



# Transportation & Pedestrian Action Plan

## AGENDA

September 17, 2008

1. Overview of May Community Meeting
2. Boylston Street – Conceptual Design
3. Audubon – Conceptual Design
4. Implementation Strategies

<http://www.cityofboston.gov/transportation/flk>

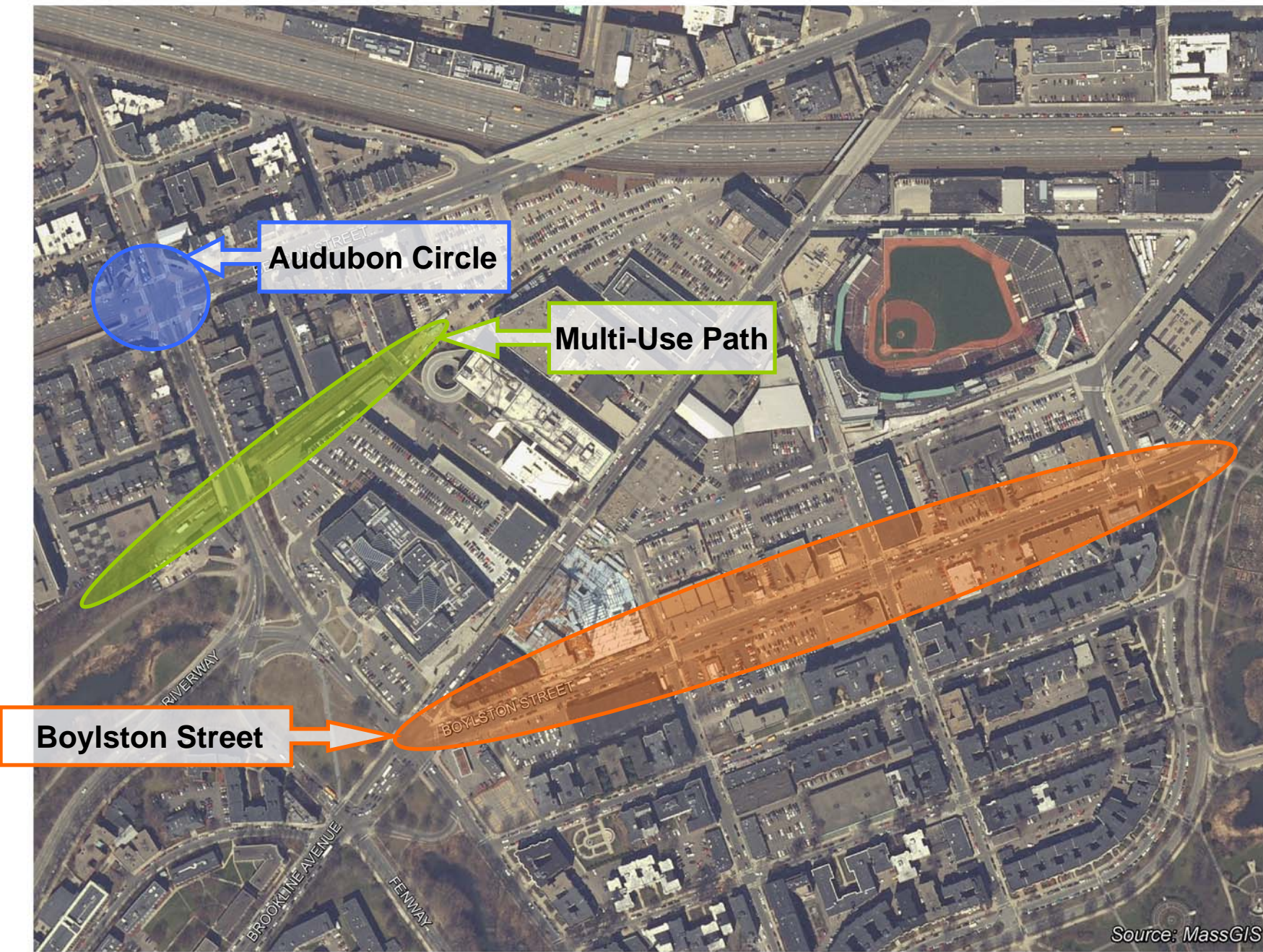


# Transportation & Pedestrian Action Plan

- Establish Existing Conditions for pedestrian, vehicular and bicycle flows & safety
  - Identify “Hot Spots” and propose short-term improvements
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- Establish 2007 Off-Street Parking Inventory and project trends to 2020
  - Recommend Off-Street parking management strategies for residents, commuters and visitors
- 
- Prioritize Right-of-Way reconstruction projects to improve conditions for pedestrians, vehicles and bicycles
  - Develop preliminary designs for selected projects for \$12.5 million roadway improvements
  - Test projected developments, parking and roadway improvements.



# Priority Project Areas



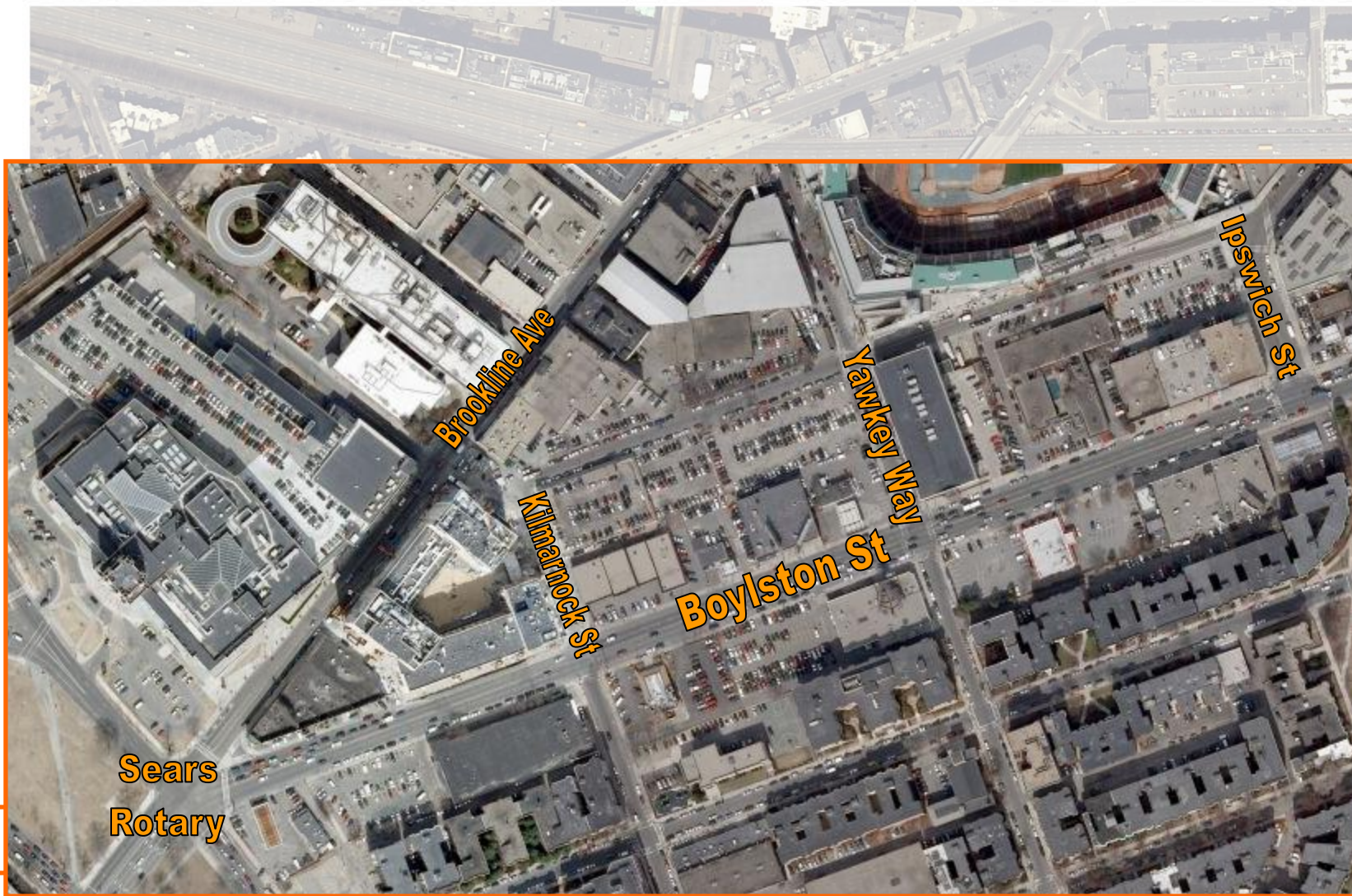
**Audubon Circle**

**Multi-Use Path**

**Boylston Street**



# Boylston Street



# Summary Slide for Boylston Street

## BOYLSTON STREET DESIGN FRAMEWORK

Existing Conditions: Two 12' lanes in each direction with 8' parking lanes on both sides, 3 lanes outbound at Sears Rotary  
 No bicycle lanes  
 Sidewalk widths vary, but are generally 7' and up to 22' at Trilogy, approximately 10 trees  
 No neckdowns resulting in 64' long crosswalks

