

Allston-Brighton Mobility Study

Existing Conditions Report

Greetings from



July 2019

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Allston-Brighton Mobility Study

Boston, Massachusetts

Draft

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Boston, Massachusetts

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TABLE OF CONTENTS

1. INTRODUCTION	4
2. GOALS.....	4
3. COMMUNITY ENGAGEMENT	5
4. DRAFT PRIORITY LOCATIONS	9
5. PLANS, DEVELOPMENTS, AND PROJECT CONTEXT	14
6. MULTIMODAL TRANSPORTATION DATA.....	19
7. SUMMARY OF ISSUES, CHALLENGES, AND CONCERNS.....	30
8. NEXT STEPS... ..	35

TABLE OF FIGURES

Figure 1 – Location of Area Workshops	7
Figure 2 – Allston-Brighton Community Comments from the Interactive Online Mapping Tool.....	8
Figure 3 – Heat Map of Vision Zero Safety Concerns in Allston-Brighton	9
Figure 4 – Heat Map of Vision Zero Crash Records in Allston-Brighton	10
Figure 5 – Community Feedback from September 2018 Kick-Off Open House	11
Figure 6 – Initial List of Priority Locations.....	12
Figure 7 – Draft Priority Locations	13
Figure 8 – Past & Ongoing Planning Initiatives Within the A-B Mobility Study Area	15
Figure 9 – Projects Under Article 80 Review, Approved, or Under Construction.....	16
Figure 10 – Planned Transportation Improvements.....	18
Figure 11 – Morning and Evening Peak Hour Level of Service	20
Figure 12 – Evening Peak Period Pedestrian Volumes.....	21
Figure 13 – Evening Peak Period Bicycle Volumes.....	22
Figure 14 – Existing MBTA Transit Service	23
Figure 15 – Accessibility to Key Destinations from the Allston-Brighton Study Area.....	28
Figure 16 – Summary of Community Comments for Vehicles.....	30
Figure 17 – Summary of Community Comments for Pedestrians	31
Figure 18 – Summary of Community Comments for Bicycles	32
Figure 19 – Summary of Community Comments for Transit	33
Figure 20 – Summary of Community Comments for Placemaking.....	34
Figure 21 – Summary of Community Comments – Composite Map for All Modes	35

1. INTRODUCTION

Boston’s Allston-Brighton neighborhood has recently experienced significant growth and new development. While this growth adds economic opportunity and vibrancy, it also raises questions and concerns about how the existing and future multimodal transportation network will accommodate new development. To address these concerns, the Allston-Brighton Mobility Study (“the Study”) will assess pending and approved (but not yet built) development impacts in Allston-Brighton to identify strategies to improve the transportation network—streets, bicycle infrastructure, pedestrian infrastructure, transit, parking, placemaking—and mitigate the impacts of development.

This Existing Conditions Report focuses on understanding the current transportation conditions in Allston-Brighton. Additionally, the findings from this analysis set the foundation for the evaluation of future conditions by serving as a comparable benchmark and by informing decision-makers of current issues, trends, and objective findings.

2. GOALS

Building on past studies, the primary purpose of this Study is to identify and develop an actionable “menu” of options to improve mobility and safety for all modes. Overall, the Study seeks to improve the quality of life for the residents of Allston-Brighton.

The goals developed for the Study will guide the planning and implementation of multimodal transportation infrastructure within Allston-Brighton. The goals, listed below, were developed based on public comments and a review of existing citywide and neighborhood plans.

1. Increase **safety for all modes**—pedestrian, bicycle, transit, and passenger vehicles—while working towards a Vision Zero Boston.¹
2. Guided by Boston Complete Streets,² **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**, based on where demand is greatest.
6. Create a more attractive and comfortable walking and bicycling environment by **improving streetscapes** and establishing active spaces.

¹ Vision 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>

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

7. **Enhance parking and permit regulations** to preserve existing residential and commercial needs and to encourage alternative travel modes within the Allston-Brighton neighborhood.
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, building, or otherwise providing appropriate mobility and accessibility improvements.

3. COMMUNITY ENGAGEMENT

Allston-Brighton residents provide valuable information regarding their experiences and perceptions related to mobility. Their input helps reinforce community goals and identify transportation-related safety concerns early in the planning process. At this point in the Study, over 700 community comments relating to transportation challenges, concerns, and observations in the Allston-Brighton community have been provided to the Boston Planning & Development Agency (BPDA) via public meetings, area wide workshops, an interactive online mapping tool, and online comment forms. The following sections detail the public engagement efforts to date. The comments up until the end of March 2019 are provided in **Appendix 1**. For a complete record of public comments received during this community engagement process, go to bit.ly/ABMobility.

Exhibit 1 – Community Participation at the September 2018 Open House and January 2019 Public Meeting



OPEN HOUSE (SEPTEMBER 2018)

The Study officially kicked off at an Open House on September 12, 2018. The BPDA and partner agencies, including the Massachusetts Department of Transportation (MassDOT), the Massachusetts Bay Transportation Authority (MBTA), the Metropolitan Area Planning Council (MAPC), the Central Transportation Planning Staff (CTPS), the Boston Public Works Department (PWD), the Office of Neighborhood Services, and Boston Transportation Department (BTD), were on hand to discuss the scope and type of improvements that the Study would be examining. More than 100 community members attended and provided over 200 comments relating to all modes of transportation. Common themes identified during the meeting include safe street crossings, frequent and reliable transit, better bicycle infrastructure, effective parking capacity management, and connectivity to green and open space.

PUBLIC MEETING (JANUARY 2019)

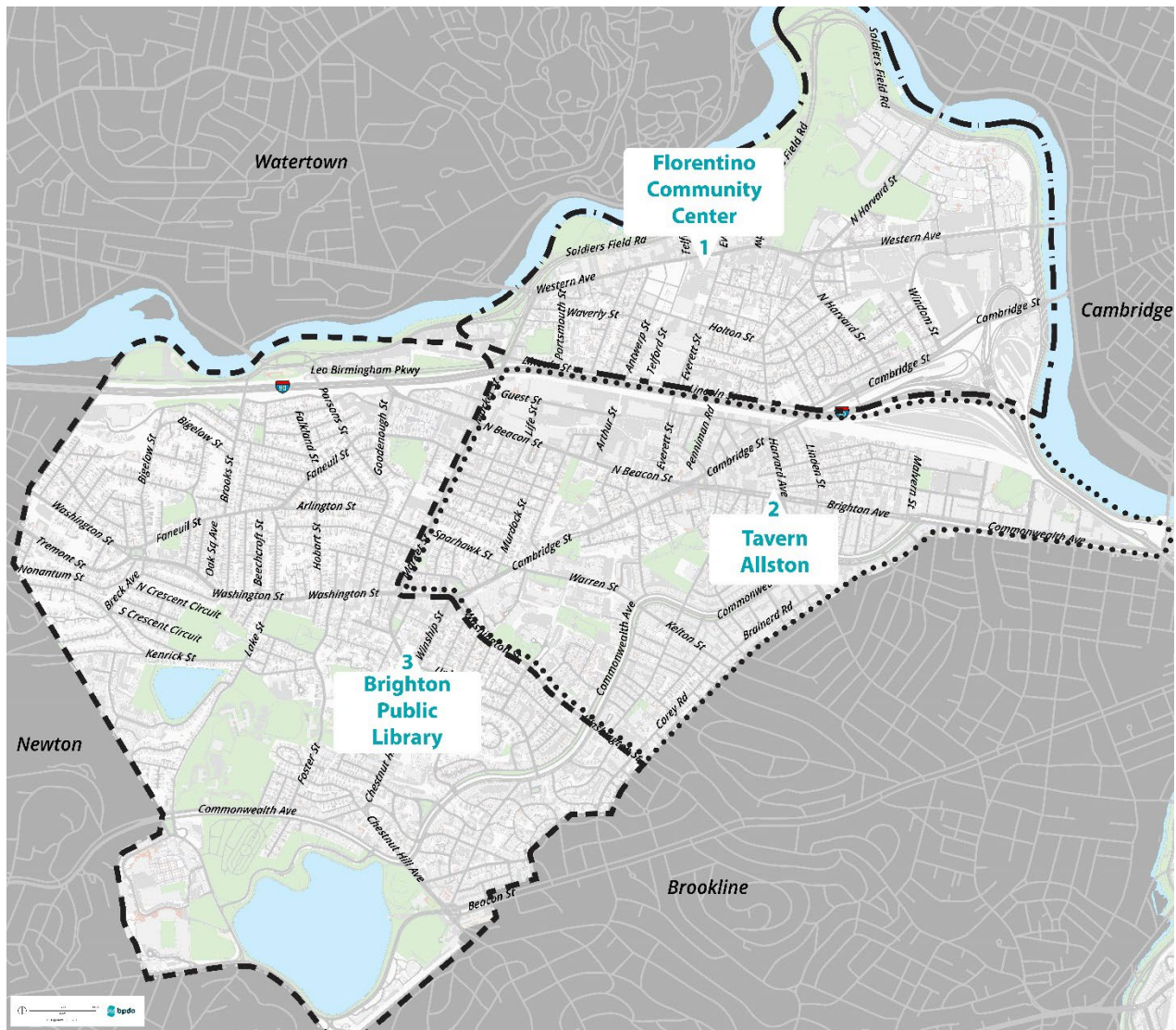
After the initial September 2018 Open House, the Study team reviewed the comments received and analyzed existing data from Vision Zero to identify priority locations within Allston-Brighton. On January 30, 2019, the Study team held its second community meeting to seek public input on the preliminary list of locations identified for further analysis and to solicit feedback on the draft goals for the Study. The Study team also presented the community with a “toolbox” of potential improvements based on the transportation challenges being observed and encouraged participants to visit the project’s Interactive Online Mapping Tool (see **Figure 2**) to either confirm existing priority locations or identify new opportunities. More than 50 community members attended the January 30, 2019, community meeting and provided over 50 comments relating to all modes of transportation.

AREA WORKSHOPS (FEBRUARY/MARCH 2019)

Following the Public Meeting in January 2019 the team held “area workshops” in February and March 2019 in three areas of Allston-Brighton shown in **Figure 1**. The purpose of these area workshops was to identify transportation challenges and brainstorm mobility solutions at targeted locations. Over 300 comments were provided at these workshops. The area wide workshops were held at the following locations:

- Fiorentino Community Center
- Tavern Allston
- Brighton Public Library

Figure 1 – Location of Area Workshops



INTERACTIVE ONLINE MAPPING TOOL

An interactive online map was launched during the January 2019 Public Meeting to provide the community with the opportunity to confirm the draft priority locations or to identify key locations within Allston-Brighton not represented. Additionally, the Interactive Online Mapping Tool provided the community with the opportunity to identify potential transportation interventions to address mobility concerns. The Interactive Online Mapping Tool was available for approximately two months and garnered over 200 comments related to pedestrians, bicyclists, transit, motor vehicles, parking, and placemaking (See **Figure 2**).

Figure 2 – Allston-Brighton Community Comments from the Interactive Online Mapping Tool

ALLSTON-BRIGHTON MOBILITY STUDY



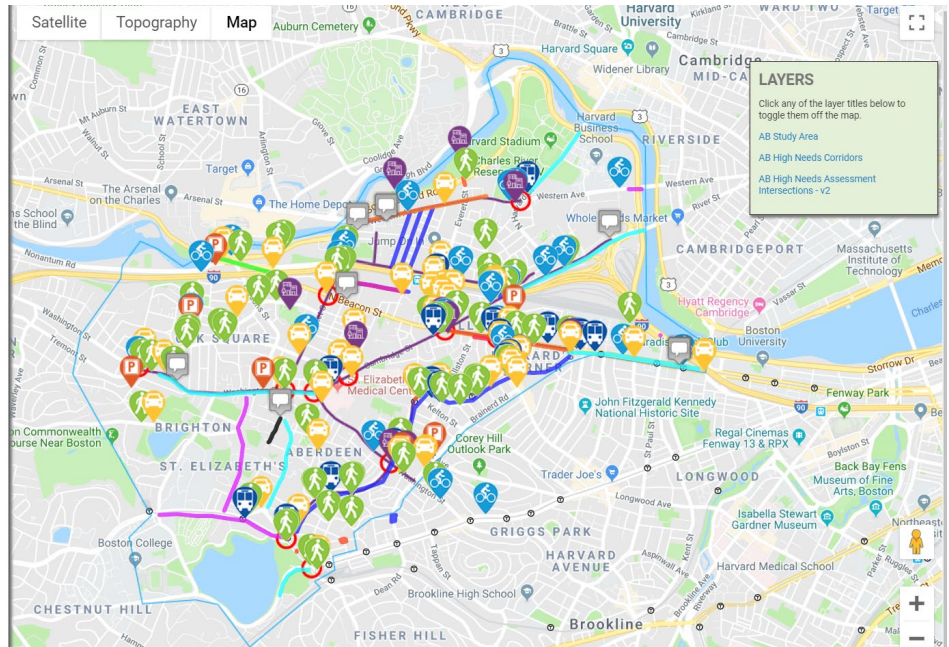
Thank you for your interest. The commenting period has closed, but you can view previous comments by clicking on the icons on the map.

Information gathered from Vision Zero, reported crashes, and community meetings was used to identify priority corridors and intersections within Allston-Brighton. The purple lines on the map represent "priority corridors." The red circles on the map represent "priority intersections."

[View a list of existing comments](#) →

Having trouble viewing or using the map? Please contact ABMobility@boston.gov with your comments.

