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**

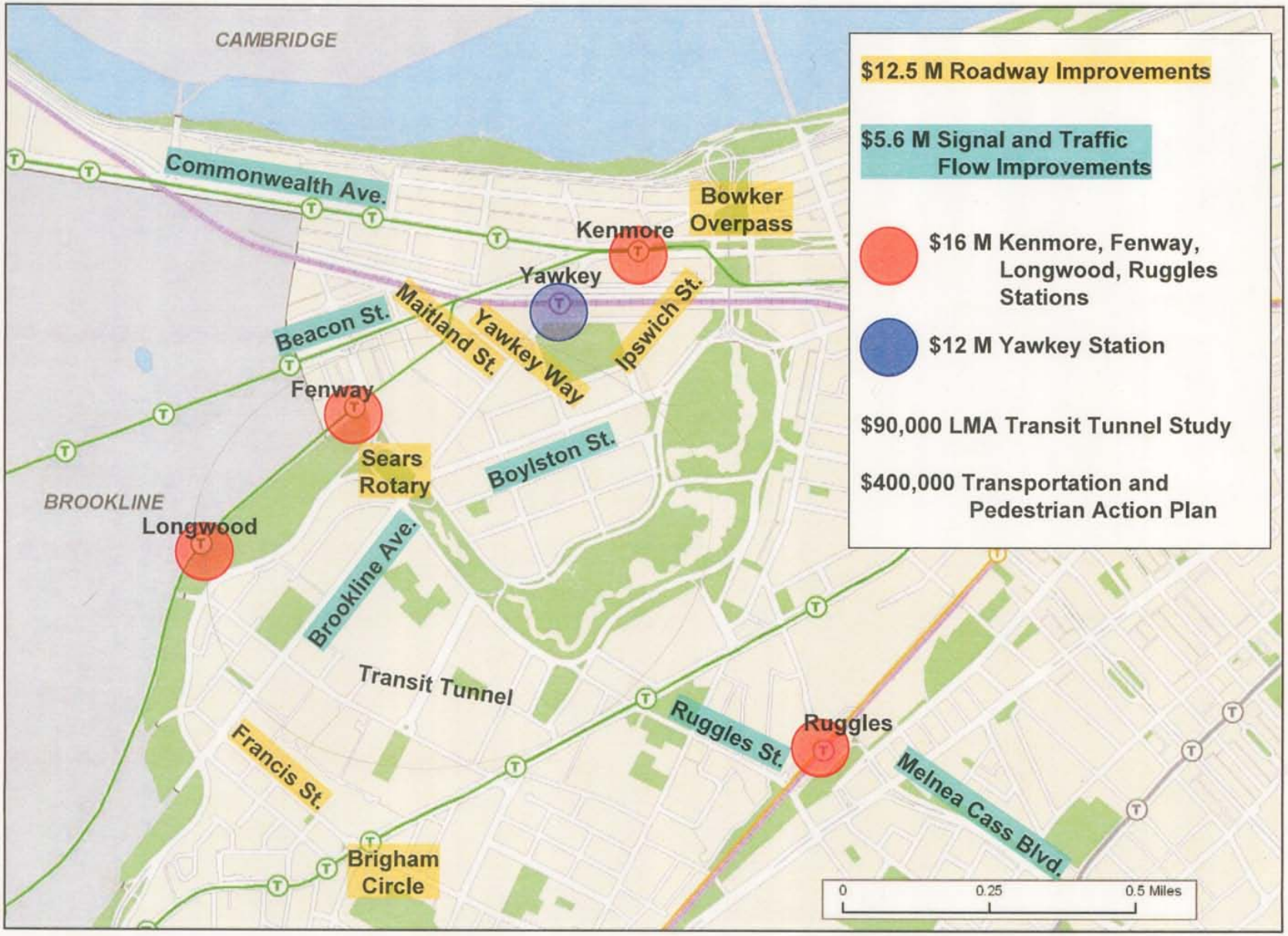
2. **Break-Out Session – Brookline & Boylston**

3. **Summary of Group Discussion**

4. **Next Steps**

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

Economic Stimulus Bill



Boston Transportation Department

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

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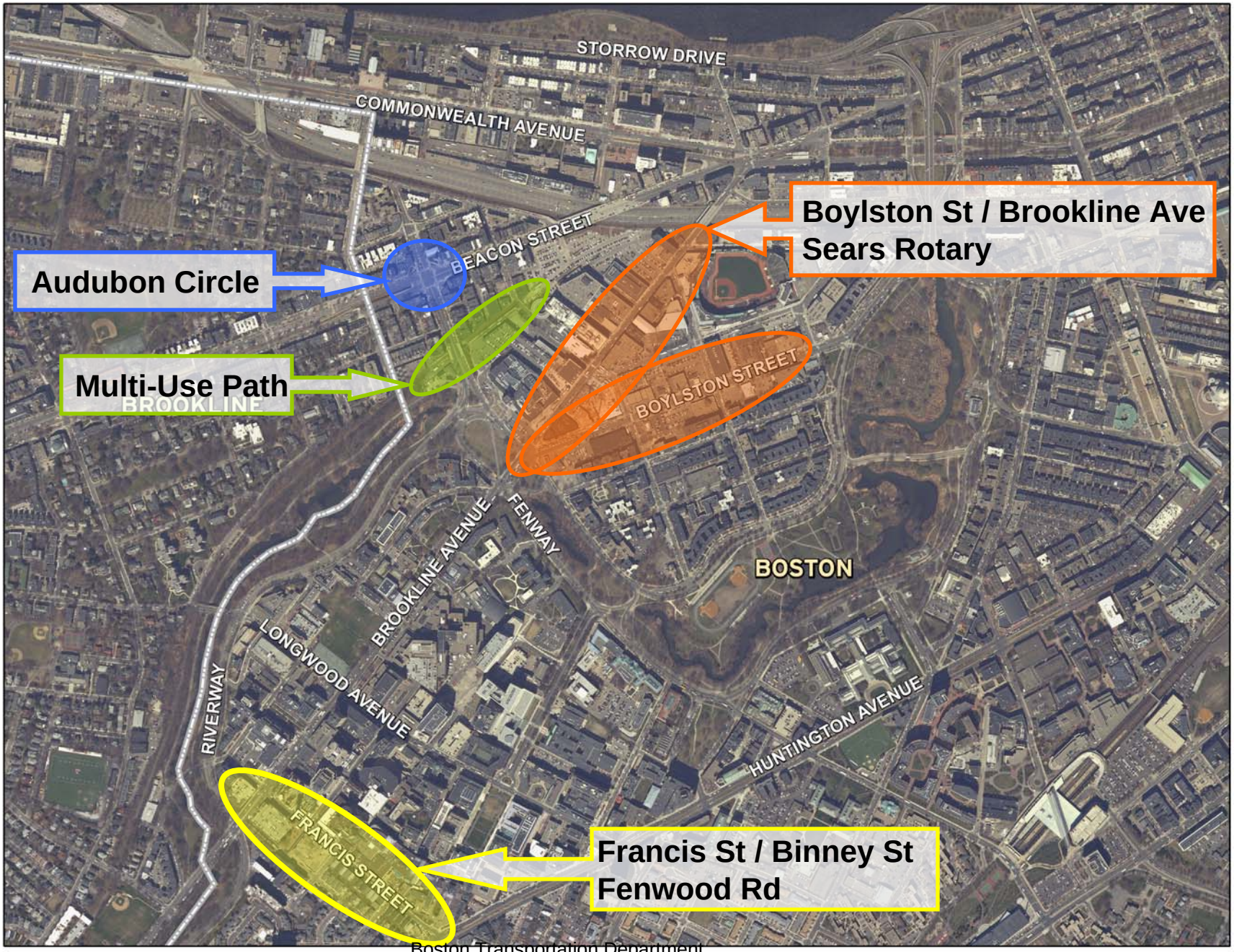
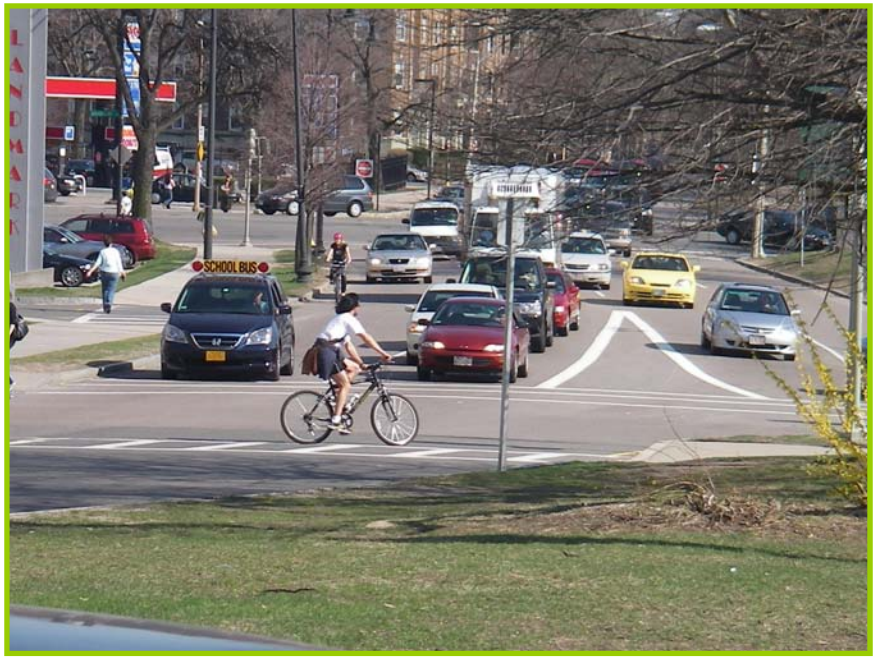
- Prioritize Right-of-Way reconstruction projects to improve conditions for pedestrians, vehicles and bicycles
- Develop preliminary designs for selected projects for $12.5 million roadway improvements
- Test projected developments, parking and roadway improvements.

