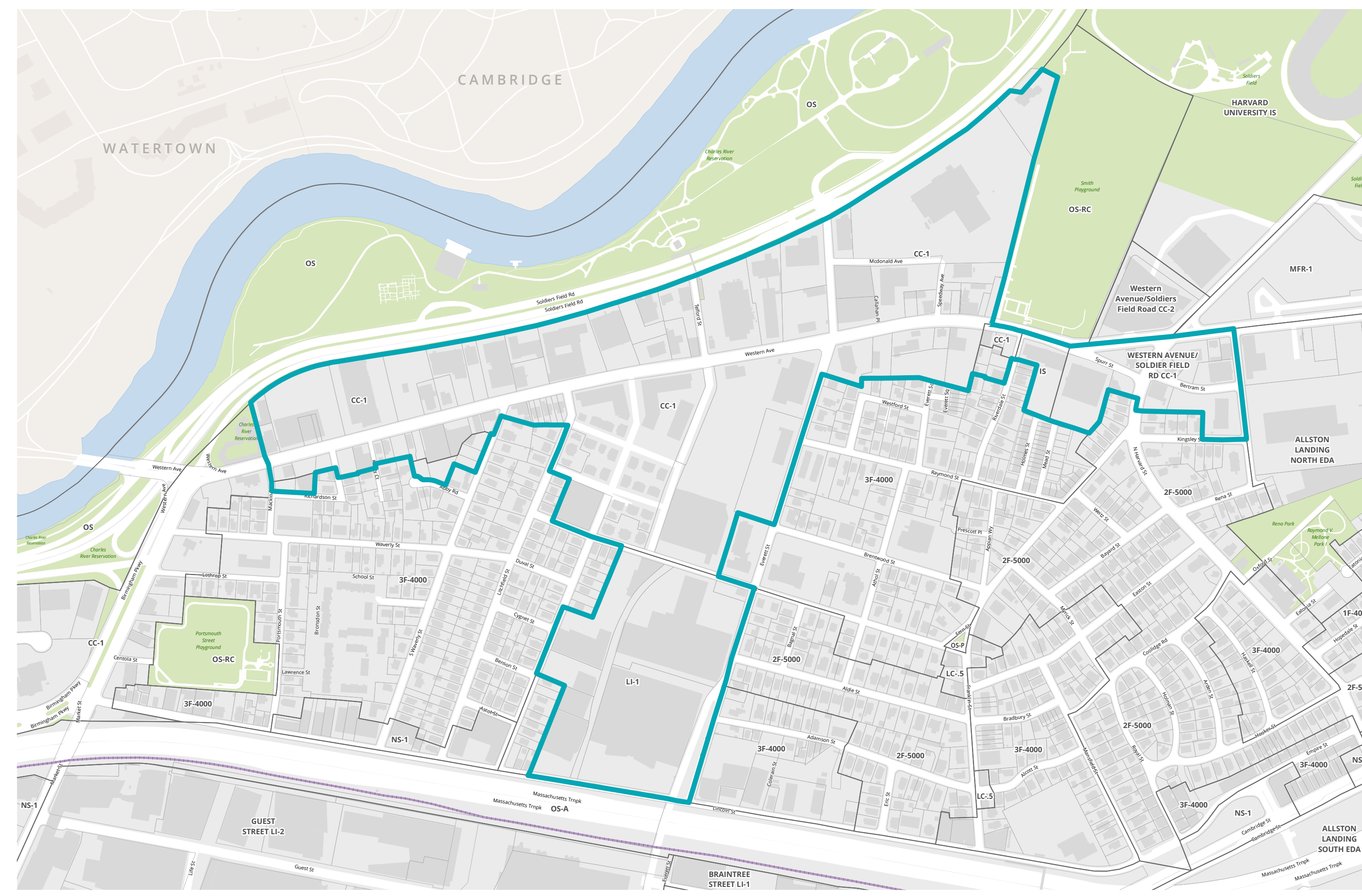
About the Study

The Western Avenue Corridor Study and Rezoning will have three primary outcomes:

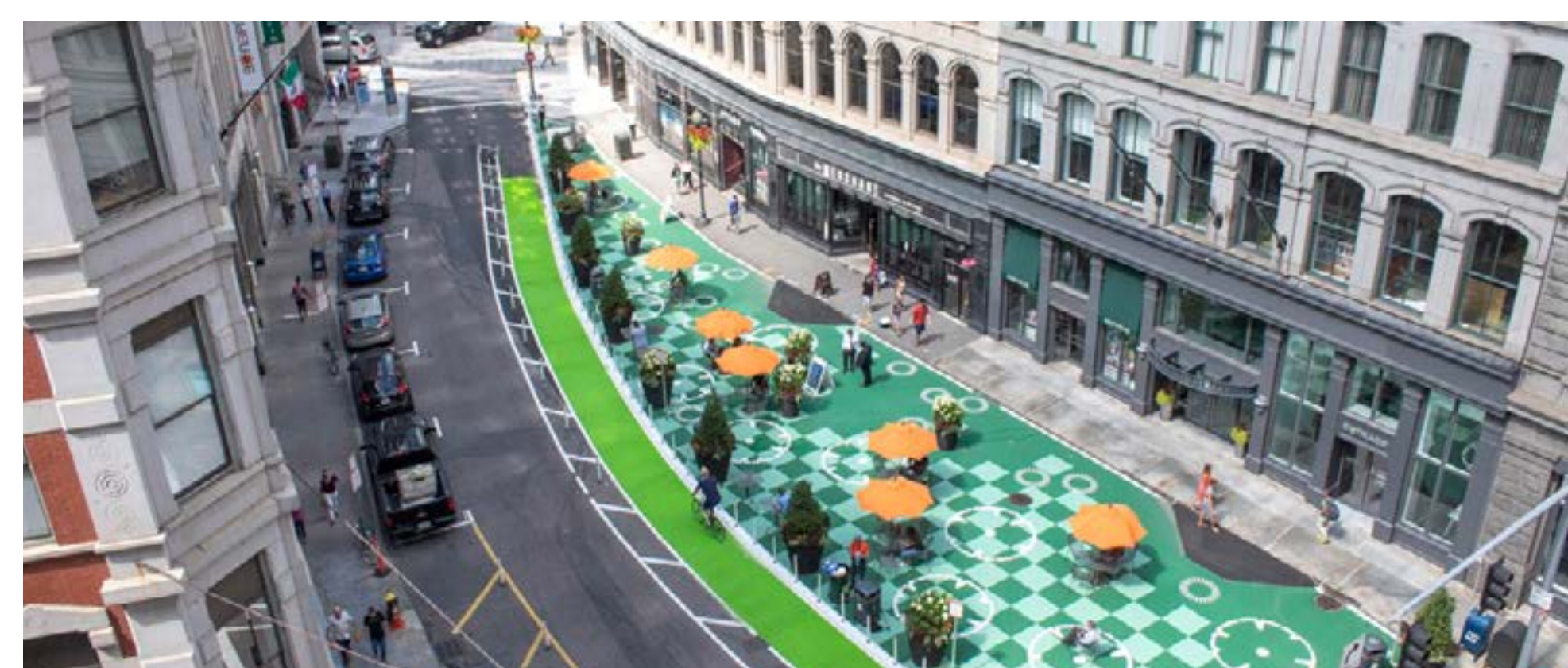
- 1 New or modified zoning to reflect the planning work already completed, as well as new analysis regarding the appropriate density of new development, where additional height might be appropriate, the mix of uses (residential vs. commercial), and how to leverage development to create benefits.
- 2 A vision to transform Western Avenue in both the short and longer terms with key Complete Streets features such as a high-quality pedestrian environment, better bus service, and improved bicycle facilities.
- 3 Coordination with the Allston-Brighton Mobility Study on transportation improvements.

For more information, visit the website: bit.ly/westerncorridor

Map of Study Area



The boundaries indicated here correspond approximately to the zoning subdistricts. The inclusion or exclusion of particular properties should not be interpreted as indicating any conclusions about those properties on the part of the BPDA.



The Study will recommend opportunities for tactical and permanent public realm enhancements, such as those shown in this picture of downtown Boston. Image Source: Howard Stein Hudson



The Study will produce a design for short-term and long-term improvements to Western Avenue, including opportunities for better bicycle infrastructure, such as on Western Avenue in Cambridge. Image Source: BPDA



In conjunction with the Allston-Brighton Mobility Study, the Study will recommend strategies for improving bus service. Image Source: BPDA

Kick-Off Open House - September 2019

The Study Team announced the Western Avenue Corridor Study and Rezoning with a series of informational boards. Attendees were encouraged to provide input on shaping the vision of the Study.



Photo: Informational boards at the September Open House

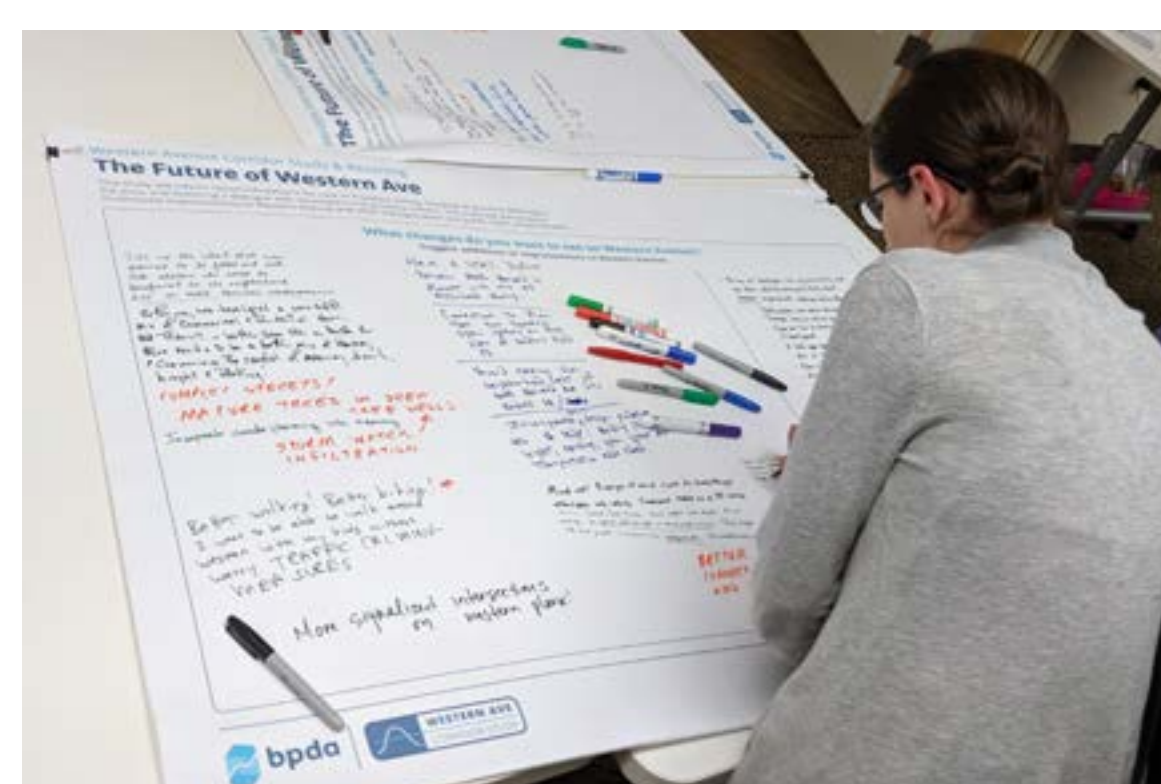


Photo: Comment board at the September Open House

Walking/Biking Tour - October 2019

Community members were invited to go on a walking or biking tour with BPDA Staff to discuss challenges and opportunities associated with Western Ave.



Photo: Biking tour group



Photo: Walking tour group

Workshop - October 2019

At this meeting, the Study Team led small-group discussions to brainstorm and prioritize different elements on Western Ave. These included elements such as planting zones, cafe seating, bike lanes, bus lanes, parking, and more.



Photo: Presentation at the October Workshop



Photo: Group activity at the October Workshop

Open House - December 2019

At this open house, community members were able to prioritize benefits they want to see come from the project. Options ranged from artist housing, open space, transportation improvements, and more.



Photo: Presentation at the December Open House



Photo: Benefit Priority Activity

Multimodal Corridor

Multimodal Corridor

Brighton Center

Oak Square

Union Square

**Faneuil, Arlington, Sparhawk
Bicycle Facility**

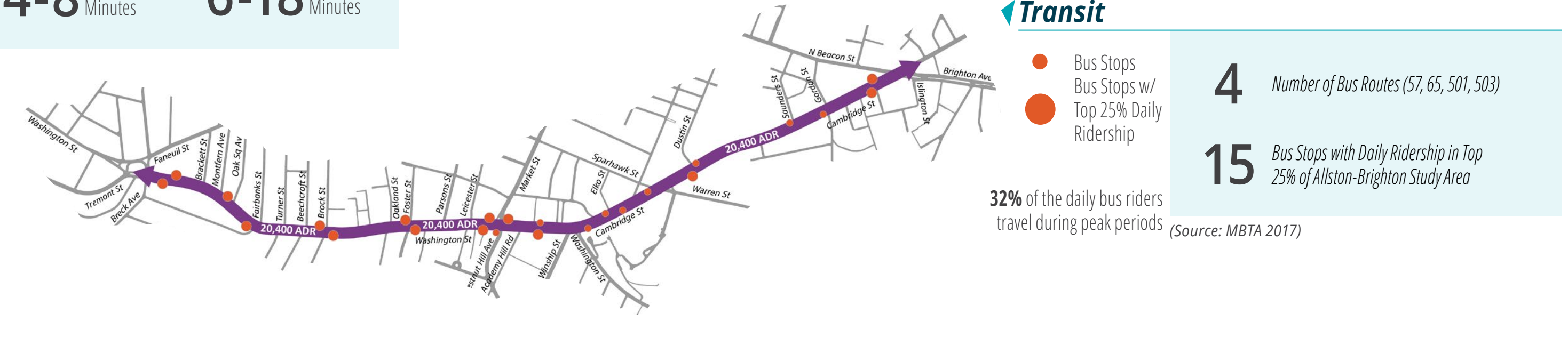
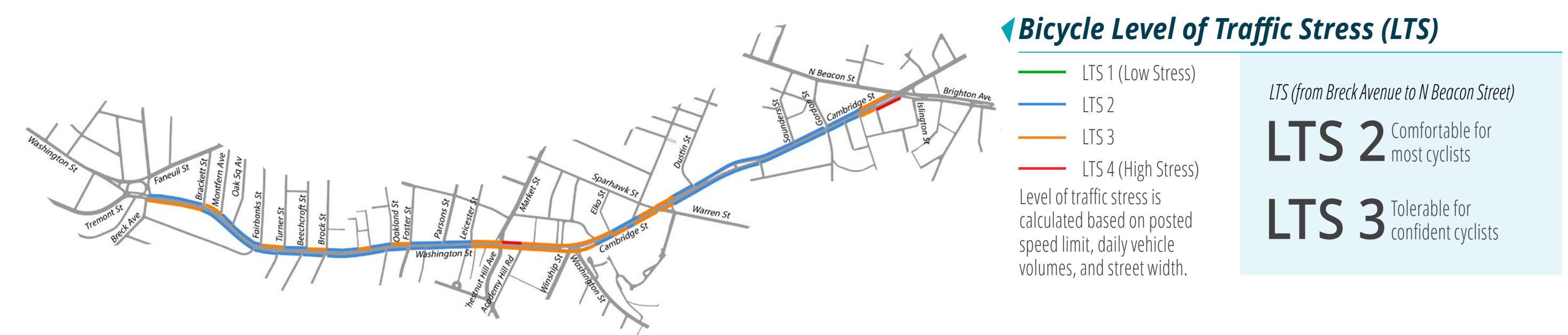
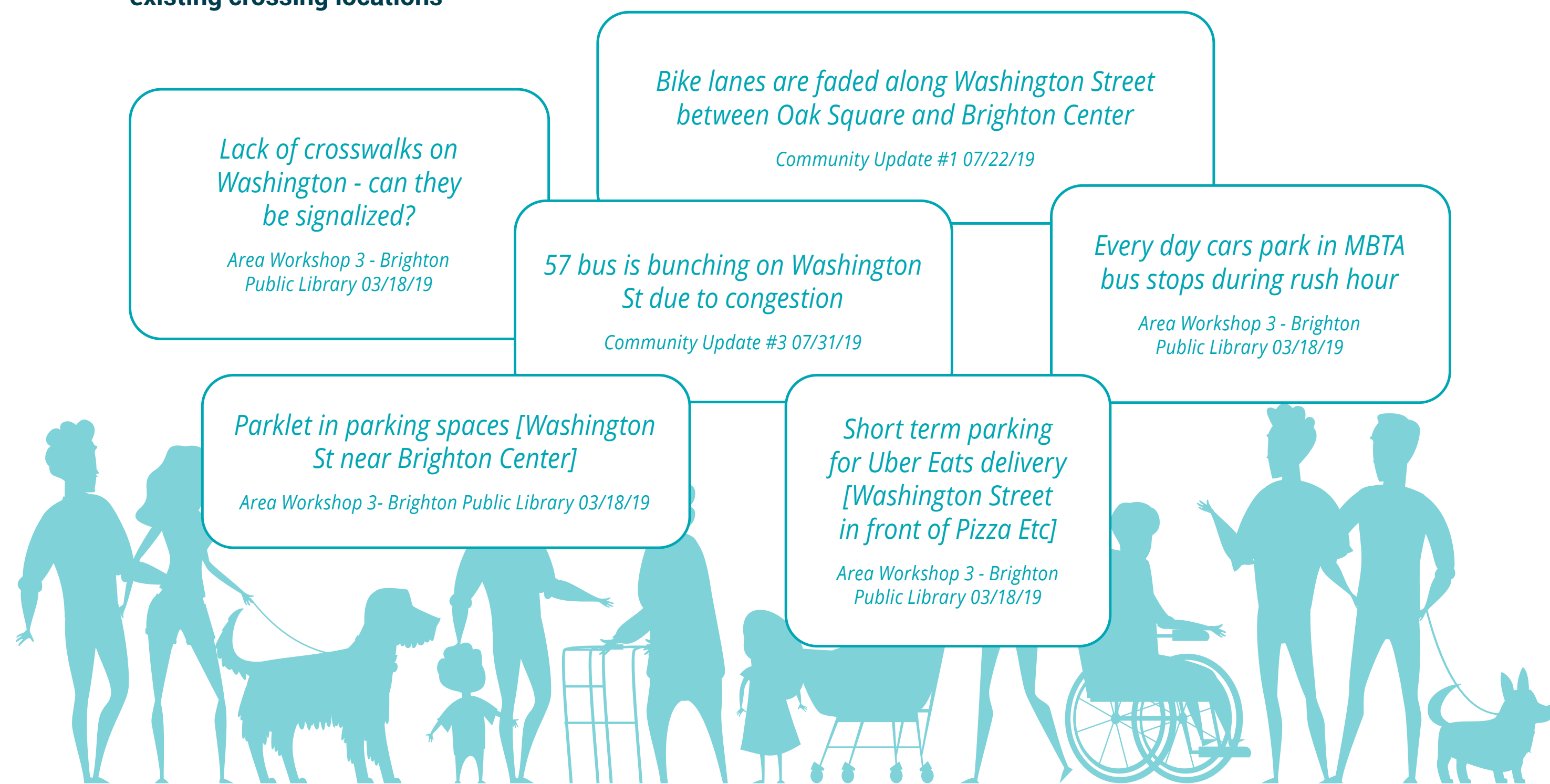
A-B Multimodal Corridor

Existing Conditions & Analysis



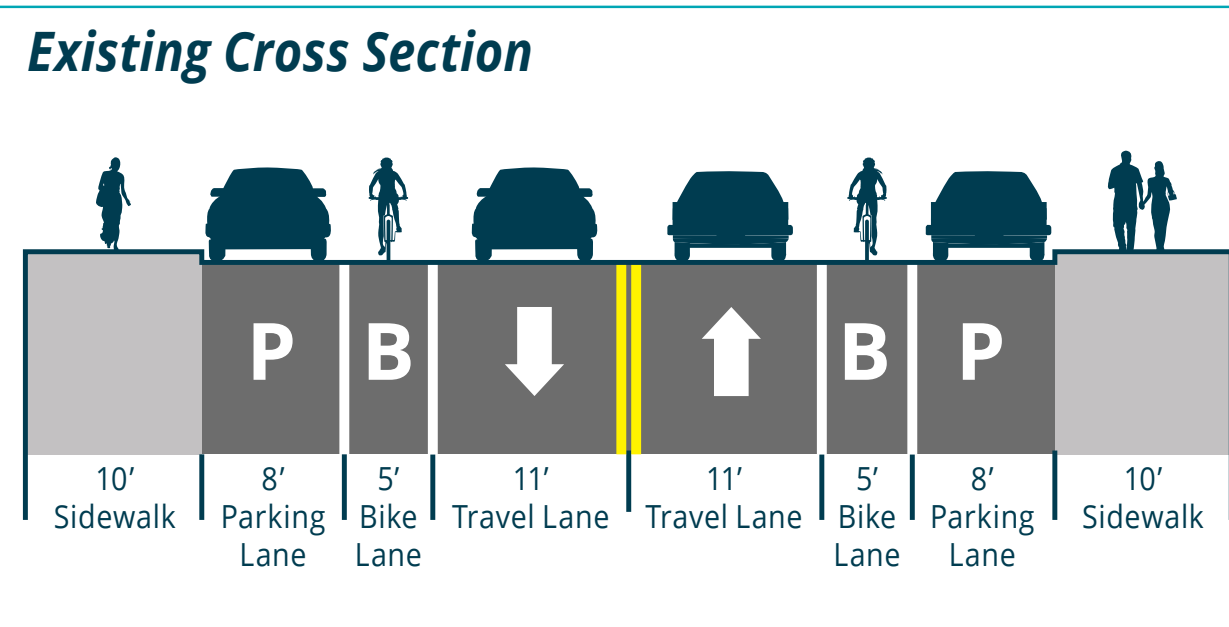
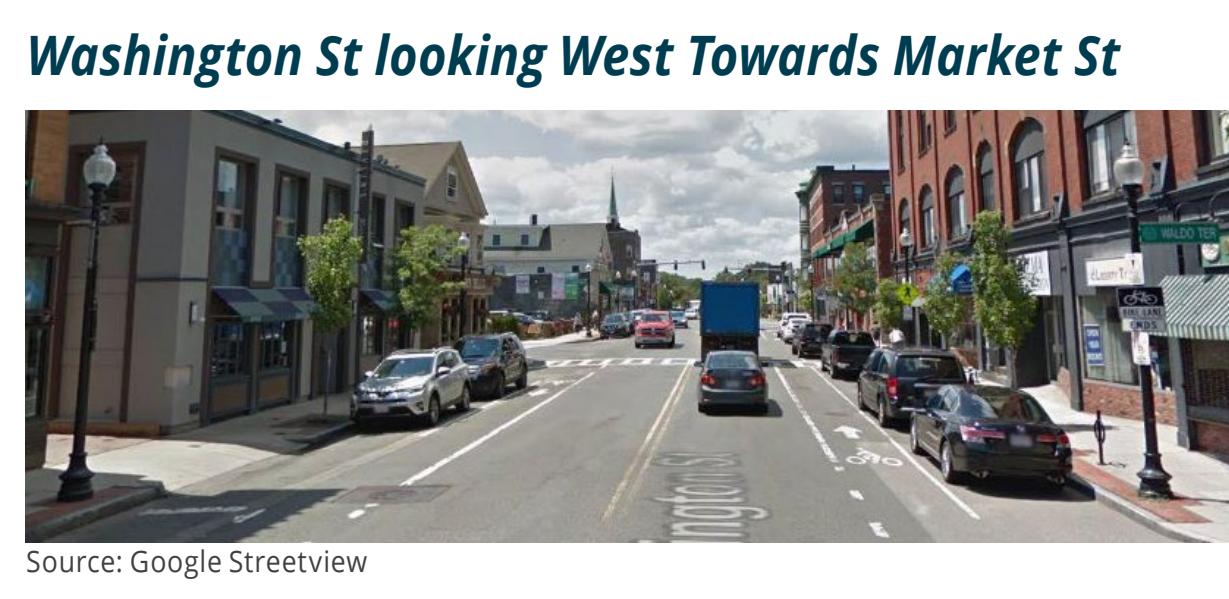
WHY?

- Reduce transit delays
- Improve comfort and safety for bicyclists
- Improve pedestrian safety at existing crossing locations
- Add comfortable pedestrian crossings
- Improve placemaking throughout the corridor
- Provide short-term parking options



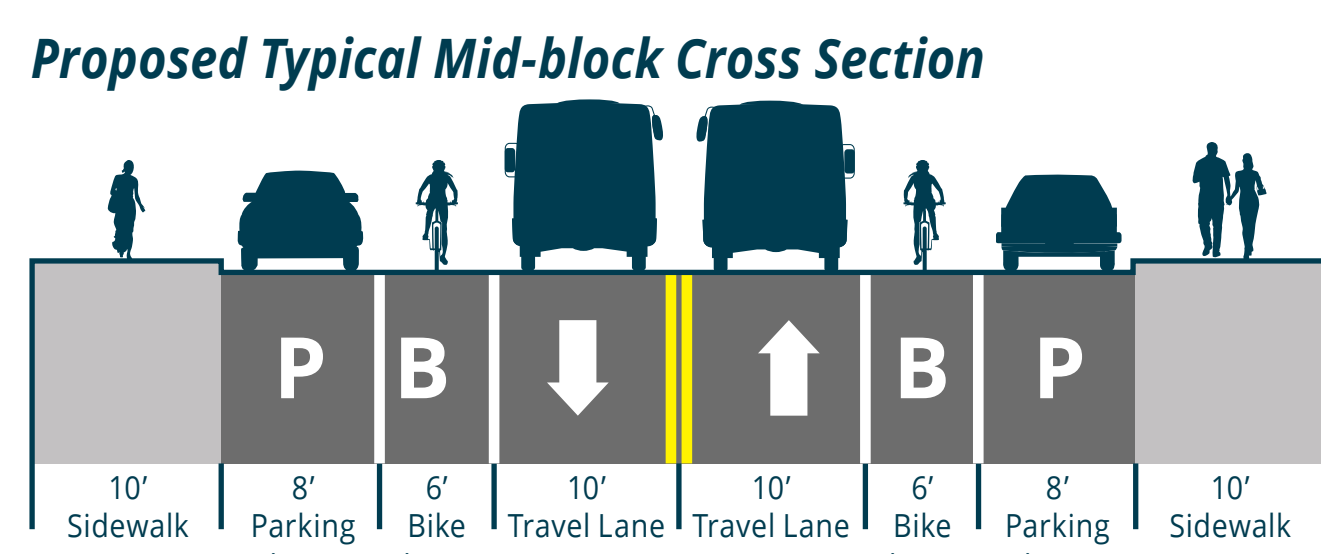
Recommendations & Options

EXISTING



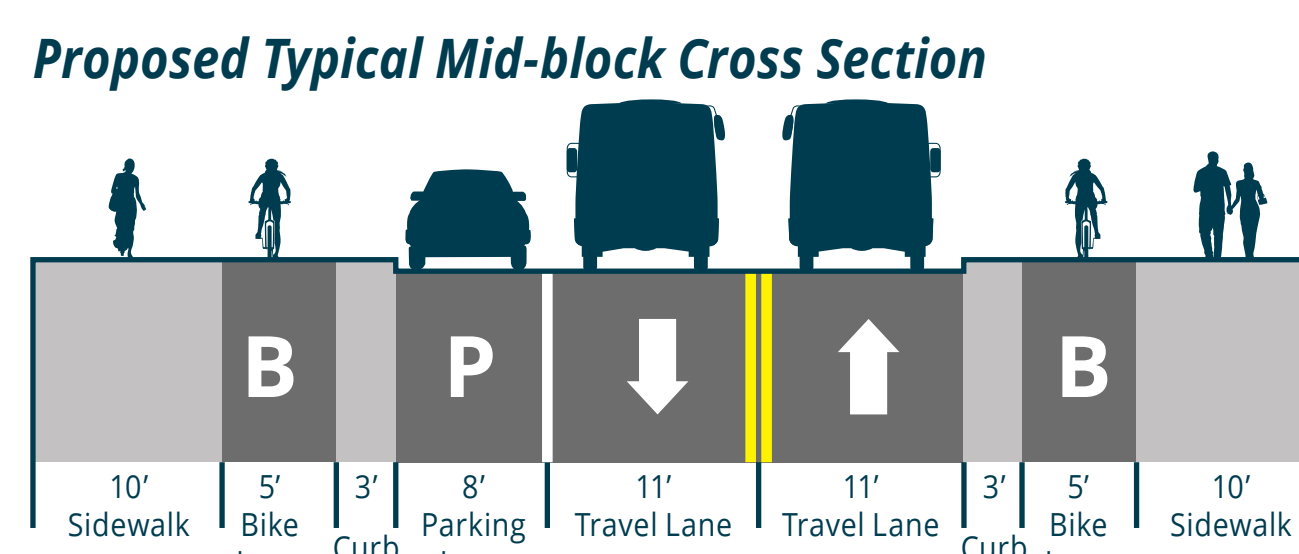
OPTION A IN-LANE BUS STOPS

Option A proposes curb extensions at intersections and mid-block crossings where feasible on the A-B Multimodal Corridor. Curb extensions are created by extending the sidewalk at corners or mid-block to increase safety, calm traffic, and provide space for placemaking. At bus stops, curb extensions allow buses to stop in the travel lane and eliminate the need to pull in and out of traffic.



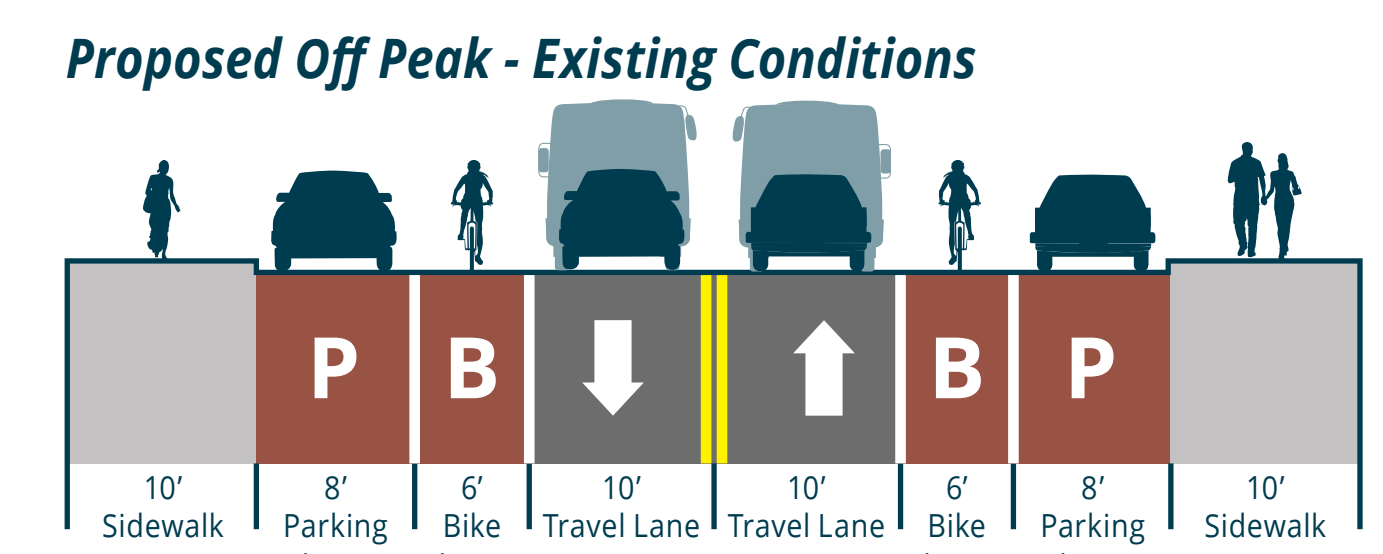
OPTION B SEPARATED BIKE LANES

Option B proposes separated bike lanes on the A-B Multimodal Corridor. Separated bike lanes are for the exclusive use of bicyclists and provide added separation that enhances the experience of bicycling on urban streets.

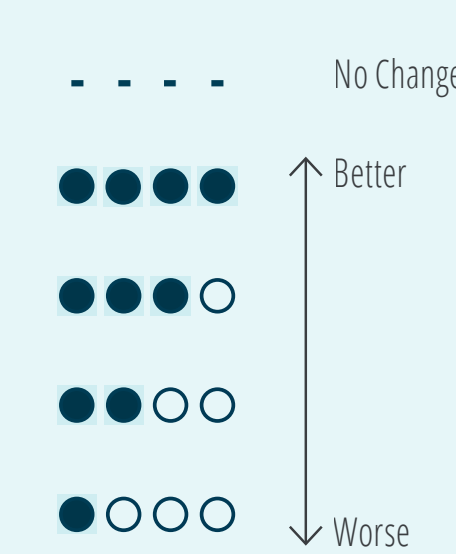


OPTION C PEAK PERIOD BUS LANES*

Option C proposes peak period bus lanes on the A-B Multimodal Corridor. Dedicated bus lanes make it possible to increase the frequency and reliability of bus service. Additionally, dedicated bus lanes can increase bus ridership and help reduce congestion on adjacent travel lanes. A low stress bicycle facility on Faneuil St/Arlington St/Sparhawk St would complement Option C.



PERFORMANCE MEASURES



Measure	Option A	Option B	Option C
Safety	●●●● Calms traffic and physically narrows the intersections	●●●● Calms traffic and physically narrows the roadway and intersections	--- Maintains the existing cross section along the roadway and at intersections
Pedestrian Comfort	●●●● Provides additional pedestrian space and narrows the crossing distance	●●●● Provides additional pedestrian space and narrows the crossing distance	--- Maintains existing pedestrian space and crossing distance
Bicyclist Comfort	●●●● Creates physical separation at intersections	●●●● Creates physical separation throughout the corridor	●●●● Provides the minimum width without physical separation
Transit	●●●● Improves bus travel time by reducing the time needed for loading and unloading	●●●● Improves bus travel time by reducing the time needed for loading and unloading	●●●● Improves travel time and reliability by providing dedicated bus lanes
Parking	●●●● Maintains existing parking except near curb extensions	●●●● Maintains parking on one side of the street	●●●● Maintains parking during the off peak periods
Vehicle Delay	●●●● Causes minor increases in travel time for motorists	●●●● Causes minor increases in travel time for motorists	●●●● Slightly improves travel time for motorists

Brighton Center

Existing Conditions & Analysis



WHY?

- Reduce transit delays
- Ensure multimodal connections
- Provide comfortable bus stop locations
- Improve comfort and safety for bicyclists
- Provide direct routes to existing bicycle infrastructure
- Improve pedestrian safety at crossing locations

Bike lanes are faded along Washington Street between Oak Square and Brighton Center
Community Update #1 07/22/19

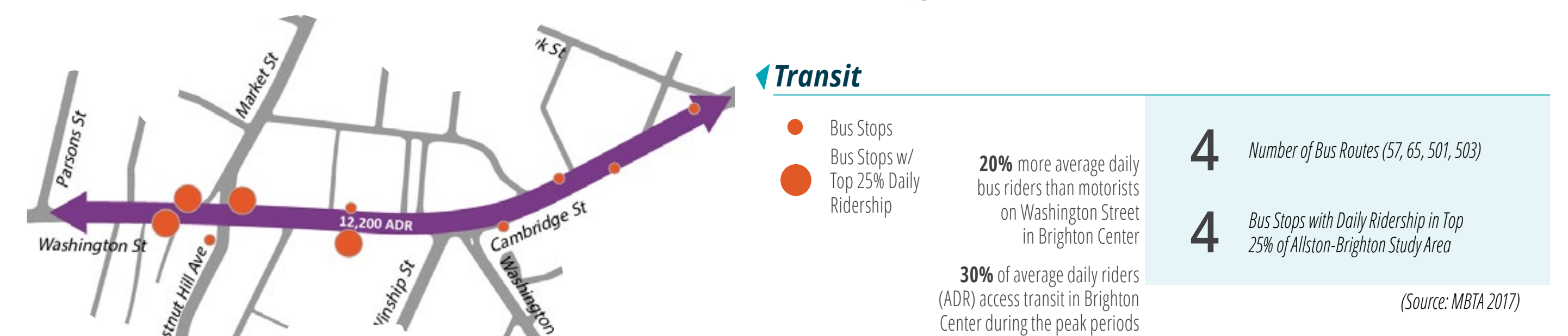
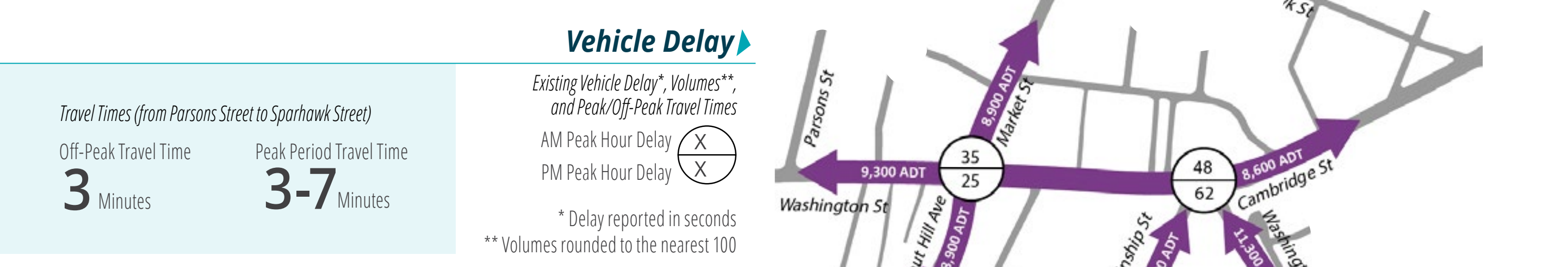
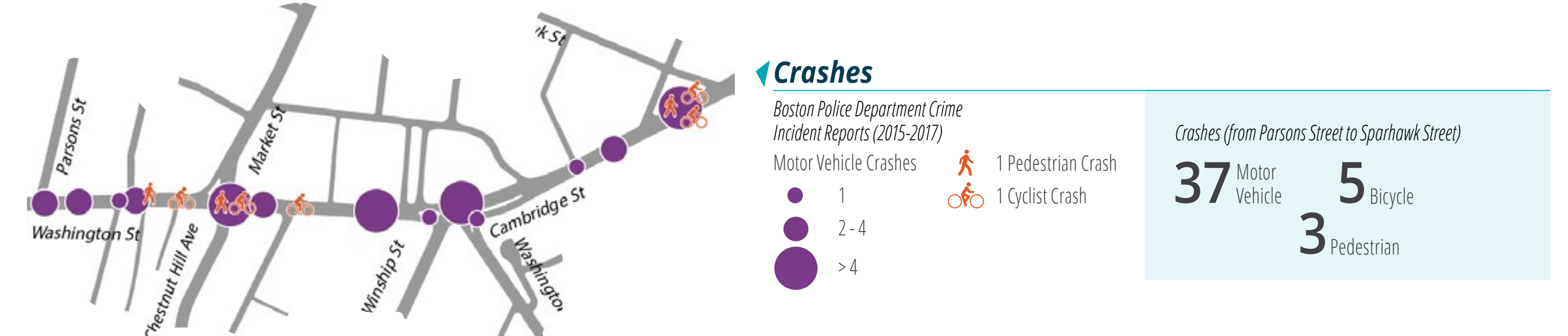
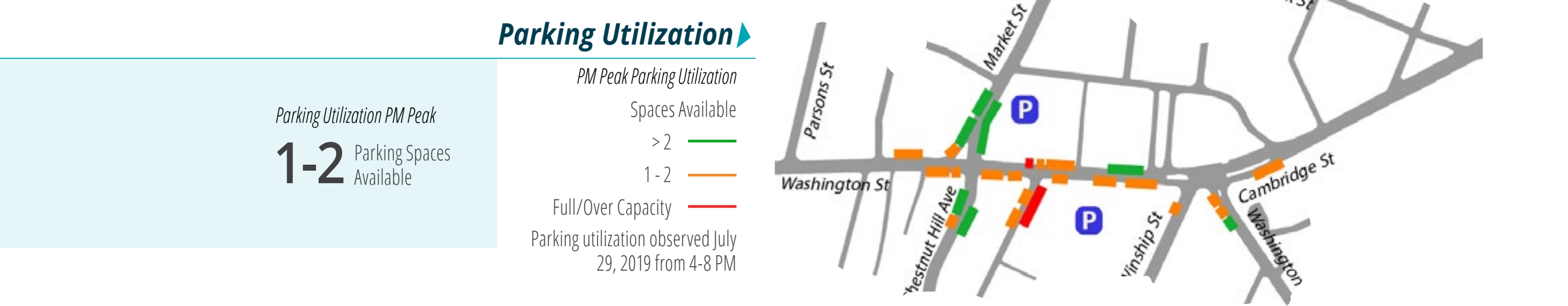
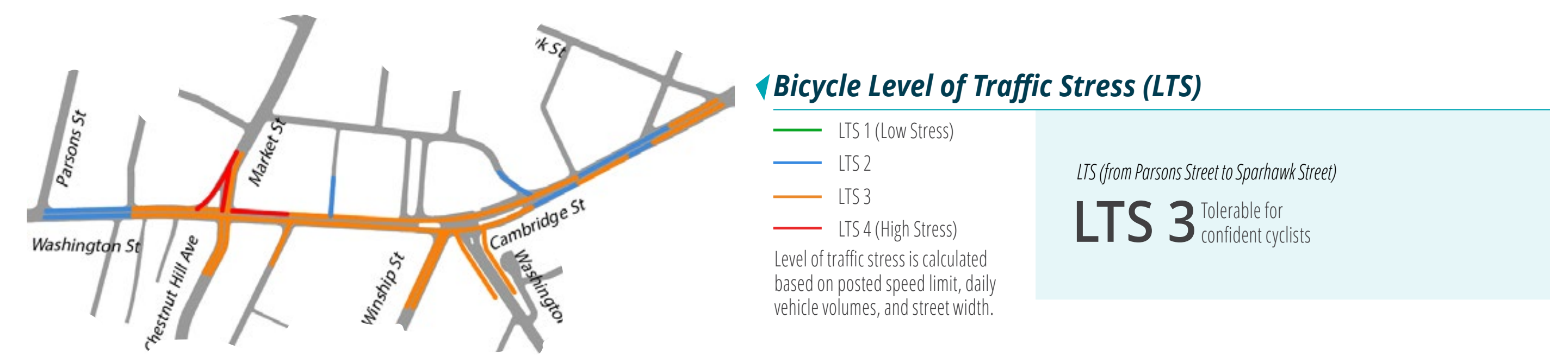
Winship Street...could be closed to this intersection which would also allow for more space for people and bicyclists to roam
Interactive Online Mapping Tool 03/20/19

Diagonal crosswalks @ Market/Chestnut Hill/ Washington Street
Open House Kick-Off Meeting 09/12/18

Need more time at crosswalk
Interactive Online Mapping Tool 07/31/19

Very difficult to turn left from Washington to Market (towards Storrow drive)
Interactive Online Mapping Tool 02/08/19

57 bus is bunching on Washington Street due to congestion
Community Update #3 07/31/19



Recommendations & Options

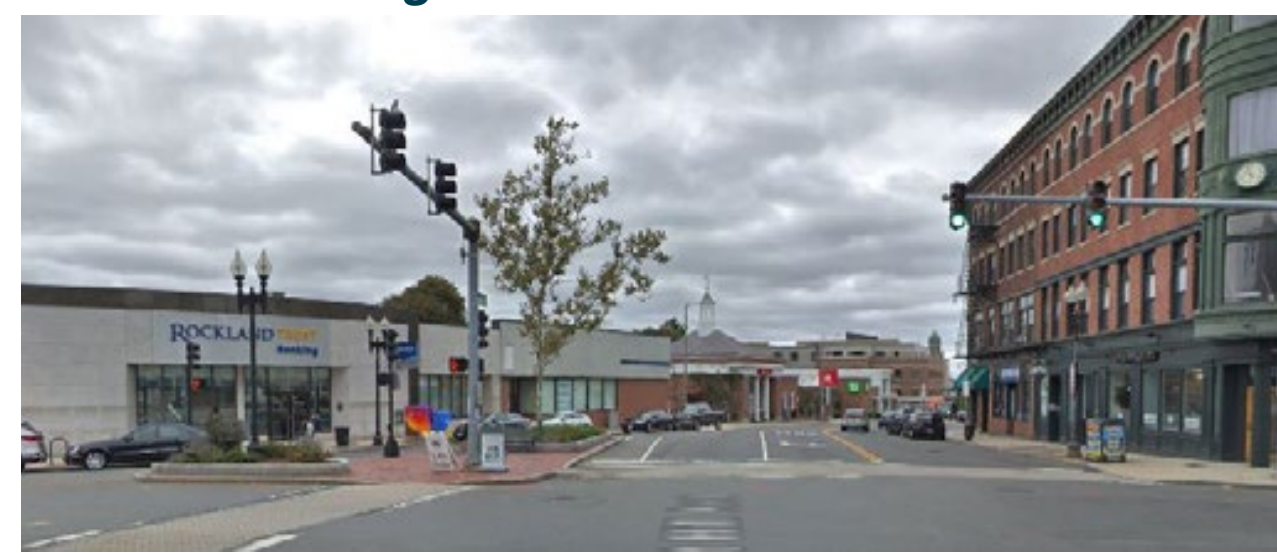
EXISTING

Market St/Washington St



Existing Bus Stop

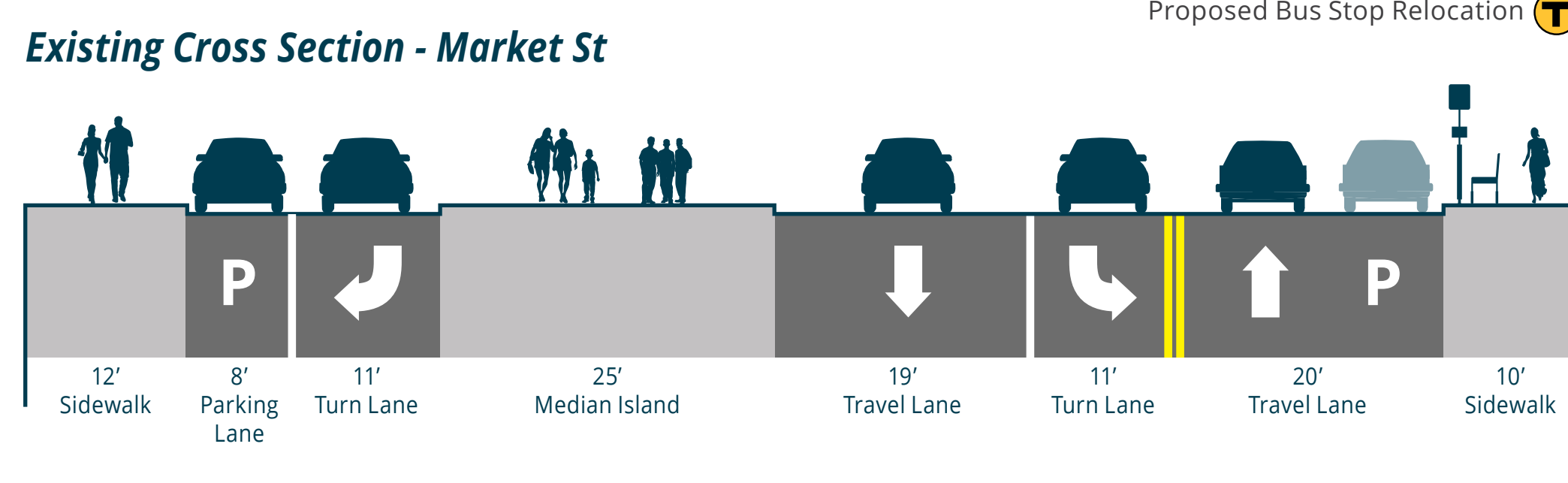
Market St looking North



CONCEPT

MARKET STREET - REMOVAL OF CHANNELIZED RIGHT

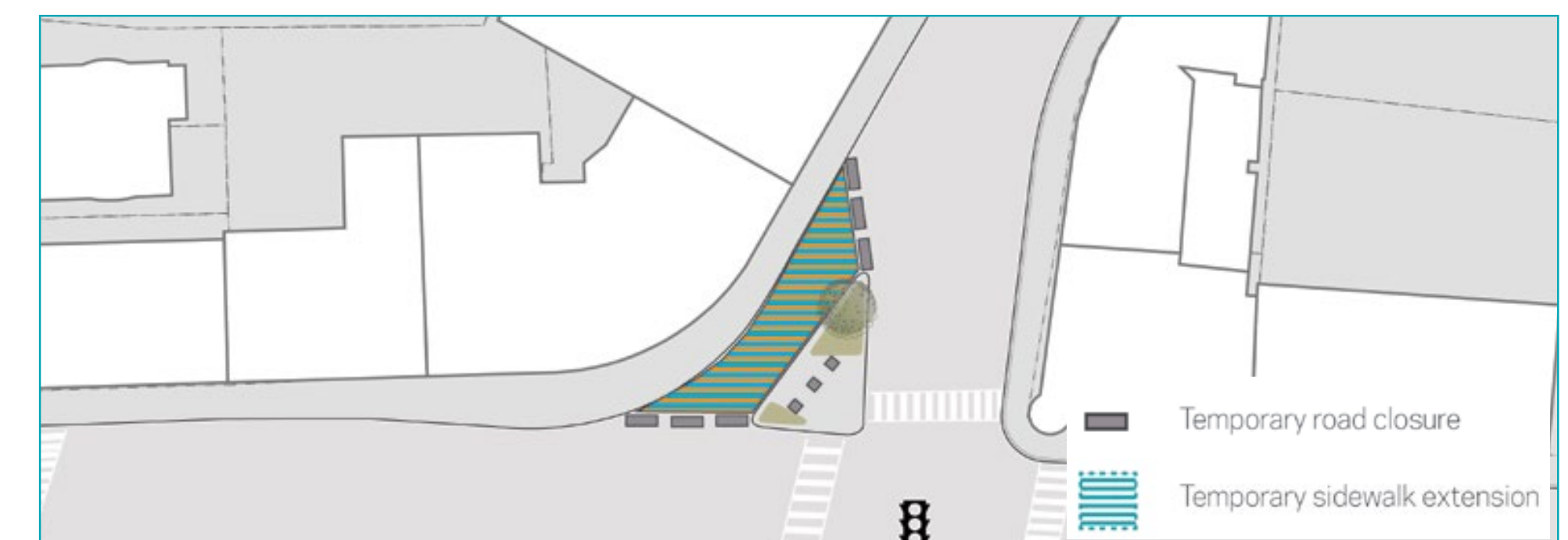
This concept proposes the removal of the existing southbound channelized right turn lane on Market Street. Southbound right turns will be permitted in the proposed configuration. The excess roadway space from the channelized right turn will be re-purposed to provide additional space for pedestrians, placemaking, and relocated bus stops. A bus bulb-out is proposed on the east side of Market Street for northbound buses. The options proposed for Concept 1 and Concept 2 are not mutually exclusive.



PLACEMAKING

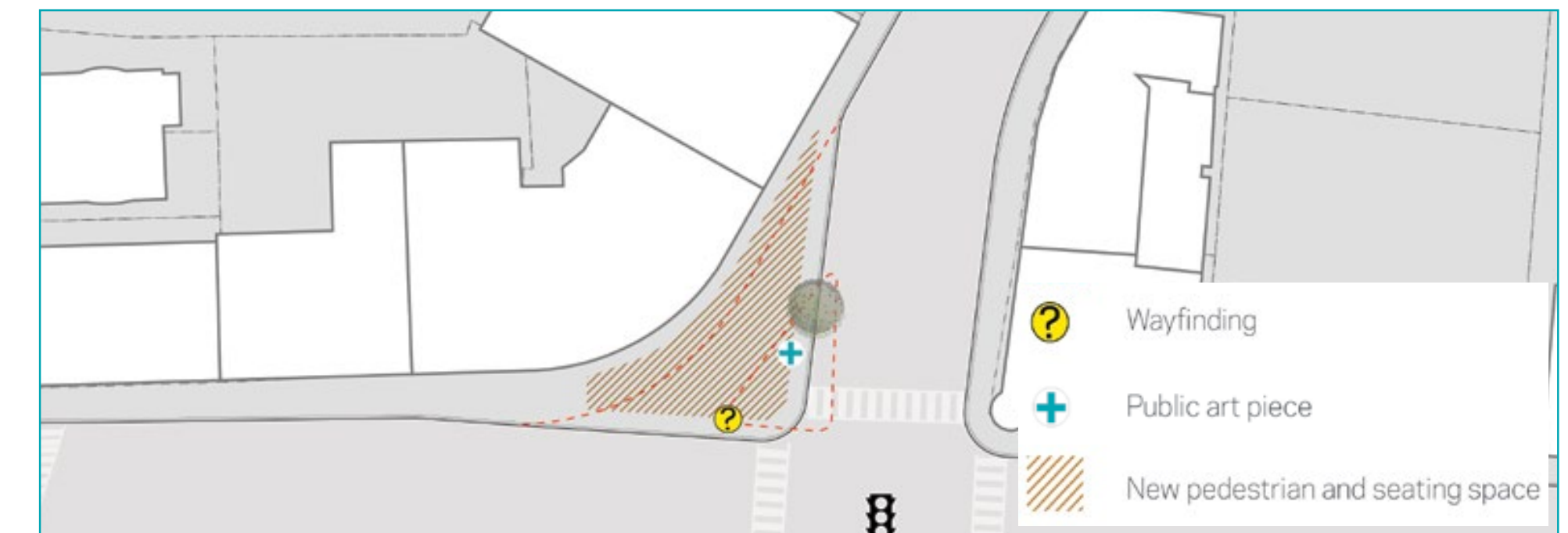
Quick-Build Placemaking Option

Using traffic barriers, close off the southbound Market Street channelized right turn lane to create a new seating and retail spill-out area. Raised planters could contribute to an inexpensive greening of the space, and surface repainting and temporary seating would also help draw people to Brighton Center.

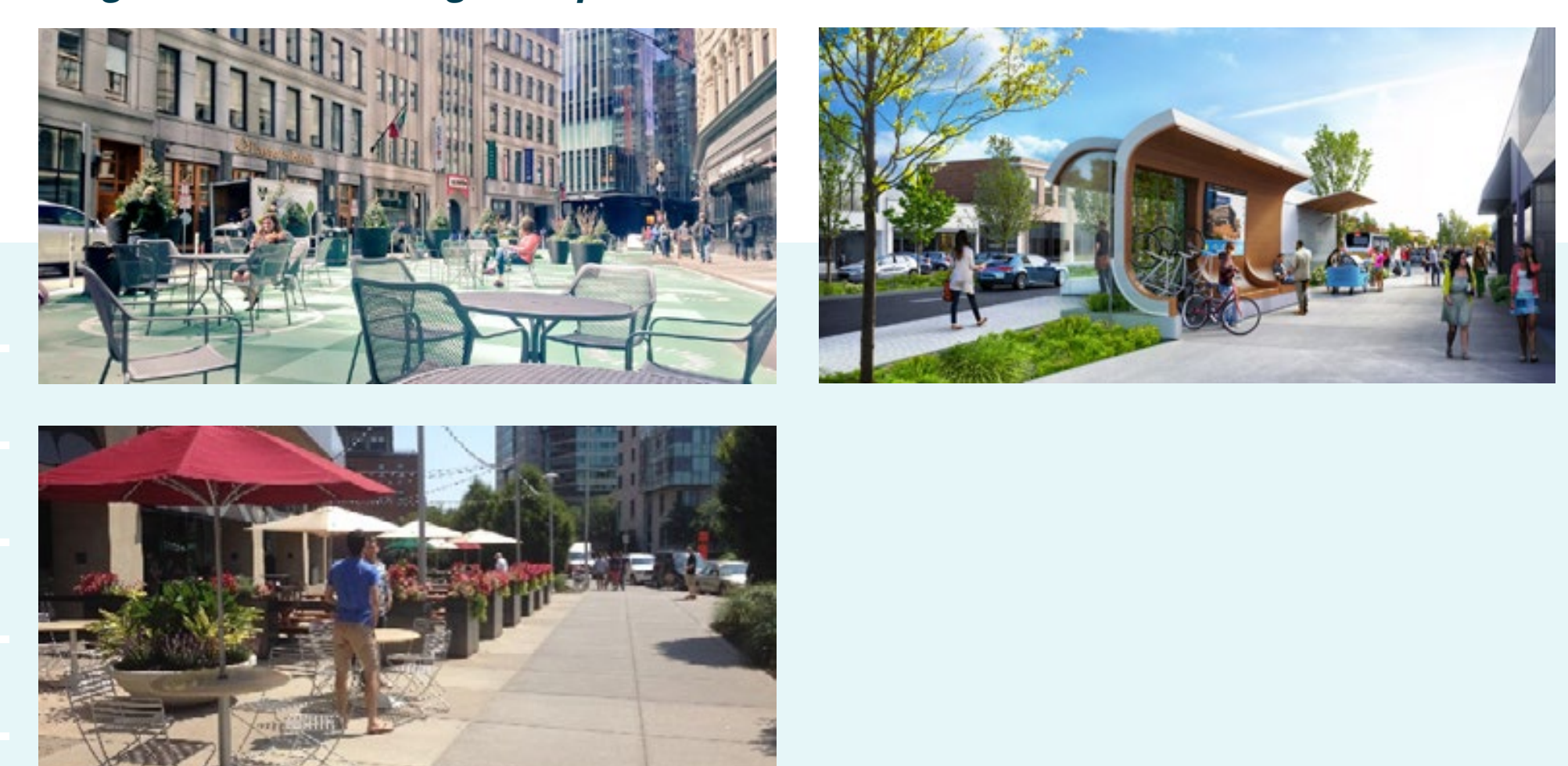


Long-Term Placemaking Option

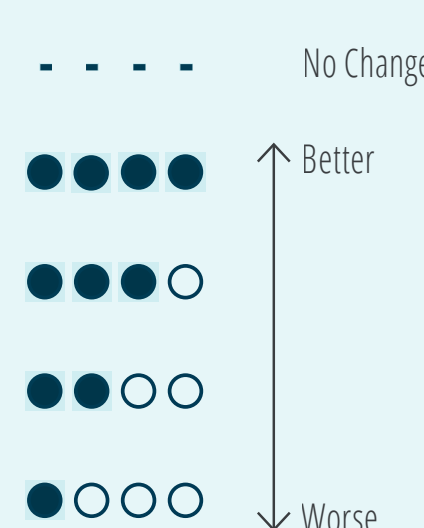
Temporary interventions would serve to inform more permanent investments. The pavement behind the barriers could be replaced with new curb and permanent plantings, including new trees and a rain garden. Examples from Davis Square in Somerville and Brattle Square in Harvard Square could serve as guides for improvements resulting from the reduction of roadways at corners.