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[Admin login](#)



4. DRAFT PRIORITY LOCATIONS

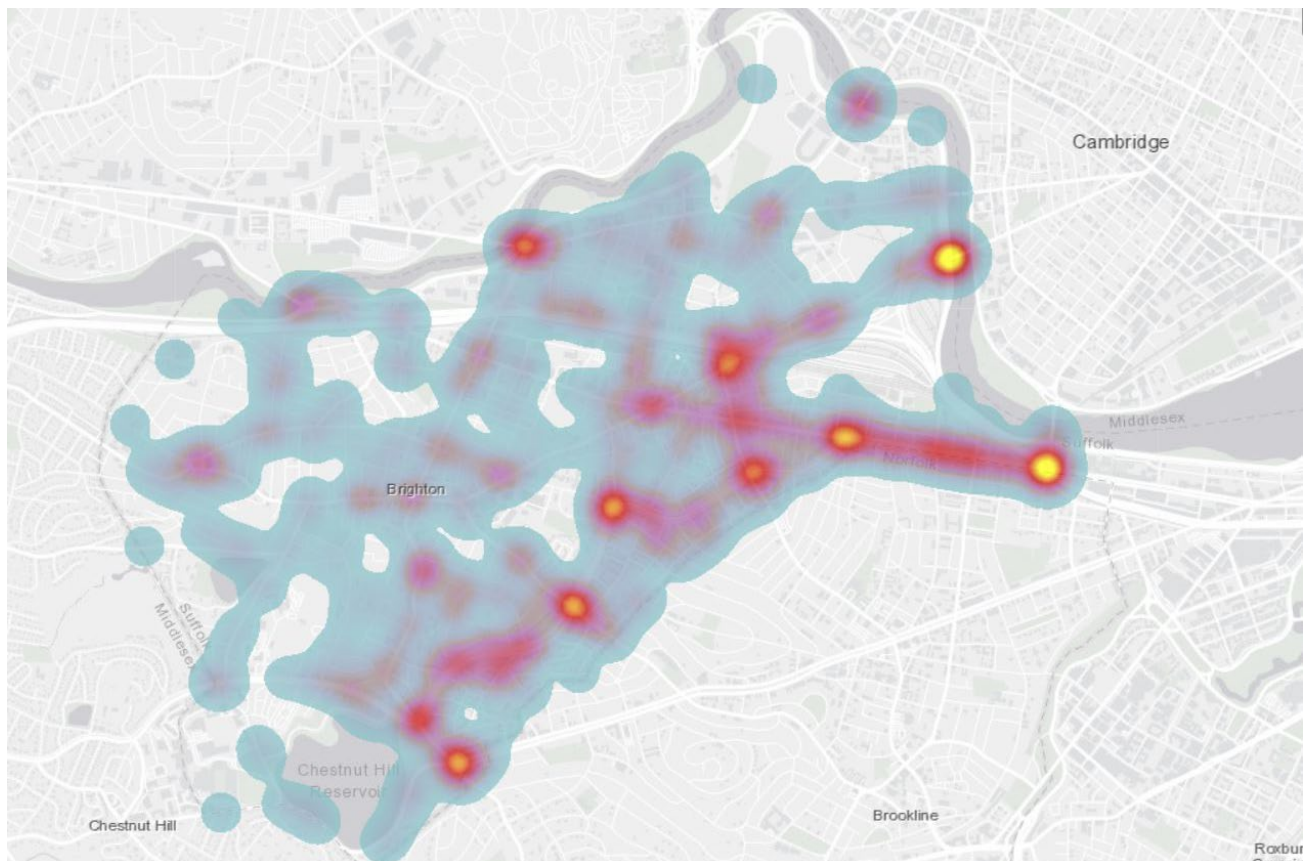
HEAT MAPS

To begin to identify areas of concern, a series of “heat maps” was made to show locations where concerns – especially safety concerns – were concentrated. Sources of data include Vision Zero safety concerns, Vision Zero crash records, and Open House comments. To view the Vision Zero safety concerns and crash records click [here](#).

VISION ZERO SAFETY CONCERNS

In 2015, Boston released its *Vision Zero Action Plan*. The plan aims to eliminate fatal and serious traffic crashes by 2030 by focusing on four strategies: reducing speeds and designing safer streets, tackling distracted and impaired driving, engaging the City’s residents, and encouraging the City’s residents to hold themselves accountable. As part of the engagement process, Vision Zero provides residents with the opportunity to identify safety concerns for all transportation modes (e.g., motor vehicles, pedestrians, bicycles, transit) at specific locations throughout the City. Over 500 transportation related safety concerns have been provided in Allston-Brighton since 2016. A heat map showing the concentration of Vision Zero safety concerns is shown in **Figure 3**.

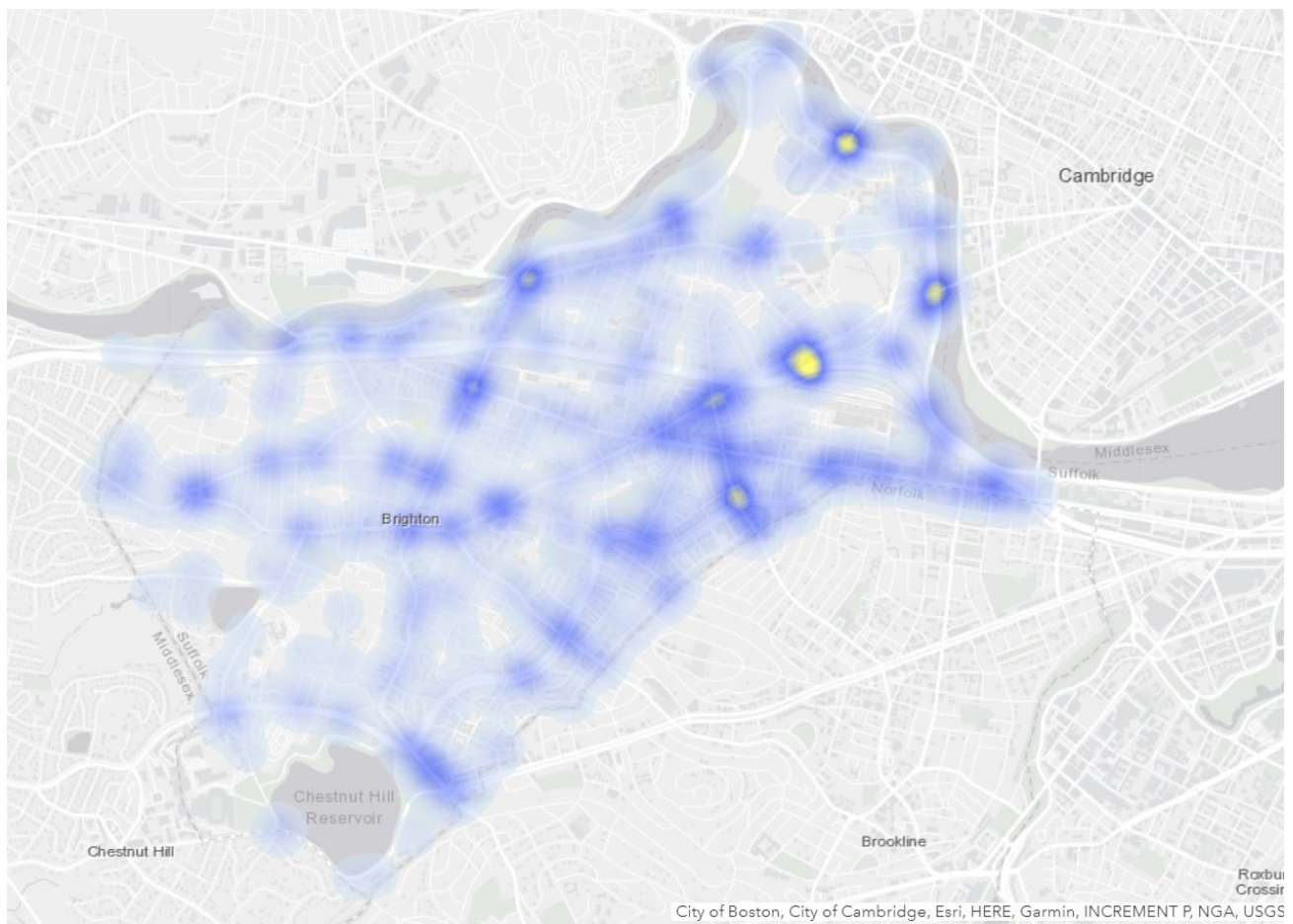
Figure 3 – Heat Map of Vision Zero Safety Concerns in Allston-Brighton



VISION ZERO CRASH RECORDS

Vision Zero crash records are compiled by the City's Department of Innovation and Technology using the City's Computer Aided Dispatch (CAD) system (i.e., 911). These records account for crashes where a response from an Emergency Management Service (EMS) was required. The dataset does not indicate the crash severity or whether medical care was provided. Since the dataset does not include crash severity, incidents where EMS were requested are used as a proxy for injury crashes. The dataset also does not report property damage only crashes. Vision Zero crash records in Allston-Brighton since 2015 informed the selection of priority locations. A heat map showing where the Vision Zero crash records were concentrated is shown in **Figure 4**.

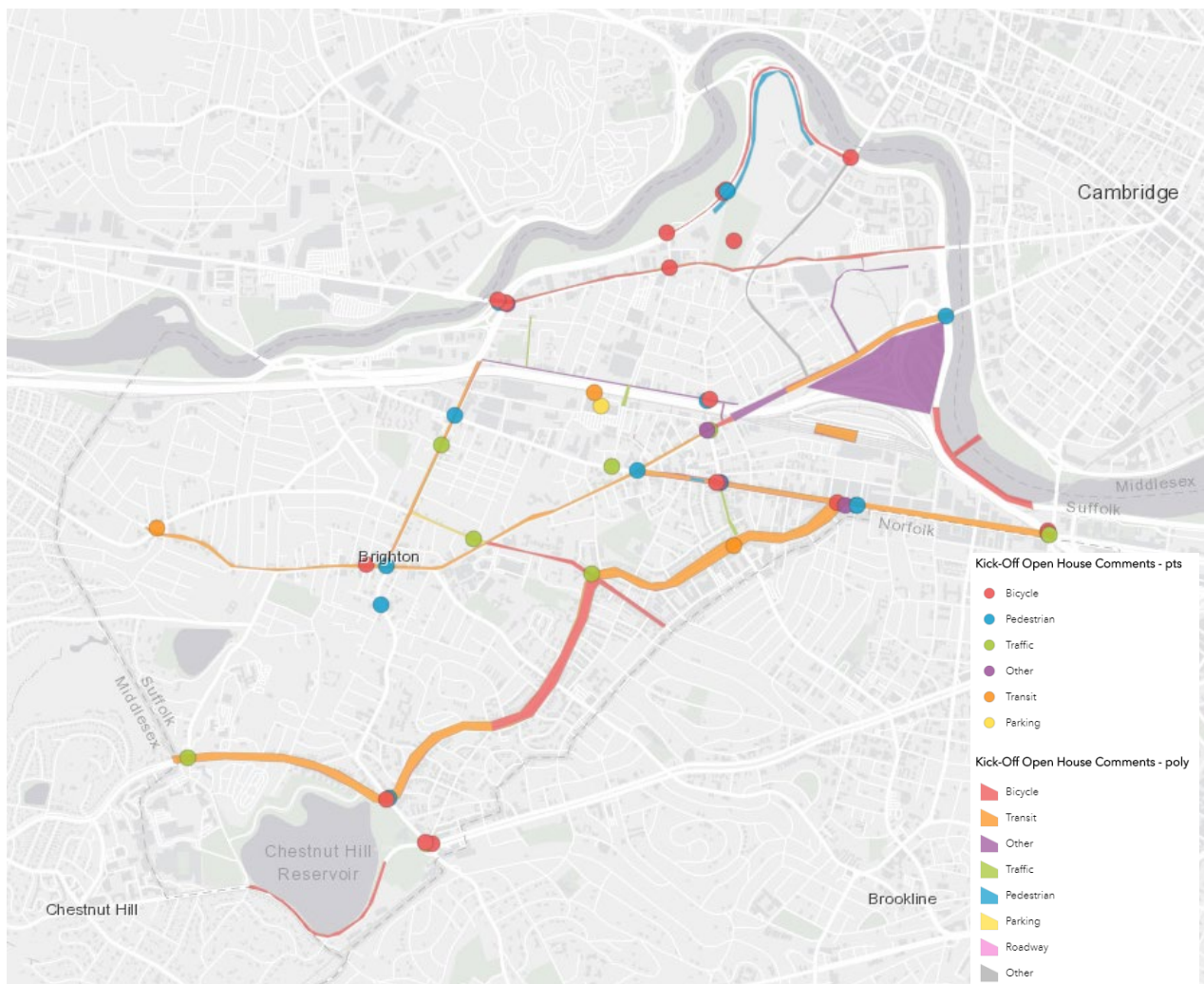
Figure 4 – Heat Map of Vision Zero Crash Records in Allston-Brighton



COMMUNITY FEEDBACK – KICK-OFF OPEN HOUSE

The Study’s kick-off Open House in September 2018 attracted more than 100 community members who provided over 200 comments relating to concerns and opportunities for all modes of transportation within the study area. The meeting focused on the Study’s scope, as well as the types of improvements that would be the focus of the Study. Key topics discussed included safe street crossings, frequent and reliable transit, better bicycle infrastructure, effective parking capacity management, and connectivity to green and open space. A map of the feedback gathered from the community at the September Kick-off Open House is shown in **Figure 5**.