DESIGN ELEMENTS	#1: LINEAR CORRIDOR with Bike Lanes	#2: LINEAR CORRIDOR without Bike Lanes	#3: CURVILINEAR CORRIDOR	DESIGN DIRECTION
<b>Travel Lanes</b>	Two 11' lanes in each direction Dedicated left turn lane at Yawkey Way	Two 11' lanes in each direction Dedicated left turn lane at Yawkey Way	Two 11' lanes in each direction Dedicated left turn lane at Yawkey Way	
<b>Bicycle Lanes</b>	Two 5' bicycle lanes	No bicycle lanes	No bicycle lanes	
<b>On-Street Parking</b>	Two 8' parking lanes	Two 8' parking lanes	One 8' parking lane on alternating blocks	
<b>Sidewalk Widths</b>	Publicly owned sidewalks only 3' to 4', need private property	Expands sidewalks allowing for 10' minimums	Expands sidewalk widths to 18' on sides with no parking. Up to 30' using private property	
<b>Trees</b>	Potentially 40 trees assuming use of private property	Potentially 40 trees assuming use of private property	Potentially 55 trees on public property	
<b>Neckdowns</b>	Neckdowns at every intersection except one corner at Yawkey Way	Neckdowns at every intersection except one corner at Yawkey Way	Neckdowns at all blocks with on-street parking	
<b>Typical Crosswalks</b>	54' long crosswalks	44' long crosswalks	44' long crosswalks	



# Boylston Street

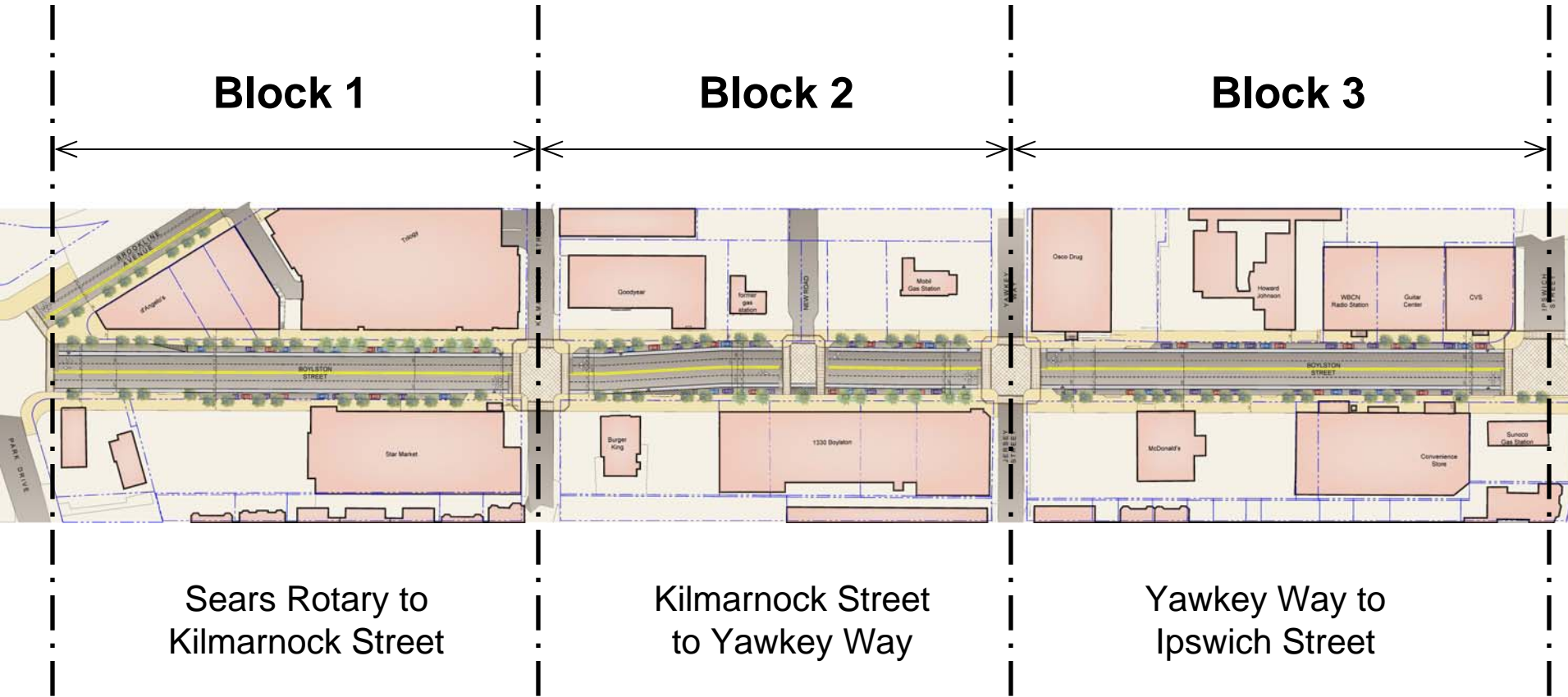
- Prioritize pedestrian environment in the future economic growth of the corridor
  - safer crossings
  - wider sidewalks
  - sidewalk cafes
- Preserve access for on-street parking to support retail
- Create on-street bike lanes to make local and regional connections
- Support accessibility for all users through design and during construction
- Allow adjacent land uses to animate these blocks in the future
  - intersection design
  - public art
  - sidewalk amenities



# Boylston Street – New Road – New Connections



# Boylston Street Block-by-Block



Sears Rotary to  
Kilmarnock Street

Kilmarnock Street  
to Yawkey Way

Yawkey Way to  
Ipswich Street

<b>Sidewalk Widths:</b>	Existing = 7' – 22'	Proposed = 15' – 22'
<b>Crosswalk Lengths:</b>	Existing = 64'	Proposed = 54'
<b>Typical Lane Width:</b>	Existing = 12'	Proposed = 11' – accommodates left turn at New Road
<b>Bike Lane:</b>	Existing = none	Proposed Two 5' lanes each direction
<b>Trees:</b>	Existing = +/- 15 trees	Proposed = + 60 trees along the corridor

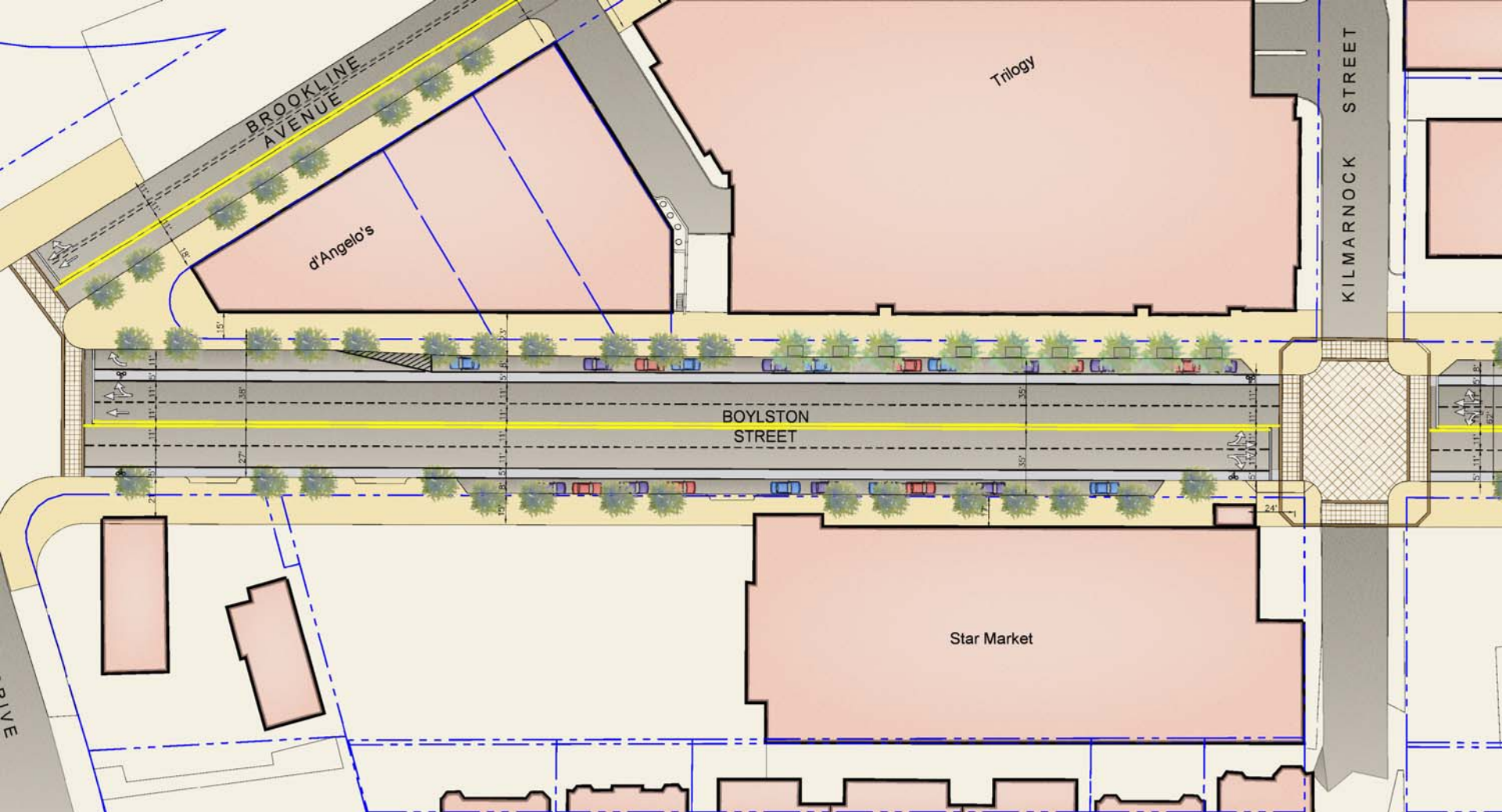
**Preservation of on-street 8' parking lanes both sides**  
**Neckdowns accommodated at every intersection**



