



Transportation & Pedestrian Action Plan

AGENDA

February 28, 2008

1. Roadway and Multi-Use Path Projects

Review Circulation Options

Prioritize Projects for Design Development

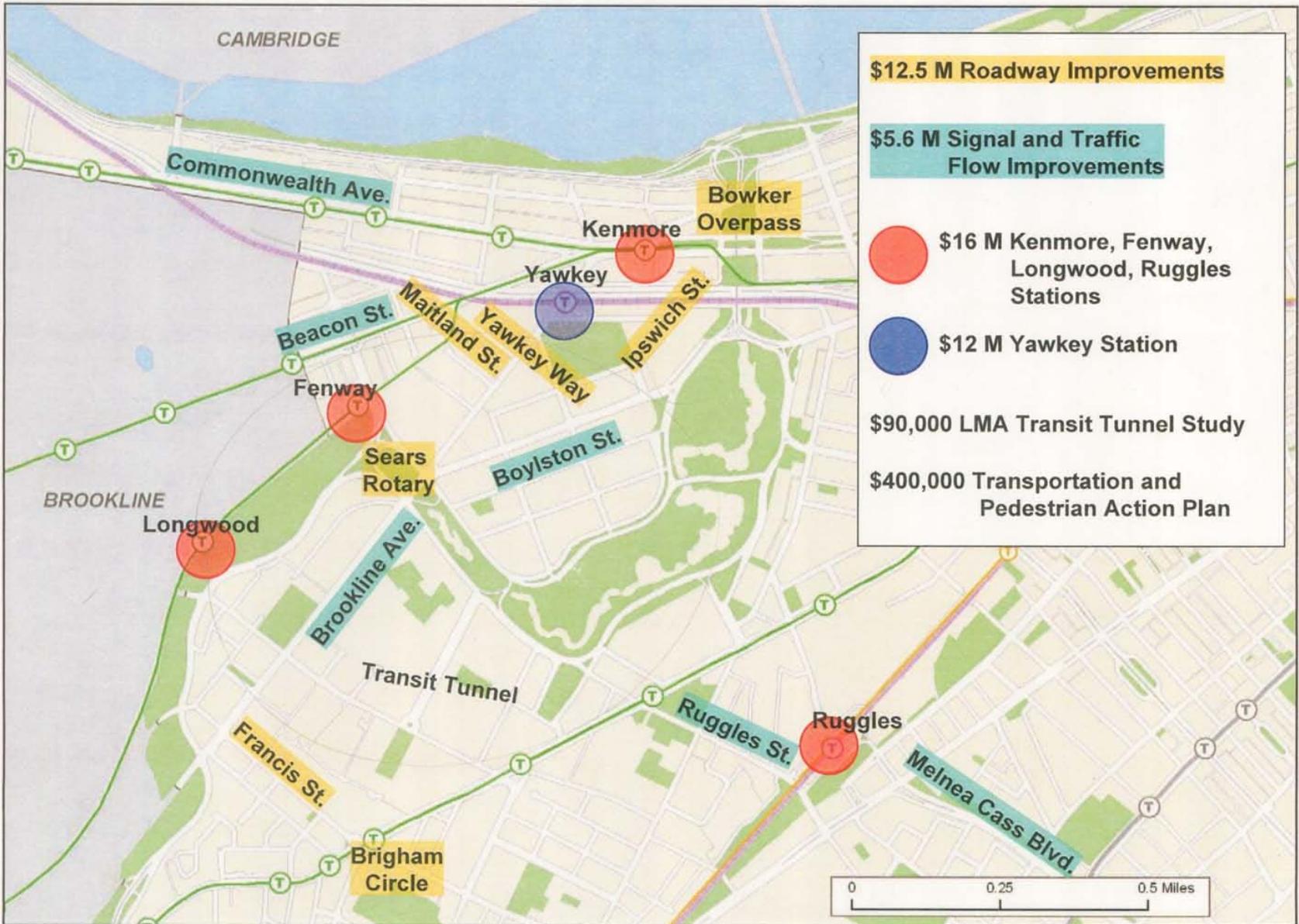
2. Off-Street Parking Recommendations

3. Presentation on Charlesgate Connection

Nicole Freedman, Boston's Director of Bicycle Programs

Herb Nolan, Charlesgate Connector

Economic Stimulus Bill





Transportation & Pedestrian Action Plan

- Establish Existing Conditions for pedestrian, vehicular and bicycle flows & safety
 - Identify “Hot Spots” and propose short-term improvements
-
- 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.
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Roadway & Multi-Use Path Projects

Congestion & Safety Analysis 2007-2012

Area-Wide Circulation Options

Priority Project Areas



Congestion & Safety Analysis 2007-2012

- Pipeline Development & Roadway Projects entered into model
- 12-13% Growth in Traffic Projected in 2012
- Congested Signalized Intersections increases from 18 in 2007 to 25 in 2012

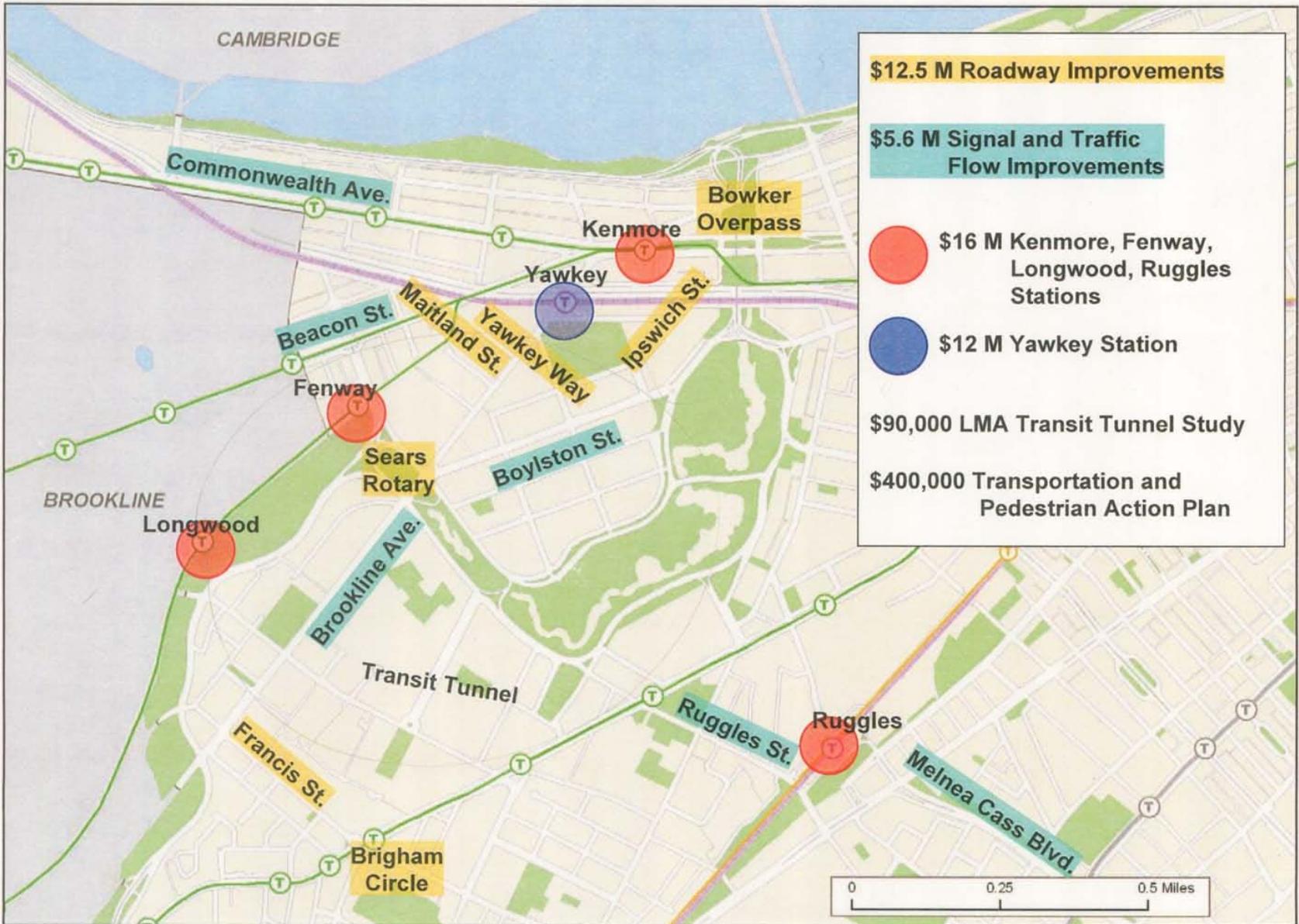
Goals: Manage Growth

- increase transit
 - decrease/manage congestion
 - improve safety and ADA accessibility
 - provide access for all users
 - improve pedestrian & bike environment
-

Intersections with 10+ Crashes 2003-2005 Summary (Crashes / Injuries / MHD Rate)