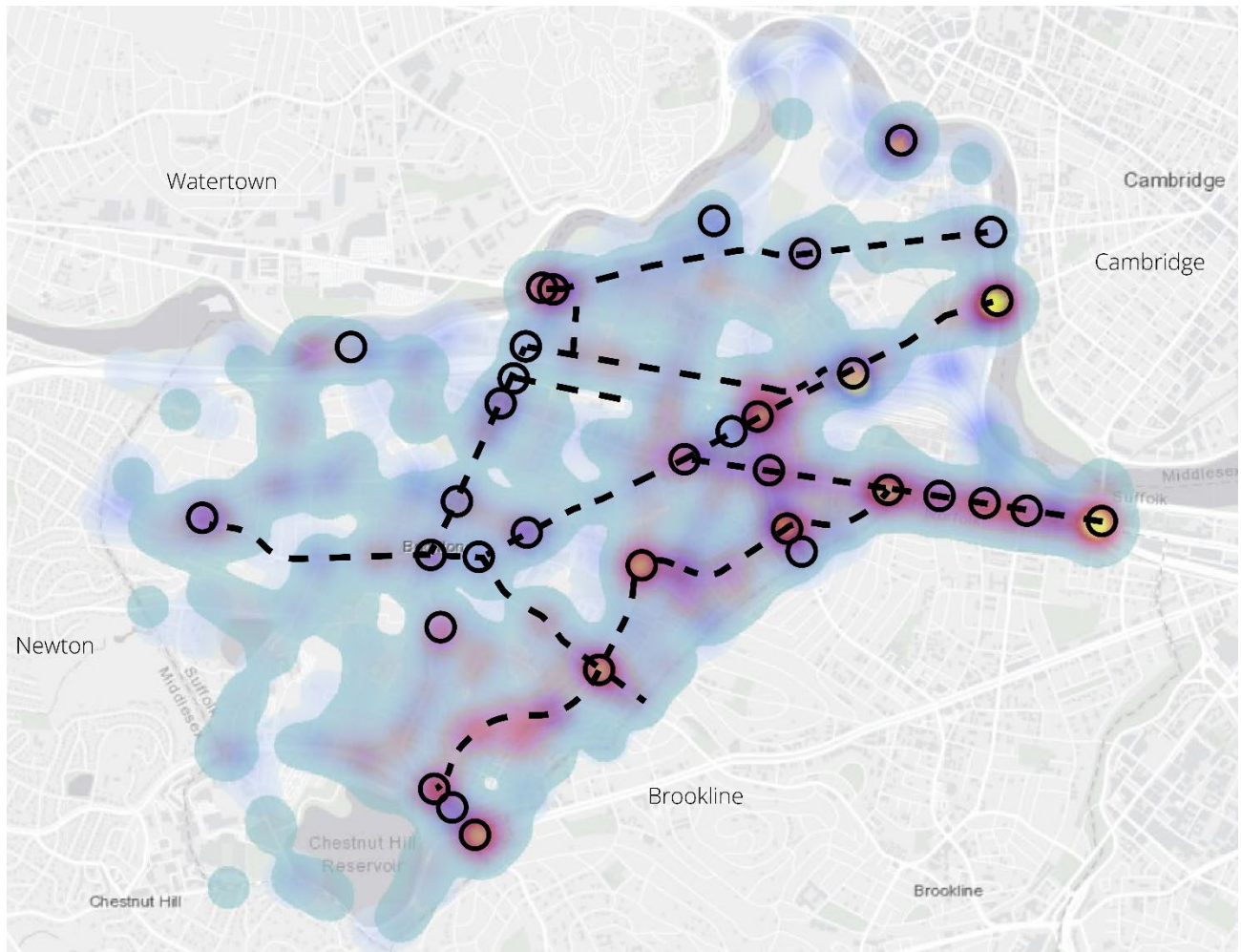
Figure 5 – Community Feedback from September 2018 Kick-Off Open House



DRAFT PRIORITY LOCATIONS FOR STUDY AND POSSIBLE IMPLEMENTATION

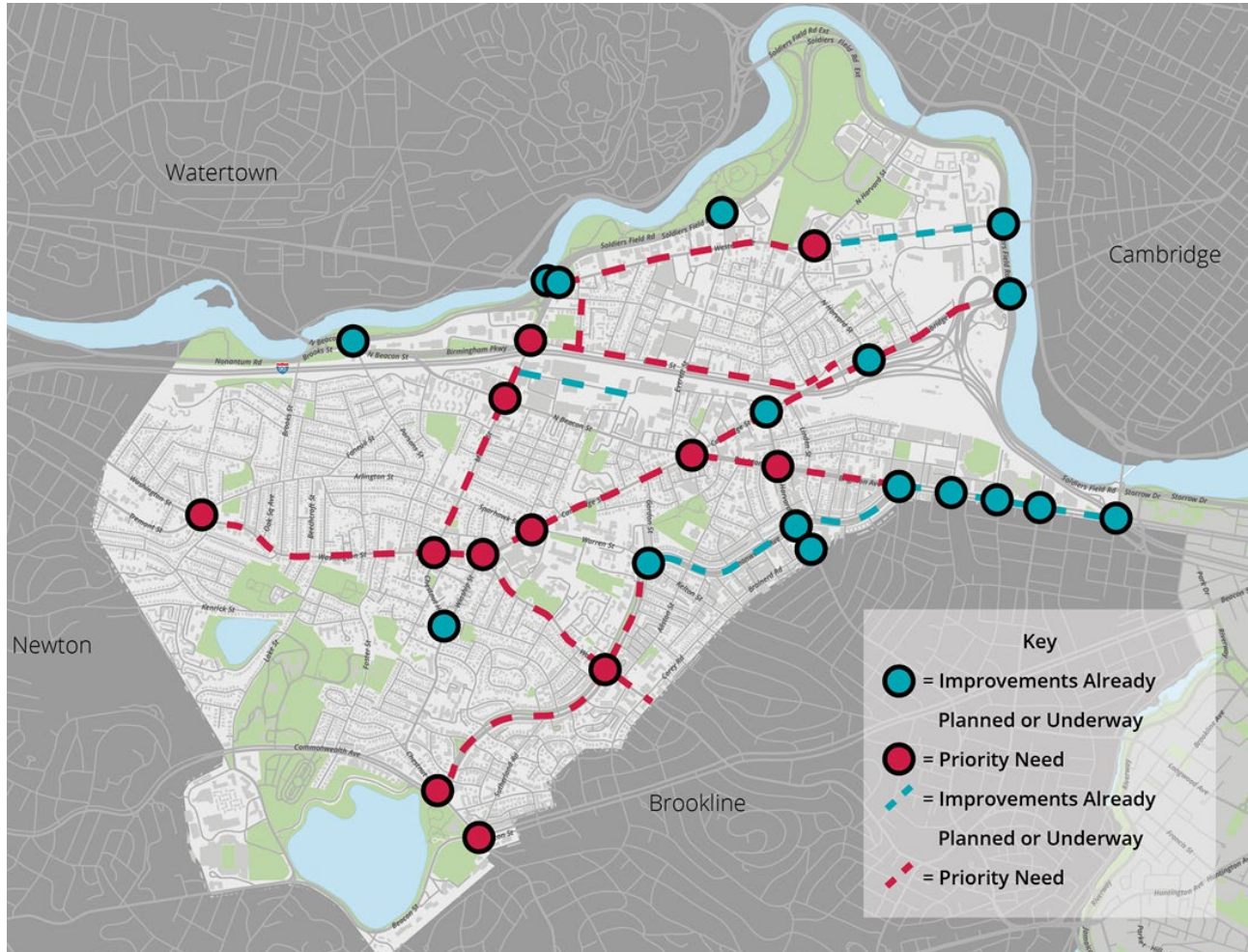
Community feedback, safety concerns, and crash history as identified in the heat maps were used to identify the draft priority locations for study and possible implementation within Allston-Brighton. Crash records and community concerns were obtained through Boston's Vision Zero program. These data points, combined with community comments from the September 2018 Open House, were overlaid to identify locations within the study area where transportation related concerns were consistently being identified. The initial priority list identified specific locations (i.e., roadway intersections) or corridors (i.e., street segments) that presented opportunities for physical improvements and/or policy recommendations to address safety concerns or improve conditions for all modes of transportation (See Figure 6).

Figure 6 – Initial List of Priority Locations



This initial list of preliminary priority locations was narrowed further by focusing on locations not already planned for improvement. In total, twelve intersections and eight corridors were identified as the draft list of priority locations to be evaluated further (See **Figure 7**) and were presented to the Allston-Brighton neighborhoods at the January 2019 Public Meeting to gather feedback. The subsequent sections provide additional information regarding the data sources used to prioritize the draft list of locations, as well as a visual representation of the data.

Figure 7 – Draft Priority Locations



5. PLANS, DEVELOPMENTS, AND PROJECT CONTEXT

To develop an understanding of the transportation framework in the Allston-Brighton neighborhood that preceded this Study, the team conducted a review of the following:

- Citywide planning initiatives such as Go Boston 2030
- Neighborhood-specific and institutional plans to understand relevant policies and initiatives
- Planned area wide development, both approved but not yet fully occupied or under review
- Infrastructure projects that are planned or under construction

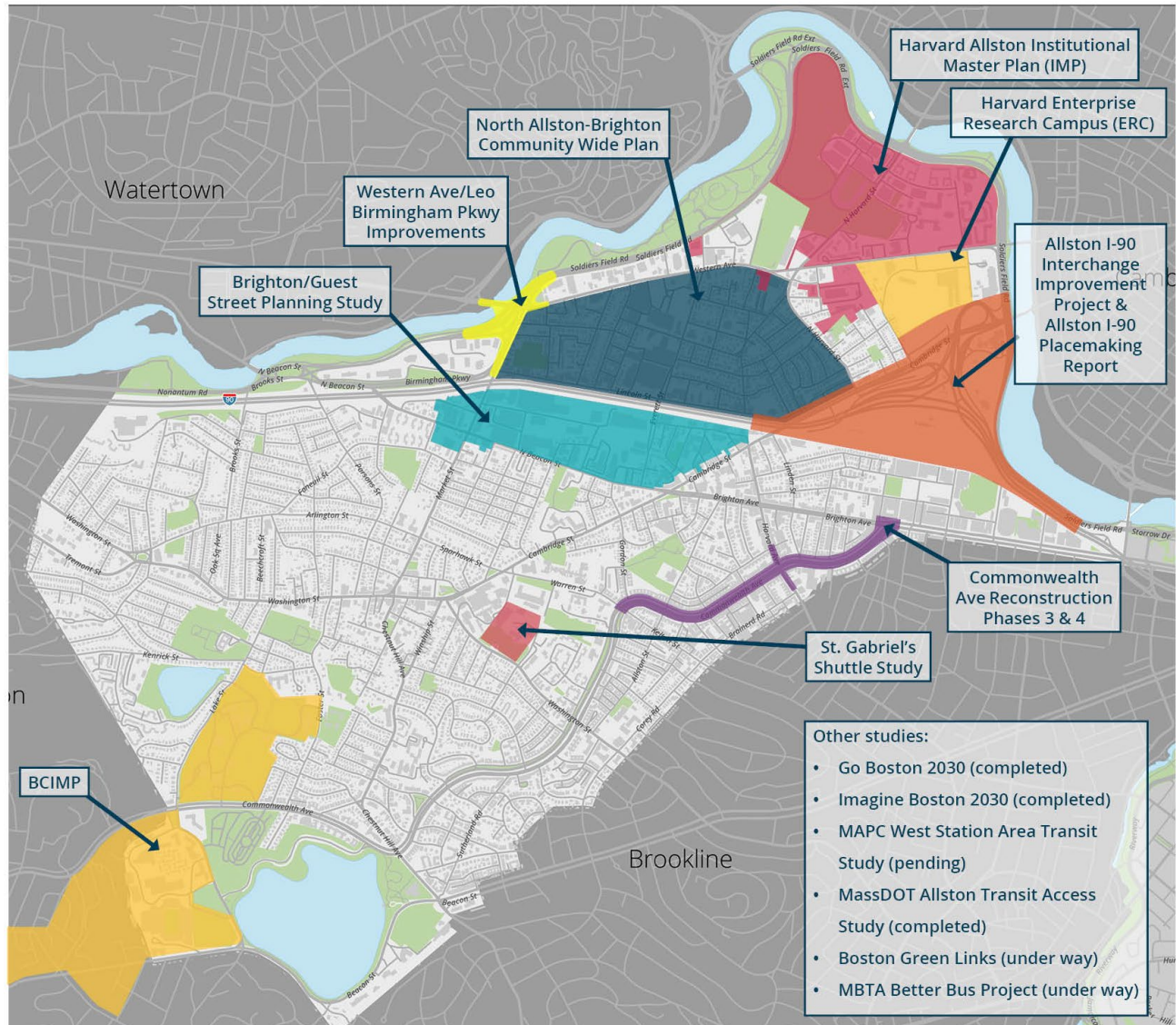
This inventory was used to establish an understanding of relevant past planning in Allston-Brighton and to ensure continuity and consistency in planning.

INVENTORY OF PLANS – PREVIOUS, ADOPTED, AND PENDING

The Allston-Brighton neighborhood has many relevant past and ongoing planning initiatives that have created the neighborhood's transportation framework. These initiatives are listed below and displayed visually in **Figure 8**. Refer to **Appendix 2** for a summary of each initiative.