# Boylston Street Design Vision

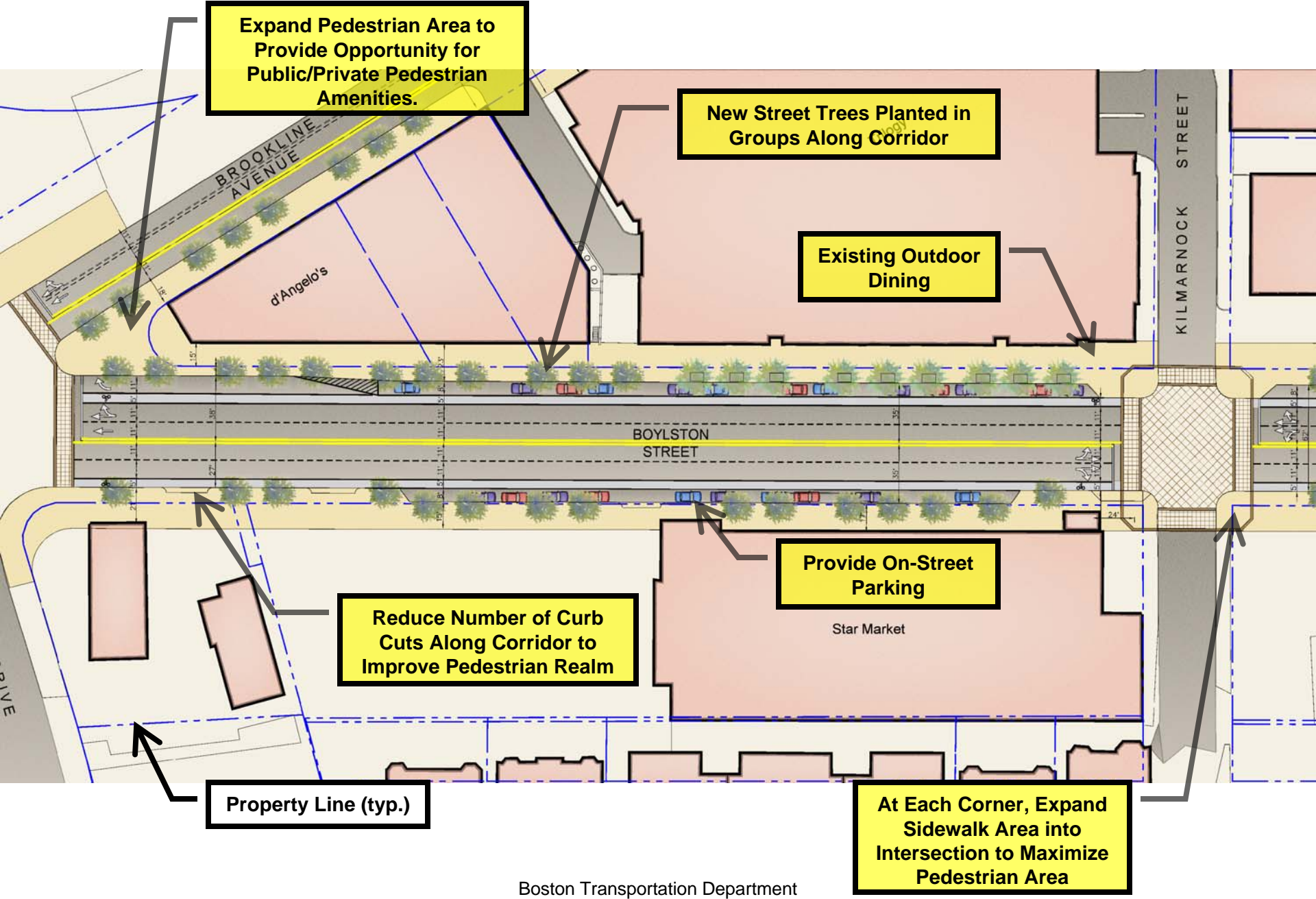


# Boylston Street – Block 1: Sears Rotary to Kilmarnock Street

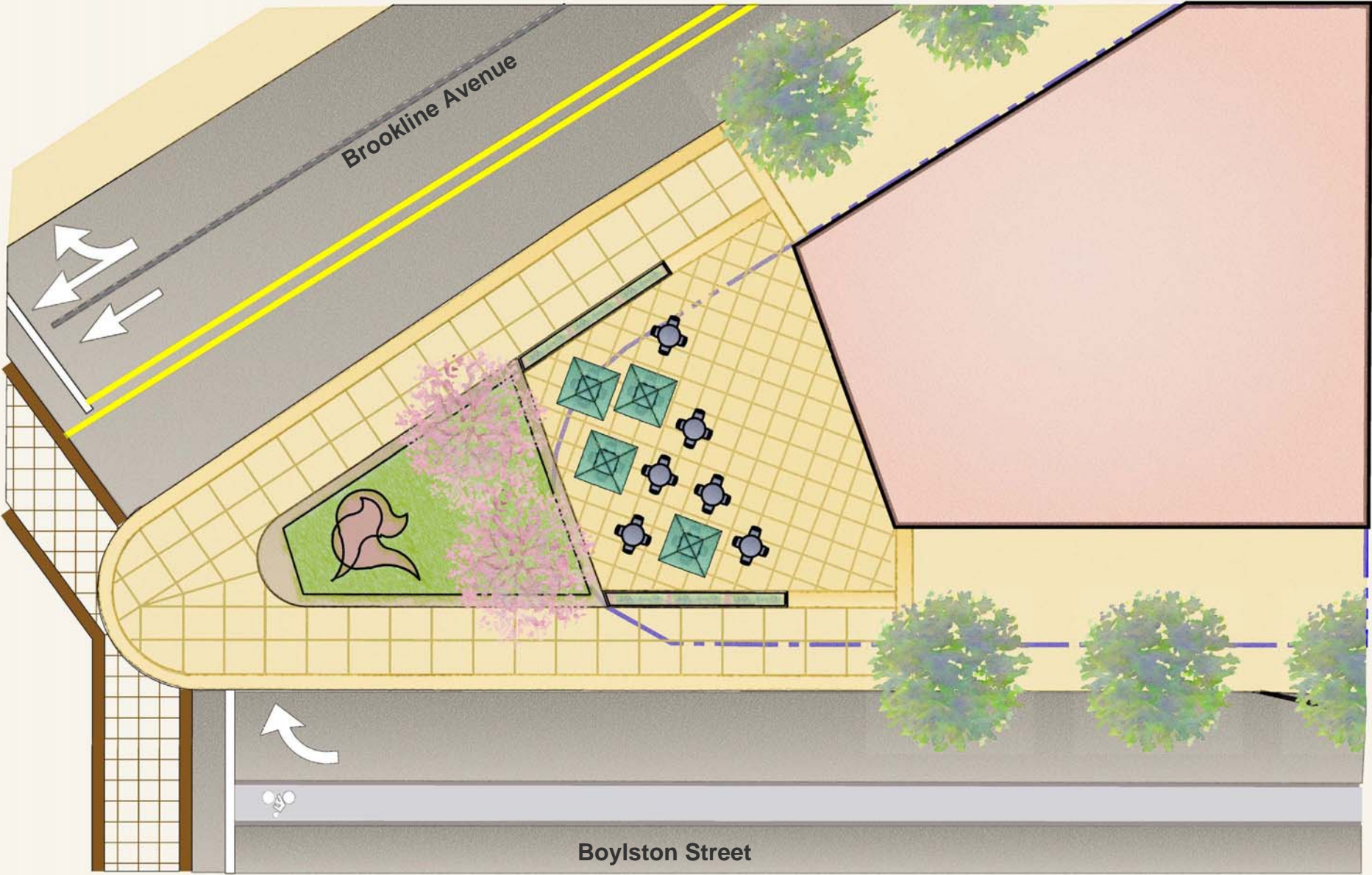




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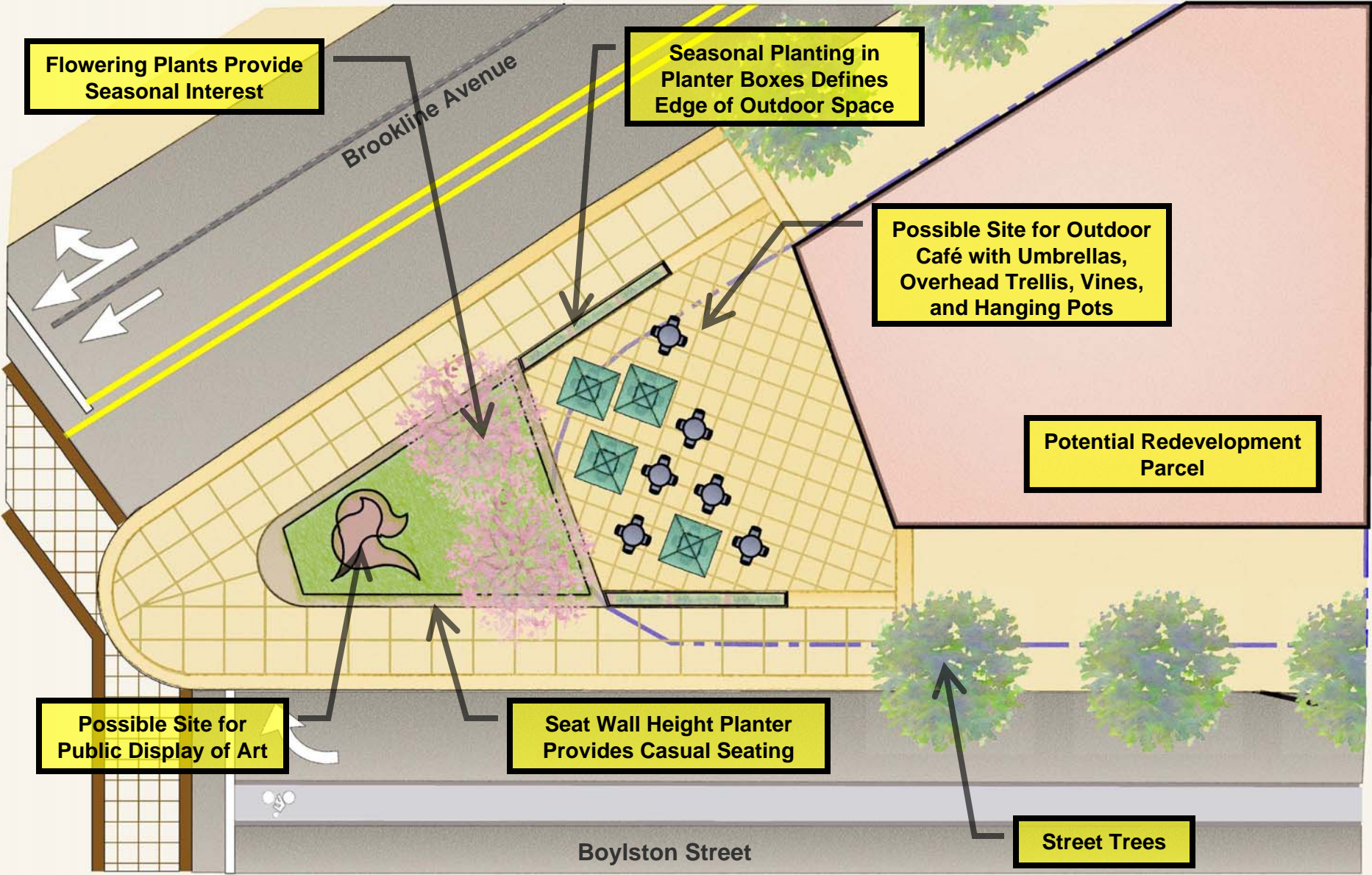