Economic Stimulus Bill



Potential Short-Term Regulatory Improvements

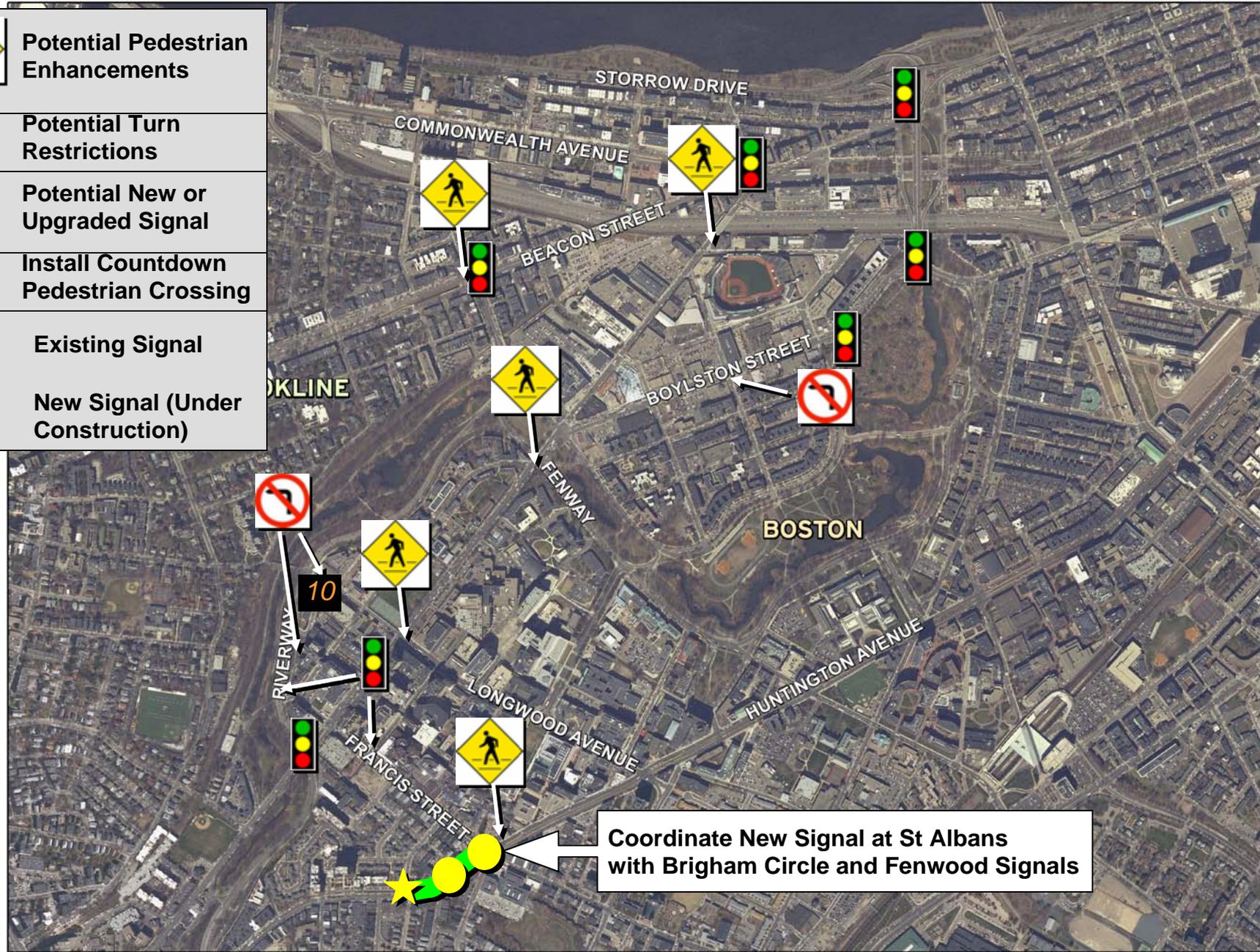
 Peak-Hour Meter Restrictions

 Peak-Hour Loading Prohibitions

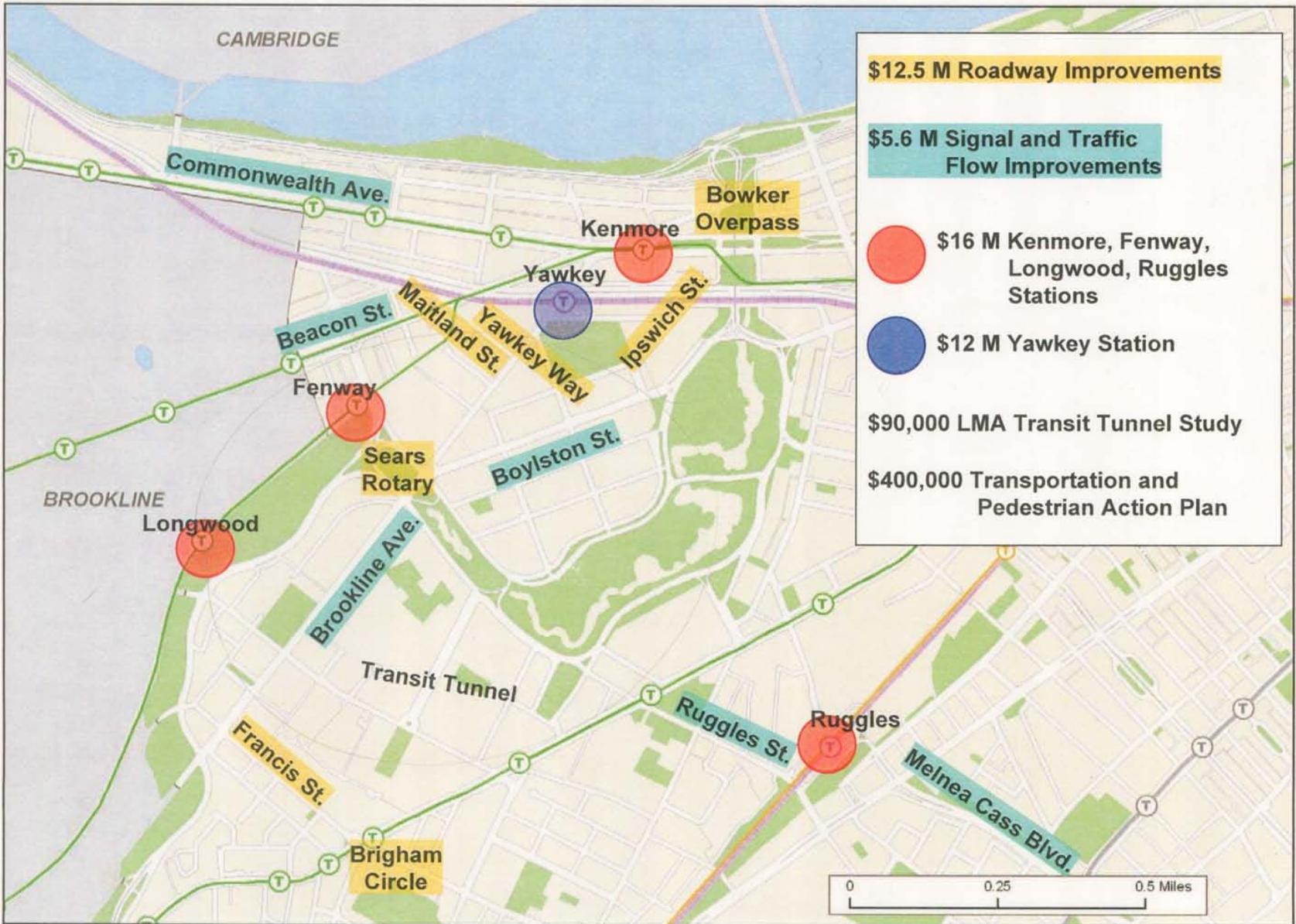


Potential Short-Term Operational Improvements

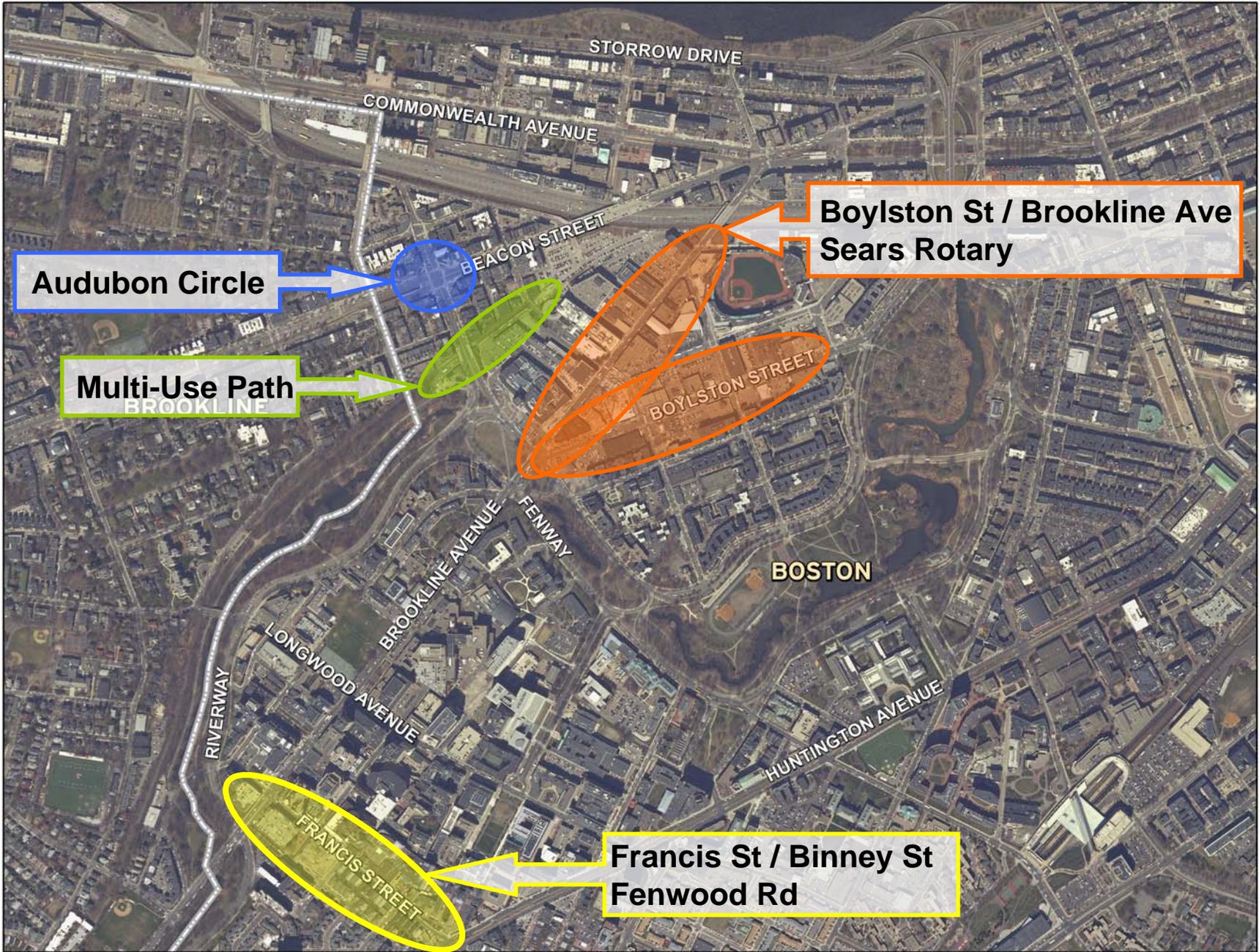
	Potential Pedestrian Enhancements
	Potential Turn Restrictions
	Potential New or Upgraded Signal
	Install Countdown Pedestrian Crossing
	Existing Signal
	New Signal (Under Construction)