- Placemaking Report: I-90 Allston Interchange Improvement Project, BPDA
- Western Avenue/Soldier's Field Road/Leo Birmingham Parkway Improvements, BPDA/BTD
- Harvard University's Campus in Allston – Institutional Master Plan, Harvard University
- Harvard Enterprise Research Campus (ERC), Harvard University
- Brighton – Guest Street Area Planning Study, BPDA
- Allston Yards Development Area, VHB, Inc.
- Green Line Service Improvements, MBTA
- Go Boston 2030, BTD
- North Allston Strategic Framework for Planning, BRA
- Allston Transit Access Study, MassDOT
- MassDOT Allston I-90 Interchange Improvement Project
- 159-201 Washington Street Development (St. Gabriel's) Shuttle Feasibility Study, CC+F/TransAction
- Commonwealth Ave Reconstruction Phases 3 & 4, PWD
- MBTA Better Bus Project, MBTA
- West Station Study, MAPC
- North Allston-Brighton Community-Wide Planning Initiative, BRA
- Boston College – Institutional Master Plan
- Imagine Boston 2030, BTD

Figure 8 – Past & Ongoing Planning Initiatives Within the A-B Mobility Study Area



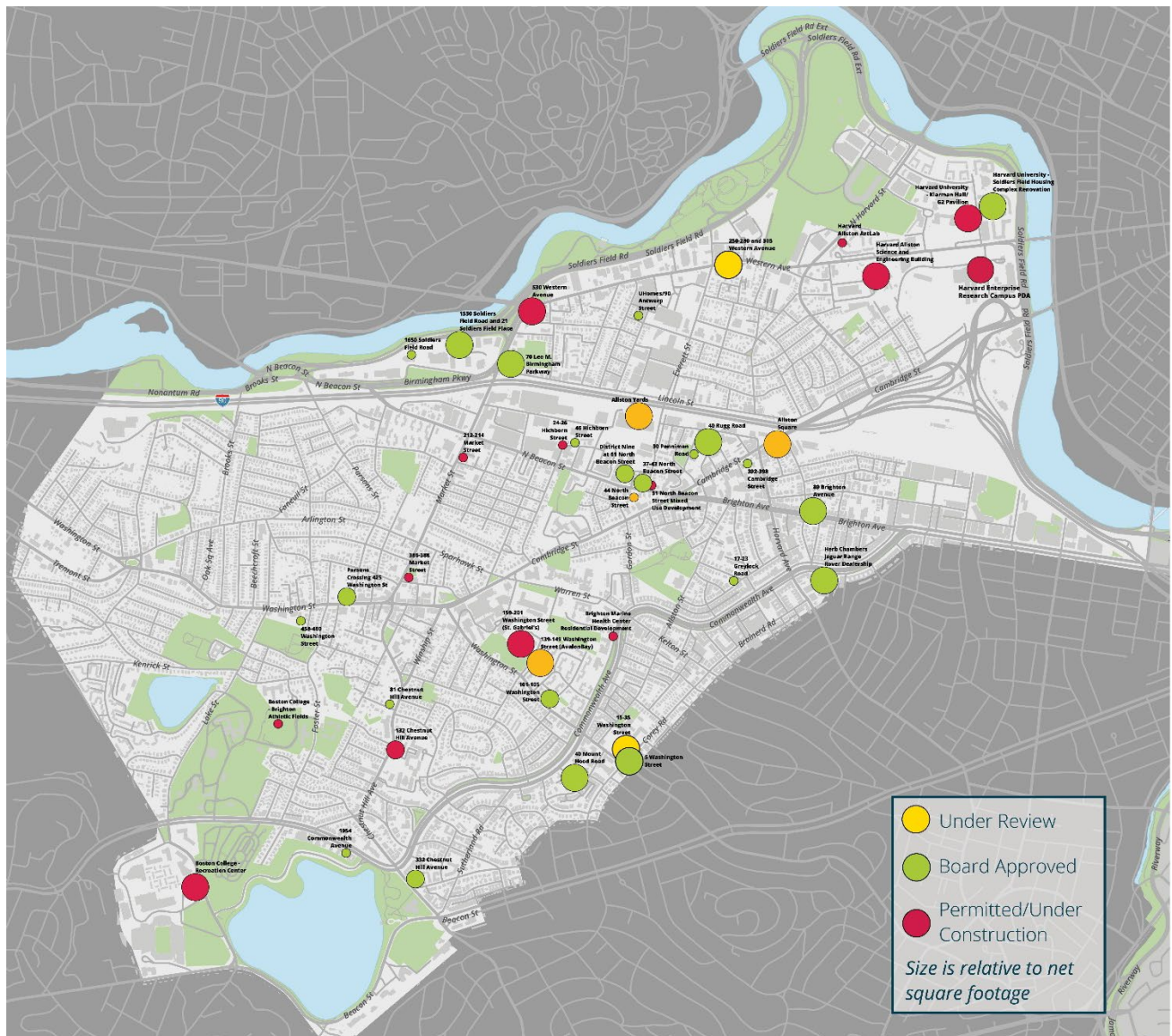
Source: bostonplans.org. Current as of April 2019.

INVENTORY OF PENDING AND APPROVED DEVELOPMENTS

Development within the City of Boston is subject to development review if it proposes one of the following: over 20,000 square feet of new development; planned development area (new zoning overlay district with a minimum of one acre); or falls within an institutional master plan area. The review process may include review of a project's impacts on transportation, public realm, the environment, and historic resources. For projects that are over 50,000 square feet, transportation review typically requires a Transportation Access Plan Agreement (TAPA) to assess and ameliorate project transportation impacts. Transportation studies require the project team to account for other known projects in the area as well as a general increase in area wide population growth to account for small projects and general population growth. As part of the permitting process, these projects are required to mitigate their impacts and execute a TAPA that legally binds the project to various site-specific transportation commitments.

At the time of this report, numerous projects in Allston-Brighton were at various stages of the development process. 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 (See **Figure 9**). Approximately 80% of the new proposed development is residential. Office, institutional, hotel, and retail uses comprise the remaining 20% of proposed new development.

Figure 9 – Projects Under Article 80 Review, Approved, or Under Construction



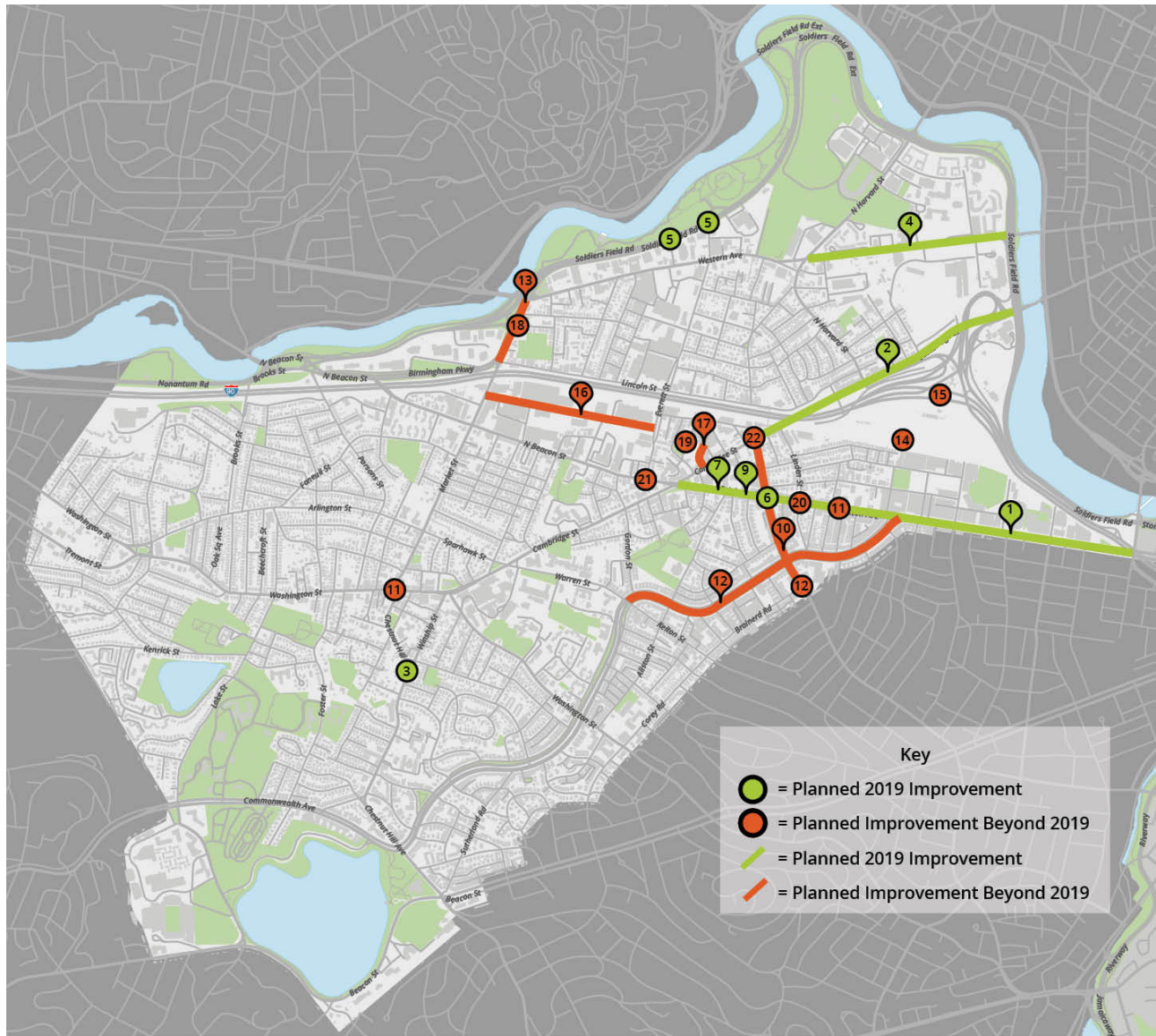
Source: bostonplans.org. Current as of January 2019.

PLANNED IMPROVEMENTS

There are many transportation infrastructure projects in Allston-Brighton that are currently under construction or planned, as shown in **Figure 10**. The transportation improvements are planned by several different transportation agencies at City and State levels including the BTS, the Boston Public Works Department, and MassDOT. The projects include signal improvements, pedestrian and bicycle improvements, new roadway connections, curbside management, and transit priority improvements. Due to project scheduling, availability of financing, and various other factors, these projects have a range of construction timelines; however, the following projects should be completed in 2019:

- Soldier's Field Road: pedestrian improvements
- Western Avenue: roadway reconstruction and bicycle improvements between Barry's Corner and Soldier's Field Road to the East (included in Harvard's plans)
- Cambridge Street: intersection signal upgrades and bicycle improvements
- Brighton Avenue: bus priority lane
- Commonwealth Avenue: cycle track and signal improvements
- Chestnut Hill Avenue/Winship Street: intersection improvements

Figure 10 – Planned Transportation Improvements



List of Projects:

- | | | |
|--|---|---|
| 1. Commonwealth Avenue Phase 2/2A | 9. Metered Parking | 17. Emery Road Sidewalk |
| 2. Cambridge Street Bike Improvements | 10. Better Bike Corridors | 18. Lothrop St and Leo Birmingham Parkway Signal |
| 3. Chestnut Hill Ave at Winship Street | 11. Walk and Bike Friendly Main Streets | 19. Penniman Road Crossing |
| 4. Western Avenue- Harvard ERC | 12. Commonwealth Ave Phases 3 & 4 | 20. Brighton Ave / Linden St Signal |
| 5. Soldiers Field Road Crossings | 13. Leo Birmingham Parkway Bike Lanes | 21. Everett St / N Beacon St Signal |
| 6. Harvard Avenue Rideshare Zone | 14. West Station | 22. Harvard Ave / Cambridge St / Franklin St Intersection |
| 7. Brighton Ave Bus Priority | 15. I-90 Interchange Project | |
| 8. BTD Signal Equipment Upgrades | 16. Guest Street Corridor | |

Source: City of Boston Research

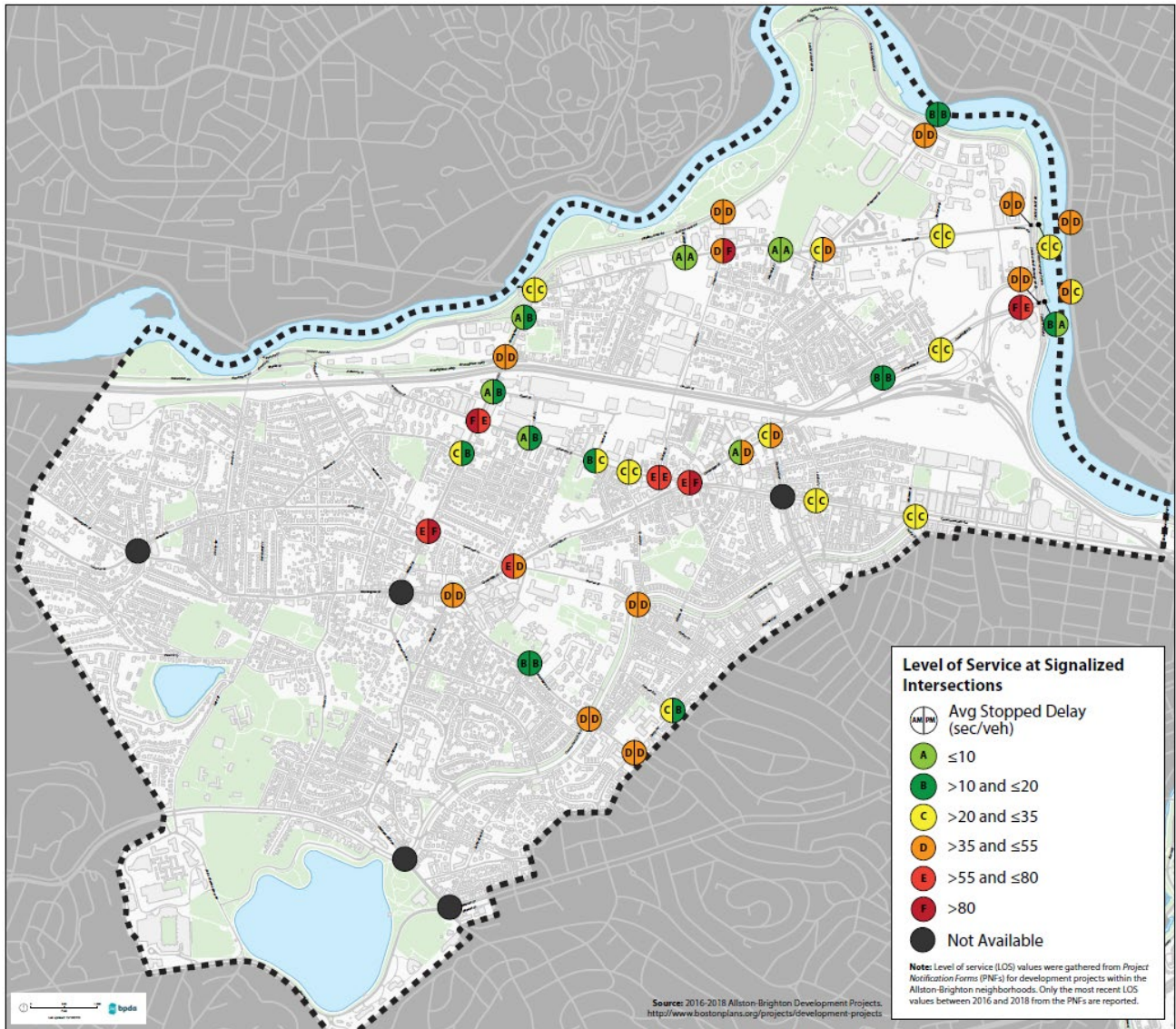
6. MULTIMODAL TRANSPORTATION DATA

Data from existing plans, approved and proposed developments, and planned improvements were reviewed to understand how the transportation challenges identified by the community align with existing transportation data, and to understand where data still needs to be collected.