# Boylston Street – Brookline Avenue “Gateway to Fenway”

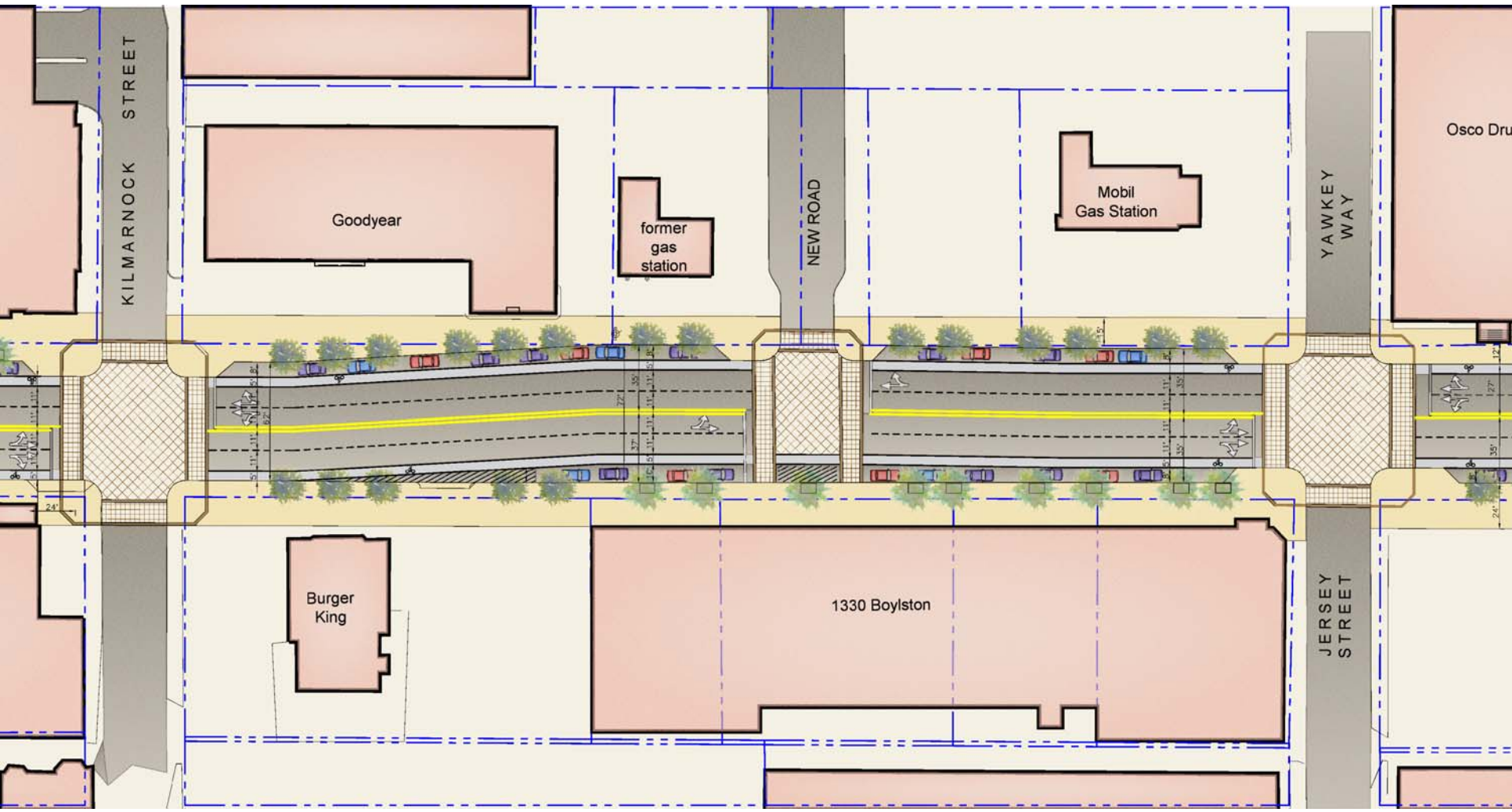




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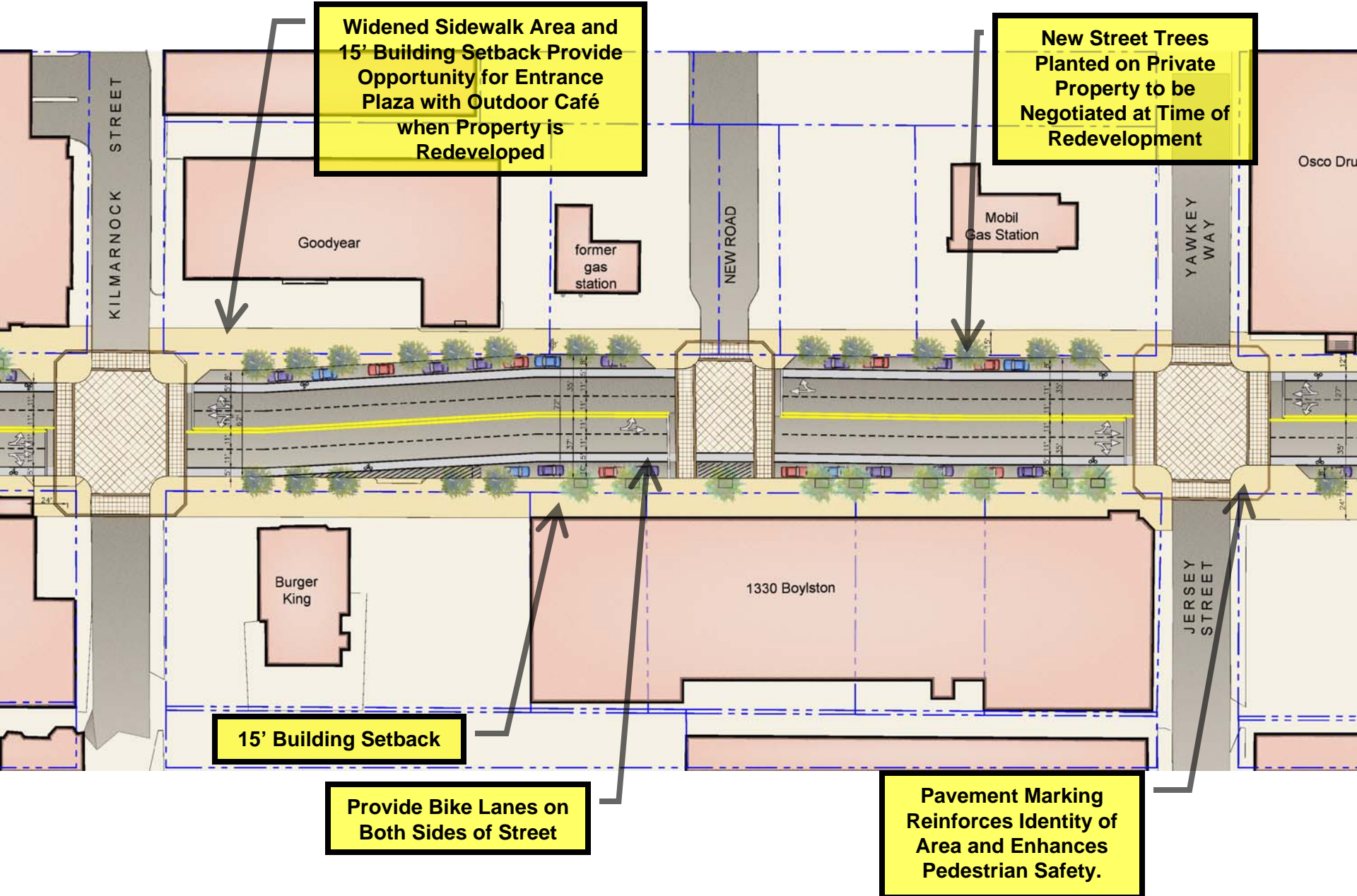


# Boylston Street – Block 2: Kilmarnock Street to Yawkey Way





# Boylston Street – Block 2: Kilmarnock Street to Yawkey Way



**Widened Sidewalk Area and 15' Building Setback Provide Opportunity