



Public Meeting

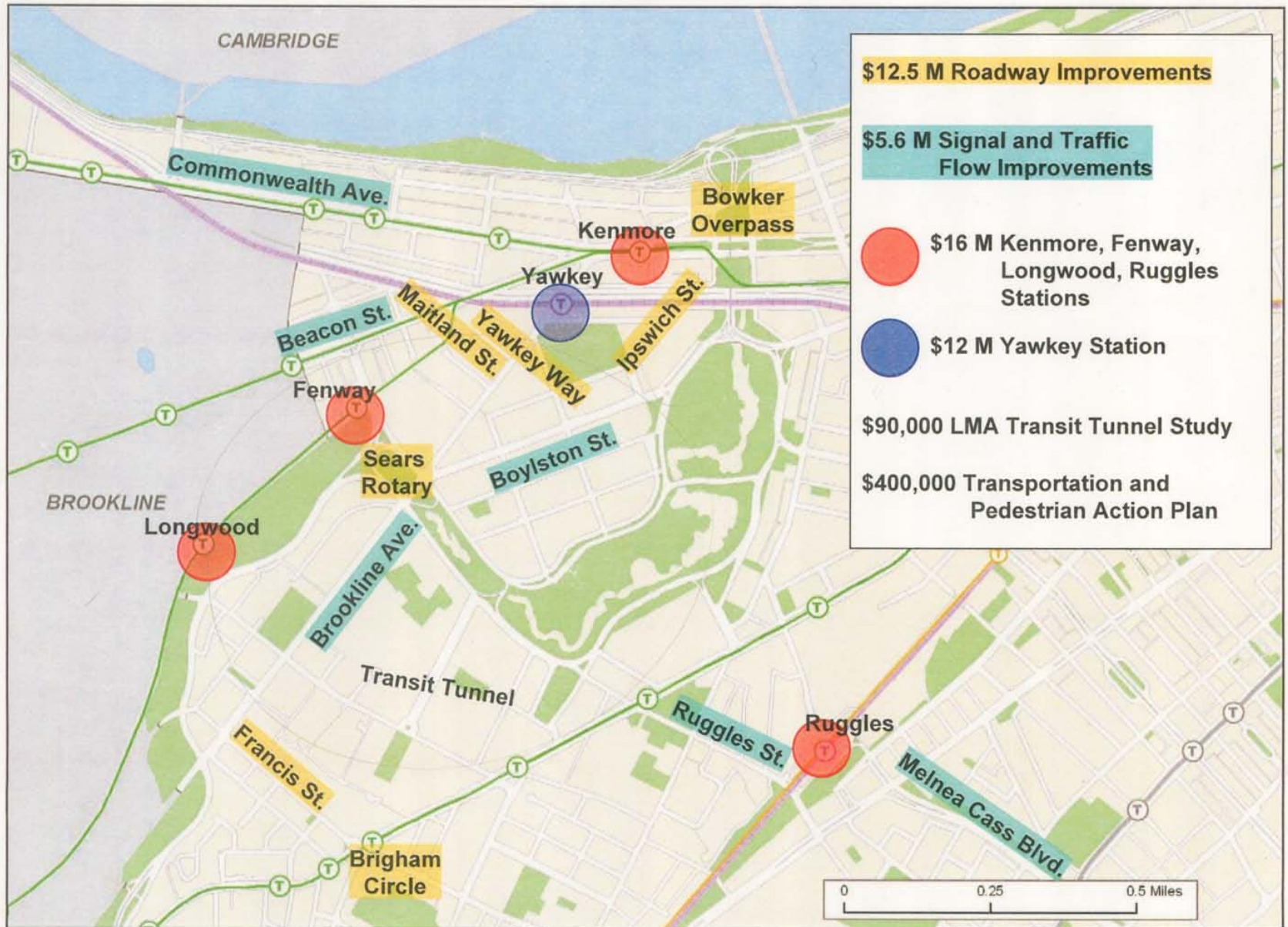
Fenway-Longwood-Kenmore

AGENDA

1. Recap of Transportation Action Plan Scope
2. Consultant Presentation
 - Existing Transportation Conditions
 - Existing Off-Street Parking Inventory
3. Presentation by Army Corps of Engineers - Muddy River Project

Web Site: www.cityofboston.gov/transportation/flk

Economic Stimulus Bill





\$400,000 Transportation & Pedestrian Action Plan

1. Establish Existing Conditions for pedestrian, vehicular and bicycle flows & safety
2. Identify “Hot Spots” and propose short-term improvements

3. Establish 2007 Off-Street Parking Inventory and project trends to 2020
4. Recommend Off-Street parking management strategies for residents, commuters and visitors

5. Prioritize Right-of-Way reconstruction projects to improve conditions for pedestrians, vehicles and bicycles
6. Develop preliminary designs for selected projects for \$12.5 million roadway improvements
7. Test projected developments, parking and roadway improvements.



Analysis of Existing Conditions

Purpose & Overview

- **Congestion & Safety Analysis**
 - Synchro Model Findings
- **Hot Spots**
 - Vehicular, Pedestrian & Bicycle
- **Off-Street Parking Supply**
 - Location, changes since 1999; Current conditions by type, size and use.