Long-Term Placemaking Examples



PERFORMANCE MEASURES



Safety	●●●○ Calms traffic and physically narrows Market Street
Pedestrian Comfort	●●●○ Narrows the crossing distance and improves pedestrian delay
Bicyclist Comfort	- - - Maintains existing bicycle infrastructure
Transit	- - - Maintains existing transit infrastructure
Parking	●○○○ Maintains existing parking supply except along the previous southbound channelized right turn
Vehicle Delay	●●○○ Causes minor increase in delay for vehicles turning right from Market Street onto Washington Street

Brighton Center - Continued

Recommendations & Options

EXISTING

Washington St/Winship St/Cambridge St



Source: Google

Existing Bus Stop

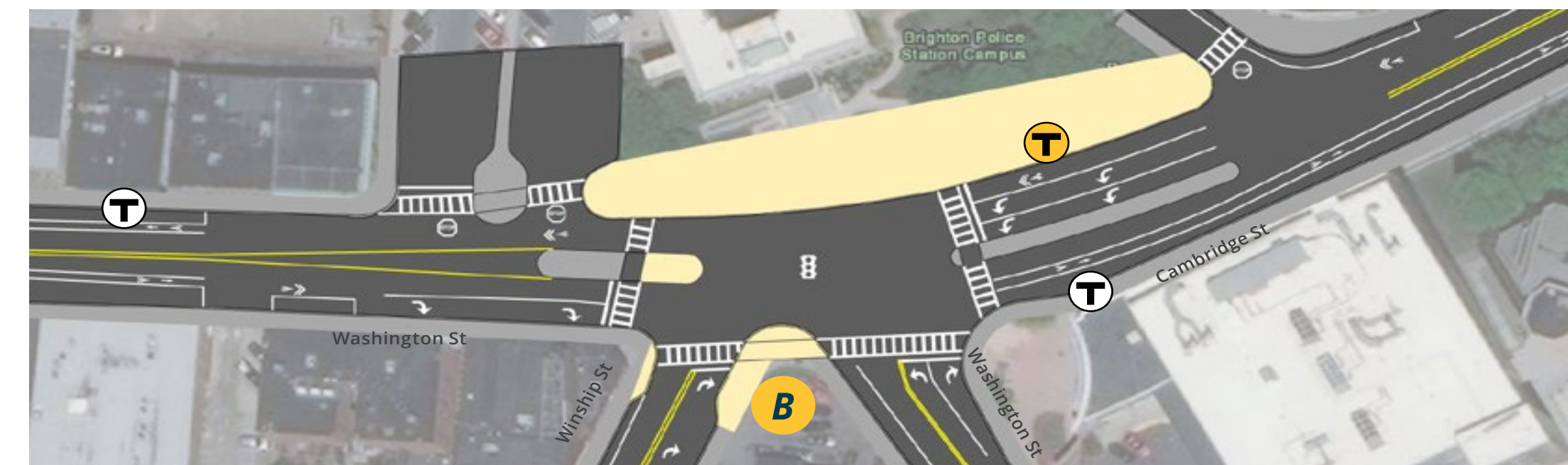
Winship St looking North



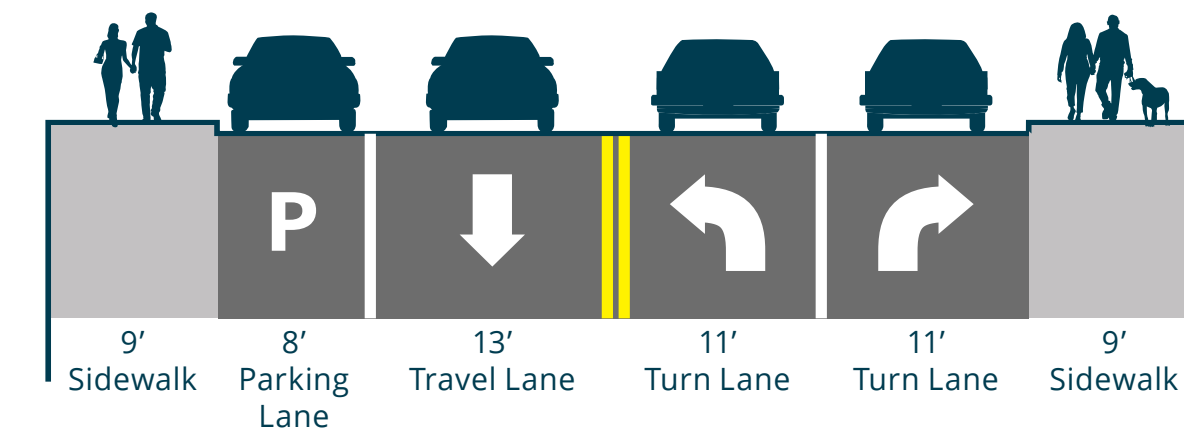
Source: Google Streetview

CONCEPT 2 WASHINGTON STREET/WINSHIP STREET/CAMBRIDGE STREET - CURB EXTENSIONS

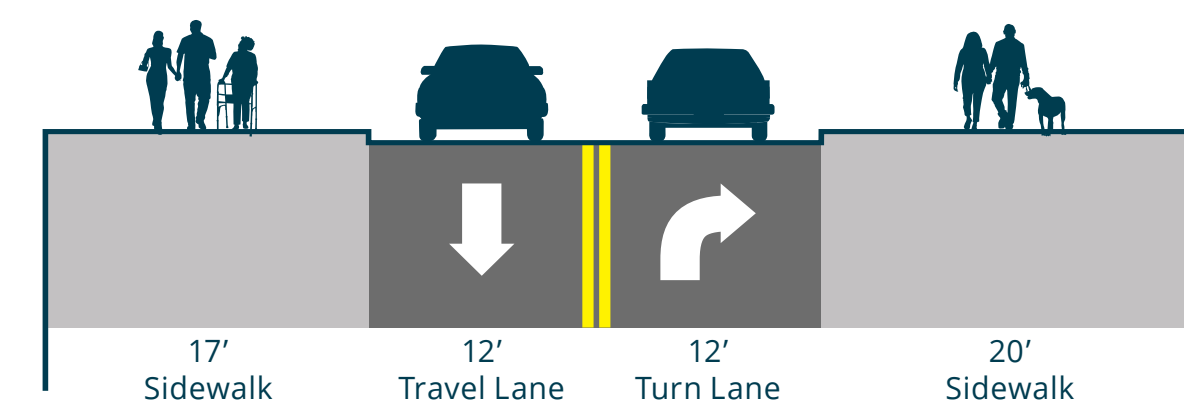
This concept proposes curb extensions where feasible to increase safety, calm traffic, and provide space for bus stops and placemaking. This concept also proposes restricting northbound left turns from Winship Street to shorten crossing distances and calm traffic. The options proposed for Concept 1 and Concept 2 are not mutually exclusive.



Existing Cross Section - Winship St



B Proposed Cross Section - Winship St

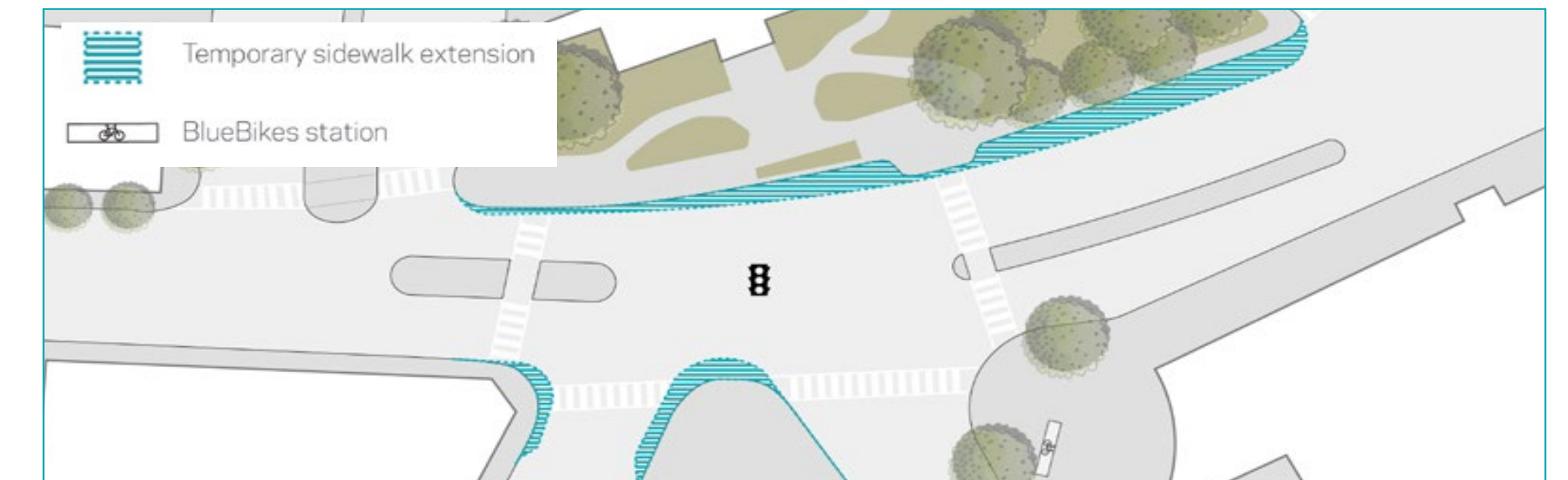


Existing Bus Stop
Proposed Bus Stop Relocation

PLACEMAKING

Quick-Build Placemaking Option

Using paint, develop temporary curb extensions to improve safety, create more pedestrian areas, and provide more places for people to stop and sit along this busy corridor.

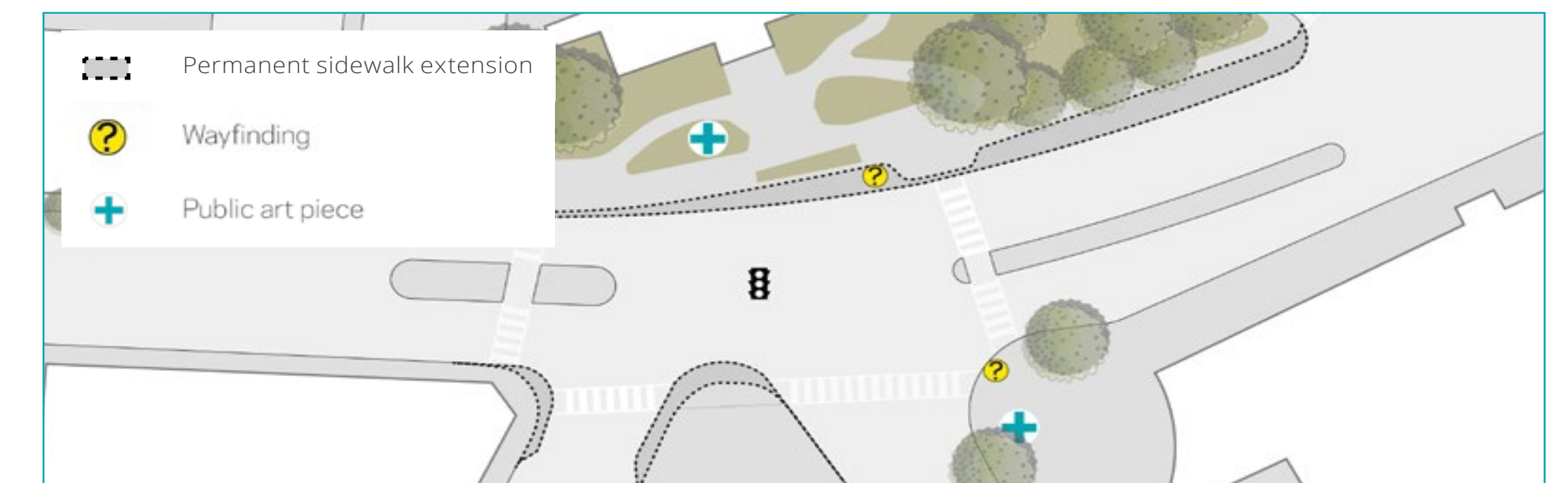


Quick-Build Placemaking Examples

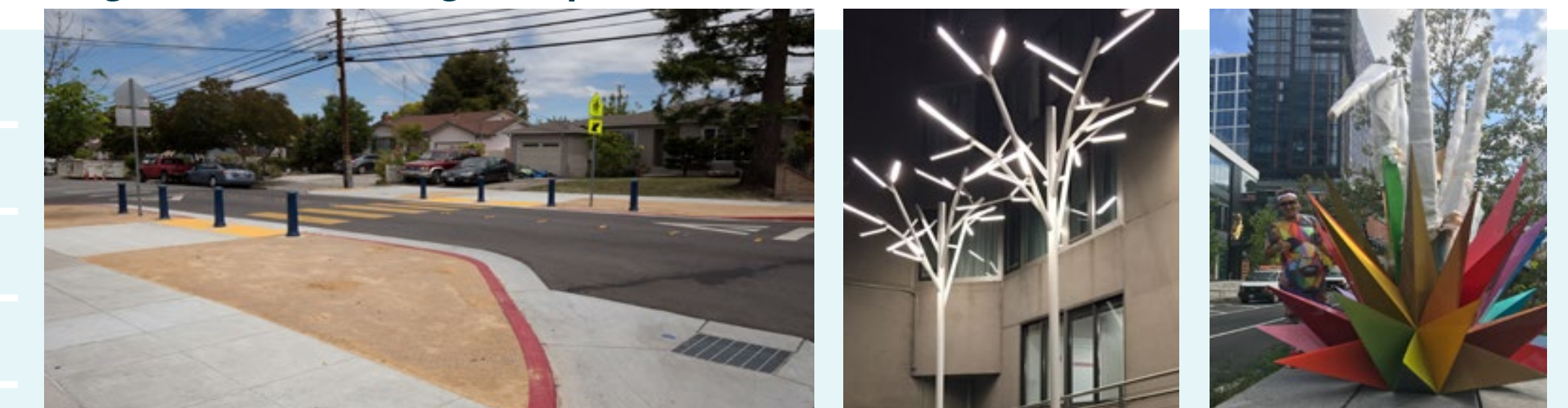


Long-Term Placemaking Option

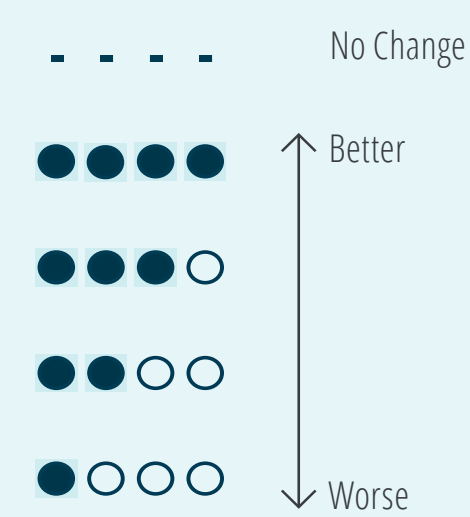
Temporary interventions would serve to inform more permanent investments. New curb extensions would provide space for wayfinding, public art, and seating.



Long-Term Placemaking Examples



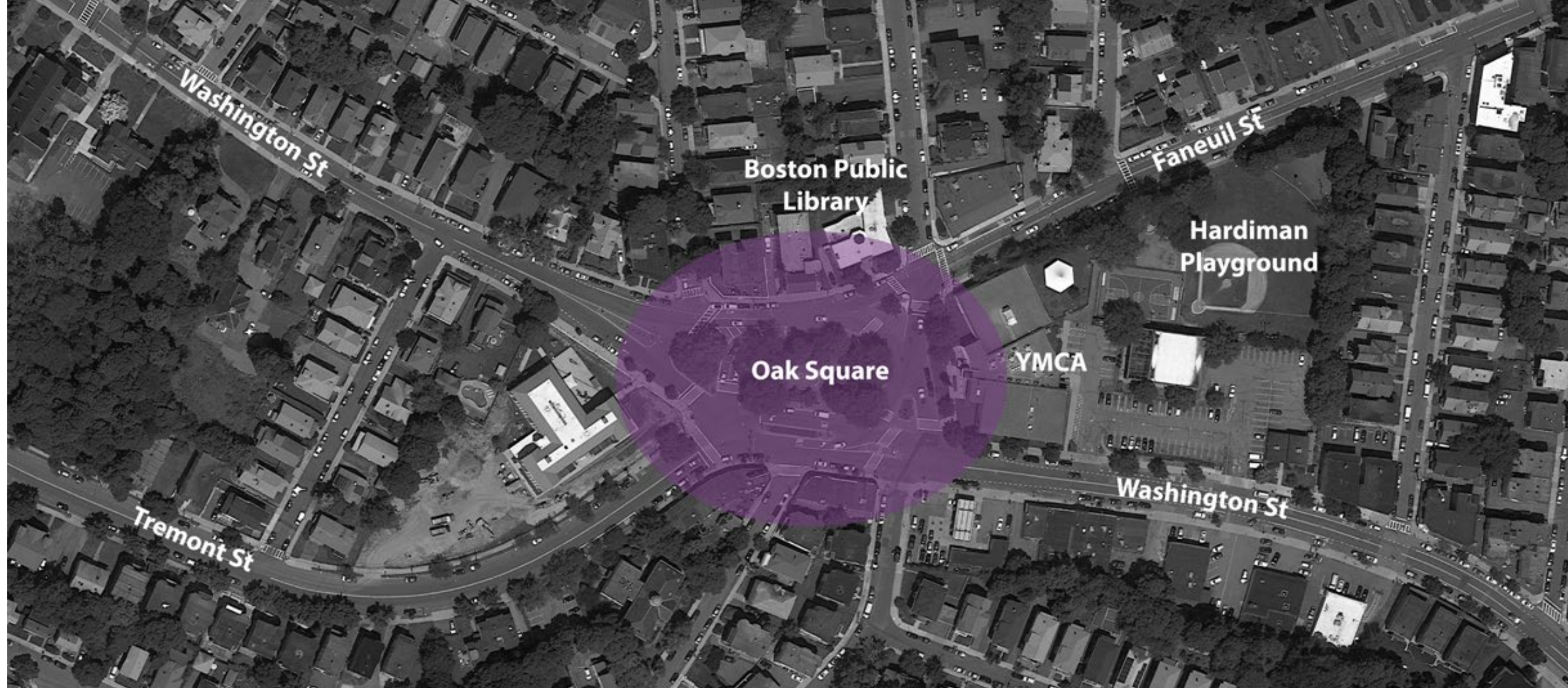
PERFORMANCE MEASURES



Safety	●●●○ Calms traffic and physically narrows Winship Street
Pedestrian Comfort	●●●○ Narrows the crossing distance and improves pedestrian delay
Bicyclist Comfort	- - - - Maintains existing bicycle infrastructure
Transit	- - - - Maintains existing transit infrastructure
Parking	- - - - Maintains existing parking supply
Vehicle Delay	●○○○ Changes circulation patterns for vehicles currently turning left from Winship Street onto Washington Street

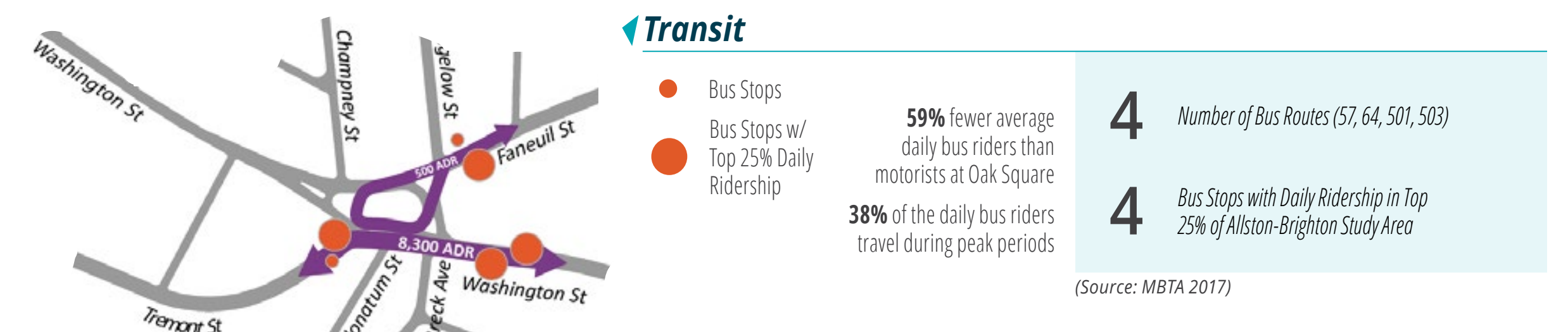
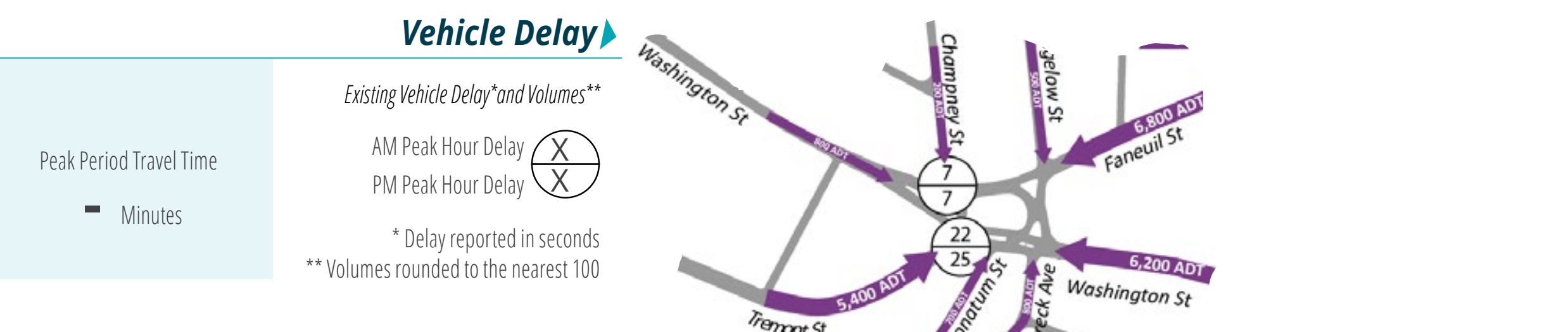
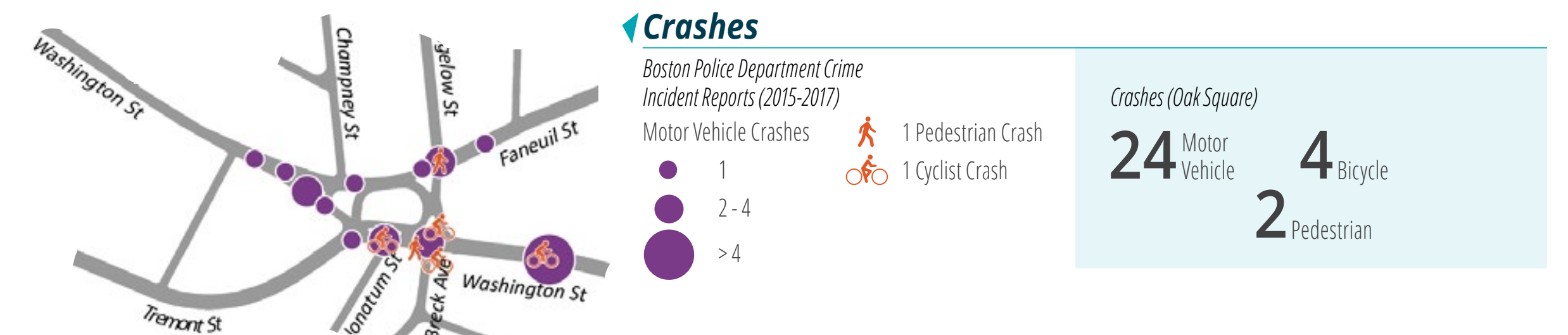
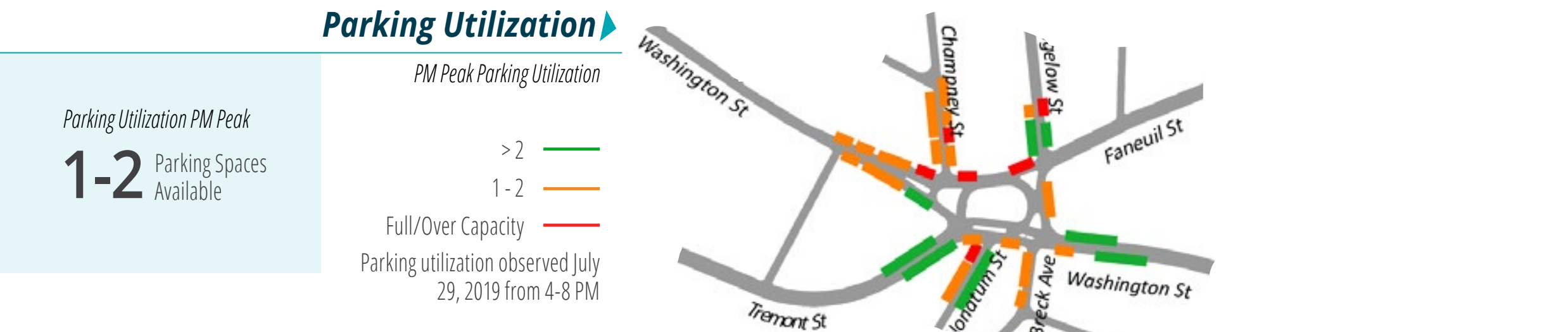
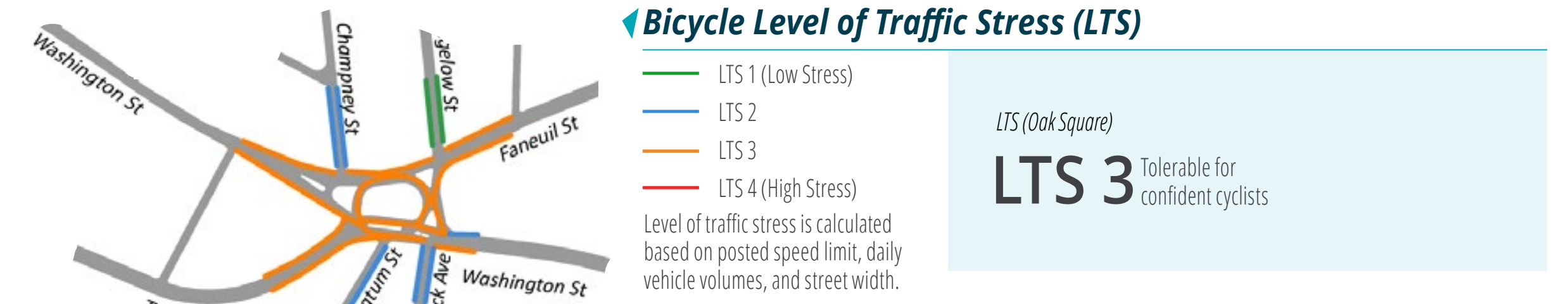
Oak Square

Existing Conditions & Analysis



WHY?

- Improve pedestrian safety at existing crossing locations
- Add comfortable pedestrian crossings
- Provide short term parking
- Reduce confusion and conflicts between modes

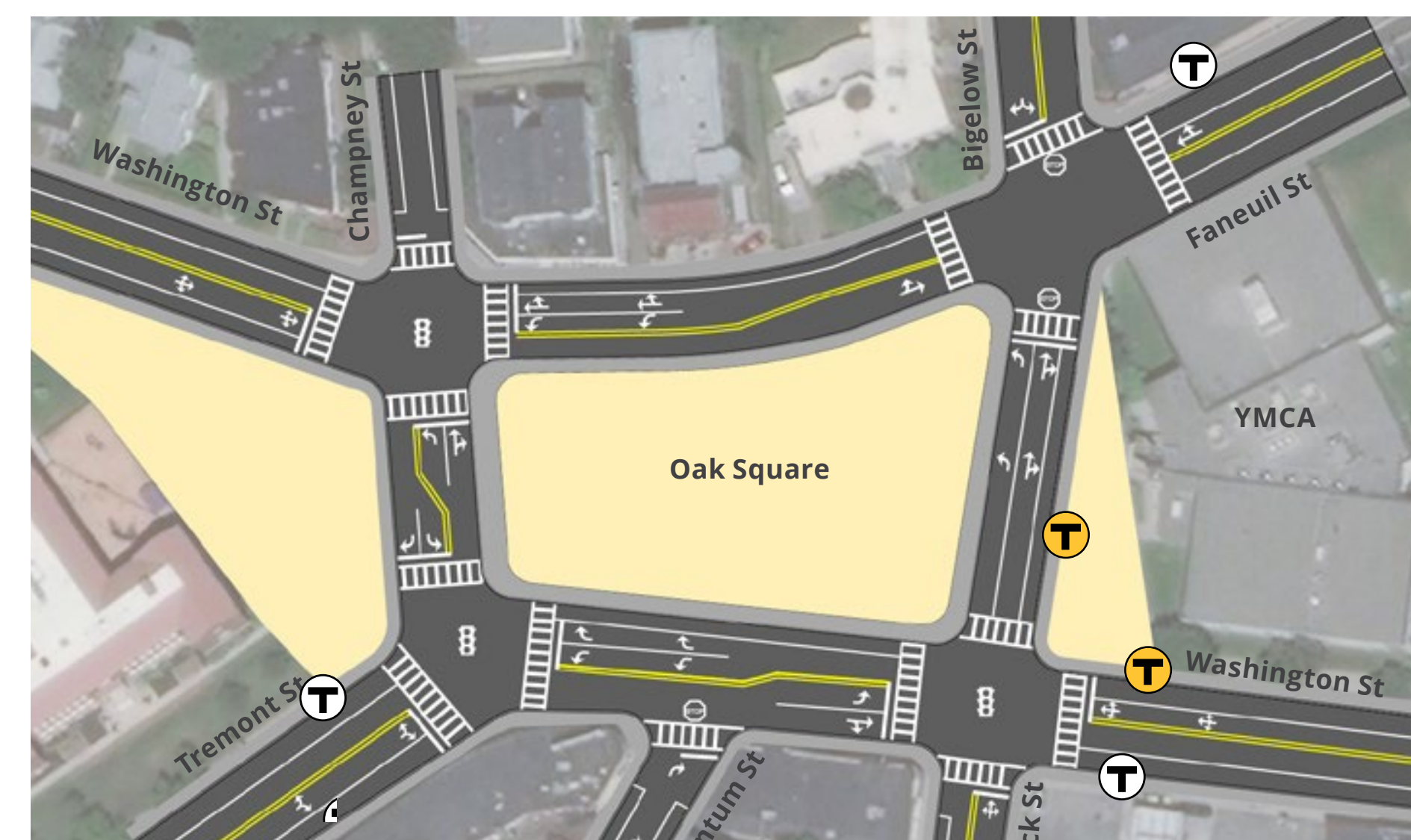


Recommendations & Options

OPTION A REALIGNING TREMONT STREET/CHAMPNEY STREET/WASHINGTON STREET

Option A proposes to realign Tremont Street, Champney Street, and Washington Street to simplify vehicle movements, improve circulation, and enhance pedestrian access to Oak Square. Excess and new roadway space from the re-design will be re-purposed to provide additional placemaking opportunities. Bicycle accommodations can be implemented based on the selected A-B Multimodal Corridor option. Additionally, Option A proposes relocating bus stops on the 57 and 64 routes to facilitate transfers and/or route selection for passengers heading to Union Square.

EXISTING



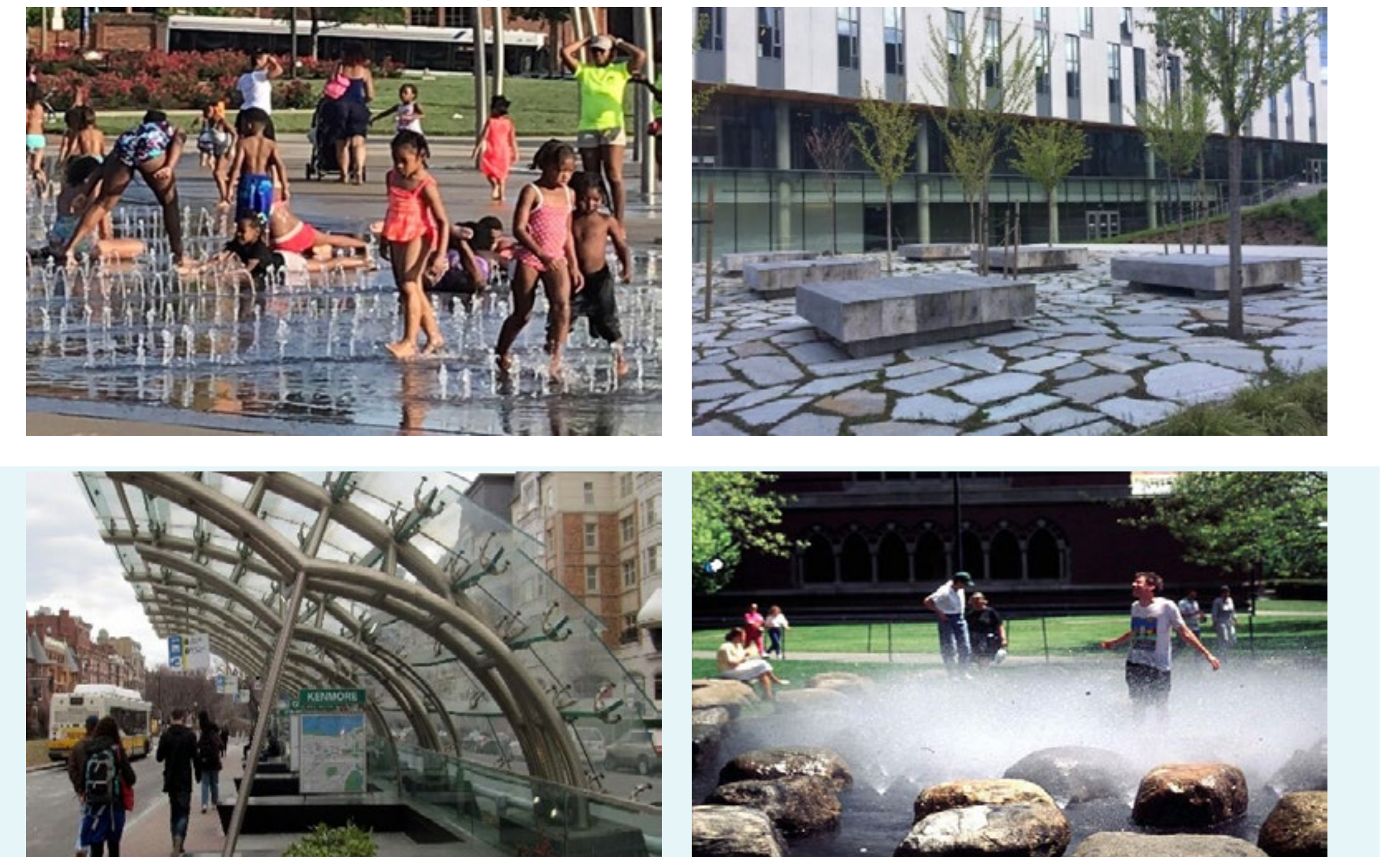
PLACEMAKING

The conversion of the park space into a more meaningful central green space would both calm traffic and improve access. New pedestrian or open space adjacent to the Community Center would offer opportunities for a play space expansion. Permanent wayfinding along Washington Street aimed at pedestrians and cyclists would both improve legibility and help define Oak Square as a unique space. Similarly, a water feature and public art installations at key corners of the green space will signal arrival in the square and help define the square's identity.

Long-Term Placemaking Option



Long-Term Placemaking Examples



PERFORMANCE MEASURES

Measure	Performance Level	Description
Safety	●●●○	Calms traffic and simplifies vehicle movements
Pedestrian Comfort	●●●○	Narrows the crossing distance and improves pedestrian delay
Bicyclist Comfort	- - - -	Maintains existing bicycle infrastructure
Transit	- - - -	Maintains existing transit infrastructure
Parking	●●●○	Maintains existing parking supply except near proposed intersection realignments

Legend: ●●●○ Better, - - - - No Change

Oak Square - Continued

Recommendations & Options

EXISTING ▾



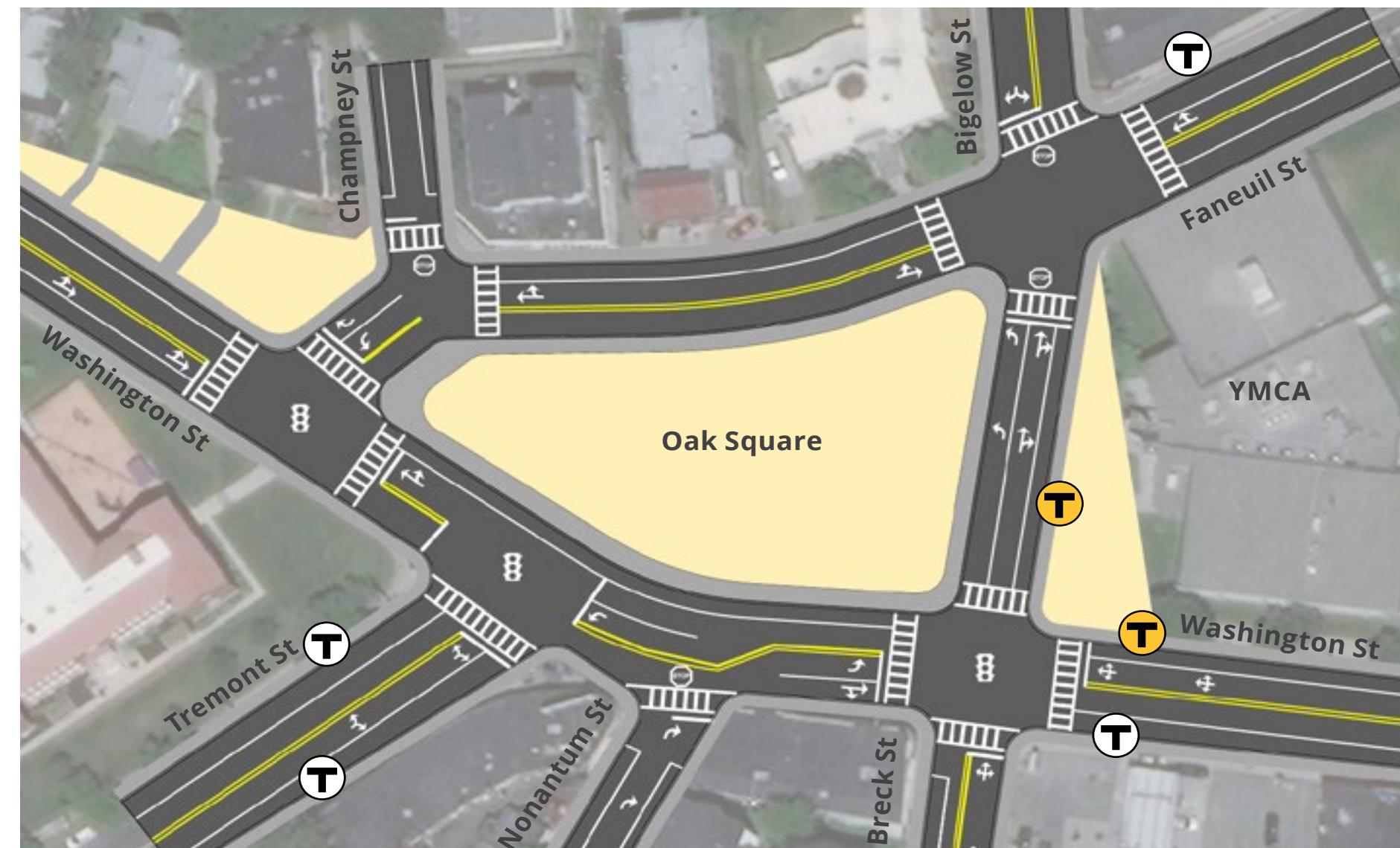
Source: Google

Existing Bus Stop

OPTION B

REALIGNING FANEUIL STREET AND WASHINGTON STREET

Option B proposes to realign Faneuil Street and Washington Street to simplify vehicle movements, improve circulation, and enhance pedestrian access to Oak Square. Excess and new roadway space from the re-design will be re-purposed to provide additional placemaking opportunities. Bicycle accommodations can be implemented based on the selected A-B Multimodal Corridor option. Additionally, Option B proposes relocating bus stops on the 57 and 64 routes to facilitate transfers and/or route selection for passengers heading to Union Square.



Existing Bus Stop
Proposed Bus Stop Relocation

PLACEMAKING

As in Option A, Option B creates a more significant central green space that provides better opportunities for gathering and rationalizes travel through the square. A similar amount of pedestrian space is created compared to Option A, but instead of serving the Community Center it fronts residences and, to a limited extent, retail on the south side of the square. The irregular shape of the open space could provide justification of a wider range of uses dependent on location. Pedestrians have more direct through-access along Washington Street.

Long-Term Placemaking Option

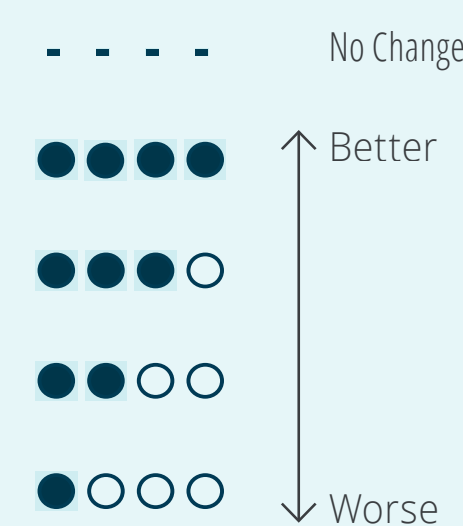


- Transit Hub
- Wayfinding
- New green area
- New pedestrian and seating space
- Public art piece
- Previous sidewalk removed
- Permanent sidewalk extension

Long-Term Placemaking Examples



PERFORMANCE MEASURES ▾



Safety	●●●○ <i>Calms traffic and simplifies vehicle movements</i>
Pedestrian Comfort	●●●○ <i>Narrows the crossing distance and improves pedestrian delay</i>
Bicyclist Comfort	- - - - <i>Maintains existing bicycle infrastructure</i>
Transit	- - - - <i>Maintains existing transit infrastructure</i>
Parking	●●●○ <i>Maintains existing parking supply except near proposed intersection realignments</i>

Union Square

Existing Conditions & Analysis



WHY?

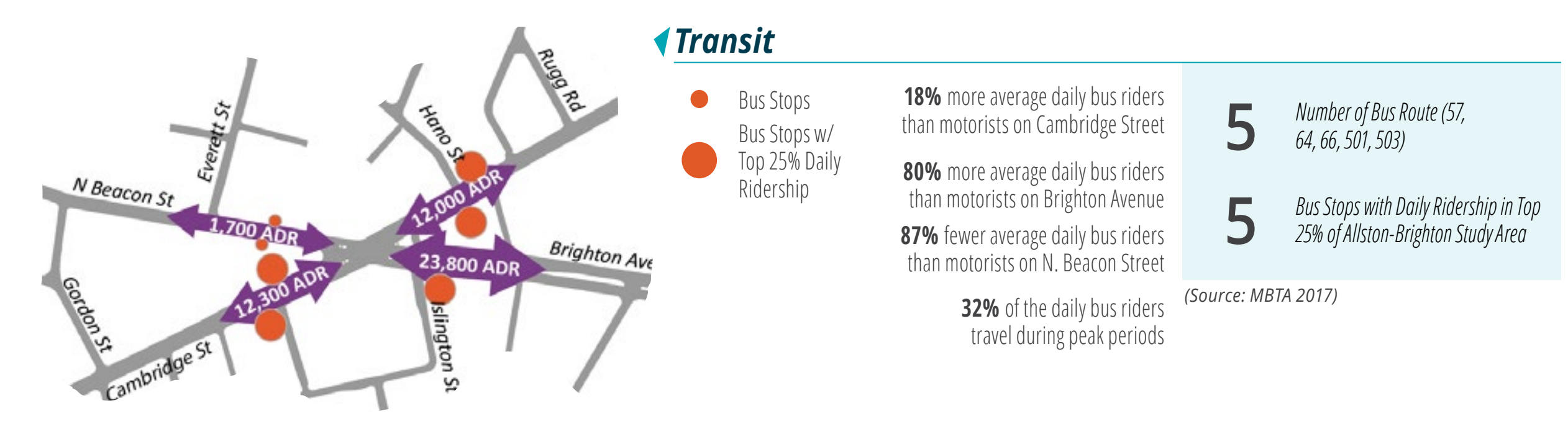
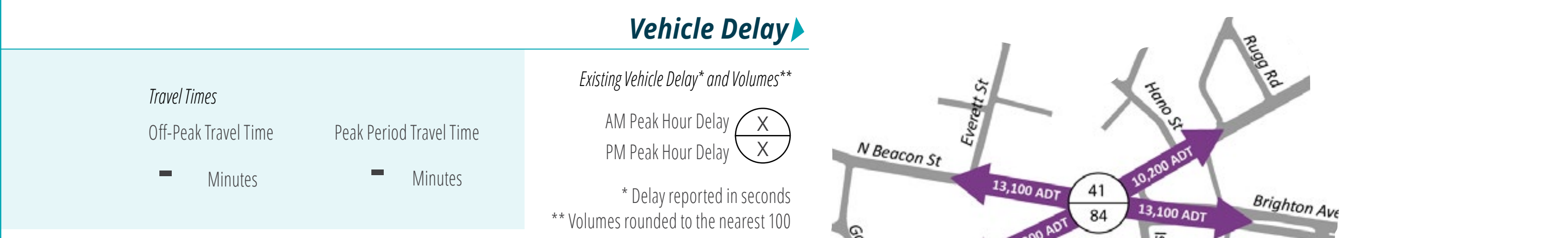
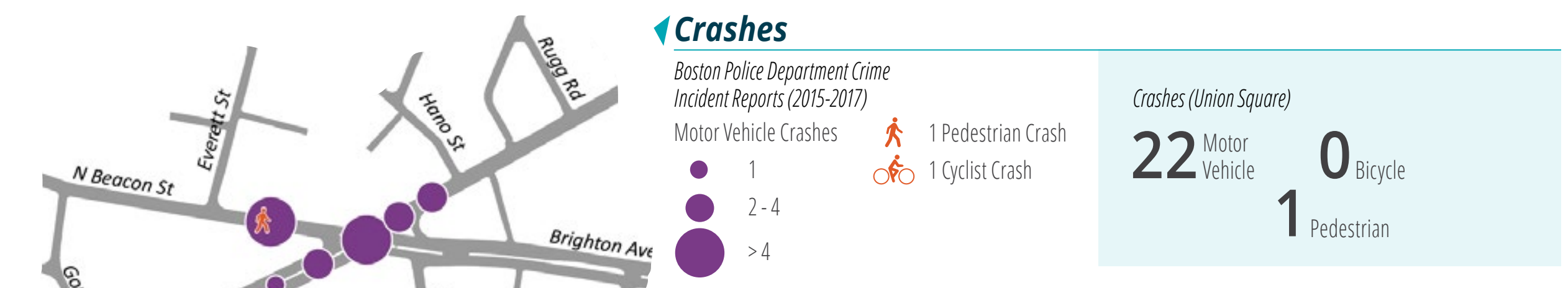
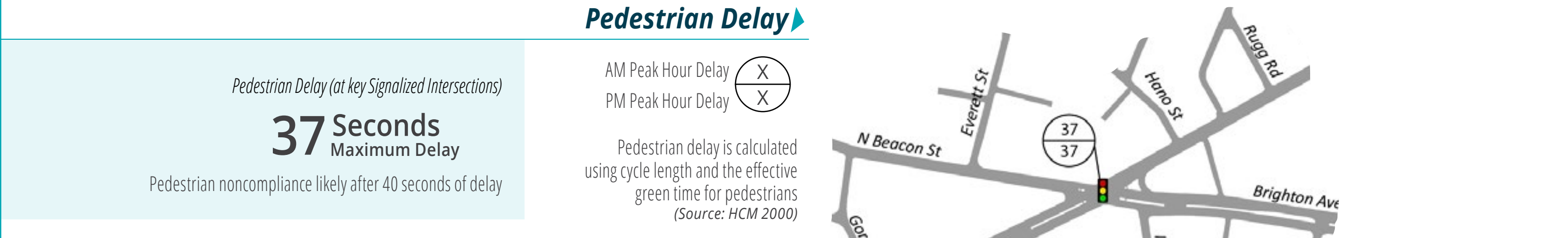
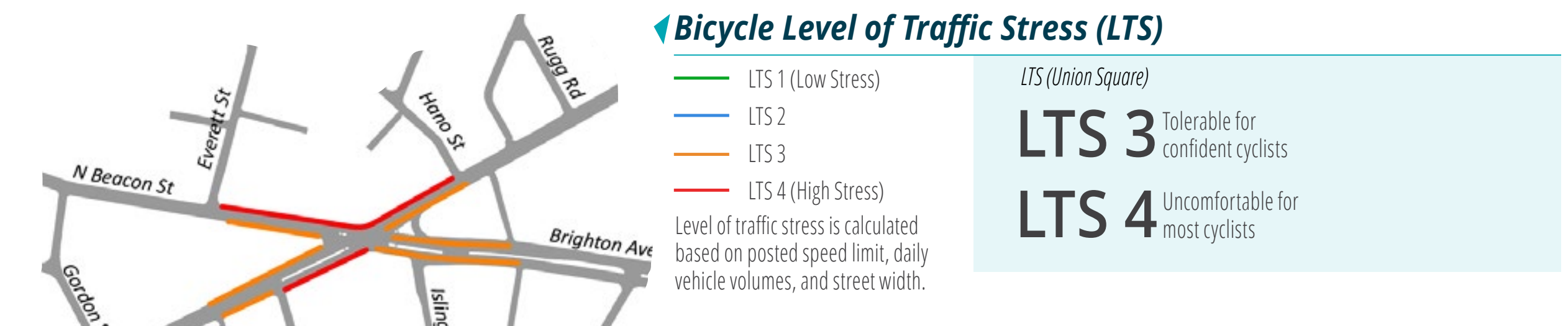
- Improve pedestrian safety and comfort at existing crossing locations
- Activate public spaces
- Enhance pedestrian access to transit
- Improve vehicle traffic safety and reduce delay

Pedestrian signals in Union Square only get people to medians and islands, not all the way across the intersection, in a single phase
January Open House - 01/30/19

Jazz up the side of Jackson Mann with murals and art to activate space
Area 2 Workshop - Tavern Allston - 02/28/19

Peds are pushed into the street when buses queue at Jackson Mann
Area 2 Workshop - Tavern Allston - 02/28/19

Low visibility when turning right from Cambridge St onto Brighton Ave
Area 2 Workshop - Tavern Allston - 02/28/19



Recommendations & Options

EXISTING



Brighton Ave looking West



Cambridge St looking North

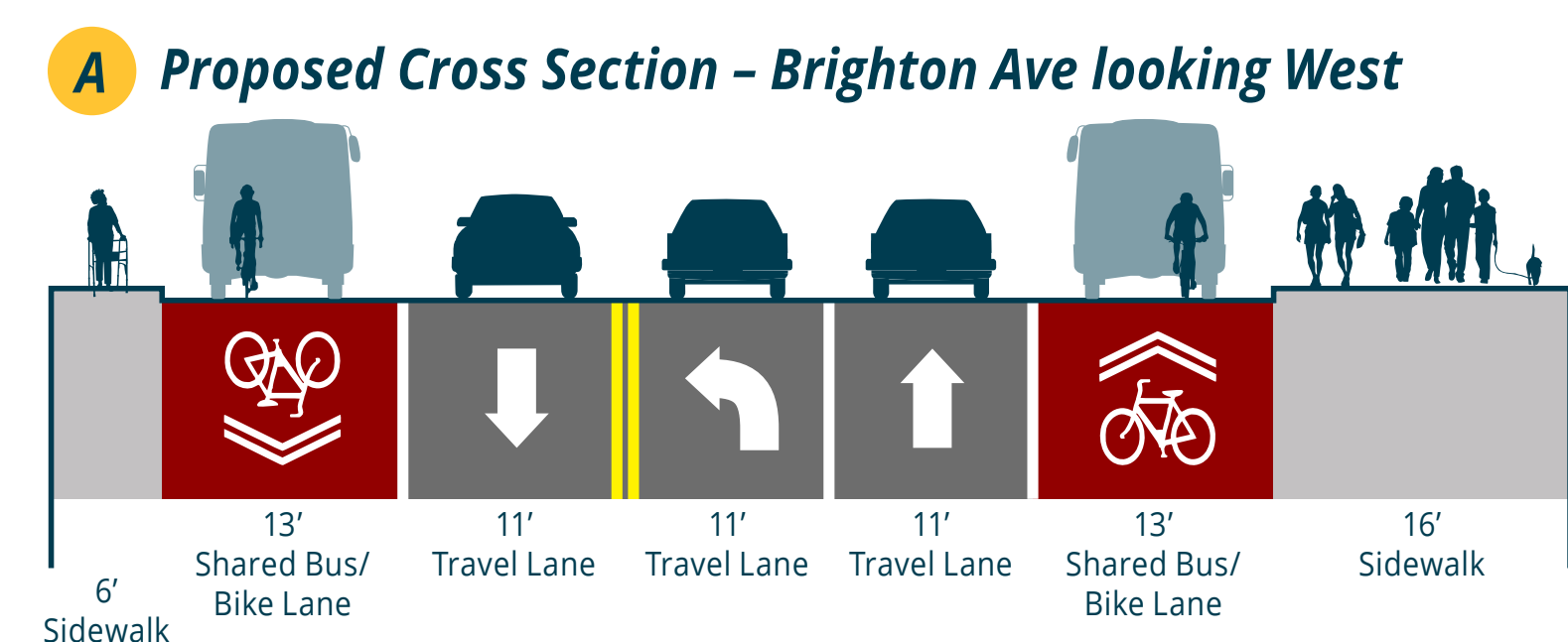
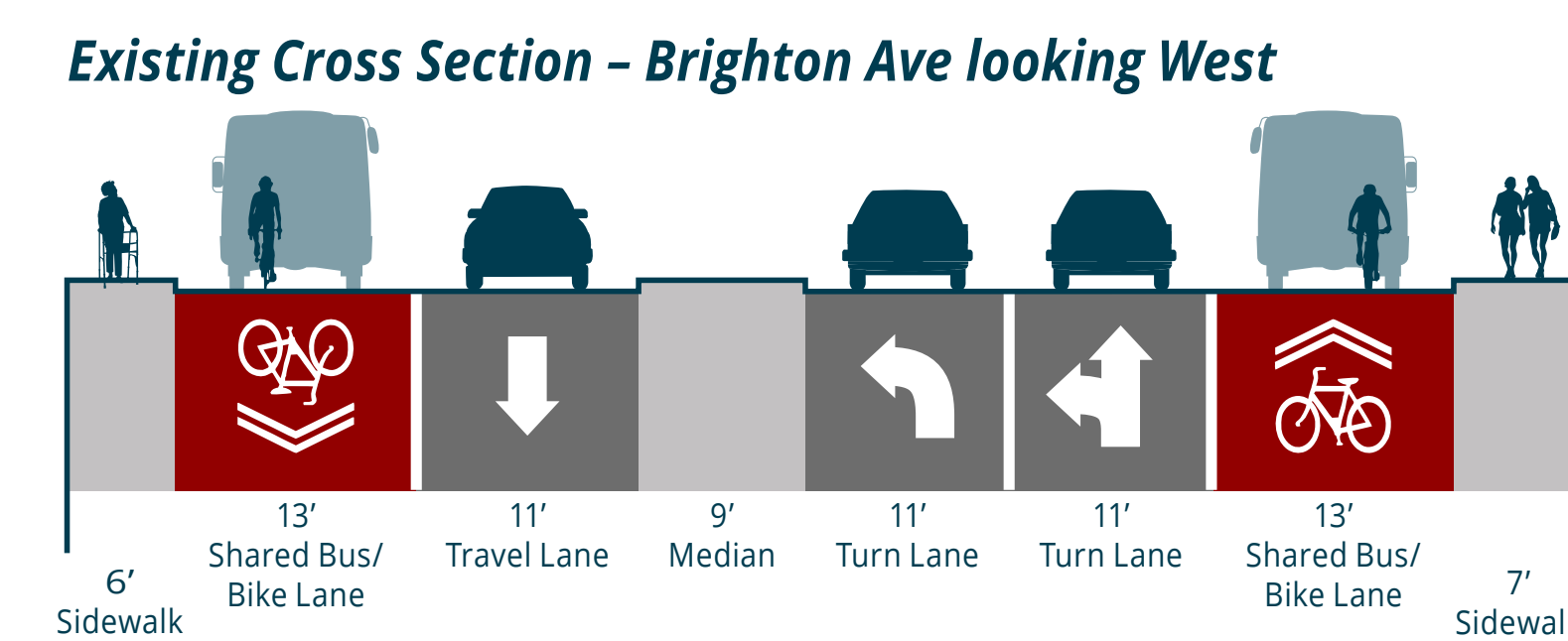


PERFORMANCE MEASURES

---○	No Change	Safety	●●●○	Calms traffic and physically narrows the intersection
●●●○	Better	Pedestrian Comfort	●●●○	Narrows the crossing distance and improves pedestrian delay
●●●○	Better	Bicyclist Comfort	---○	Maintains existing bicycle infrastructure
●●●○	Better	Transit	---○	Maintains existing travel time for buses
●●●○	Better	Parking	---○	Maintains existing parking supply

OPTION A INTERSECTION REALIGNMENT

This option proposes to redistribute the travel lanes on the east leg of Brighton Avenue. The proposed lane configuration removes the median on the east leg to allow westbound and eastbound left turning motorists to go simultaneously. The reconfiguration shortens the pedestrian crossing distance and allows pedestrians to cross each approach in one stage. Long-term options should consider re-aligning the intersection to remove the skew and improve operations. Placemaking elements are proposed to promote a sense of community and activate the existing space. Additionally, this option proposes the removal of the eastbound bus stop on Brighton Avenue.