for Entrance Plaza with Outdoor Café when Property is Redeveloped**

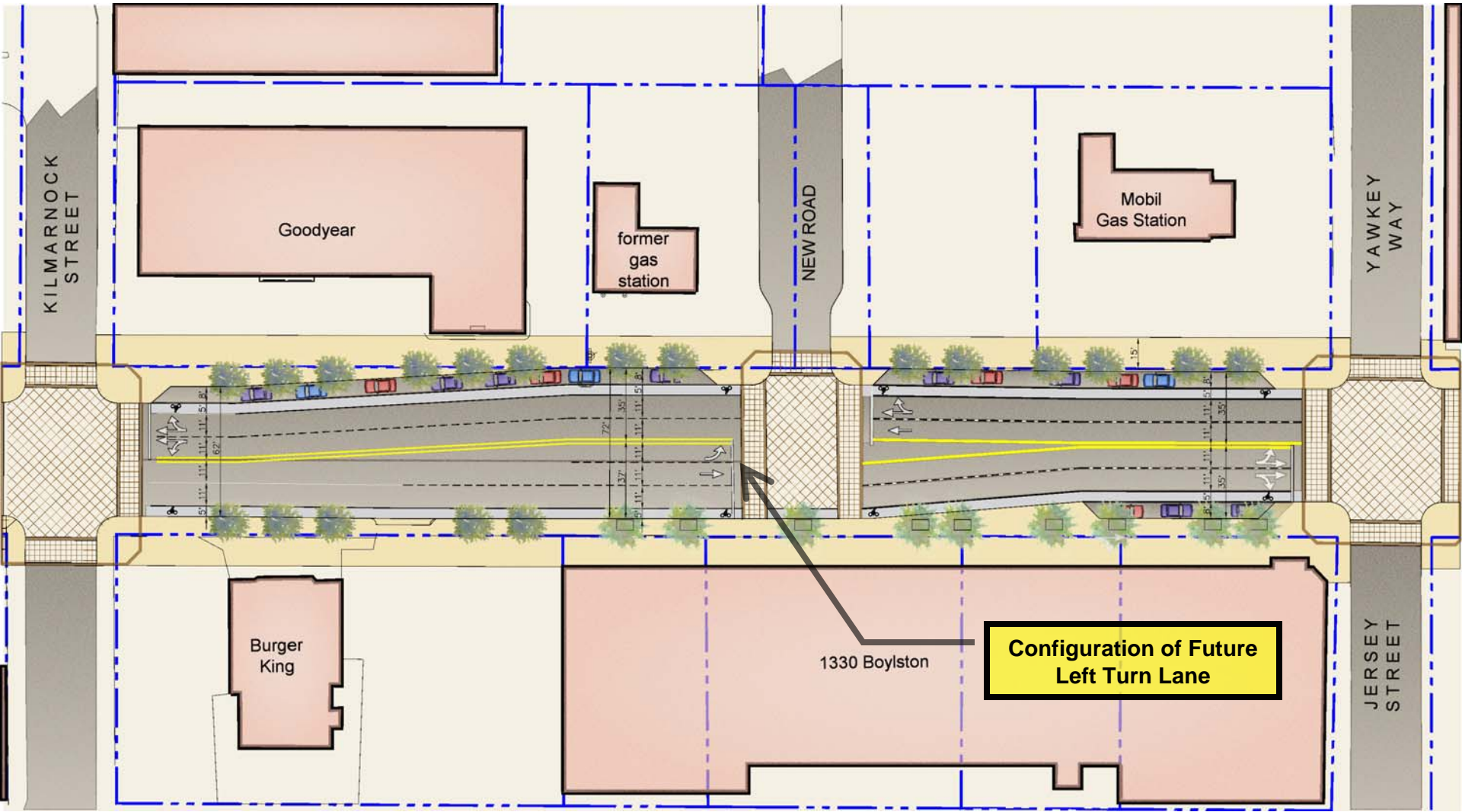
**New Street Trees Planted on Private Property to be Negotiated at Time of Redevelopment**

**15' Building Setback**

**Provide Bike Lanes on Both Sides of Street**

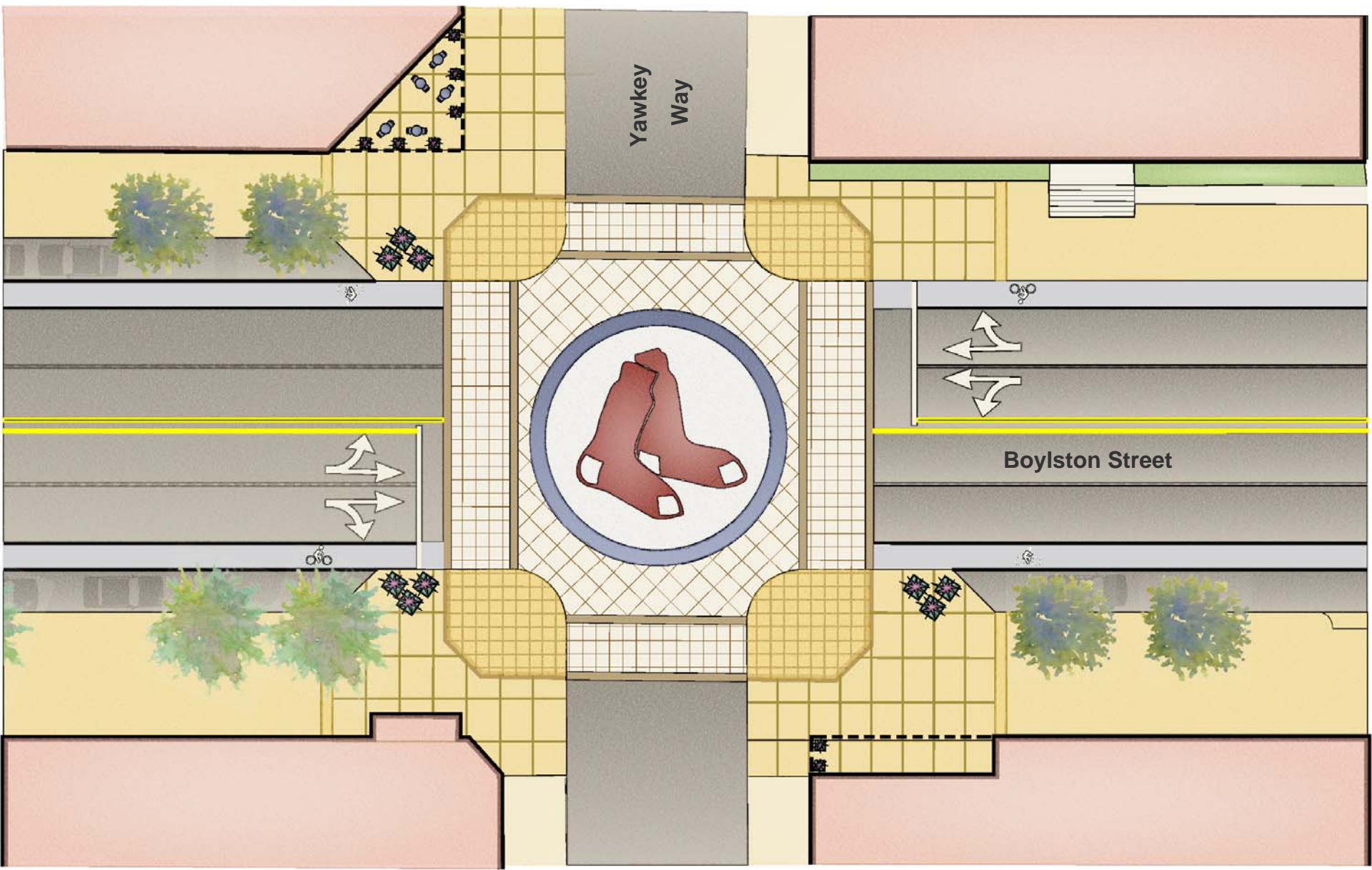
**Pavement Marking Reinforces Identity of Area and Enhances Pedestrian Safety.**