Congestion & Safety Analysis

Summary of Observations

Of the 74 modeled signal-controlled locations in the area:

- At least 23% are congested during the AM peak hour, and
- 25% during the PM peak hour

Of the 119 modeled un-signalized locations:

- At least 14% are congested during the AM peak hour, and
- 17% during the PM peak hour



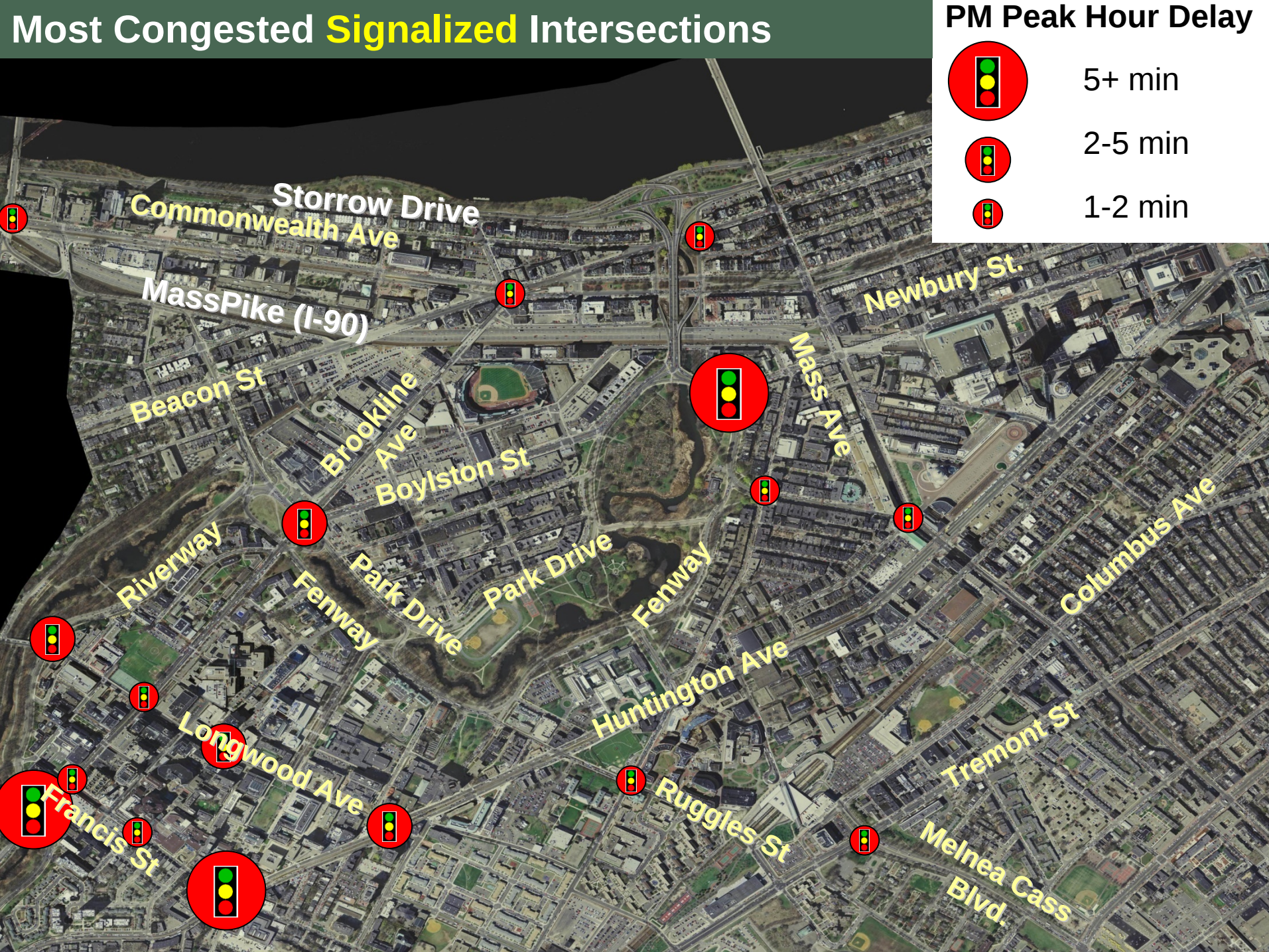
“Hot Spot” Criteria

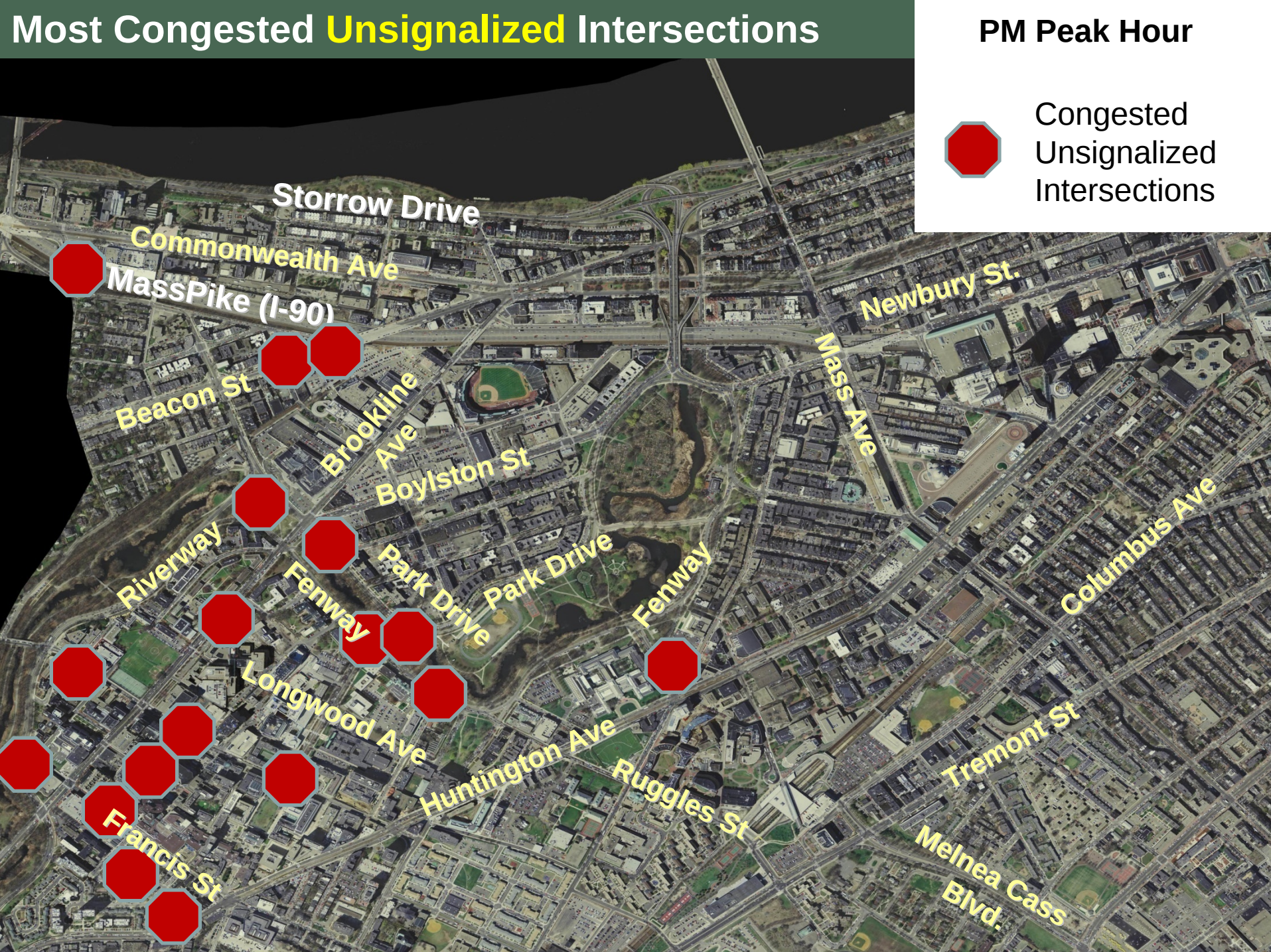