MOTOR VEHICLE VOLUMES AND LEVEL OF SERVICE

Motor vehicle volumes and level of service (LOS) values at intersections were gathered from *Project Notification Forms* (PNFs) for development projects within the Allston-Brighton neighborhoods (See **Appendix 3**). Only the most recent volumes and LOS values between 2016 and 2018 at signalized intersections from the PNFs are reported. **Figure 11** details the weekday morning and evening peak hour LOS for the study area under existing conditions. As described in the Highway Capacity Manual 2010 methodology, intersection LOS is defined in terms of average total vehicle delay of all movements through the intersection. The assigned LOS value reflects the average delay experienced per vehicle at the intersection during the analysis period (typically a one-hour AM and one-hour PM peak). LOS A can be considered free flow or near free flow (less than 10 seconds of average delay per vehicle) and LOS F indicates highly congested conditions, with more than 80 seconds of average delay at a signalized intersection. As shown in **Figure 11**, there are a number of intersections within the study area operating at LOS F.

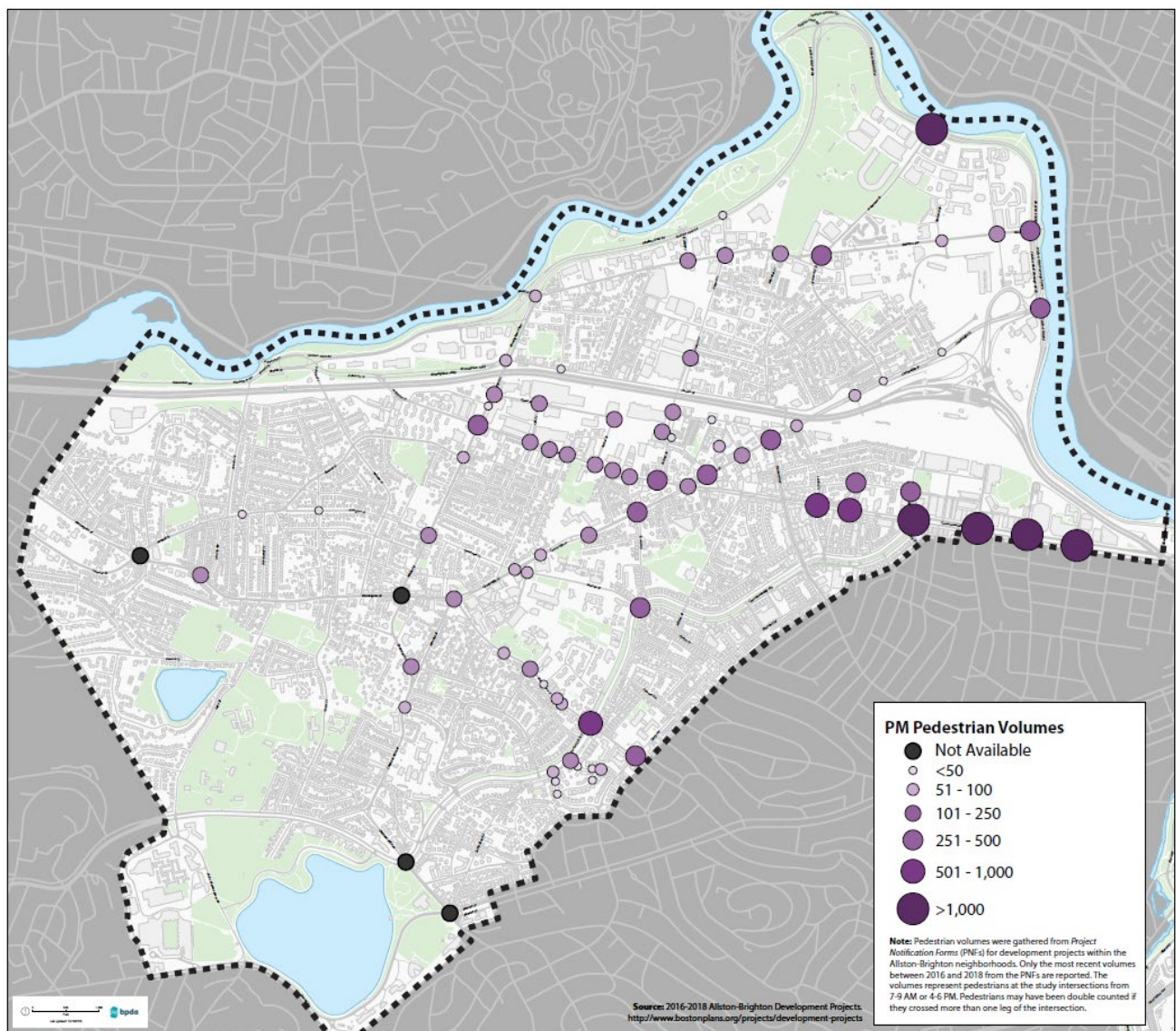
Figure 11 – Morning and Evening Peak Hour Level of Service



PEDESTRIAN VOLUMES

Pedestrian volumes at signalized and unsignalized intersections were gathered from PNFs for development projects within the Allston-Brighton neighborhoods. Only the most recent pedestrian volumes between 2016 and 2018 are reported. The volumes represent pedestrians utilizing the study intersections from 7-9 AM or 4-6 PM. See **Figure 12** for pedestrian volumes during the evening peak period (i.e., 4 to 6 PM). Pedestrians may have been double counted if they crossed more than one leg of the intersection. While pedestrian volumes are consistent throughout the study area, Brighton Avenue east of Harvard Avenue has pedestrian volumes that exceed 1,000 during the two hour peak period at multiple locations.

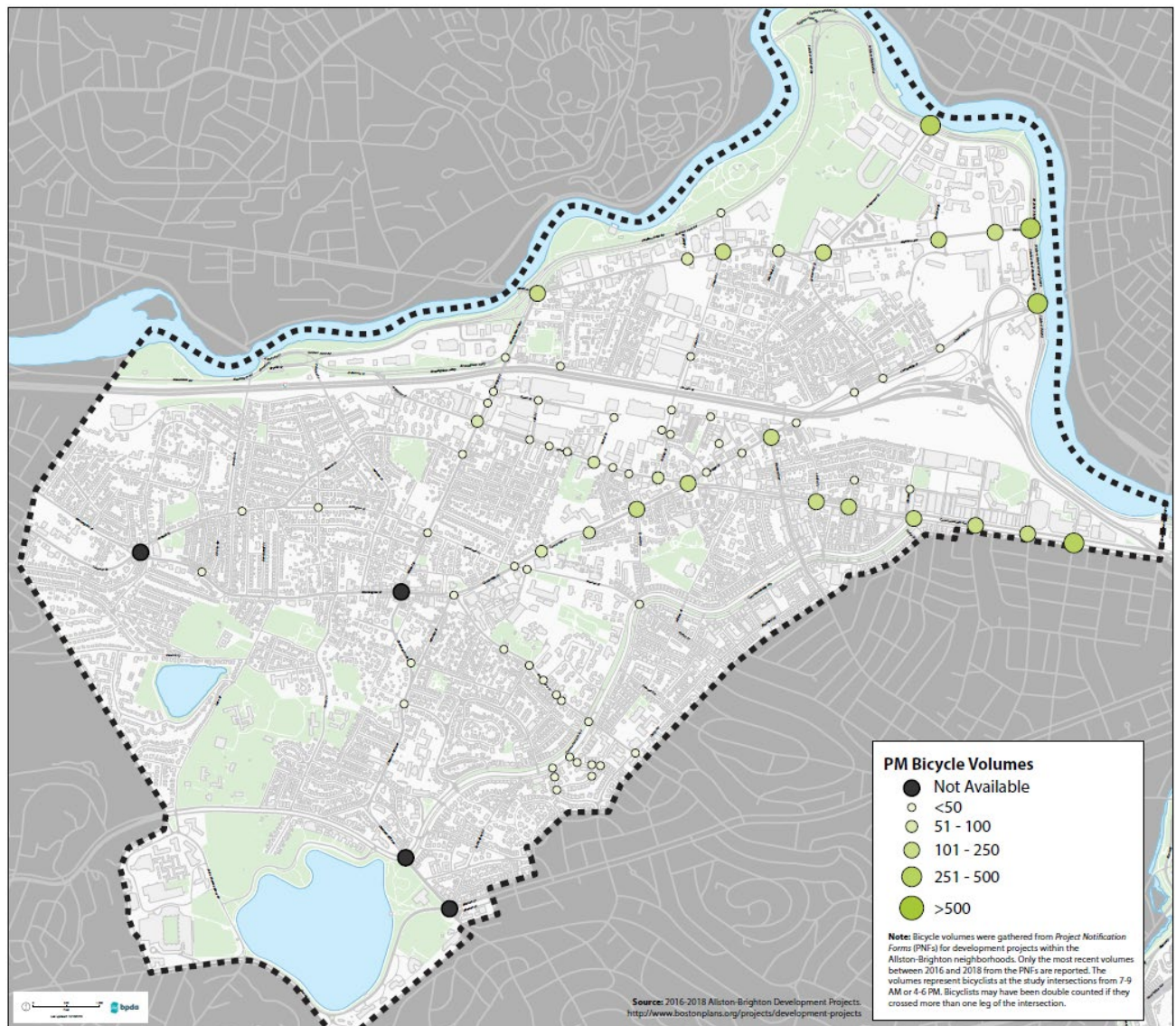
Figure 12 – Evening Peak Period Pedestrian Volumes



BICYCLE VOLUMES

Bicycle volumes at signalized and unsignalized intersections were gathered from PNFs for development projects within the Allston-Brighton neighborhoods. Only the most recent bicycle volumes between 2016 and 2018 are reported. The volumes represent bicycle activity at the study intersections from 7-9 AM or 4-6 PM. See **Figure 13** for bicycle volumes during the evening peak period (i.e., 4 to 6 PM). Bicycles may have been double counted if they crossed more than one leg of the intersection. Peak period bicycle volumes were the highest at river crossings leading into Cambridge, as well as on Western Avenue, Cambridge Street, and Brighton Avenue.