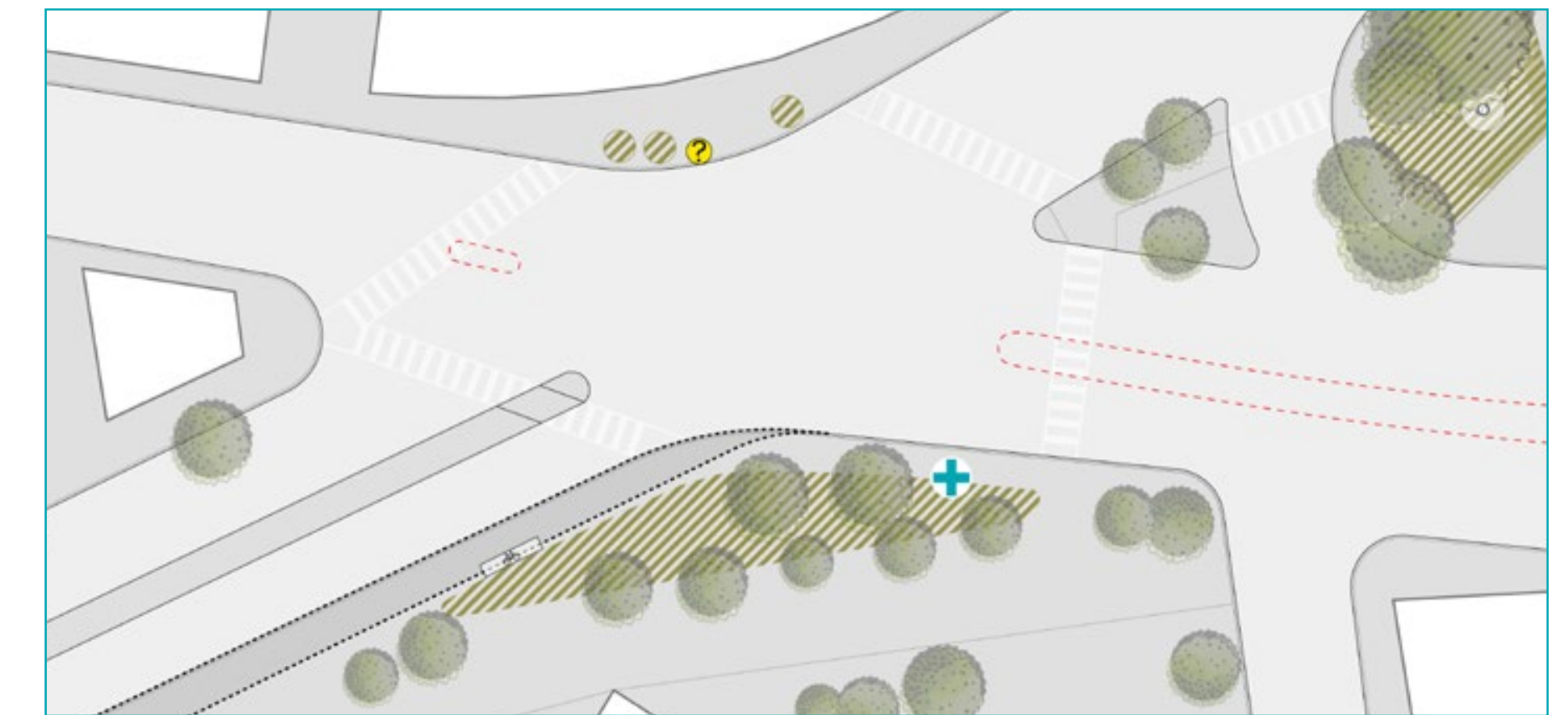


PLACEMAKING

Near-term investments at Union Square should focus on the plaza outside Jackson/Mann K-8 School. The addition of raised planters closer to the intersection would add green space, with areas for sidewalk art and pop-up activities along the former busway.

Many of the near-term interventions can be used as pilots for larger, long-term improvements. Temporary planters should be converted to full planting areas and rain gardens, and pop-up or sidewalk art make way for a more permanent landmark public art installation in the plaza.

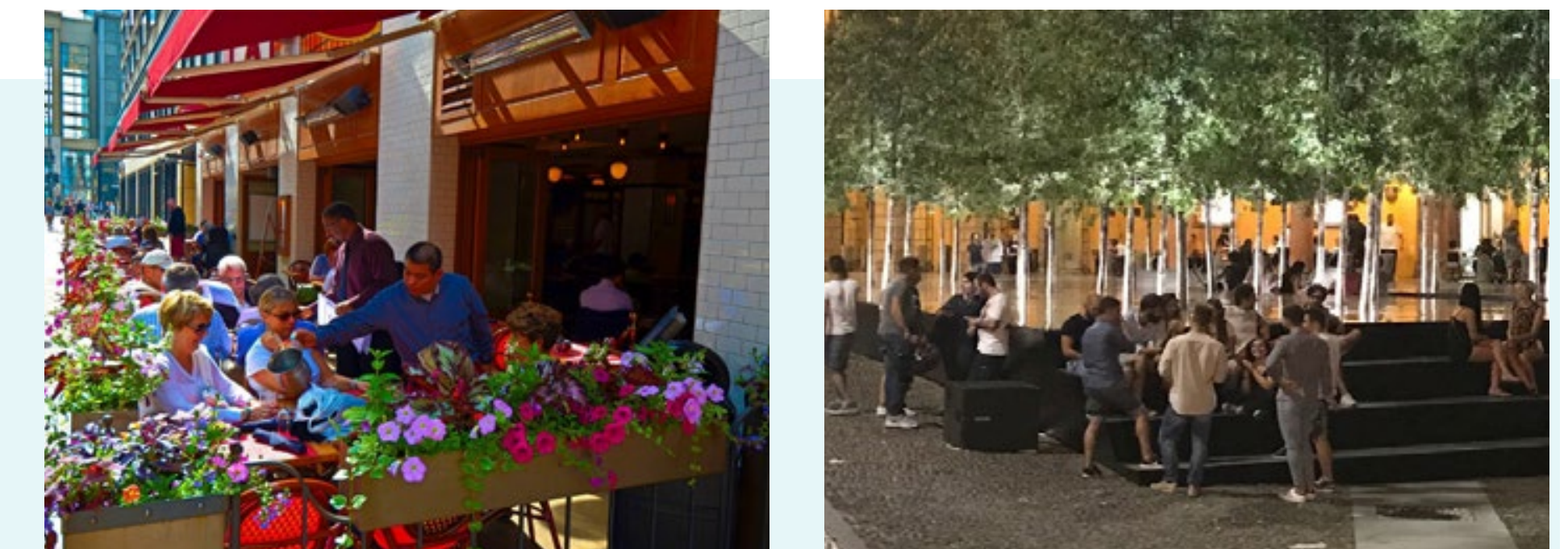
Placemaking Options



Quick-Build Placemaking Examples

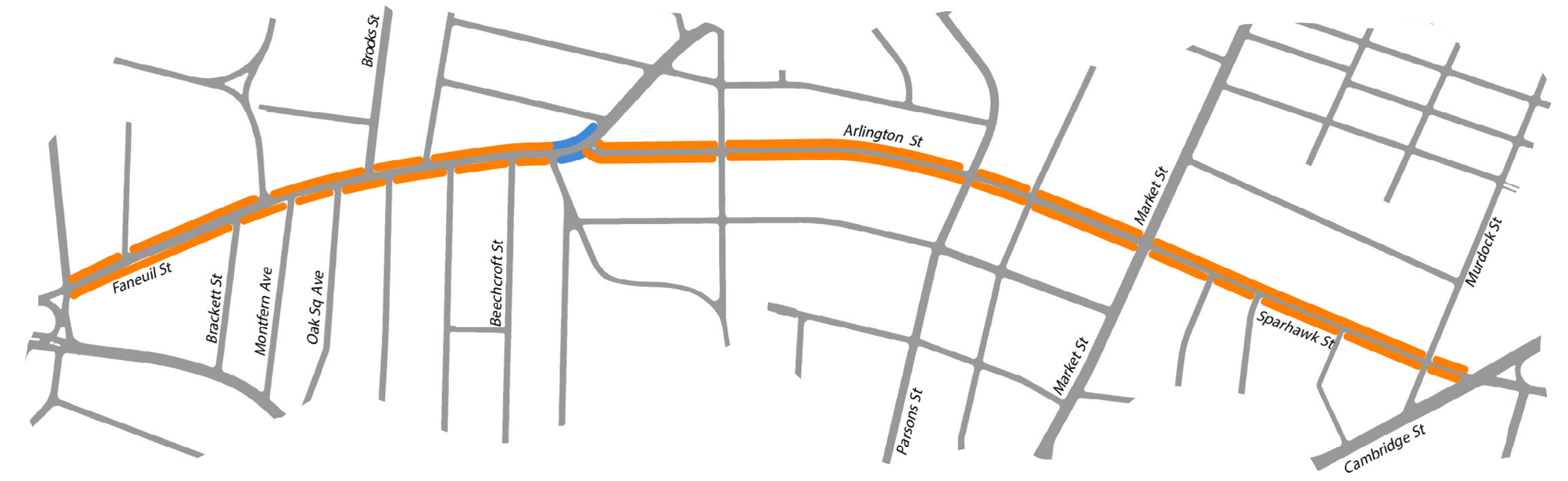


Long-Term Placemaking Examples



FAS Bike Facility (Faneuil St, Arlington St, Sparhawk St)

Existing Conditions & Analysis



Bicycle Level of Traffic Stress (LTS)

- LTS 1 (Low Stress)
- LTS 2
- LTS 3
- LTS 4 (High Stress)

LTS (from Faneuil Street/Bigelow Street to Sparhawk Street/Cambridge Street)

LTS 3 Tolerable for confident cyclists

Level of traffic stress is calculated based on posted speed limit, daily vehicle volumes, and street width.

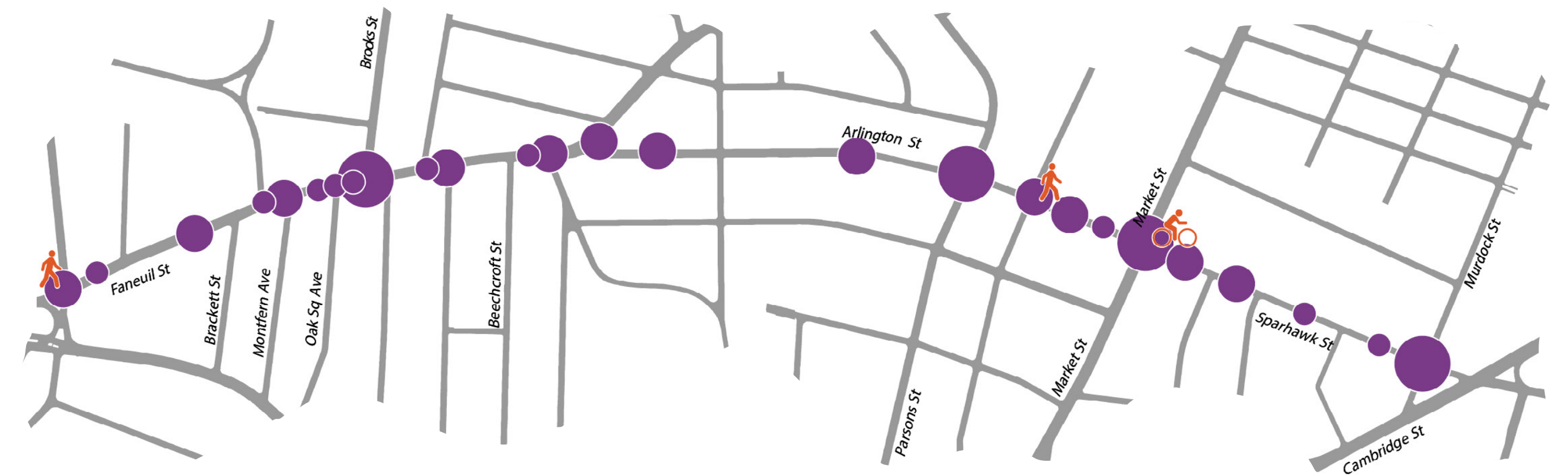
WHY?

- Provide a comfortable and safe bicycle facility that parallels the Cambridge Street and Washington Street Multimodal Corridor
- Complement Option C - Peak Period Bus Lanes proposed for the Multimodal Corridor

Need bike lanes along the Multimodal Corridor
Community Update #1 07/22/19

Add bike lanes down the middle [of Cambridge St]
Open House Kick-Off Meeting 09/12/18

Better bike facilities on Washington
Area Workshop - Brighton Public Library 03/18/19



Crashes

Boston Police Department Crime Incident Reports (2015-2017)

- Motor Vehicle Crashes: 1 (small purple circle), 2-4 (medium purple circle), >4 (large purple circle)
- 1 Pedestrian Crash (orange icon)
- 1 Cyclist Crash (bicycle icon)

Crashes (from Faneuil St/Bigelow St to Sparhawk St/Cambridge St)

76 Motor Vehicle
1 Bicycle
2 Pedestrian

Recommendations & Options

EXISTING

Arlington St looking West Towards Oak Square



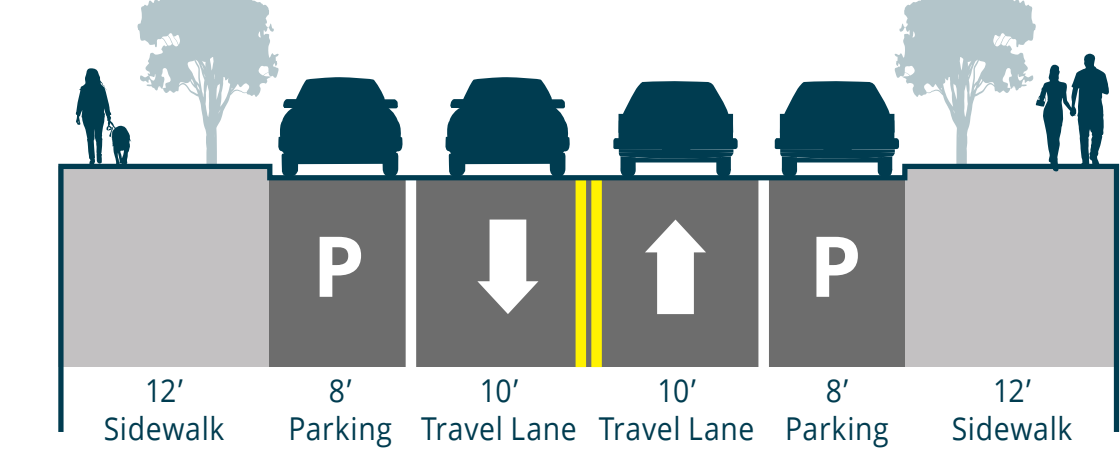
Source: Google Streetview

Arlington St/S Hobart St



Source: Google

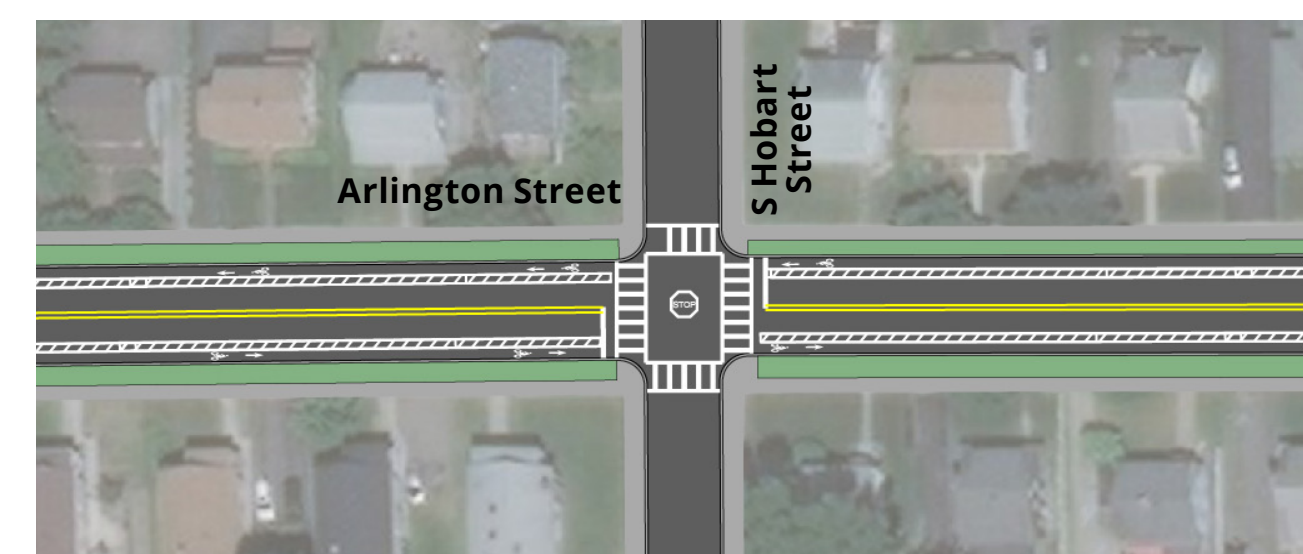
Existing Cross Section



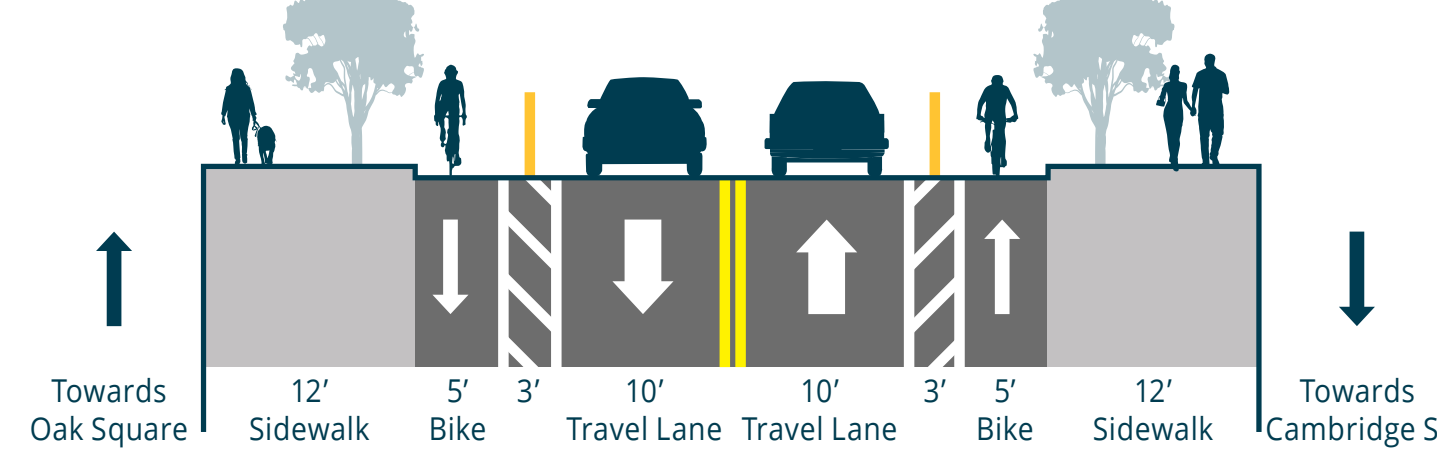
OPTION A SEPARATED BIKE LANES

Option A proposes separated bike lanes on Faneuil Street, Arlington Street, and Sparhawk Street. Separated bike lanes are for exclusive use of bicyclists and provide added separation that enhances the experience of bicycling on urban streets. The width of the separated bike lanes will vary depending on the street's cross section and will not be feasible where the existing cross section on the corridor is less than 34 feet.

The proposed FAS Bike Facility options complement Option C - Peak Period Bus Lanes for the AB Multimodal Corridor

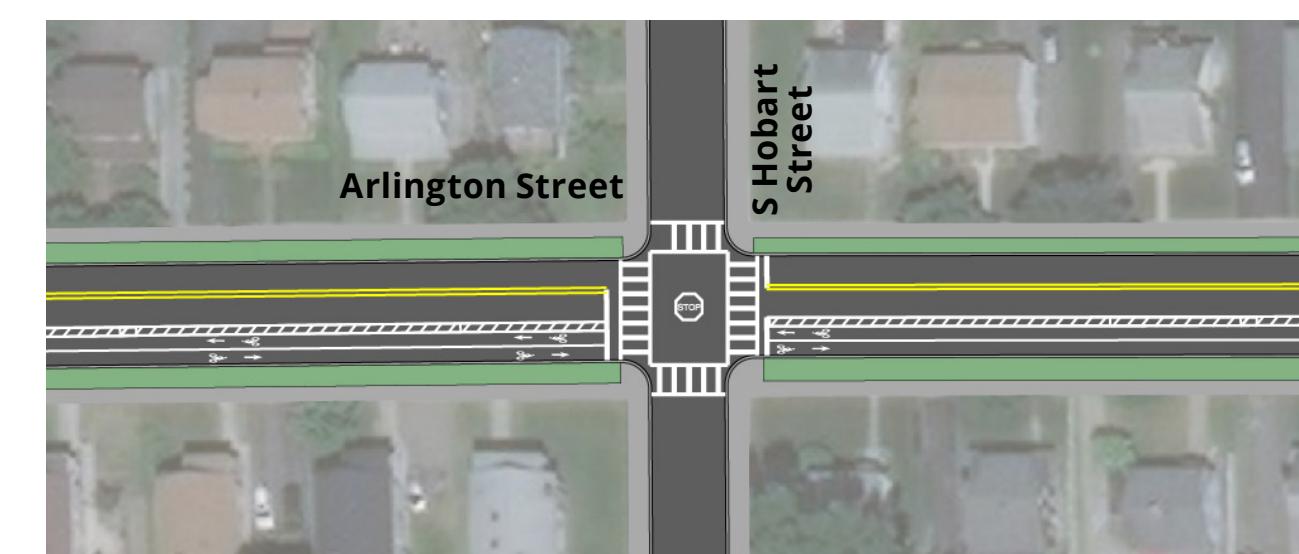


Proposed Cross Section

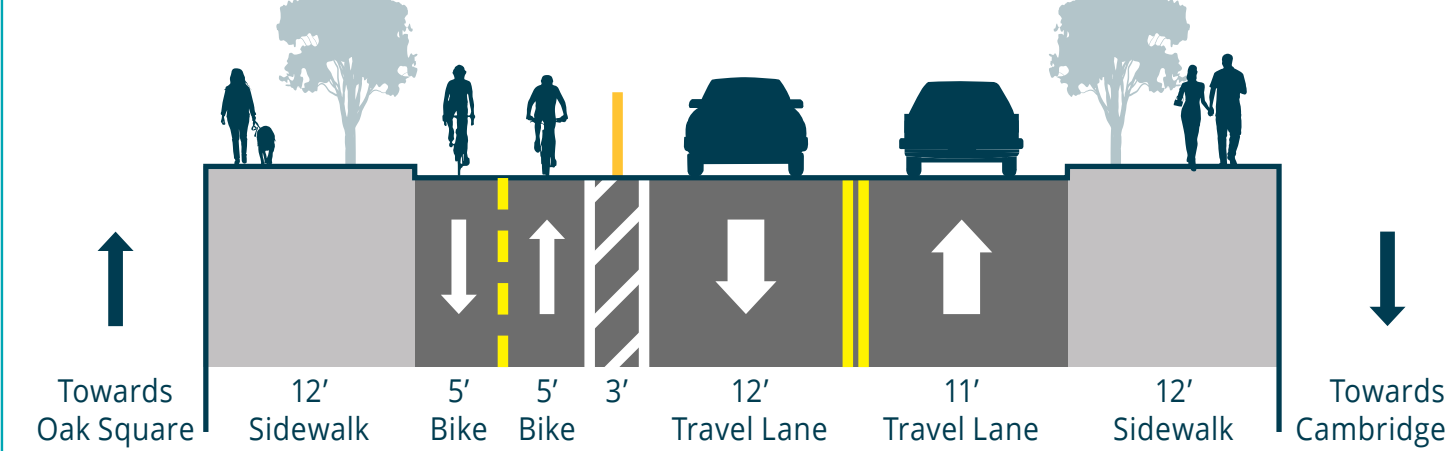


OPTION B TWO-WAY CYCLE TRACK

Option B proposes a two-way cycle track on Faneuil Street, Arlington Street, and Sparhawk Street. Cycle tracks are for exclusive use of bicyclists and provide added separation that enhances the experience of bicycling on urban streets. Two-way cycle tracks are typically installed on streets where the necessary roadway space for separated bike lanes on both sides of the street is limited. The width of the two-way cycle track will vary depending on the street's cross section and will not be feasible where the existing cross section on the corridor is less than 31 feet.

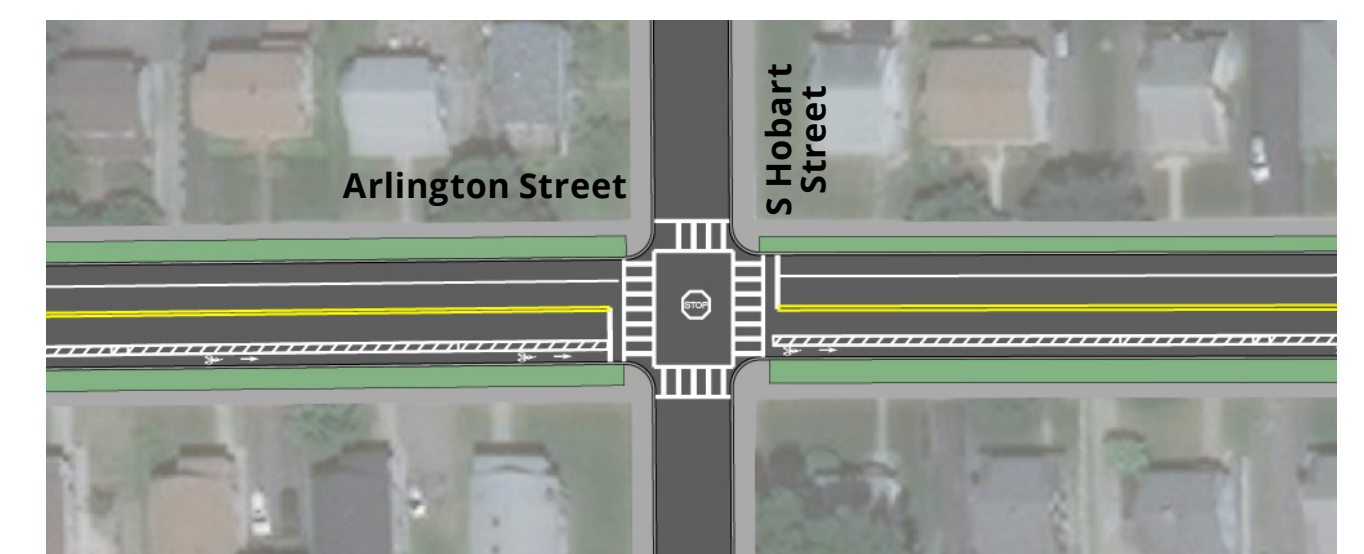


Proposed Cross Section

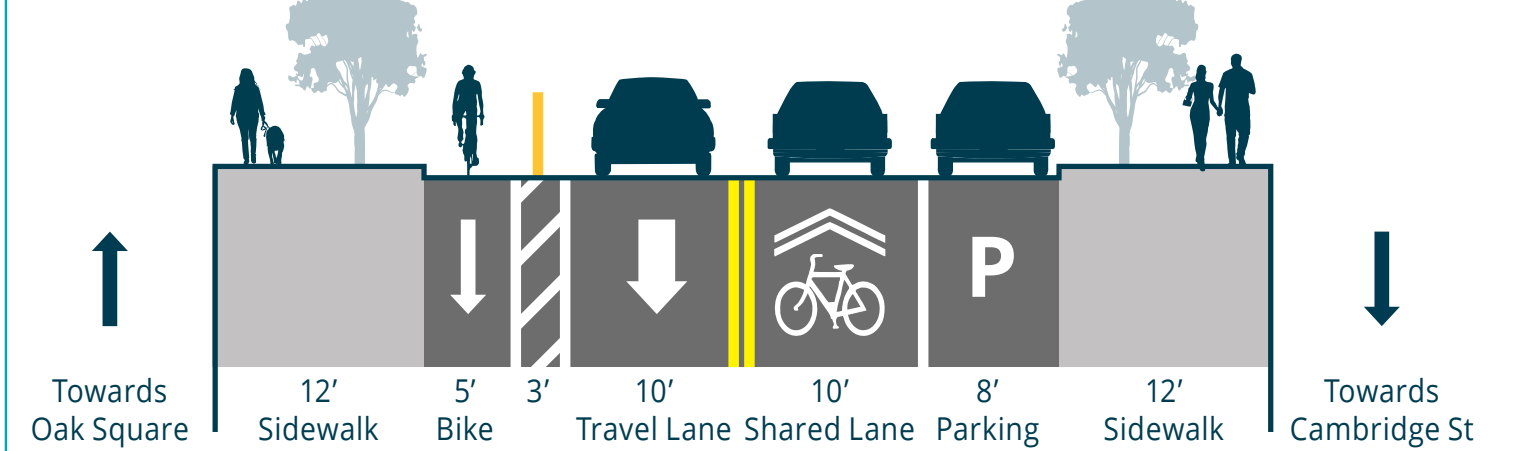


OPTION C CLIMBING BIKE LANE

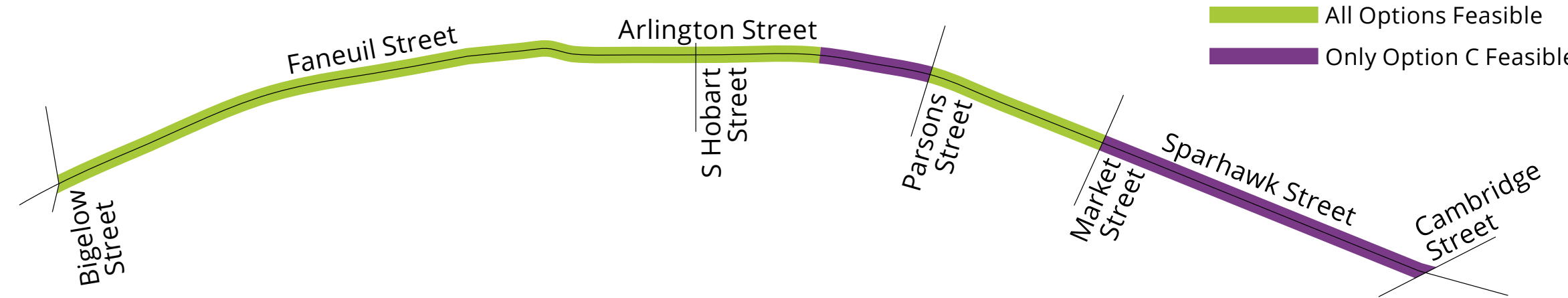
Option C proposes a separated, climbing bike lane on the uphill sections of Faneuil Street, Arlington Street, and Sparhawk Street. Climbing bike lanes provide added separation and improve comfort on uphill roadway sections. Shared lane markings would be installed on the downhill sections. The width of the climbing lane will vary depending on the street's cross section and will not be feasible where the existing cross section on the corridor is less than 27 feet.



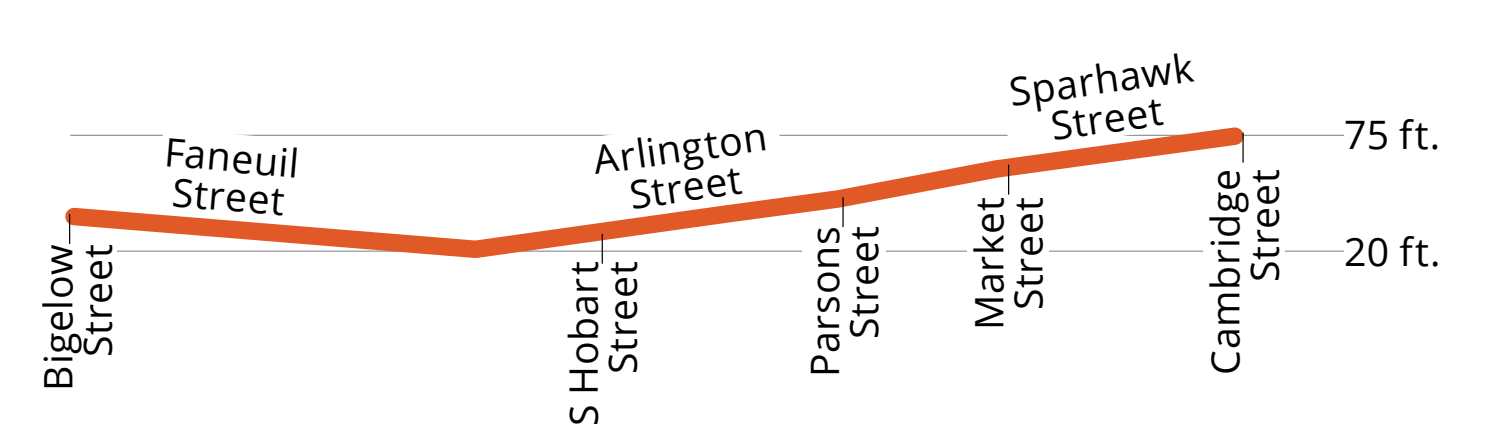
Proposed Cross Section



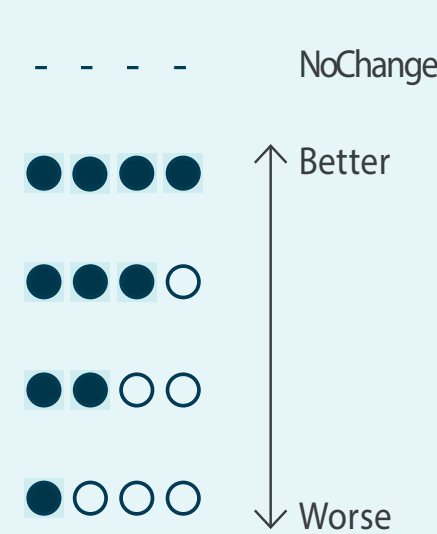
FEASIBLE LOCATIONS FOR OPTIONS



ELEVATION



PERFORMANCE MEASURES



Measure	Option A	Option B	Option C
Safety	●●●● Calms traffic and physically narrows the roadway	●●●● Calms traffic and physically narrows the roadway	●●●● Calms traffic and physically narrows the roadway
Pedestrian Comfort	●●●○ Narrows the crossing distance	●●●○ Narrows the crossing distance	●●●○ Narrows the crossing distance
Bicyclist Comfort	●●●● Creates physical separation throughout the corridor	●●●● Creates physical separation throughout the corridor	●●●○ Creates physical separation for bicyclists traveling uphill
Transit	- - - - Maintains existing travel time	- - - - Maintains existing travel time	- - - - Maintains existing travel time
Parking	●○○○ Re-purposes existing parking spaces on both sides of the street for separated bike facilities	●○○○ Re-purposes existing parking spaces on both sides of the street for separated bike facilities	●●○○ Maintains parking on one side of the street
Vehicle Delay	●●○○ Causes minor increases in travel time for motorists	●●○○ Causes minor increases in travel time for motorists	●●○○ Causes minor increases in travel time for motorists

Allston Village

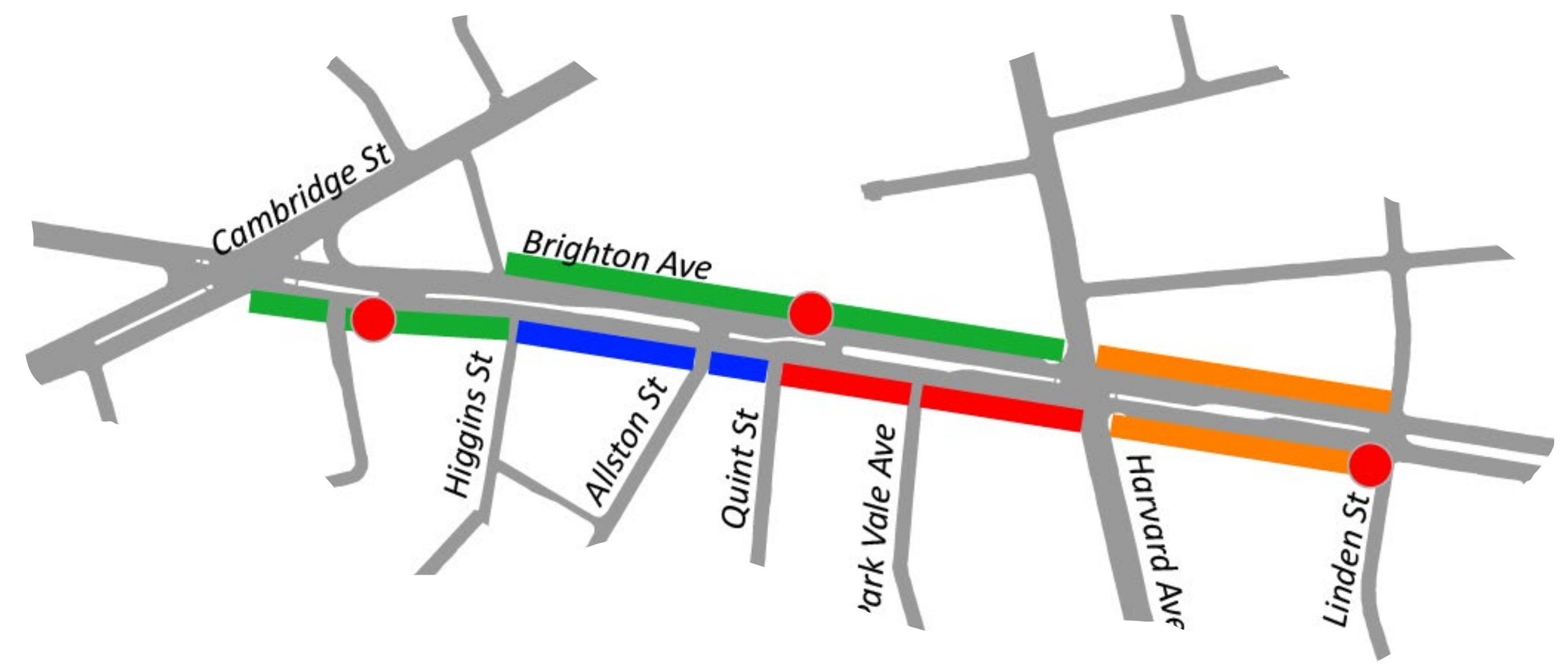
Brighton Avenue

Harvard Avenue

Franklin Street Bridge

Brighton Avenue

Existing Conditions & Analysis



Curbside Utilization

- Bus Stop Violation
- No Illegal Parking
- Low Rate of Illegal Parking
- Medium Rate of Illegal Parking
- High Rate of Illegal Parking

Highest Rate of Illegal Parking
Brighton Ave and Harvard Ave

Observations were made on September 12, 2019 during the PM Peak Period (5:15 - 7:15 PM)

WHY?

- Reallocate curbside parking to provide space for other uses (e.g., short-term parking, loading/unloading, deliveries, etc.)
- Reduce transit delays

Pick-up/drop-off on north side of Brighton Ave between Harvard Ave and Linden St
Open House Kick-off Meeting 09/12/18

Blocked Bus Stops on Brighton Ave @ Harvard Ave - Delivery trucks use the existing eastbound, far side bus stop on Brighton Ave regularly. This blocks bus users from boarding and alighting at the designated stop.
January Open House 01/30/19

On the outbound side of Brighton Ave [at Harvard St] there are constantly cars double parked in the right lane. This double parking in an active lane of traffic causes congestion and problems for all.
Community Member Email

Bus only travel lanes on Brighton Ave during rush hour
January Open House 01/30/19



Recommendations & Options

EXISTING



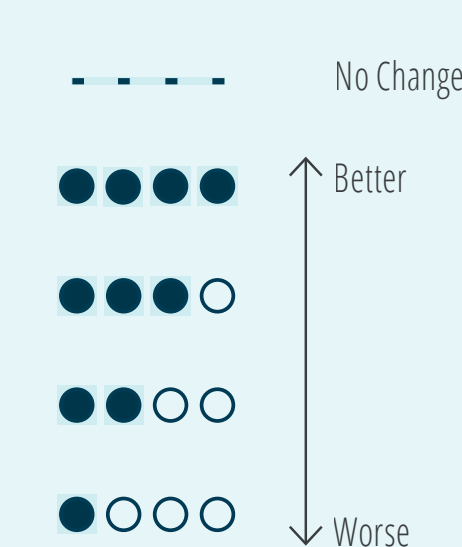
Brighton Ave looking West



Brighton Ave looking East



PERFORMANCE MEASURES



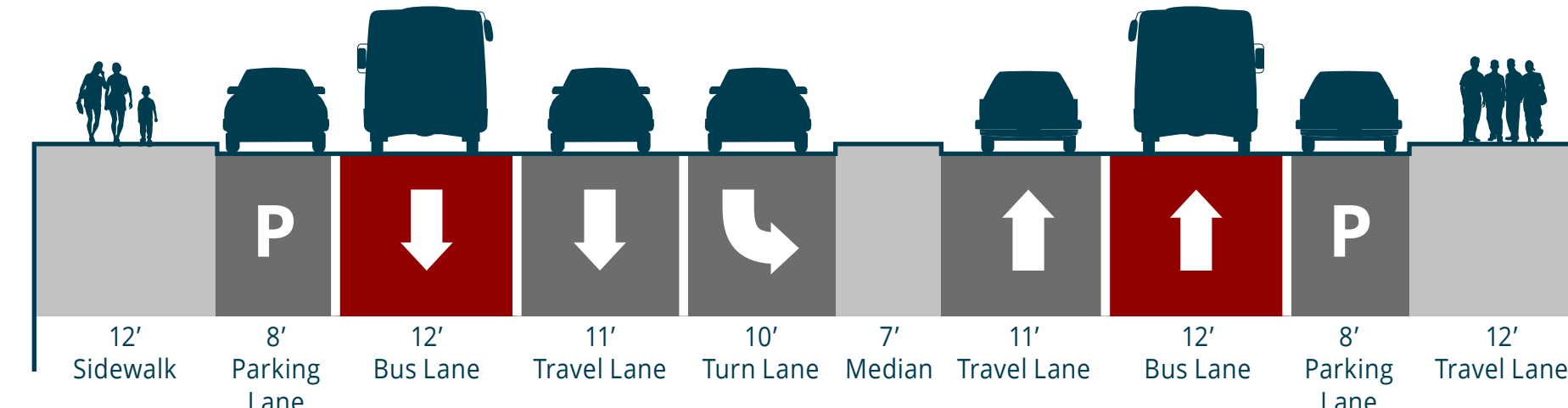
Safety	●●●○ Improves safety related to curbside loading activities
Pedestrian Comfort	----- Maintains existing pedestrian infrastructure
Bicyclist Comfort	----- Maintains existing bicycle infrastructure
Transit	●●●○ Improves transit speed and reliability by reducing double parking
Parking	●●●○ Improved turnover and availability of parking near business
Vehicle Delay	●●●○ Improved vehicle travel time on through streets by reducing double parking

FLEX ZONES

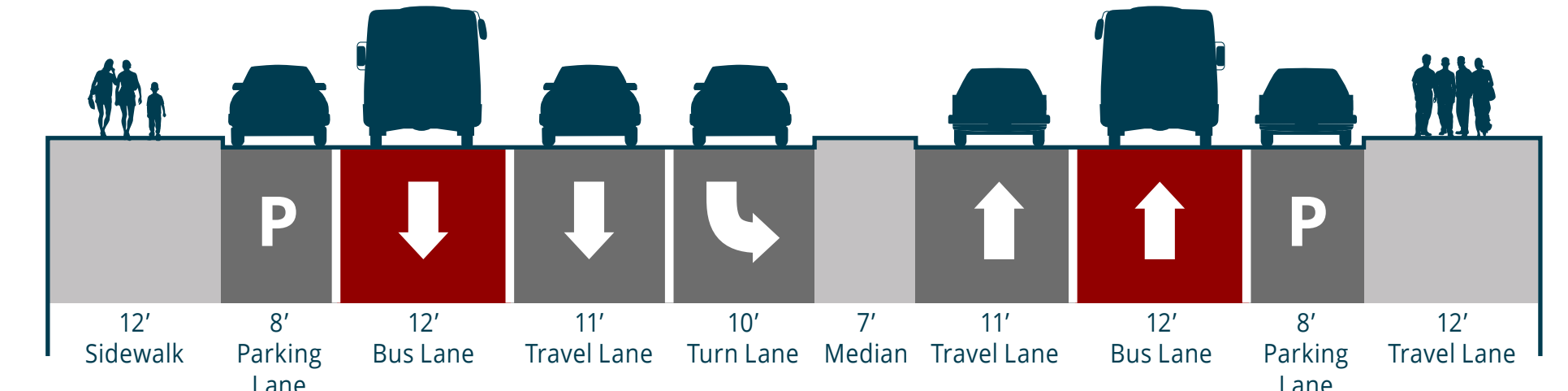
This option proposes re-purposing existing parking spaces to develop flexible curb zones. Rather than designating fixed uses for all portions of the roadway, flex zones accommodate different functions along segments of the road. Flex zones can serve short-term parking, loading/unloading, deliveries, or TNC drop-off/pick-up. The flex zones highlighted below have been identified by BTD as loading/TNC zones. In addition, a 15 Minute Limit parking spot in front of Dunkin' Donuts has been identified by BTD. The existing near side eastbound bus stop is proposed to be relocated far side. A bus bulb out is proposed to improve bus operations. Finally, the feasibility of center-running dedicated bus lanes on Brighton Ave should be analyzed to determine if additional roadway space can be re-purposed for other uses (e.g., separated bike lanes).



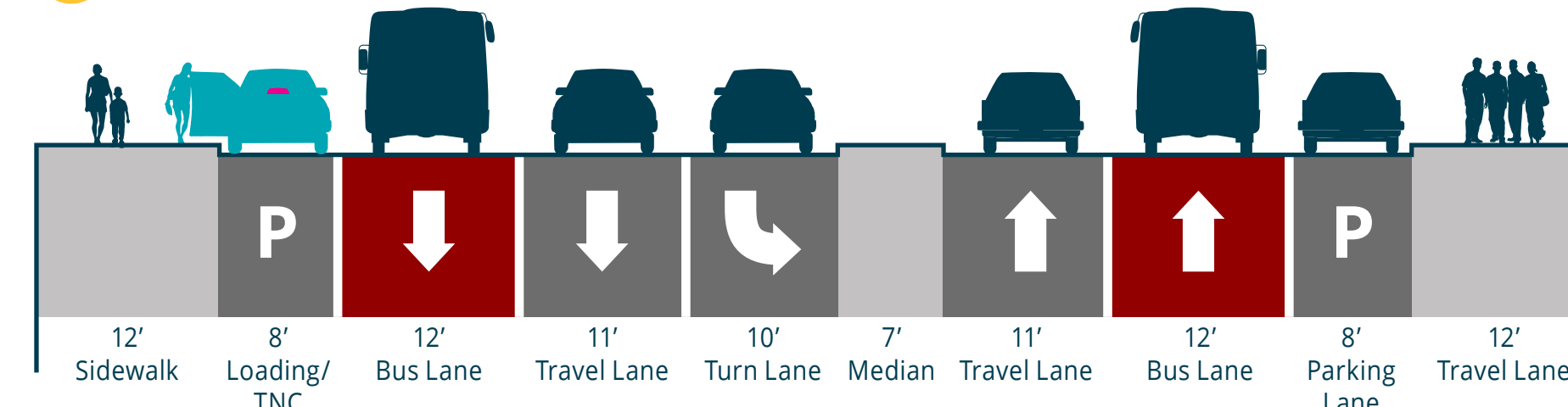
Existing Cross Section - Brighton Ave looking West



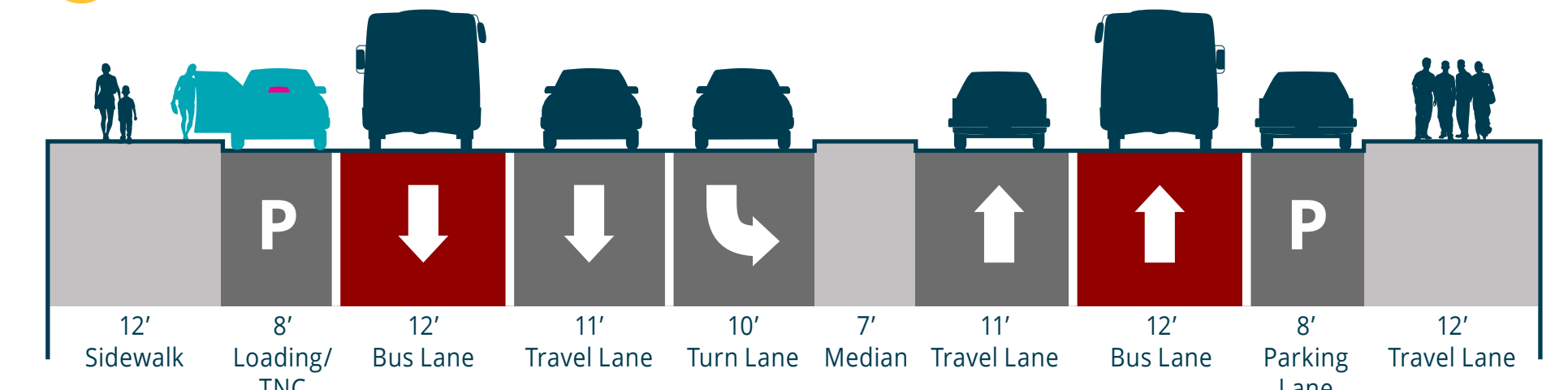
Existing Cross Section - Brighton Ave looking East



A Proposed Cross Section - Brighton Ave looking West

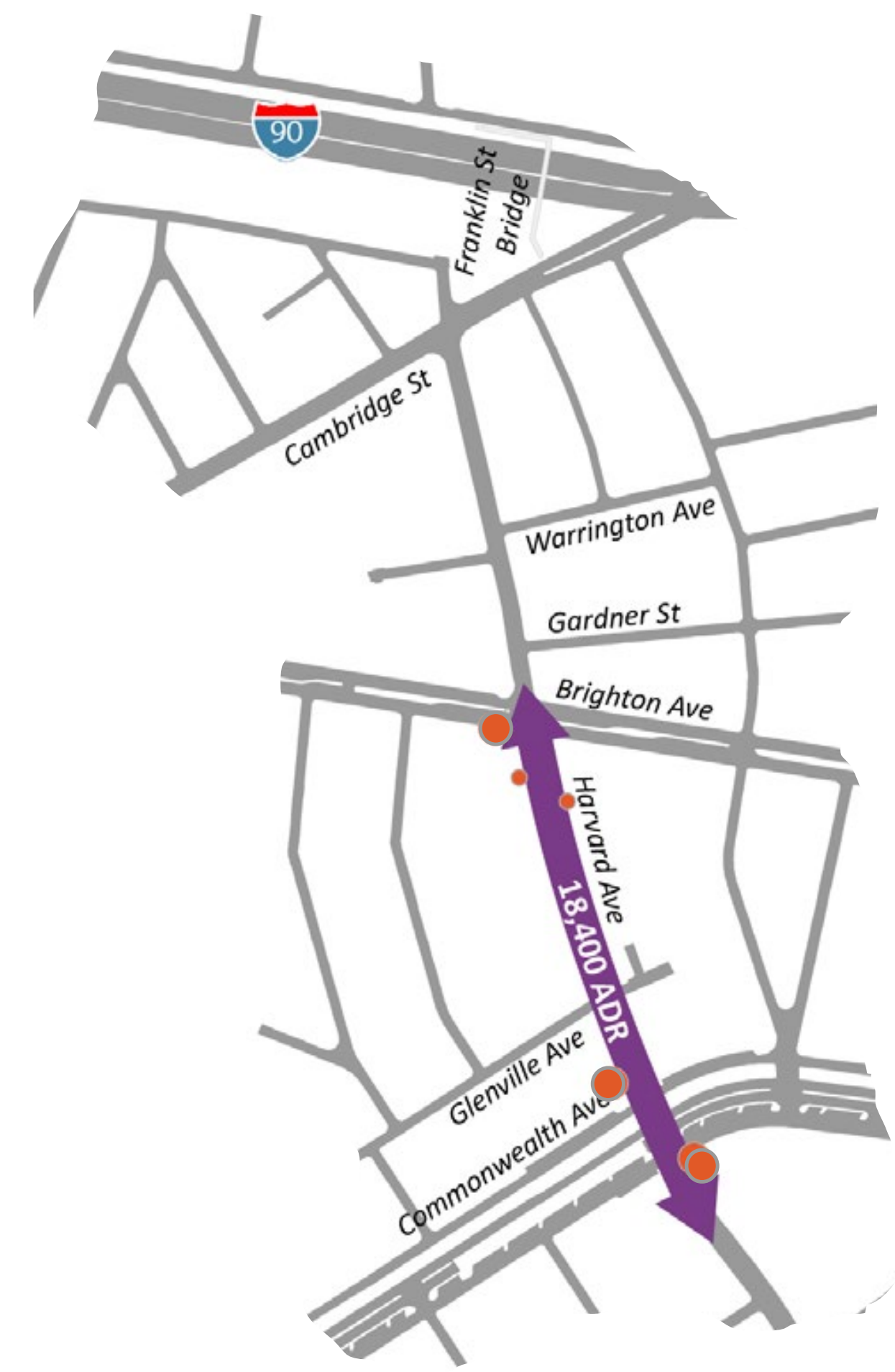


B Proposed Cross Section - Brighton Ave looking East



Harvard Avenue

Existing Conditions & Analysis



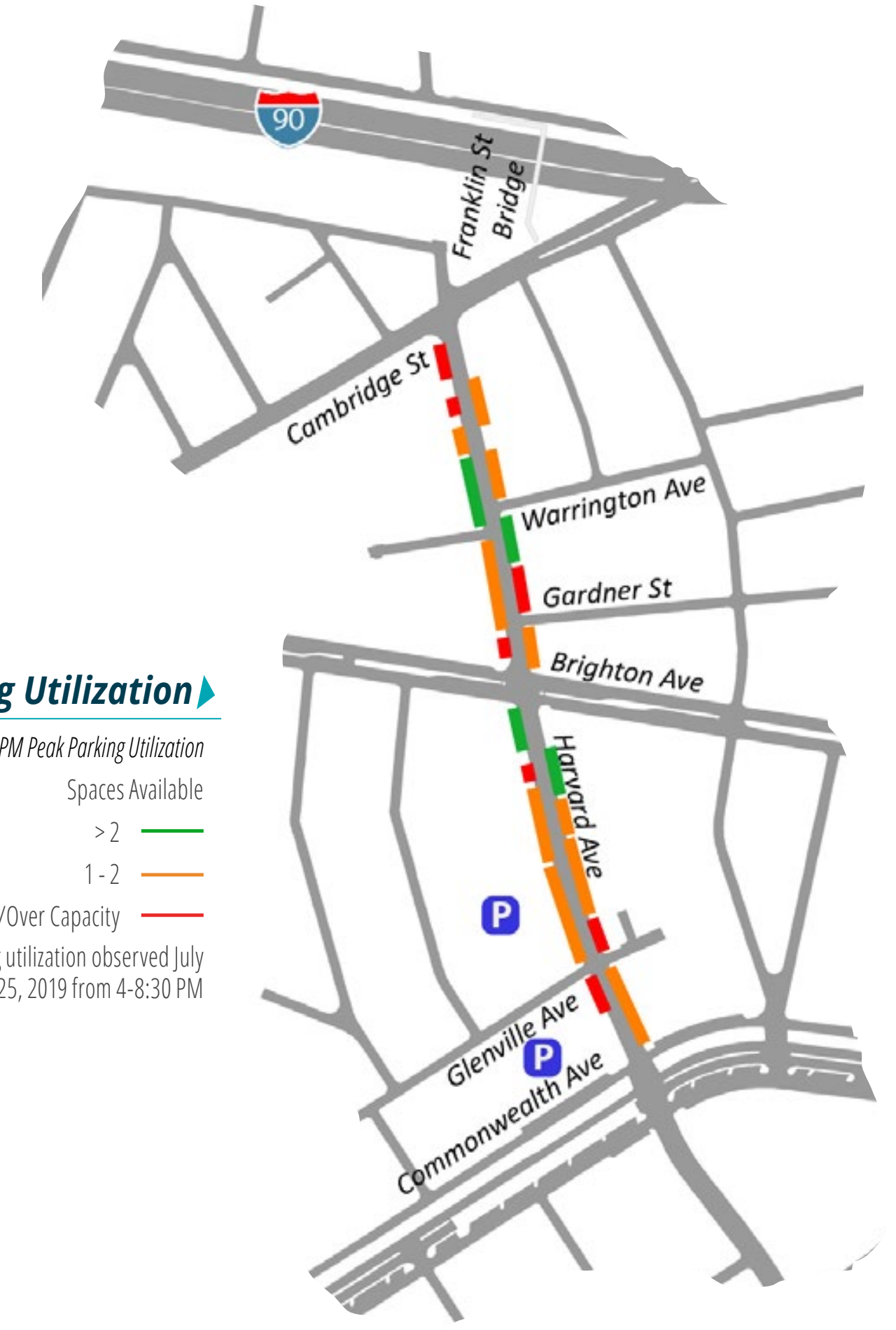
Transit

- Bus Stops
- Bus Stops w/ Top 25% Daily Ridership

40% more average daily bus riders than motorists on Harvard Ave
28% of the daily bus riders travel during peak periods

- Number of Bus Routes (66)
- Bus Stops with Daily Ridership in Top 25% of Allston-Brighton Study Area

(Source: MBTA 2017)



Parking Utilization

PM Peak Parking Utilization
Spaces Available
> 2
1-2
Full/Over Capacity
Parking utilization observed July 25, 2019 from 4-8:30 PM

Parking Utilization PM Peak
1-2 Parking Spaces Available

WHY?

- Double parking and loading slows traffic
- Major transit corridor but often very slow
- Need for short-term parking



Recommendations & Options

EXISTING



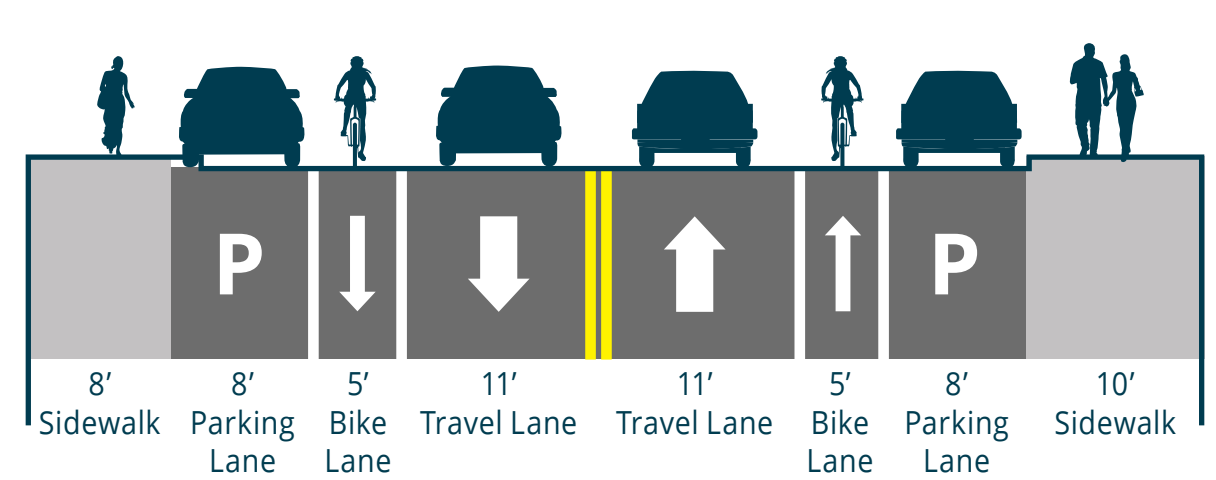
Source: Google Existing Bus Stop

Harvard Ave looking North



Source: Google Streetview

Existing Cross Section



OPTION A

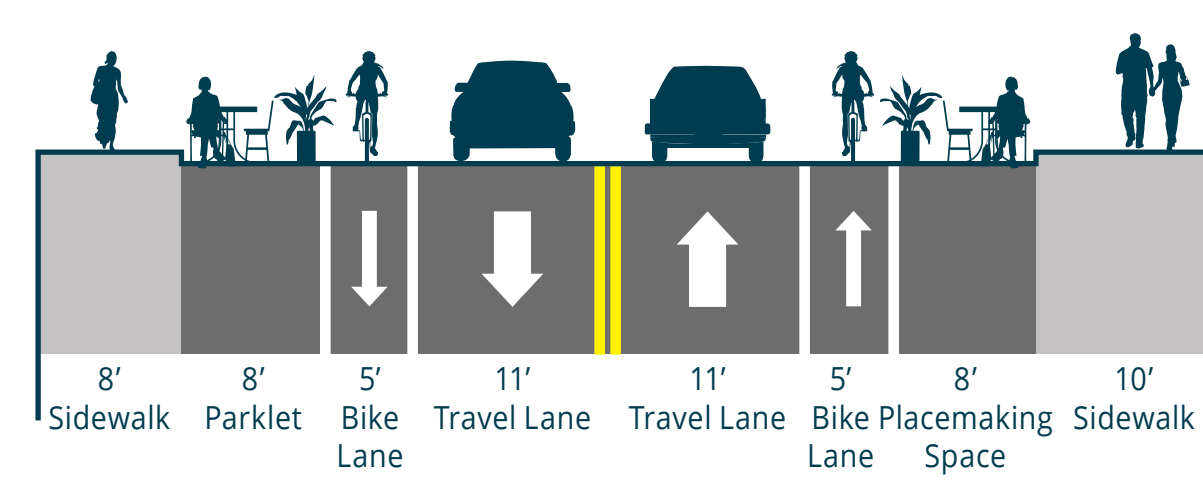
BUS STOP RELOCATION AND CURB EXTENSIONS

Option A proposes relocating the existing bus stop pair on Harvard Avenue south of Brighton Avenue and re-purposing the space with curb extensions. Curb extensions are created by extending the sidewalk at corners to increase safety, calm traffic, and provide space for placemaking. Short and long-term placemaking options are discussed in greater detail in the section to the right. The existing bus stop pair would be relocated to the corner of Harvard Avenue and Commonwealth Avenue.