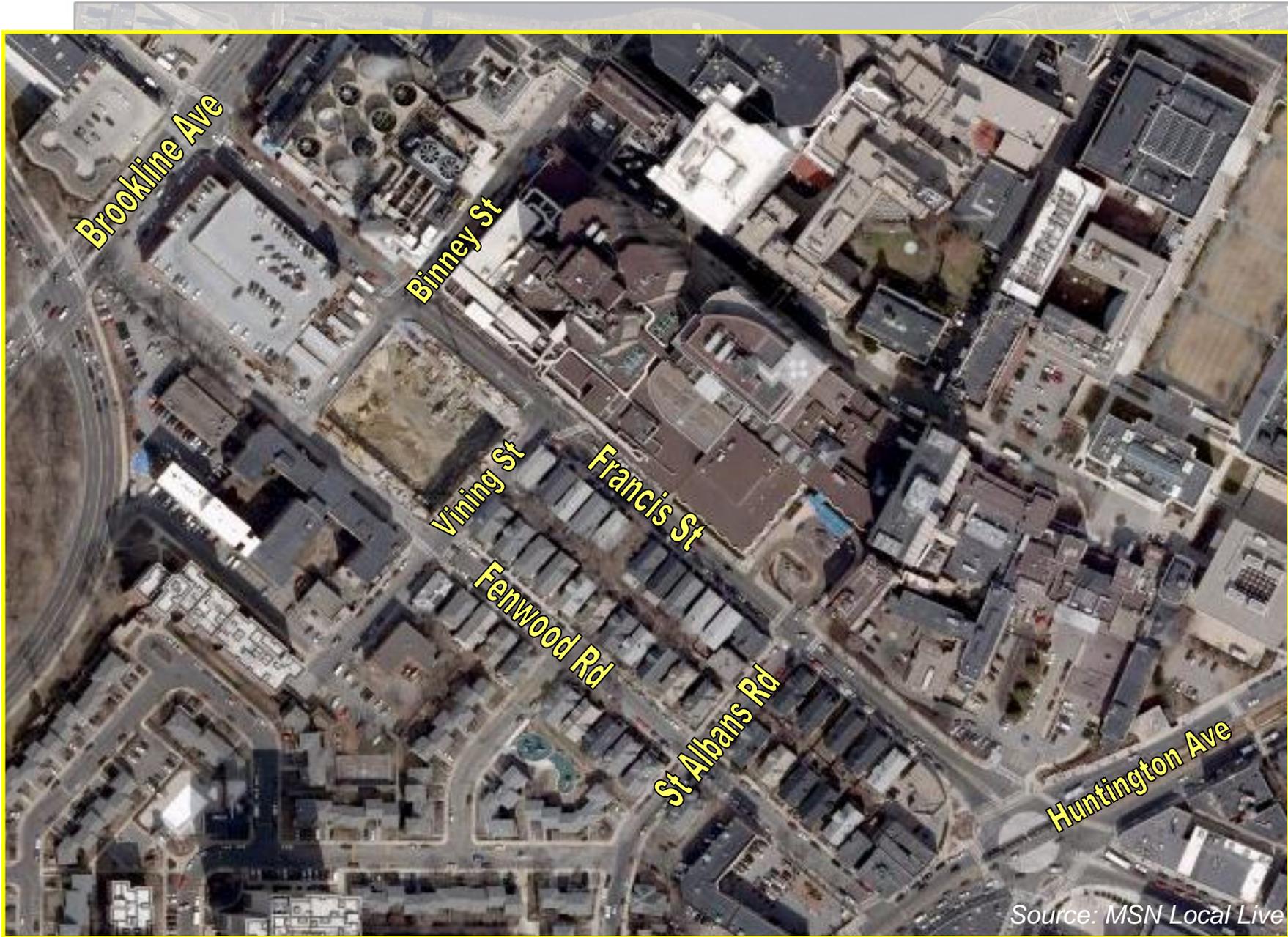
Economic Stimulus Bill



Priority Project Areas for Right-Of-Way Redesign



Francis St / Binney St / Fenwood Rd

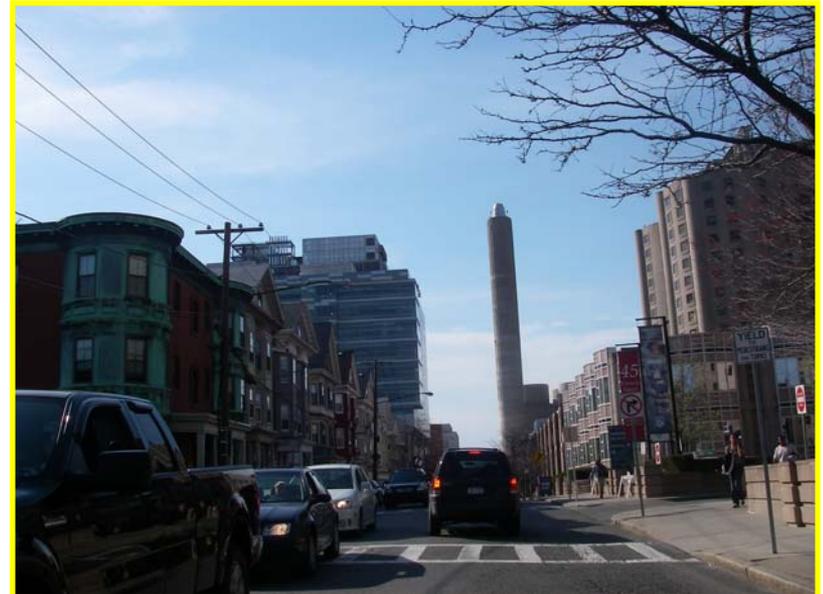


Source: MSN Local Live

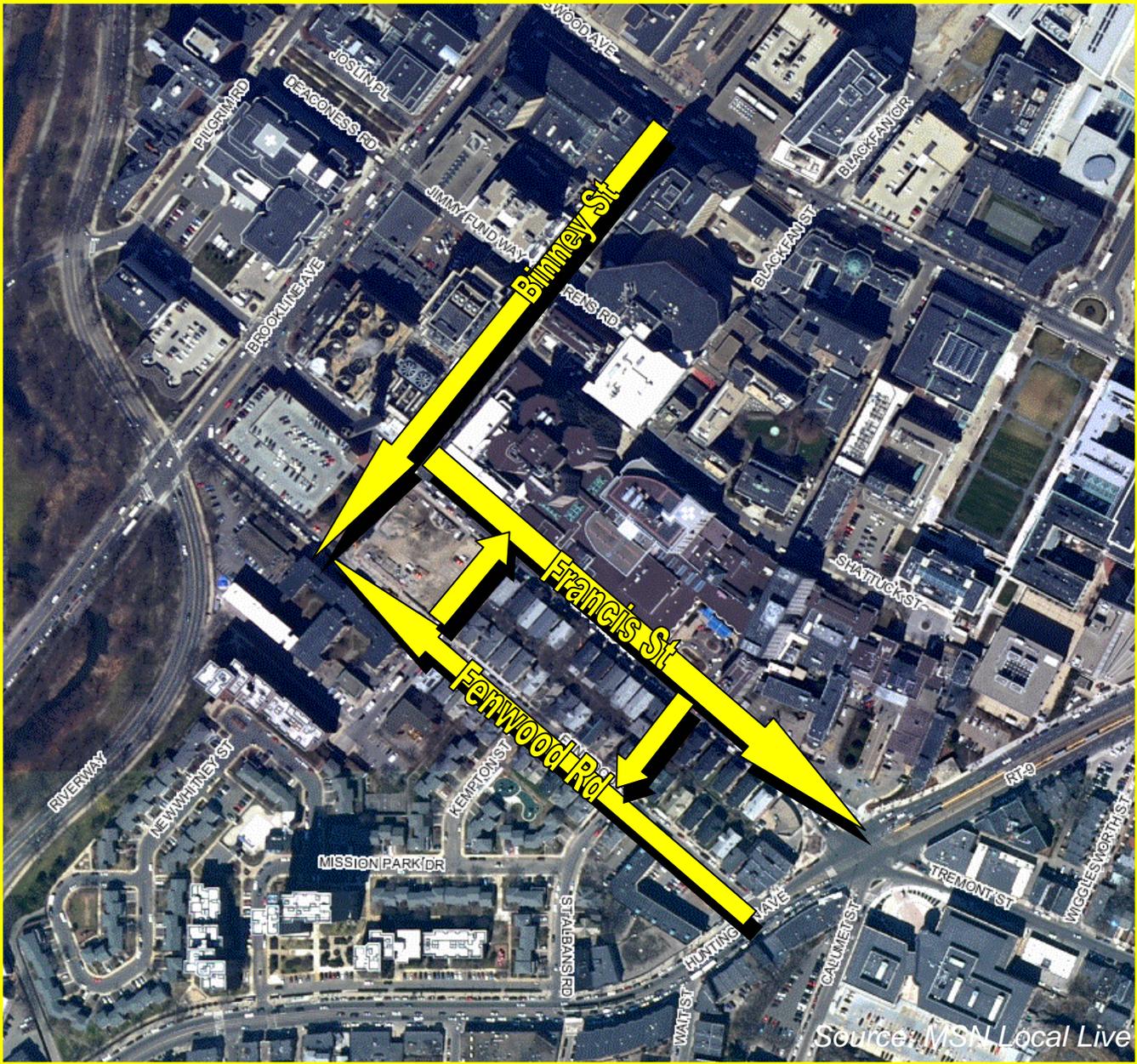
Francis St / Binney St / Fenwood Rd

Constraints:

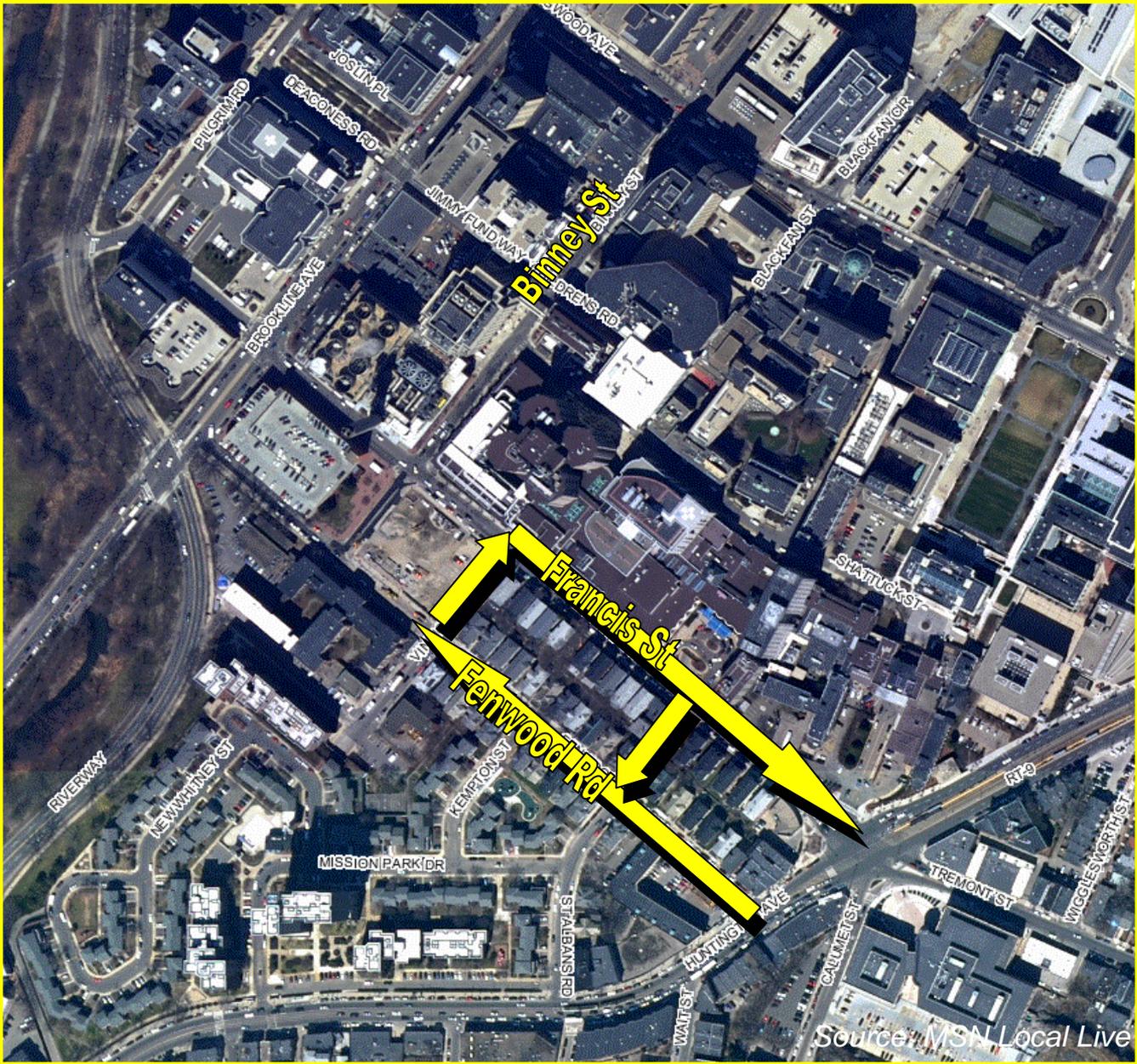
- Binney St – narrow, lots of activity
- Francis St & Longwood Ave are critical access corridors
- Francis St / Brookline Ave & Longwood Ave / Brookline Ave are focal points for significant activity, particularly emergency vehicles
- Francis St & Fenwood Rd – local traffic
Longwood Ave – regional traffic
- Francis St accommodates diverse uses such as on-street parking and housing
- Multi-use development on Francis St will add congestion and impact access under current conditions