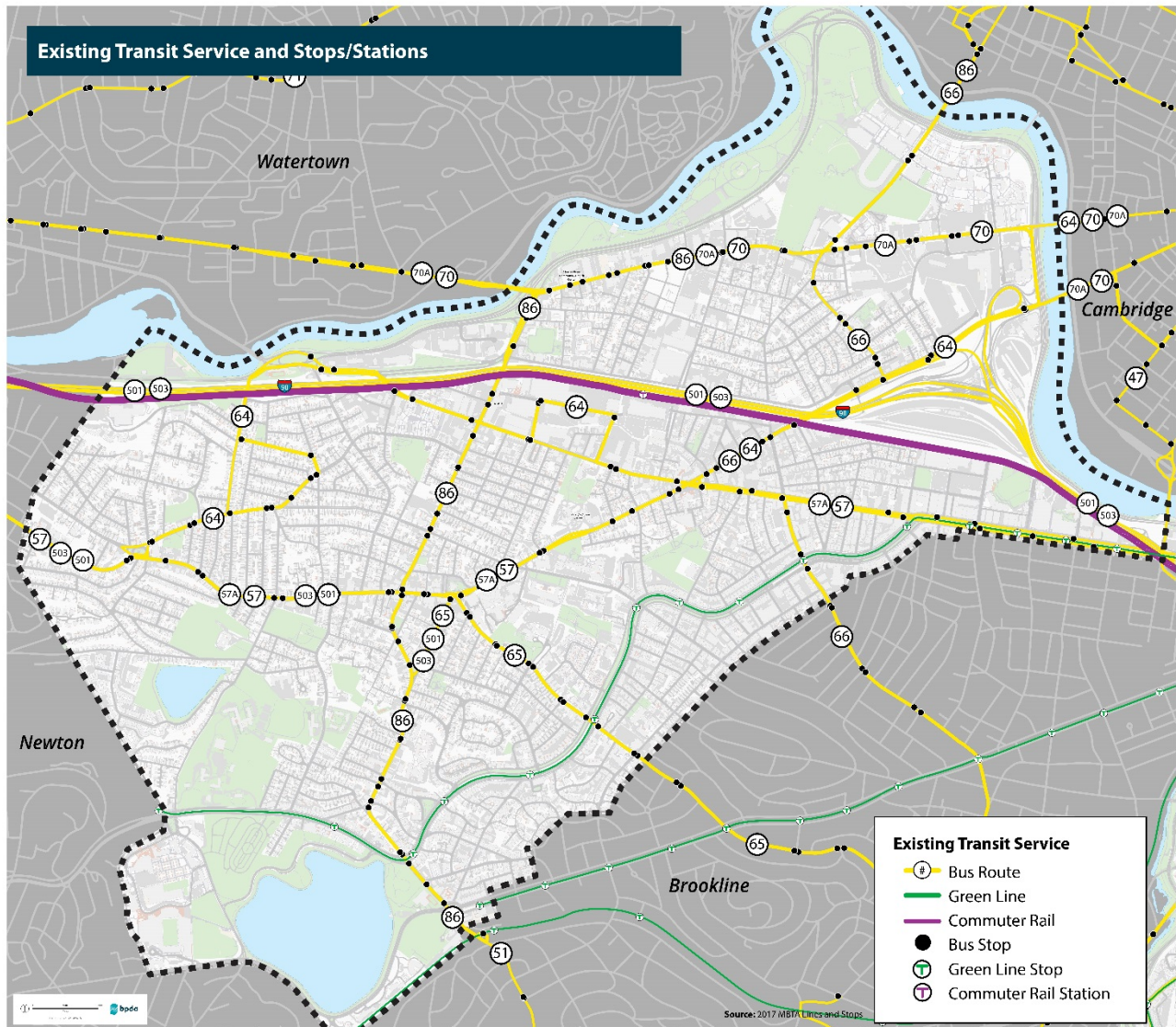
Figure 13 – Evening Peak Period Bicycle Volumes



TRANSIT NETWORK

The Massachusetts Bay Transportation Authority (MBTA) provides public transit service to the study area, as shown in **Figure 14**. Ten bus routes provide service within the study area, plus a number of route variations. MBTA Rapid Transit services are provided along Commonwealth Avenue via the Green Line B Branch, and Beacon Street via the Green Line C Branch (with only one stop within the study area). MBTA Commuter Rail service is provided to Boston Landing Station on the Framingham/Worcester Line. Additional private transit service is provided via private shuttle providers.

Figure 14 – Existing MBTA Transit Service



Source: MBTA, 2019.

MBTA Bus Network

The MBTA Bus routes that traverse the study area are described in **Table 1**.

Table 1 – Study Area Bus Routes

Route	Description	Allston-Brighton Impact
47	Central Square, Cambridge – Broadway Station	Regular service via BU Bridge; connecting to Cambridge, Dudley and the LMA
57	Watertown Yard – Kenmore	Key Route service via Commonwealth Avenue, Brighton Avenue, Cambridge Street, Washington Street and Tremont Street through Packard’s Corner, Union Square, Brighton Center and Oak Square; connecting to Kenmore and Watertown
64	Oak Square – University Park or Kendall/MIT	Regular service via Cambridge Street, North Beacon Street, Guest Street, Brooks Street, Hobart Street and Faneuil Street through Union Square and Oak Square; connecting to Kendall; being permanently extended to Kendall/MIT
65	Brighton – Kenmore	Regular service via Washington Street terminating at Brighton Center; connecting to the LMA and Kenmore
66	Harvard – Dudley via Allston	Key Route service via North Harvard Street, Cambridge Street, Brighton Avenue and Harvard Street through Union Square and Barry’s Corner; connecting to Harvard, the LMA and Dudley
70/70A	Cedarwood or North Waltham – Central Square, Cambridge	Key Route service via Western Avenue through Barry’s Corner; connecting to Cambridge, Watertown and Waltham
86	Sullivan – Reservoir	Key Route service via North Harvard Street, Western Avenue, Market Street and Chestnut Hill Avenue through Barry’s Corner and Brighton Center; connecting to Harvard, Sullivan and Cleveland Circle
501	Brighton – Downtown Boston Express	Peak period highway express service from Brighton Center via Tremont Street to Newton Corner and Downtown Boston
503	Brighton – Copley Express	Peak period highway express service from Brighton Center via Tremont Street to Newton Corner and Downtown Boston
CT2	Sullivan – Ruggles Crosstown Transit	Peak period weekday service via BU Bridge; connecting to Kendall, Sullivan, Dudley and the LMA

Source: MBTA, 2019.

These bus routes include four Key Routes (66, 57, 86 and 70/70A), each with more than 6,000 daily boardings. The Route 66 ranks #2 in the MBTA system, with over 12,000 daily boardings. Route 47 is the 25th ranked route, at approximately 4,800 boardings, while most other routes fall between 1,600 and 2,500 daily boardings. Route 503 is the least popular route, at just under 400 daily boardings.

There are approximately 170 MBTA Bus stops within the study area, serving over 33,000 daily boardings and alightings from MBTA Bus routes. Of those, roughly half see fewer than 125 combined boardings and alightings daily, while the most used stops can see over 1,500 combined boardings and alightings on a typical weekday. **Table 2** includes all stops within the study area that see over 400 combined boardings and alightings on a typical weekday, which represent approximately half of all passenger movements within the study area.

Table 2 – Bus Stops with over 400 Combined Boardings and Alightings in Allston-Brighton

Stop #	Stop Name	Typical weekday boardings and alightings	Routes served on typical weekday (<i>non-study area</i>) (off-peak only)
21917	Chestnut Hill Ave @ Reservoir Busway	1,502	86, 51
964	Brighton Ave opp Quint Ave	1,373	57, 66
926	Brighton Ave @ Cambridge St	936	57, 66
1302	Harvard Ave @ Commonwealth Ave	830	66
928	Brighton Ave @ Harvard Ave	804	57, 66
1378	Harvard Ave @ Commonwealth Ave	764	66
966	Cambridge St @ N Beacon St	745	57, 66, <u>501, 503</u>
1111	Cambridge St opp Hano St	672	64, 66, <u>501, 503</u>
969	Cambridge St @ Dustin St	594	57, <u>501, 503</u>
927	Brighton Ave @ Allston St	589	57, 66
9780	Washington St @ Oak Sq	557	57, 501, 503
975	Washington St @ Brock St	516	57, 501, 503
1026	Chestnut Hill Ave @ Veronica Smith Ctr	501	65, 86
916	Washington St @ Lake St	496	57, 501, 503
913	Washington St @ Breck Ave	488	57, 501, 503
973	Washington St @ Market St	482	57, 501, 503
918	Washington St @ Chestnut Hill Ave	458	57, 501, 503
2561	N Harvard St @ Western Ave	439	66, 86
974	Washington St @ Foster St	408	57, 501, 503
931	Brighton Ave @ Comm Ave	407	57
977	Washington St @ Montfern Ave	405	57, 501, 503
962	Brighton Ave @ Linden St	402	57
922	Cambridge St opp Dustin St	399	57, 66, <u>501, 503</u>

Source: <https://www.mbtabackontrack.com/performance/#/download>, 2018.

MBTA Rapid Transit Network

Within the study area, the MBTA Rapid Transit network consists of surface portions of the MBTA Green Line. The Green Line operates within the right of way of two major streets (Commonwealth Avenue and Beacon Street) in a separate ‘reservation’ dedicated to MBTA uses. Stations are simple low-level side platforms, without fare control, limited weather protection, and often adjacent to auto travel lanes, with low or no barriers.

The majority of the study area is served by the B Branch of the Green Line, which runs along Commonwealth Avenue from Lake Street at Boston College, moving underground outside Kenmore Square, and through tunnels to Park Street and Government Center. Portions of the study area are also accessible by stops on the C Branch, which runs from Cleveland Circle, along Beacon Street, moving underground outside Kenmore Square, and through tunnels to North Station.

The Green “B” Line stops located within the study area are listed in the **Table 3** below. The MBTA does not currently publish estimates for boardings at Green Line surface stations, so the boardings below are from a typical weekday in 2014 and have likely increased.

Table 3 – Typical Weekday Boardings at Green Line Surface Stations in Allston-Brighton

Branch	Station	Location	2014 Typical Weekday Boardings
B	Boston University West	Commonwealth Ave east of Amory St	704
B	St. Paul Street	Commonwealth Ave west of St Paul St	1,296
B	Pleasant Street	Commonwealth Ave west of Pleasant St	1,167
B	Babcock Street	Commonwealth Ave west of Babcock St	1,387
B	Packards Corner	Commonwealth Ave south of Brighton Ave	2,654
B	Harvard Avenue	Commonwealth Ave east and west of Harvard Ave	3,602
B	Griggs Street	Commonwealth Ave opposite Griggs St	1,203
B	Allston Street	Commonwealth Ave west of Allston St	1,437
B	Warren Street	Commonwealth Ave north and south of Warren St	2,047
B	Washington Street	Commonwealth Ave north of Washington St	1,885
B	Sutherland Road	Commonwealth Ave east of Sutherland Rd	856
B	Chiswick Road	Commonwealth Ave north of Chiswick Rd	615
B	Chestnut Hill Avenue	Commonwealth Ave east of Chestnut Hill Ave	626
B	South Street	Commonwealth Ave east of South St	214
B	Boston College	Commonwealth Ave east of Lake St, and Lake St Yard north of Commonwealth Ave	1,136
C	Cleveland Circle	Beacon St at Chestnut Hill Ave	1,457

Source: Ridership and Service Statistics, MBTA, 2014.

MBTA Commuter Rail Network

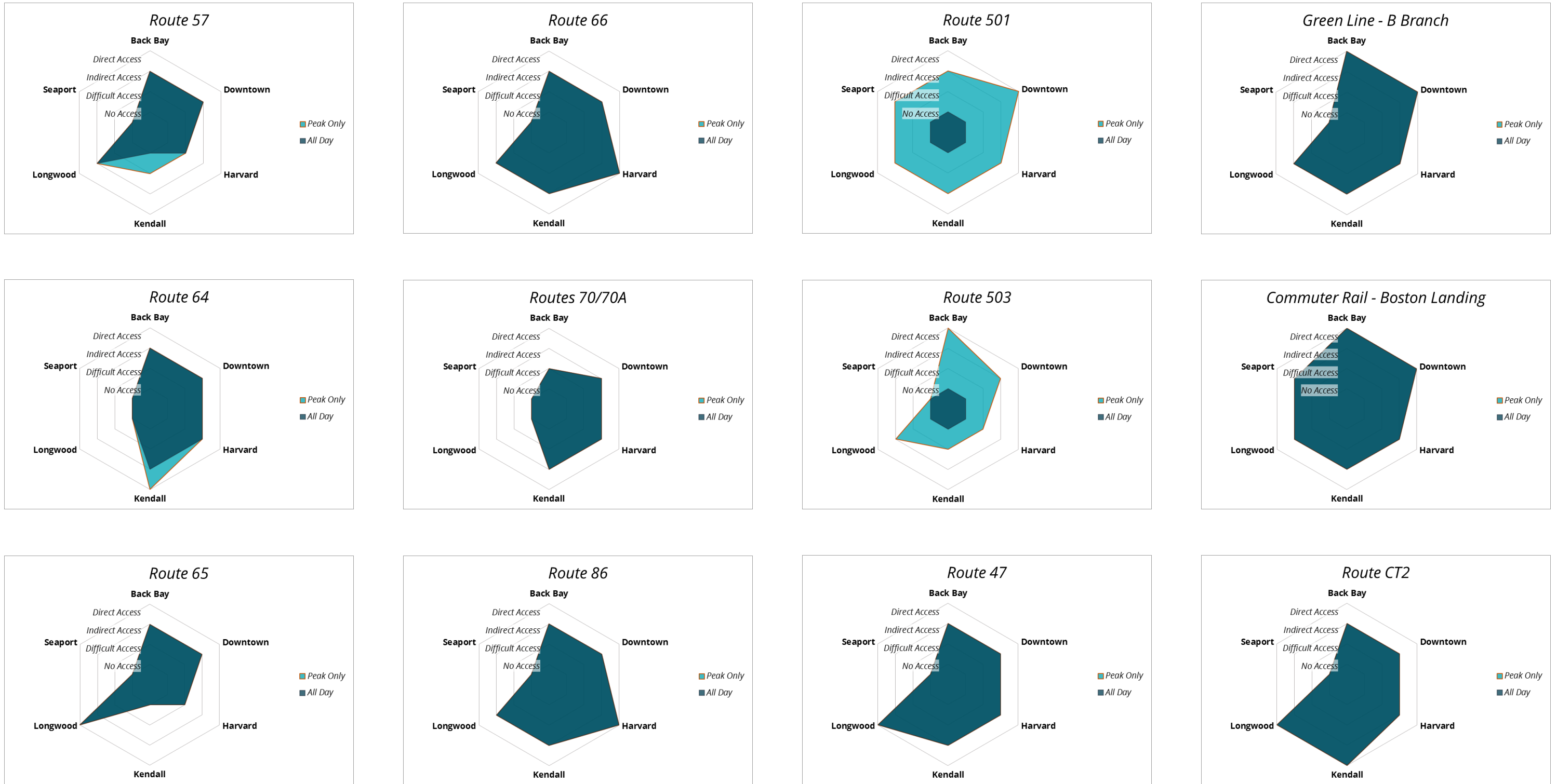
The MBTA's Framingham/Worcester Commuter Rail Line runs through the study area, roughly parallel to I-90. Once host to numerous stations, the Boston Landing neighborhood has only one stop location today – Boston Landing, which can be accessed from the Everett Street bridge and at the corner of Guest and Arthur Streets. Boston Landing Station opened on May 22, 2017 and is currently in fare zone 1A. The Commuter Rail is divided into 11 fare zones, from zone 1A to zone 10. Commuter Rail fares depend on the location of the origin and destination station zones. The majority of inbound trains stop at Boston Landing, with the exception of 5 morning peak express trains (from either Natick or Worcester) and the final train after 1:30 AM. Approximately half of outbound trains stop at the station, with the exception of those before 7:00 AM and express trains from Back Bay to Natick and Worcester in the evening peak. In 2018, the MBTA reported 479 inbound boardings, 102 inbound alightings, 121 outbound boardings, and 431 outbound alightings on the average weekday. The majority of these occurred during peak periods in the peak direction, with commuters heading into Boston in the AM peak and back to Allston-Brighton in the PM peak.