Proposed Bus Stop Relocation

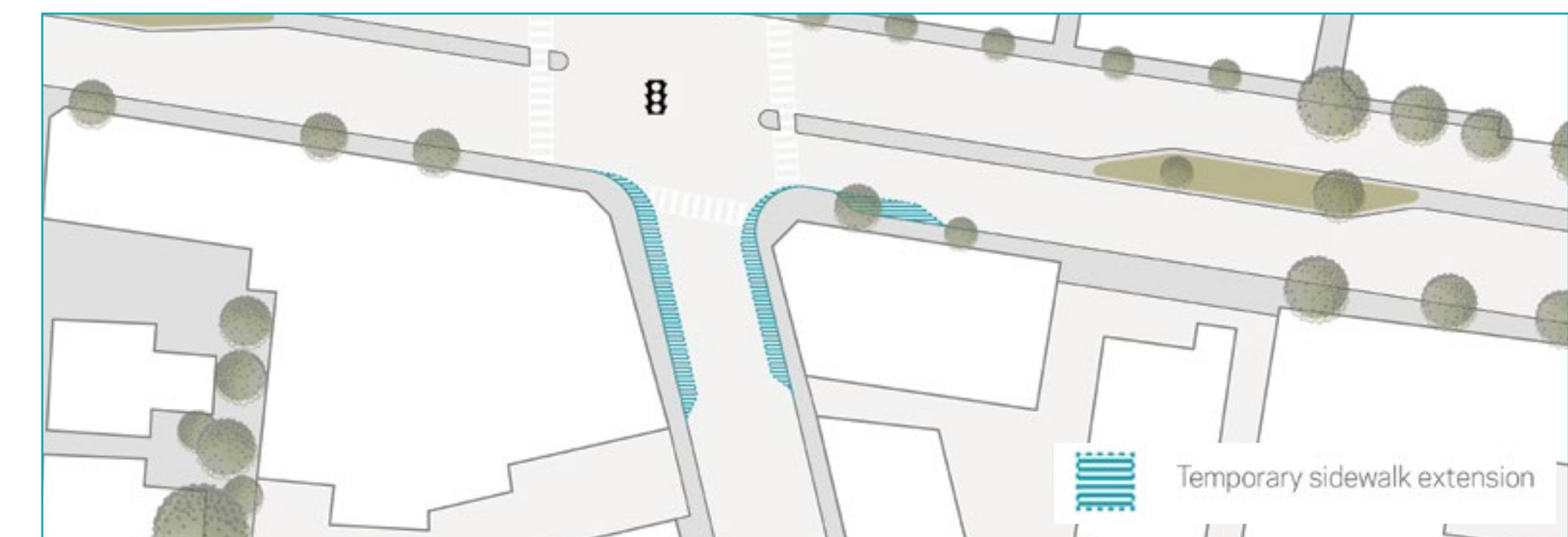
Proposed Cross Section



PLACEMAKING

Quick-Build Placemaking Option

Using paint, develop temporary curb extensions to improve safety, create more pedestrian areas, and provide more places for people to stop and sit along this busy corridor.

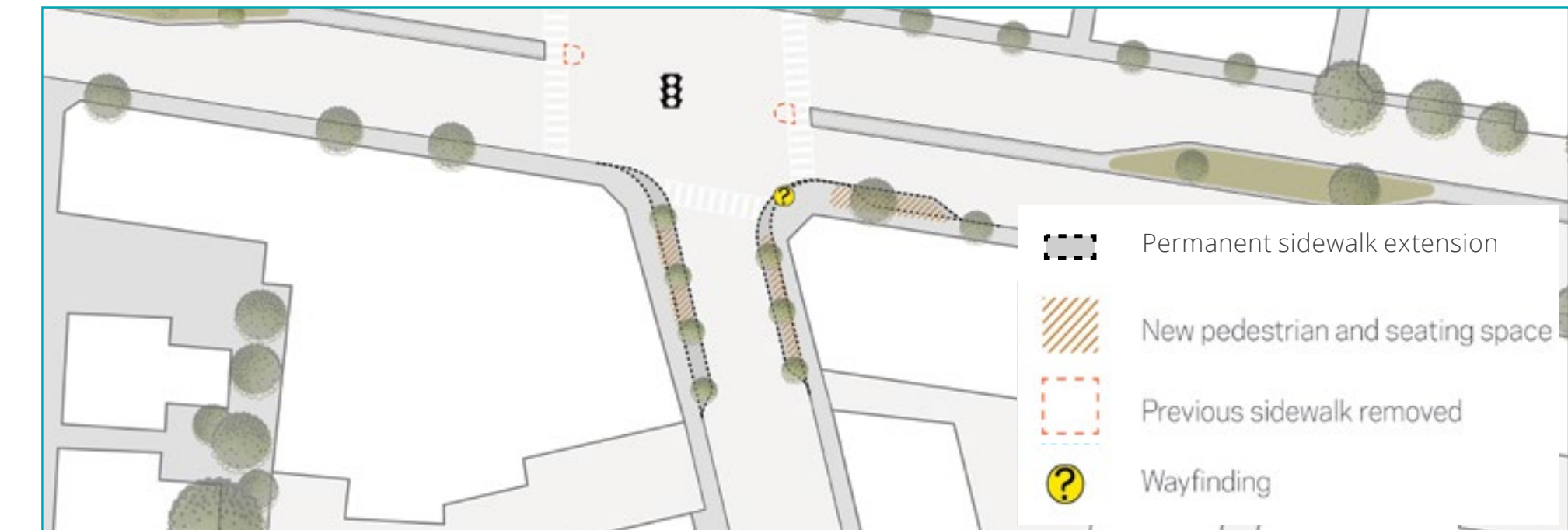


Quick-Build Placemaking Examples

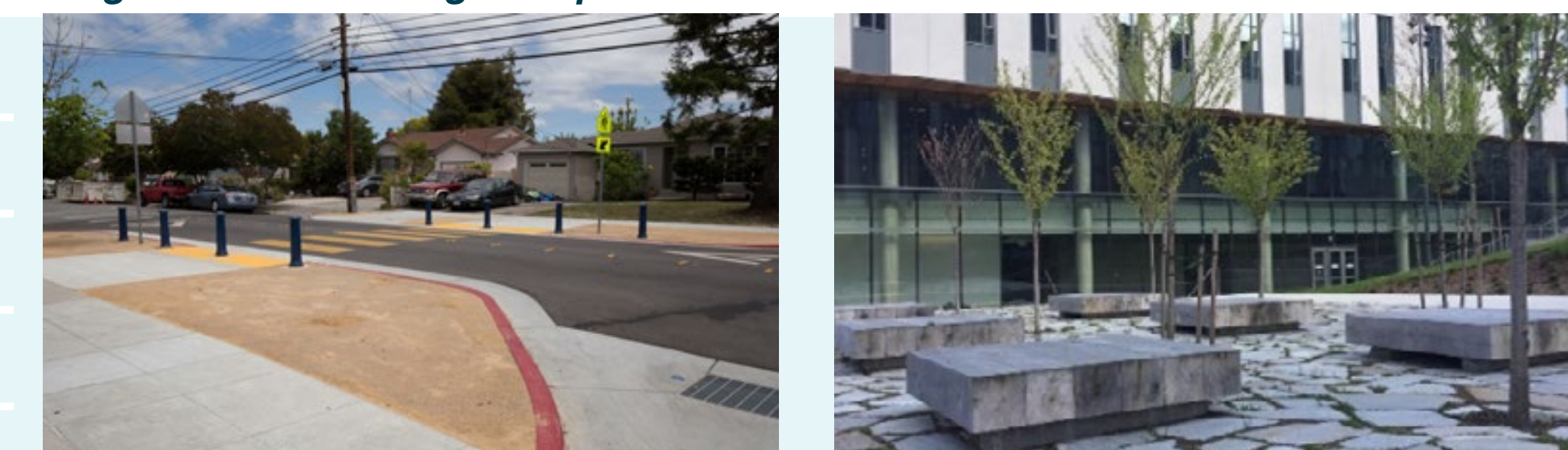


Long-Term Placemaking Option

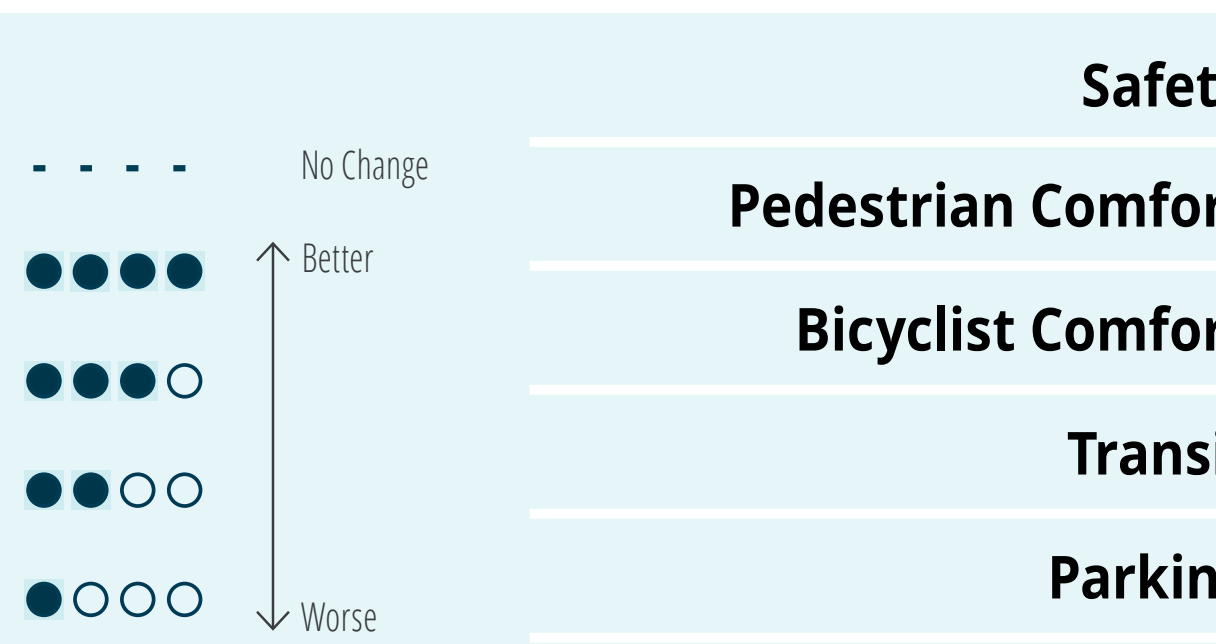
Temporary interventions would serve to inform more permanent investments. New curb extensions would provide space for wayfinding, greening of the space, and seating.



Long-Term Placemaking Examples



PERFORMANCE MEASURES

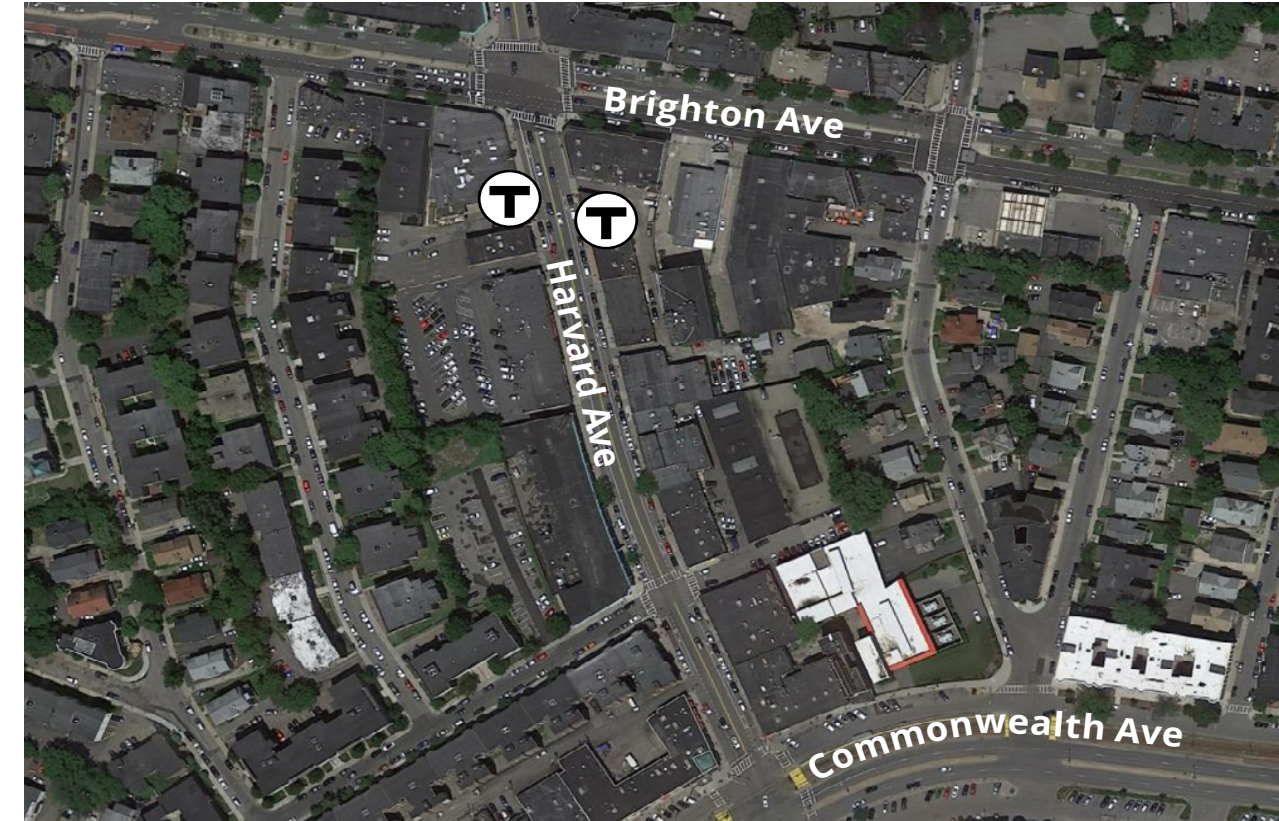


Safety	●●●○ Calms traffic and physically narrows the intersection
Pedestrian Comfort	●●●○ Provides additional space for pedestrians and narrows the crossing distance
Bicyclist Comfort	- - - Maintains existing bicycle infrastructure
Transit	●●●○ Bus stop relocation reduces passenger delay
Parking	●●●○ Maintains existing parking except near bus stop relocation
Vehicle Delay	●●●○ Causes minor increases in travel time for motorists

Harvard Avenue - Continued

Recommendations & Options

EXISTING ▾



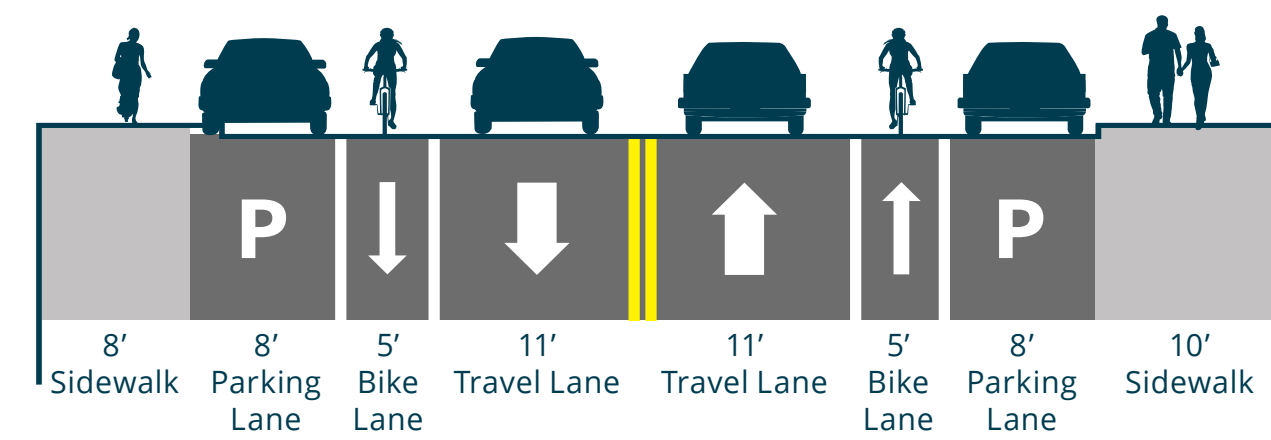
Source: Google Existing Bus Stop

Harvard Ave looking North

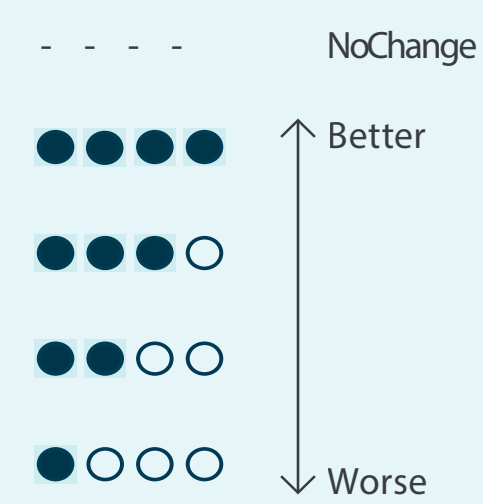


Source: Google Streetview

Existing Cross Section



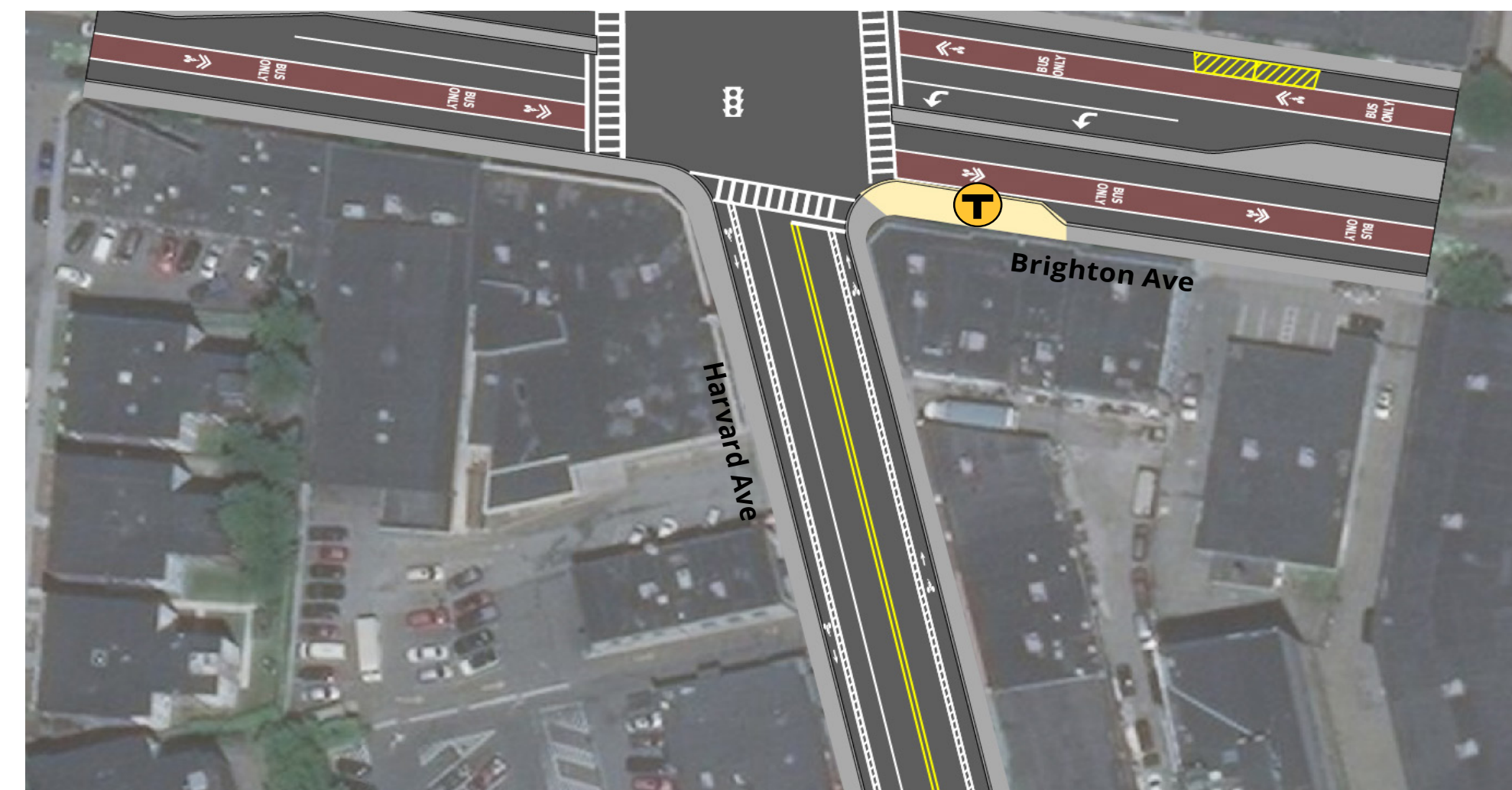
PERFORMANCE MEASURES ▾



●●●●	Safety
●●●●	Pedestrian Comfort
●●●●	Bicyclist Comfort
●●●○	Transit
●●○○	Parking
●○○○	Vehicle Delay

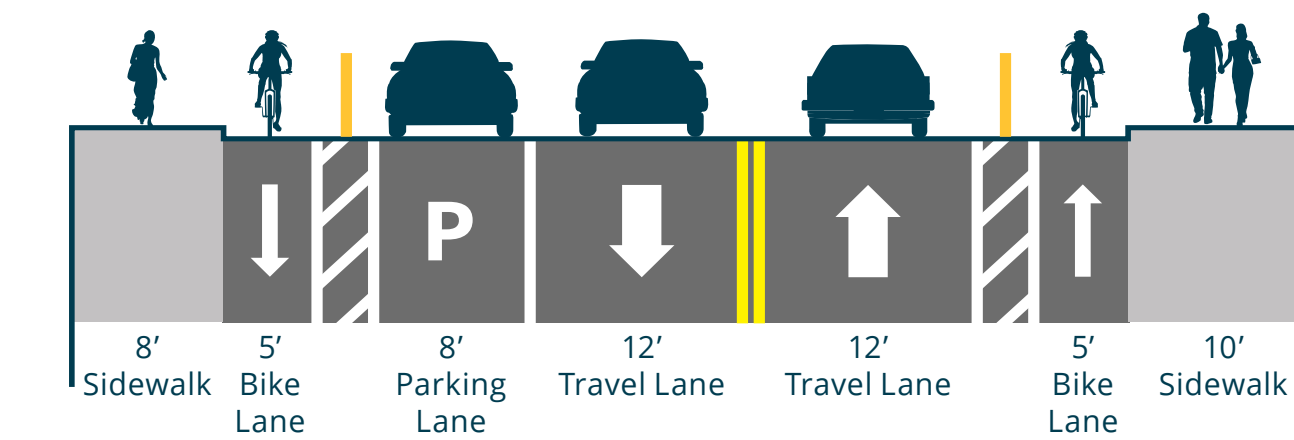
OPTION B SEPARATED BIKE LANES

Option B proposes separated bike lanes on Harvard Avenue from Commonwealth Avenue to Cambridge Street. Harvard Avenue is an important street for bicyclists because it provides direct north/south access. Separated bike lanes are for the exclusive use of bicyclists and provide added separation that enhances the experience of bicycling on urban streets. On-street parking would be removed from one side of the street to provide physical separation and improve comfort for bicyclists.



Proposed Bus Stop Relocation

Proposed Cross Section



●●●●	Calms traffic and physically narrows the roadway
●●●○	Narrows the crossing distance
●●●●	Creates physical separation throughout the corridor
-----	Maintains existing travel time
●●○○	Maintains parking on one side of the street
●●○○	Causes minor increases in travel time for motorists

OPTION C DEDICATED BUS LANES AND PEDESTRIAN PLAZA

Option C proposes dedicated bus lanes and a pedestrian plaza on Harvard Avenue between Commonwealth Avenue and Brighton Avenue. This portion of Harvard Avenue would be closed to vehicular traffic except to allow access to the Allston Public Parking lot and Glenville Terrace. Deliveries to commercial areas would be permitted during off-peak hours. Dedicated bus lanes make it possible to increase the frequency and reliability of bus service, as well as increase bus ridership. A quick-build option would be to provide a dedicated peak period bus lane in the northbound direction.

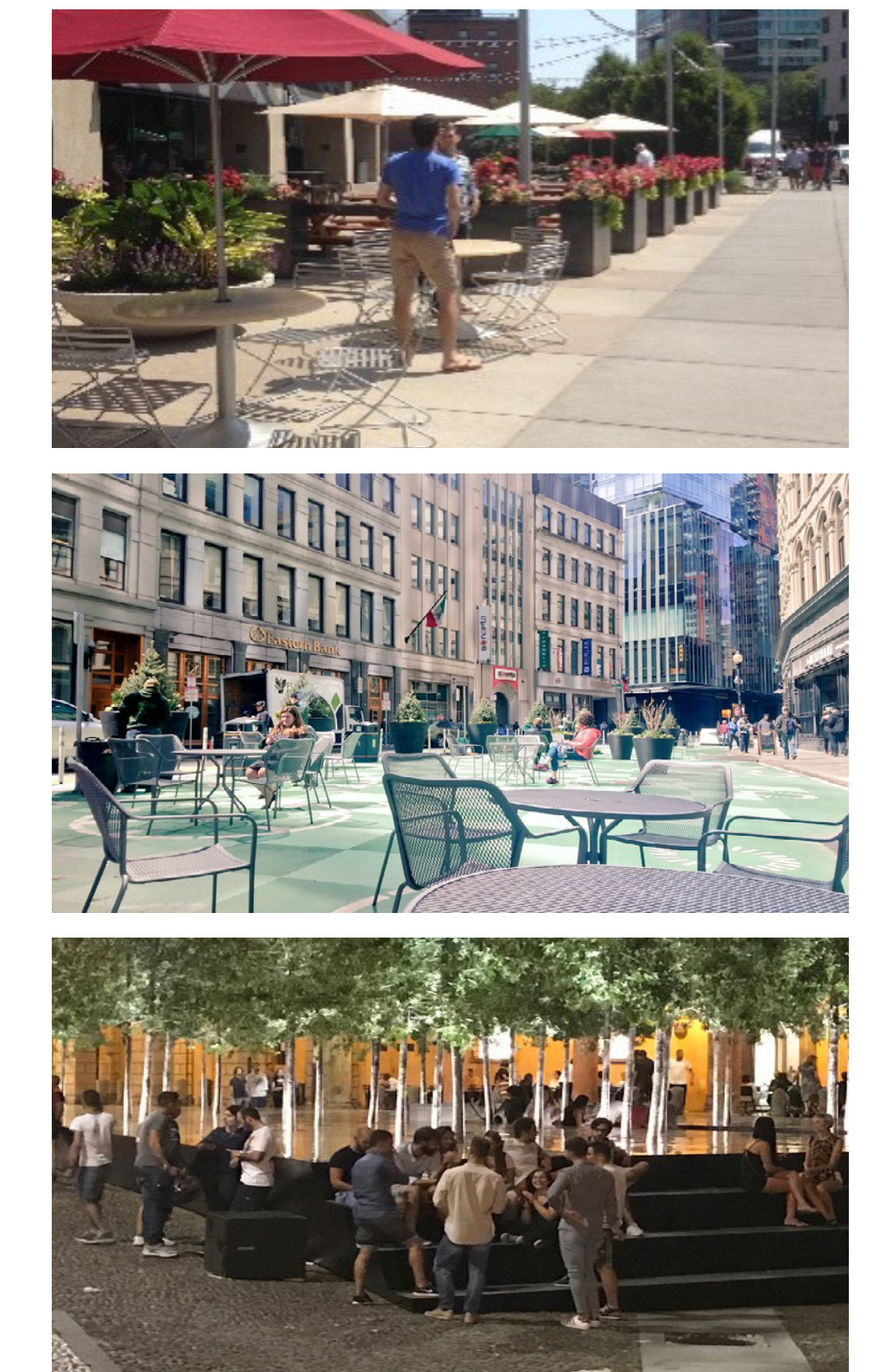
The new open space can create more pedestrian areas and provide places for people to stop and sit along this busy corridor. The many restaurants would benefit from outdoor seating that would enhance business and the pedestrian experience.



NOTE: Deliveries on Harvard Ave are permitted during off-peak hours.

Proposed Bus Stop Relocation

Long-Term Placemaking Examples



●●●●	Calms traffic and physically narrows the roadway
●●●●	Creates additional pedestrian areas with limited vehicular exposure
●●○○	Creates a shared bus/bike lane with limited motor vehicle interactions
●●●●	Improves travel time and reliability by providing dedicated bus lanes
●○○○	Maintains access to existing public parking lot
●○○○	Causes vehicle delay associated with traffic diversion

Franklin Street Bridge

Existing Conditions & Analysis



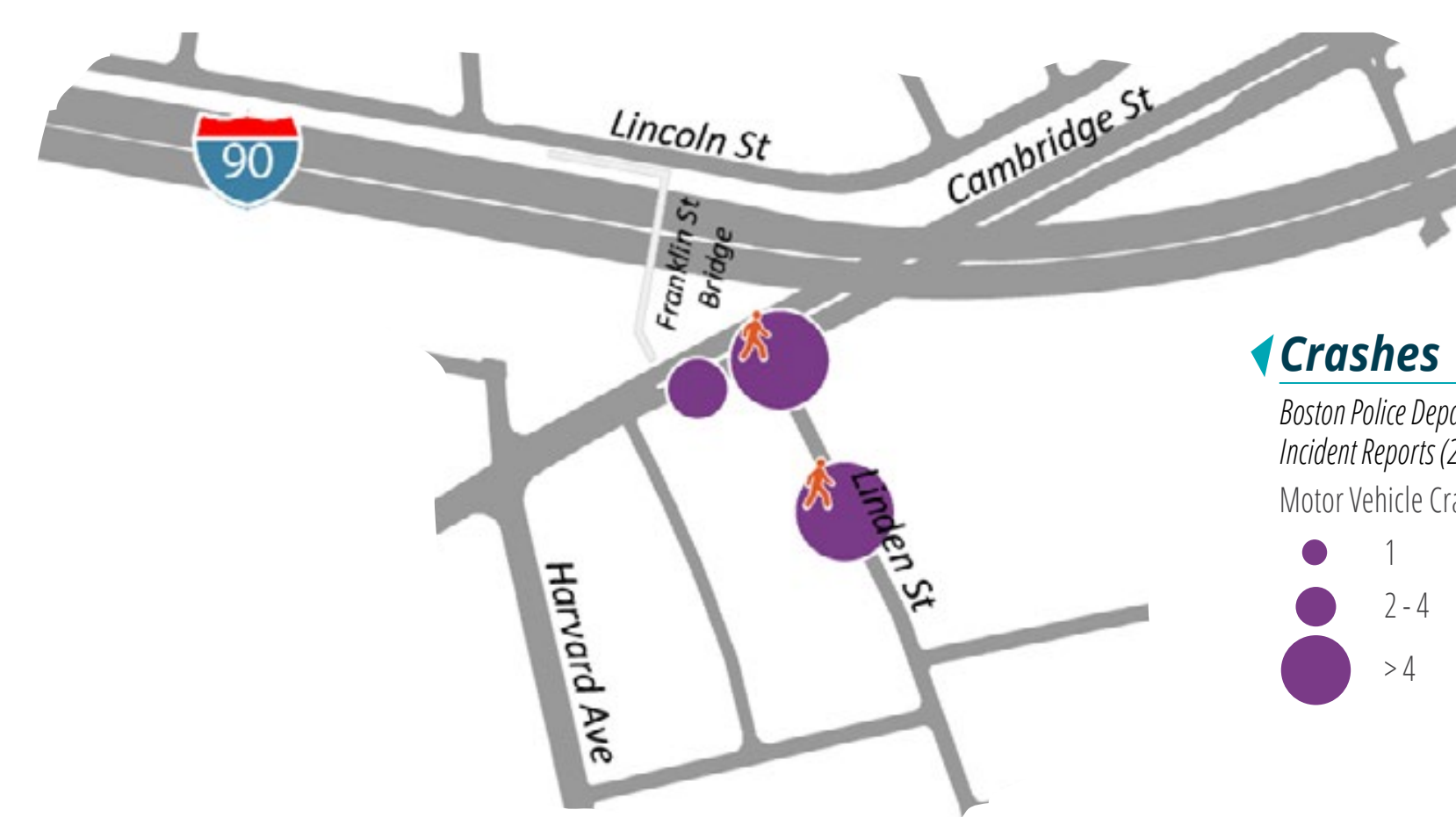
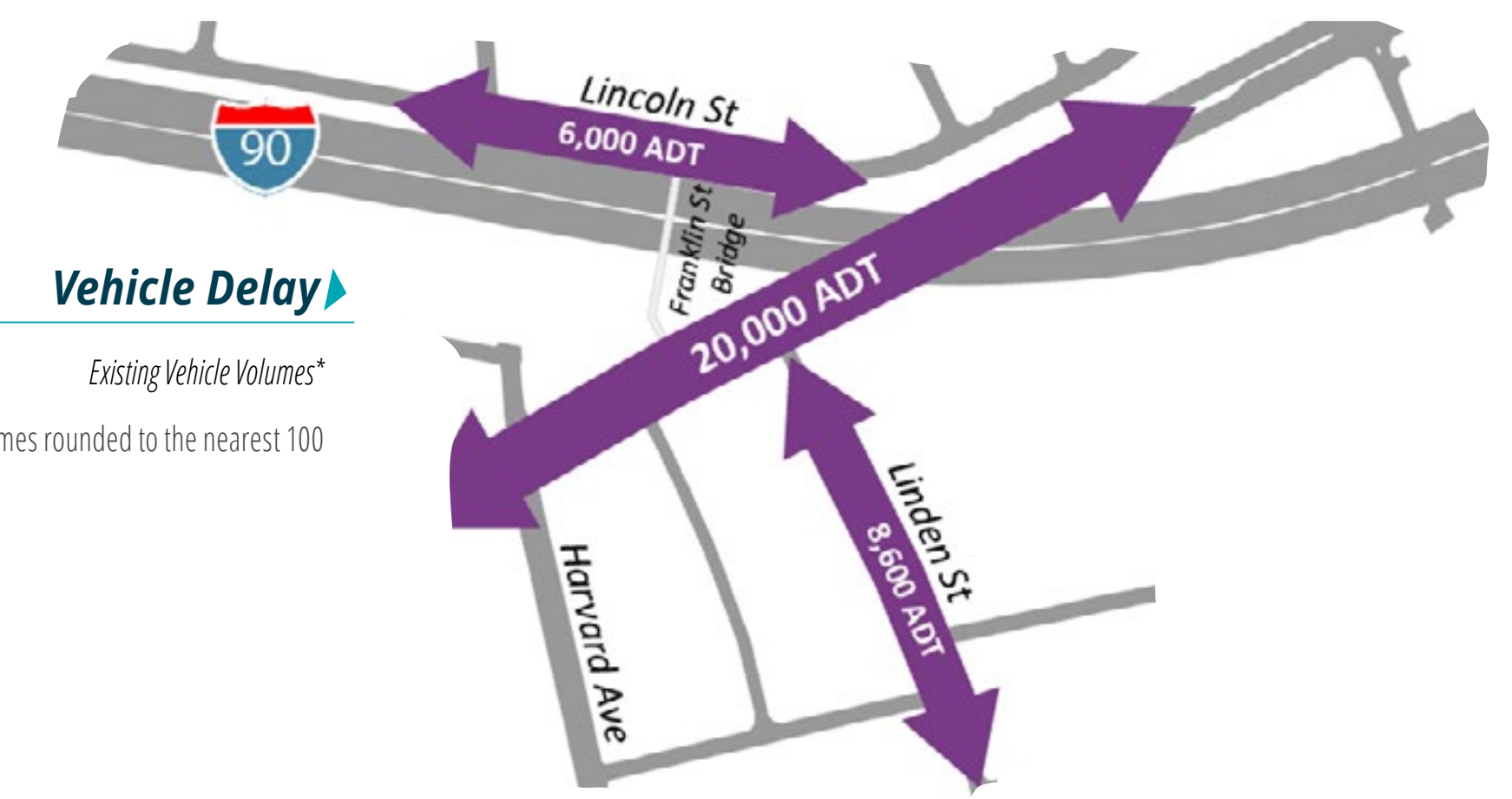
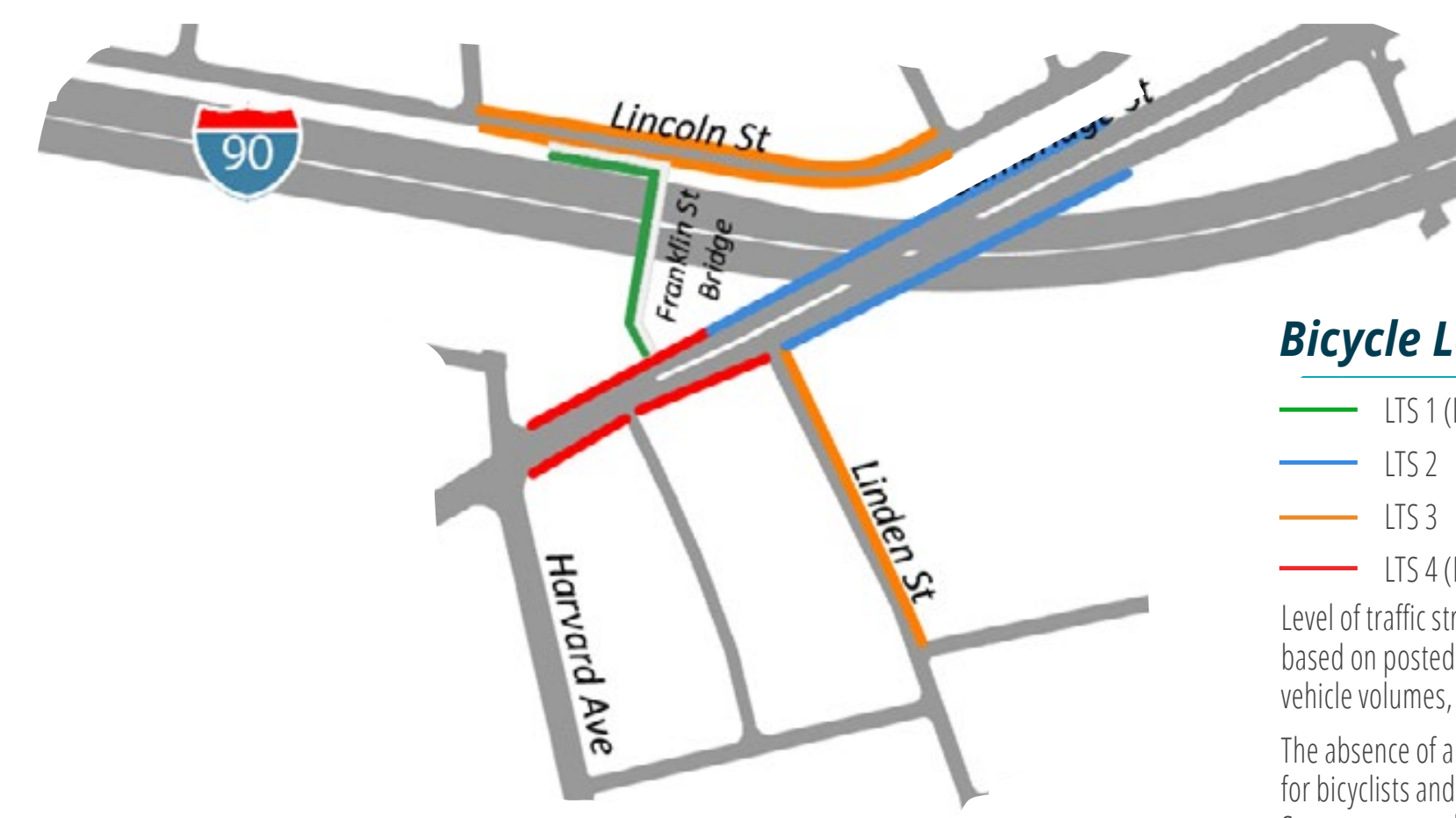
WHY?

- Improve comfort and safety on the Franklin Street Bridge
- Improve pedestrian safety at unmarked, mid-block crossings on Cambridge Street
- Provide comfortable and safe bicycle facilities across Cambridge Street

This is one of the safest (and only) connection over the pike for pedestrians and cyclists. However the ramps for this bridge are very steep, and not properly integrated with the street.
Interactive Online Mapping Tool 03/19/19

Linden St is too narrow for parking on 2-way stretch- too much traffic
Zone 3 Public Engagement 07/24/19

Safer feel for ped + bicycle over bridge in the dark
Open House Kick-off Meeting 09/12/18



Recommendations & Options

EXISTING



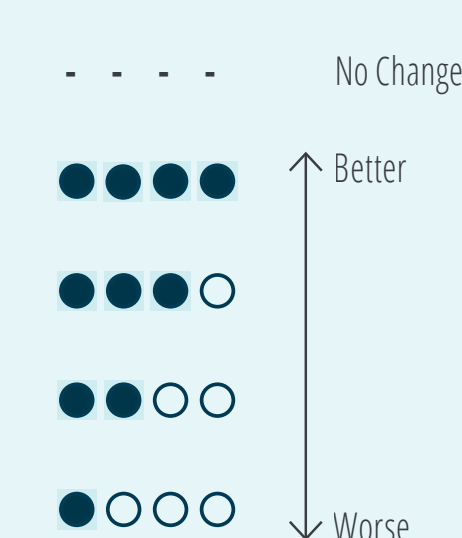
Franklin St Bridge - View from Cambridge St



Franklin St Bridge - View from Lincoln St



PERFORMANCE MEASURES

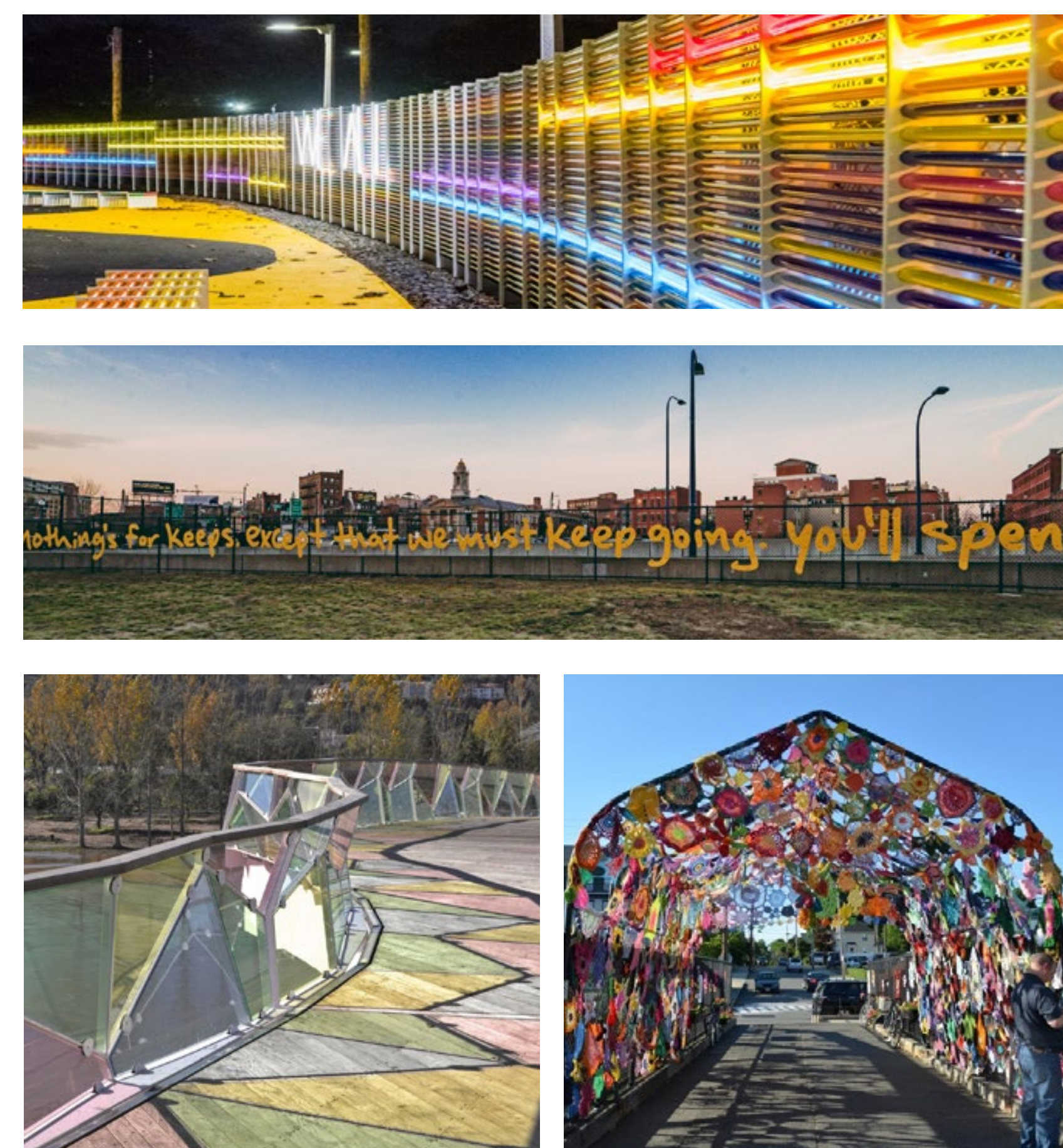


Measure	Current Status	Recommendation
Safety	●●●●	Provides additional illumination and enhance security
Pedestrian Comfort	●●●●	Maintains access across I-90
Bicyclist Comfort	●●●●	Maintains physical separation for bicyclists
Transit	●●●●	Maintains existing transit infrastructure - no transit on the Franklin Street Bridge
Parking	●●●●	Maintains existing parking supply - no parking on the Franklin Street Bridge
Vehicle Delay	●●●●	Maintains existing vehicle delay - no vehicles on the Franklin Street Bridge

CONCEPT 1 FRANKLIN STREET BRIDGE PLACEMAKING

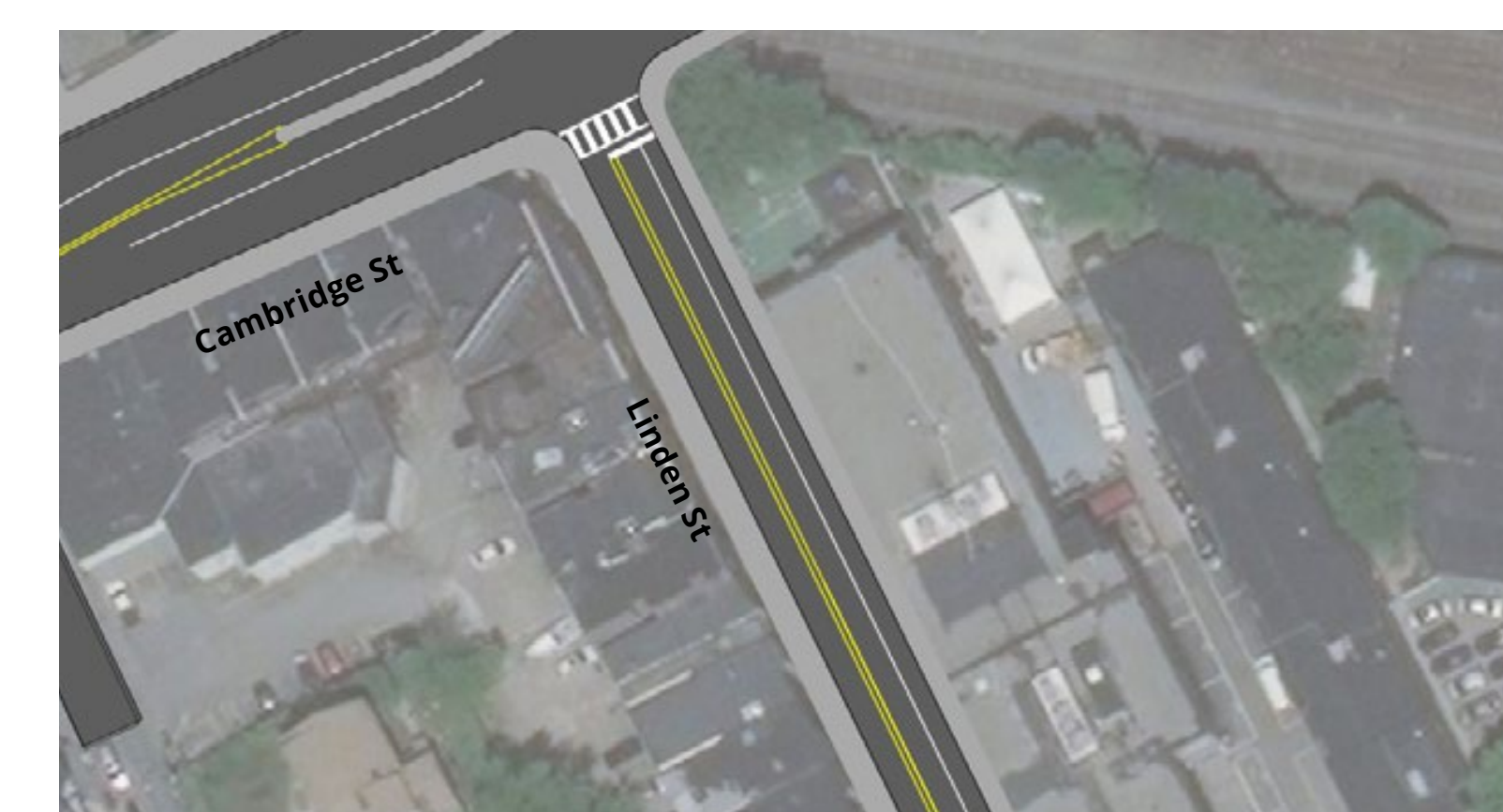
This concept proposes pathway illumination, pedestrian lighting, and public art to improve safety, facilitate pedestrian and bicycle access, and reinforce a sense of place.

Placemaking Examples

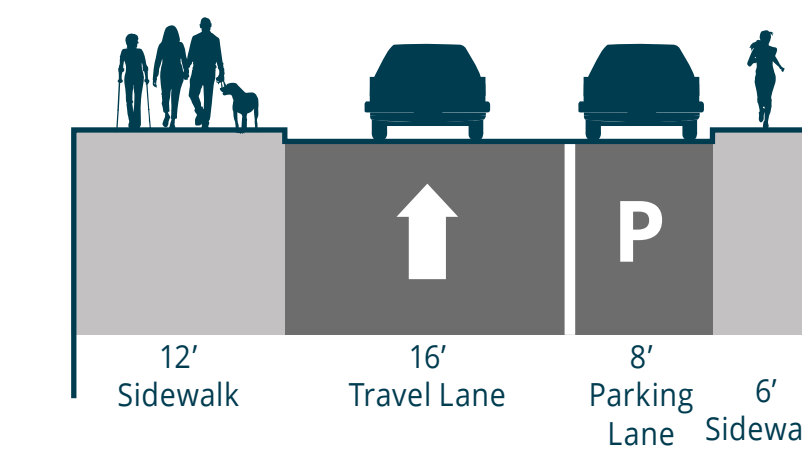


CONCEPT 2 LINDEN STREET TWO-WAY TRAFFIC

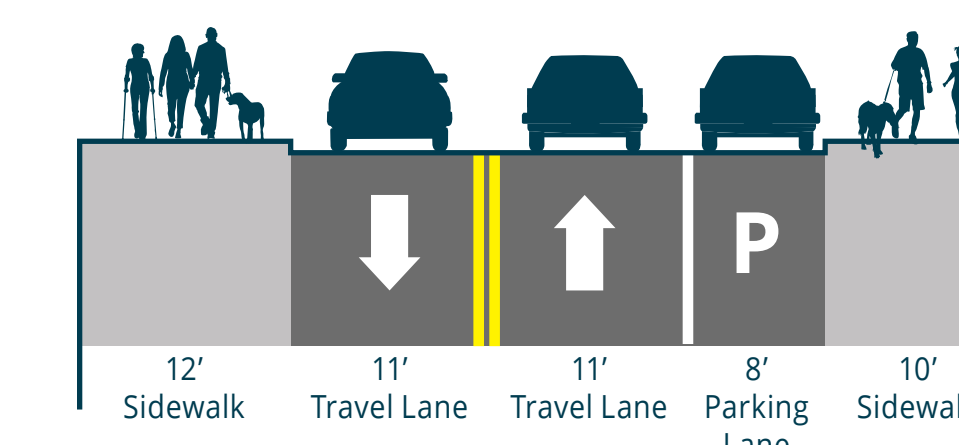
This concept proposes two-way traffic on Linden Street to improve motorist operations and circulation. The existing median permits right-in right-out movements from and onto Cambridge Street and reduces the frequency and severity of conflicts. Long-term plans should consider signalization of the intersection, as well as pedestrian and bicycle facilities across Cambridge Street.



Existing Cross Section



Proposed Cross Section



Measure	Current Status	Recommendation
Safety	●●●●	Introduces two-way traffic and extends the roadway
Pedestrian Comfort	●●●●	Extends the crossing distance
Bicyclist Comfort	●●●●	Maintains existing conditions
Transit	●●●●	Maintains existing travel times - no transit on the Linden Street
Parking	●●●●	Maintains existing parking supply
Vehicle Delay	●●●●	Improves access and travel time for motorists

North of the Pike

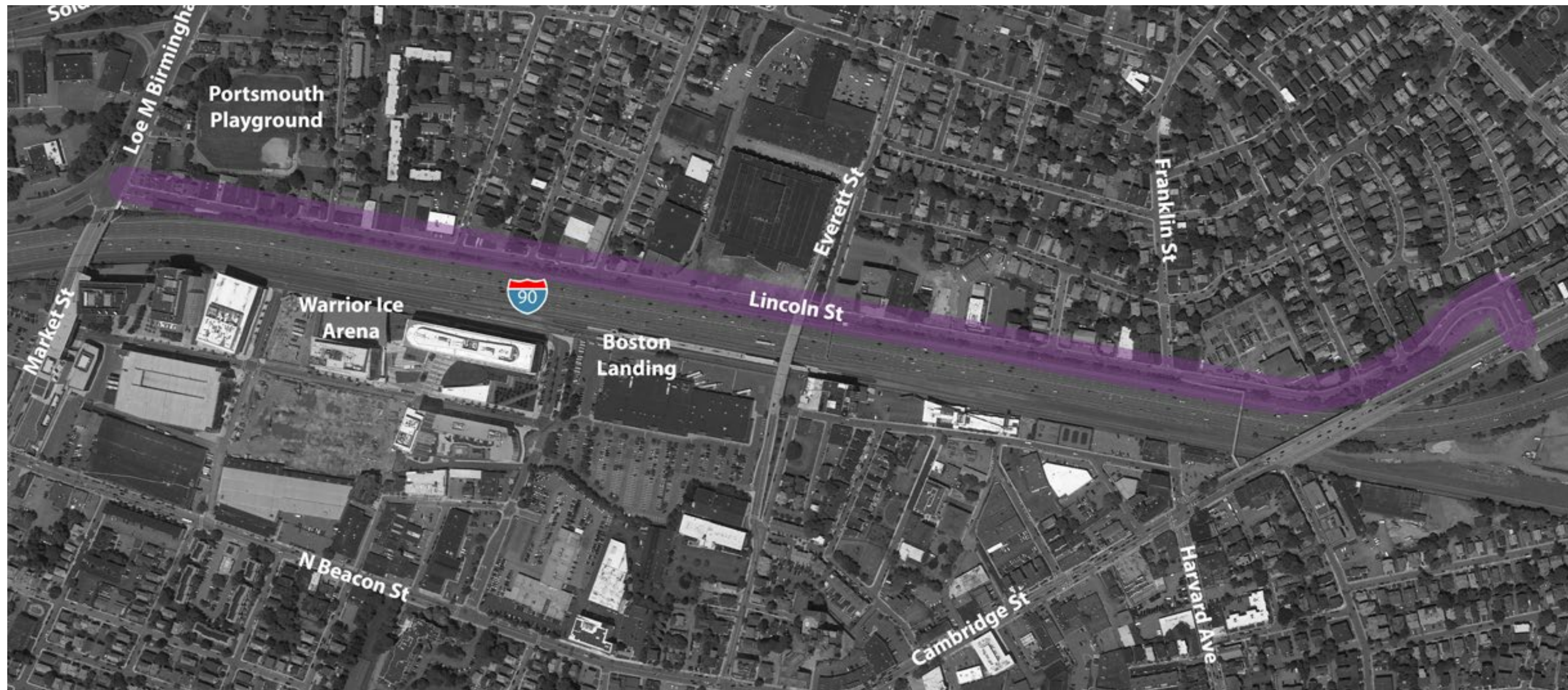
Lincoln Street

**Leo Birmingham
Parkway**

**Soldiers Field
Road Crossings**

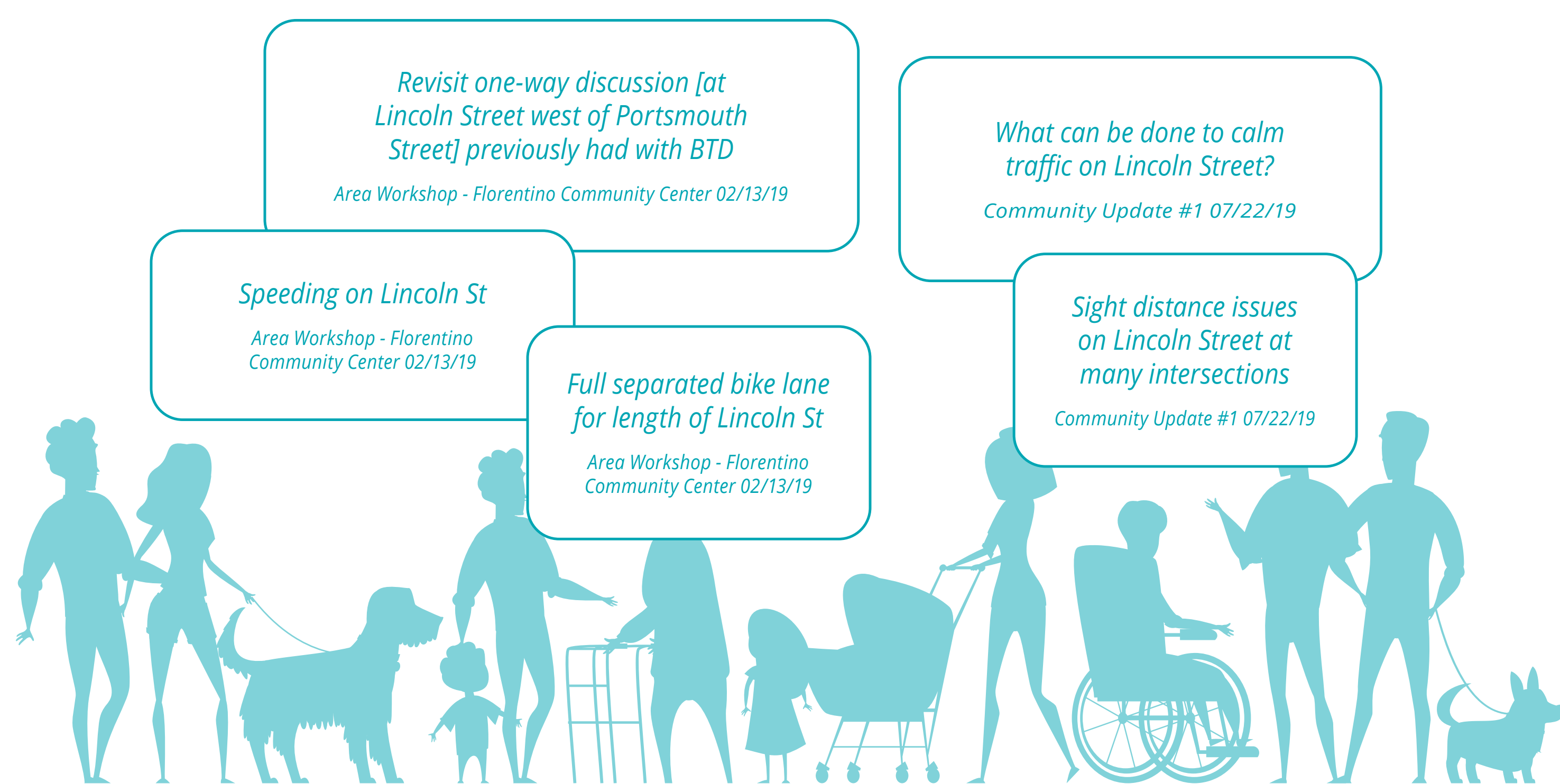
Lincoln Street

Existing Conditions & Analysis



WHY?