Congestion

- Rank Level of Service – Highlight E/F locations
- Volume to Capacity (worst to best)
- Vehicle Volumes entering
- High Pedestrian/Bike activity (counted or observed)

Safety: Three most recent available years 2003-2005

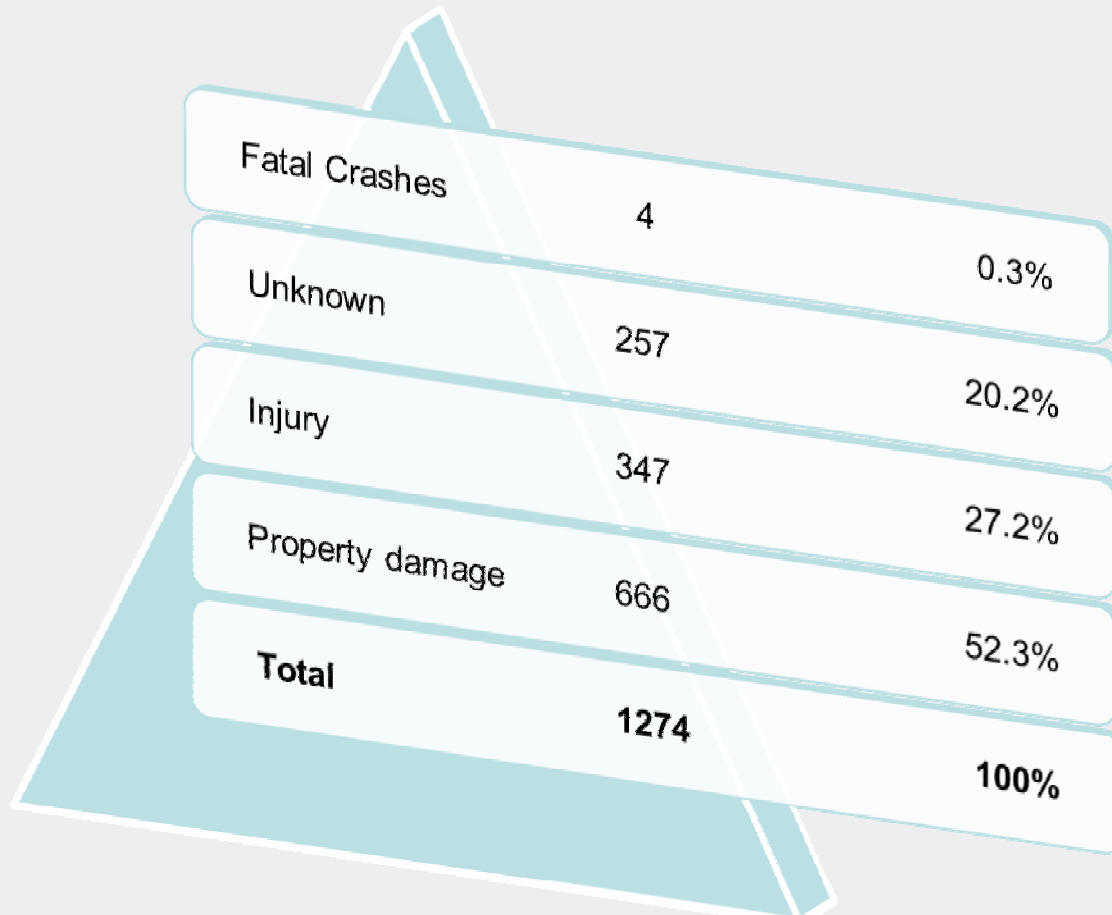
- Crash Totals (worst to best)
- Injury Crash Totals (worst to best)
- Intersection Crash Rates (MassHighway Rate Sheets)