Priority Project Areas for Right-Of-Way Redesign



Multi-Use Path

Multi-Use Path

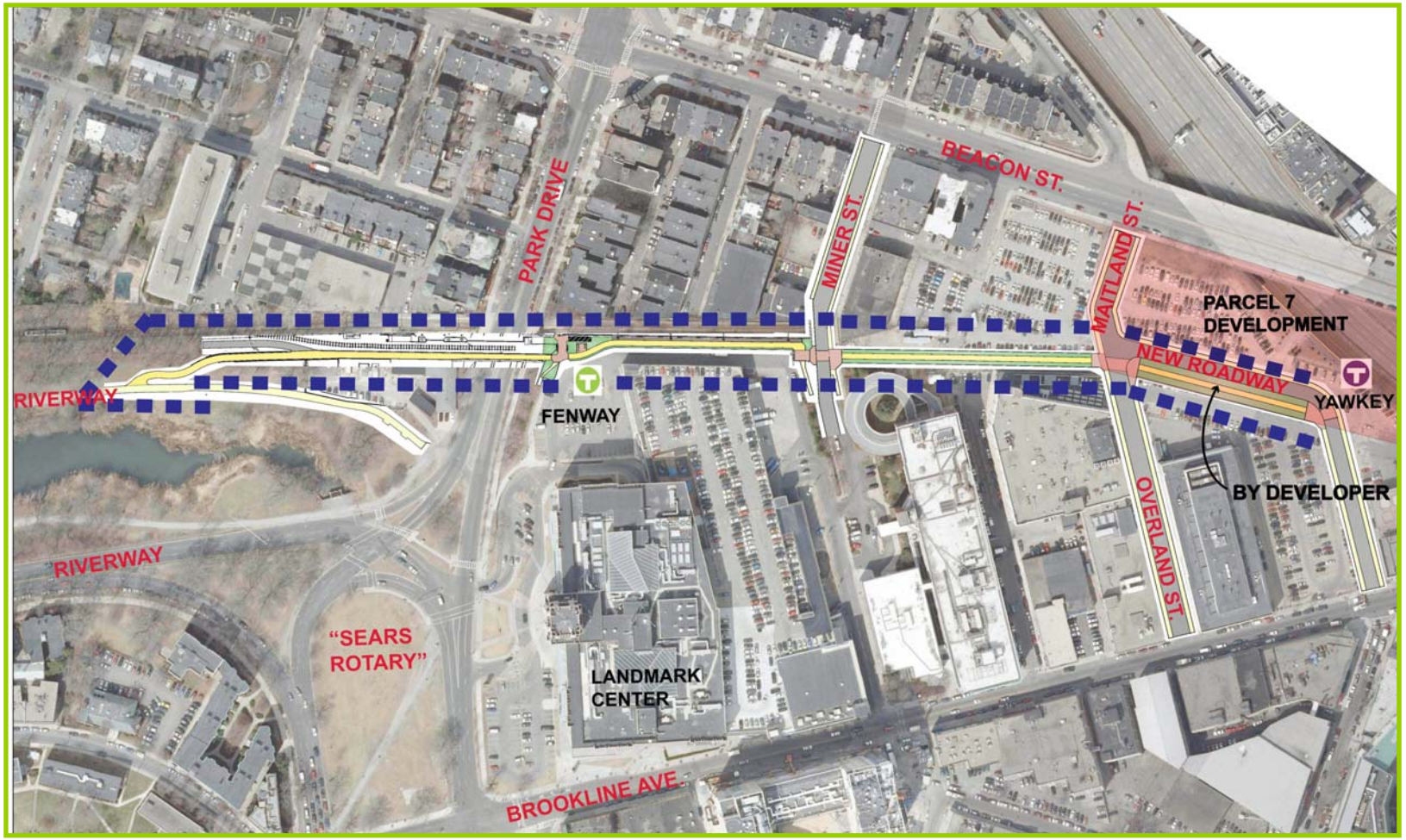


New path will connect Riverway to Maitland Street and will provide an off-street route for cyclists and pedestrians.

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**



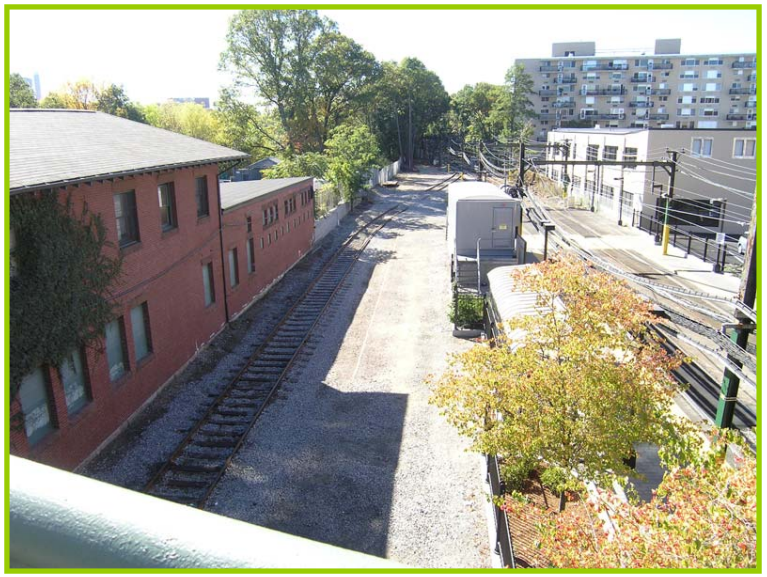
Multi-Use Path: The Route

- **The multi–use path begins after bench on left**

- **It passes over the flood control berm and continues down into Fenway Station**

- **Multi-use path slope is no greater than five percent, making it universally accessible**

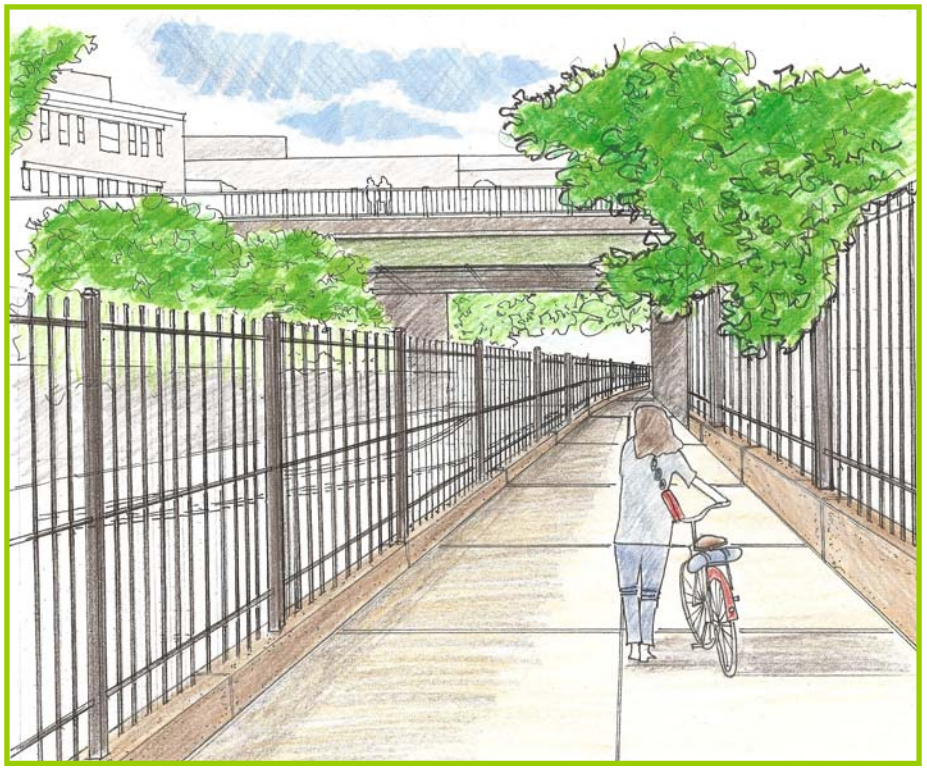
Multi-Use Path: The Route



- **Shift MBTA spur track toward station platform to make room for multi use path**