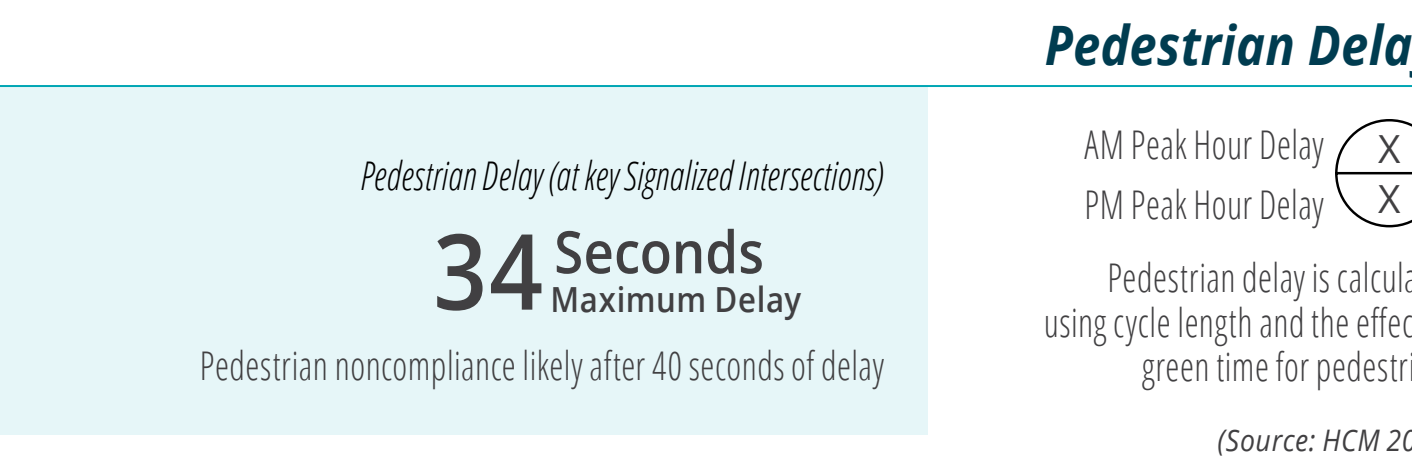
- Slow vehicle speeds
- Increase comfort and safety of pedestrian crossings
- Improve vehicle circulation
- Reduce cut-through traffic



Bicycle Level of Traffic Stress (LTS)

LTS 1 (Low Stress)
LTS 2
LTS 3
LTS 4 (High Stress)

LTS Lincoln Street between Market Street and Cambridge Street
LTS 3 Tolerable for confident cyclists



Pedestrian Delay (at Key Signalized Intersections)
34 Seconds Maximum Delay
Pedestrian noncompliance likely after 40 seconds of delay

Pedestrian Delay

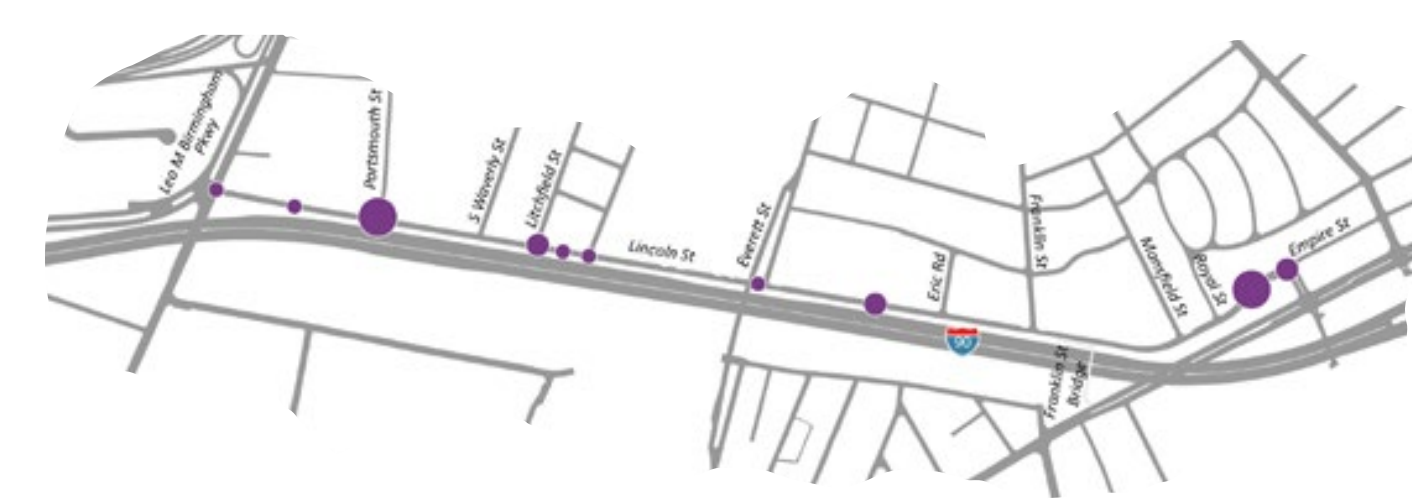
AM Peak Hour Delay
PM Peak Hour Delay
Pedestrian delay is calculated using cycle length and the effective green time for pedestrians
(Source: HCM 2000)



Crashes

Boston Police Department Crime Incident Reports (2015-2017)
Motor Vehicle Crashes
1 Pedestrian Crash
1 Cyclist Crash

Crashes (Lincoln Street between Market Street and Cambridge Street)
19 Motor Vehicle
0 Bicycle
0 Pedestrian



Travel Times (Lincoln Street between Market Street and Cambridge Street)
Off-Peak Travel Time: **3** Minutes
Peak Period Travel Time: **3-7** Minutes

Vehicle Delay

Existing Vehicle Delay*, Volumes** and Peak/Off-Peak Travel Times
AM Peak Hour Delay
PM Peak Hour Delay
* Delay reported in seconds
** Volumes rounded to the nearest 100



Vehicle Speed

Speed data collected between May 9, 2019 and May 10, 2019
Percentage of observed motor vehicles traveling at or above 25 MPH

Number of Observed Motor Vehicles Traveling at or above 25 MPH east of Portsmouth Street
4,200

Recommendations & Options

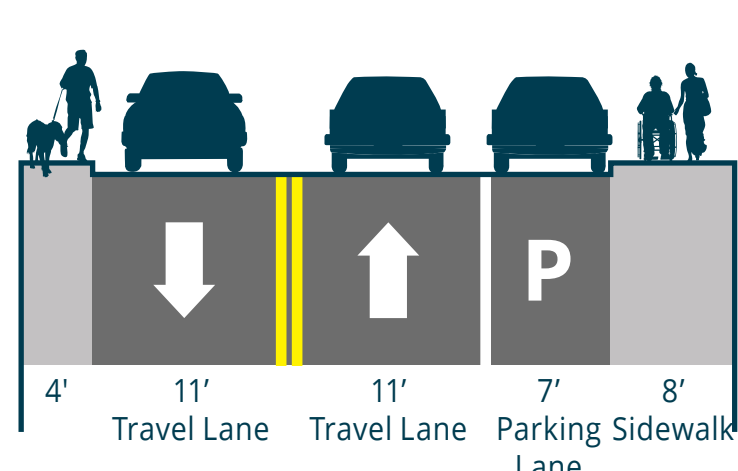
EXISTING

Lincoln St looking West

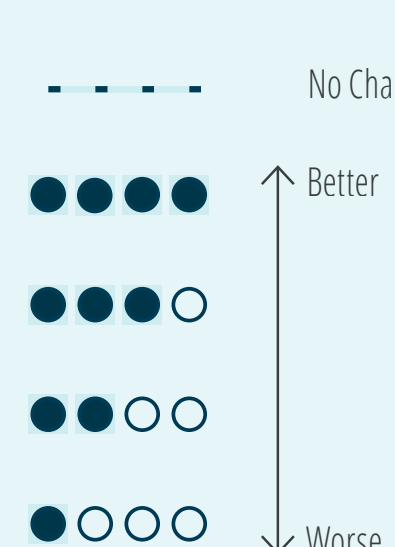


Source: Google Streetview

Existing Cross Section



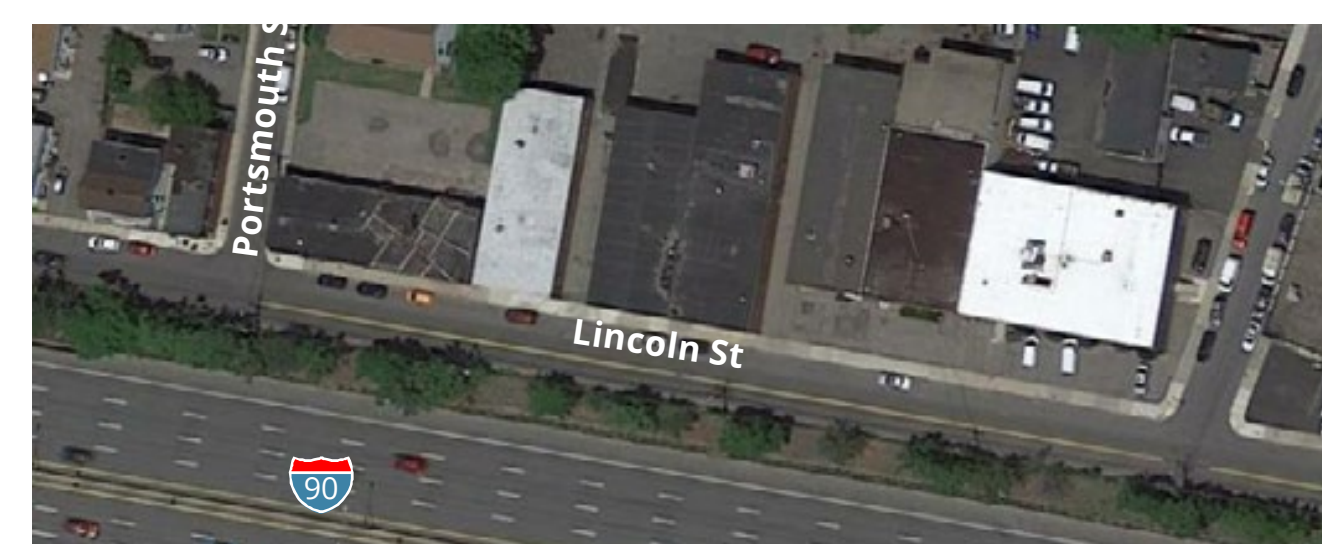
PERFORMANCE MEASURES



Measure	Concept 1	Concept 2	Concept 3
Safety	●●●● Calms traffic and physically narrows the roadway	●●●○ Calms traffic	●●●○ Calms traffic with two-way conversion
Pedestrian Comfort	●●●● Narrows the crossing distance	●●●● Improves accessibility and makes pedestrians more visible	- - - - Maintains existing pedestrian infrastructure
Bicyclist Comfort	- - - - Maintains existing bicycle infrastructure	- - - - Maintains existing bicycle infrastructure	●●●○ Improves access and reduces wrong way riding
Transit	- - - - Maintains existing conditions - no transit on Lincoln Street	- - - - Maintains existing transit infrastructure - no transit on Lincoln Street	- - - - Maintains existing transit infrastructure - no transit on Lincoln Street
Parking	- - - - Maintains existing parking supply	- - - - Maintains existing parking supply	- - - - Maintains existing parking except near the approaches
Vehicle Delay	●○○○ Causes minor increases in travel time for motorists	●○○○ Causes minor increases in travel time for motorists	●●○○ Improves circulation for motorists

CONCEPT 1 CHICANES

This concept proposes chicanes throughout Lincoln Street. A chicane is a horizontal deflection in the road created by offsetting parking or adding offset curb extensions. They are designed to slow traffic and potentially discourage cut-through traffic. An example of a chicane between Portsmouth Street and S Waverly Street is provide below.



Source: Google



Long-term concepts on Lincoln Street should consider the feasibility of using existing MassDOT right of way on the south side of the street for a separated bicycle facility.

CONCEPT 2 I-90 PED BRIDGE ACCESS IMPROVEMENTS

This concept proposes improvements to the access ramps for the Franklin Street Ped Bridge on Lincoln Street. In addition to widening the landing, this concept proposes a raised intersection at Lincoln Street and Franklin Street to increase safety and calm traffic. This concept can be implemented in conjunction with the chicanes and the two-way conversion at Market Street.



Source: Google

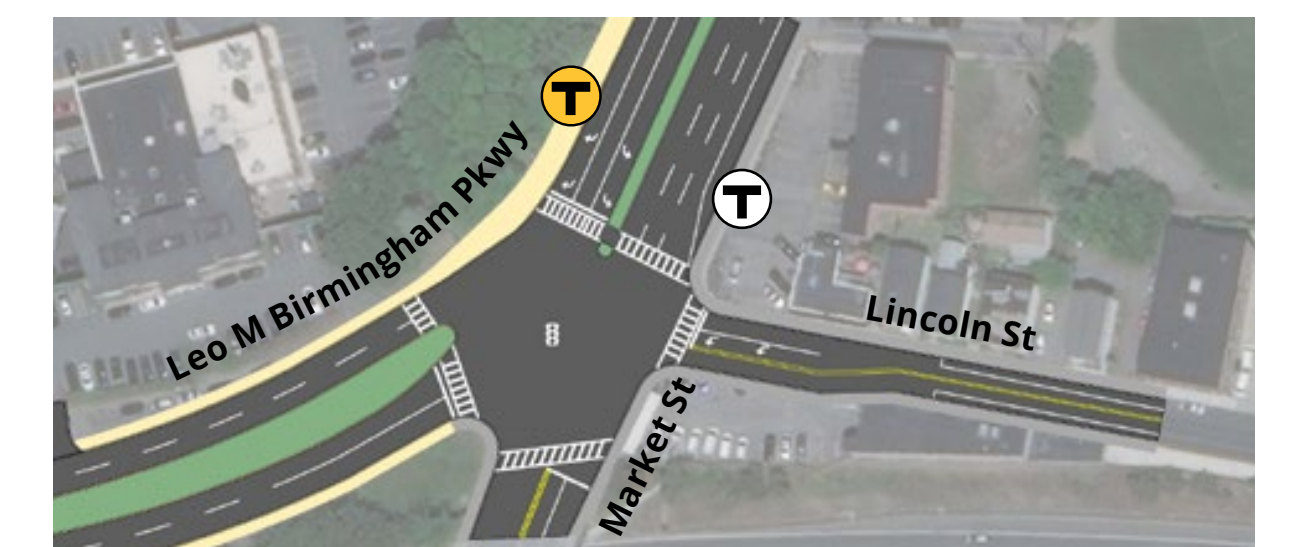


CONCEPT 3 ONE-WAY TO TWO-WAY CONVERSION LINCOLN STREET AND MARKET STREET

This concept proposes converting Lincoln Street between Market Street and Portsmouth Street from one-way to two-way traffic. At the intersection, the conversion would require additional right-of-way. This concept would improve vehicle circulation and potentially reduce neighborhood cut-through traffic.

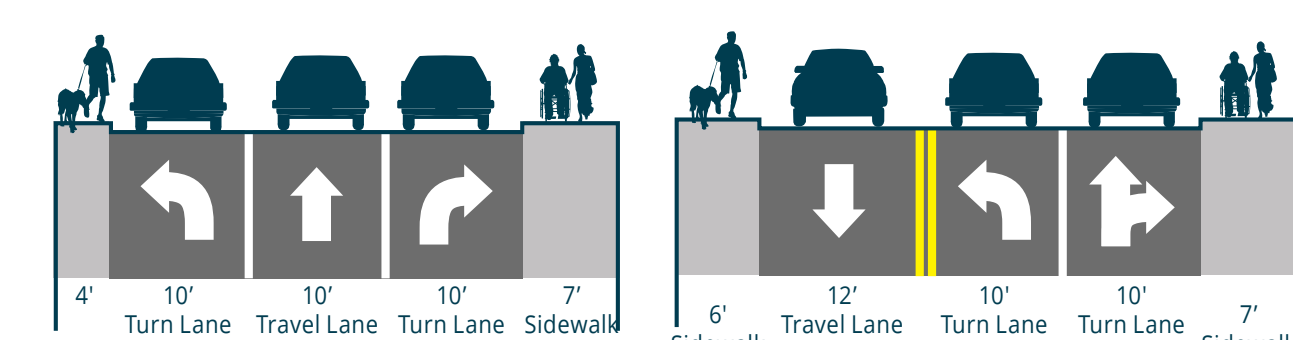


Source: Google



Existing Bus Stop
Proposed Bus Stop Relocation

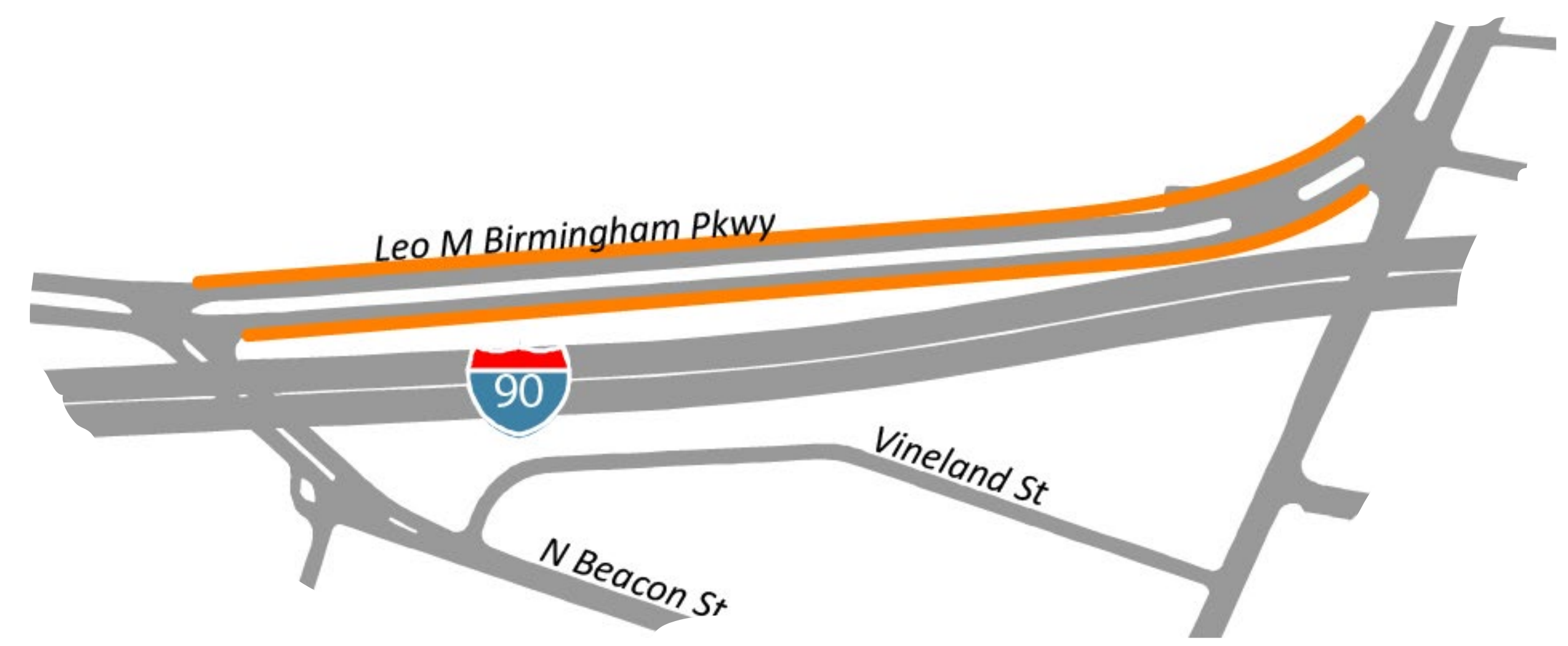
Existing Cross Section - Looking West at Lincoln St and Market St
Proposed Cross Section - Looking West at Lincoln St and Market St



Measure	Concept 1	Concept 2	Concept 3
Safety	●●●● Calms traffic and physically narrows the roadway	●●●○ Calms traffic	●●●○ Calms traffic with two-way conversion
Pedestrian Comfort	●●●● Narrows the crossing distance	●●●● Improves accessibility and makes pedestrians more visible	- - - - Maintains existing pedestrian infrastructure
Bicyclist Comfort	- - - - Maintains existing bicycle infrastructure	- - - - Maintains existing bicycle infrastructure	●●●○ Improves access and reduces wrong way riding
Transit	- - - - Maintains existing conditions - no transit on Lincoln Street	- - - - Maintains existing transit infrastructure - no transit on Lincoln Street	- - - - Maintains existing transit infrastructure - no transit on Lincoln Street
Parking	- - - - Maintains existing parking supply	- - - - Maintains existing parking supply	- - - - Maintains existing parking except near the approaches
Vehicle Delay	●○○○ Causes minor increases in travel time for motorists	●○○○ Causes minor increases in travel time for motorists	●●○○ Improves circulation for motorists

Leo M. Birmingham Parkway

Existing Conditions & Analysis

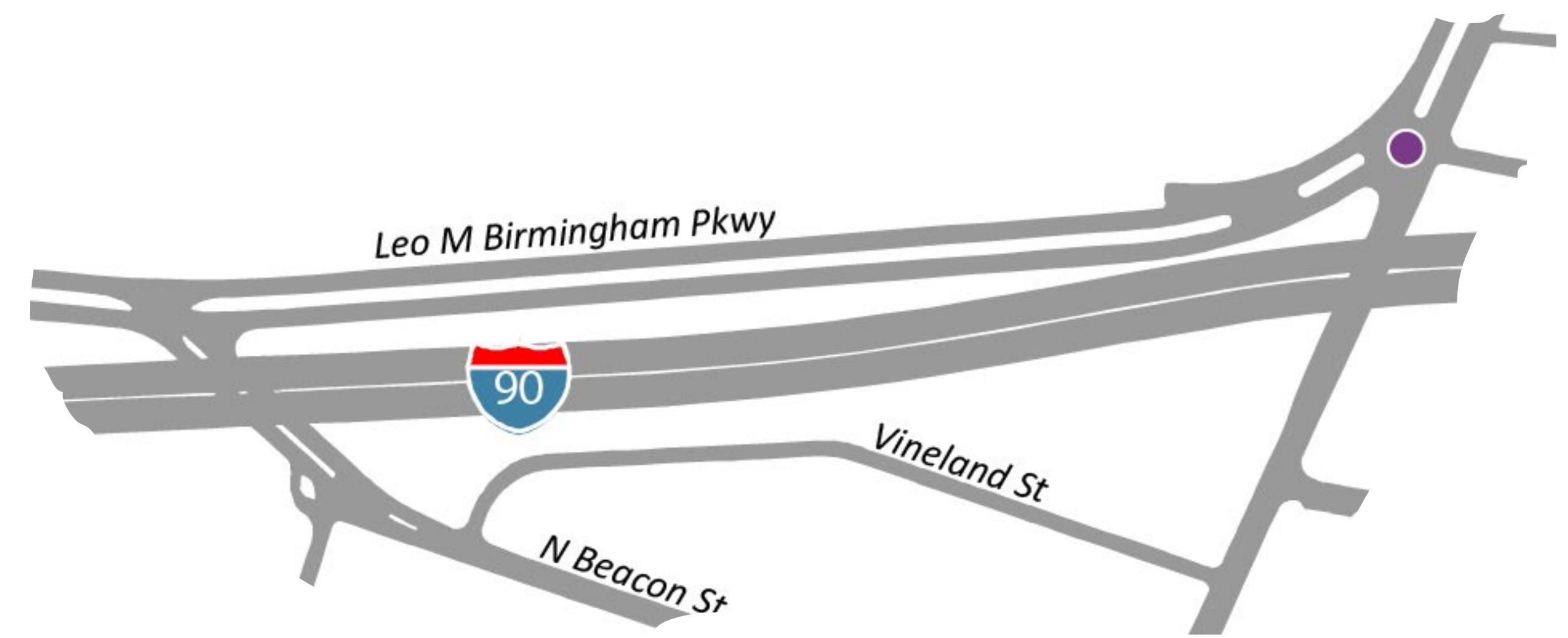


Bicycle Level of Traffic Stress (LTS)

- LTS 1 (Low Stress)
- LTS 2
- LTS 3
- LTS 4 (High Stress)

LTS (from N Beacon Street to Market Street)
LTS 3 Tolerable for confident cyclists

Level of traffic stress is calculated based on posted speed limit, daily vehicle volumes, and street width.



Crashes

Boston Police Department Crime Incident Reports (2015-2017)

Crashes (from N Beacon Street to Market Street)

1 Motor Vehicle	0 Bicycle
0 Pedestrian	

1 Pedestrian Crash
1 Cyclist Crash

Motor Vehicle Crashes

- 1
- 2-4
- >4

WHY?

- Provide comfortable and safe pedestrian facilities
- Provide comfortable and safe bicycle facilities
- Improve comfort and safety of pedestrian crossings

The intersection at Lincoln St and Leo Birmingham Pkwy should have four pedestrian crosswalks. It only has two.
Interactive Online Mapping Tool 03/15/19

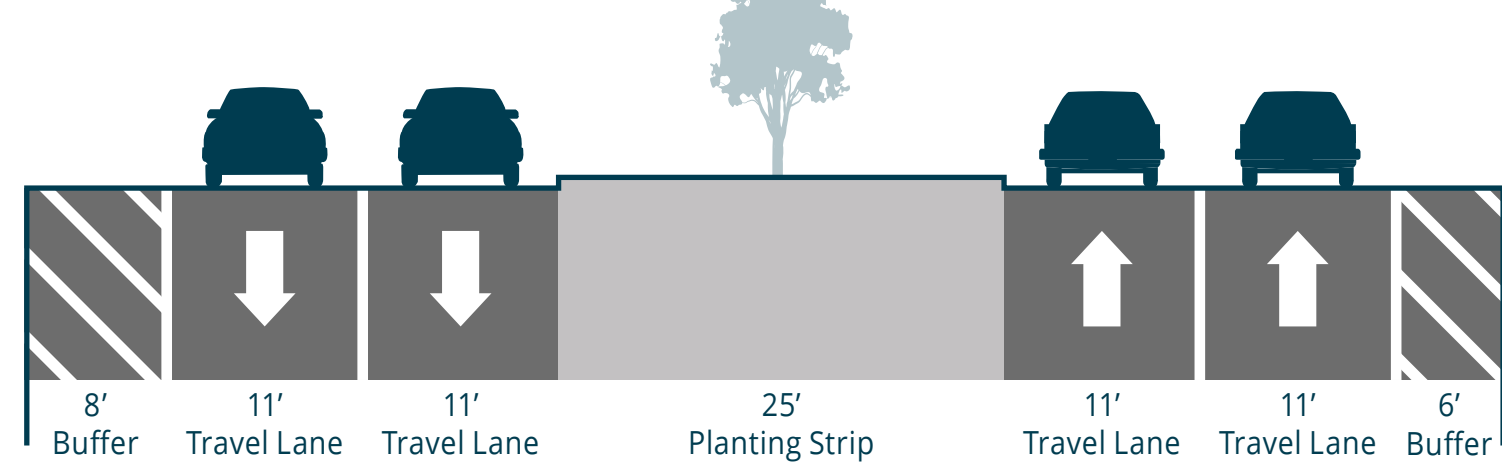


Recommendations & Options

EXISTING



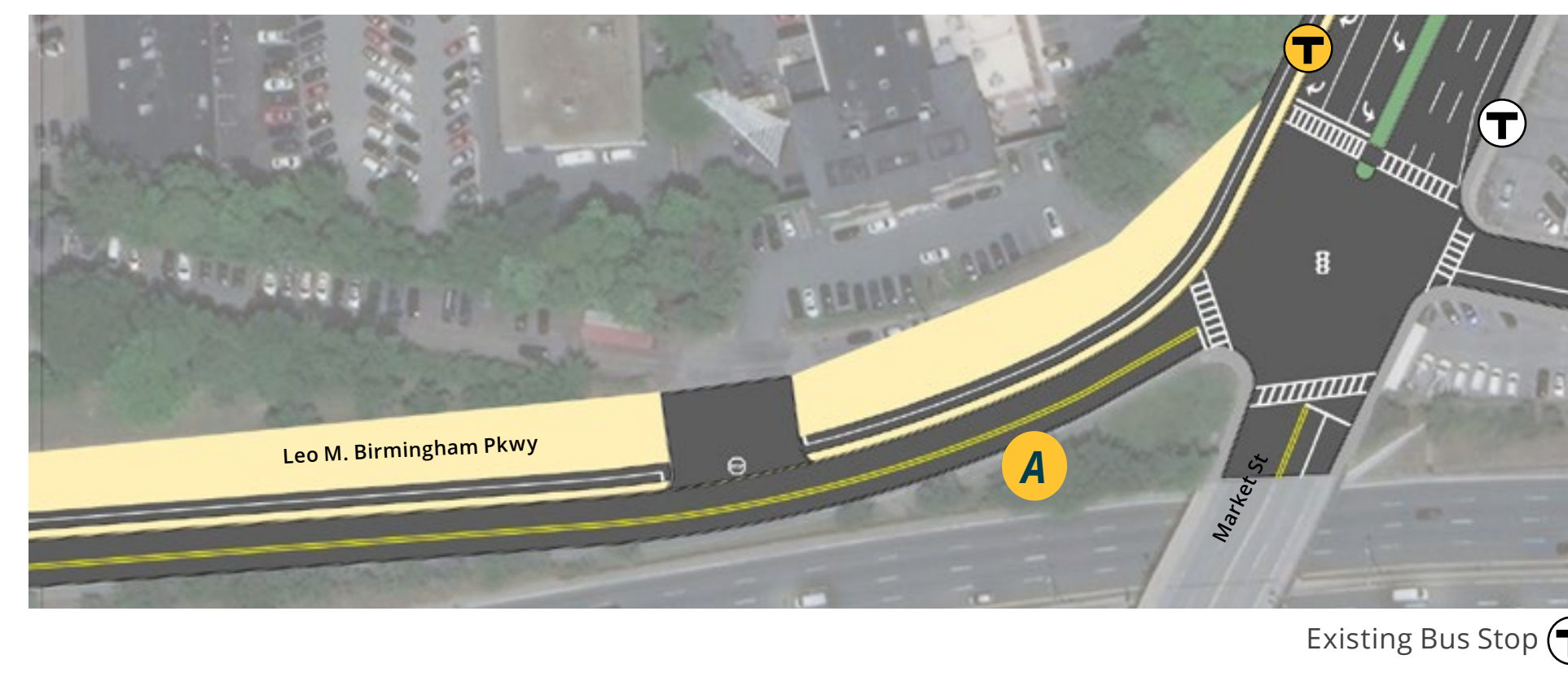
Existing Cross Section



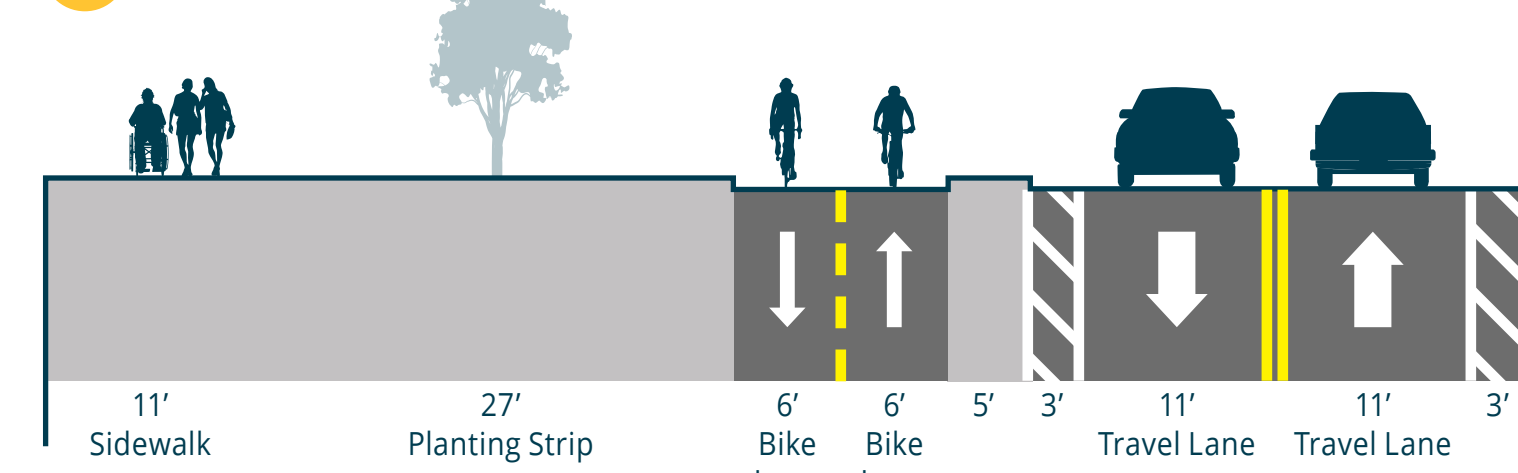
OPTION A

RE-PURPOSE NORTH CARRIAGEWAY

Option A proposes a road diet on Leo M. Birmingham Parkway. This option closes the north carriageway to vehicular traffic and proposes re-purposing the space for pedestrians, bicycles, and placemaking.



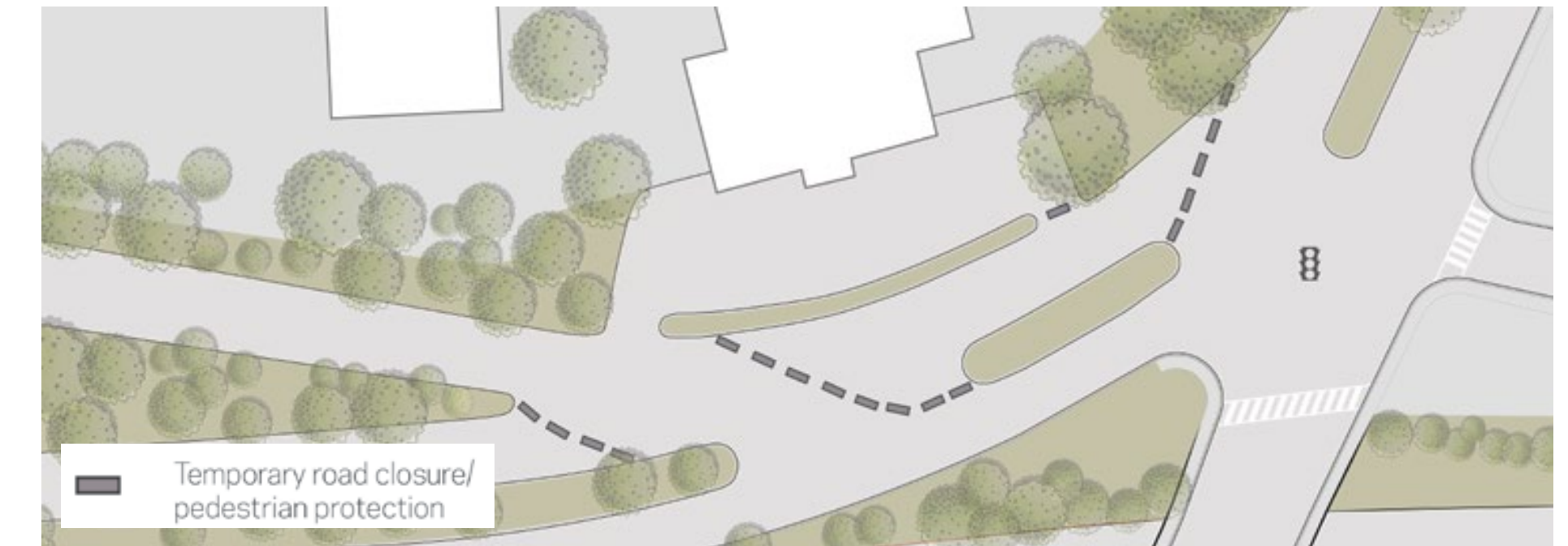
Proposed Cross Section



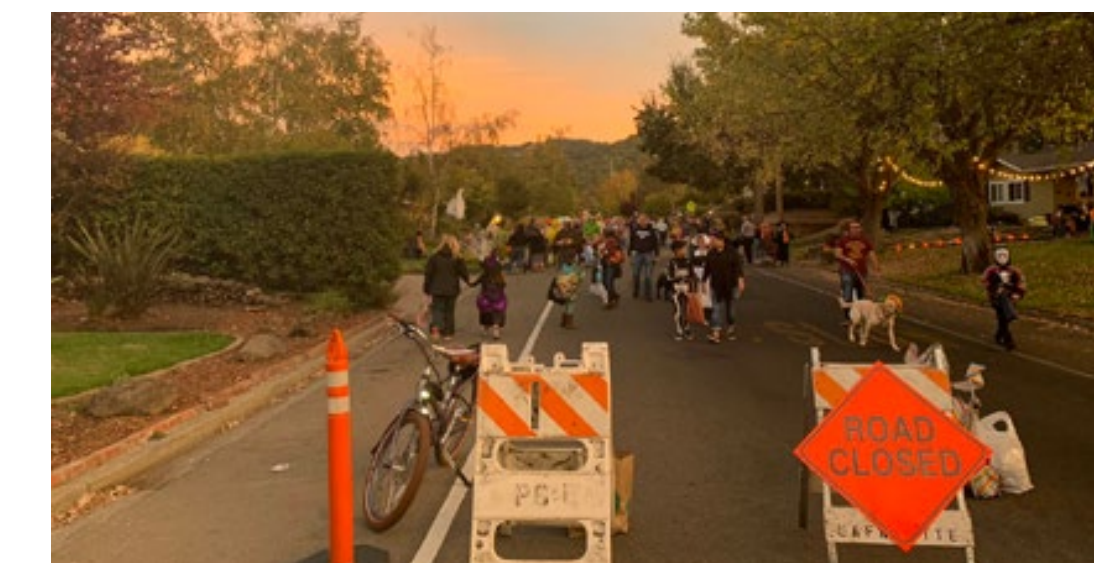
PLACEMAKING

Using simple traffic barriers, the northern carriageway on Leo M. Birmingham Parkway can be closed off to create new space for bicyclists and pedestrians. These temporary interventions would serve to inform more permanent investment. The pavement behind the barriers could be replaced with new curb, pedestrian space, a two-way separated bicycle facility, and added green space with seating areas.

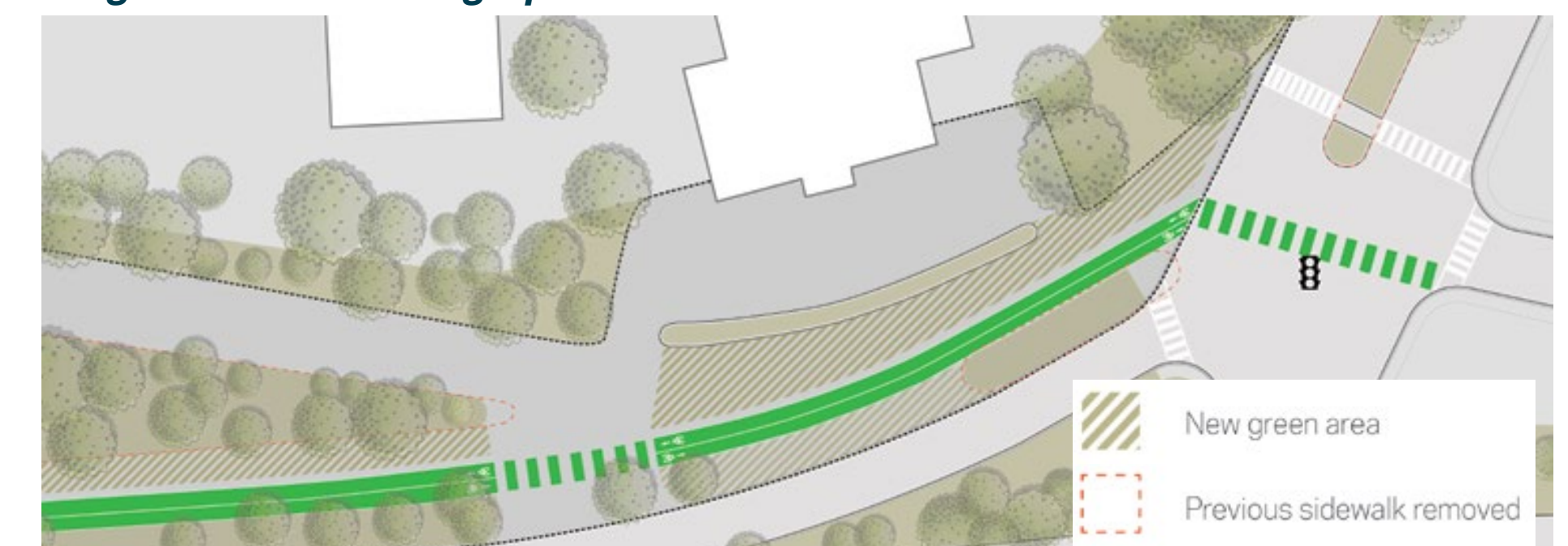
Quick-Build Placemaking Option



Quick-Build Placemaking Example



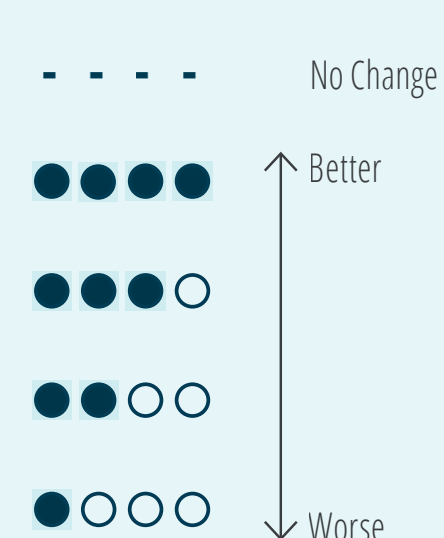
Long-term Placemaking Option



Long-term Placemaking Examples



PERFORMANCE MEASURES



Safety	●●●● Calms traffic and physically narrows the roadway
Pedestrian Comfort	●●●● Narrows the crossing distance and adds sidewalks
Bicyclist Comfort	●●●● Creates physical separation throughout the corridor
Transit	- - - - Maintains existing travel time
Parking	- - - - Maintains existing parking supply
Vehicle Delay	- - - - Maintains existing travel time for motorists

Leo M. Birmingham Parkway - Continued

Recommendations & Options

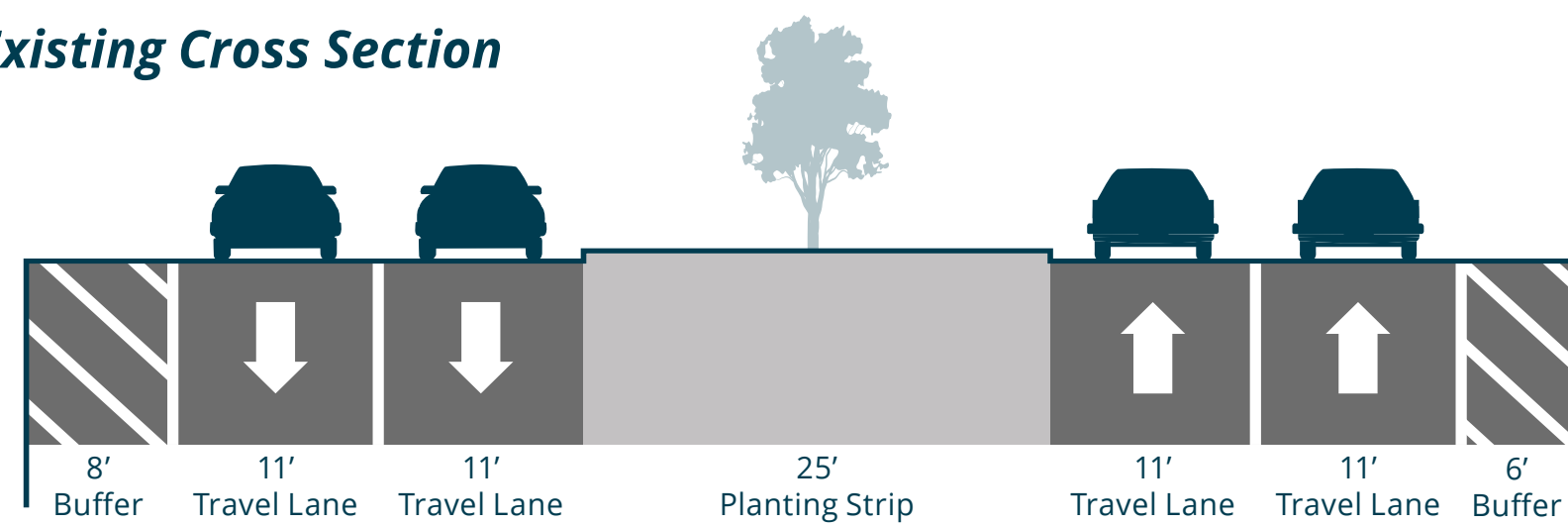
EXISTING



Source: Google

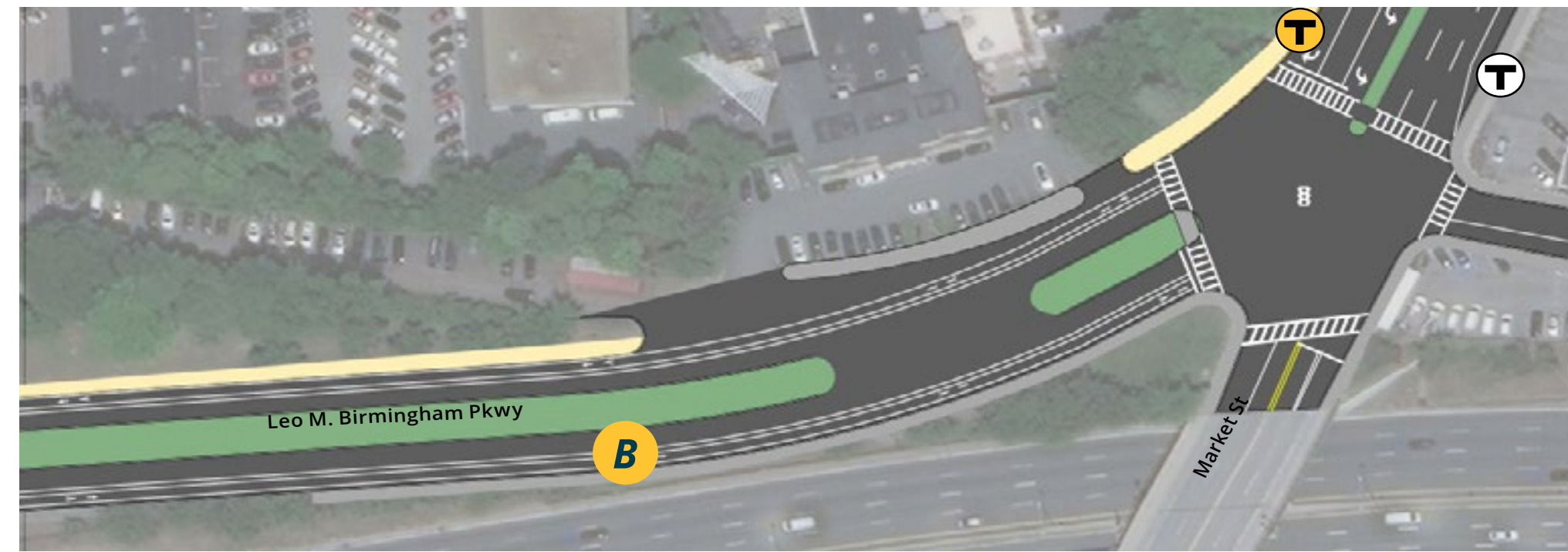
Existing Bus Stop

Existing Cross Section



OPTION B SEPARATED BIKE LANES

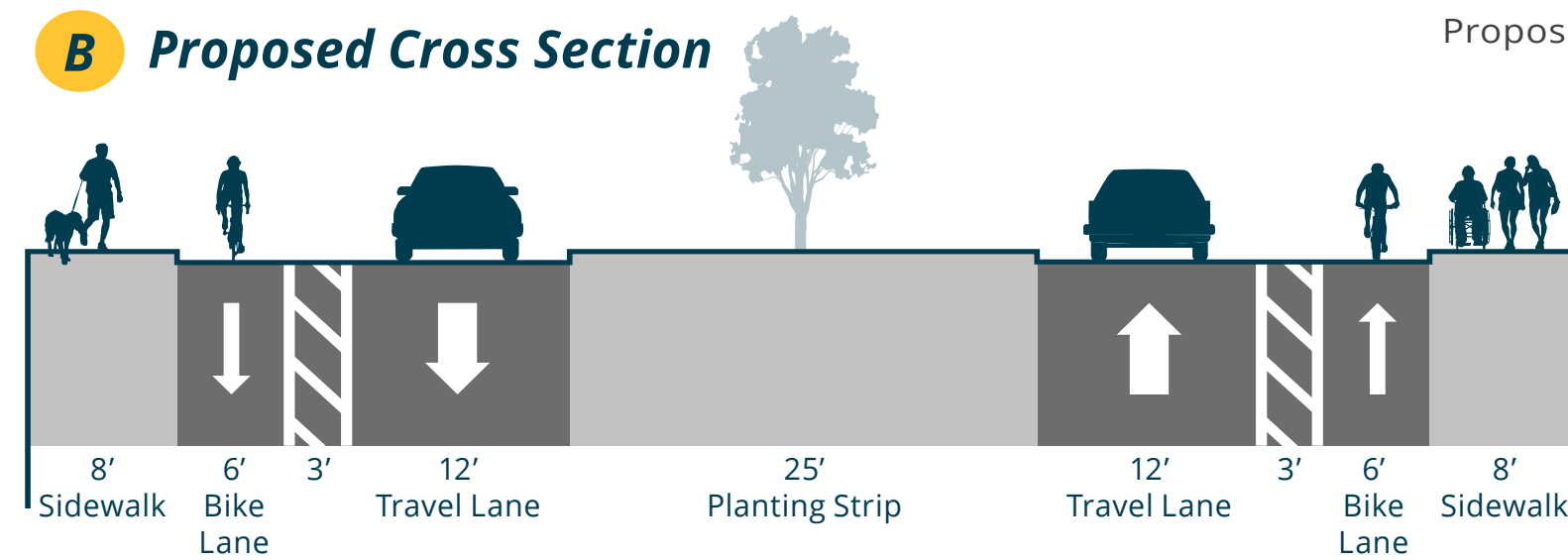
Option B proposes a road diet on Leo M. Birmingham Parkway. This option reduces the existing roadway configuration from two to one lane per direction, adds sidewalks on either side, and installs separated bike lanes. Unlike option A, this Option does not provide space for placemaking.



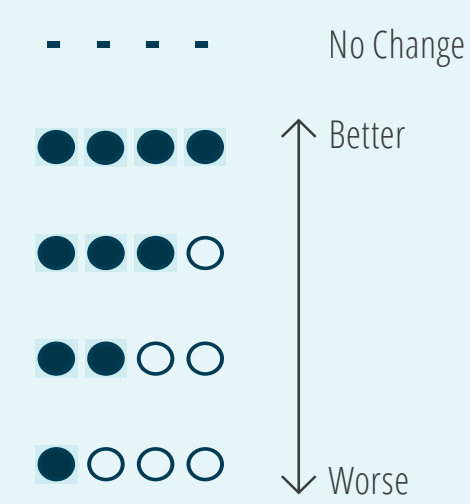
Existing Bus Stop

Proposed Bus Stop Relocation

B Proposed Cross Section



PERFORMANCE MEASURES



Safety

●●●● Calms traffic and physically narrows the roadway

Pedestrian Comfort

●●●● Narrows the crossing distance and adds sidewalks

Bicyclist Comfort

●●●● Creates physical separation throughout the corridor

Transit

- - - - Maintains existing travel time

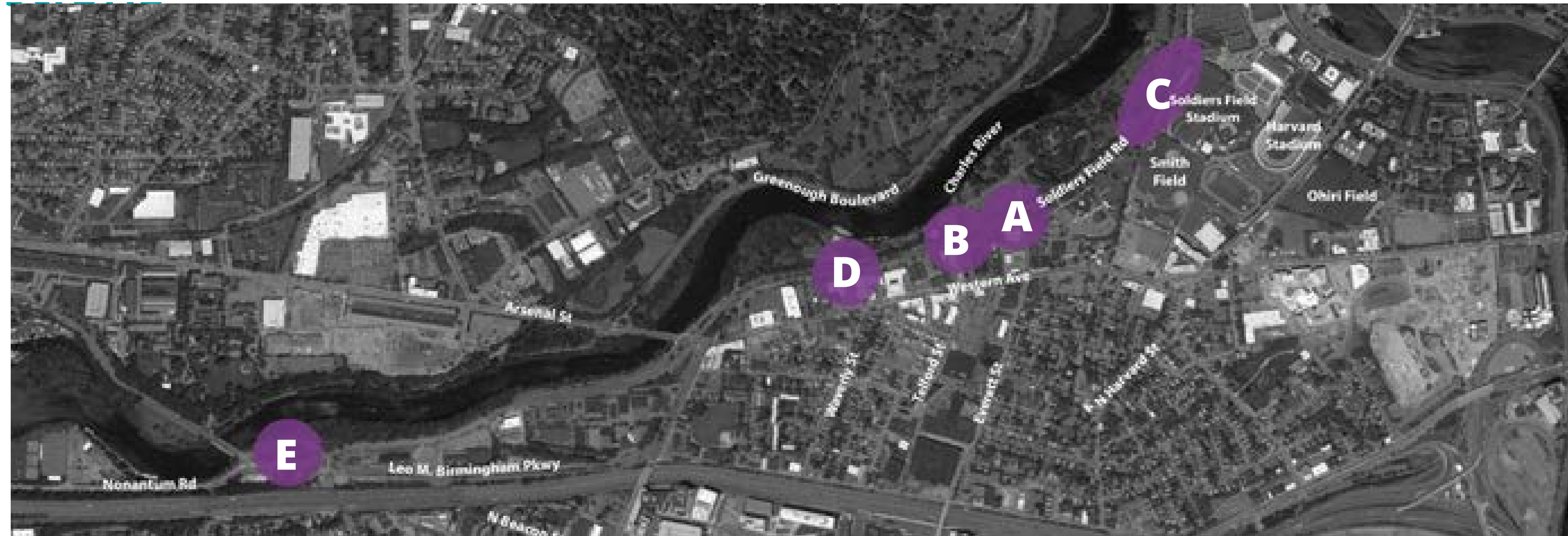
Parking

- - - - Maintains existing parking supply

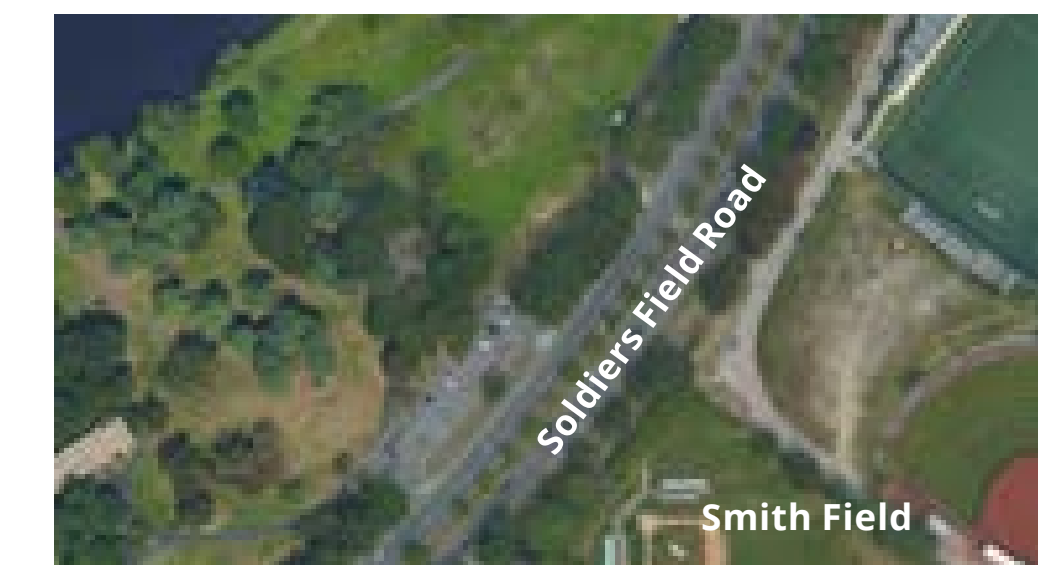
Vehicle Delay

- - - - Maintains existing travel time for motorists

Soldiers Field Road



OPTION C SMITH FIELD

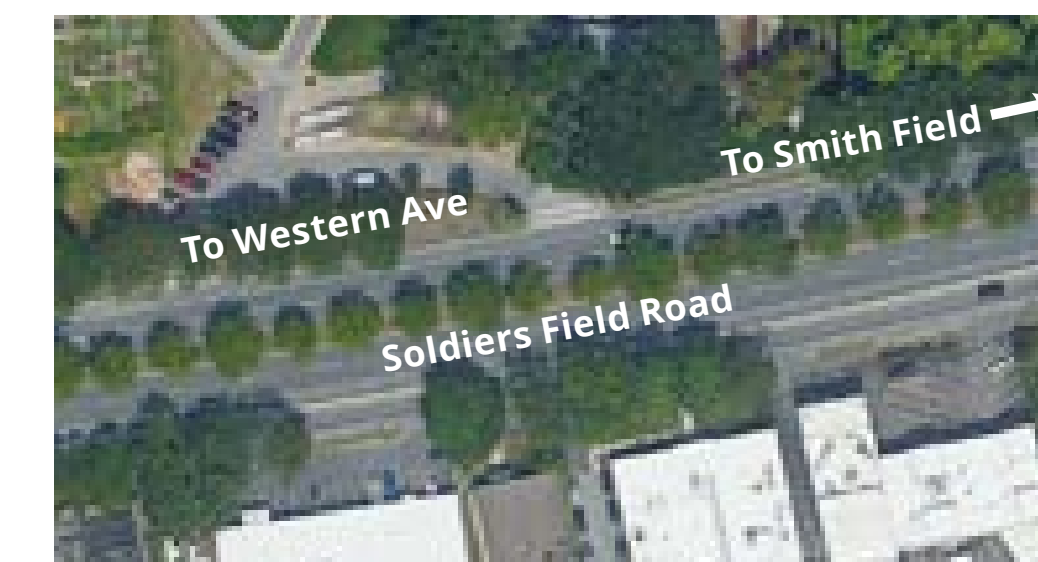


Source: Google



Source: Google Streetview

OPTION D WEST OF TELFORD STREET

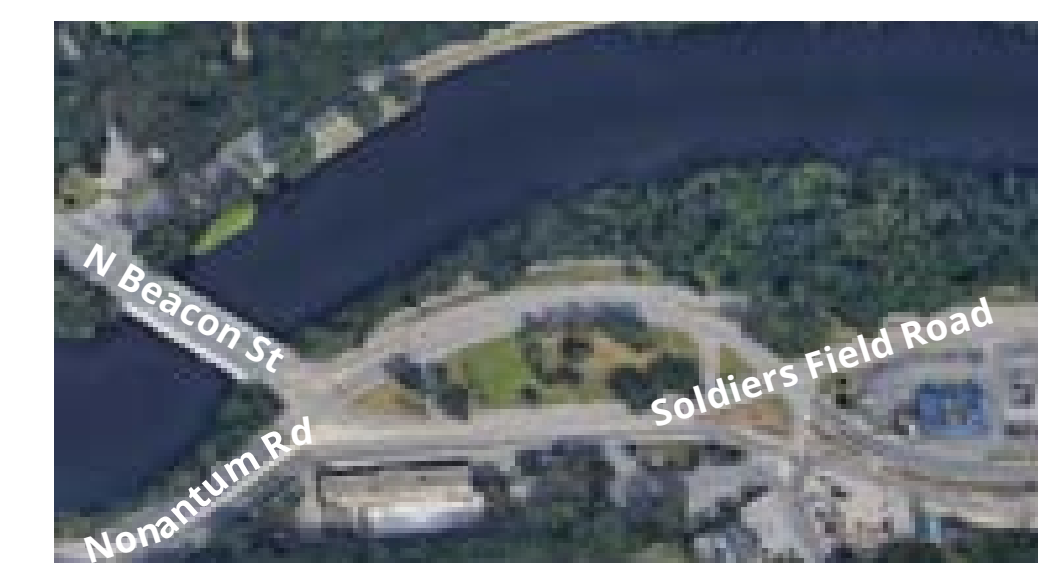


Source: Google

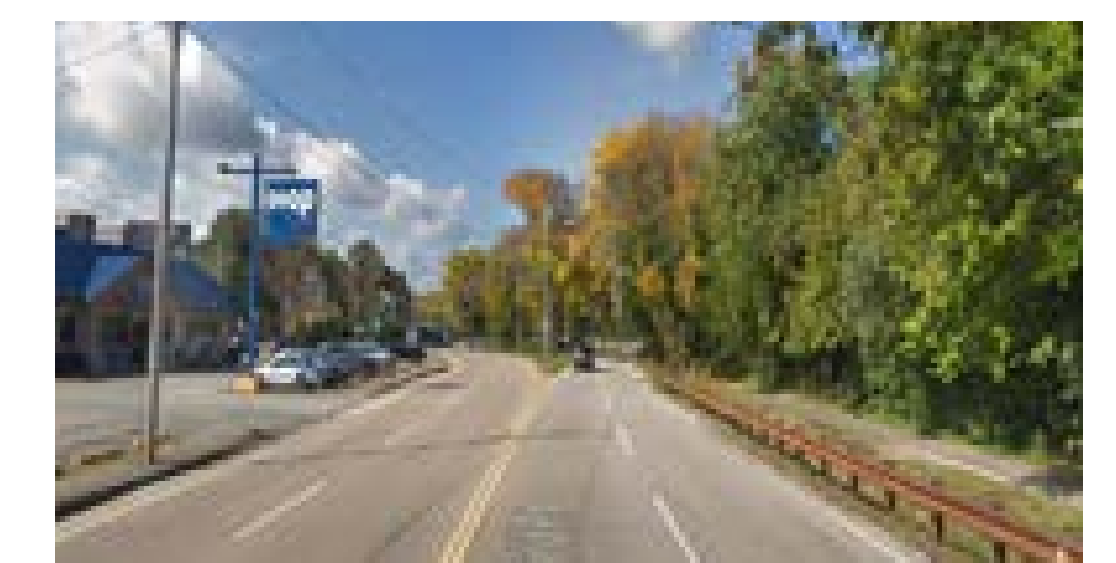


Source: Google Streetview

OPTION E N BEACON ST/SOLDIERS FIELD/ NONANTUM RD



Source: Google



Source: Google Streetview

WHY?