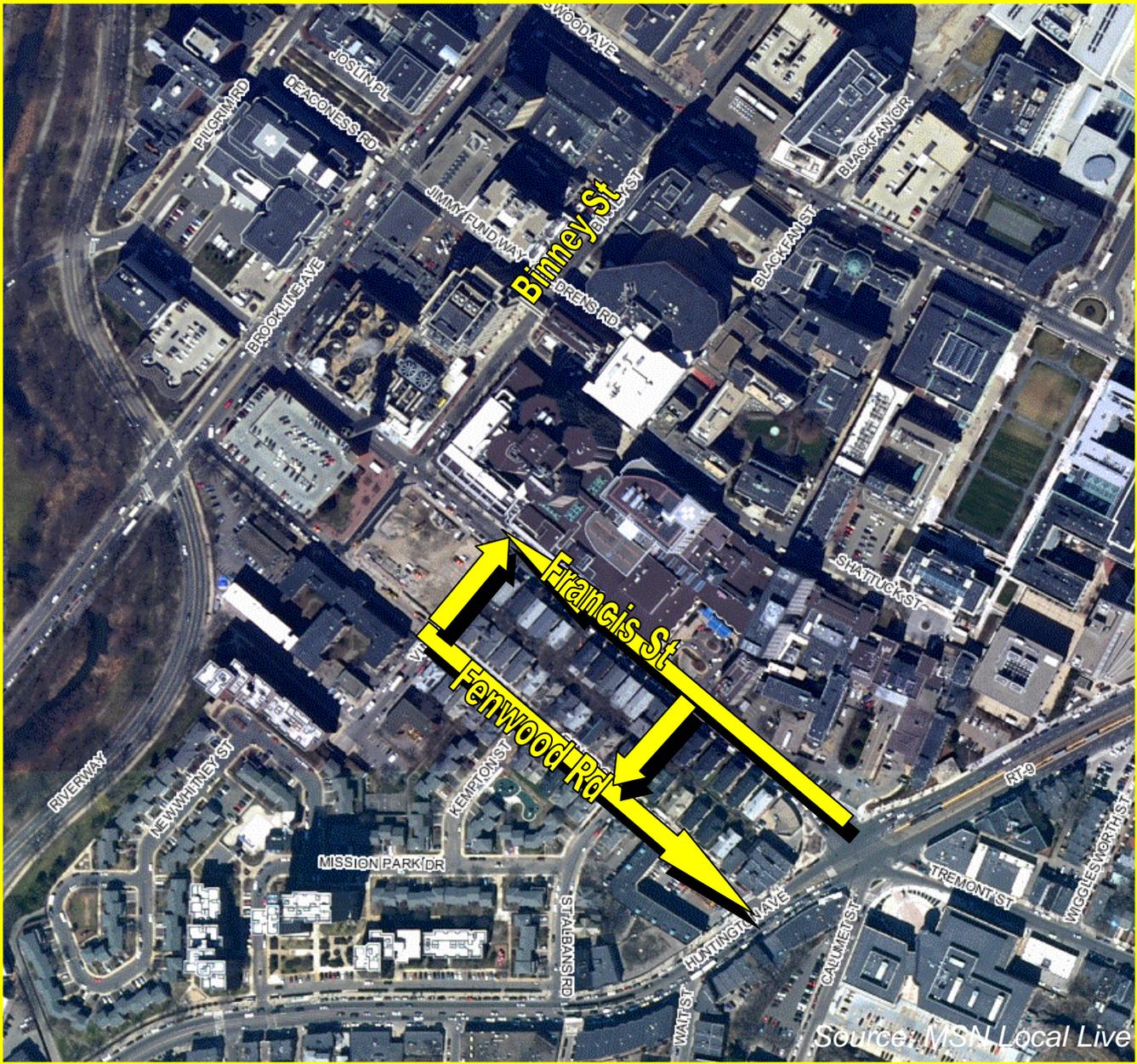
One-ways: Francis St towards Brigham Circle / Fenwood Rd towards Binney St & Binney St towards Francis St



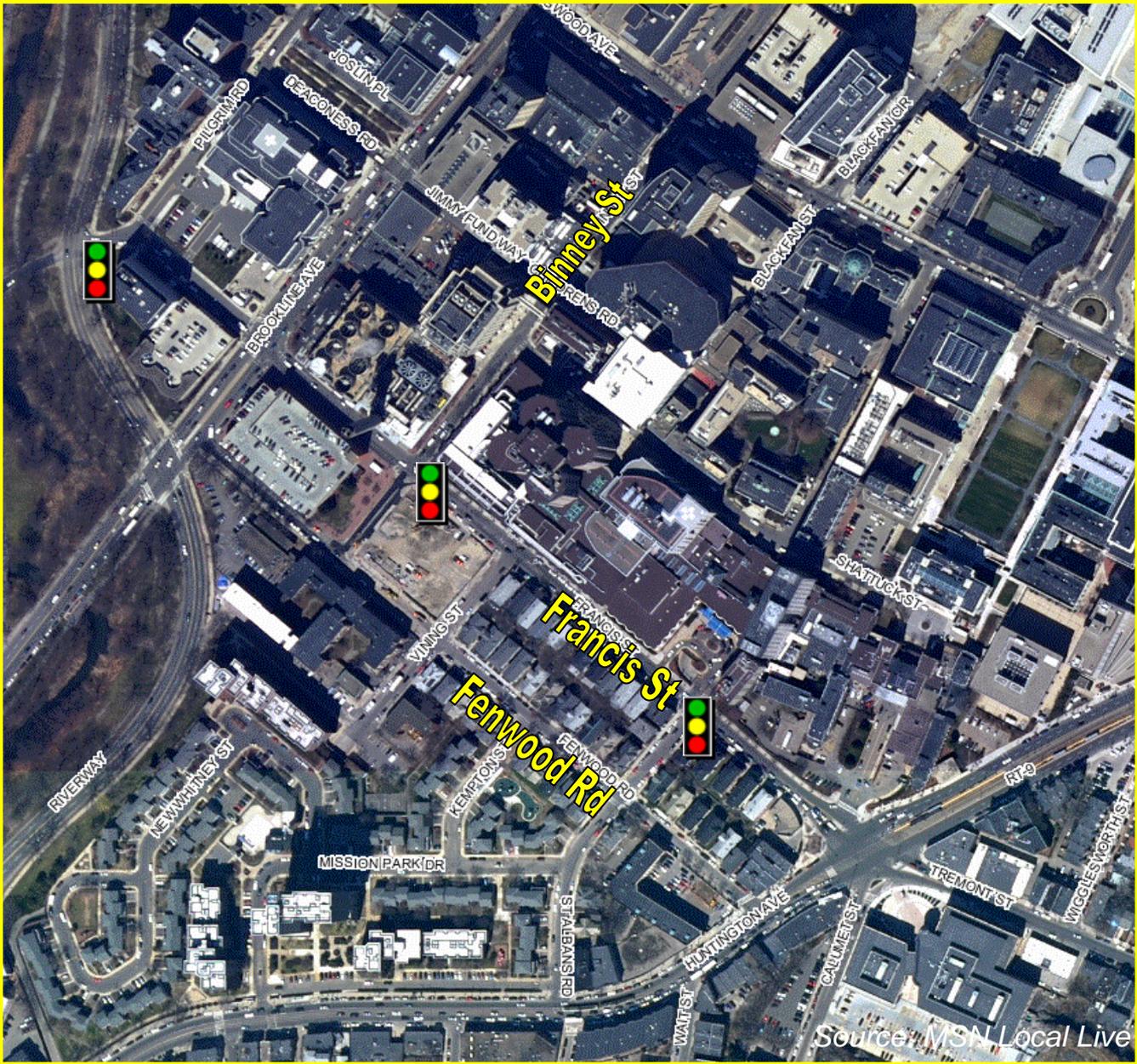
One-ways: Francis St towards Brigham Circle / Fenwood Rd towards Binney St & Binney St towards Francis St



One-ways: Francis St towards Brigham Circle / Fenwood Rd towards Binney St & Binney St towards Francis St