# Boylston Street – Yawkey Way Intersection

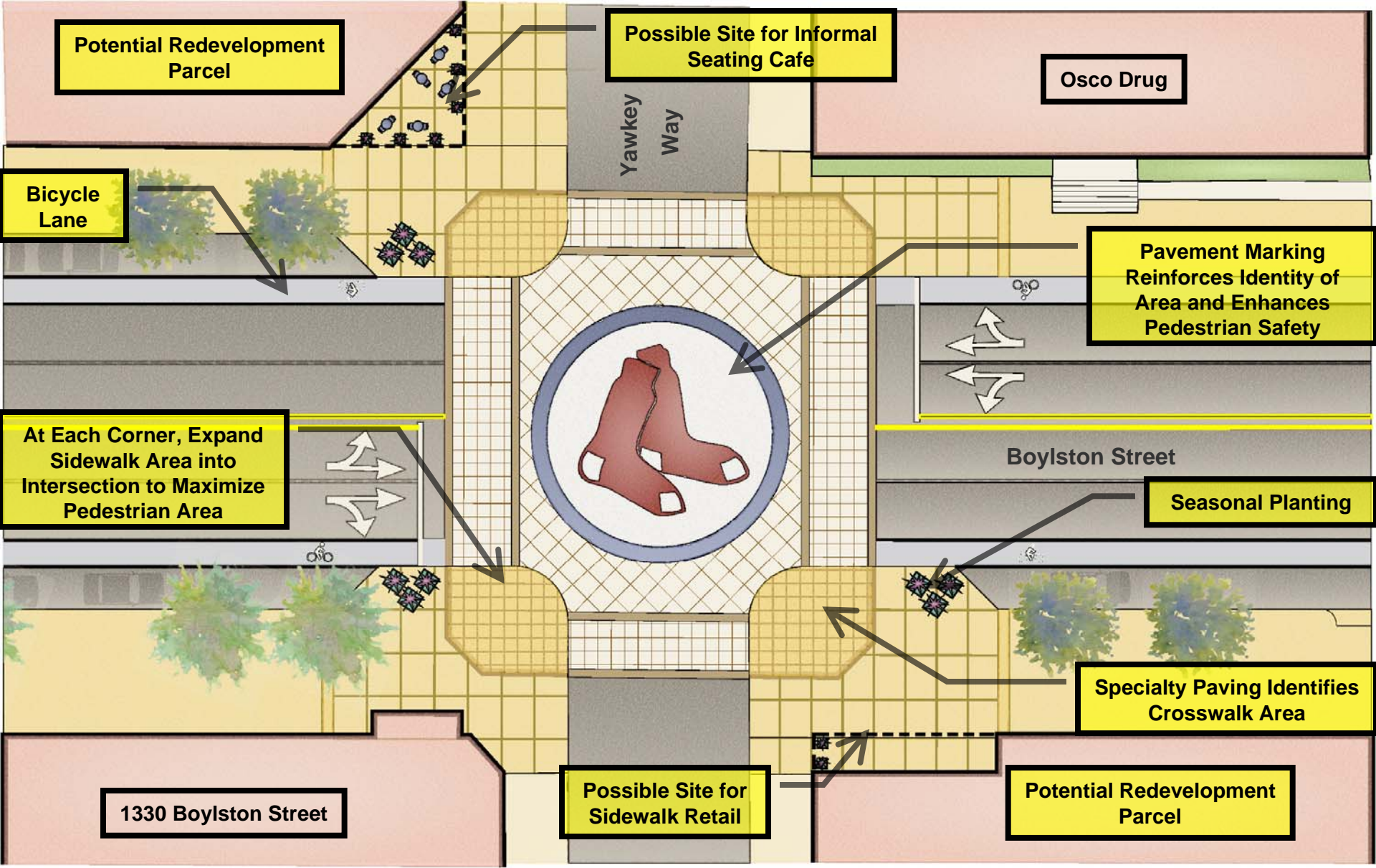




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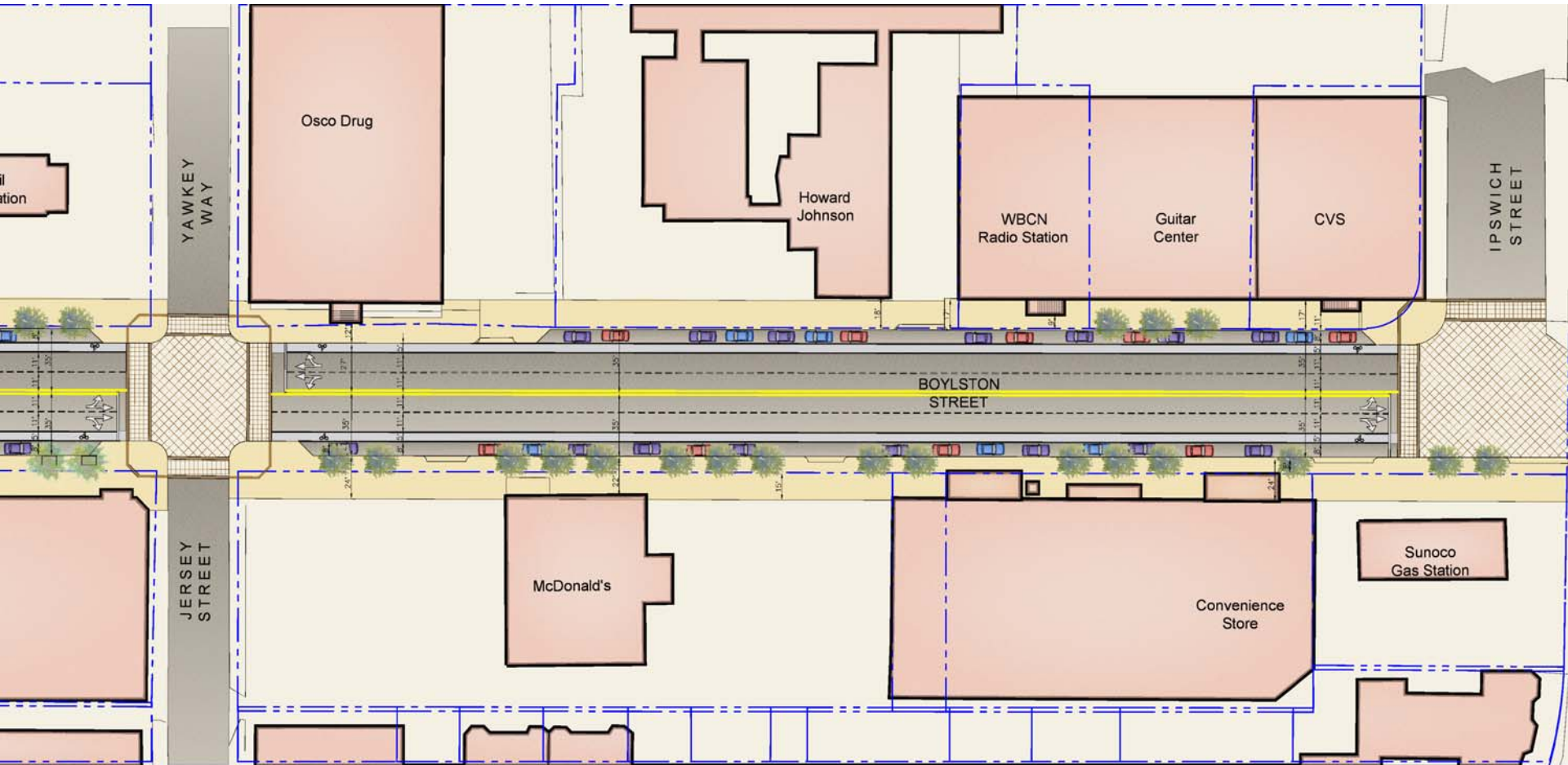