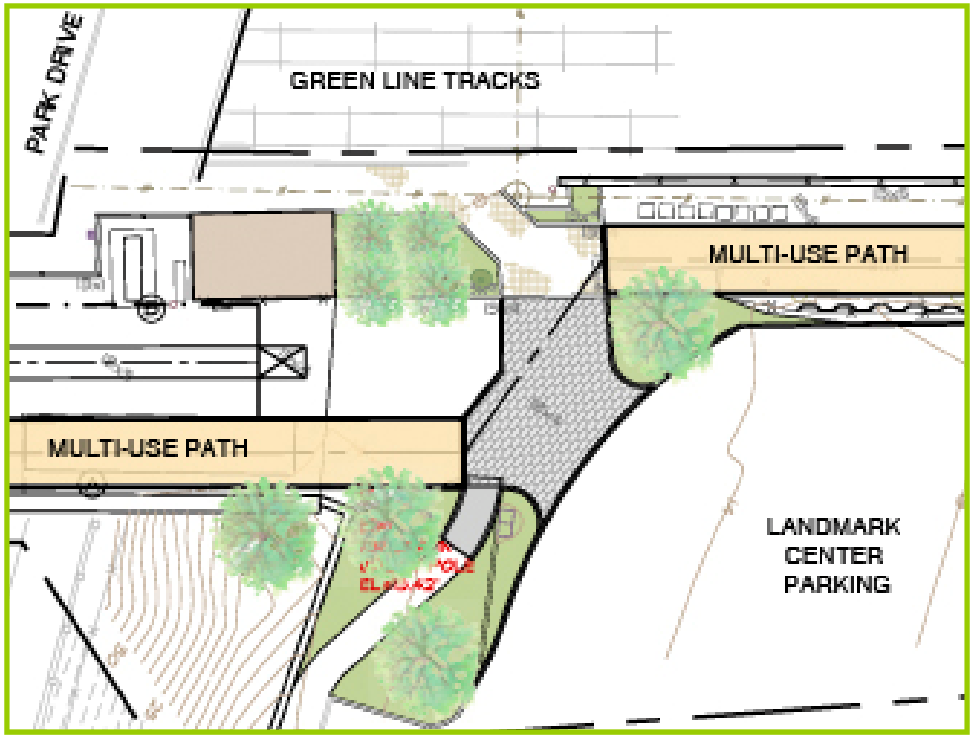
- **Relocate MBTA equipment under Park Drive to create an unobstructed route**

- **Separate the path from the MBTA tracks with a transparent fence**



Multi-Use Path: The Route

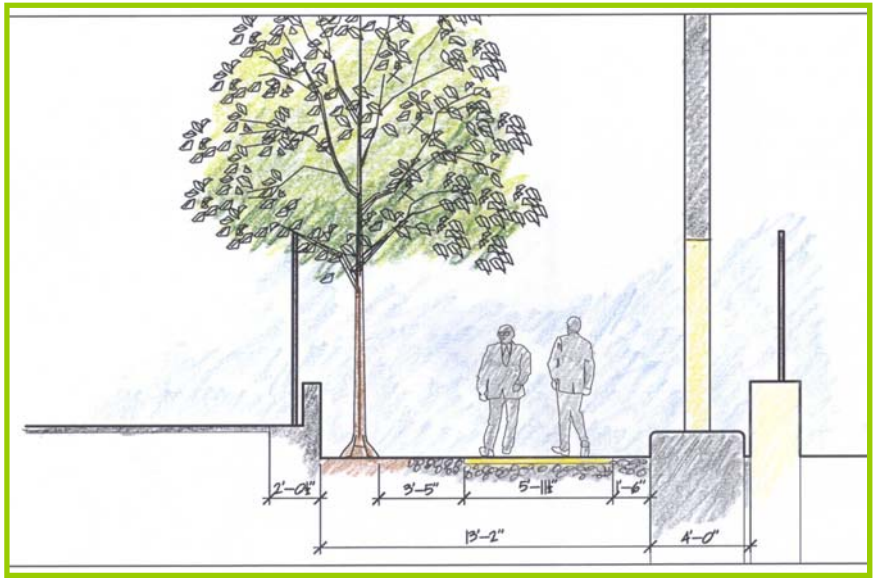
- The path continues behind Landmark Center
- Bicycle racks are provided for visitors to Landmark Center



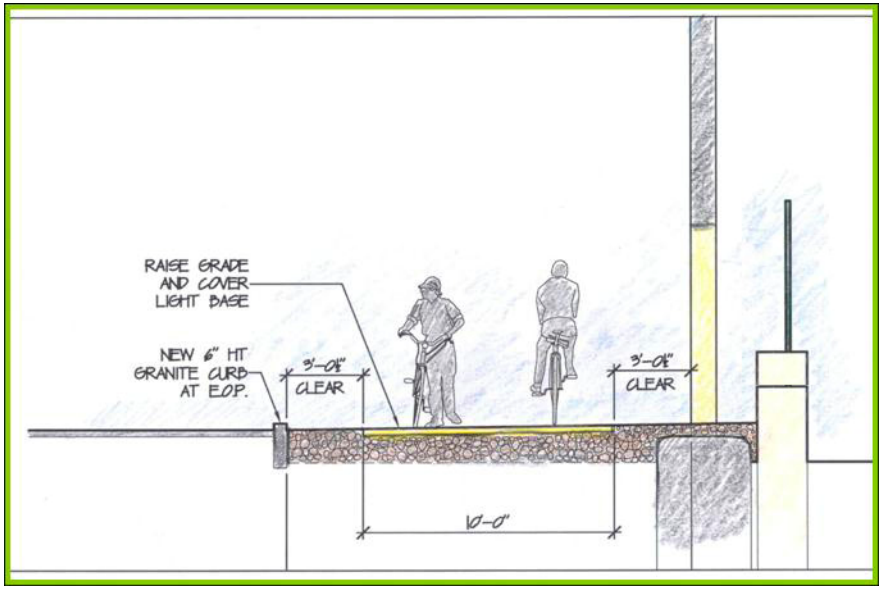
Multi-Use Path: The Route

- **The path continues toward Harvard Vanguard and Miner Street**

- **These sections show the existing conditions and the changes needed to provide additional width for pedestrians and bicyclists**