Potential New Signal Controls - Francis Street Area



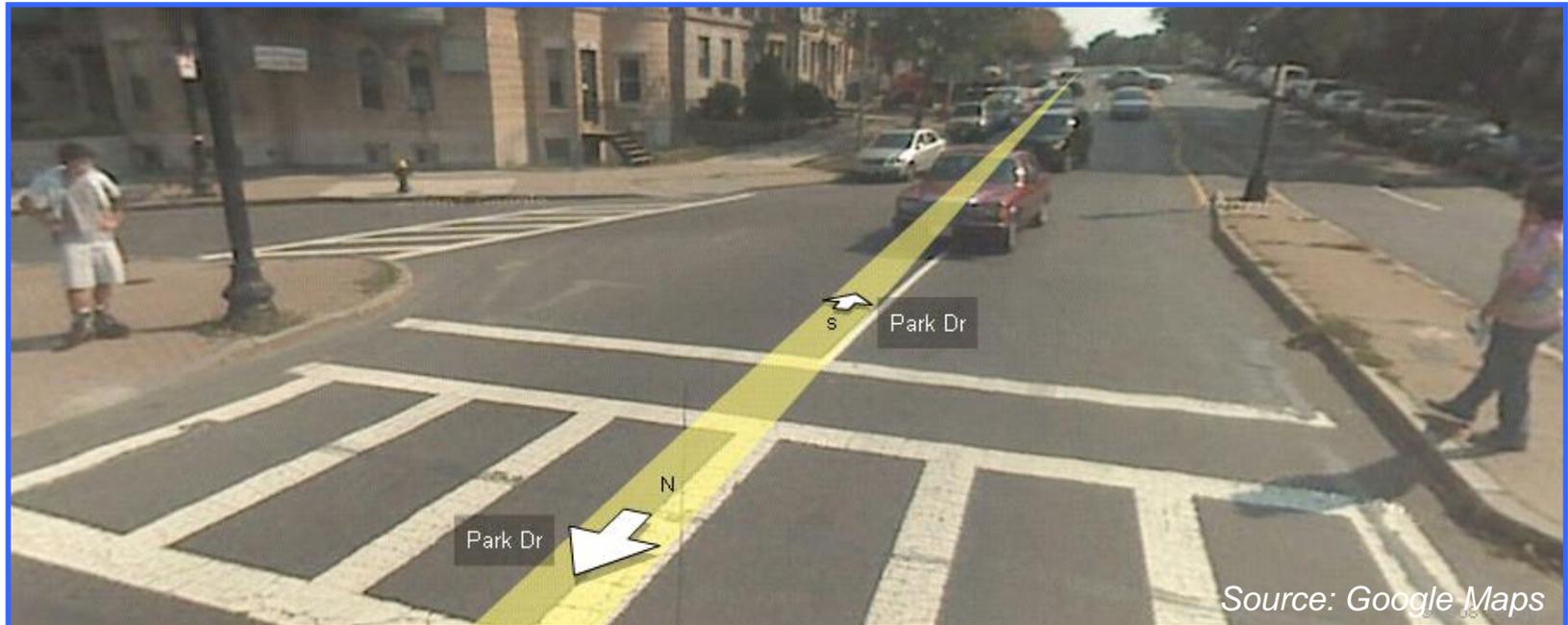
Audubon Circle



Audubon Circle

Constraints:

- High accident turning movements
- Circle and intersection create confusion for motorists, pedestrians, and cyclists

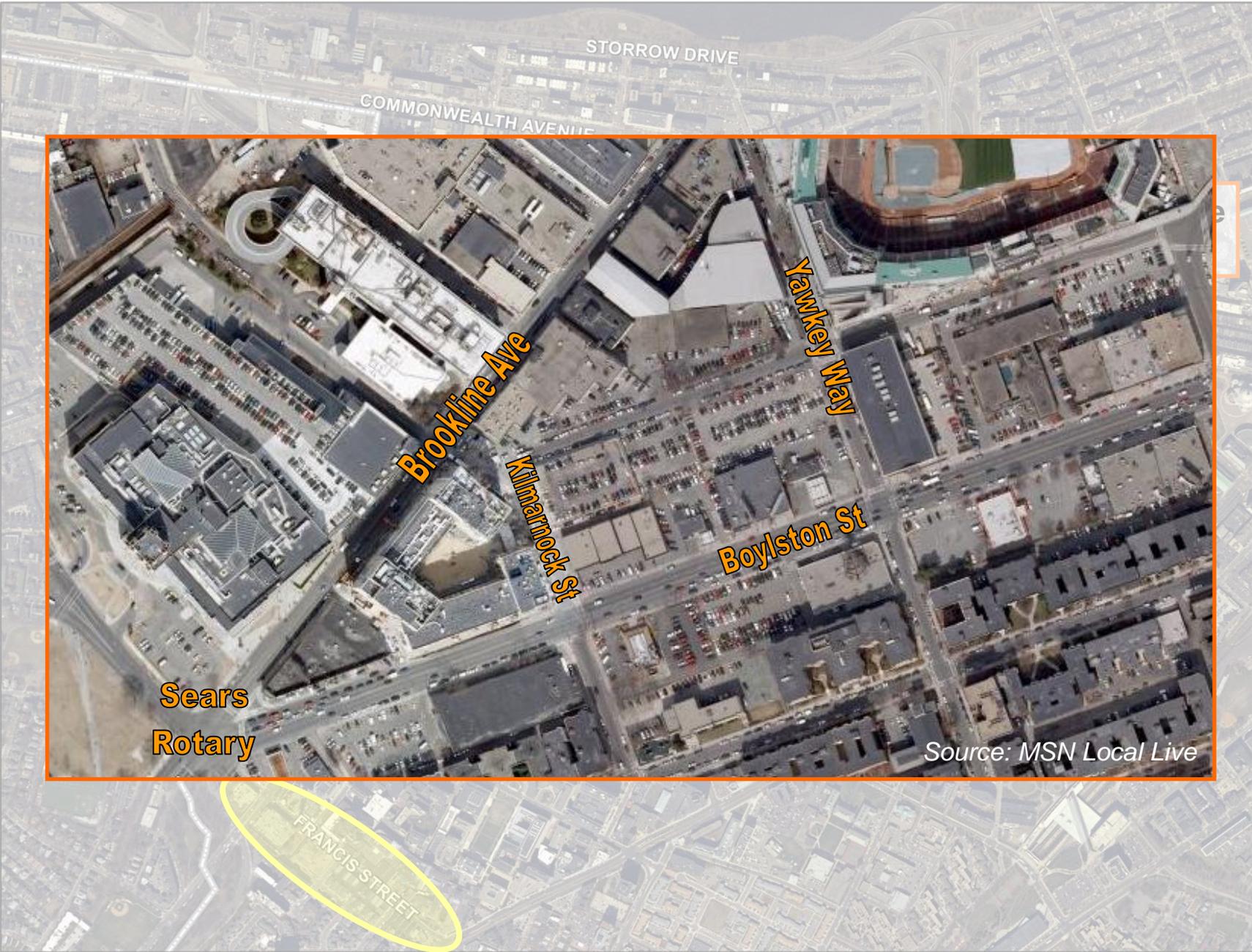


Audubon Circle: Opportunities

- Redesign intersection and retime signals.
- Prohibit use of circle for traffic and redesign for pedestrians.
- Redesign circle with narrow entry points and textured pavement.
- Widen sidewalks and shorten crosswalks.
- Maintain and clarify appropriate locations for parking near circle.
- Express historic parkway circle with paving and vegetation. Trees with berries to attract birds are an appropriate way to commemorate Minna Hall and Audubon.



Sears Rotary / Brookline Ave / Boylston St



Sears
Rotary

Brookline Ave

Kilmarnock St

Boylston St

Yawkey Way

FRANCIS STREET

Source: MSN Local Live

Sears Rotary / Brookline Ave / Boylston St

Constraints:

- Limited access to regional network
- High congestion corridor
- Focal point for new development
- Constrained access during Fenway Park events
- Major access for buses and shuttles
- Too many vehicular movements in Sears Rotary
- Pedestrian and bike conflicts
- Challenging emergency vehicle access throughout the corridor



One-Way Brookline Ave & One-Way Boylston St

- Streetscape enhancements on both corridors
- Brookline Ave 1-way 2 lanes from Kenmore Square to Sears Rotary
- Boylston St 3 lanes 1-way from Sears Rotary towards downtown
- Dedicated Bus Lane on south side of Boylston St



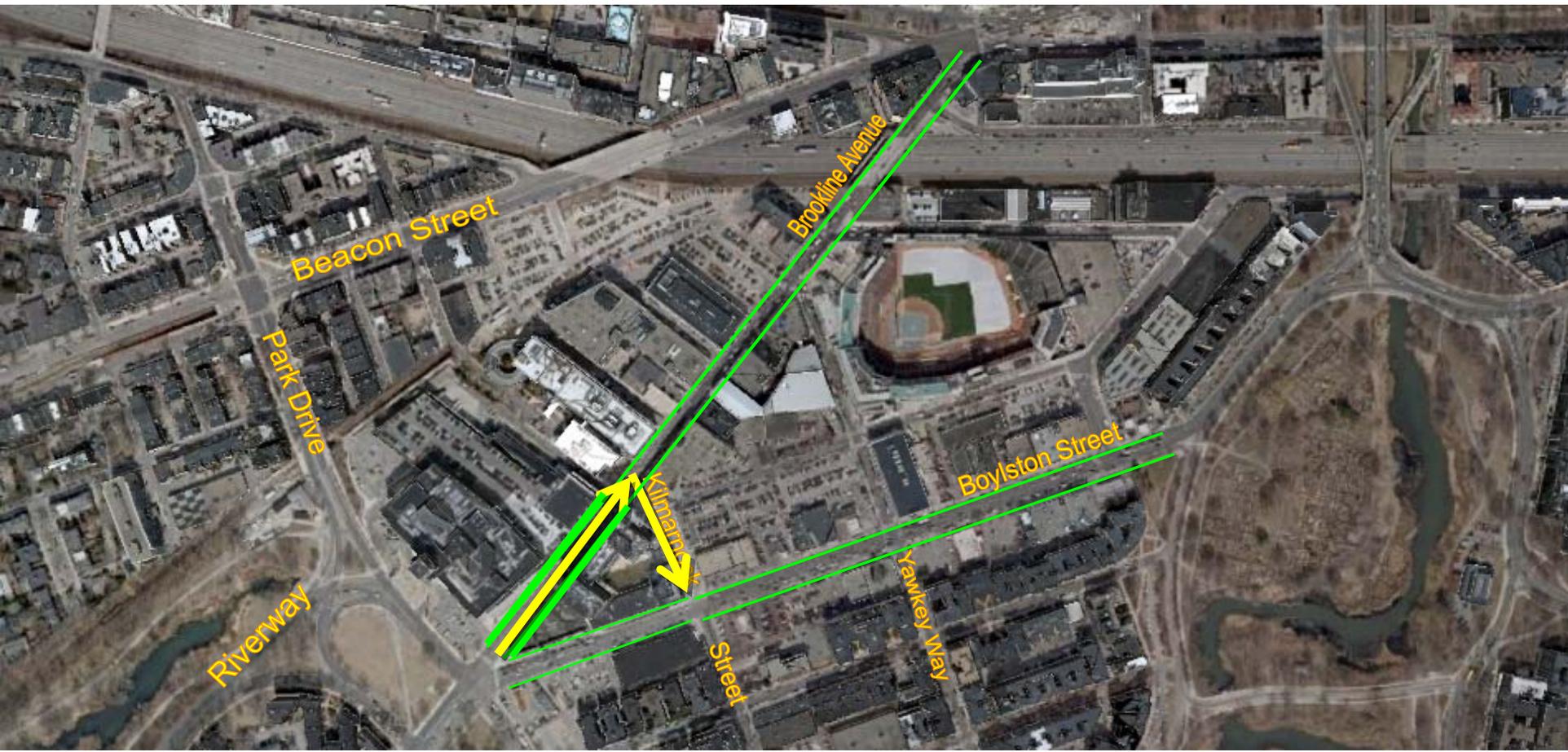
One-way Brookline Ave Only

- Streetscape enhancements on both corridors
- Brookline Ave 2 lanes 1-way from Kenmore Square to Sears Rotary
- Boylston St 4 lanes remains 2-way
- Dedicated bus lane on Boylston St