Crash Data Overview By Severity 2003-2005



High Crash Intersections

Reported Crashes

2003-2005



26-45



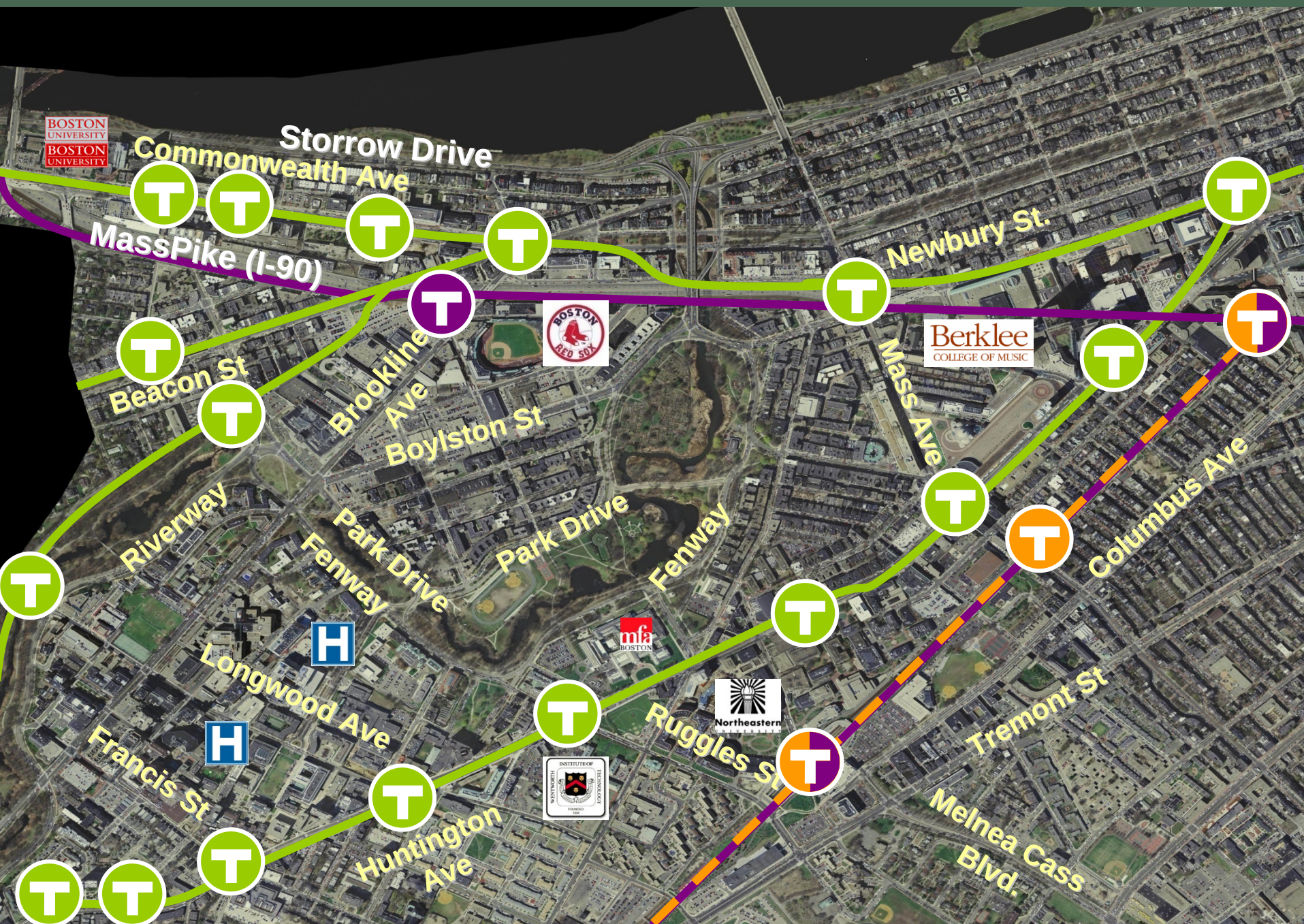
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