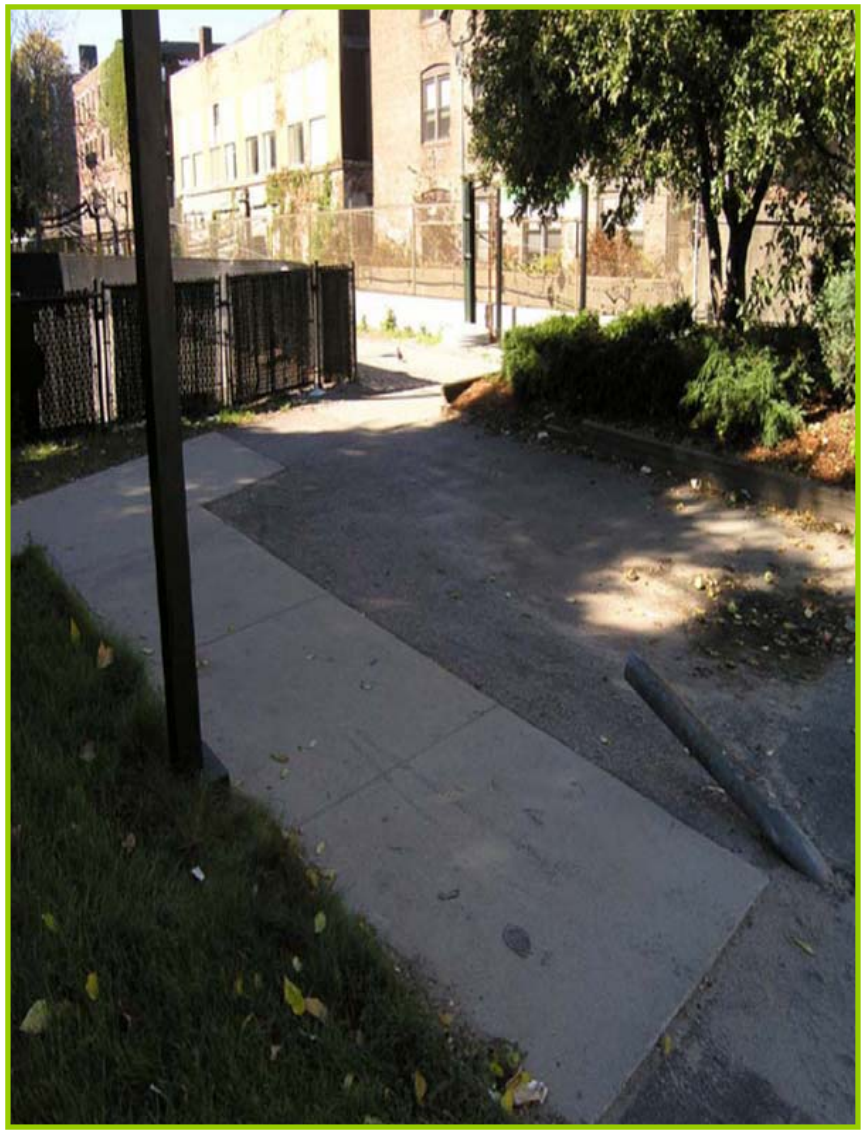


Existing Conditions

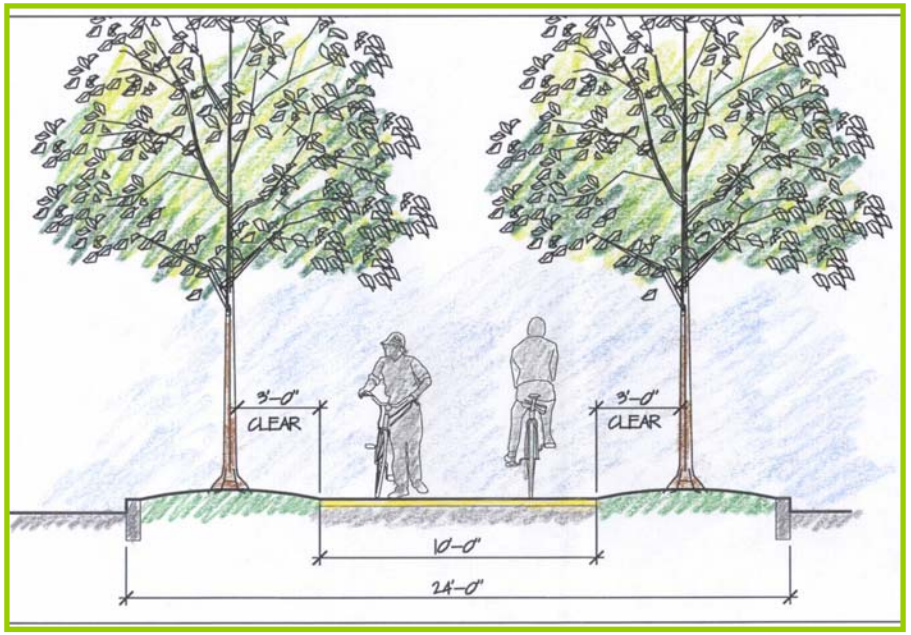


Proposed Conditions

Multi-Use Path: The Route



- **Path crosses driveway, continues on to Yawkey Station, and connects to the proposed new roadway at Parcel 7**



Proposed Conditions

Boylston Street and Brookline Avenue

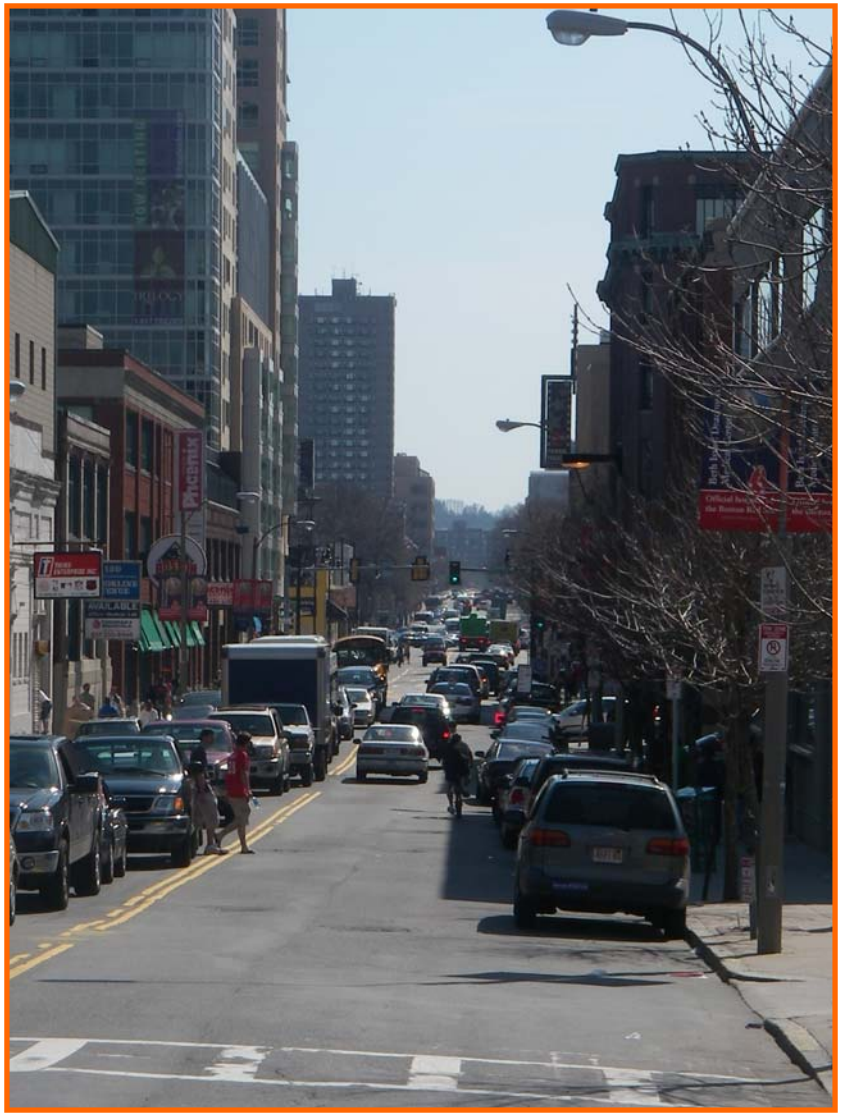
Boylston Street and Brookline Avenue

Background:

- 12 – 13% growth in traffic
- New development along Parcel 7 side and between Kilmarnock Street and Yawkey Way

Goals:

- Increase transit
- Decrease / manage congestion
- Improve safety and universal access
- Provide access for all users
- Improve pedestrian & bike environment



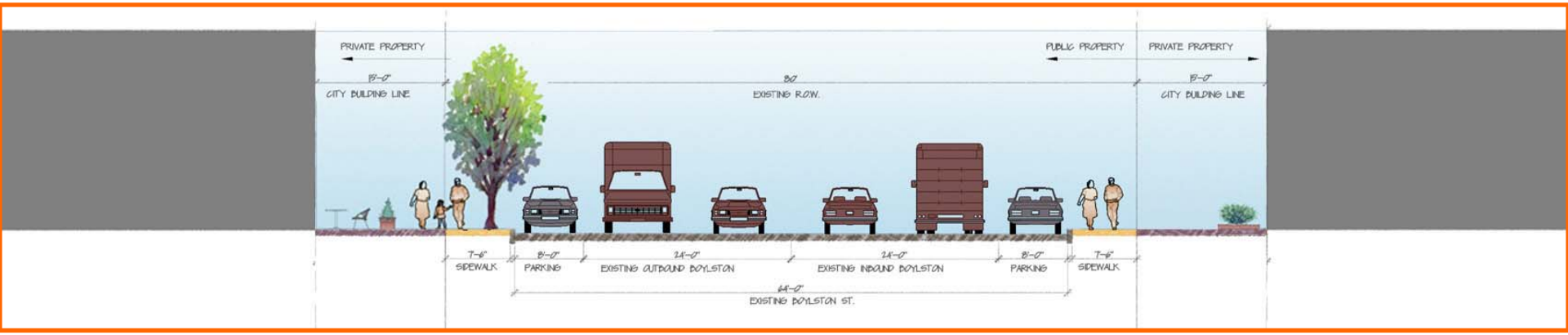
Boylston Street from Sears Rotary to Ipswich Street

- **Three options for improvements to Boylston Street for public review and comment**
- **Elements of each may be combined to create preferred option**
- **Interim Streetscape Plans assume existing buildings remain**
- **Potential future conditions assume new development setback of 15’ width**

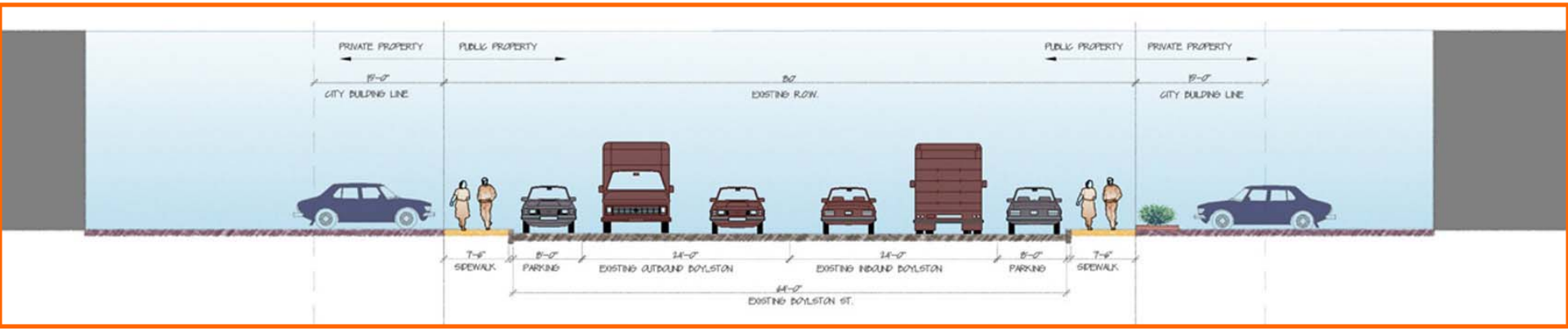
Boylston Street – Existing Conditions

- **Mixed use – older low-rise retail and service-oriented business and newer high-rise buildings**
- **Limited street trees, landscaped areas, and amenities for pedestrians and bicycles**
- **Long crossing distances at intersections for pedestrians**
- **Multiple curb cuts lead to numerous vehicle-pedestrian conflicts**
- **Peak demand traffic flexibility**