One-way Brookline Ave Inbound / Kilmarnock Loop

- Streetscape enhancements on both corridors
- Brookline Ave 1-way 2 lanes from Kenmore Square to Kilmarnock St
- Boylston St 4 Lanes 2-Way with dedicated bus lane from Kilmarnock St to Kenmore Square



Maintain Existing Circulation

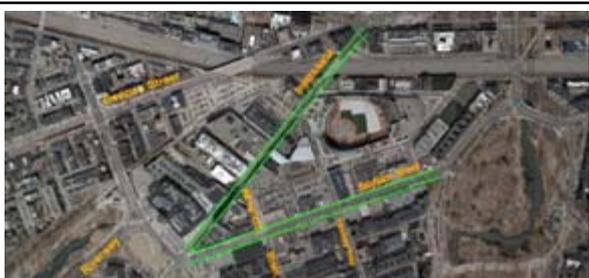
- Streetscape enhancements along both corridors
- Brookline and Boylston Streets remain 2-way
- Evaluate ways to enhance crossing patterns on both corridors



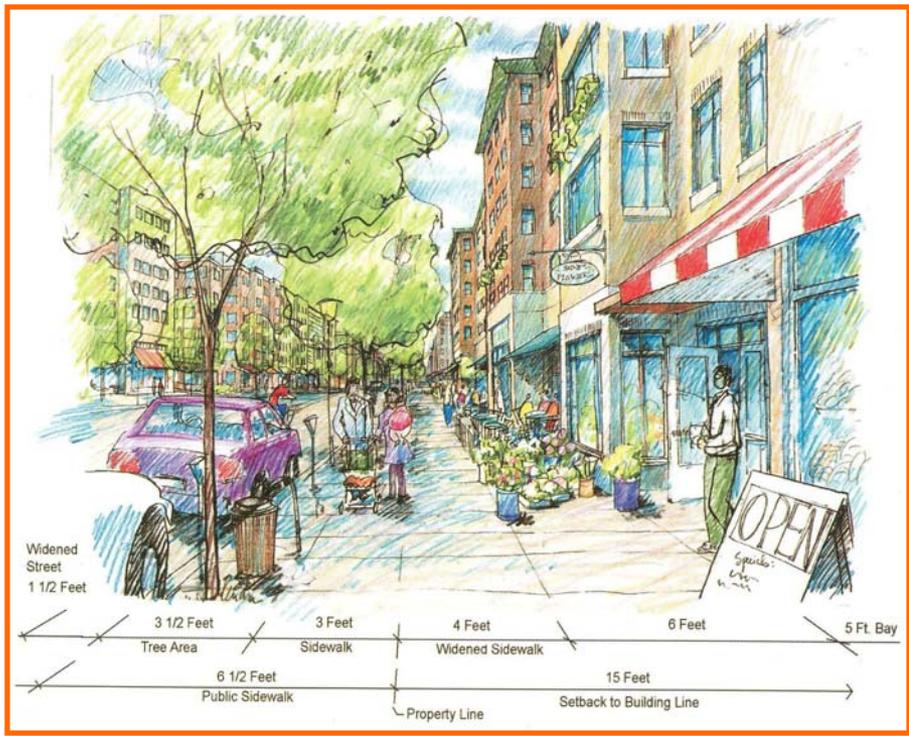
Regional
Traffic
Impacts

Urban
Design
Opportunities

On-street
Parking Loss
Potential

	Regional Traffic Impacts	Urban Design Opportunities	On-street Parking Loss Potential	
1-way Boylston EB & 1-way Brookline WB	High	High	Low	
1-way Brookline WB	High	High	Moderate	
Small 1-way Brookline EB to Kilmarnock	Moderate	Moderate	Moderate	
Urban Design Only Brookline/Boylston	None	Moderate	Low	

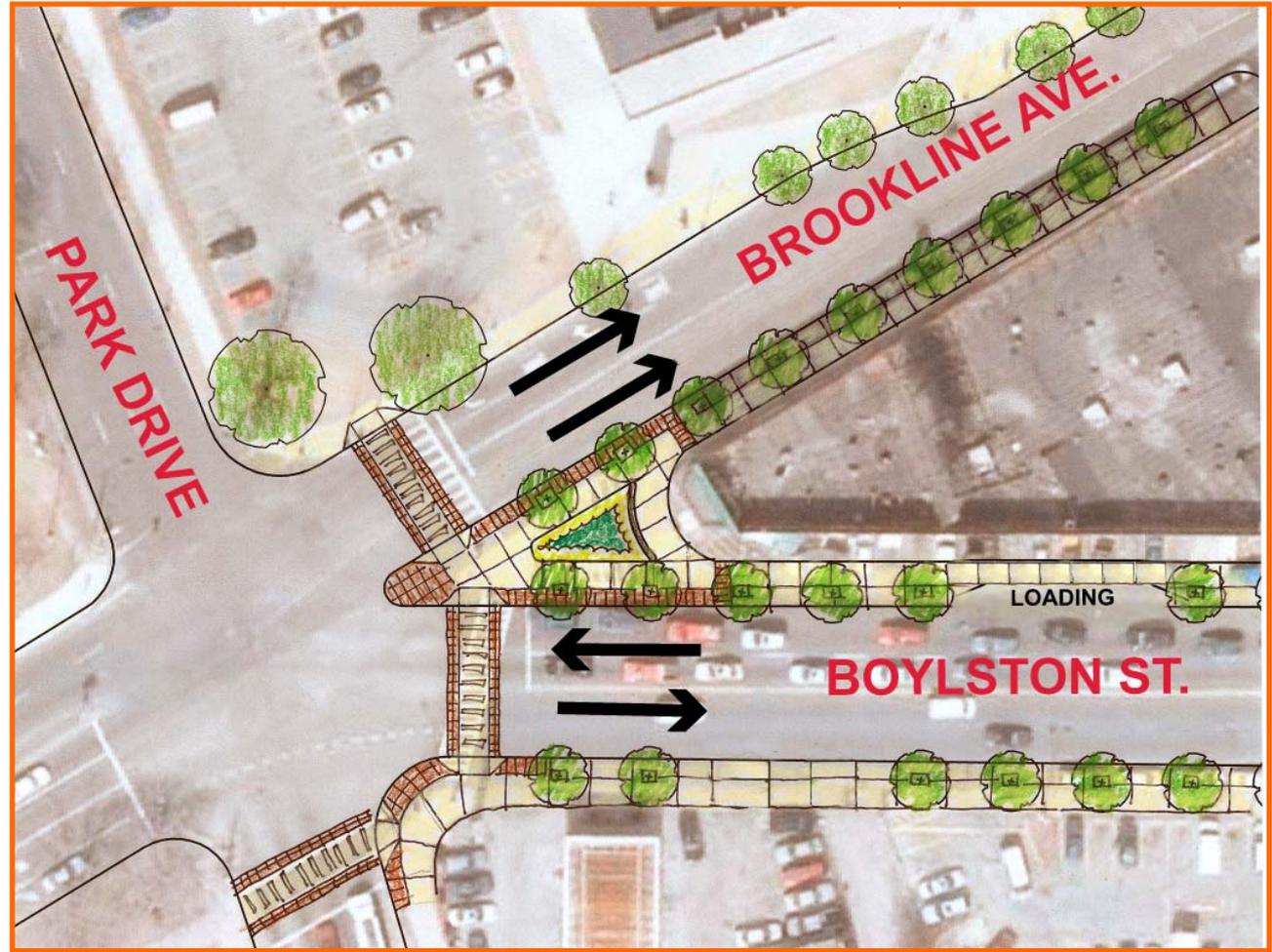
Sears Rotary / Brookline Ave / Boylston St: Opportunities



Sears Rotary / Brookline Ave / Boylston St: Opportunities

1-Way Brookline Ave to Kilmarnock St

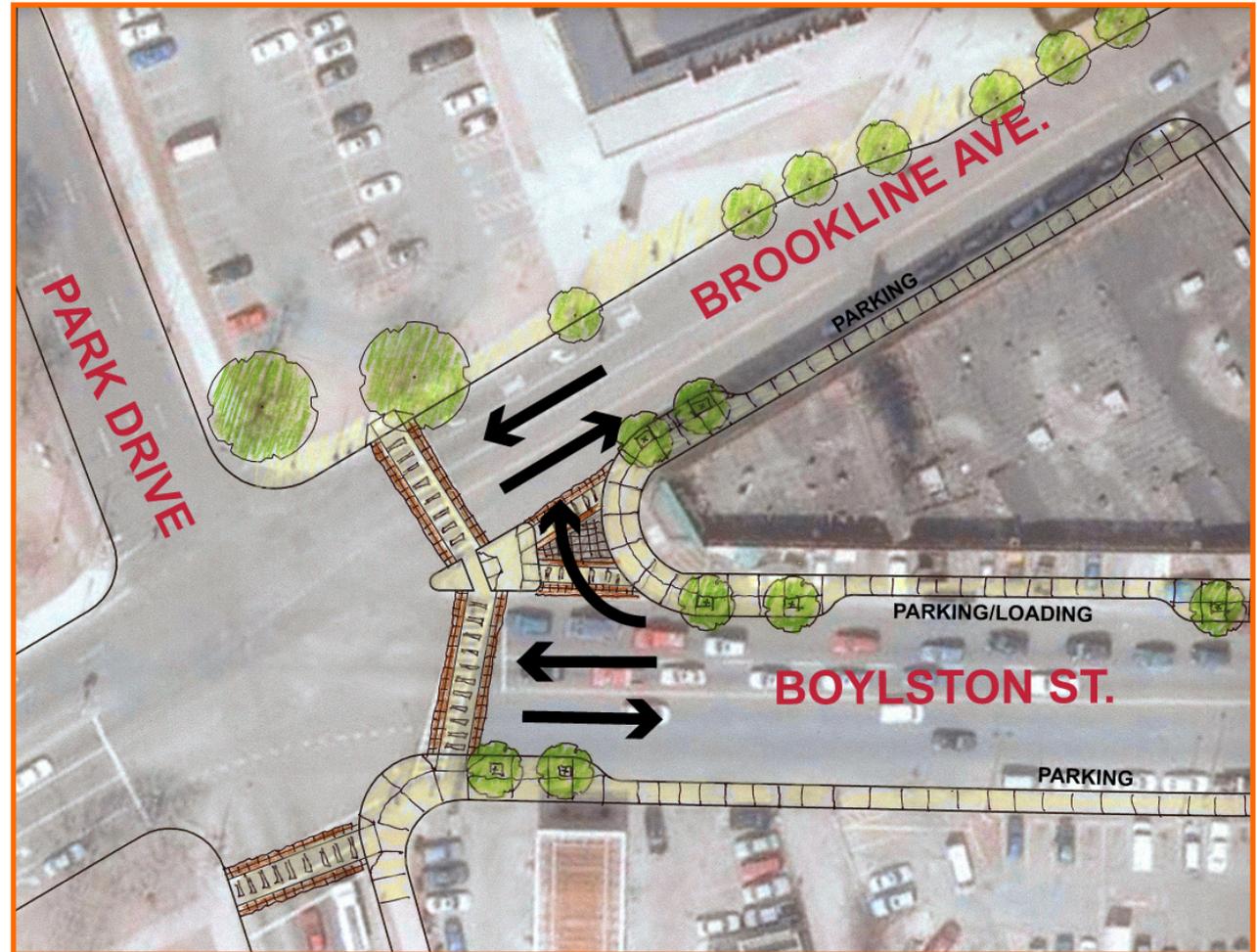
- Widen sidewalks and shorten crosswalks
- Improve pedestrian safety across Brookline Ave and Boylston St
- Define loading zones
- Plant street trees, where feasible



