Transportation & Pedestrian Action Plan

AGENDA

May 14, 2008

1. **Presentation of Conceptual Designs for:**
   - **Multi-use path connecting Fenway to Kenmore Square**
   - **3 Options for redesign of Boylston Street**
   - **2 Options for redesign of Brookline Avenue**

2. **Break-Out Session – Brookline & Boylston**

3. **Summary of Group Discussion**

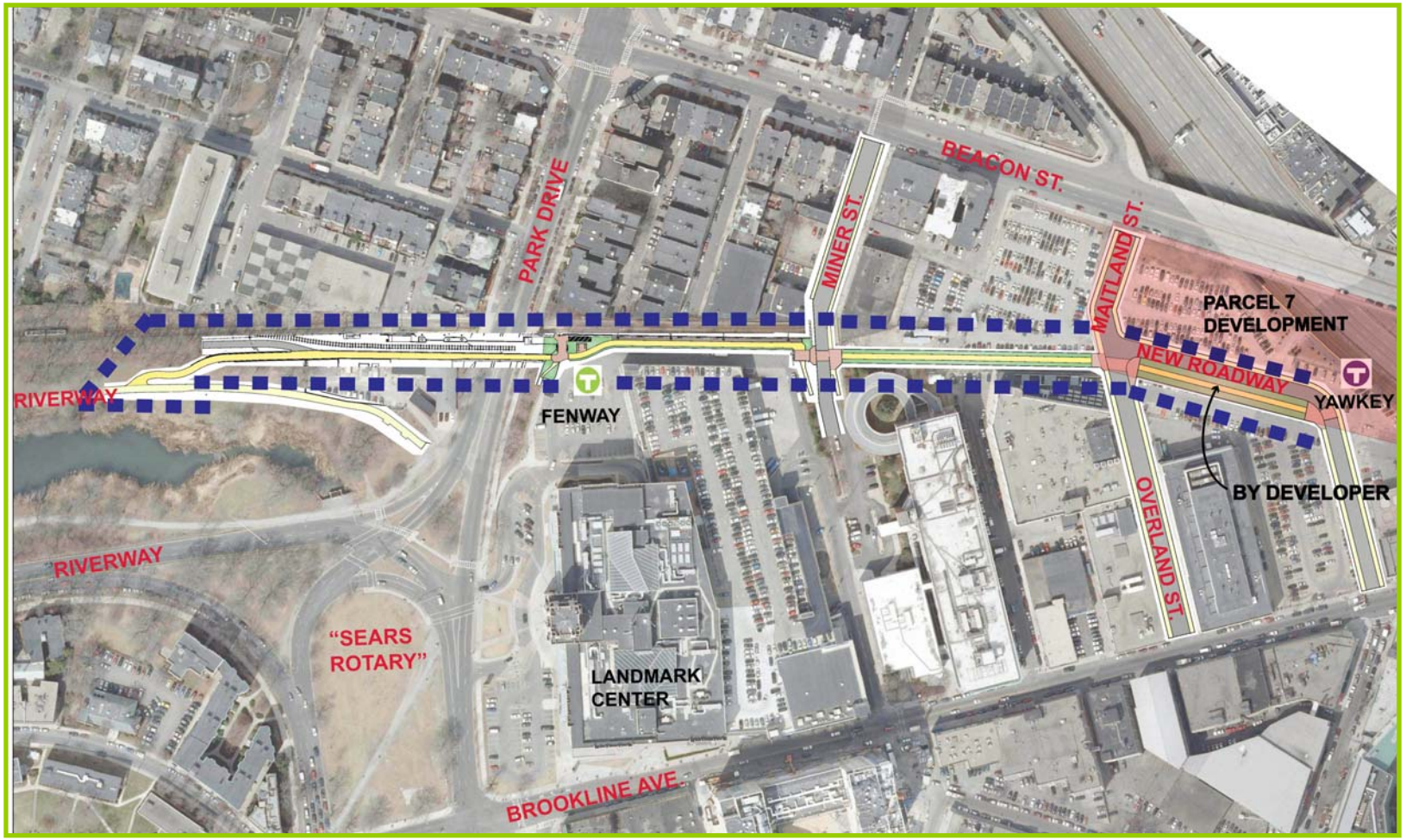
4. **Next Steps**

http://www.cityofboston.gov/transportation/flk/default.asp

Multi-Use Path Preliminary Design: Opportunities

- **Bypass Sears Rotary and provide car-free connections from Muddy River to Kenmore Square**

- **Connect Riverway Park directly to Yawkey Way Station and future Parcel 7 development**



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
Travel Lanes	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	
Bicycle Lanes	Two 5' bicycle lanes	No bicycle lanes	No bicycle lanes	
On-Street Parking	Two 8' parking lanes	Two 8' parking lanes	One 8' parking lane on alternating blocks	
Sidewalk Widths **Trees**	Publicly owned sidewalks only 3' to 4', need private property Potentially 40 trees assuming use of private property	Expands sidewalks allowing for 10' minimums Potentially 40 trees assuming use of private property	Expands sidewalk widths to 18' on sides with no parking. Up to 30' using private property Potentially 55 trees on public property	
Neckdowns **Typical Crosswalks**	Neckdowns at every intersection except one corner at Yawkey Way 54' long crosswalks	Neckdowns at every intersection except one corner at Yawkey Way 44' long crosswalks	Neckdowns at all blocks with on-street parking 44' long crosswalks	

Summary Slide for Brookline Avenue

BROOKLINE AVENUE DESIGN FRAMEWORK

Existing Conditions: One 12' lane in each direction with 8' parking lanes on both sides, dedicated left-turns at Kilmarnock Street and Fullerton Street
No bicycle lanes
Sidewalk widths generally 10' with street trees limited to western side
Typically no neckdowns with 40' long crosswalks

DESIGN ELEMENTS	#1: MODIFIED EXISTING	#2: EXPANDED SIDEWALK	DESIGN DIRECTION
Travel Lanes	One 11' lane in each direction Dedicated left turn lanes at Kilmarnock St / Fullerton St	One 12' lane in each direction Dedicated left turn lanes at Kilmarnock St / Fullerton St Preserves one future transit lane	
Bicycle Lanes	No bicycle lanes (Parallel multi-use path)	No bicycle lanes (Parallel multi-use path)	
On-Street Parking	Two 8' parking lanes	One 9' parking lane	
Sidewalk Widths **Trees**	Maintains 10' widths on both sides. Potentially 8 new trees at Sears Rotary end of street	Maintains 10' width on western side Creates 18' width on Fenway Park side Potentially 40 trees	
Neckdowns **Typical Crosswalks**	No neckdowns, enhancements at Lansdowne St and Yawkey Way 40' long crosswalks	No neckdowns, enhancements at Lansdowne St at Yawkey Way 33' long crosswalks	