Boylston Street – Existing Conditions



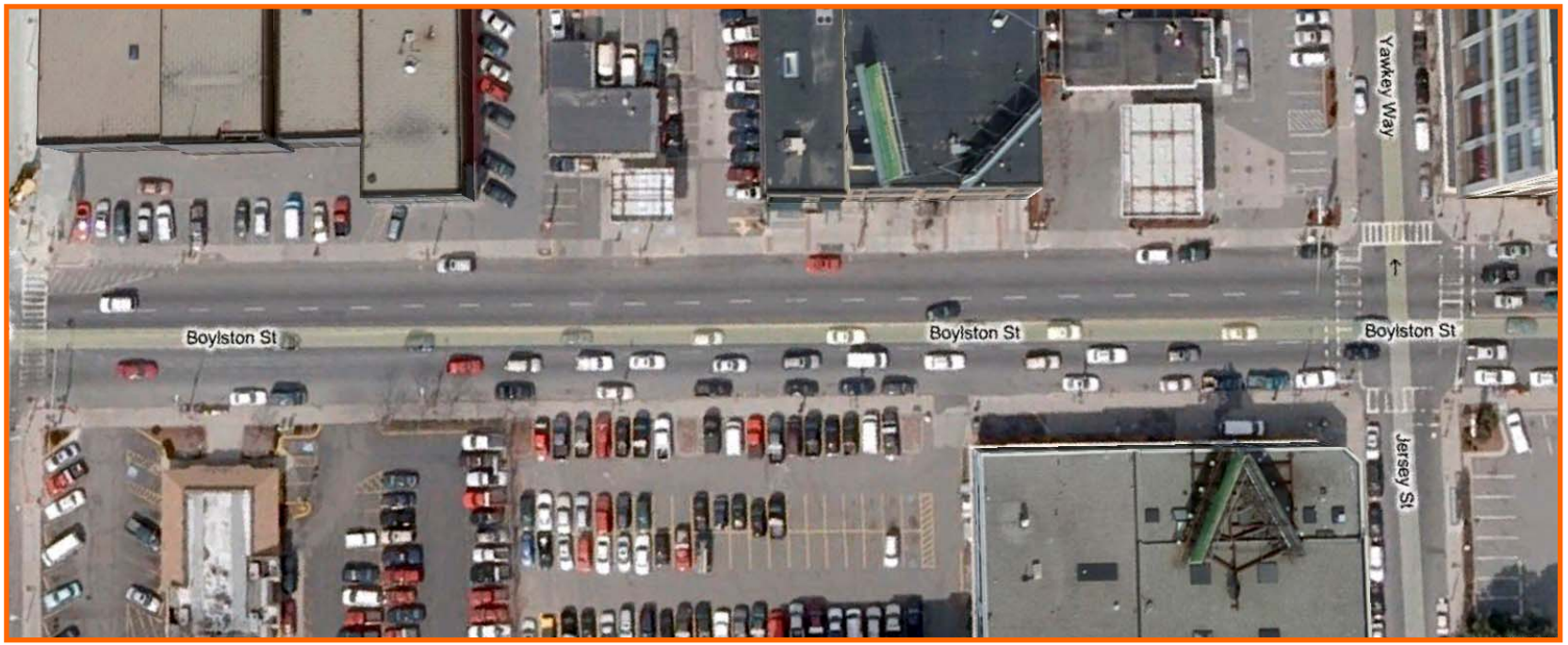
- 64’ pavement width curb to curb, no bike lanes
- Two 12’ lanes in each direction, 3 lanes outbound at Sears Rotary
- 8’ parking lanes both sides, 8’ – 22’ wide sidewalks (with curb)
- No neckdowns and 64’ long crosswalks
- New buildings set back at least 15’ from property line
- Approximately 10 trees



Boylston Street – Existing Conditions
Sears Rotary to Kilmarnock Street

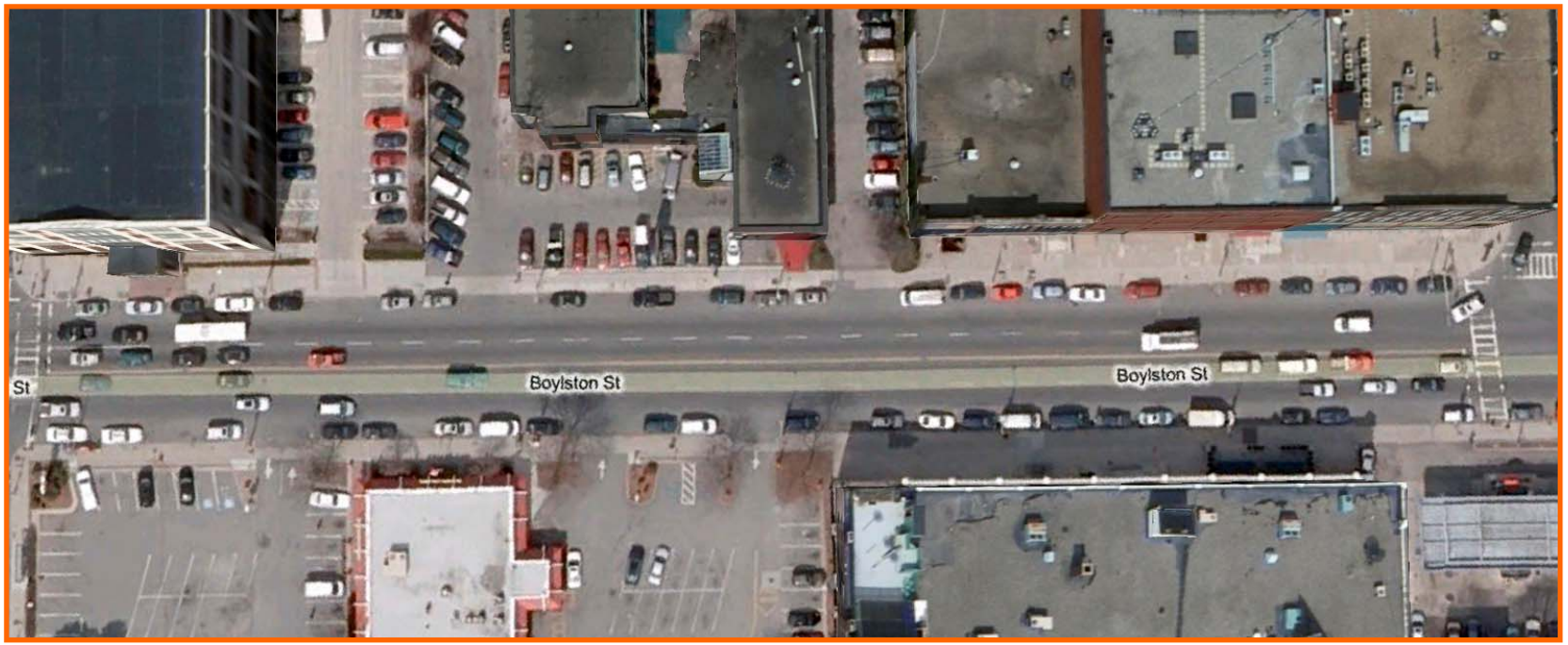
- **Parking, loading, and multiple driveways detract from pedestrian environment**
- **Sidewalks are narrow. Therefore, negotiation with property owners needed in order to expand sidewalks**

Boylston Street – Existing Conditions
Kilmarnock Street to Yawkey Way



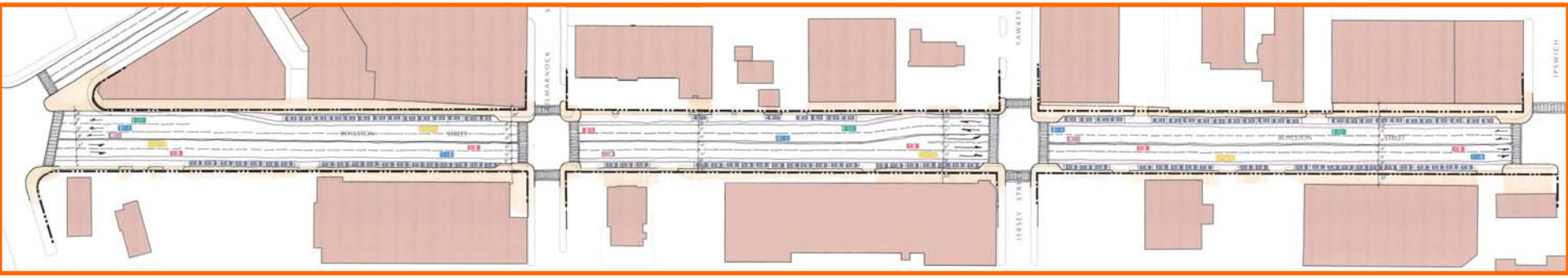
- **Few street trees are present on a 8’ sidewalk with closely spaced driveways and bordered by parking lots**

Boylston Street – Existing Conditions
Yawkey Way to Ipswich Street



- **Pedestrians cross six driveways**
- **On-street parking is present on both sides of the street**