- Improve comfort and safety of bicycle crossings
- Improve comfort and safety of pedestrian crossings

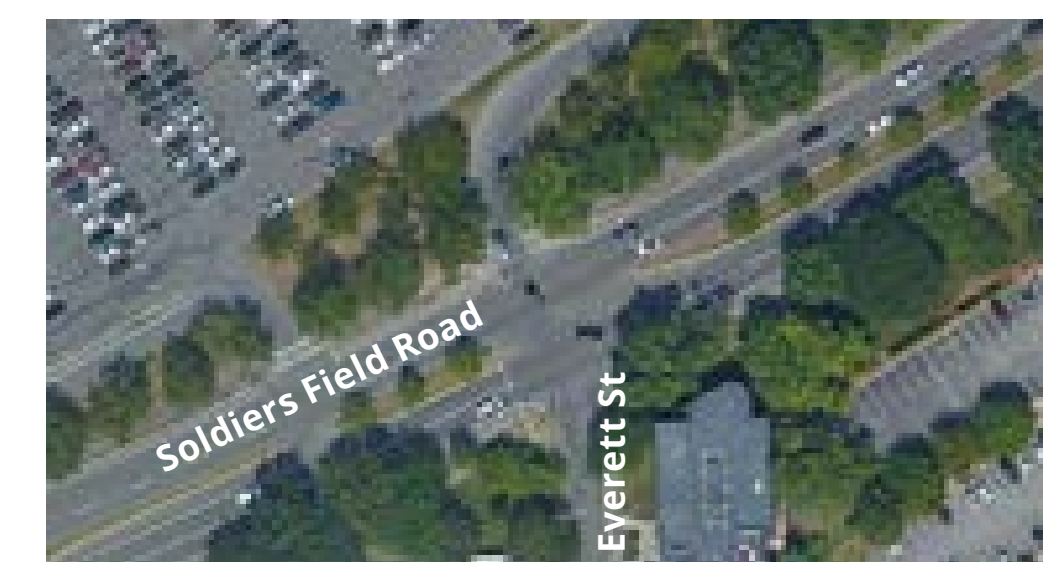
More ped overpasses
-difficult to cross!
Open House Kick-off Meeting 09/12/18

Need at grade
cross walk
Open House Kick-off
Meeting 09/12/18

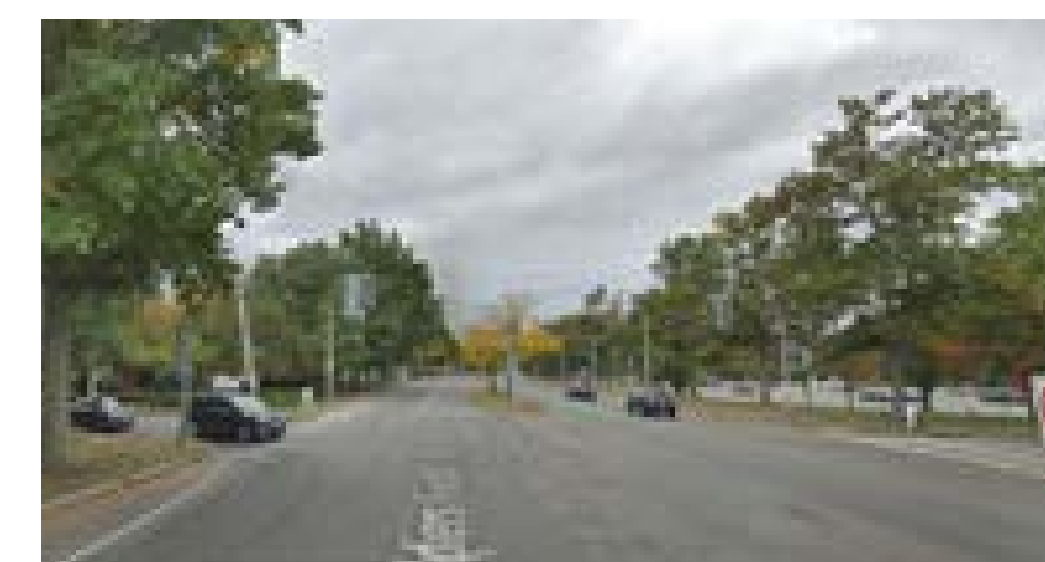
Improve bike crossing to
Charles river greenway
Open House Kick-off Meeting 09/12/18



OPTION A EVERETT STREET INTERSECTION

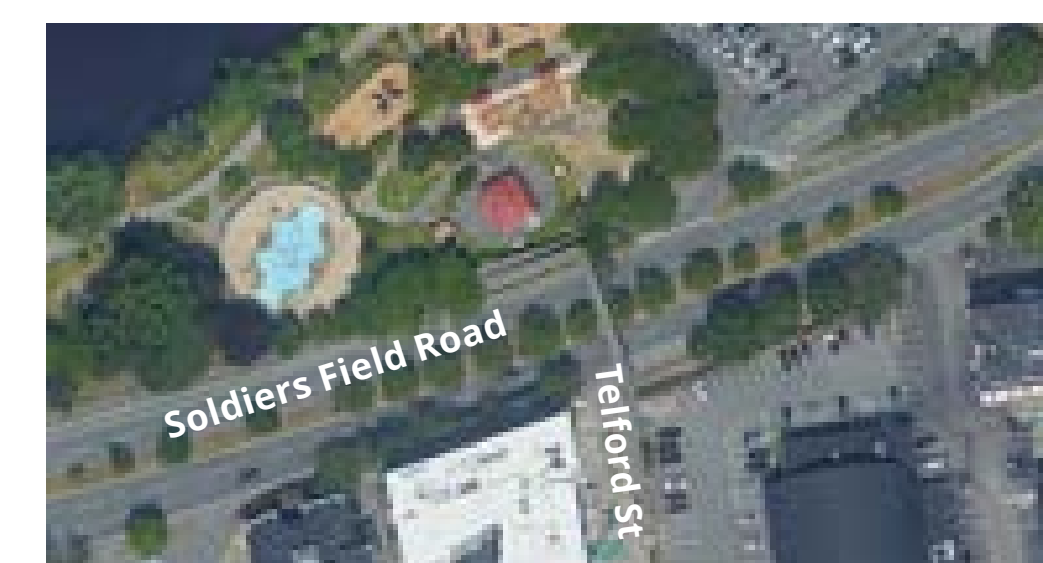


Source: Google



Source: Google Streetview

OPTION B TELFORD STREET PEDESTRIAN BRIDGE



Source: Google



Source: Google Streetview

Bicycle Network

Bicycle Network Map

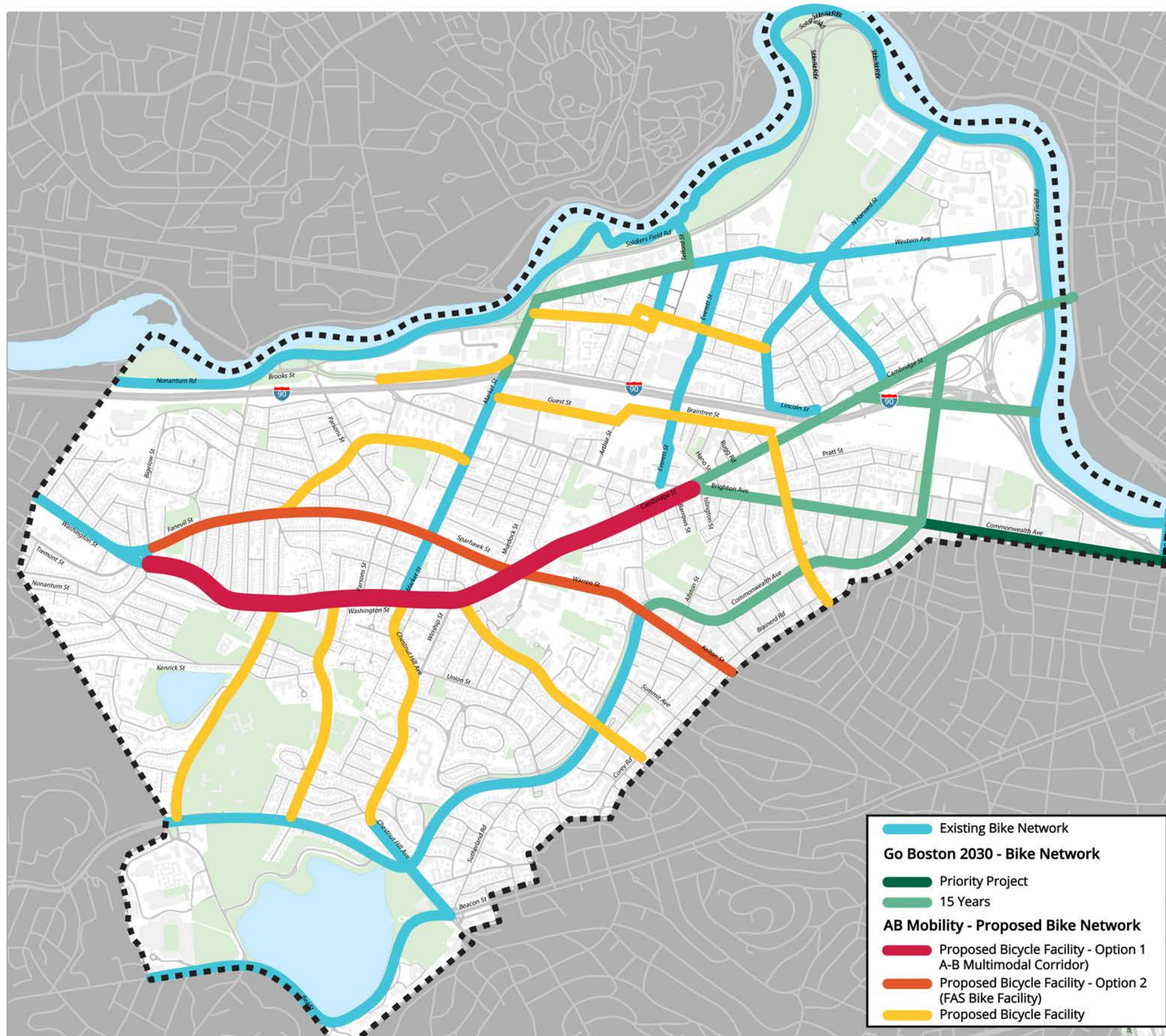
**Washington Street (South
of Brighton Center)**

Foster/Lake Streets

Holton/Waverly Streets

N Beacon/Braintree/Guest Streets

General Recommendations



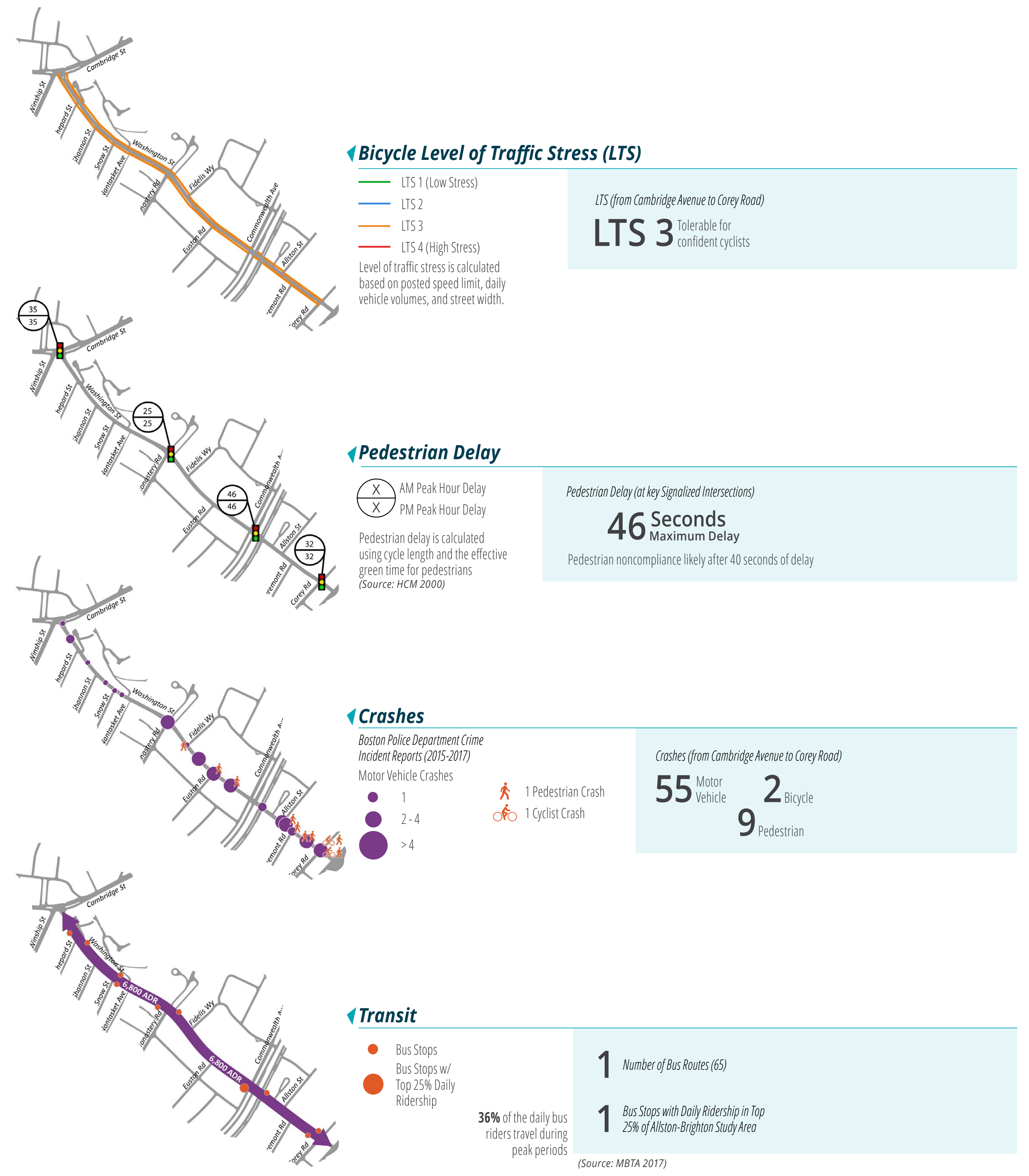
Washington Street

Existing Conditions & Analysis



WHY?

- Calm traffic
- Improve comfort and safety of bicycle facilities
- Provide comfortable and safe pedestrian crossings
- Improve visibility



Recommendations & Options

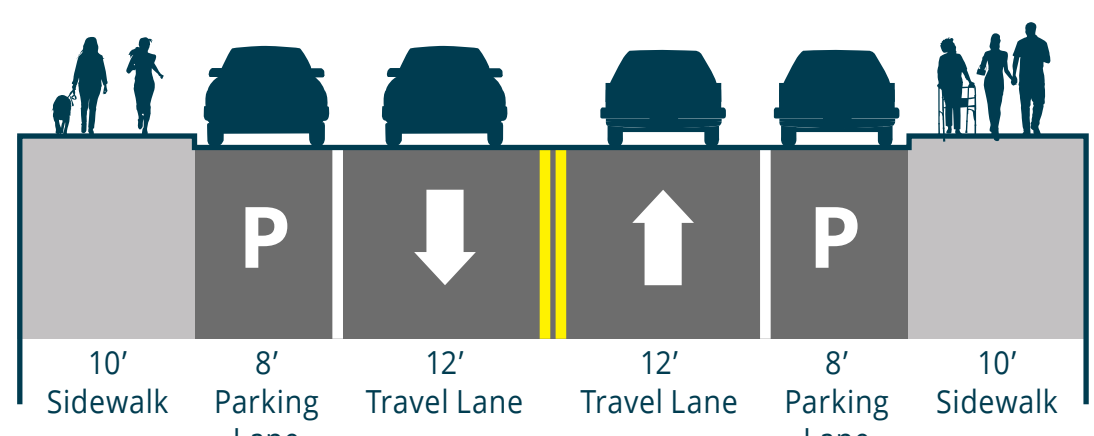
EXISTING



Washington St looking South Towards Comm Ave

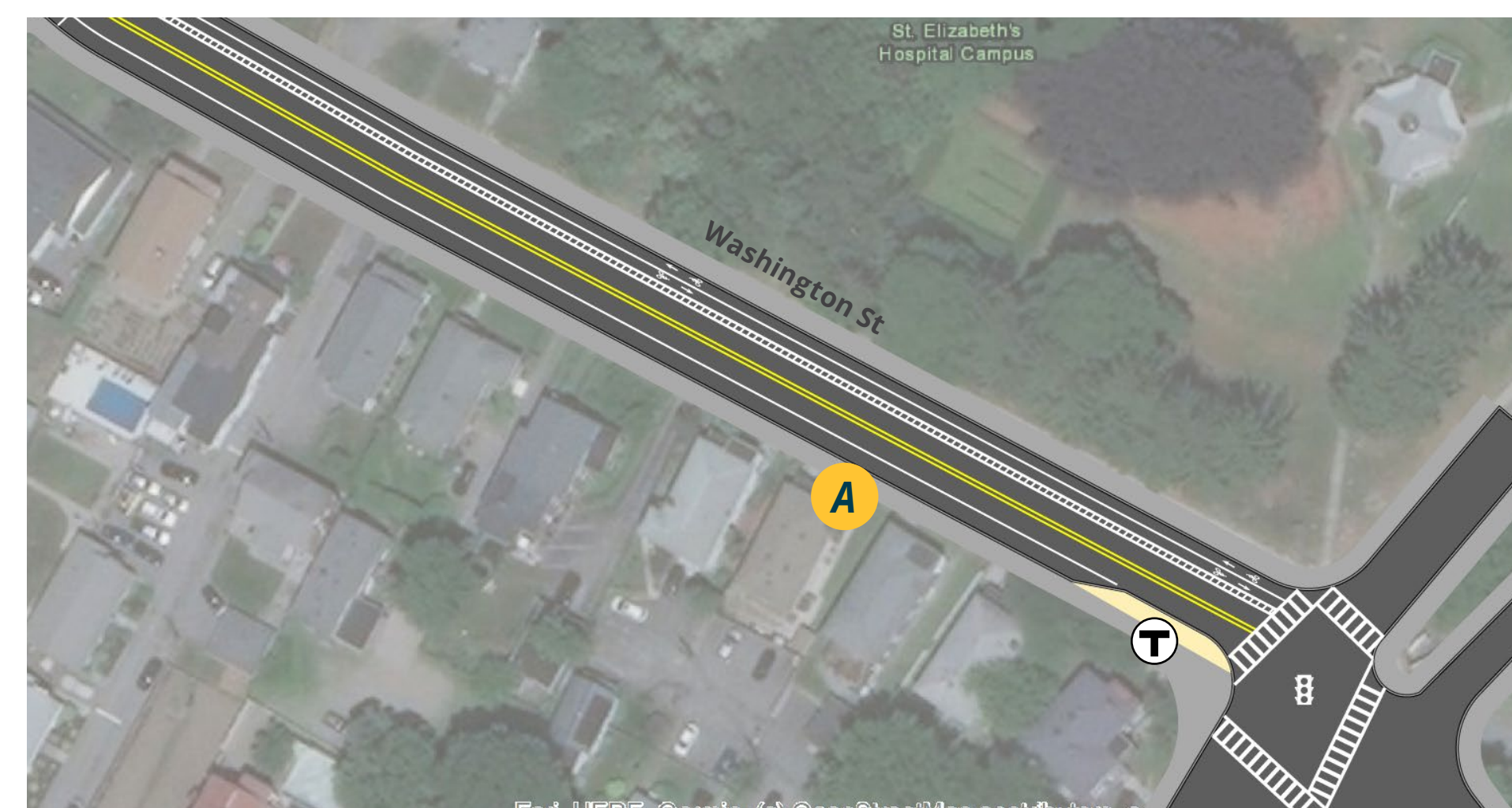


Existing Cross Section

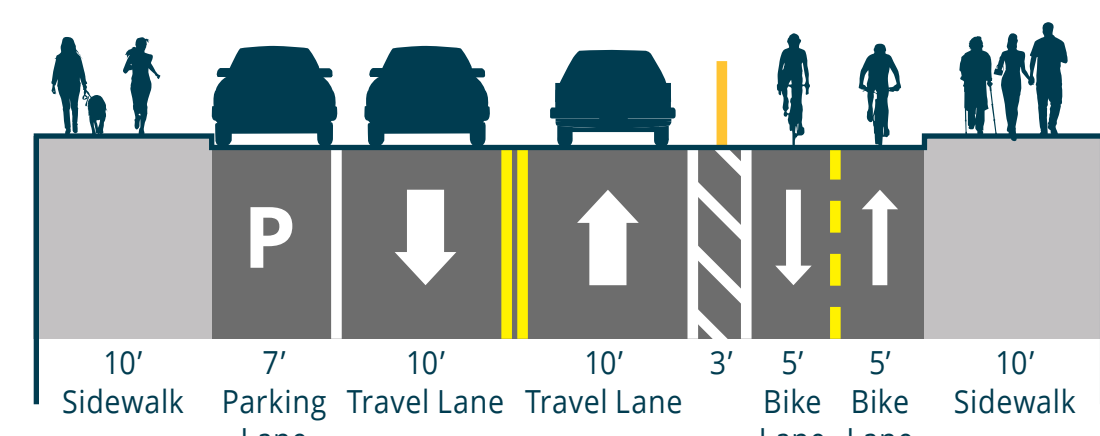


OPTION A TWO-WAY CYCLE TRACK

This option proposes a two-way cycle track on Washington Street between Cambridge Street and Commonwealth Avenue. Cycle tracks are for exclusive use of bicyclists and provide added separation that enhance the experience of bicycling on urban streets. The narrower travel lanes and proposed bicycle facility narrow the roadway and help calm traffic. A transition between the two-way cycle track and in road bike facilities on Washington Street will be required at Cambridge Street/Washington Street/Winship Street and Commonwealth Avenue/Washington Street. Bicycle signals, directional islands, green crossings, and two-stage queue boxes should be used to clearly communicate how bicyclists are intended to enter and exit the cycle track.

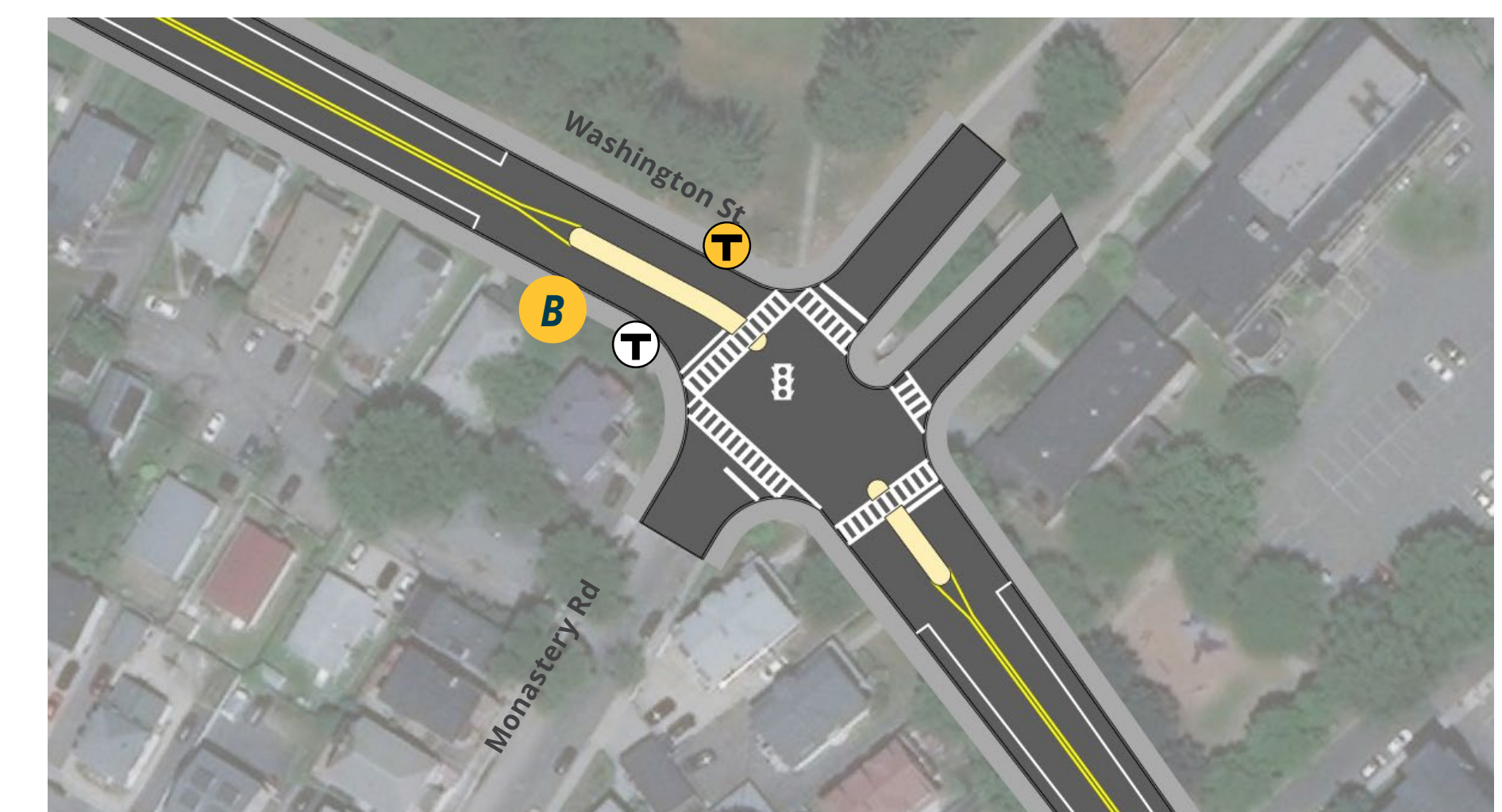


Proposed Cross Section

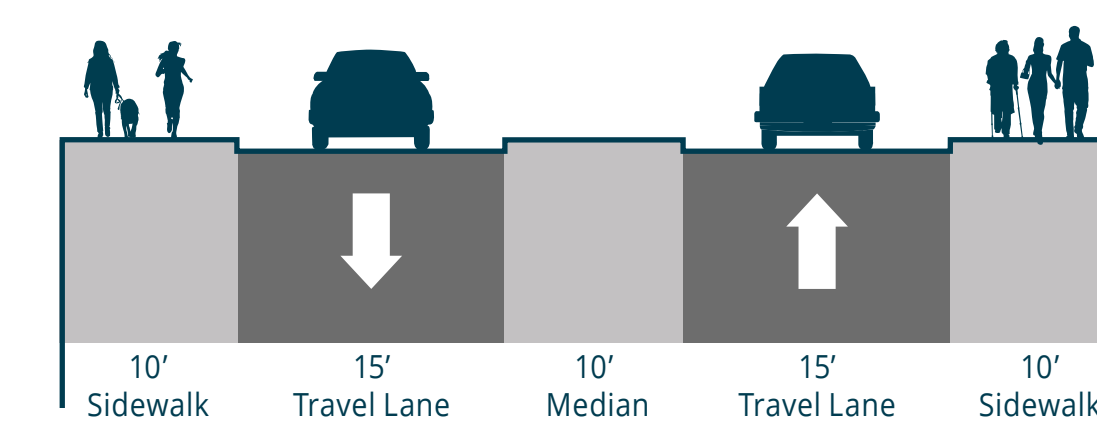


OPTION B PEDESTRIAN SAFETY ISLANDS

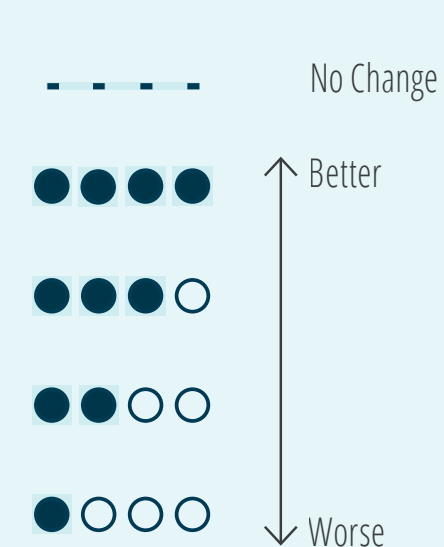
Option B proposes pedestrian safety islands at marked crosswalks and where feasible on Washington Street. A pedestrian safety island reduces the crossing distance and the exposure time experienced by a pedestrian in the intersection. Additionally, this option narrows the cross section at intersections and helps calm traffic. Option B proposes relocating the outbound 65 bus stop far side to improve stop spacing and accessibility.



Proposed Cross Section



PERFORMANCE MEASURES

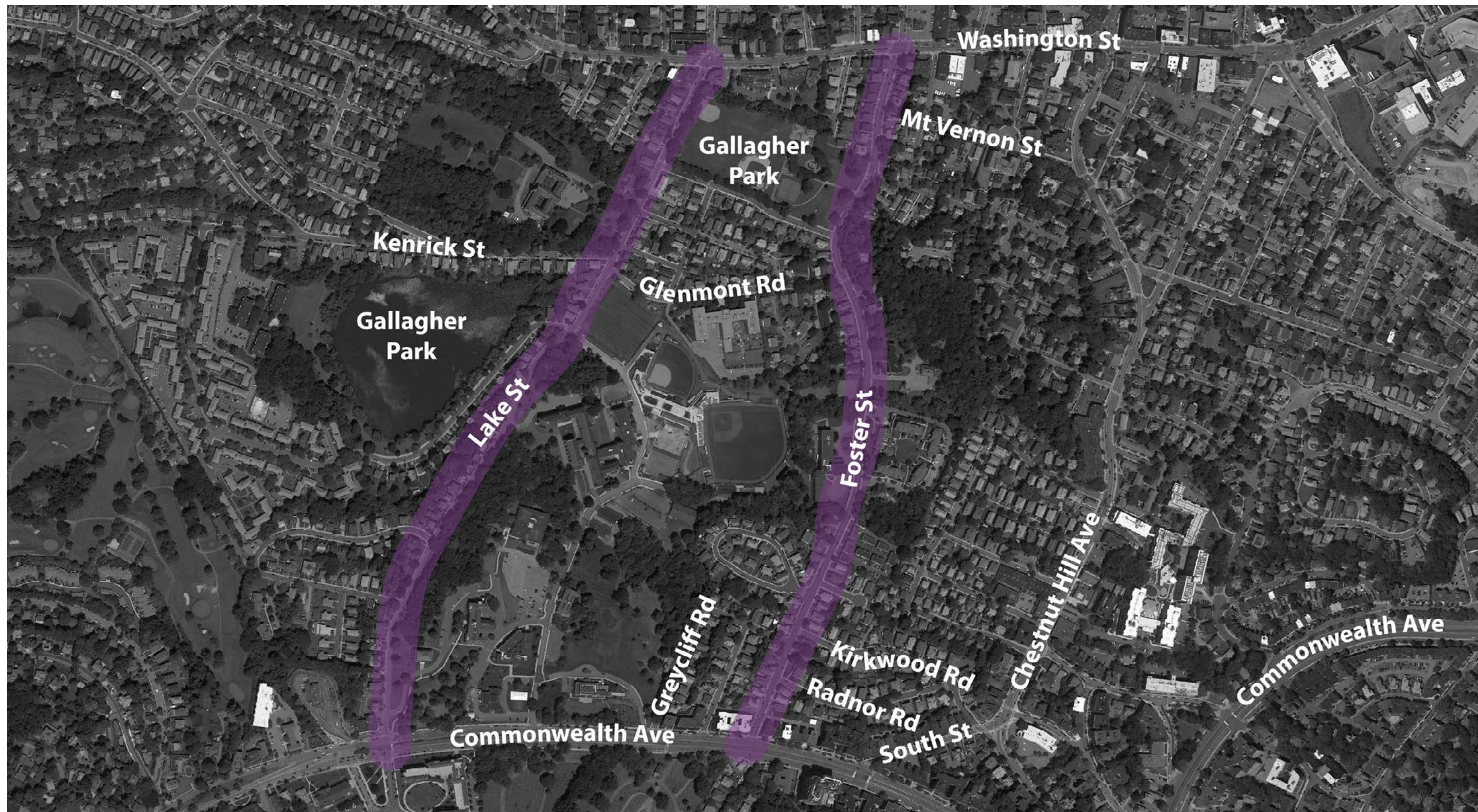


Safety	●●●○ Calms traffic and physically narrows the roadway
Pedestrian Comfort	●●●○ Narrows the crossing distance
Bicyclist Comfort	●●●● Creates physical separation throughout the corridor
Transit	--- Maintains existing travel time
Parking	●○○○ Maintains parking on one side of the street
Vehicle Delay	●●○○ Causes minor increases in travel time for motorists

●●●● Calms traffic and physically narrows the roadway
●●●● Narrows the crossing distance at intersections
--- Maintains existing bicycle facilities
--- Maintains existing travel time
●●●○ Maintains existing parking supply except near pedestrian safety islands
●●○○ Causes minor increases in travel time for motorists

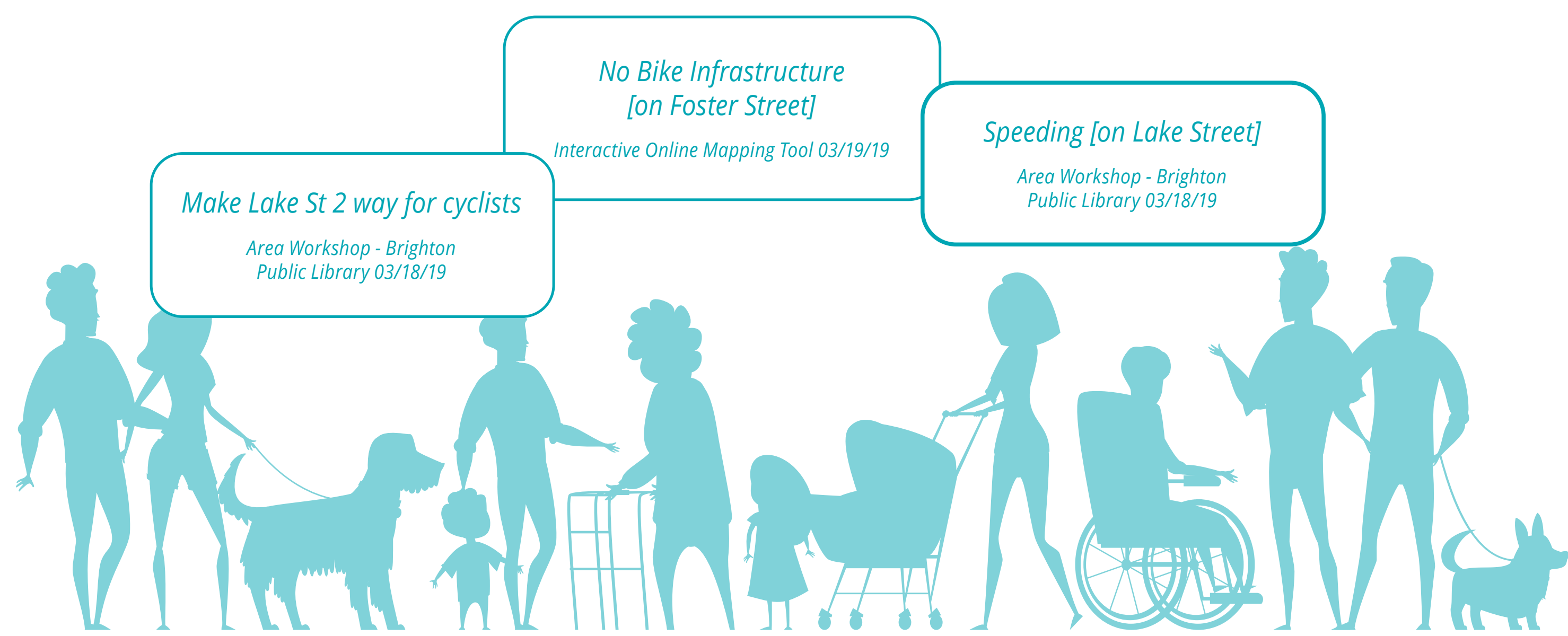
Lake Street and Foster Street

Existing Conditions & Analysis



WHY?

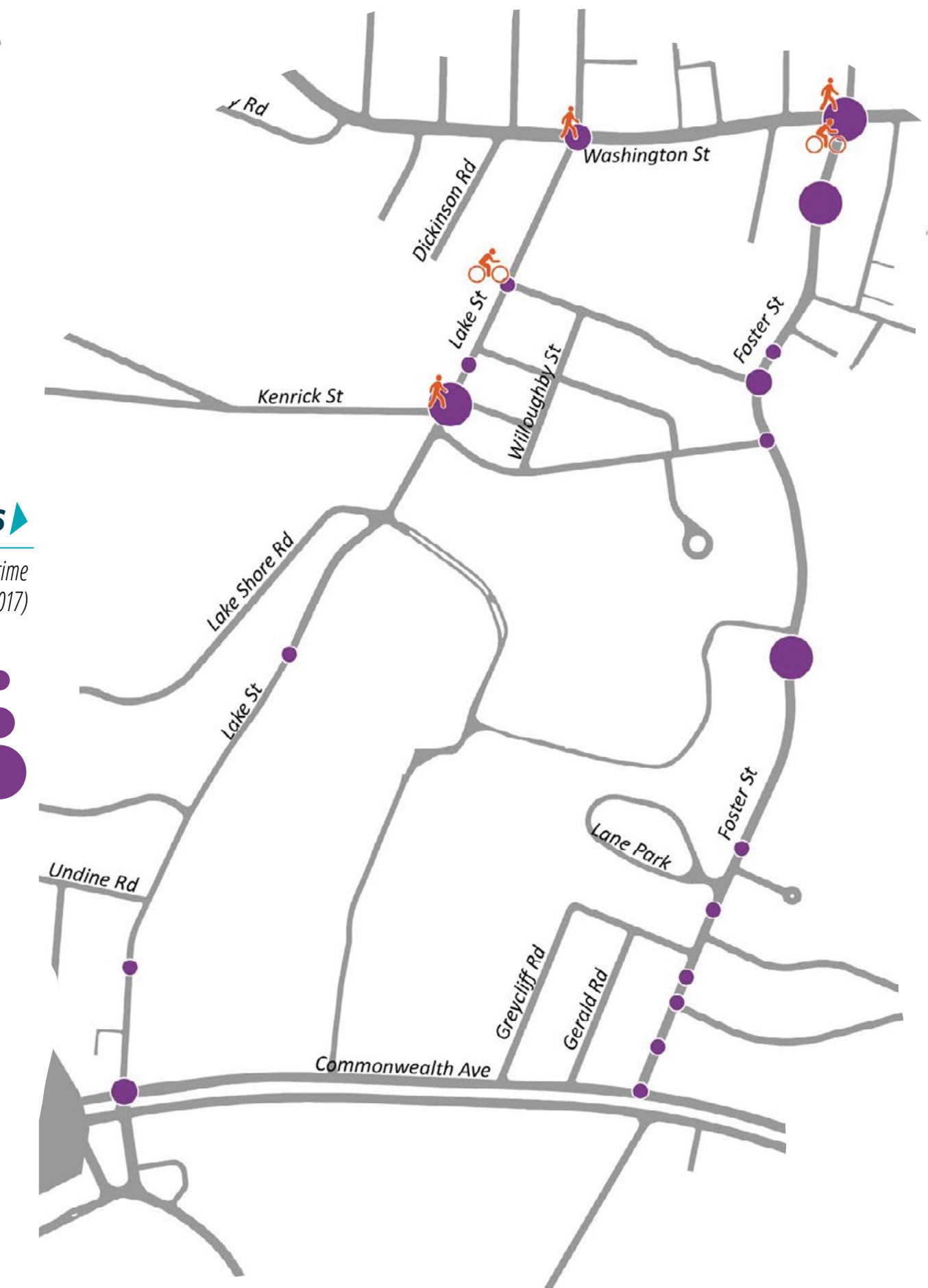
- Improve comfort and safety for bicyclists
- Provide comfortable facility for southbound bicycle traffic
- Strengthen bicycle connections to Boston College and improve crossings
- Calm traffic



Bicycle Level of Traffic Stress (LTS)

- LTS 1 (Low Stress)
- LTS 2
- LTS 3
- LTS 4 (High Stress)

LTS Lake Street and Foster Street from Washington Street to Commonwealth Avenue
LTS 3 Tolerable for confident cyclists



Crashes

Crashes (Lake Street and Foster Street from Washington Street to Commonwealth Avenue)

35 Motor Vehicle
 2 Bicycle
 3 Pedestrian

Boston Police Department Crime Incident Reports (2015-2017)

1 Pedestrian Crash
 1 Cyclist Crash
 1 Motor Vehicle Crash

Recommendations & Options

EXISTING

Lake St



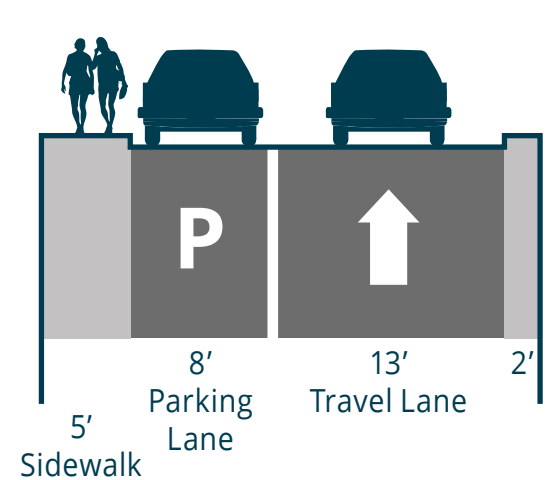
Foster St



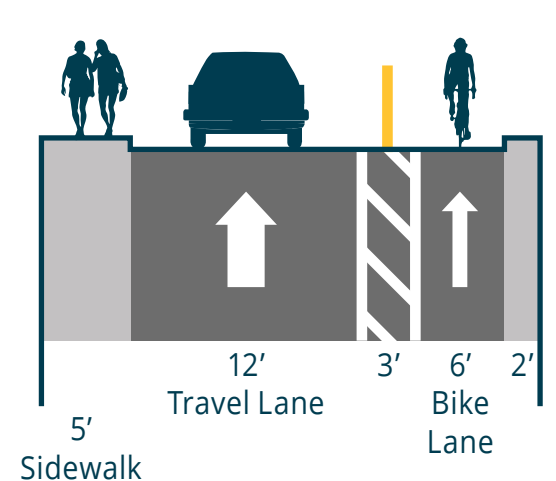
OPTION A1 LAKE STREET SEPARATED BIKE LANE

This option proposes a separated bike lane couplet on Lake Street and Foster Street. A northbound separated bike lane is proposed for Lake Street. Separated bike lanes are for the exclusive use of bicyclists and provide added separation that enhances the experience of bicycling. The width of the separated bike lane, including the buffer, will vary between 7 and 9 feet depending on the street's cross section. The narrower travel lanes and proposed bicycle facility narrow the roadway and help calm traffic.

Existing Cross Section



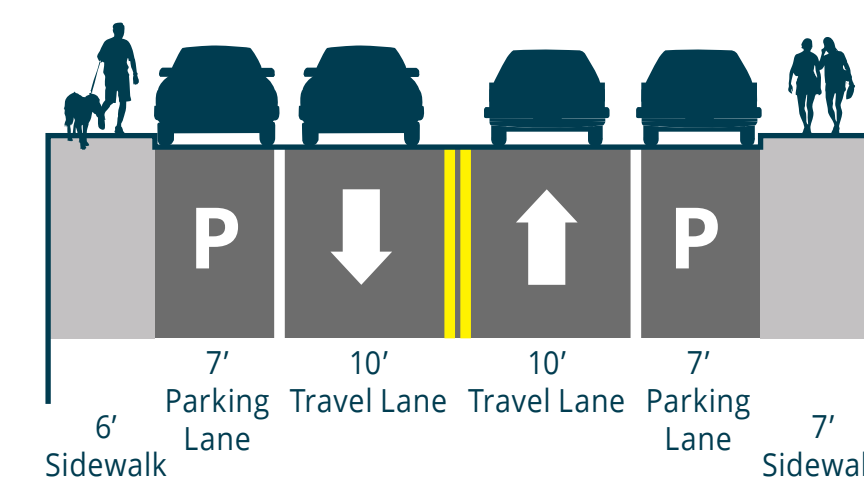
A Proposed Cross Section



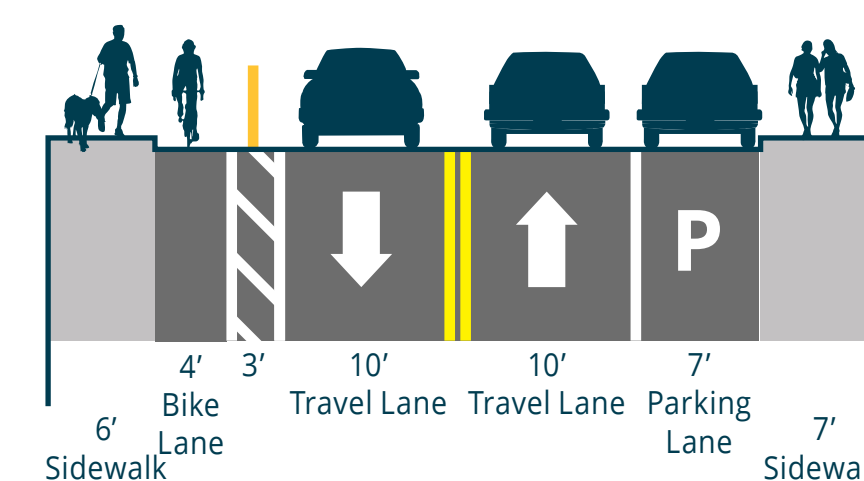
OPTION A2 FOSTER STREET SEPARATED BIKE LANE

This option proposes a separated bike lane couplet on Lake Street and Foster Street. A southbound separated bike lane is proposed for Foster Street. Separated bike lanes are for the exclusive use of bicyclists and provide added separation that enhances the experience of bicycling. The width of the separated bike lane, including the buffer, will vary between 7 and 9 feet depending on the street's cross section. The narrower travel lanes and proposed bicycle facility narrow the roadway and help calm traffic.

Existing Cross Section



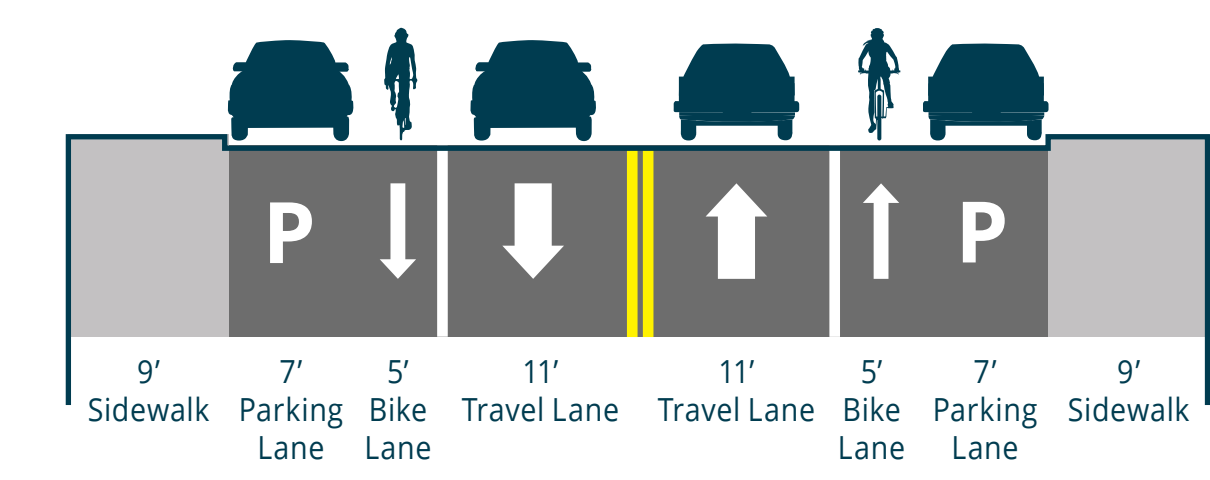
B Proposed Cross Section



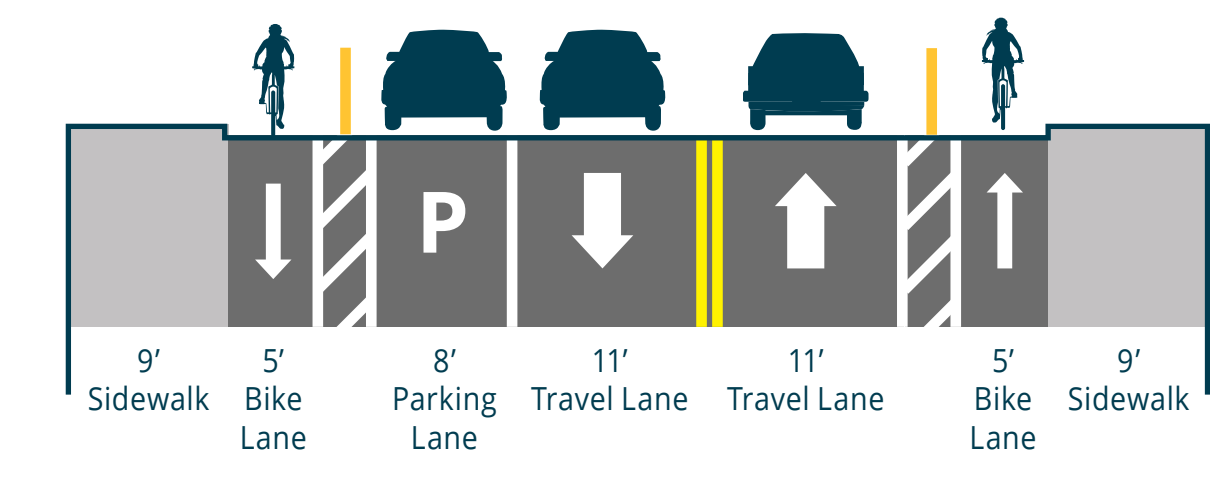
OPTION B CHESTNUT HILL AVENUE SEPARATED BIKE LANE

Option B proposes an alternative bicycle route to the separated bike lane couplet proposed for in Option A for Lake Street and Foster Street. Separated bike lanes are for the exclusive use of bicyclists and provide added separation that enhances the experience of bicycling.