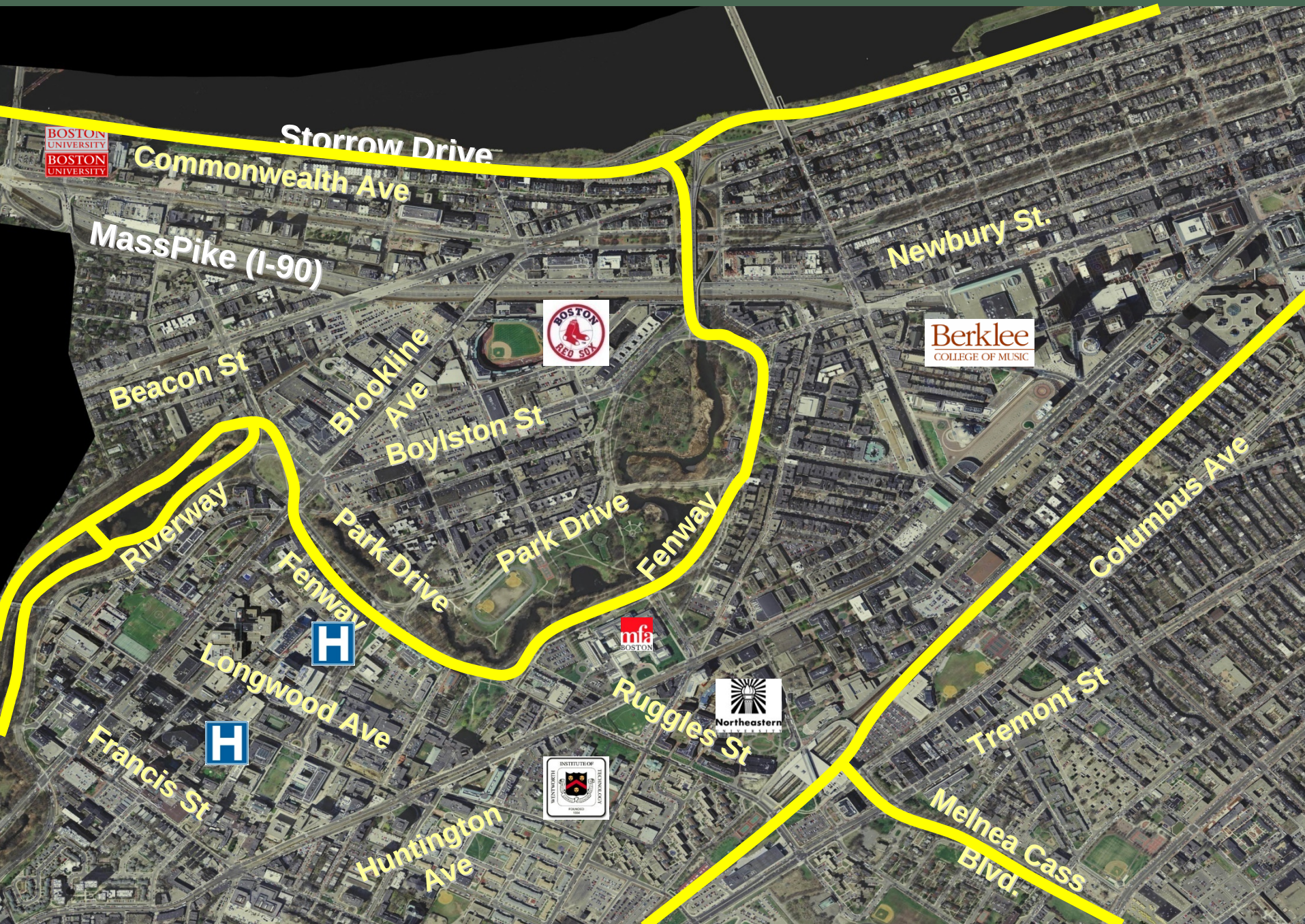
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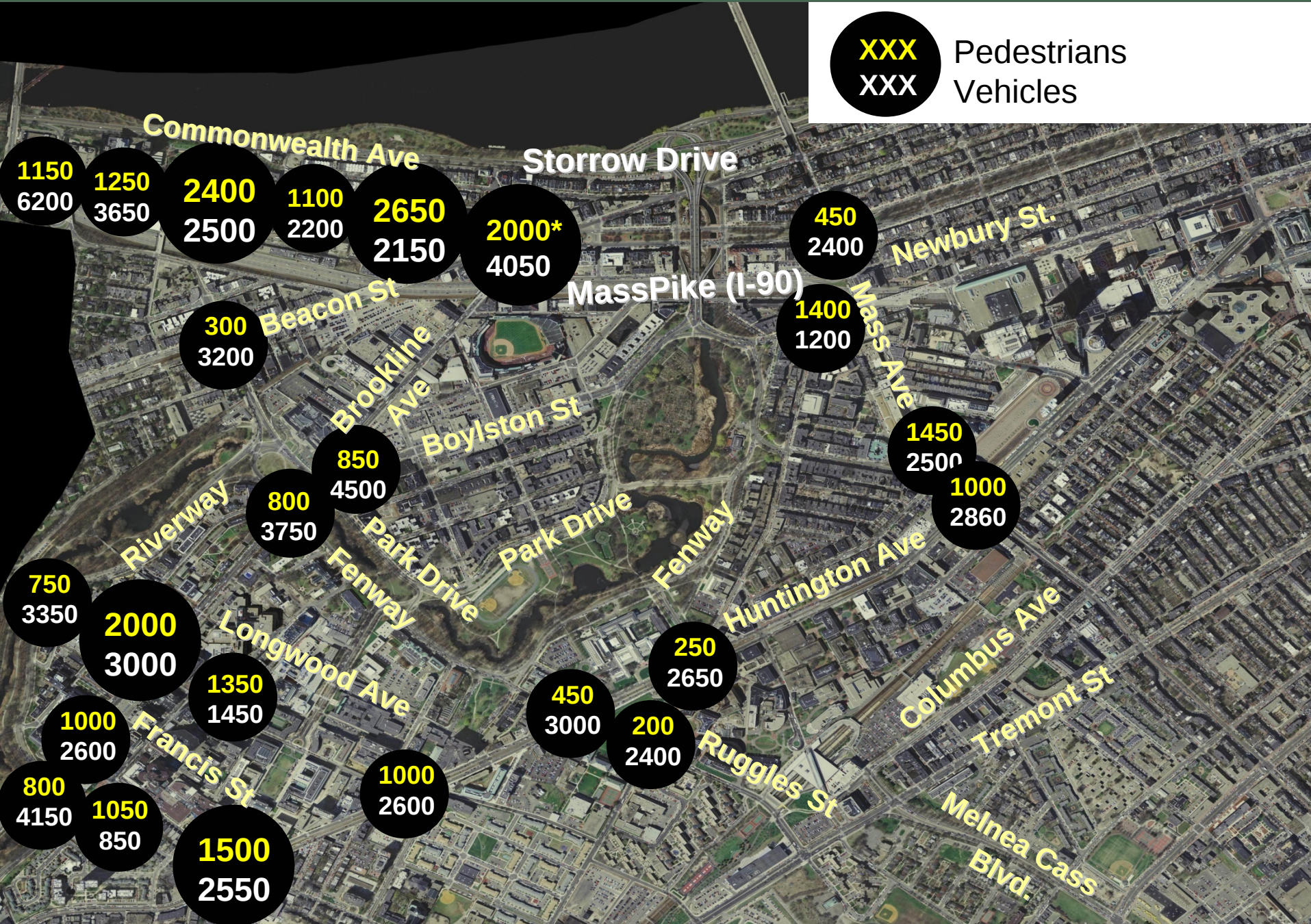
Rail Transit Stations & Multi-Modal Trip Generators