Transit Connections and Coverage

The transit routes within the study area allow for a varied set of connections to key destinations within Greater Boston. Direct access to Downtown can only be achieved on the Green Line, Commuter Rail, and Route 501 during the peak periods, while trips starting on other routes require at least one transfer. Similarly, Back Bay is only directly accessible via the Green Line, Commuter Rail, and Route 503 during the peak, otherwise requiring a transfer. The Seaport is not served directly by any route, with the Commuter Rail connection to the Silver Line at South Station coming the closest. The Longwood Medical Area is served directly by Routes 47, 65 and CT2, and indirectly by those that allow a transfer to those routes and others at Kenmore Square. Kendall Square is served by Route 65 in the peak period, and soon to be full time, as well as via the Red Line indirectly. Harvard Square is the most accessible major employment center, with Routes 66 and 86 serving it directly, and Routes 70/70A, 64, 47 and CT2 serving it via a connection to the Red Line. Other area employment centers, such as Assembly, are not served by bus routes in the study area but can be connected to through Downtown.

Figure 15 displays how well each transit route in Allston-Brighton serves key destinations (e.g., Downtown, Back Bay, Seaport, Longwood, Kendall, and Harvard). These maps show that while limited routes serve Downtown and the Back Bay, they are reasonably well connected from the eastern half of the neighborhood (near Commonwealth Ave and Boston Landing), while those in the western half are reliant on peak-only services. Lower Allston, north of the Mass Pike, is similarly isolated from Downtown and Back Bay. Cambridge, via Harvard and Kendall Squares, has access through varied pockets in the neighborhood, typically along north-south spines near Market Street and Union Square. Longwood and the Seaport are only easily accessible from limited locations, near Brighton Center for the former and near Boston Landing for the latter.

Figure 15 – Accessibility to Key Destinations from the Allston-Brighton Study Area



Private Transit Network

A number of private entities also provide transit services within the study area. These services are often limited in availability and openness to the public. Private shuttles in the study area include but are not limited to those identified in **Table 4**.

Table 4 – Private Shuttles in Allston-Brighton

Owner	Destinations	Availability
Boston University	Charles River Campus to Medical Campus	Students, Faculty and Staff
Boston College	Main Campus, Newton Campus, School of Theology, Chiswick Road, Reservoir MBTA Station	Students, Faculty and Staff
Harvard University	Allston Campus, Harvard Stadium, Barry's Corner	Students, Faculty, Staff, Continuum Development Residents
Partners Healthcare	Brigham and Women's Hospital, Cambridge (via BU Bridge)	Employees, patients, visitors
Sanofi	Cambridge, Framingham (via Mass Pike)	Employees
Boston Landing (Development)	Boston Landing Development, Harvard Square, Kenmore Square	Boston Landing Development Residents
Arsenal on the Charles (Watertown)	Arsenal on the Charles Development, Back Bay Station, Cleveland Circle, South Boston	Arsenal on the Charles Development Residents

Source: ARUP 2019.

7. SUMMARY OF ISSUES, CHALLENGES, AND CONCERNS

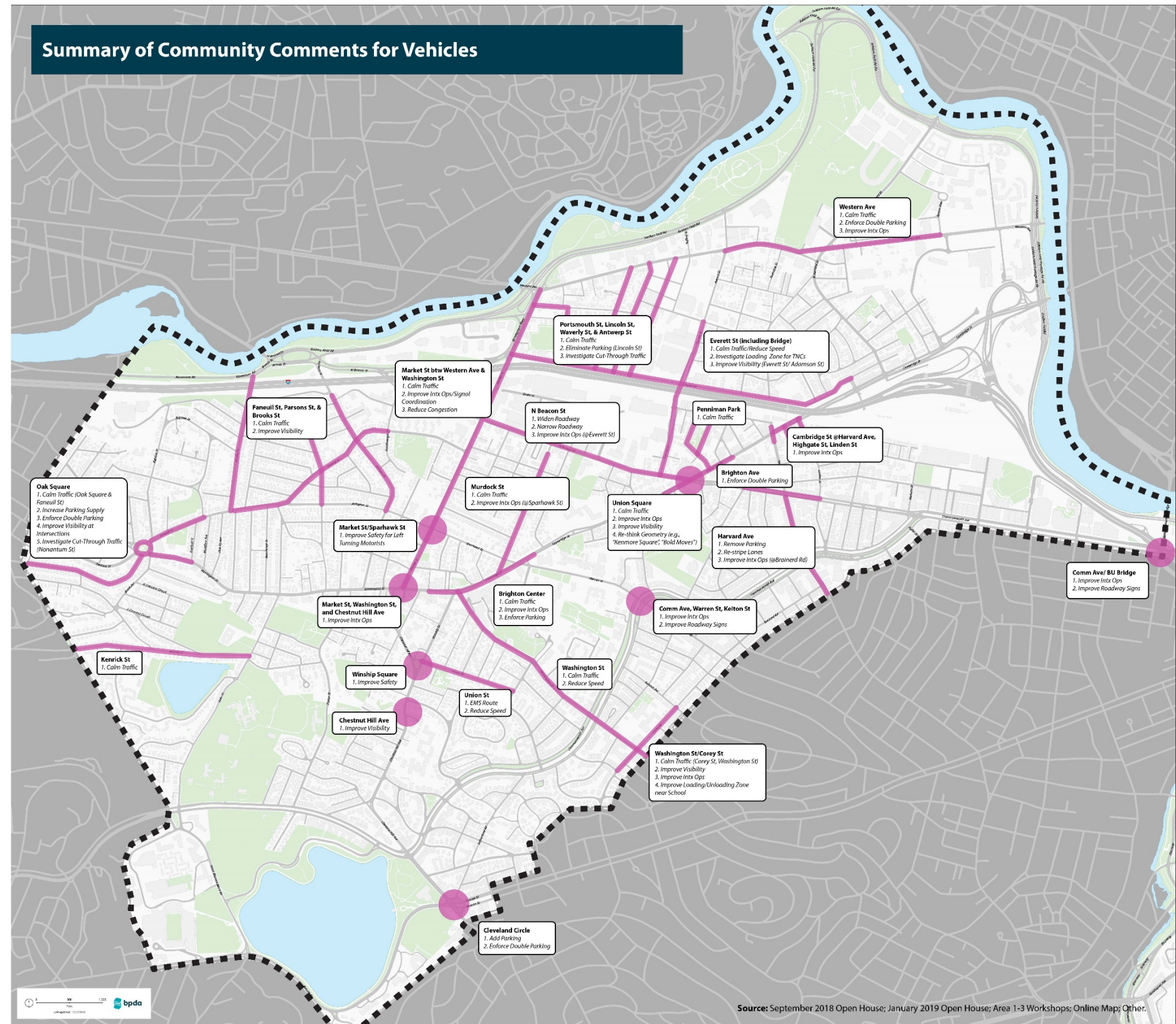
As mentioned previously, BPDA has received over 700 community comments from community workshops, an interactive online mapping tool, direct comments via email, and other sources. In the following sections, these comments are summarized and categorized based on their pertinence to vehicles, pedestrians, bicycles, transit, and placemaking. However, most of the comments and community recommendations either pertain to multiple modes or have implications across segments for multiple modes within specific corridors. As the Study synthesizes these comments and develops recommendations, it is essential to understand the needs of users within Allston-Brighton.

VEHICLES

The comments related to vehicles may be the clearest example of the connections between modes in the study area. The community identified concerns related to speeding, parking, visibility, and various operations- and safety-related concerns that impact multiple modes. Major themes identified are summarized below and called out specifically in **Figure 16**.

- Reduce the speed of motor vehicles on certain residential streets, in school zones, and near parks
- Reduce cut-through traffic on residential streets
- Enforce double parking near commercial areas
- Remove or add on-street parking
- Improve intersection operations at certain problematic locations
- Improve intersection safety
- Improve intersection visibility

Figure 16 – Summary of Community Comments for Vehicles

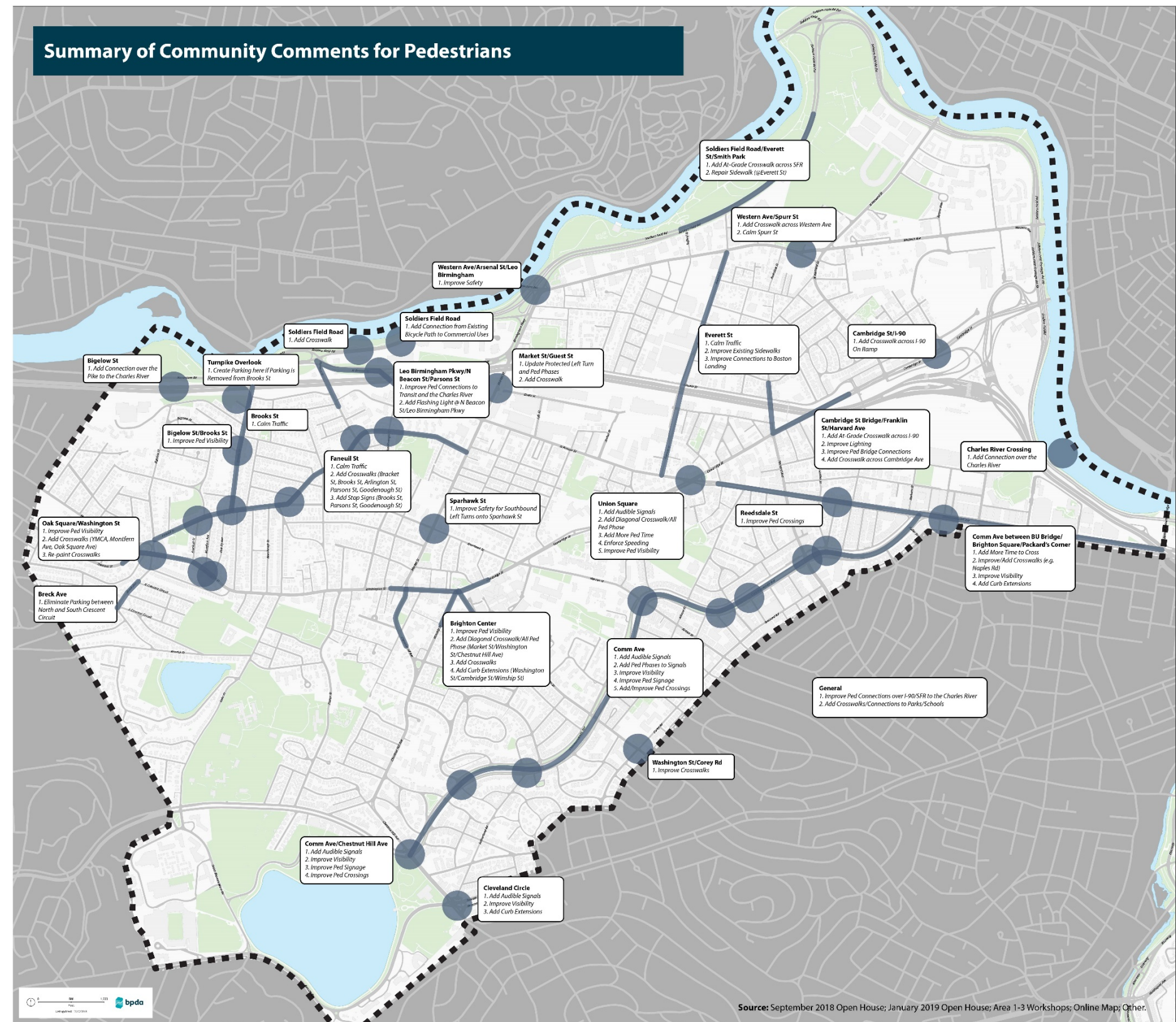


PEDESTRIANS

The community identified many pedestrian issues and concerns in the study area. Most comments highlight the need to add new crosswalks, improve safety at crosswalks, or address geometric concerns at intersections. Major themes identified are summarized below and called out specifically in **Figure 17**.