Sears Rotary / Brookline Ave / Boylston St: Opportunities

Maintain Existing Network

- Widen sidewalks and shorten crosswalks
- Improve pedestrian safety across Brookline Ave and Boylston St
- Provide textured pavement at right turn in front of d'Angelo's to indicate pedestrian activity
- Define loading zones
- Plant street trees, where feasible



Multi-Use Path



Multi-Use Path

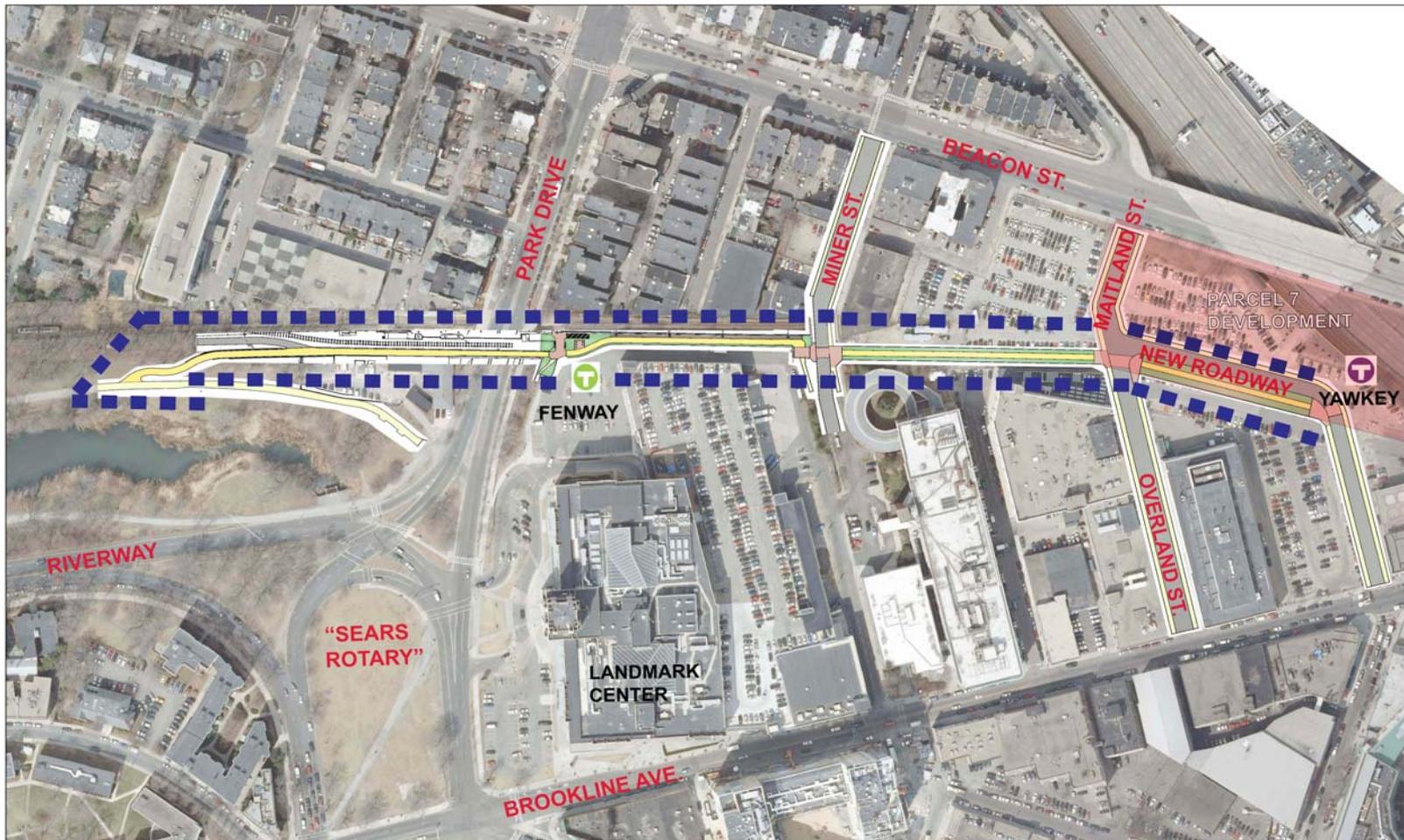
Constraints:

- Limited and disjointed off road pedestrian and bicycle connections from Fenway to Kenmore Square
- Pedestrians, bicyclists and MBTA operations share path space at Fenway Station under Park Drive
- Existing top elevation of Muddy River flood control berm must be maintained.
- Easements and/or land takings needed



Multi-Use Path: Opportunities

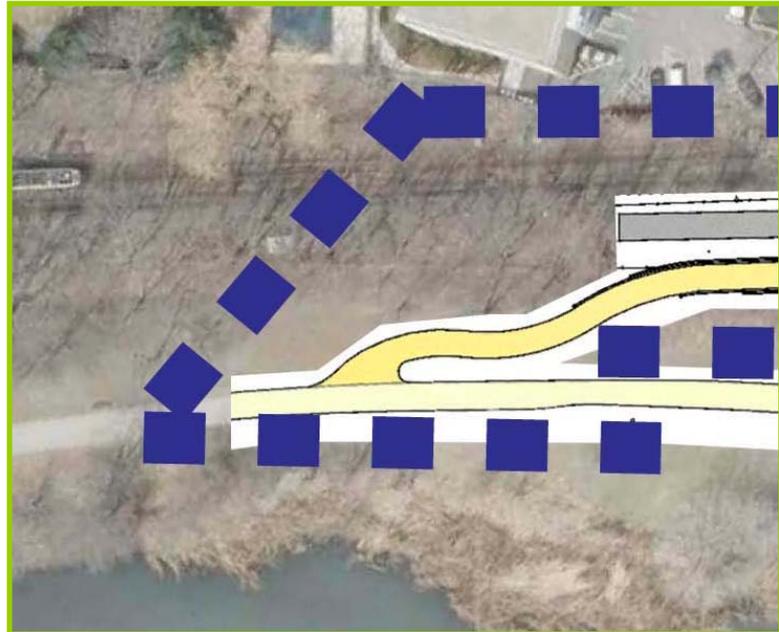
- Bypass busy Sears Rotary Intersection and provide car-free connections from Muddy River to Kenmore Square
- Connect Riverway Park directly to Yawkey Way station and future Parcel 7 development.



Multi-Use Path: The Route

Multi-use path begins after bench on left.

It passes over flood control berm and down into Fenway Station.



The path shown in yellow is accessible.

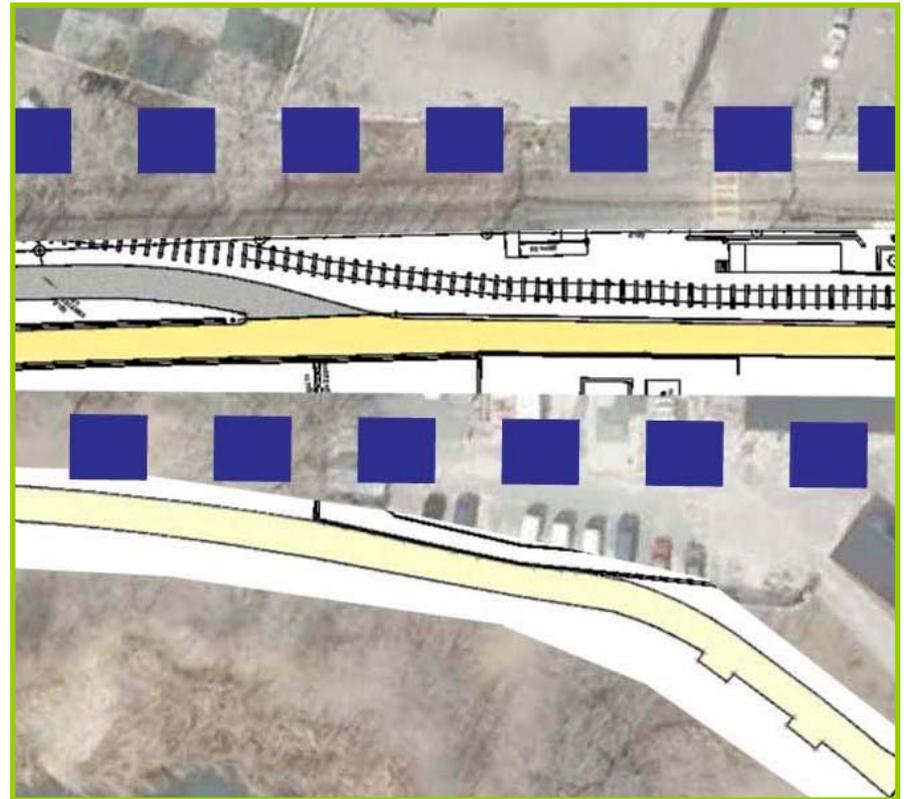
The slope is five percent.

Multi-Use Path: The Route



This MBTA spur track would be shifted toward the black metal fence to make room for the multi use path. The MBTA equipment under Park Drive would be relocated to create an unobstructed route.

The path continues under Park Drive. A fence separates the path from the tracks.