Multi-Use Paths



Selected High Pedestrian Activity Intersections – PM Peak Hour



Hot Spots Summary

-  Top Congested Signals
-  Top Congested Unsignalized Locations
-  Top High Crash Locations



Key Corridors & Intersections





Synchro Model Simulation



Summary of Hot Spot Findings

- LMA has the highest number of congested locations
- Regional gateways to the Area tend to have the highest crash rates as traffic transitions from high speed to low speed conditions
- Infrastructure to accommodate major pedestrian and bike flows is in need of enhancements
- Crash and congestion analyses confirm issues at locations cited in the Economic Stimulus Bill
- The Area's high change-of-mode environment presents unique challenges





Next Steps

How SYNCHRO Model will be used

- Serves as base data for all future analysis
- Provides an ability to measure combined impacts of new and proposed developments and infrastructure
- Analysis to the year 2020

Identify “hot spots” and Congested Corridors

- Provide direction for selecting ROW reconstruction projects
- Make short-term recommendations



Off-Street Parking Inventory

Database & Field Survey

- Update 1999 Inventory with recent COB data: 2003 study; BTD 2007 permitted lots; developed sites, MASCO parking inventory and data from the BRA and Boston University.
- Critical Information collected at the parcel level: location, type of parking, and use (public versus reserved).
- Validate Supply Data - Field Survey: two days in October (one of which was a Red Sox Play-Off day).
- Off-street parking spaces included in inventory if operating in October of 2007.
- Analyze changes since 1999 where data available



Off Street Parking Study Area

-  1999 Inventory Study Area
-  Expanded Inventory Area for 2007
-  2007 Inventory Area