# Boylston Street – Yawkey Way Intersection





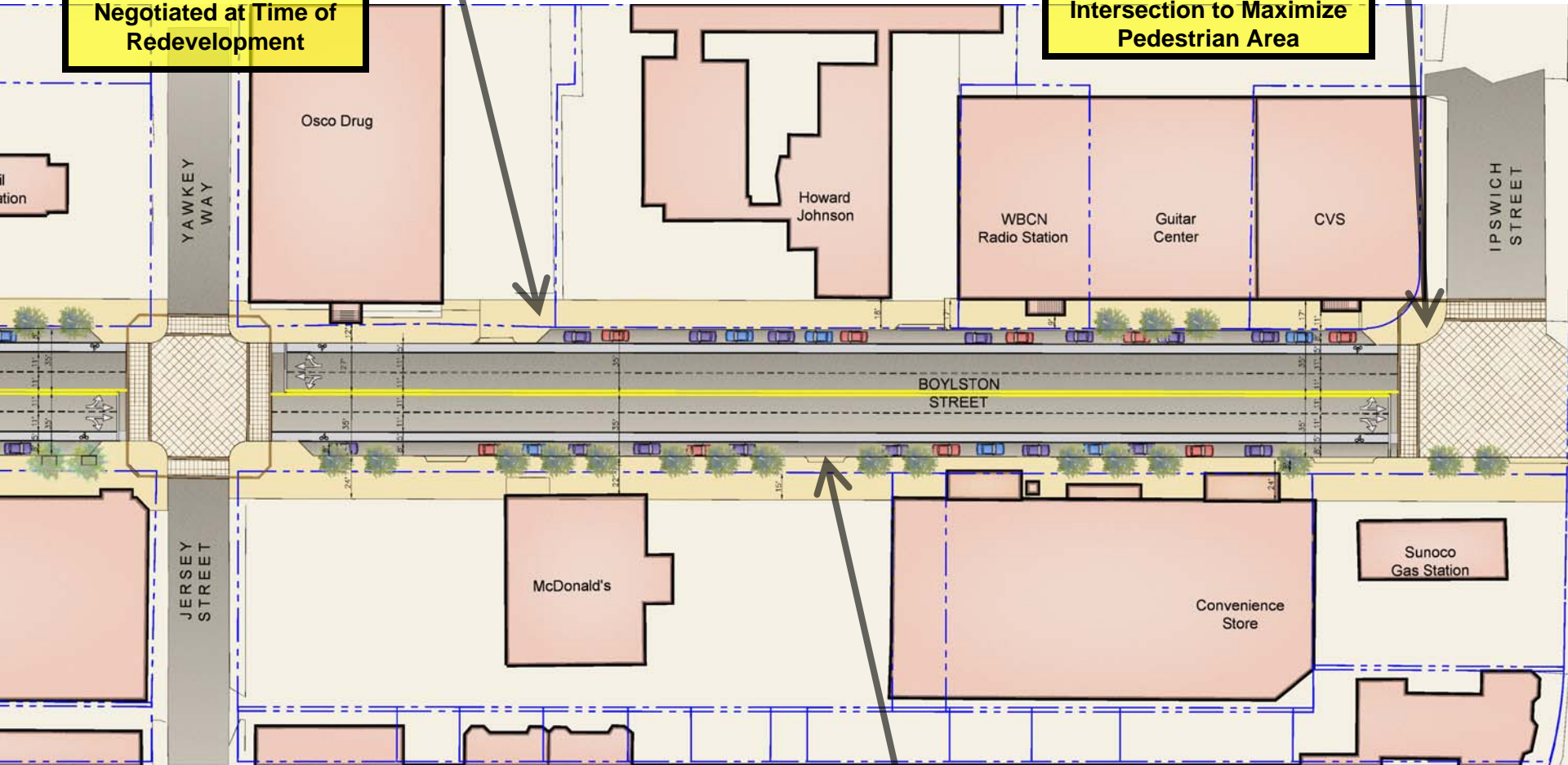
# Boylston Street – Block 3: Yawkey Way to Ipswich Street



# Boylston Street – Block 3: Yawkey Way to Ipswich Street

**New Street Trees Planted on Private Property to be Negotiated at Time of Redevelopment**

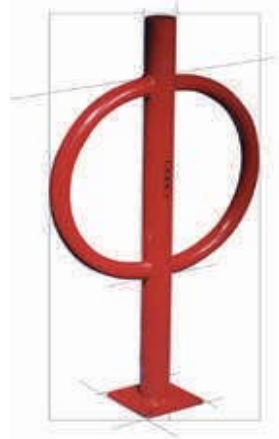
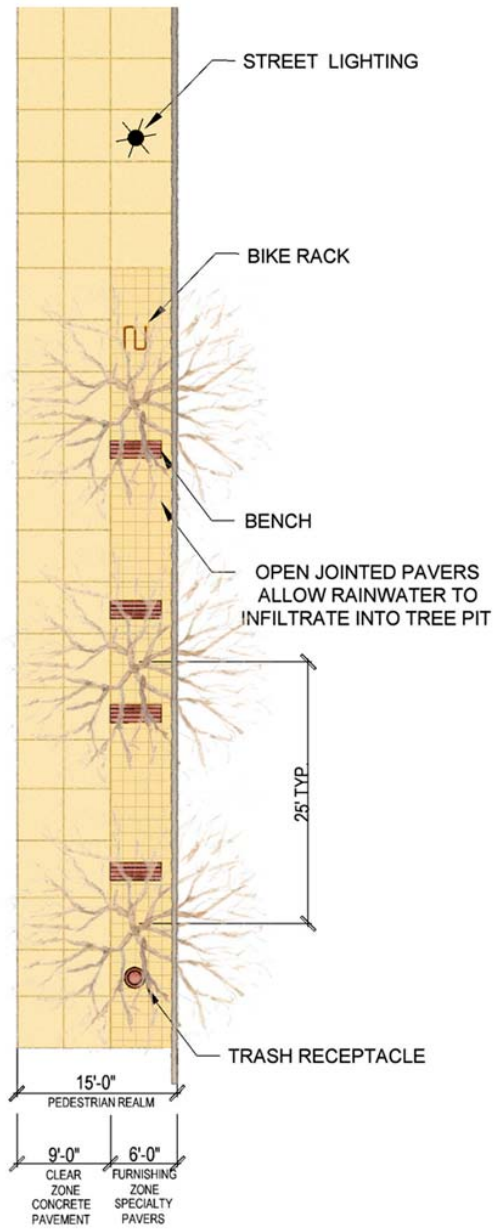
**At Each Corner, Expand Sidewalk Area into Intersection to Maximize Pedestrian Area**