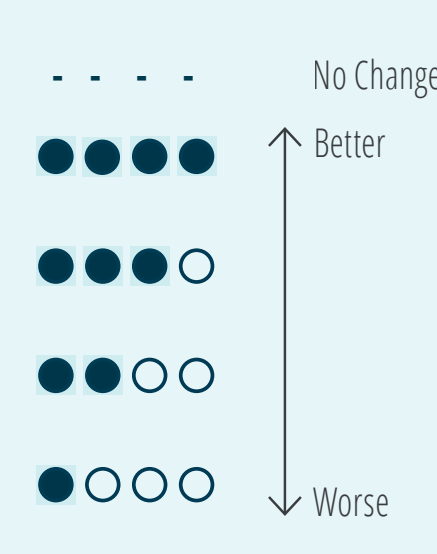
Existing Cross Section



C Proposed Cross Section



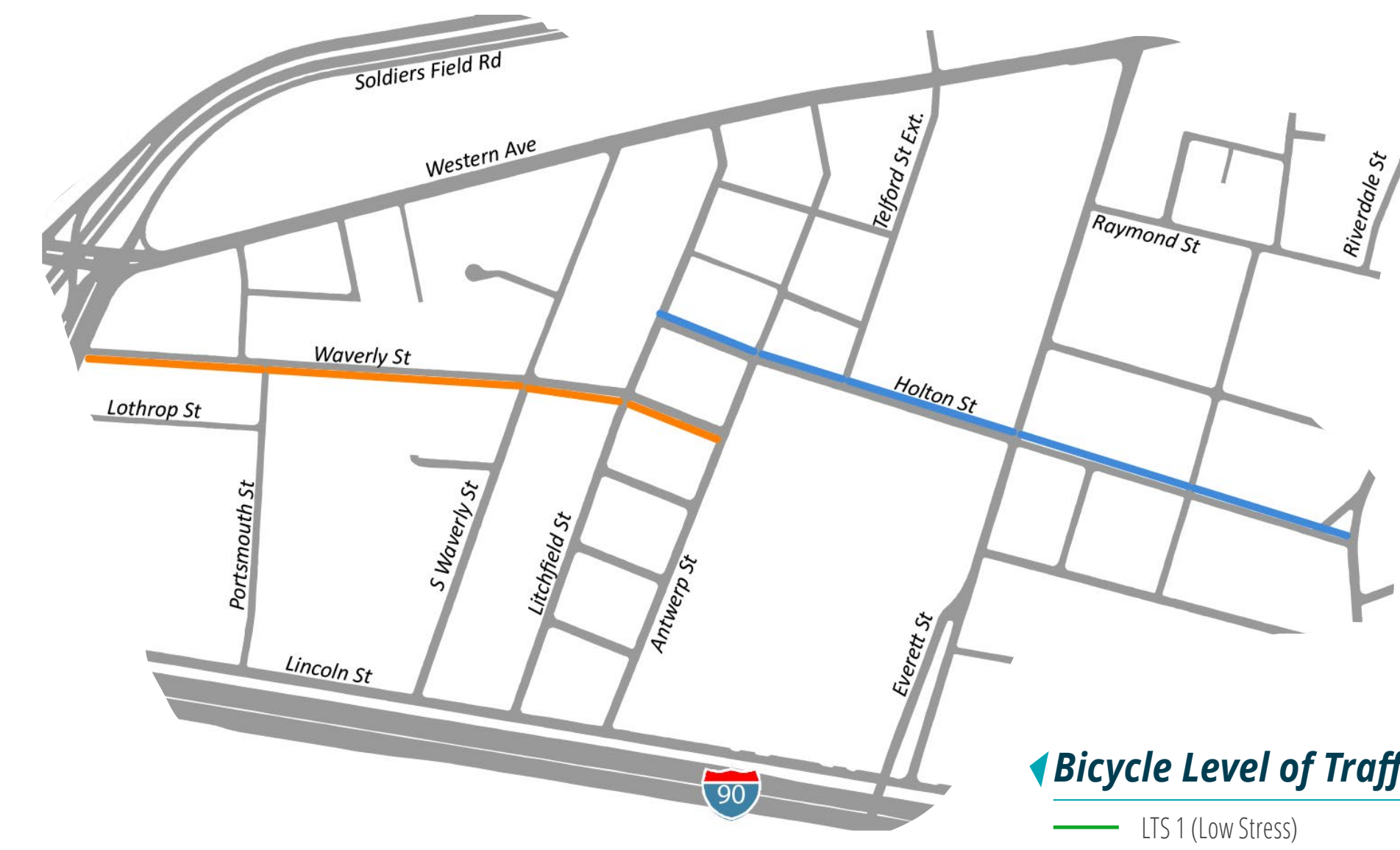
PERFORMANCE MEASURES



Measure	Option A1	Option A2	Option B
Safety	●●●○ Calms traffic and physically narrows the roadway	●●●○ Calms traffic and physically narrows the roadway	●●●○ Calms traffic and physically narrows the roadway
Pedestrian Comfort	●●●○ Narrows the crossing distance and improves pedestrian delay	●●●○ Narrows the crossing distance and improves pedestrian delay	●●●○ Narrows the crossing distance and improves pedestrian delay
Bicyclist Comfort	●●●● Creates physical separation for northbound bicyclists	●●●● Creates physical separation for southbound bicyclists	●●●● Creates physical separation for bicyclists
Transit	--- Maintains existing conditions - no transit on Lake St	--- Maintains existing conditions - no transit on Foster St	--- Maintains existing conditions
Parking	●●●○ Maintains parking except on the narrowest sections	●●●○ Maintains parking on one side of the street	●●●○ Maintains parking on one side of the street
Vehicle Delay	●●●○ Causes minor increases in travel time for motorists	●●●○ Causes minor increases in travel time for motorists	●●●○ Causes minor increases in travel time for motorists

Waverly Street and Holton Street

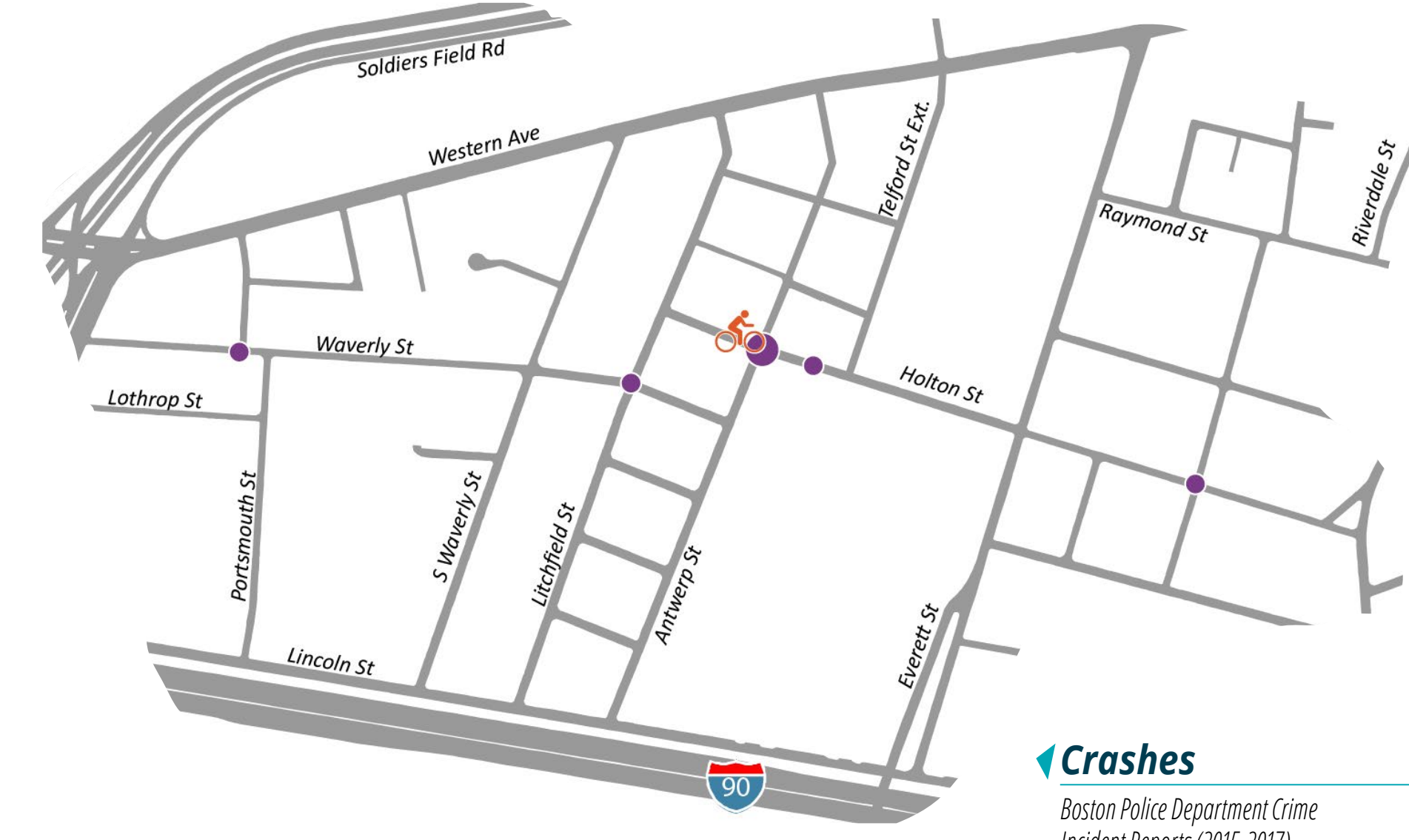
Existing Conditions & Analysis



Bicycle Level of Traffic Stress (LTS)

- LTS 1 (Low Stress)
- LTS 2
- LTS 3
- LTS 4 (High Stress)

LTS (Waverly Street from Leo Birmingham Parkway to Antwerp Street and Holton Street from Litchfield Street to Franklin Street)
 Waverly Street
LTS 3 Tolerable for confident cyclists
 Holton Street
LTS 2 Comfortable for most cyclists



Crashes

- Boston Police Department Crime Incident Reports (2015-2017)
- Motor Vehicle Crashes: 1, 2-4, >4
 - 1 Pedestrian Crash
 - 1 Cyclist Crash

Crashes (Waverly Street from Leo Birmingham Parkway to Antwerp Street and Holton Street from Litchfield Street to Franklin Street)
5 Motor Vehicle
1 Bicycle
0 Pedestrian

WHY?

- Improve bicycle comfort, safety, and wayfinding
- Provide safe eastbound bicycle travel on Holton Street
- Calm traffic at key intersections

Bikes go contra-flow illegally on Holton St to get to school
 Area Workshop - Florentino Community Center 02/13/19



Recommendations & Options

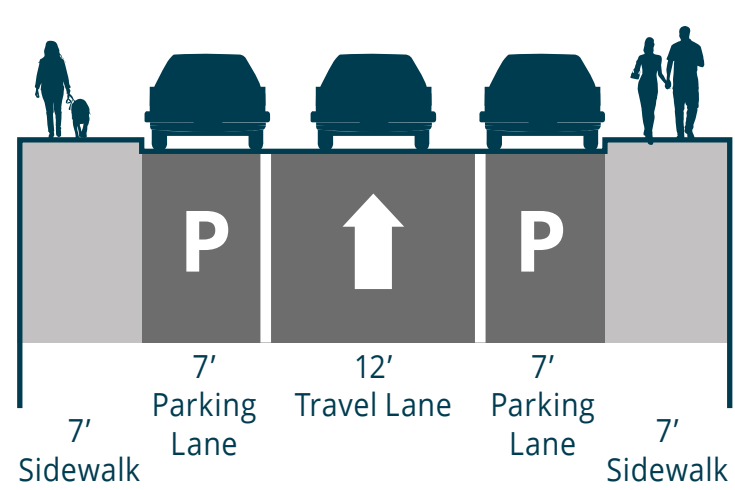
EXISTING



Holton St looking West

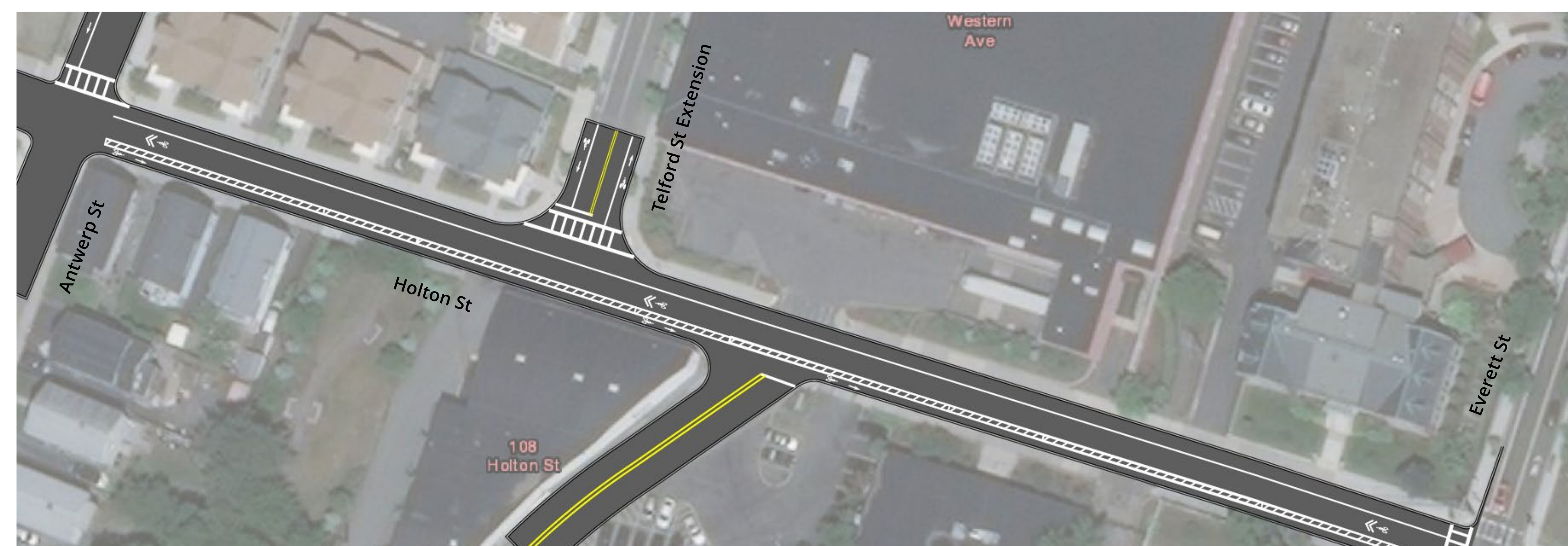


Existing Cross Section

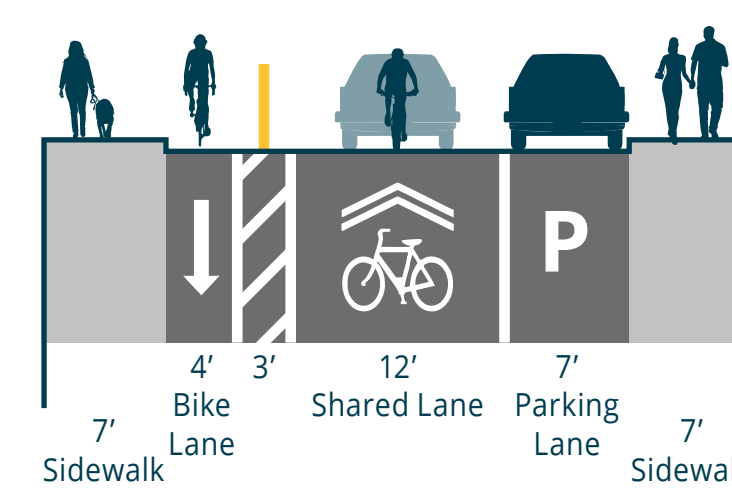


HOLTON STREET CONTRA-FLOW BIKE LANE

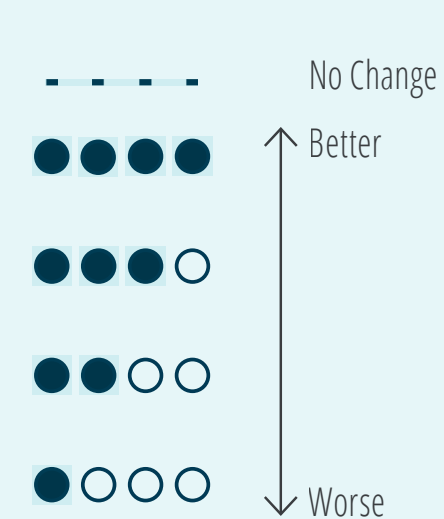
This option proposes a contra-flow bike lane on Holton Street between Antwerp Street and Everett Street. Contra-flow bike lanes reduce dangerous wrong-way riding and are designed to allow bicyclists to ride in the opposite direction of motor vehicle traffic. Bicycle wayfinding signage will be added to Waverly Street and Holton Street to guide bicyclists to and from the proposed facility.



Proposed Cross Section



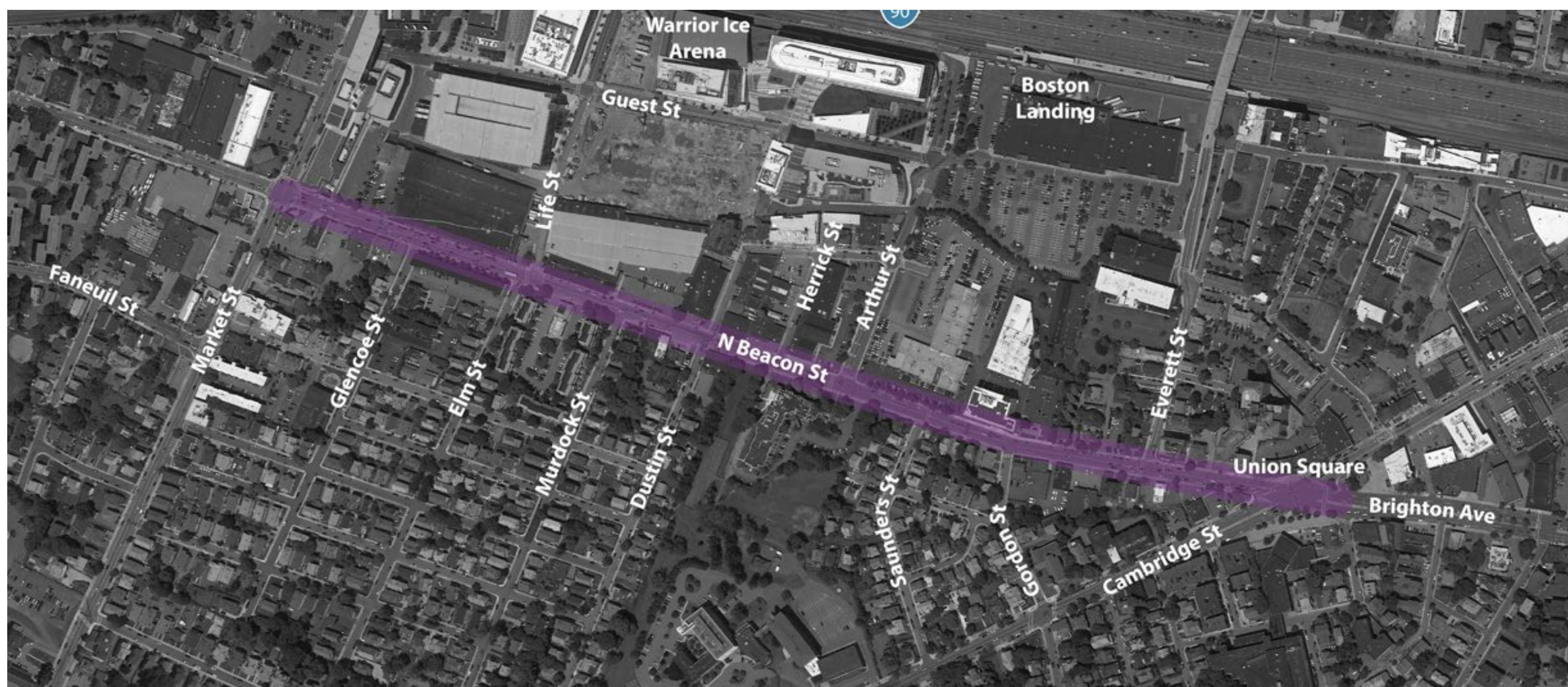
PERFORMANCE MEASURES



Safety	●●●○ Calms traffic and physically narrows the intersection
Pedestrian Comfort	●●●○ Narrows the crossing distance and improves pedestrian delay
Bicyclist Comfort	●●●○ Creates physical separation for bicyclists traveling in the opposite direction
Transit	- - - - Maintains existing conditions - no transit on Holton Street or Waverly Street
Parking	●○○○ Maintains parking on one side of the street
Vehicle Delay	- - - - Maintains existing travel time for motorists

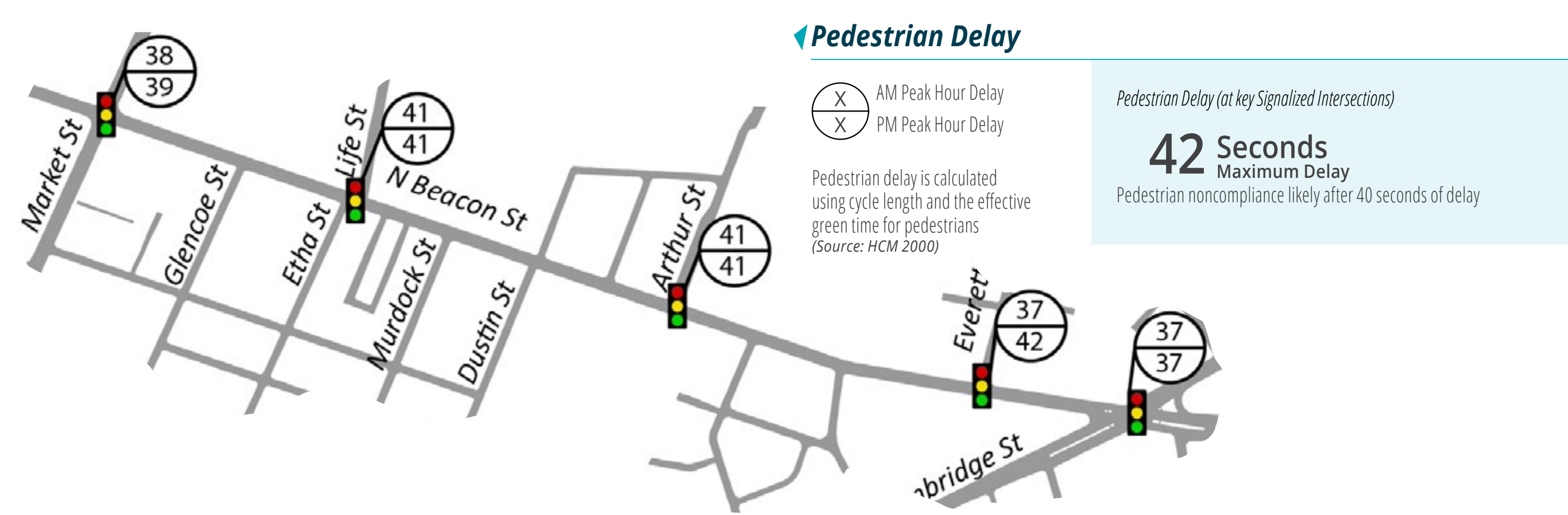
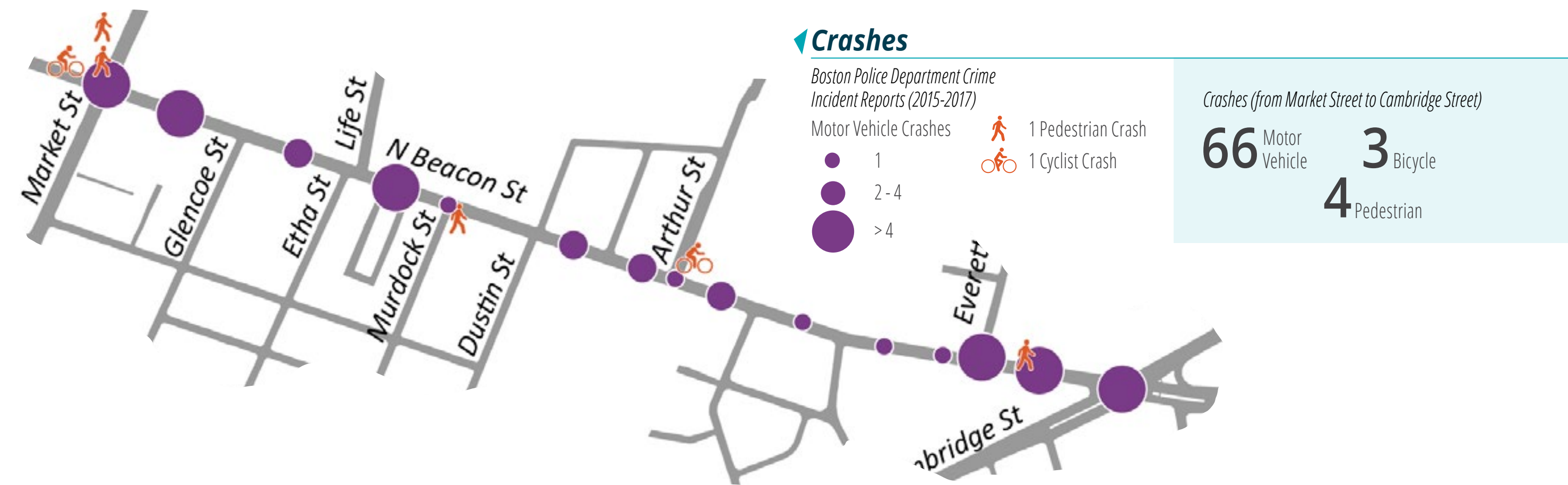
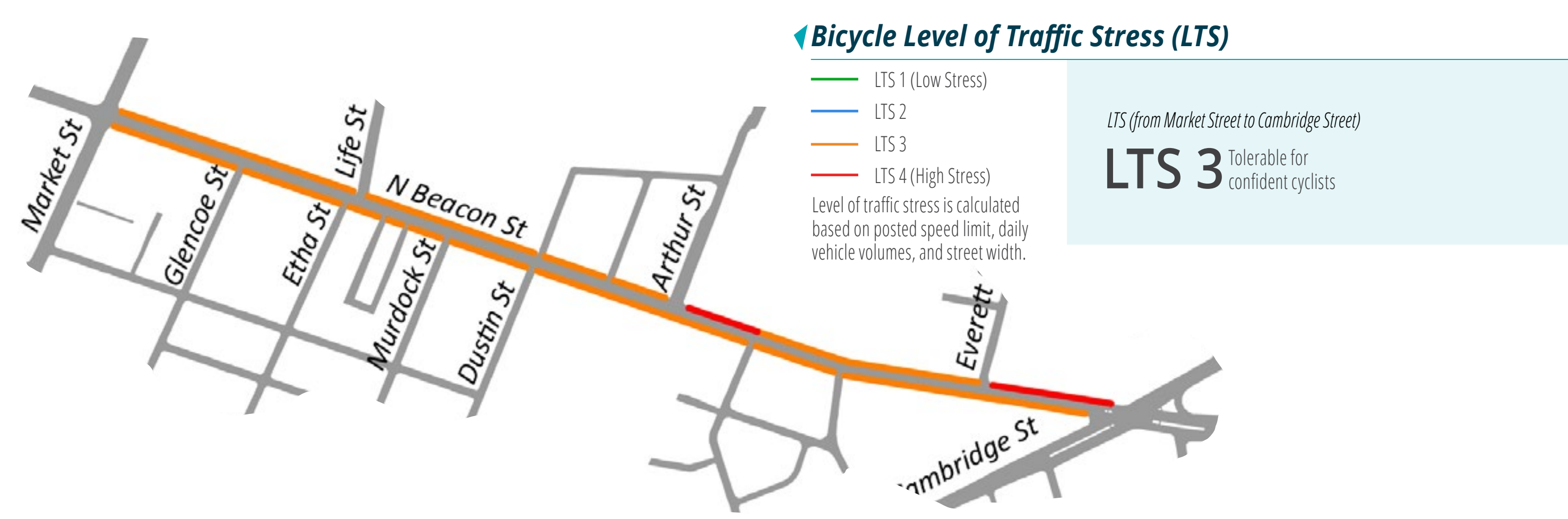
N. Beacon Street

Existing Conditions & Analysis



WHY?

- Improve comfort and safety of bicycle facilities
- Improve comfort and safety of pedestrian crossings
- Add pedestrian crossings



Recommendations & Options

EXISTING

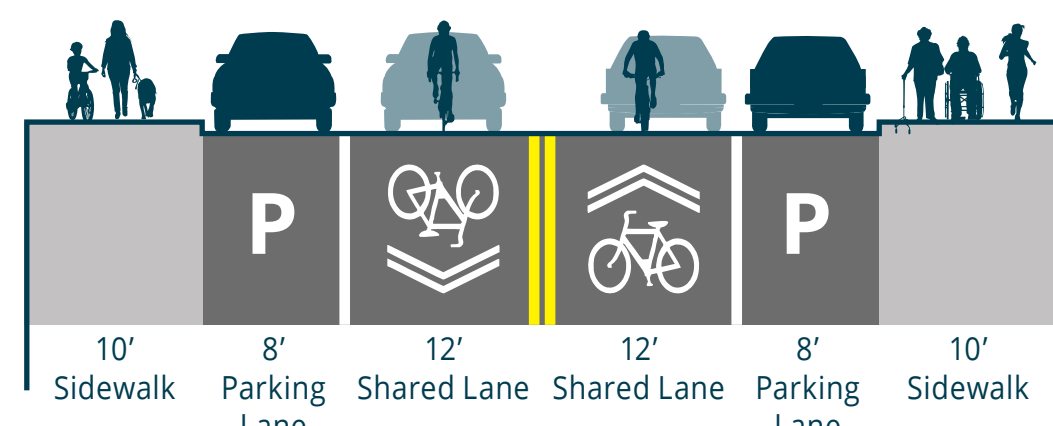


Brighton St looking West



Source: Google Streetview

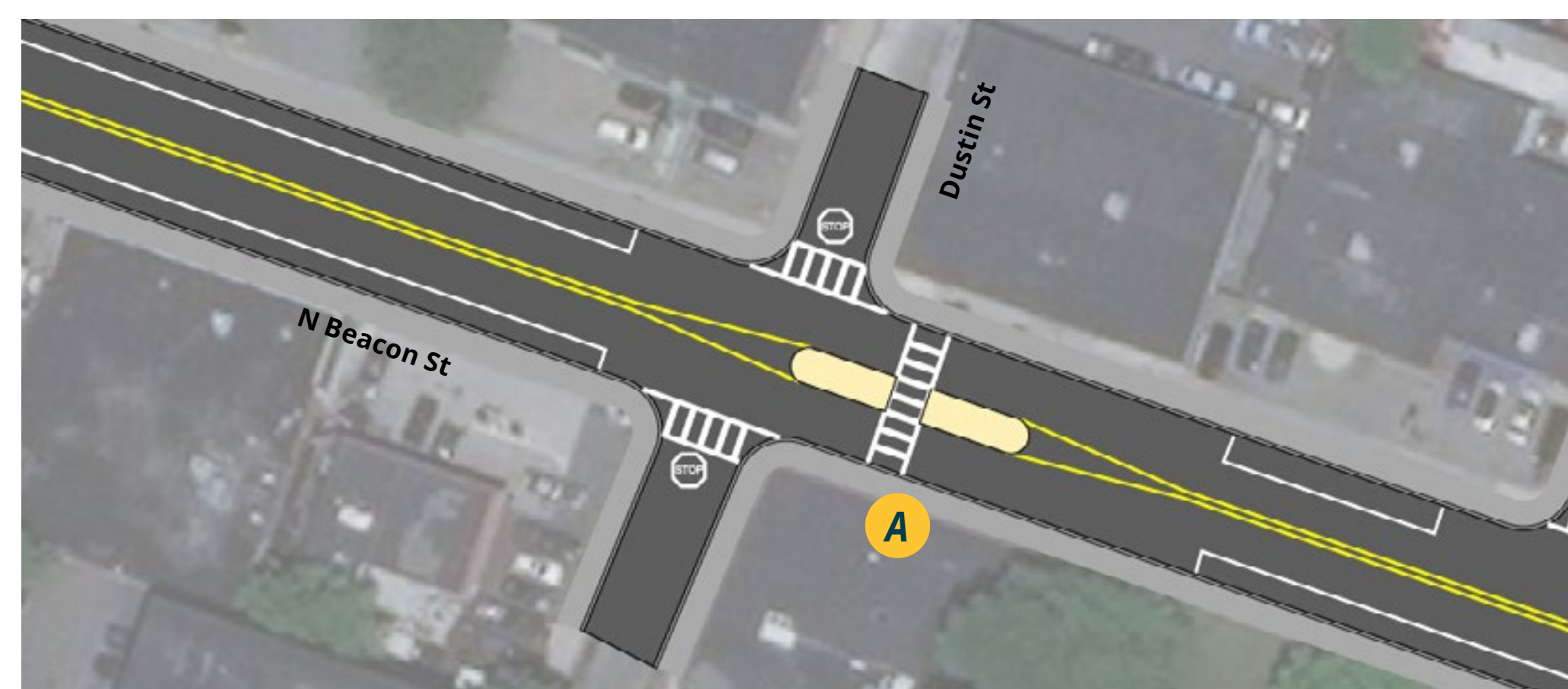
Existing Cross Section



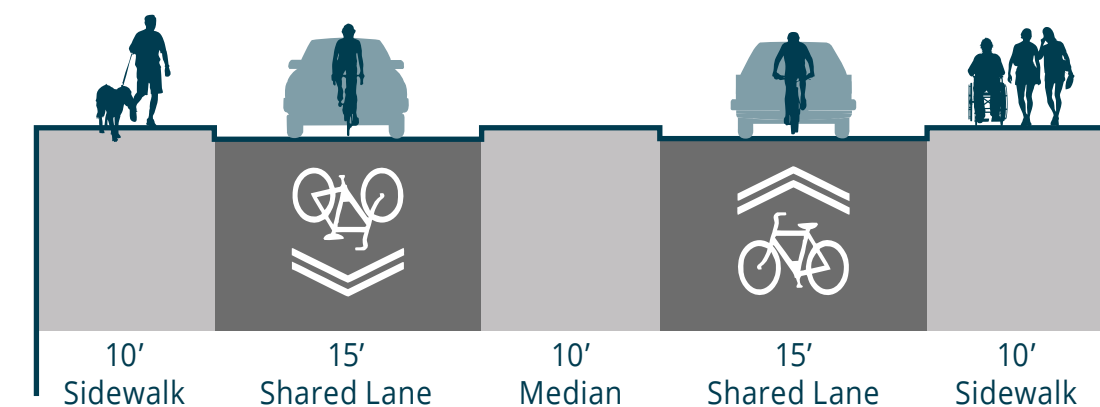
CONCEPT 1

PEDESTRIAN SAFETY ISLANDS

Concept 1 proposes pedestrian safety islands at marked crosswalks and where feasible on N. Beacon Street. A pedestrian safety island reduces the crossing distance and the exposure time experienced by a pedestrian in the intersection. This concept also proposes a marked crosswalk at Glencoe Street. Marked crosswalks provide pedestrians with a designated location to safely cross the street. Concept 1 and Concept 2 are not mutually exclusive.



A Proposed Cross Section



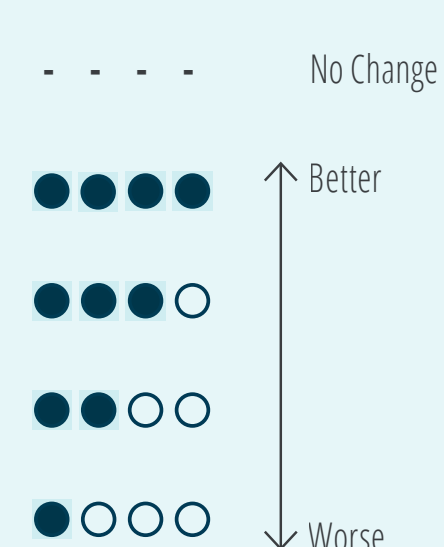
CONCEPT 2

BRAINTREE STREET/GUEST STREET BICYCLE CONNECTION

N. Beacon Street is currently tolerable for confident bicyclists. Options for separated bicycle facilities on N. Beacon Street would require the removal of on-street parking. The Braintree Street/Guest Street bicycle facility provides a comparable, low stress alternative to N. Beacon Street. Concept 1 and Concept 2 are not mutually exclusive.



PERFORMANCE MEASURES



Measure	Concept 1	Concept 2
Safety	●●●○ Calms traffic and physically narrows the roadway at intersections	●●●○ Calms traffic and physically narrows the roadway
Pedestrian Comfort	●●●○ Narrows the crossing distance and adds pedestrian islands	●●●○ Narrows the crossing distance
Bicyclist Comfort	- - - - Maintains existing bicycle facilities	●●●○ Provides low stress bicycle facility
Transit	- - - - Maintains existing travel time	- - - - Maintains existing transit infrastructure - no transit on Braintree Street/Guest Street
Parking	●●●○ Maintains existing parking supply except near pedestrian safety islands	- - - - Maintains existing parking supply
Vehicle Delay	●●●○ Causes minor increases in travel time for motorists	●●●○ Causes minor increases in travel time for motorists

Other Topics

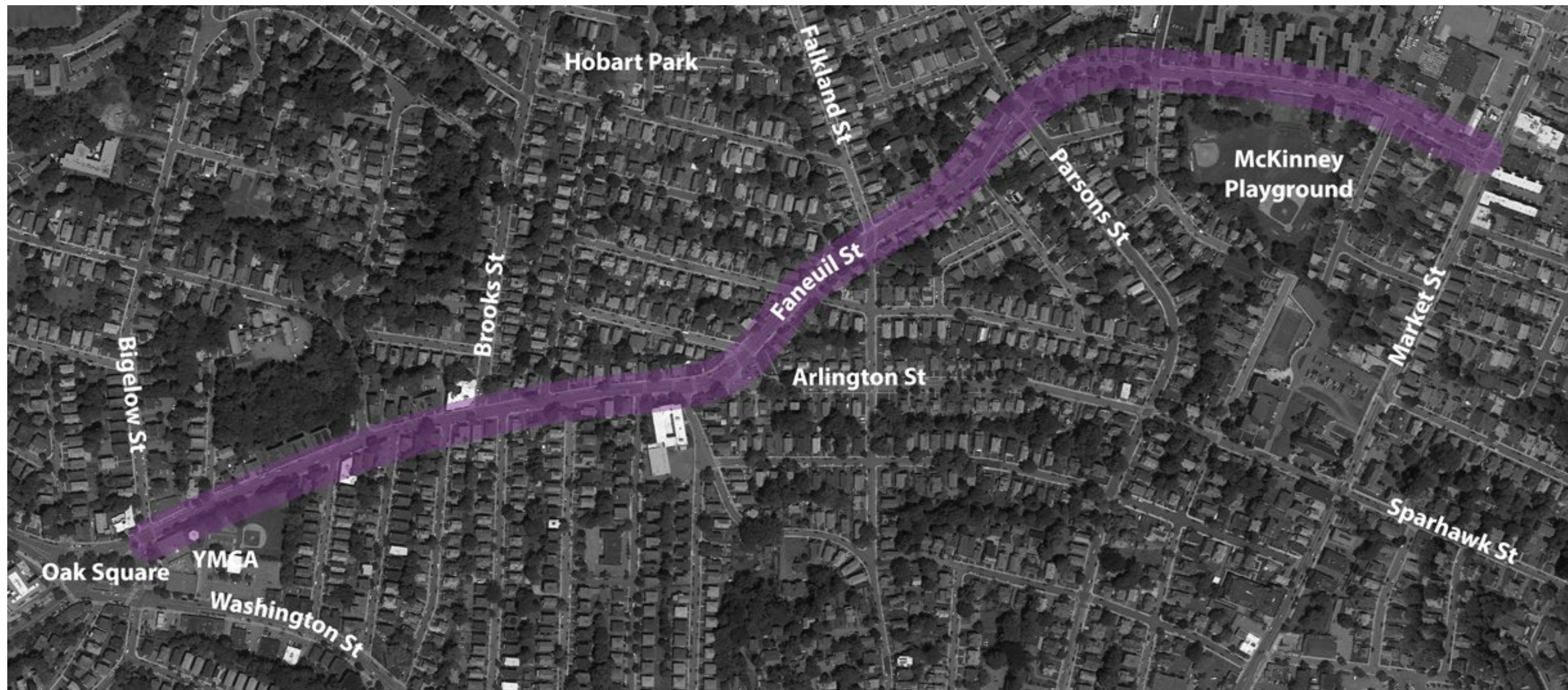
Faneuil Street

Murdock/Sparhawk Streets

Cleveland Circle

Faneuil Street

Existing Conditions & Analysis



WHY?

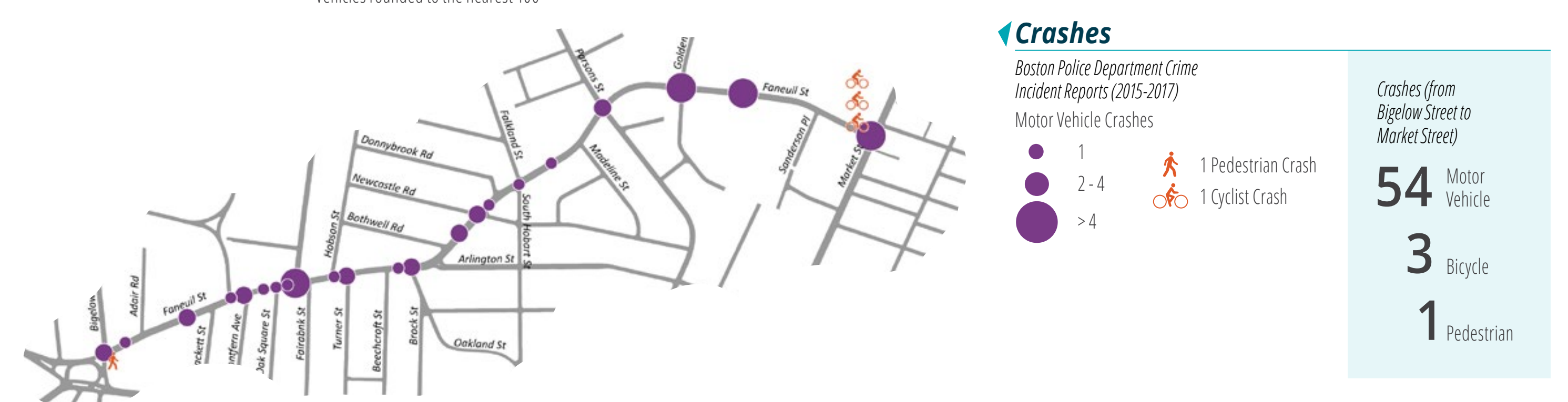
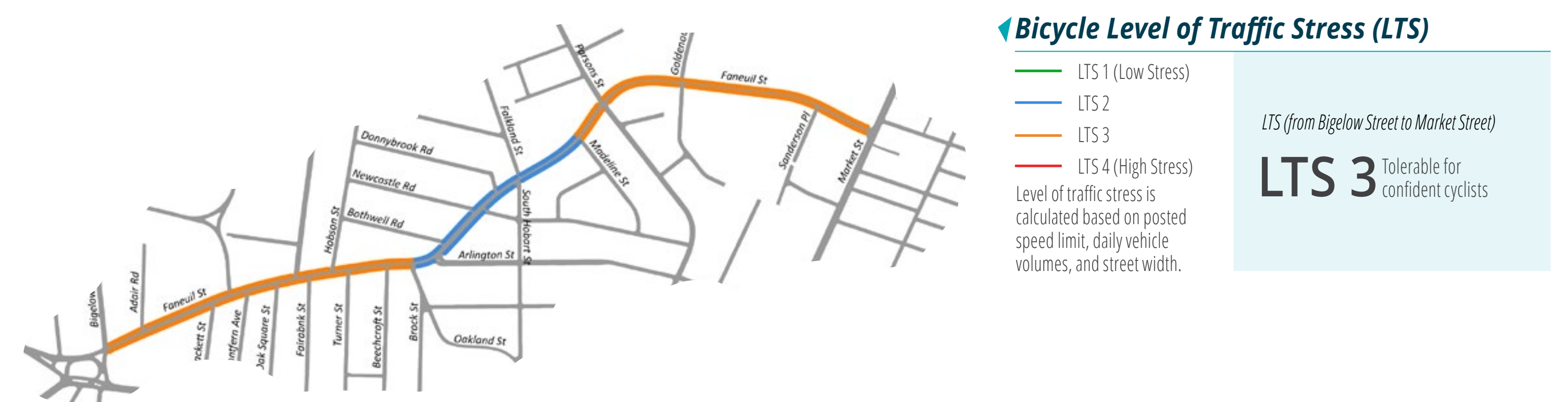
- Improve comfort and safety of bicycle facilities
- Increase transit speeds
- Improve comfort and safety of pedestrian crossings
- Calm traffic

Need traffic calming and stop signs
Area Workshop - Brighton Public Library 03/18/19

[Faneuil St and Brooks St] crossing is very unsafe
Interactive Online Mapping Tool 02/05/19

Bus stop consolidation along Faneuil St
Community Update #2 07/30/19

Better bike facilities on Faneuil
Area Workshop - Brighton Public Library 03/18/19



Recommendations & Options

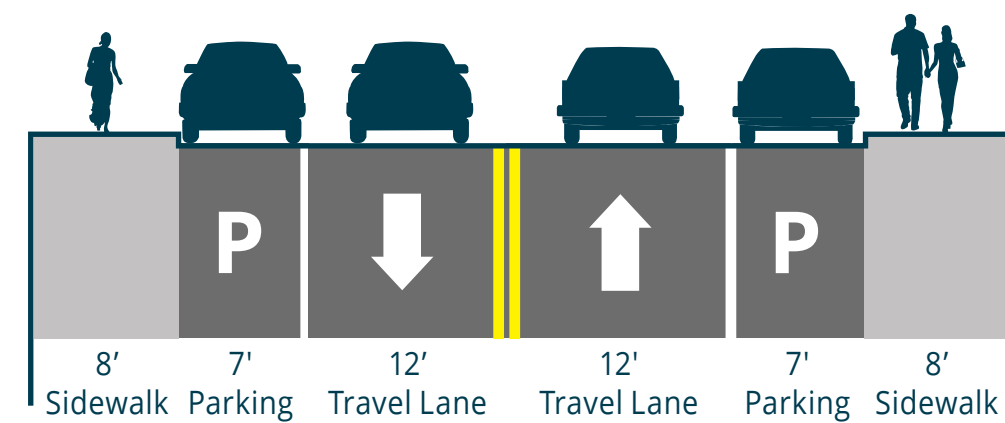
EXISTING



Faneuil St looking West

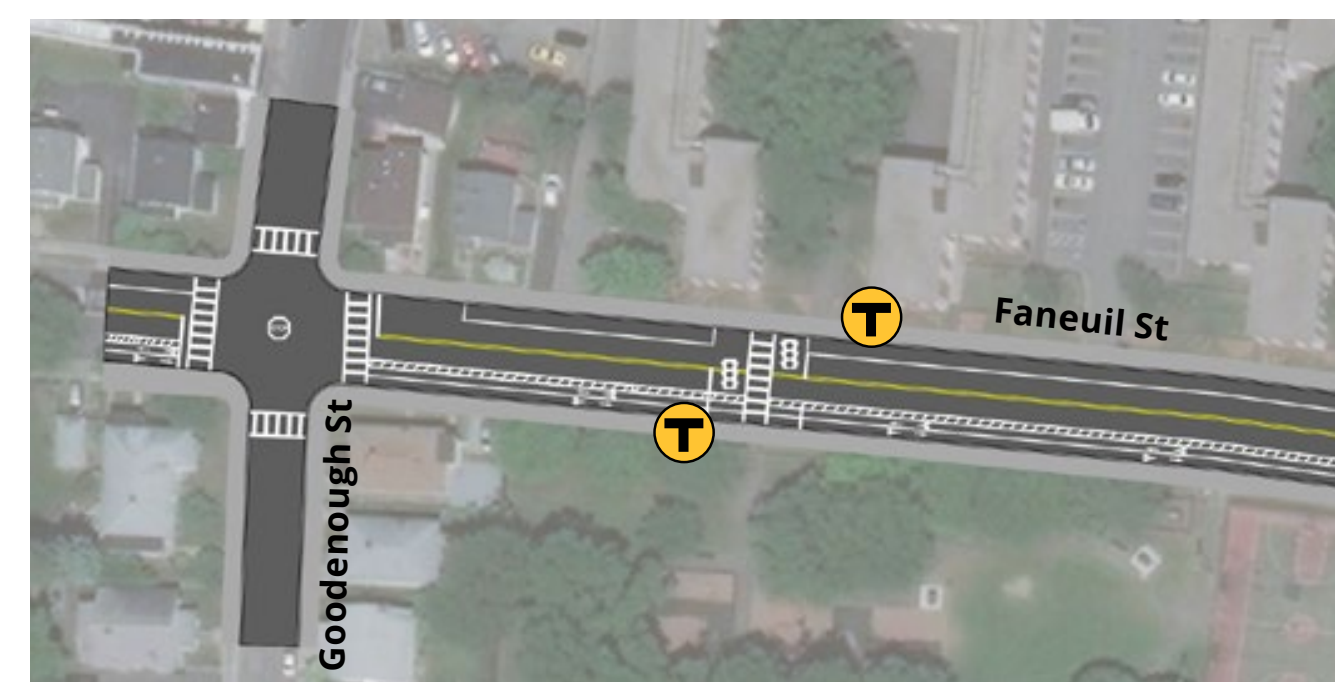


Exiting Cross Section

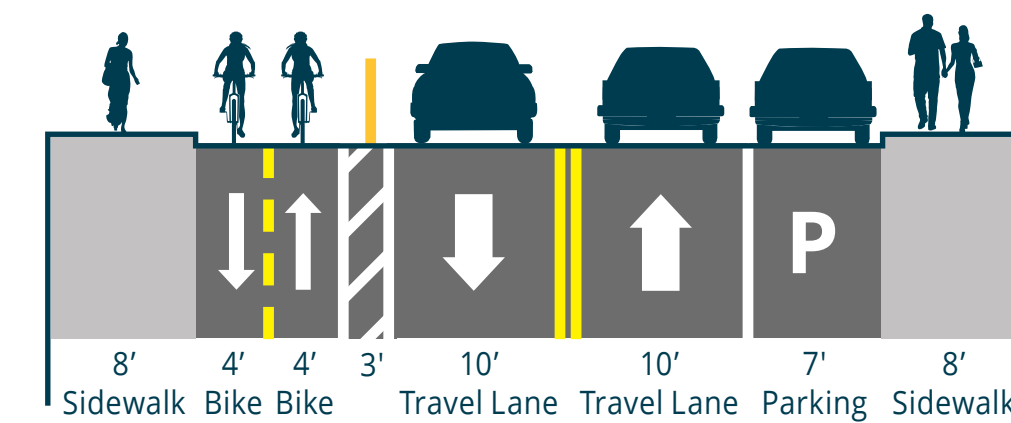


OPTION A TWO-WAY CYCLE TRACK*

This option proposes a two-way cycle track on the south side of Faneuil Street. Cycle tracks are for exclusive use of bicyclists and provide added separation that enhances the experience of bicycling on urban streets. The narrower travel lanes and proposed bicycle facility reduce the width of the roadway and help calm traffic. Parking would generally remain on one side of the street. Parking would remain on both sides of the street where the cross section measures at least 48 feet.



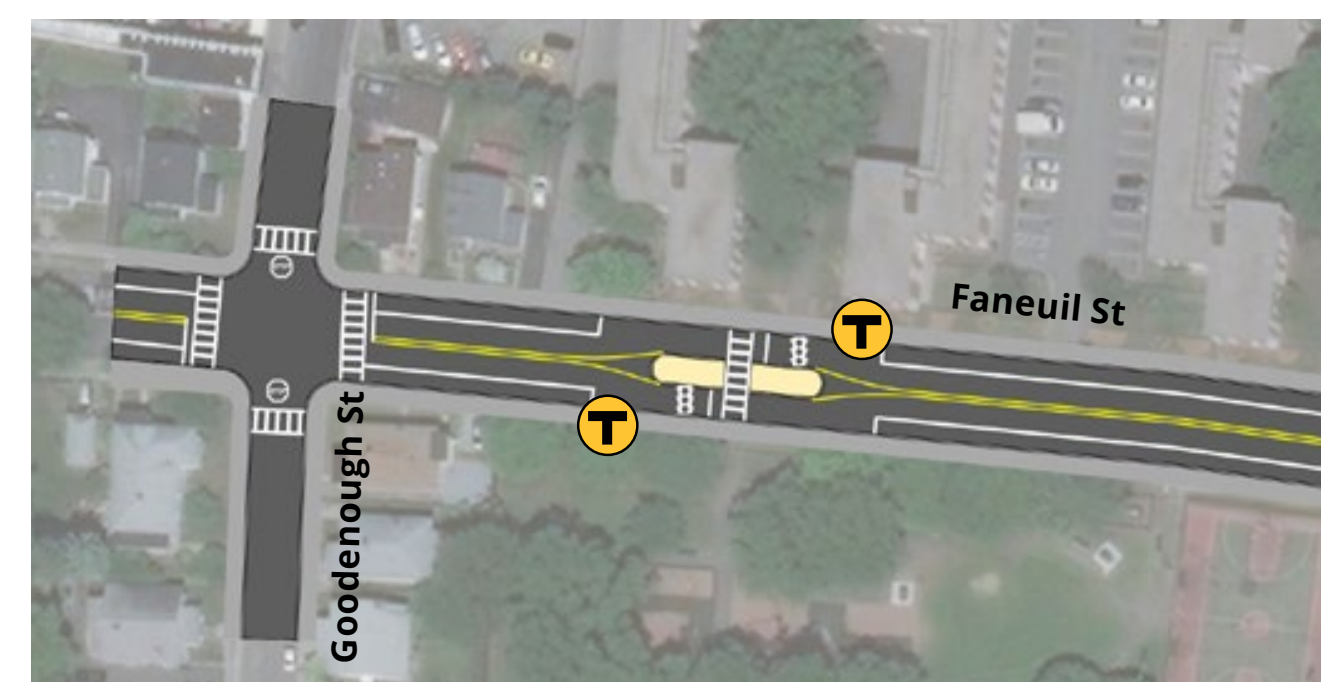
Proposed Cross Section



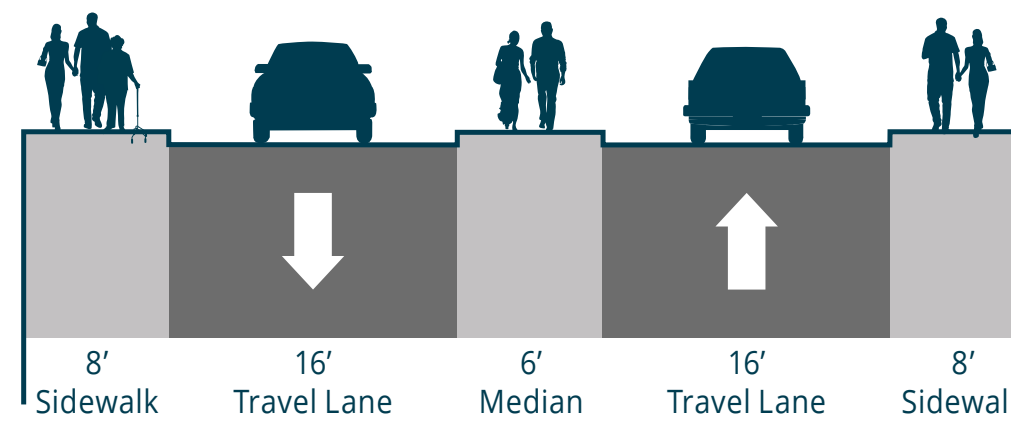
*Option A for Faneuil Street would connect to the FAS Bike Facility at Faneuil Street and Arlington Street. The FAS Bike Facility Options include a Two-Way Cycle Track, Separated Bike Lanes, and Climbing Bike Lane. Refer to the FAS Bike Facility Board for additional details.

OPTION B PEDESTRIAN SAFETY ISLANDS

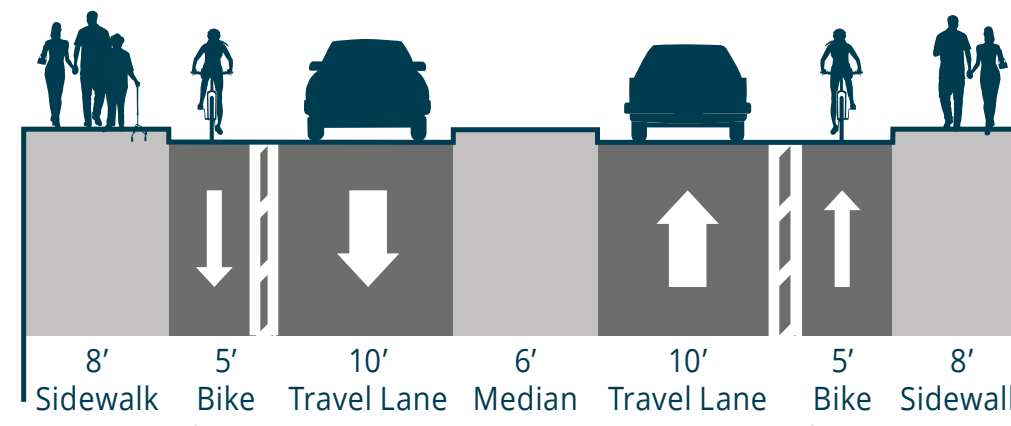
Option B proposes pedestrian safety islands at marked crosswalks on Faneuil Street. A pedestrian safety island reduces the crossing distance and the exposure time experienced by pedestrians in the intersection. Additionally, this option narrows the width of the roadway at intersections and helps calm traffic. Pedestrian safety islands can be complemented with a striped bike lane.



Proposed Cross Section



Proposed Cross Section with Bike Lane



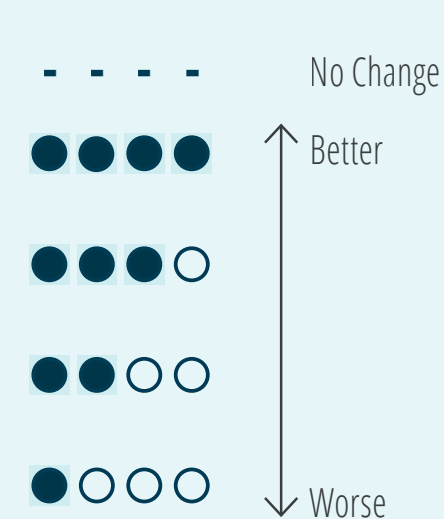
CONCEPT FANEUIL STREET AND ARLINGTON STREET RECONFIGURATION

This concept proposes a mini roundabout at the intersection of Faneuil Street and Arlington Street. Mini roundabouts calm traffic, improve safety, and reduce delay for motorists.



Existing Bus Stop (T) Proposed Bus Stop Relocation (T)

PERFORMANCE MEASURES



Measure	Option A	Option B	Concept
Safety	●●●○ Calms traffic and physically narrows the roadway	●●●○ Calms traffic and physically narrows the roadway	●●●● Calms traffic at the intersection
Pedestrian Comfort	●●●○ Narrows the crossing distance	●●●● Narrows the crossing distance at intersections	- - - - Maintains existing pedestrian infrastructure
Bicyclist Comfort	●●●● Creates physical separation throughout the corridor	- - - - Maintains existing bicycle infrastructure	●●●○ Improves the comfort of bicyclists
Transit	- - - - Maintains existing transit infrastructure	- - - - Maintains existing transit infrastructure	- - - - Maintains existing transit infrastructure
Parking	●○○○ Maintains parking on one side of the street	●●●○ Maintains existing parking supply except near pedestrian safety islands	●○○○ Maintains existing parking except near the roundabout approaches
Vehicle Delay	●●○○ Causes minor increases in travel time for motorists	●●○○ Causes minor increases in travel time for motorists	●●●● Improves travel time for motorists

Murdock Street & Sparhawk Street

Existing Conditions, Analysis, Recommendations, & Options



WHY?

- Clarify signage and striping
- Calm traffic
- Improve visibility

Drivers sometimes turn from Sparhawk St onto Murdock St going the wrong way down a one way road. Better signage and enforcement is needed.

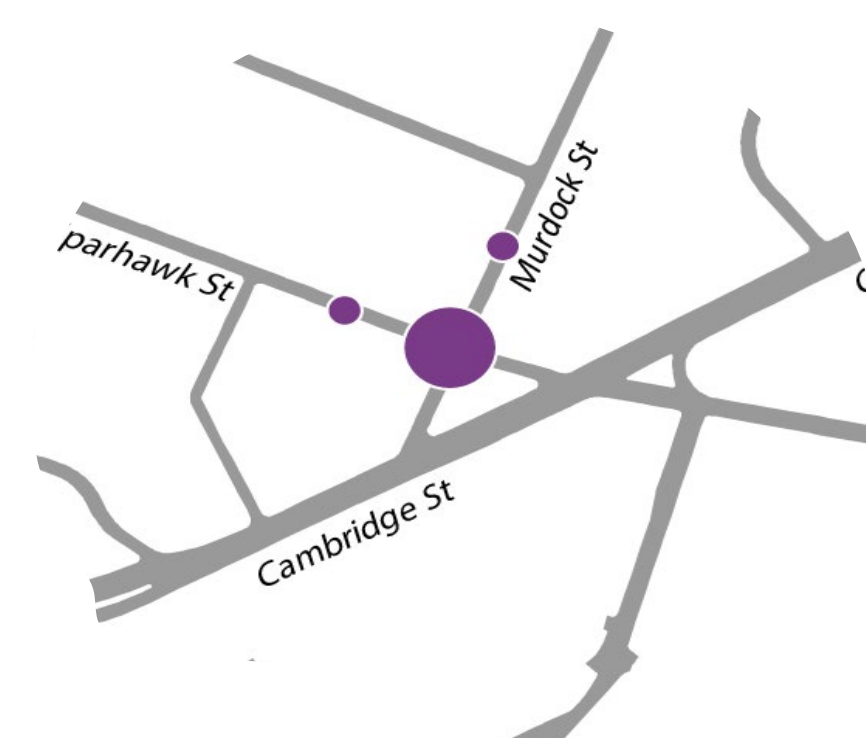
Interactive Online Mapping Tool 03/20/19

This intersection is very dangerous. Traffic from Murdock St at times does not stop despite the stop sign. I've seen multiple T-Bone car crashes at this intersection.