**Additional
Coverage
for 2007
Inventory**





Number of Off-Street Parking Spaces 1999 to 2007

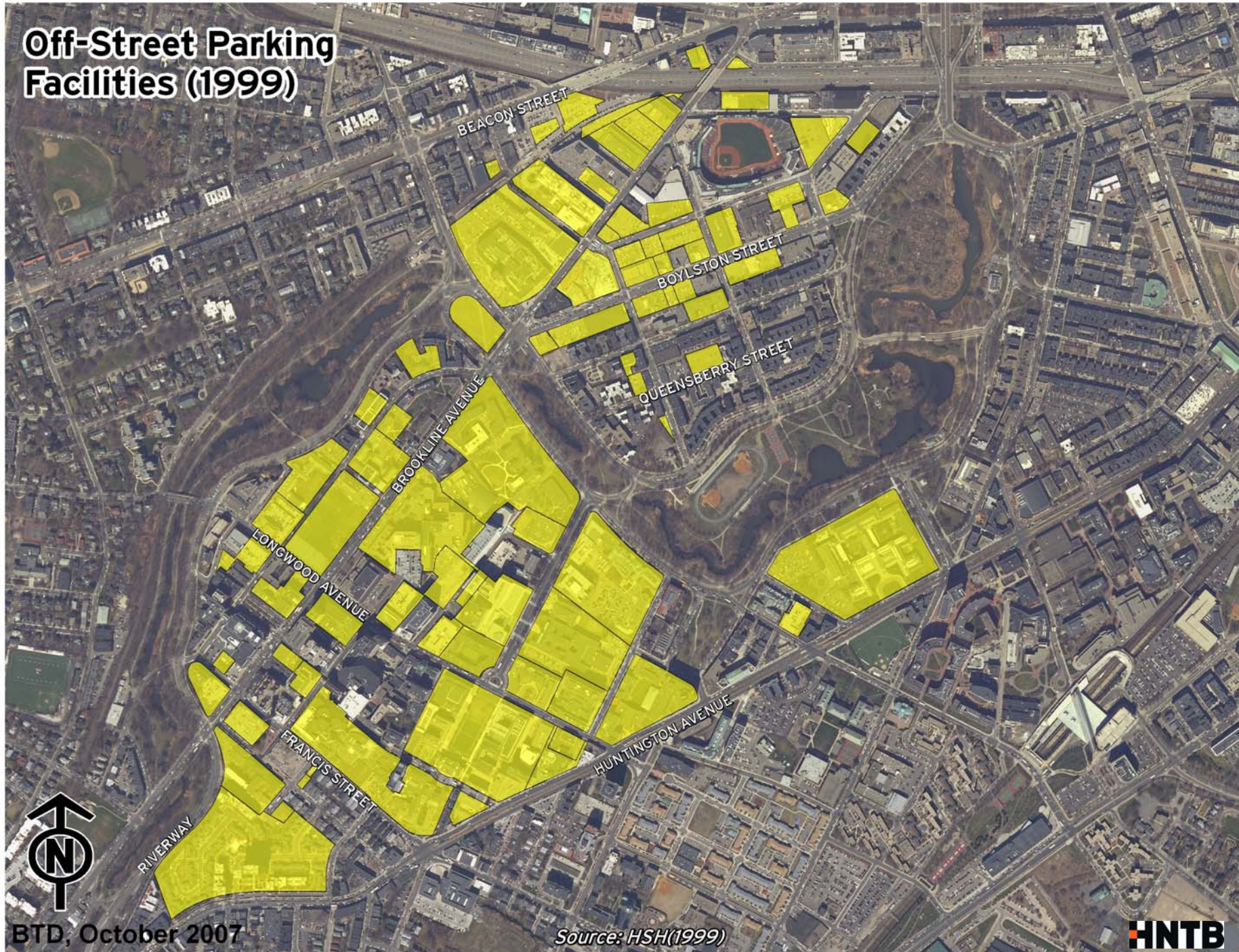


Off-Street Parking Study Area

	Parking Spaces
1999	15,500
2007	19,000
Change	+ 3,500

- Roughly 4 million SF of new development in Fenway/LMA since 2000
- Approximately 0.85 spaces were added for every 1,000 sf of new development from 1999-2007.

Off-Street Parking Facilities (1999)



BTD, October 2007

Source: HSH(1999)

HNTB

**Change in Off-Street
Parking Inventory:
1999 - 2007**

- No Change
- Decrease
- Increase

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REVIEW**

BEACON STREET
BOYLSTON STREET
QUEENSBERRY STREET
BROOKLINE AVENUE
LONGWOOD AVENUE
FRANCIS STREET
HUNTINGTON AVENUE
RIVERWAY