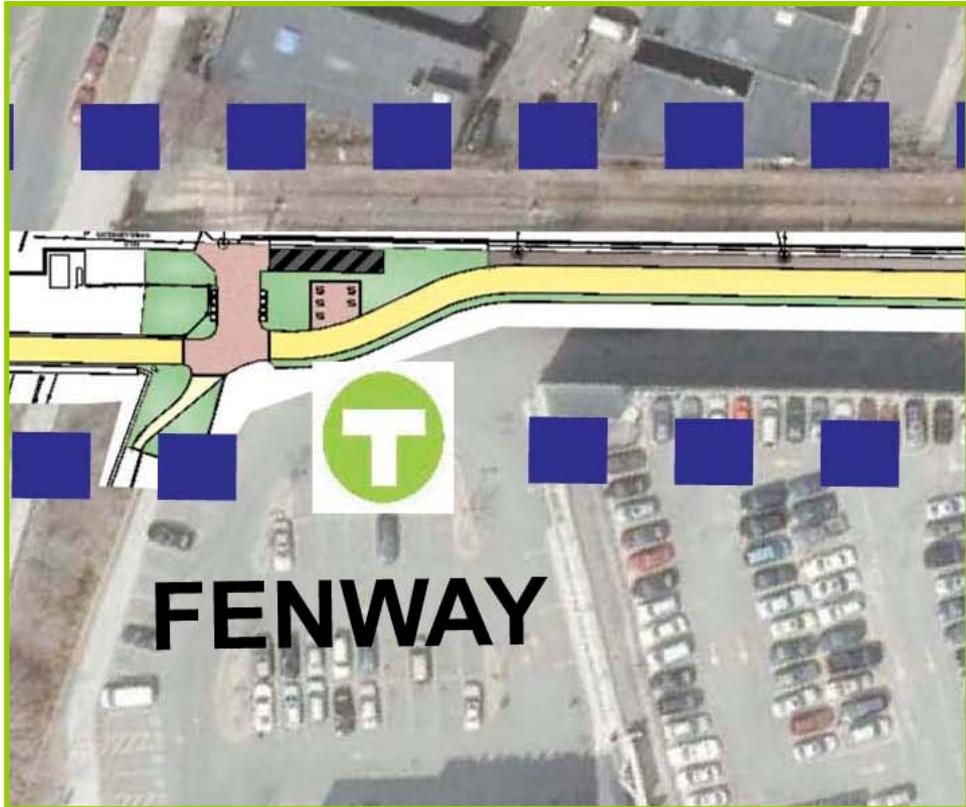
Multi-Use Path: The Route



The path continues behind Landmark Center.

Bicycle Racks are provided for visitors to Landmark Center.

Newspaper racks are convenient for T commuters.

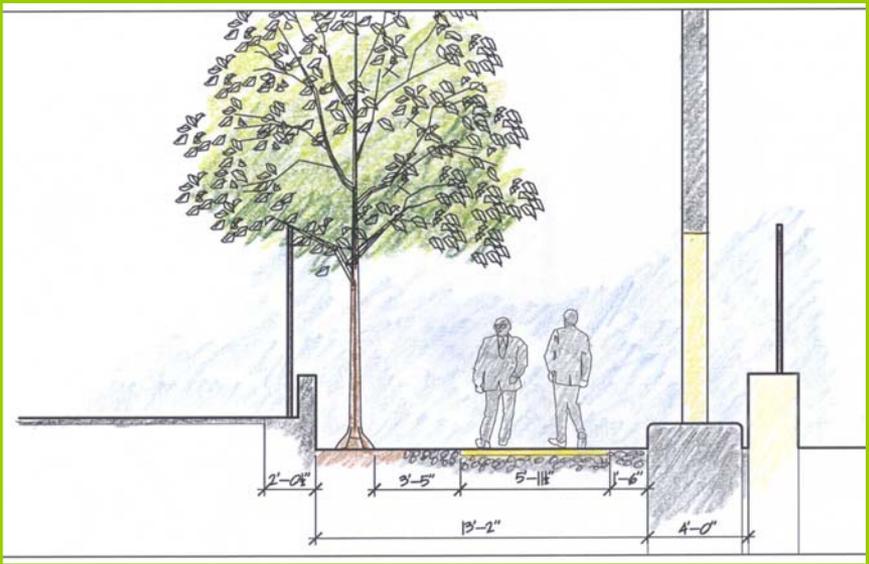


Multi-Use Path: The Route

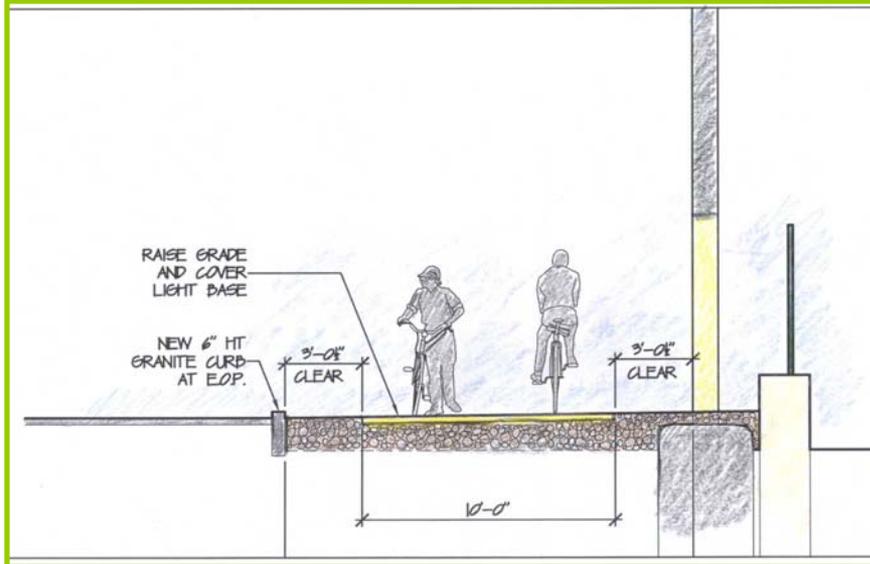


The path continues toward Harvard Vanguard.

The sections below show the existing conditions and possible changes that provide additional width for pedestrians and bicyclists.

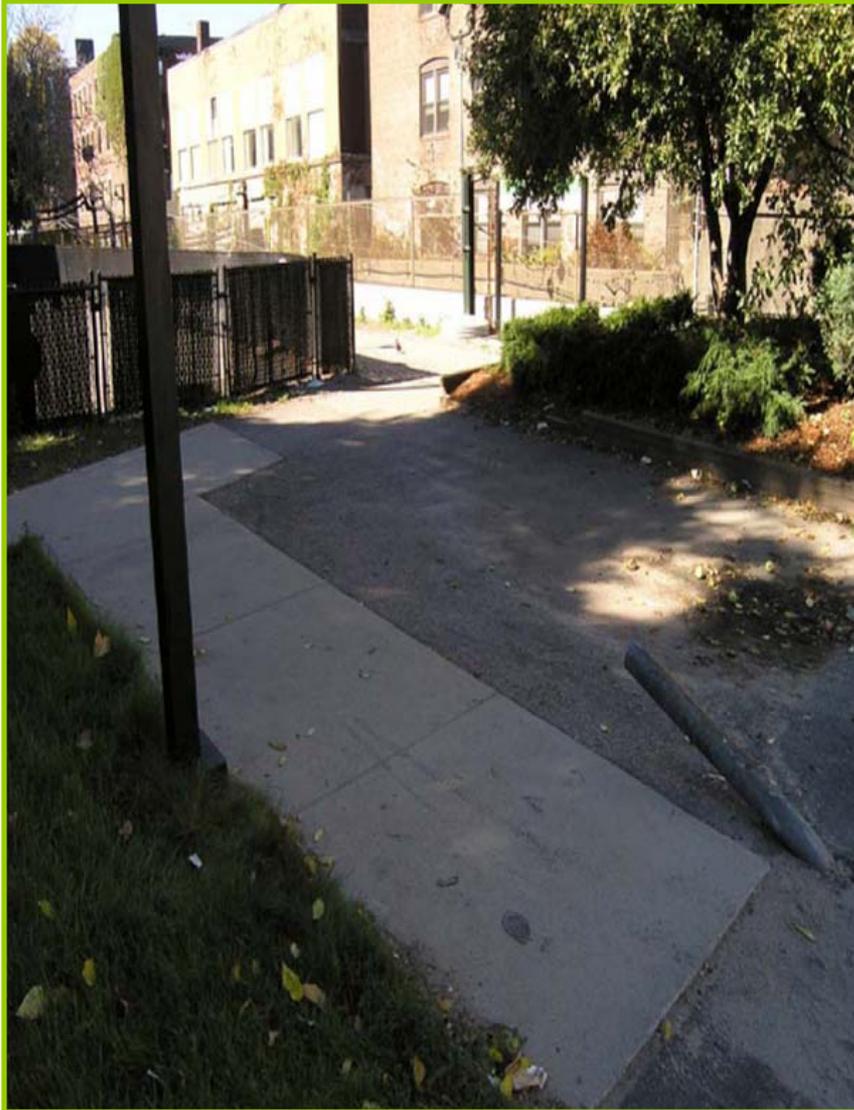


Existing Conditions



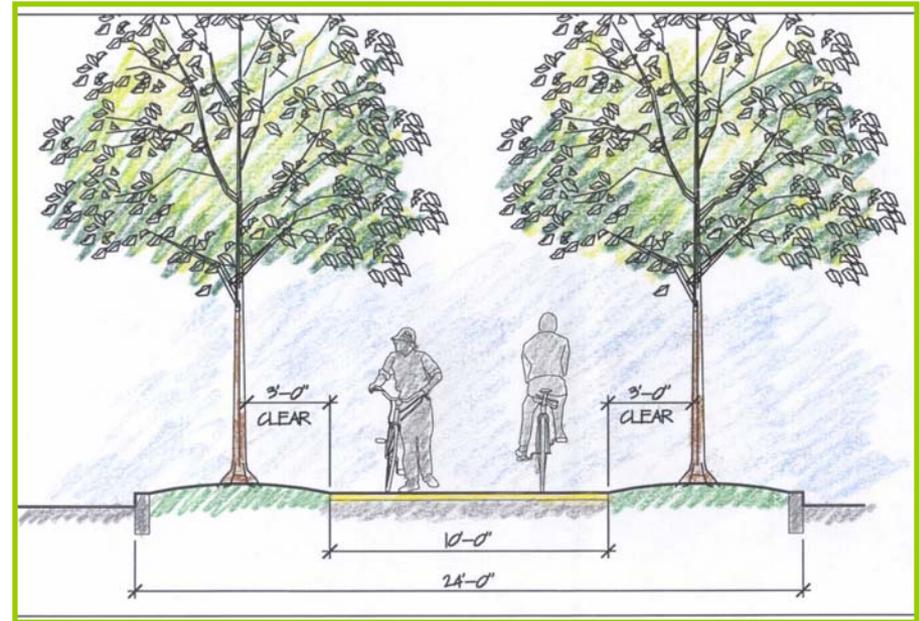
Proposed Conditions

Multi-Use Path: The Route



Path crosses driveway and continues on to Yawkey Station.

The section below shows path adjacent to proposed new roadway.



Proposed Conditions



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