Interactive Online Mapping Tool 01/31/19



RESEARCH FINDINGS

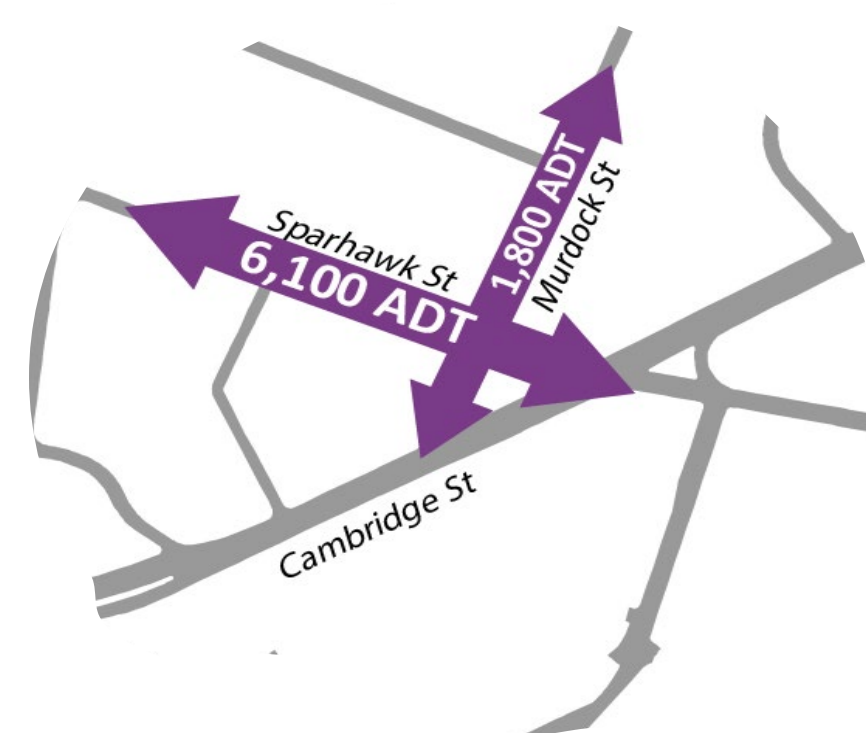
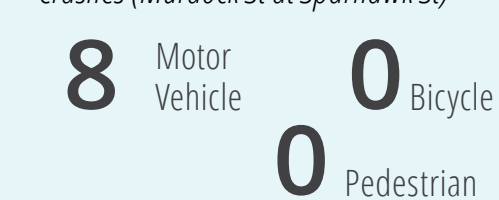


Crashes

Boston Police Department Crime Incident Reports (2015-2017)



Crashes (Murdock St at Sparhawk St)



Daily Vehicle Volumes

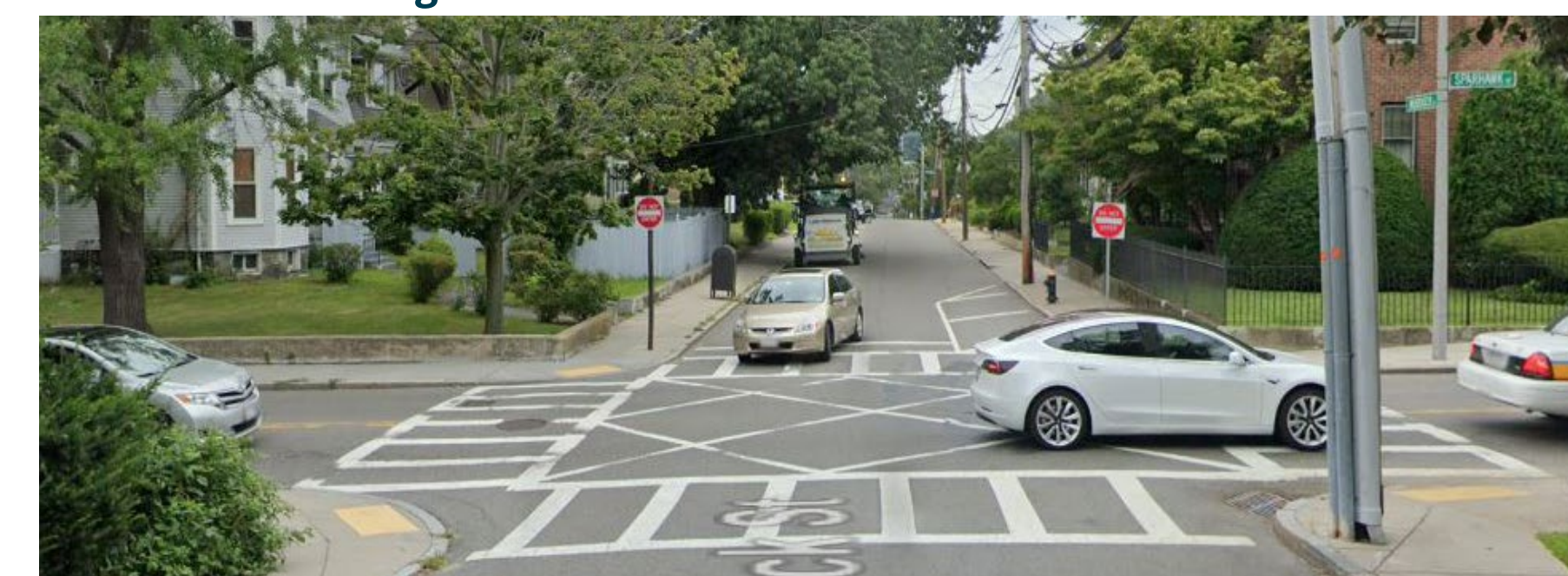
Existing Vehicle Volumes*
* Volumes rounded to the nearest 100

CURB EXTENSIONS

This option proposes formalizing the existing striped curb extension with a vertical element (e.g., flex posts, curbs) on the east side of the intersection. Curb extensions are created by extending the sidewalk at corners to increase safety and calm traffic. Additionally, this option proposes converting the control to all-way stop, as well as re-striping, adding signage (e.g., intersection warning signs, turn prohibition signs, pedestrian warning signs), and improvements to visibility (e.g., trimming vegetation).

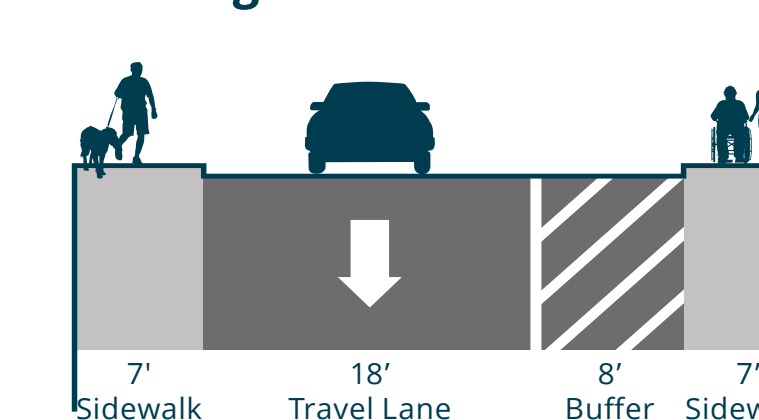
EXISTING

Murdock St looking North



Source: Google Streetview

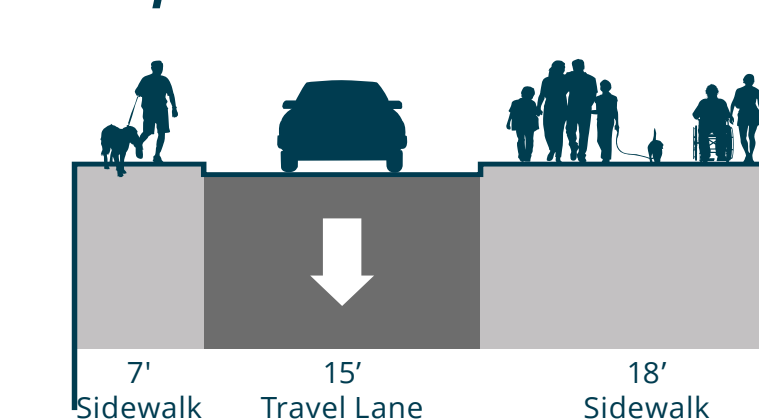
Existing Cross Section



PROPOSED



Proposed Cross Section



PERFORMANCE MEASURES

<p>--- No Change</p> <p>●●●● Better</p> <p>●●●○</p> <p>●●○○</p> <p>●○○○ Worse</p>	<p>Safety ●●●● Calms traffic and physically narrows the roadway</p> <p>Pedestrian Comfort ●●●● Narrows the crossing distance</p> <p>Bicyclist Comfort --- Maintains existing bicycle infrastructure</p> <p>Transit --- Maintains existing conditions - no transit</p> <p>Parking --- Maintains existing parking supply</p> <p>Vehicle Delay ●●○○ Causes minor increases in travel time for motorists</p>
---	--

Cleveland Circle

Existing Conditions & Analysis



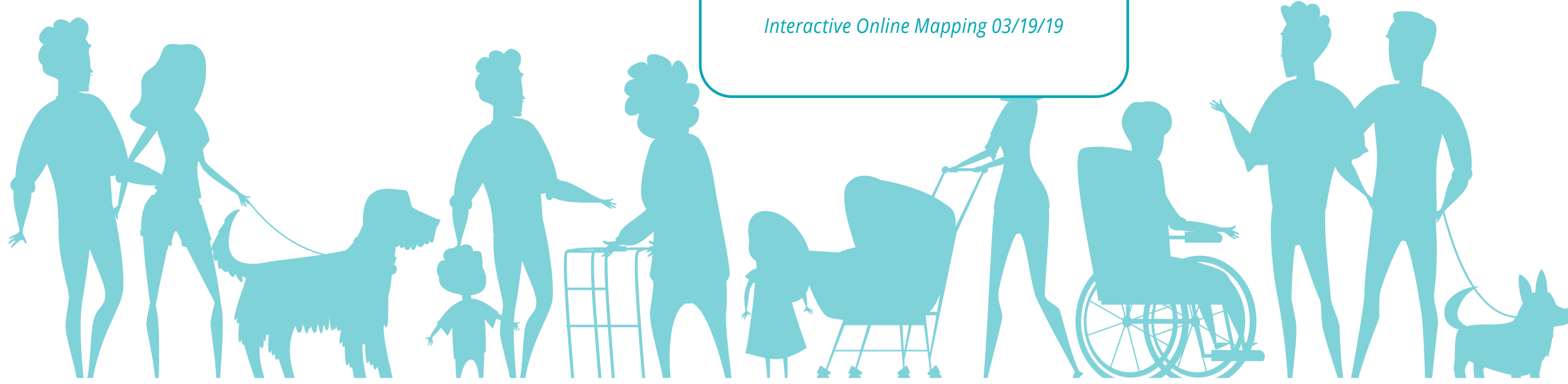
WHY?

- Improve comfort and safety of bicycle facilities
- Improve clarity of striping and signing for all modes
- Improve comfort and safety of pedestrian crossings

Sidewalks should be extended into roadway to keep lanes at consistent width and create smaller turning radii. Pedestrians would benefit from smaller crossing distances.
Interactive Online Mapping 02/11/19

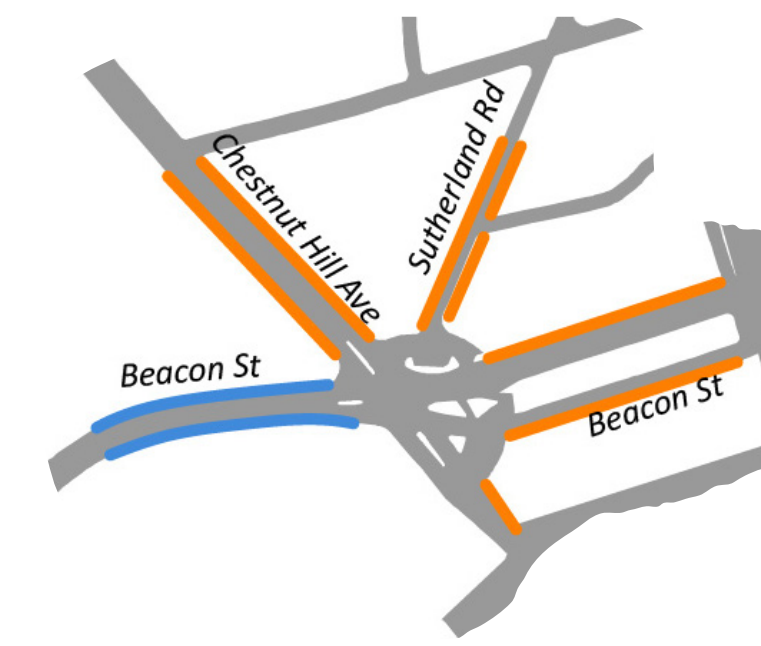
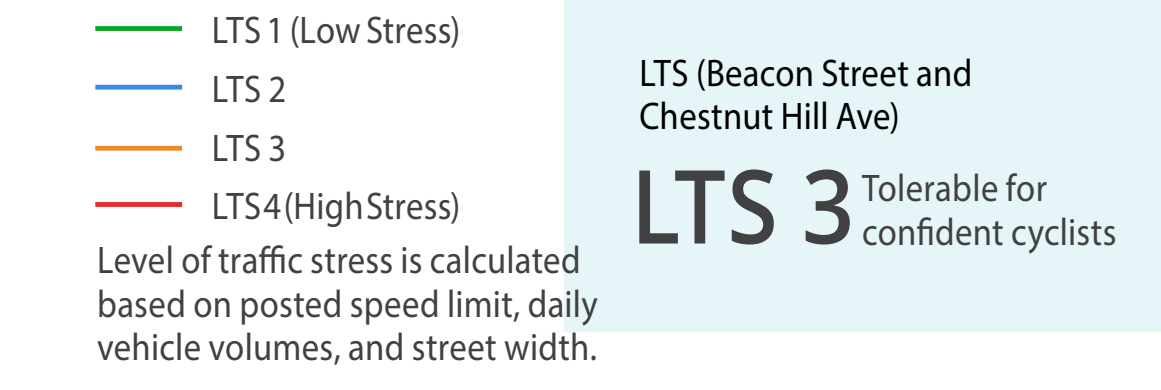
Safer track crossings for bicycles and pedestrians
Open House Kick-Off Meeting 09/12/18

Bike lane in the door zone
Interactive Online Mapping 03/19/19

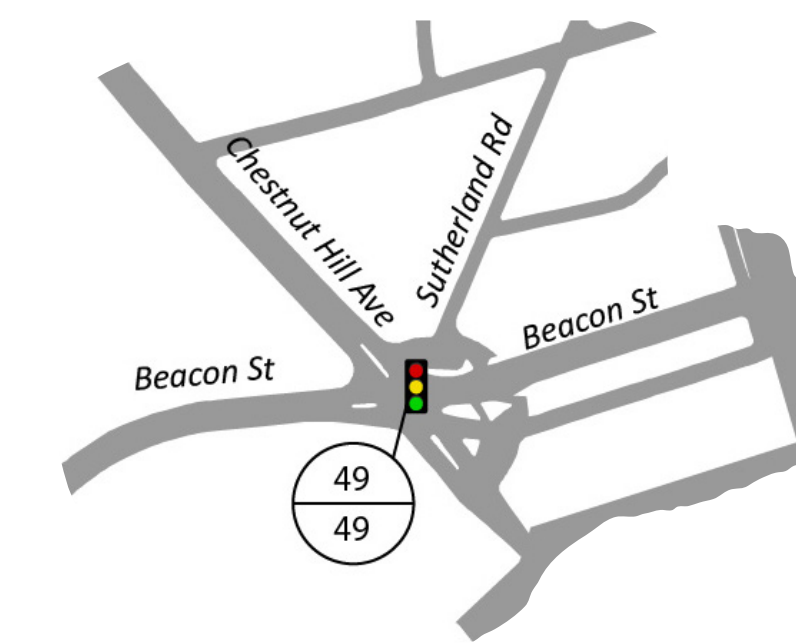
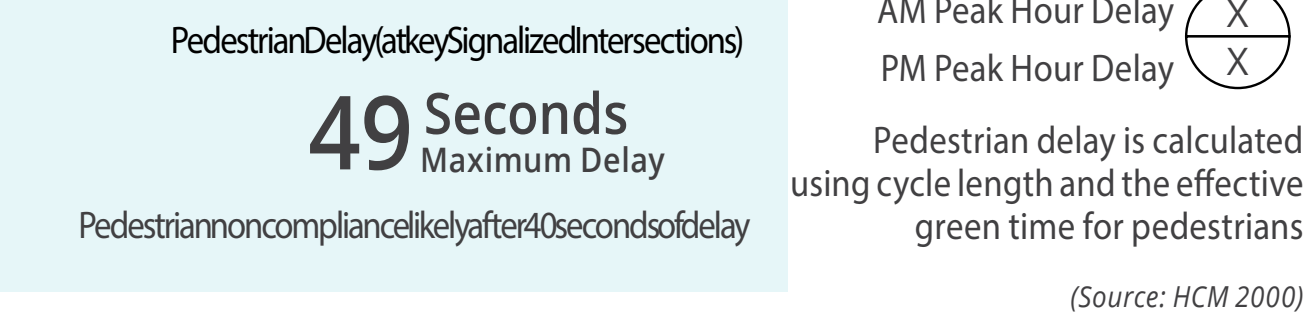


RESEARCH FINDINGS

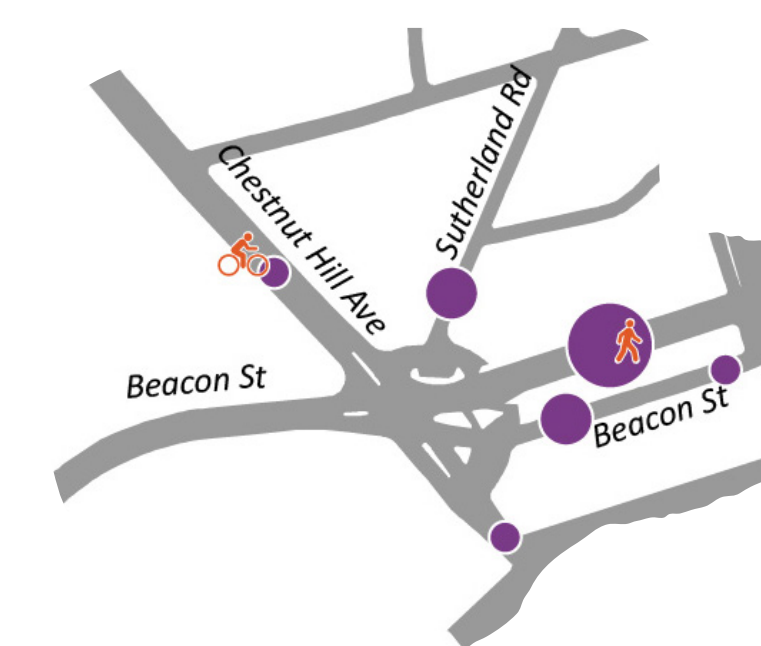
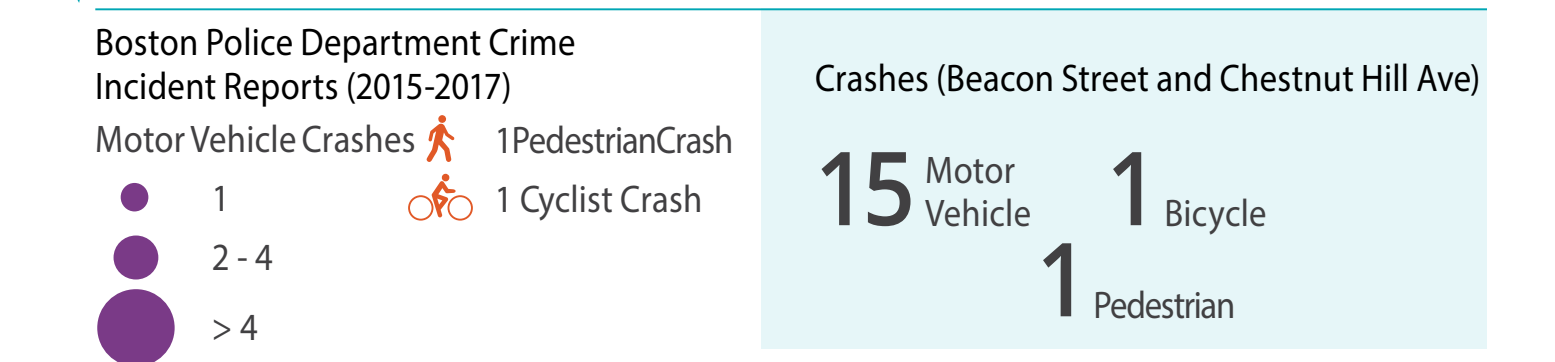
Bicycle Level of Traffic Stress (LTS)



Pedestrian Delay



Crashes



Recommendations & Options

EXISTING



Beacon St looking West

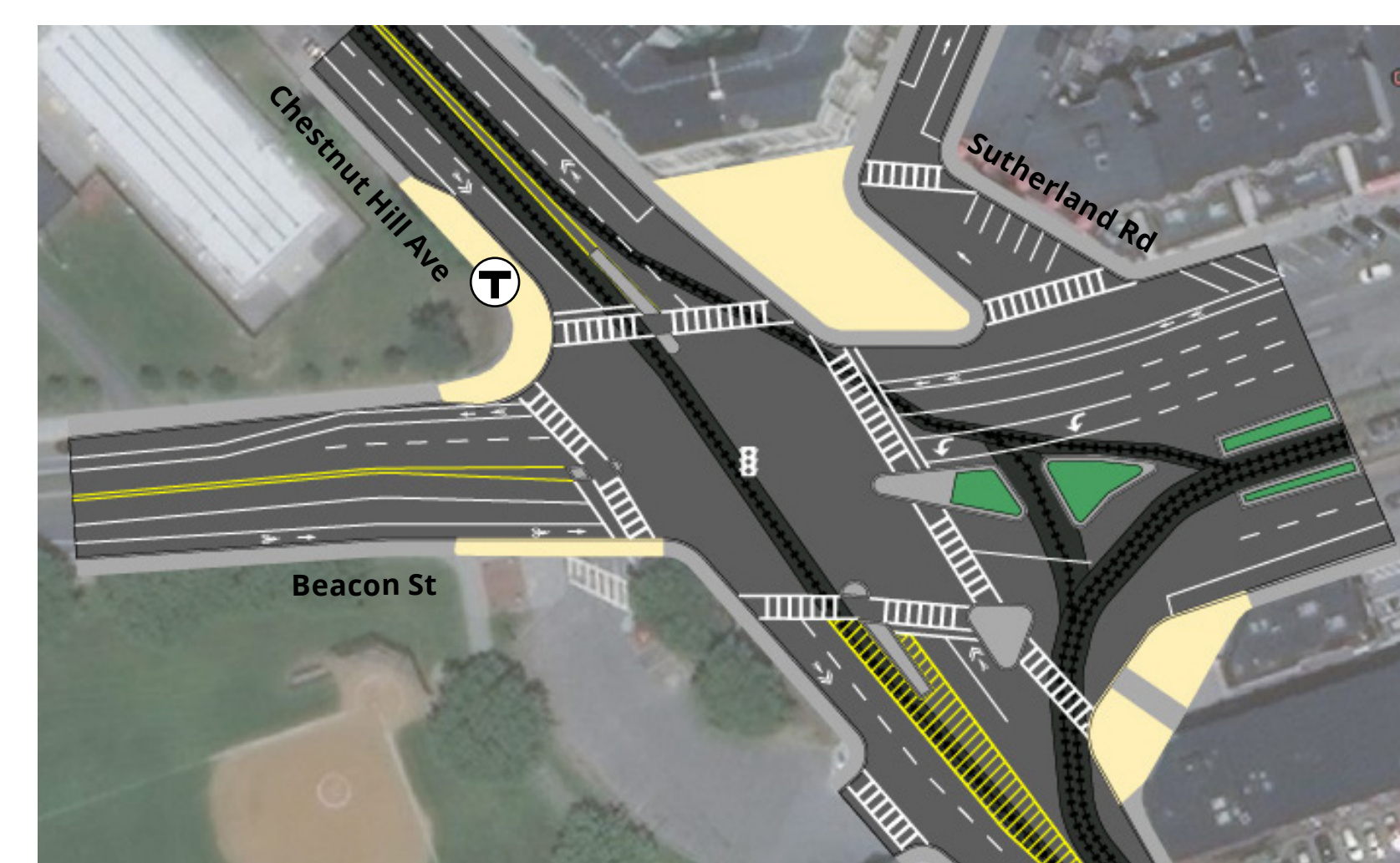


Chestnut Hill Ave looking South



CONCEPT 1 CURB EXTENSIONS AND BUS BULBS

This concept proposes curb extensions at key locations at Cleveland Circle. Curb extensions are created by extending the sidewalk at corners or mid-block to increase safety, calm traffic, and provide space for placemaking. At bus stops, curb extensions allow buses to stop in the travel lane and eliminate the need to pull in and out of traffic. In addition to the curb extensions, this concept proposes limiting access to the side streets adjacent to Cleveland Circle to improve safety and create additional placemaking opportunities.

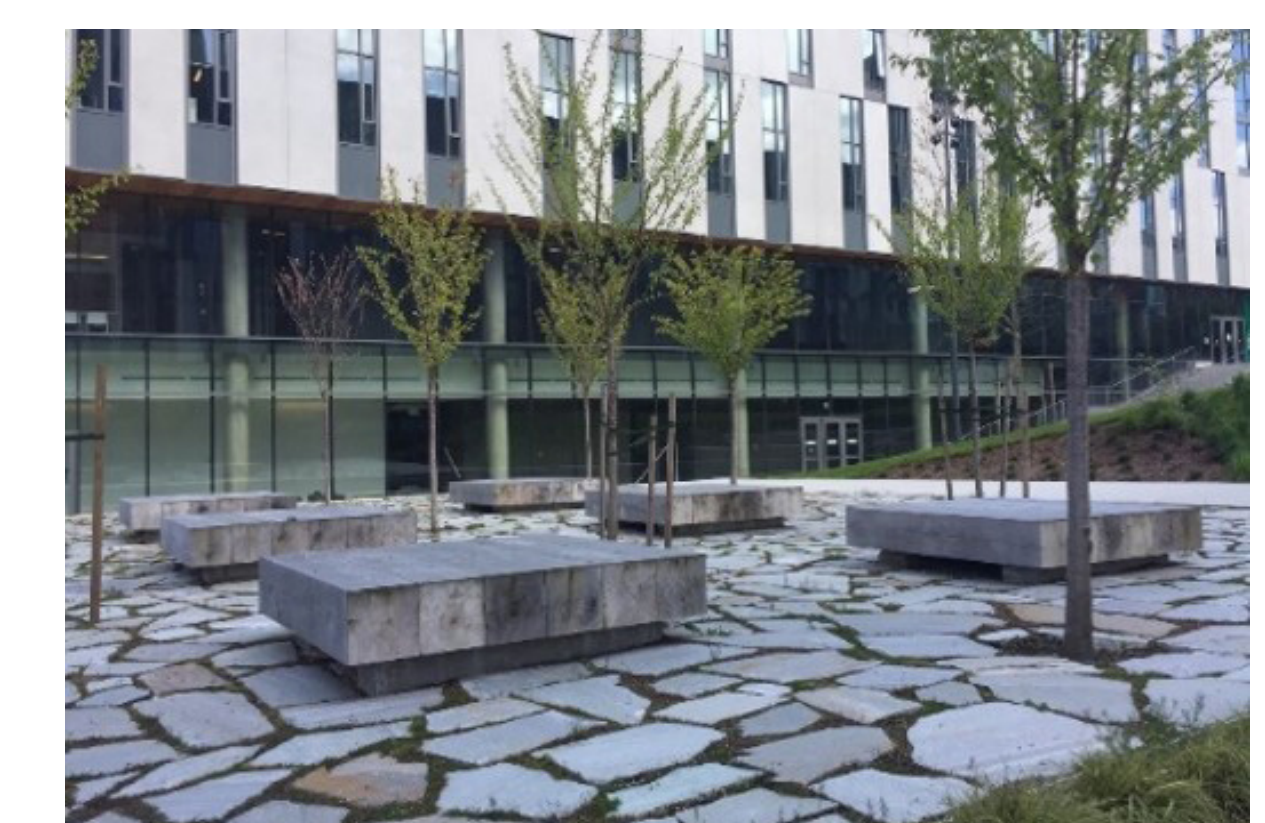
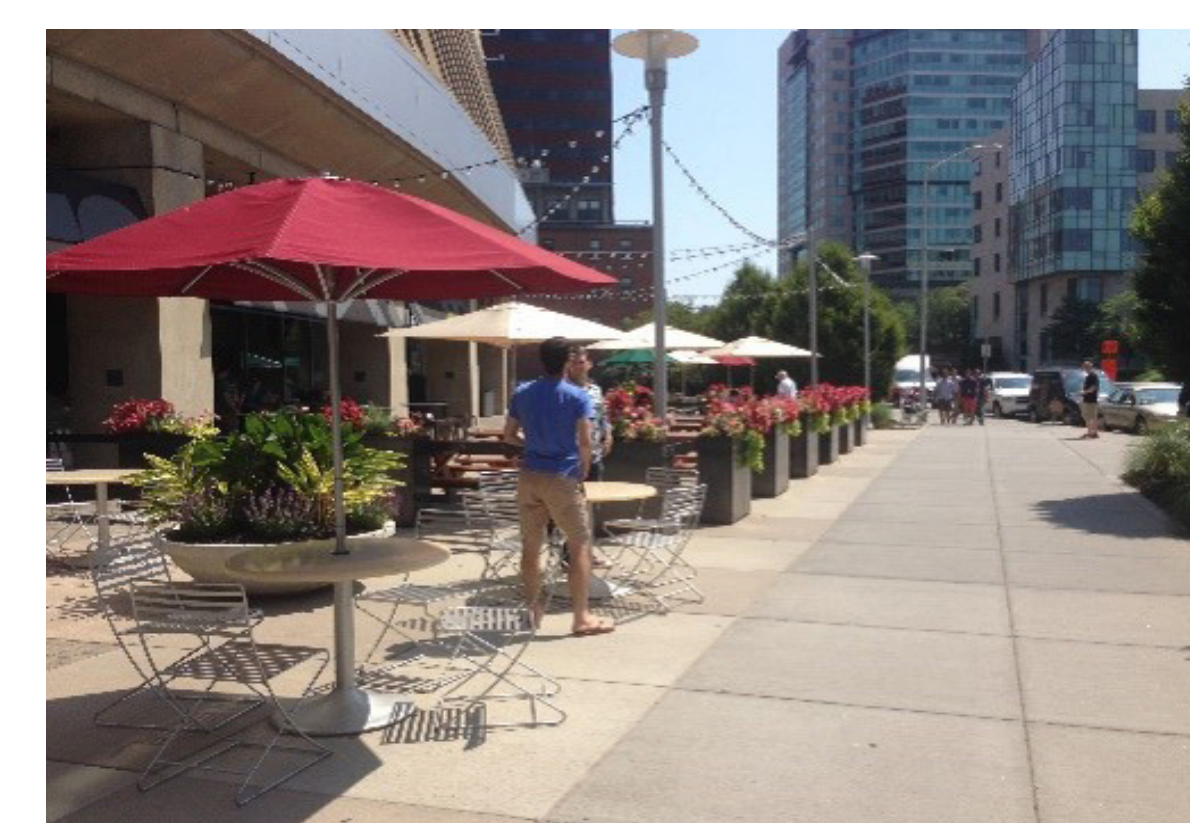


Existing Transit Stop

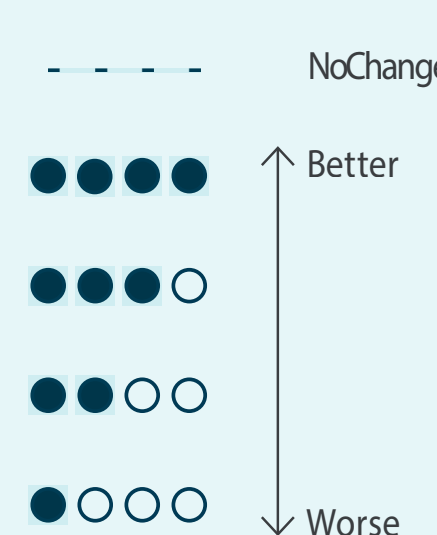
PLACEMAKING

The conversion of the parking space into a more meaningful central space would both calm traffic and improve safety. New pedestrian or open space adjacent to Sutherland Road would offer opportunities for green space, wayfinding, public art, and/or seating to activate the space and reinforce Cleveland Circle's identity.

Placemaking Examples

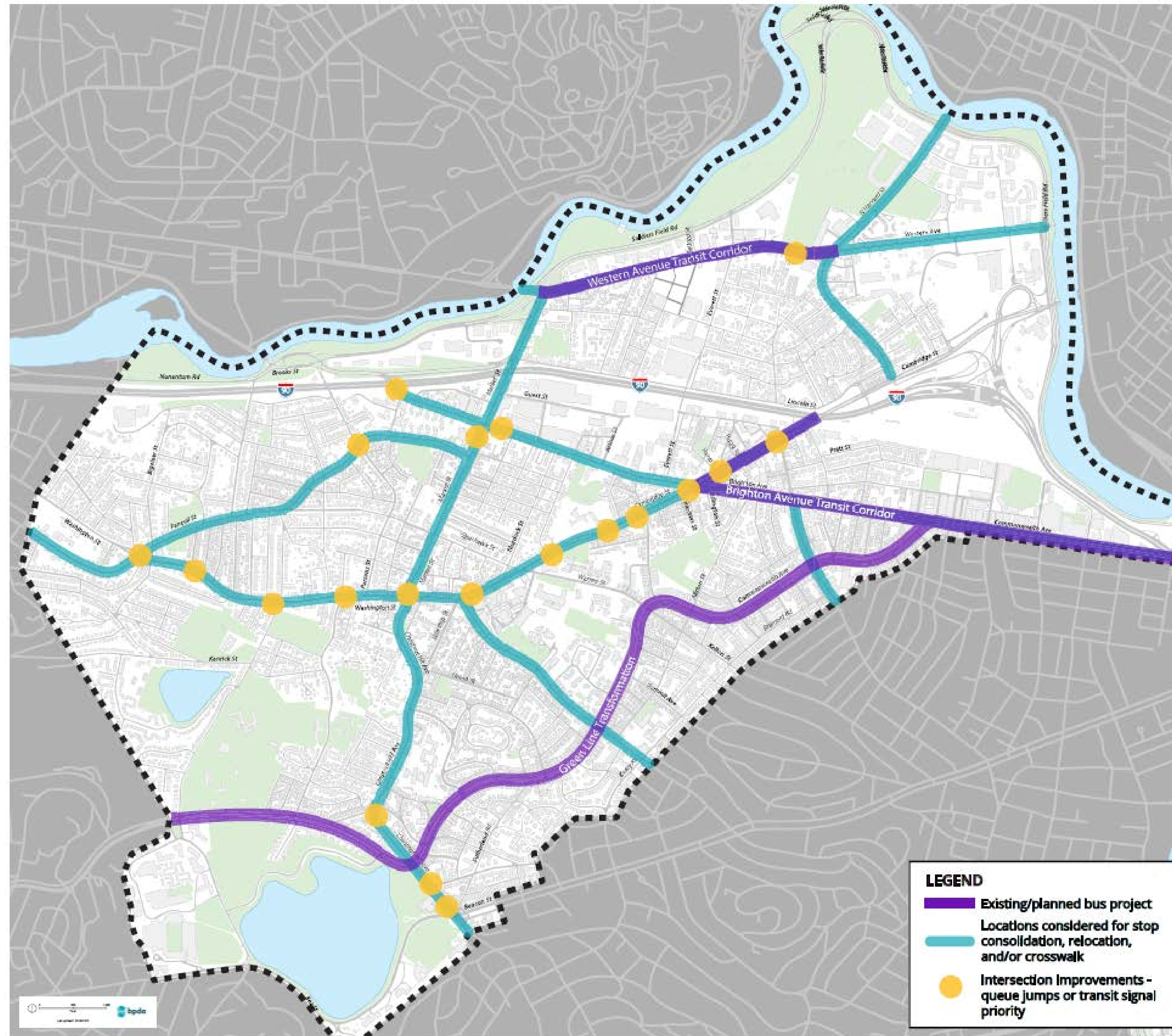


PERFORMANCE MEASURES



Safety	●●●○	Calms traffic and physically narrows the roadway
Pedestrian Comfort	●●●○	Narrows the crossing distance and improves pedestrian delay
Bicyclist Comfort	○●●○	Maintains existing bicycle infrastructure
Transit	●●○●	Improves boarding areas and consolidates bus stops
Parking	●○○○	Maintains existing parking supply except along Sutherland Road
Vehicle Delay	●●○●	Causes minor increases in travel time for motorists

General Recommendations



Quick Build



1	Oak Square	<ul style="list-style-type: none"> • Create loading/food delivery zones in front of Pizza Etc and Thai North
2	Cambridge St/Washington St/Winship St	<ul style="list-style-type: none"> • Add turn lane markings and overhead signs to clarify left turn on Cambridge St • Add wayfinding for public off-street parking
3	Murdock St/Sparhawk St	<ul style="list-style-type: none"> • Install larger stop signs • Add flex posts to reinforce existing striped curb extension
4	Union Square	<ul style="list-style-type: none"> • Turn on pedestrian signal every phase (pedestrian recall)
5	Franklin Street Bridge	<ul style="list-style-type: none"> • Placemaking (e.g., lighting, benches, artwork) along the bridge and at the end points
6	N Beacon St/Glencoe St	<ul style="list-style-type: none"> • Add crosswalk across N Beacon Street
7	Multimodal Corridor	<ul style="list-style-type: none"> • Add peak period bus lanes • Paint crosswalks and bike crossing markings at intersections
8	Braintree St	<ul style="list-style-type: none"> • Add contraflow bike lanes on Braintree Street
9	Lincoln St	<ul style="list-style-type: none"> • Add parking chicane to calm traffic
10	Waverly St and Holton St	<ul style="list-style-type: none"> • Add directional signs to guide bicyclists between Waverly and Holton
11	Harvard Ave	<ul style="list-style-type: none"> • Create loading/food delivery zones • Create parklets (outdoor seating) in parking spaces
12	Washington St/Market St	<ul style="list-style-type: none"> • Construct public plaza using temporary/tactical materials

Placemaking Strategies

Placemaking is an approach to the planning, design, and programming of public realm that focuses on the users and their experience of the place, aiming to enhance the experience of living, working, playing in, or just passing through a place by creating memorable, engaging, and useful public spaces.

One advantage of placemaking is that its strategies can be deployed and tested temporarily, to assess the performance of the spaces in terms of activation, functionality and appeal. Temporary or "pop up" placemaking can help identify implementation opportunities and challenges. Placemaking recommendations for specific locations can be found at various topic stations around the room.

Reinforcing the Identity



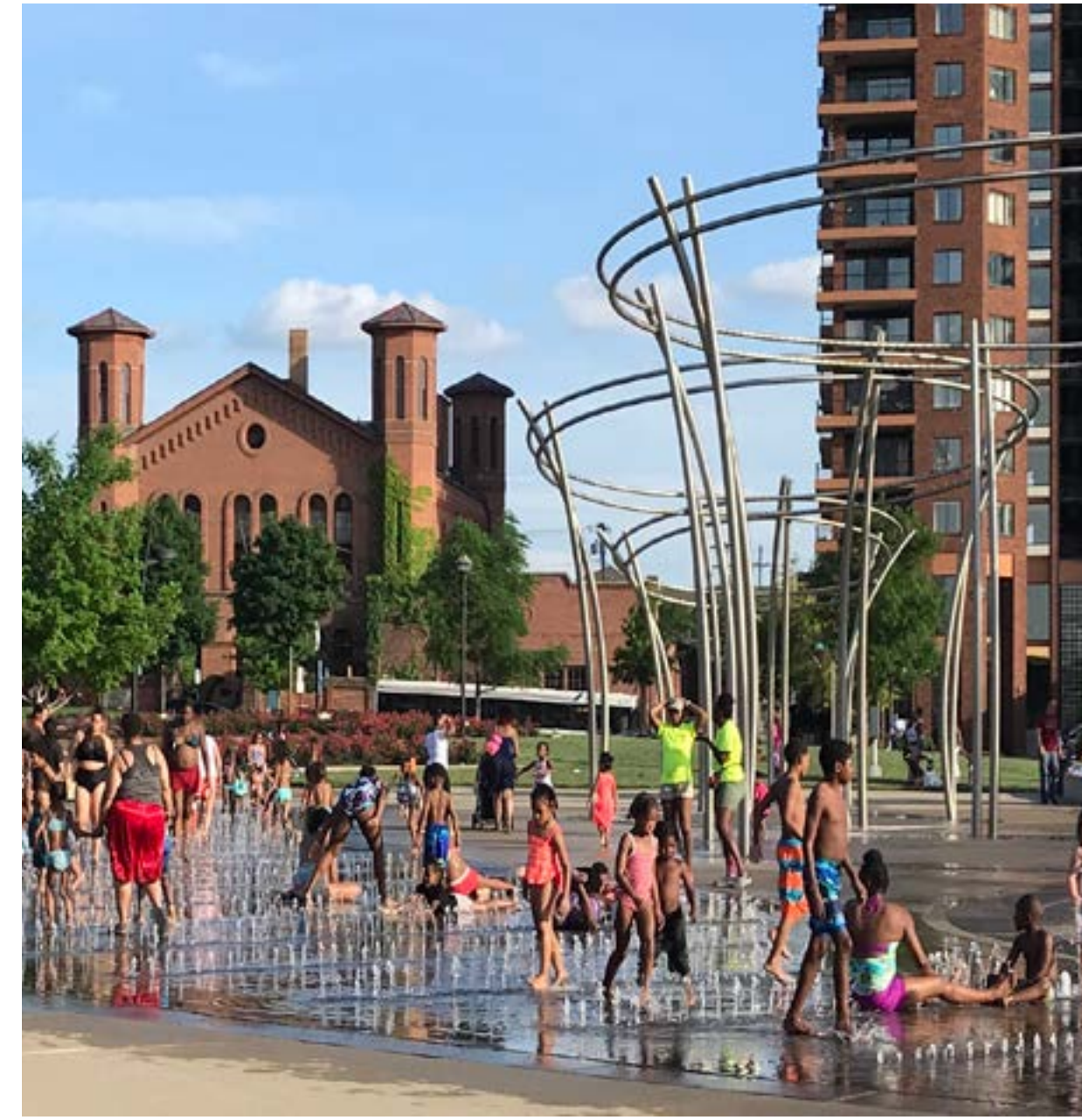
Public art (street art in blank walls, public spaces, and pedestrian crossings)



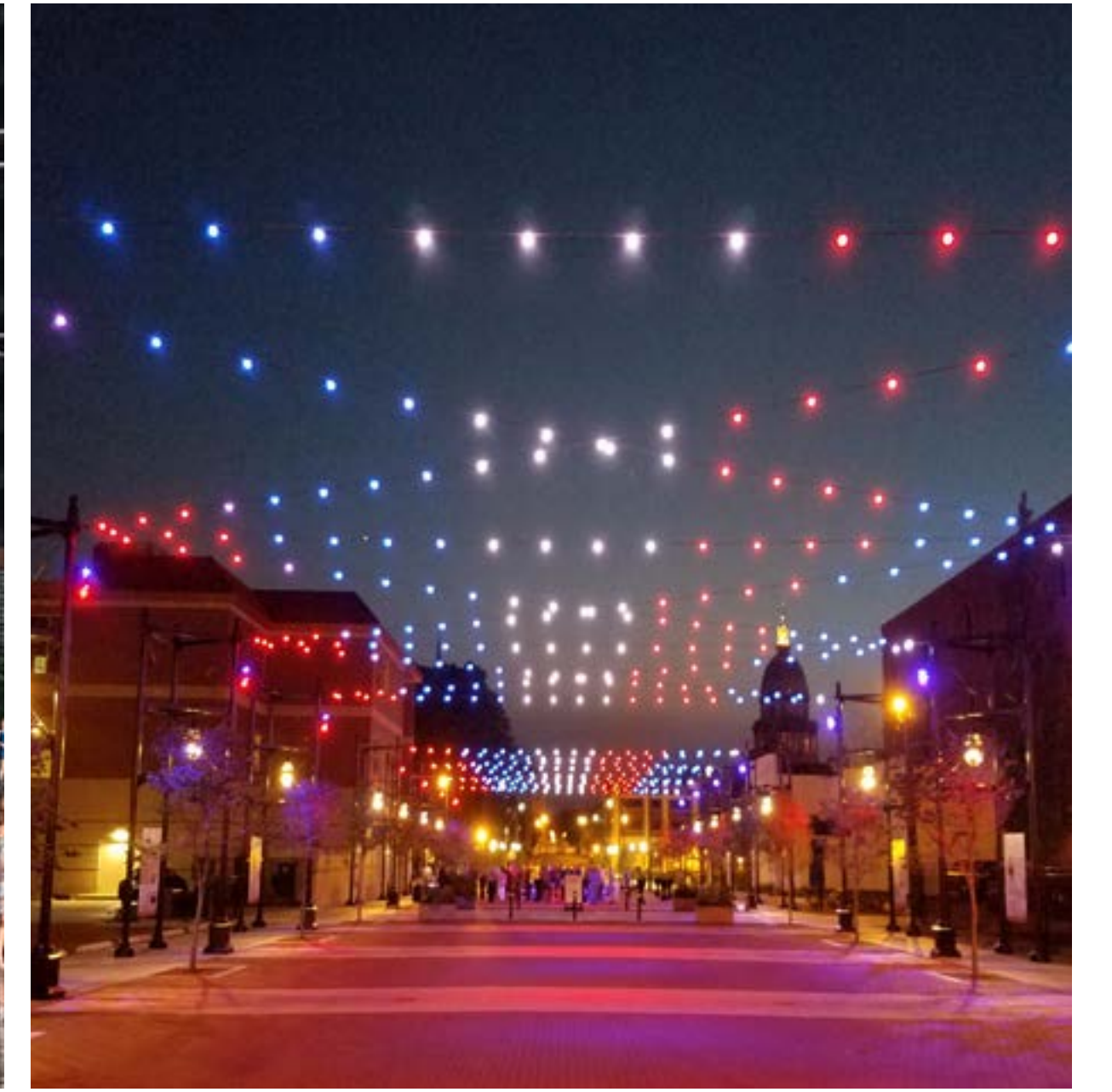
Iconic elements (seating, lighting, wayfinding, etc.)



Interactive/ Educational



Experiential features



Lighting

Activating and Programing



Pop-up uses



Temporary closures



Playful spaces



Street edge activation



Connected with public transportation

Diversity of Public Spaces



Welcoming to all ages



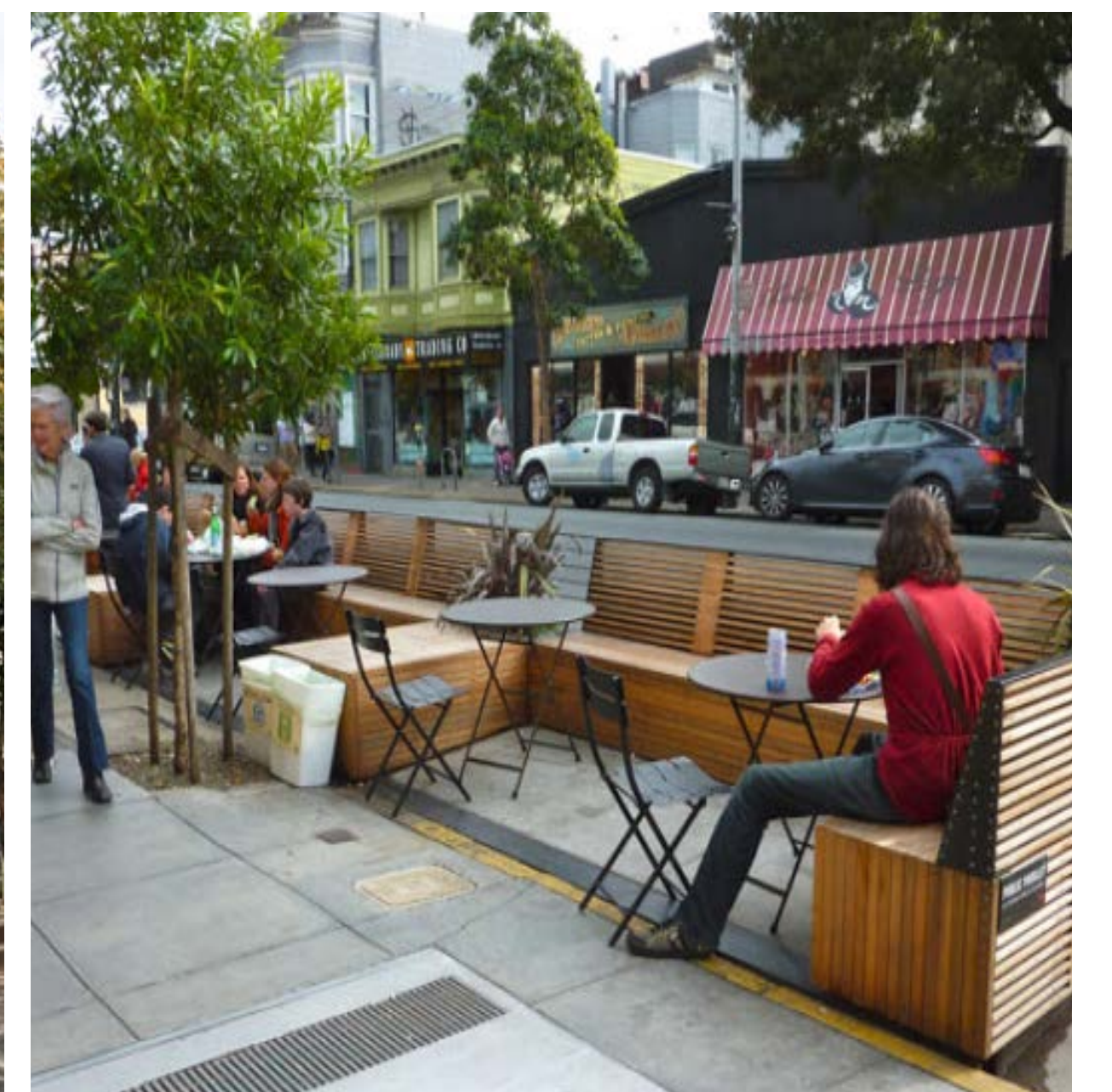
Public space configuration tests



Flexible spaces



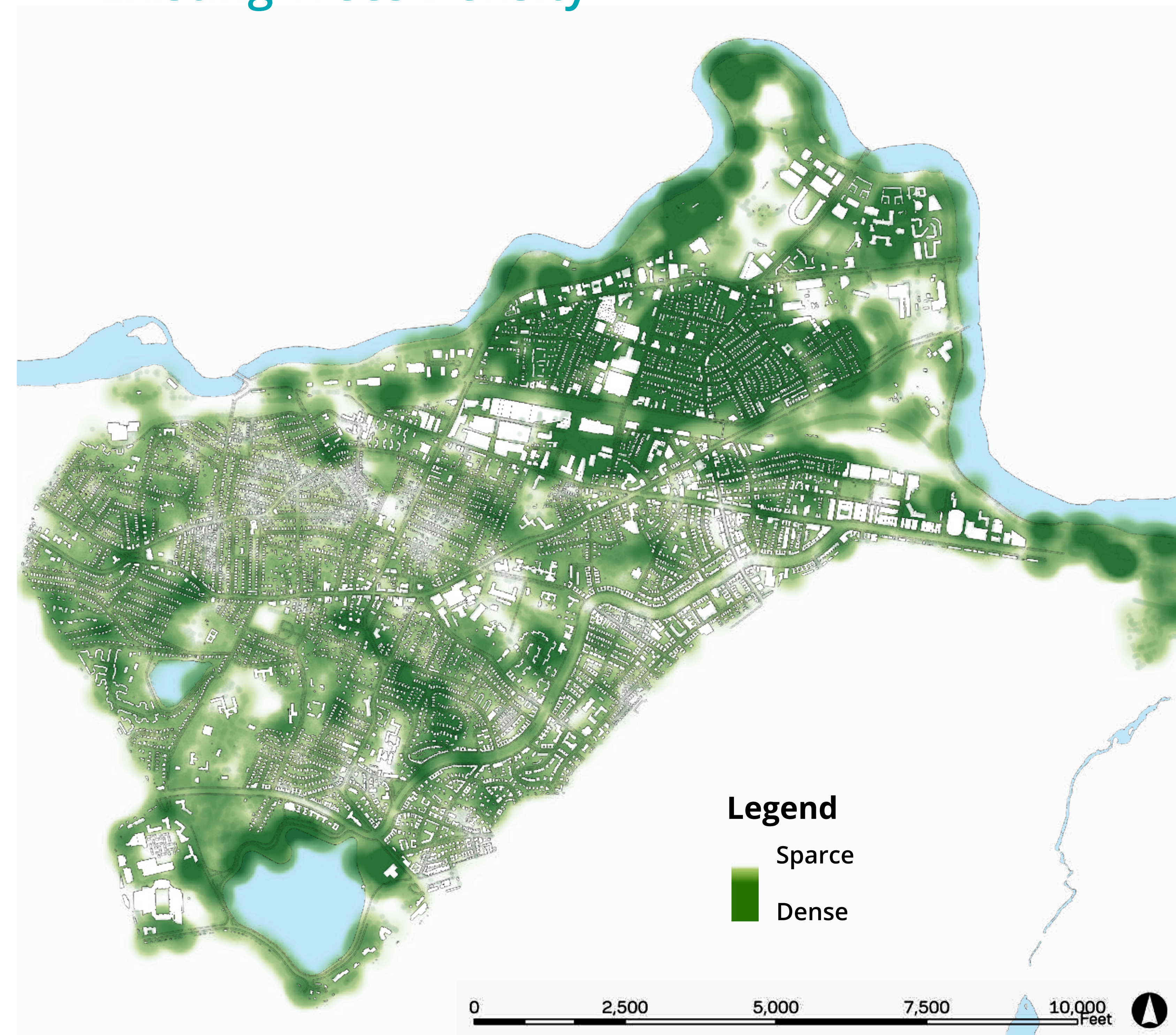
Complementary spaces (soft and hardscaped)



Parklets

Allston-Brighton Greening Program

Existing Trees Density



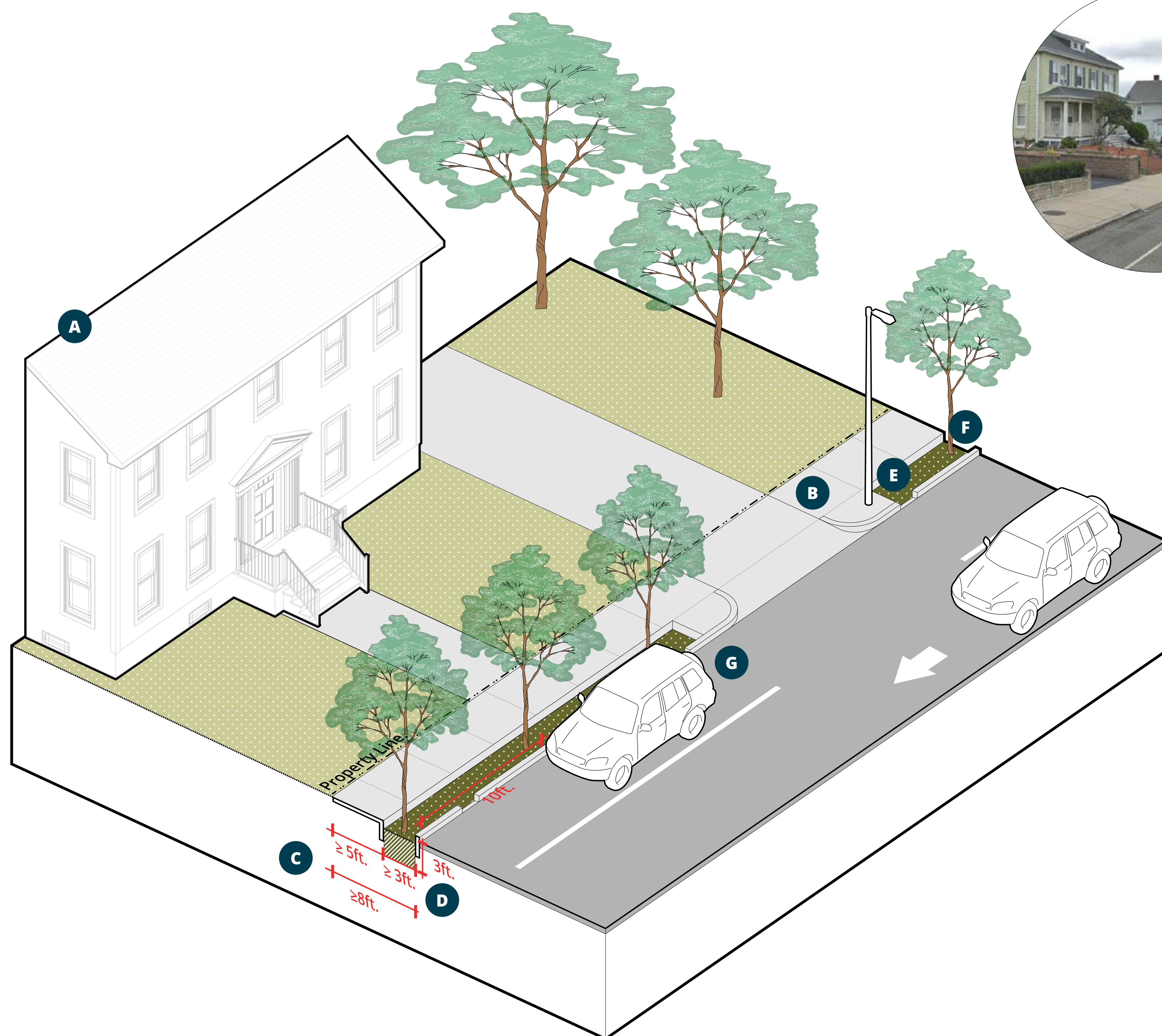
Potential Streets for Greening Program



*Candidate streets will be further evaluated according to the criteria below

Recommendations for Greening Program

Proposed Condition



Current Condition



Proposed Criteria for Adding Street Trees

- A** In residential or low pedestrian volume commercial areas
- B** Less than 60% of the sidewalk currently planted with trees along it
- C** Distance from curb to property line is greater than 8ft. (to allow minimum 5ft. clear unobstructed sidewalk and 3 ft. tree trench)
- D** Trench lengths of minimum 10ft. per tree and depths of at least 3ft. (or soil volume of at least 30sq ft. per tree)
- E** Distance from street light pole is greater than 10ft. (to prevent trees from blocking light)
- F** No underground or overhead utilities (especially natural gas or power lines)
- G** Parking uses at curb (no travel lanes at curb edge to avoid damaging the trees)

General recommendations

- Large species recommended to maximize shade potential
- Choose from City approved street tree list
- Use approved soil mix
- Irrigation program for first year