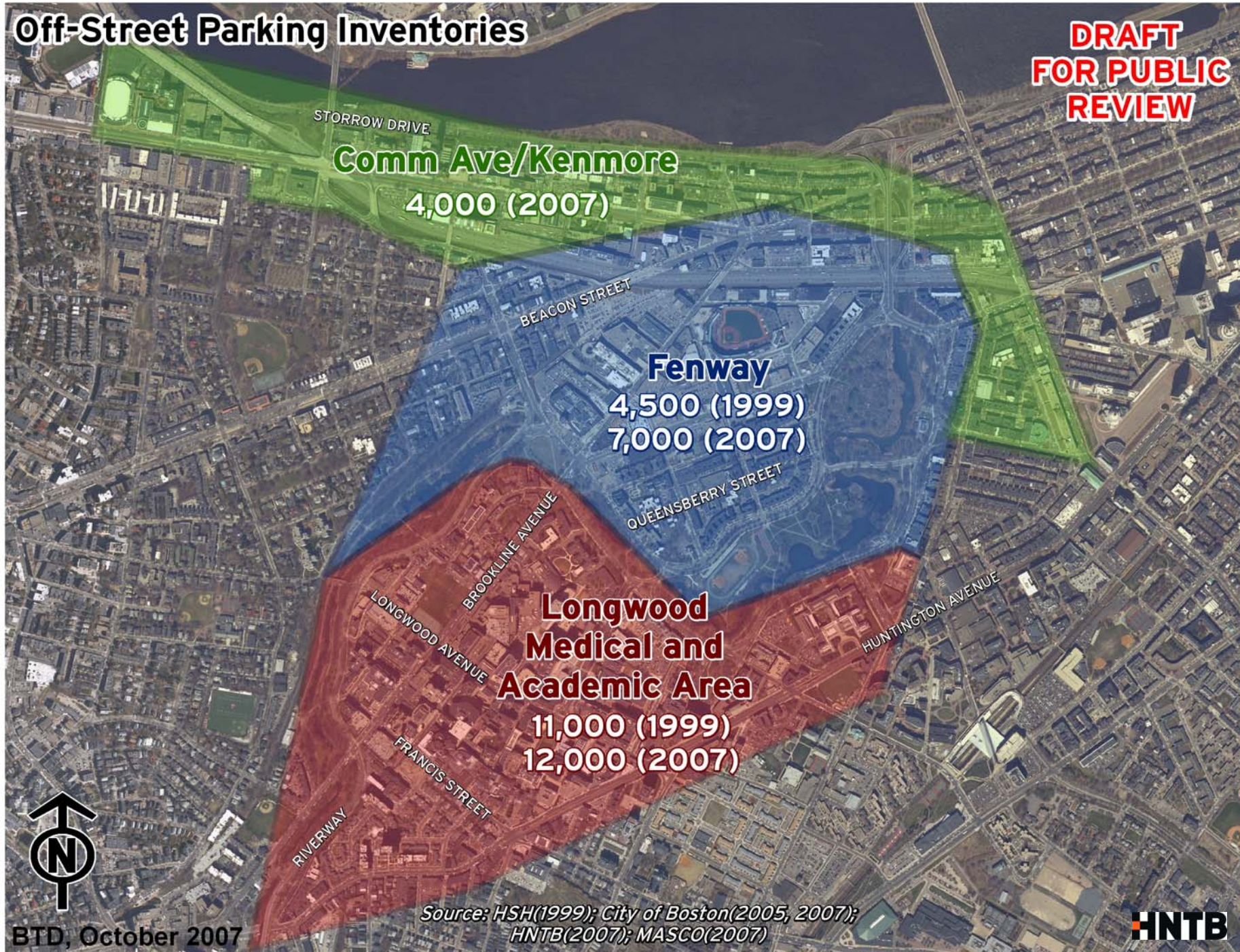
BTD, October 2007

*Source: HSH(1999); City of Boston(2005, 2007);
HNTB(2007); MASCO(2007)*

HNTB

Off-Street Parking Inventories

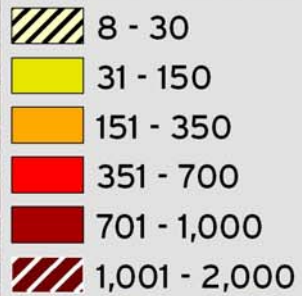
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**Number of Off
Street Spaces**

(As On October 2007)



BTD, October 2007

Source: HSH(1999); City of Boston(2005, 2007);
HNTB(2007); MASCO(2007)

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**Off Street
Parking Facilities**

-  Structure
-  Surface & Structure
-  Surface

STORROW DRIVE
COMMONWEALTH AVENUE
BEACON STREET
BOYLSTON STREET
QUEENSBERRY STREET
BROOKLINE AVENUE
LONGWOOD AVENUE
RIVERWAY
FRANCIS STREET
HUNTINGTON AVENUE



BTD, October 2007

Source: HSH(1999); City of Boston(2005, 2007);
HNTB(2007); MASCO(2007)

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Public & Event Parking

-  Public Only During Events
-  Public/Restricted
-  Non-Public



*Source: HSH(1999); City of Boston(2005, 2007);
HNTB(2007); MASCO(2007)*

HNTB



Off-Street Parking Findings

- 2007 Study Area has approximately 23,000 off-street parking spaces.
- While Longwood has significantly more parking than the Fenway, the recent growth in Fenway is largely due to the Landmark and Trilogy garages.
- Approximately 0.85 spaces were added for every 1,000 sf of new development from 1999-2007.
- The majority of surface lots are in the Fenway area, where Game Day parking is also concentrated.





Next Steps

How Parking Inventory will be used

- Serves as base data for all future analysis
- Provides an ability to measure combined impacts of new and proposed developments and infrastructure
- Analysis to the year 2020

Identify Key Parking Management Strategies

- Provide direction for access and use of parking facilities
- Make short-term recommendations for signage, access controls and opportunities, etc.



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-
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