- Add new crosswalks
- Provide more time to cross
- Enhance pedestrian visibility
- Add audible signals
- Improve signage
- Add pedestrian phases at signalized intersections
- Add stop control to unsignalized intersections
- Add curb extensions

Figure 17 – Summary of Community Comments for Pedestrians

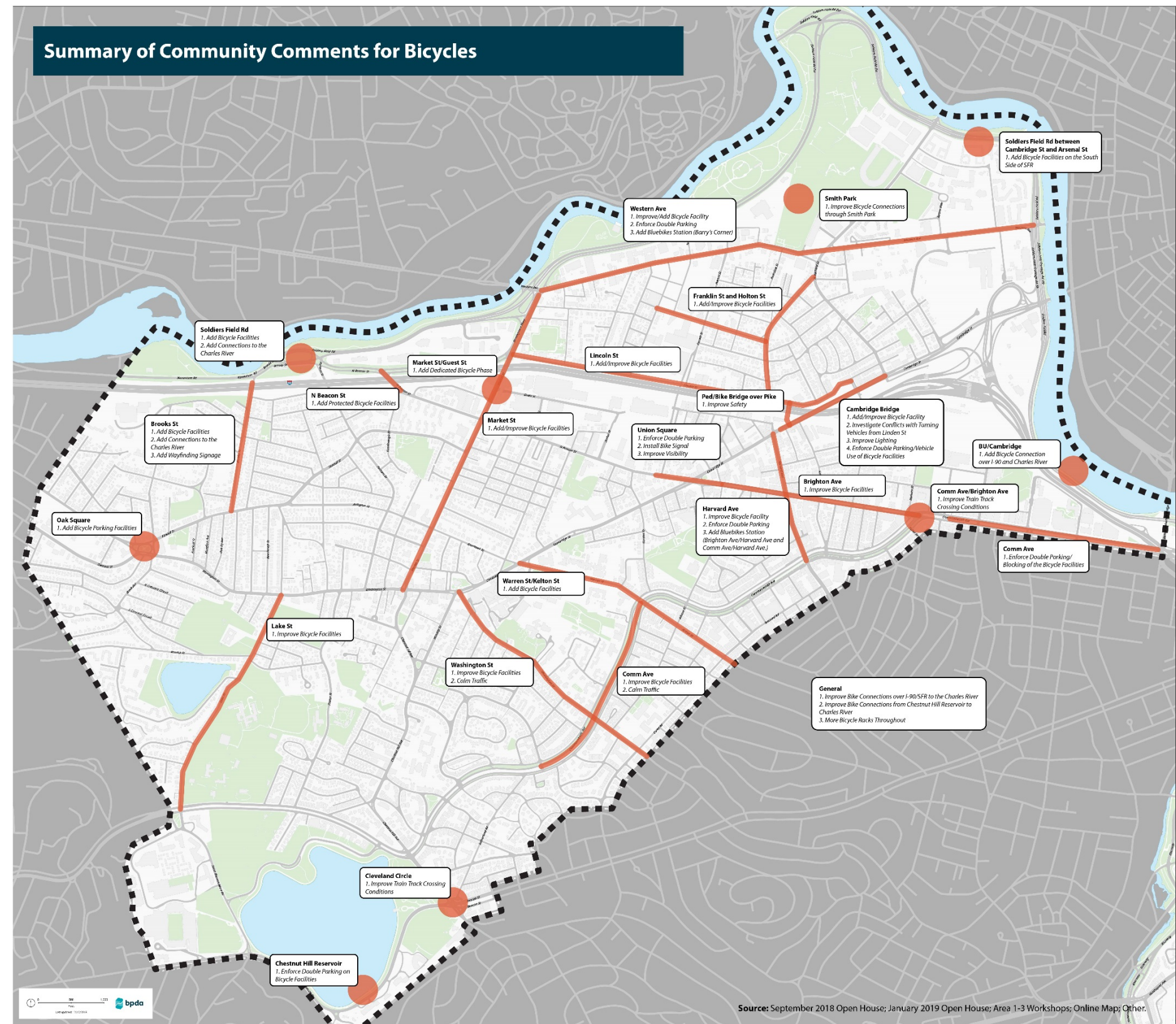


BICYCLES

The community expressed the need for a wide variety of bicycle safety and comfort measures for implementation at intersections and along corridors. The community also asked for stronger bicycle connections at and between specific locations. Major themes identified are summarized below and called out specifically in **Figure 18**.

- Add bicycle facilities
- Improve existing bicycle facilities
- Address double parking in commercial areas
- Facilitate train track crossings
- Install bicycle signal or add a bicycle phase at certain intersections
- Improve safety and comfort on corridors and bridges
- Improve bicycle connections within the study area

Figure 18 – Summary of Community Comments for Bicycles

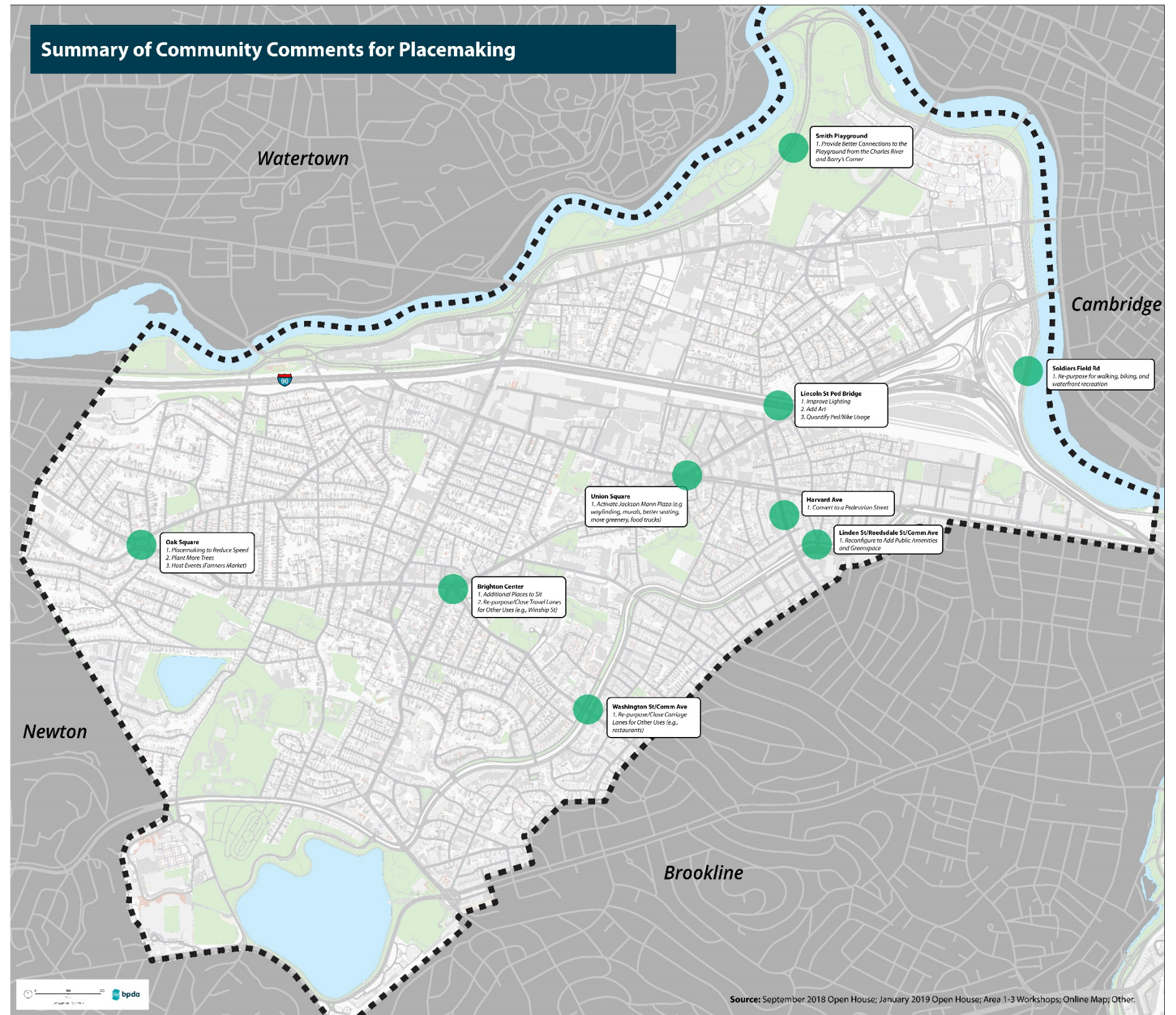


PLACEMAKING

The community suggested placemaking improvements at several locations within the study area. Some comments pertain specifically to improved pedestrian environments. Major themes identified are summarized below and called out specifically in **Figure 20**.

- Provide better connections to the Charles River and Barry’s Corner
- Activate Jackson Mann Plaza
- Add places to sit, repurpose/close travel lanes for other uses at Brighton Center
- Reduce speed, plant more trees, and host events at Oak Square
- Convert Harvard Ave to a pedestrian street
- Repurpose Soldier’s Field Rd for walking, biking, and waterfront recreation
- Improve lighting, add art, and quantify pedestrian/bicycle usage for the Lincoln St/Franklin St Pedestrian/ Bicycle Bridge over I-90

Figure 20 – Summary of Community Comments for Placemaking

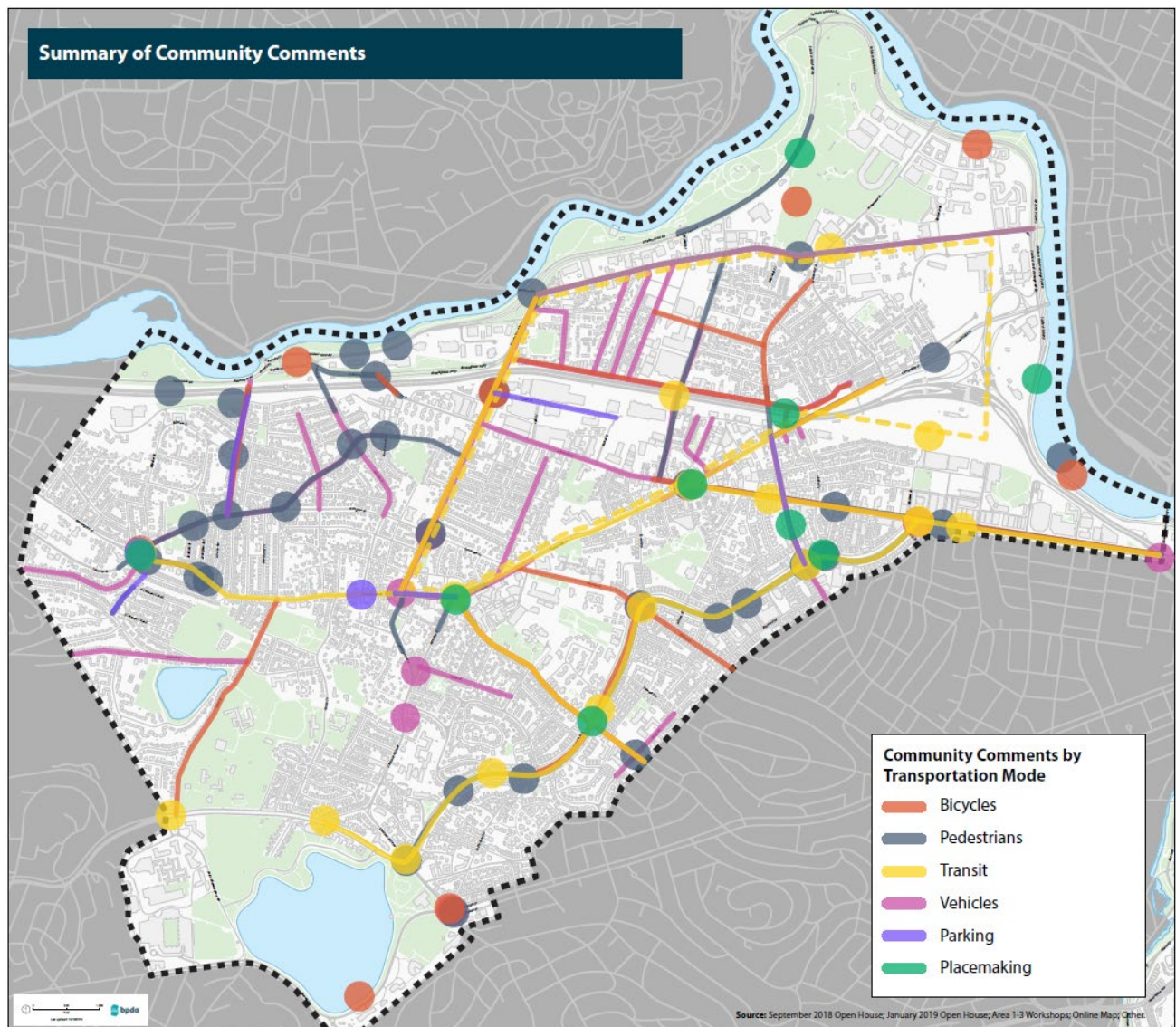


8. NEXT STEPS

FOCUS AREAS

This Existing Conditions Report focuses on analyzing existing data for the transportation network and community input to understand the universe of concerns within Allston-Brighton. The previous section highlighted locations where recurring and discrete observations were identified for specific modes by Allston-Brighton community members. Generally, mode-specific comments overlapped at key intersections and segments to identify multimodal corridors. The issues, challenges, and concerns identified in **Figure 21** will facilitate the Allston-Brighton Mobility Study's next phase, which includes the selection and analysis of focus areas. To learn more about next steps and the progress of the Allston-Brighton Mobility Study, go to bit.ly/ABMobility.

Figure 21 – Summary of Community Comments – Composite Map for All Modes



DATA COLLECTION

This Existing Conditions Report identified existing turning movement counts (TMCs) from the previous three years at key locations within Allston-Brighton. After the selection of focus area, existing TMCs were revisited to understand where additional data collection was required. Additional data collection efforts were conducted between April 23 and May 9, 2019. Additional TMCs collected as part of this study can be found in **Appendix 3**.

APPENDICES

APPENDIX 1 – COMMUNITY COMMENTS

APPENDIX 2 – PAST AND ONGOING INITIATIVES

APPENDIX 3 – VEHICLE VOLUMES

Appendix 1
Community Comments

Appendix 2
Past and Ongoing Planning Initiatives

Appendix 3
Vehicle Volumes