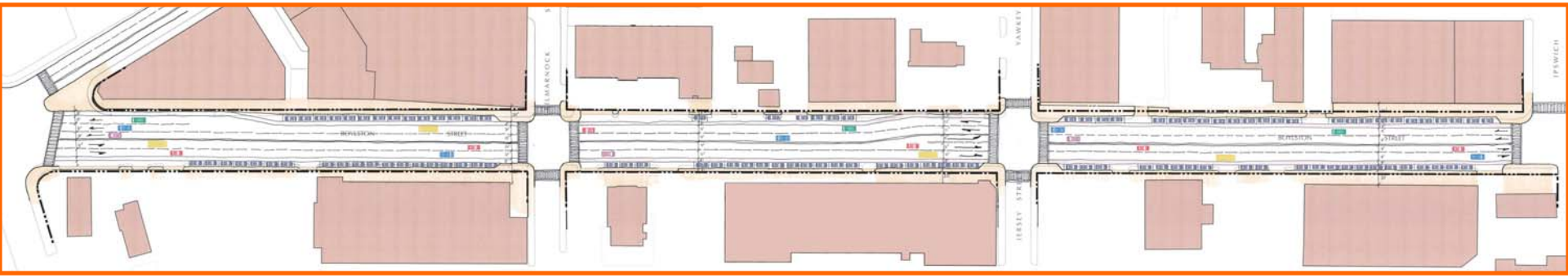
Boylston Street – Option 1: Linear Corridor with Bike Lanes



- 70’ pavement width curb to curb
- Two 5’ bicycle lanes
- Two 11’ lanes in each direction
- Dedicated left turn lane at Yawkey Way
- Two 8’ wide parking lanes

- Publicly owned sidewalk now only 3’- 4’, need private property to maintain 8’ wide minimum
- Neckdowns at every intersection except one corner at Yawkey Way
- 54’ long crosswalks
- Potentially 40 trees, assuming use of private property for sidewalks

Boylston Street – Option 1: Linear Corridor with Bike Lanes



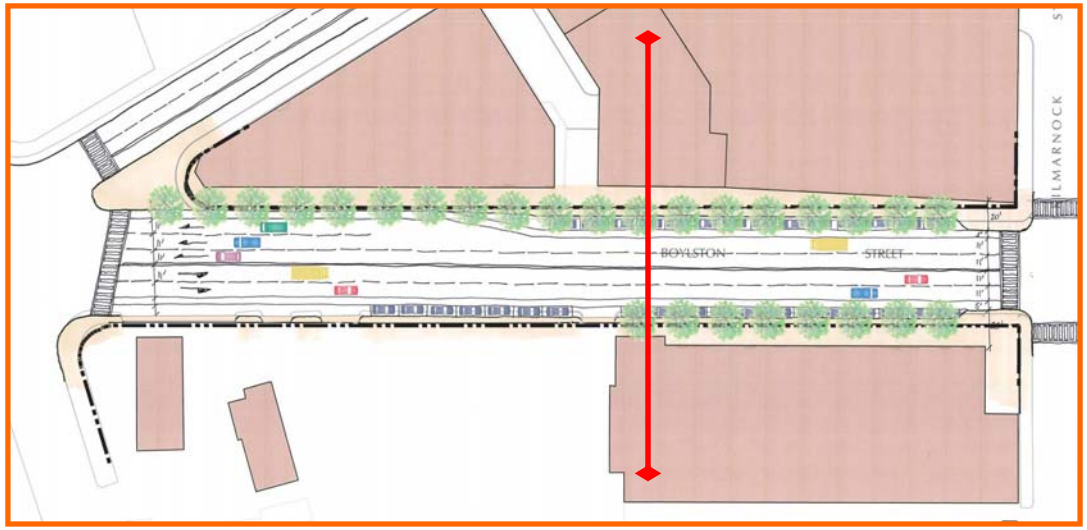
Opportunities:

- **Allocates lanes for all modes within the right-of-way**
- **Provides for dedicated left turn at Yawkey Way for future growth**
- **Provides neckdowns at all intersections except one corner at Yawkey Way for pedestrian crossings**
- **Requires extension of public right-of-way into private property to meet standards for minimum sidewalks**

Constraints:

- **Limits landscape and urban design opportunities with maximum space allocated to roadway**

Boylston Street – Option 1
Sears Rotary to Kilmarnock Street

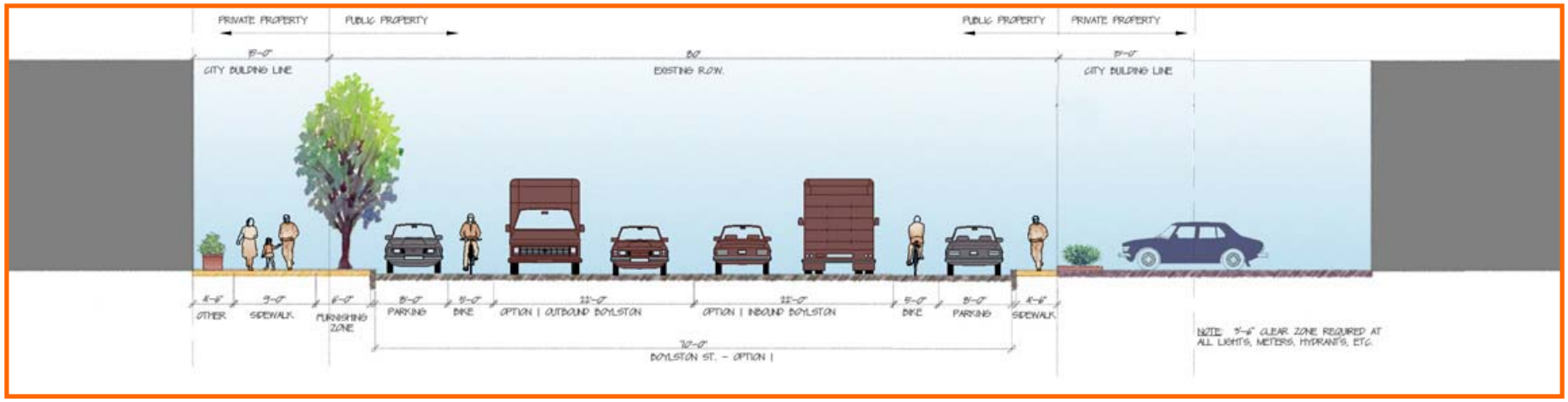


Opportunities:

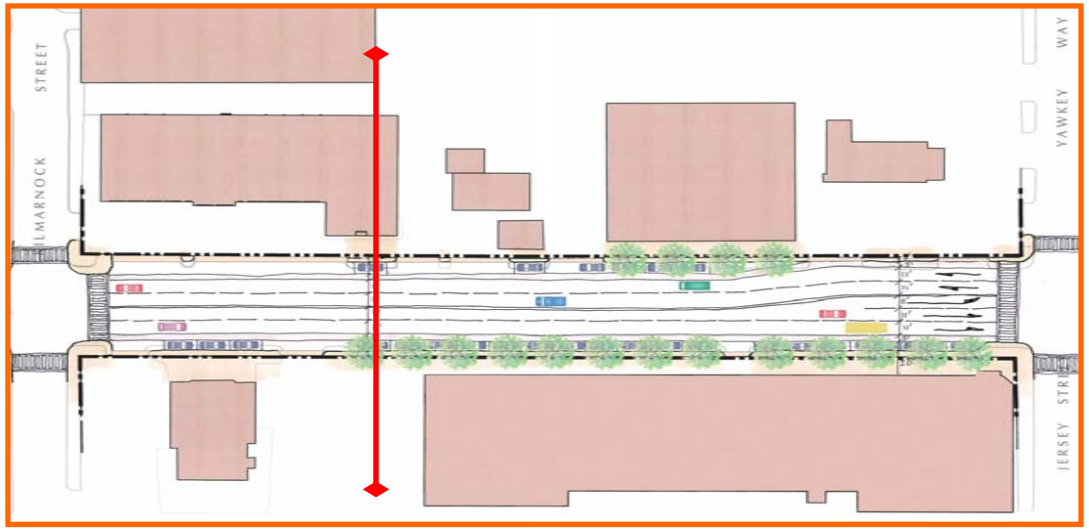
- Room for both bicycle lanes and parking
- New trees possible along newly developed parcels

Constraints:

- No room for trees on narrow segments of sidewalks
- Need private property to maintain 8’ wide minimum sidewalks