**Reduce Number of Curb Cuts Along Corridor to Improve Pedestrian Realm**



# Boylston Street – Typical Sidewalk Section



# Audubon Circle



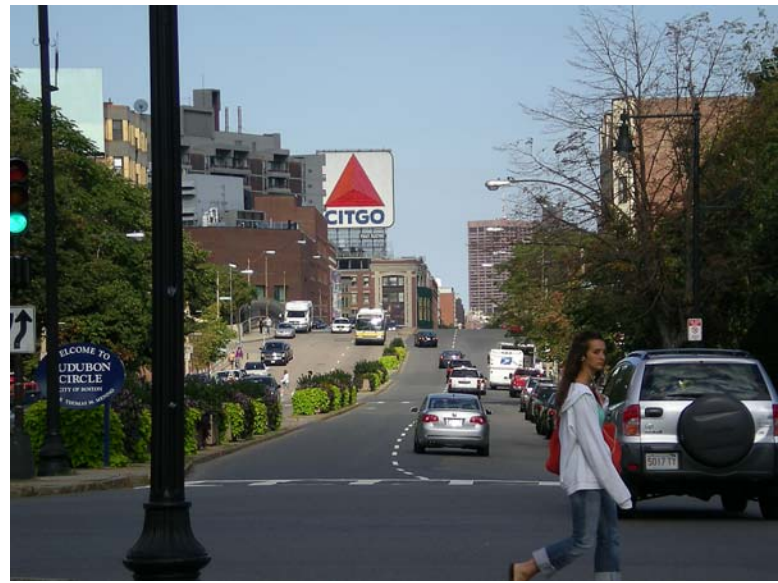
Source: MSN Local Live

Source: MassGIS

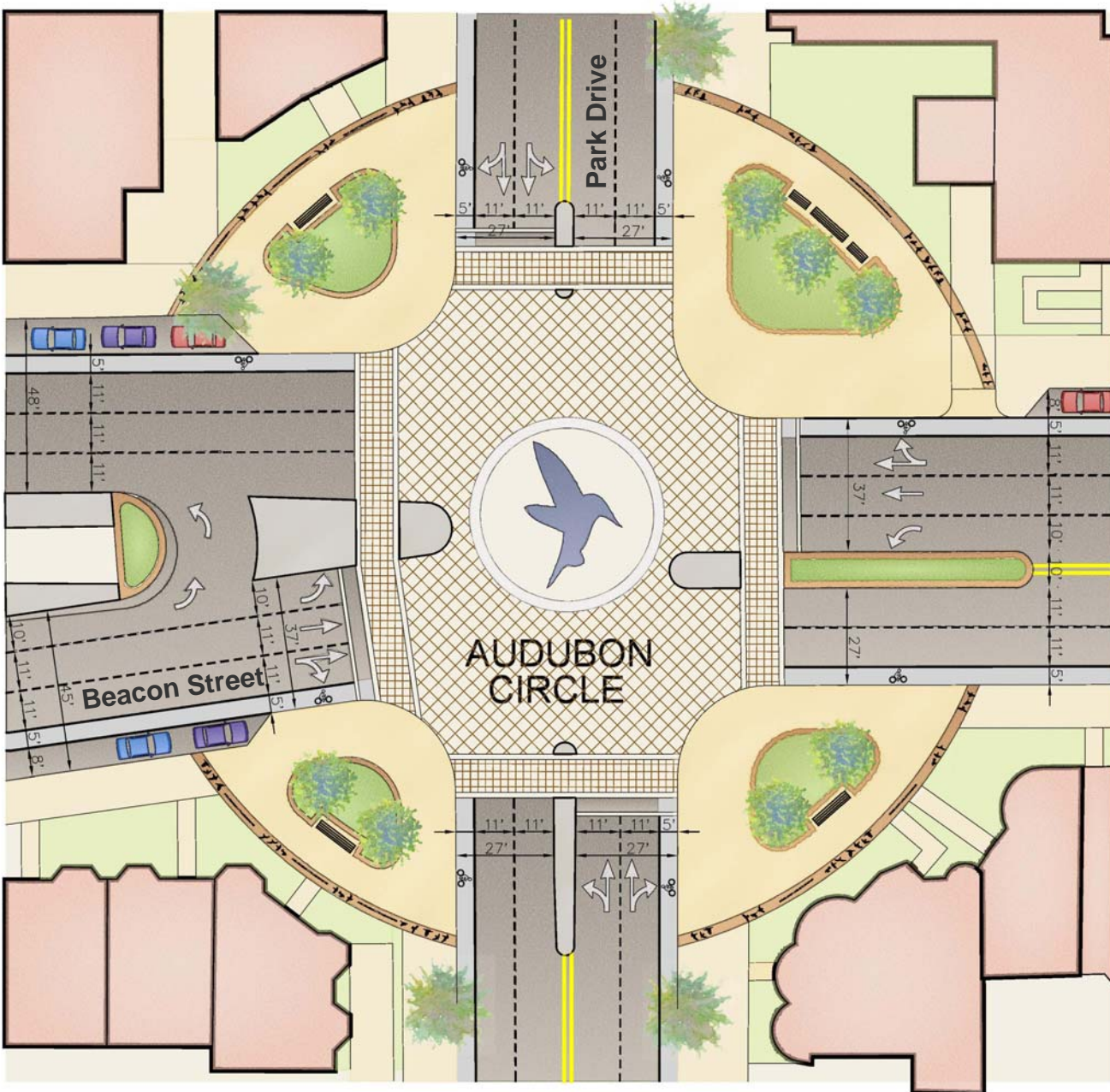


# Audubon Circle

- Reinforce historic character in Audubon Circle
- Redesign the circle and street for pedestrian safety
- Retain turning lanes to maintain traffic flow
- Allow for future on-street bike lane connections
- Maximize opportunities to “green” the corners with landscaping and artistic features

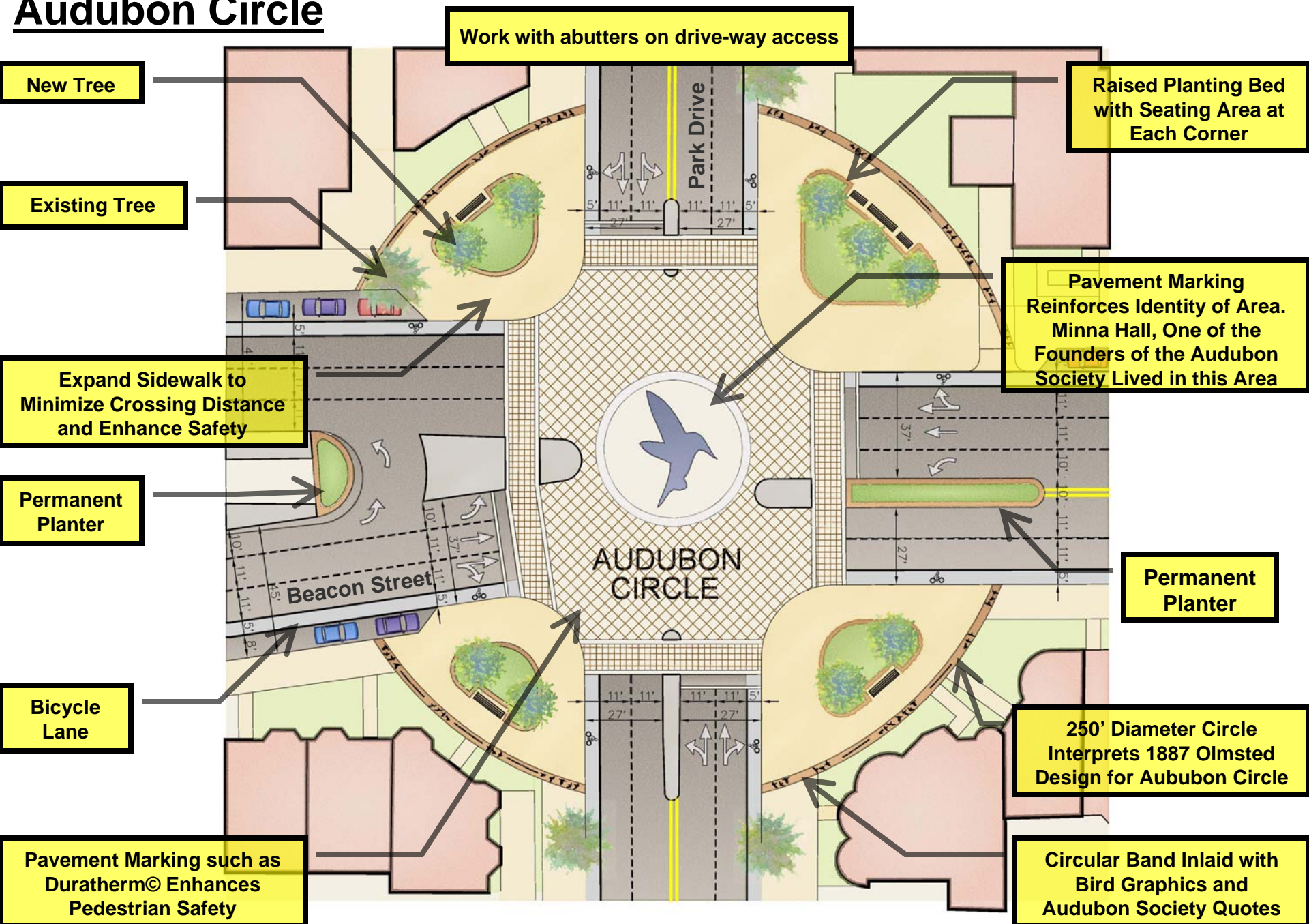


# Audubon Circle





# Audubon Circle



# Preliminary Cost Estimates

<b>Project Area</b>	<b>Estimate of Design Cost</b>	<b>Estimate of Construction Cost</b>	<b>Total Cost</b>
<b>Multi-Use Path</b>	<b>\$264,480</b>	<b>\$2,204,000</b>	<b>\$2,468,480</b>
<b>Audubon Circle</b>	<b>\$278,040</b>	<b>\$2,392,000</b>	<b>\$2,679,040</b>
<b>Boylston Street: Block 1 – to Kilmarnock</b>	<b>\$281,800</b>	<b>\$2,340,000</b>	<b>\$2,620,800</b>
<b>Boylston Street: Block 2 – to Yawkey Way</b>	<b>\$328,440</b>	<b>\$2,737,000</b>	<b>\$3,065,440</b>
<b>Boylston Street: Block 3 – to Ipswich St</b>	<b>\$271,560</b>	<b>\$2,263,000</b>	<b>\$2,534,560</b>
<b>Escalation for 2010 construction @ 10%</b>	<b>\$143,232</b>	<b>\$1,193,600</b>	<b>\$1,336,832</b>
<b>Total Cost</b>	<b>\$1,575,552</b>	<b>\$13,129,600</b>	<b>\$14,705,152</b>



# Potential Funding Sources

<b>Funding Source</b>	<b>Area/Element</b>
Economic Stimulus Bill	\$5.6 Million – traffic improvements
Economic Stimulus Bill	\$12.5 Million – right-of-way improvements
On-Going Development Projects	Sidewalks, cafes, etc. adjacent to buildings
Public/Private Partnerships	Maintenance of landscaping, special paving and street furniture, etc