Boylston Street – Option 1
Kilmarnock Street to Yawkey Way



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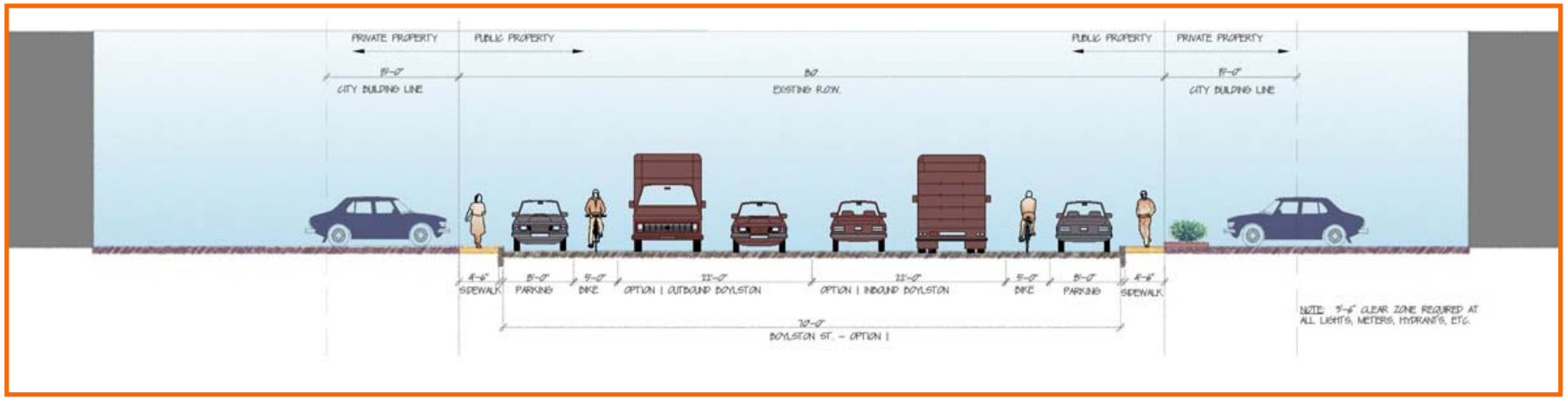
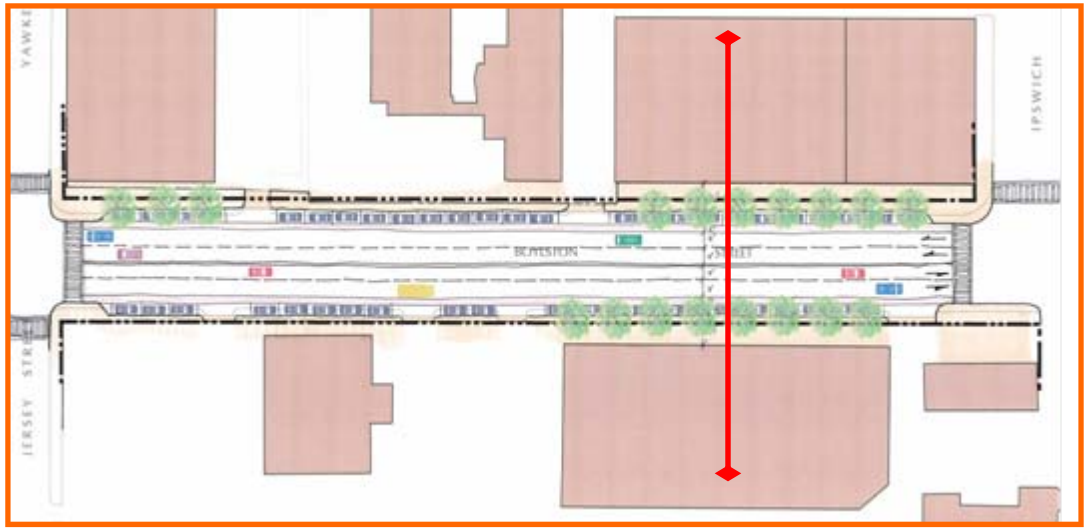


Boylston Street – Option 1
Yawkey Way to Ipswich Street



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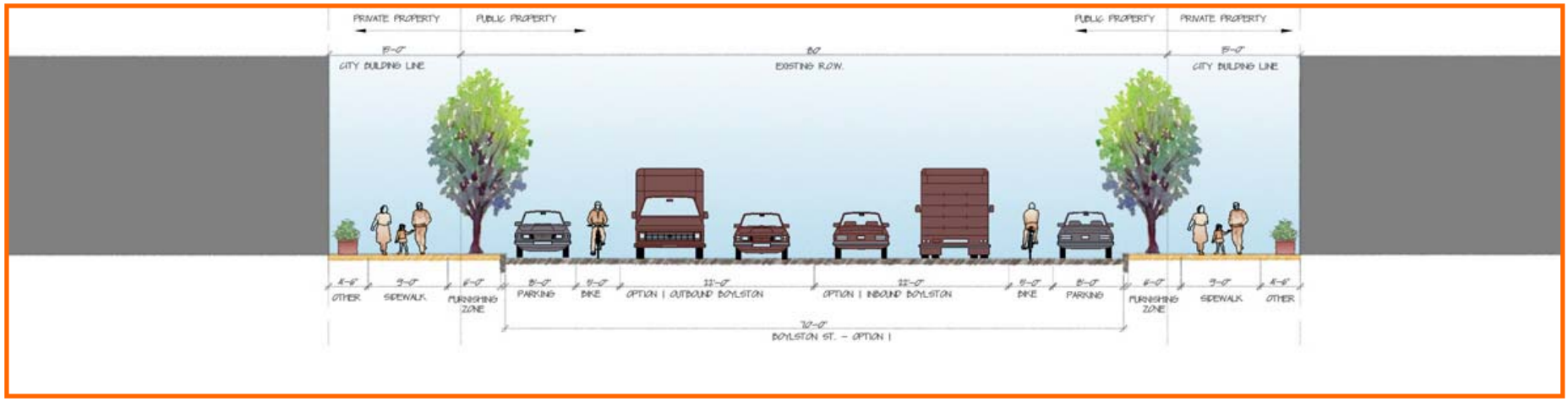
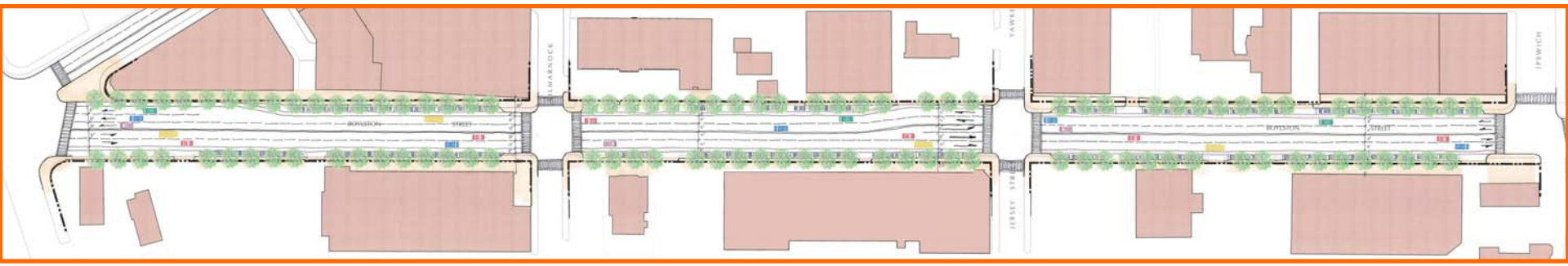
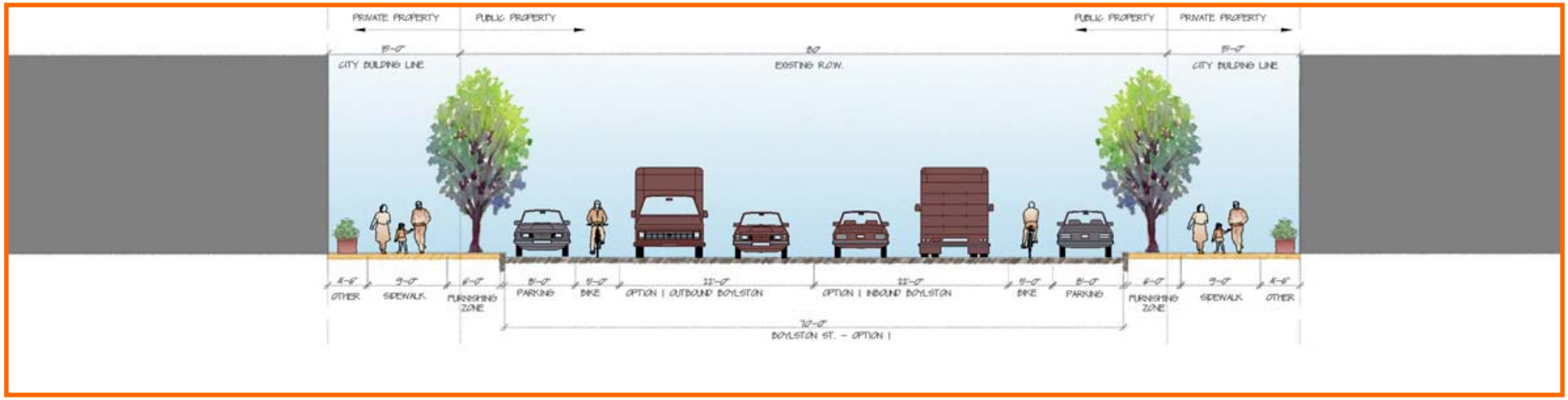


Boylston Street – Option 1: Potential Future Conditions

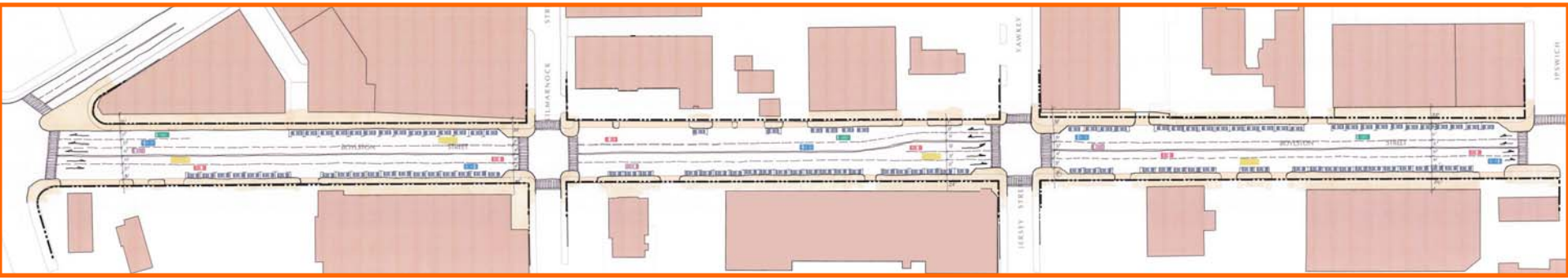


Opportunities:

- **Future building setbacks provide space for wider sidewalks, trees and amenities.**



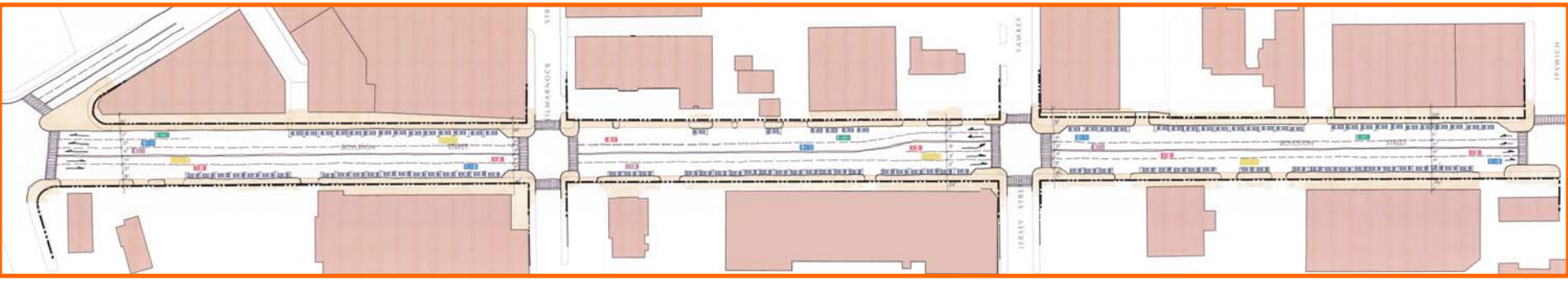
Boylston Street – Option 2: Linear Corridor without Bike Lanes



- 60’ curb to curb
- Bicyclists share roadway with motorists
- Two 11’ lanes in each direction
- Dedicated left turn lane at Yawkey Way
- Two 8’ wide parking lanes

- Minimum sidewalk width expanded to 10’ from 8’ width
- Neckdowns at every intersection except one corner at Yawkey Way
- 44’ long crosswalks
- Potentially 40 trees assuming use of private property for sidewalks

Boylston Street – Option 2: Linear Corridor without Bike Lanes



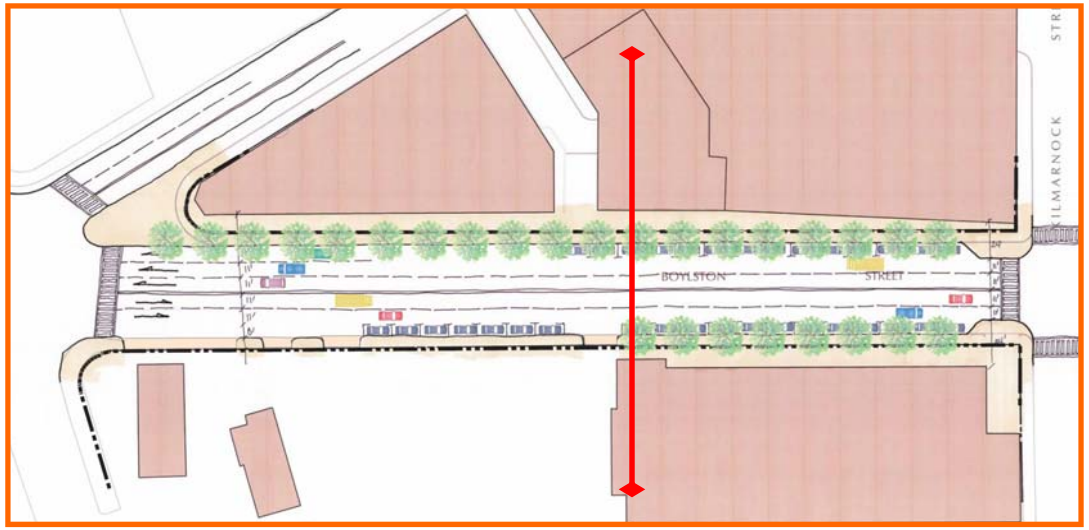
Opportunities:

- Provides a Gateway link from the Fenway to the Downtown with a boulevard design of a linear corridor
- Allocates lanes for vehicles within the right-of-way except bikes – lanes function in the existing right-of-way
- Provides neckdowns at all intersections except one corner at Yawkey Way for pedestrian crossings
- Allows for modest landscaping and streetscape improvements with the addition of a total of 8’ of sidewalk in corridor

Constraints:

- Limits landscape and urban design opportunities
- Allocates maximum space to roadway

Boylston Street – Option 2
Sears Rotary to Kilmarnock Street

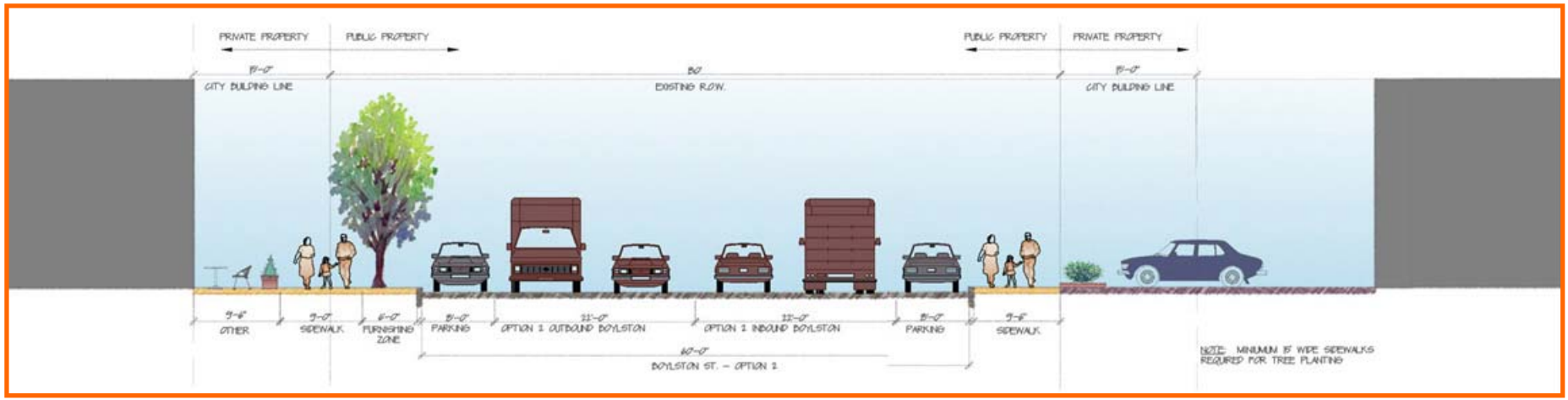


Opportunities:

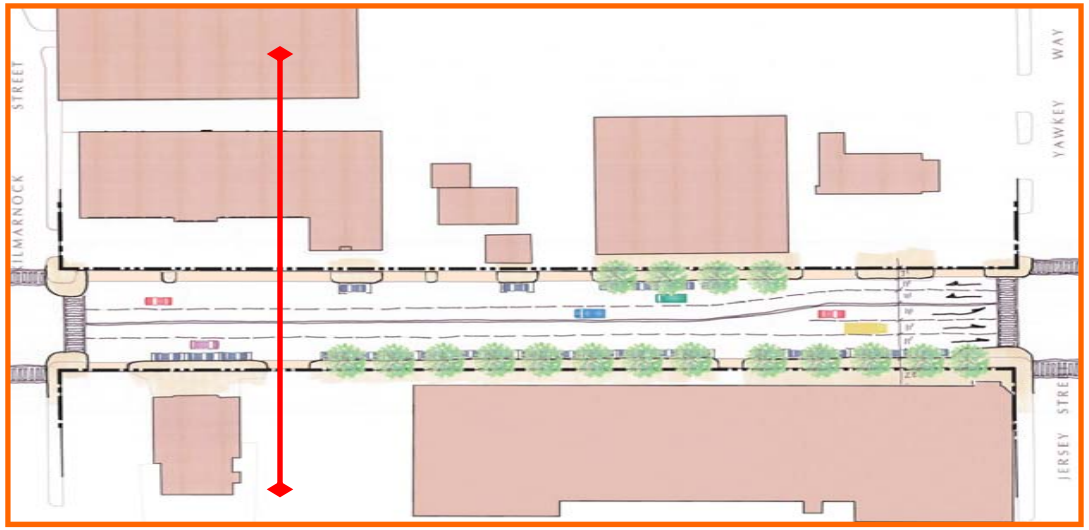
- Room for parking
- New trees possible along newly developed parcels
- Minimum sidewalk widths expanded to 10’ (including curb)

Constraints:

- No dedicated bike lanes
- No room for trees on narrow segments of sidewalks



Boylston Street – Option 2
Kilmarnock Street to Yawkey Way



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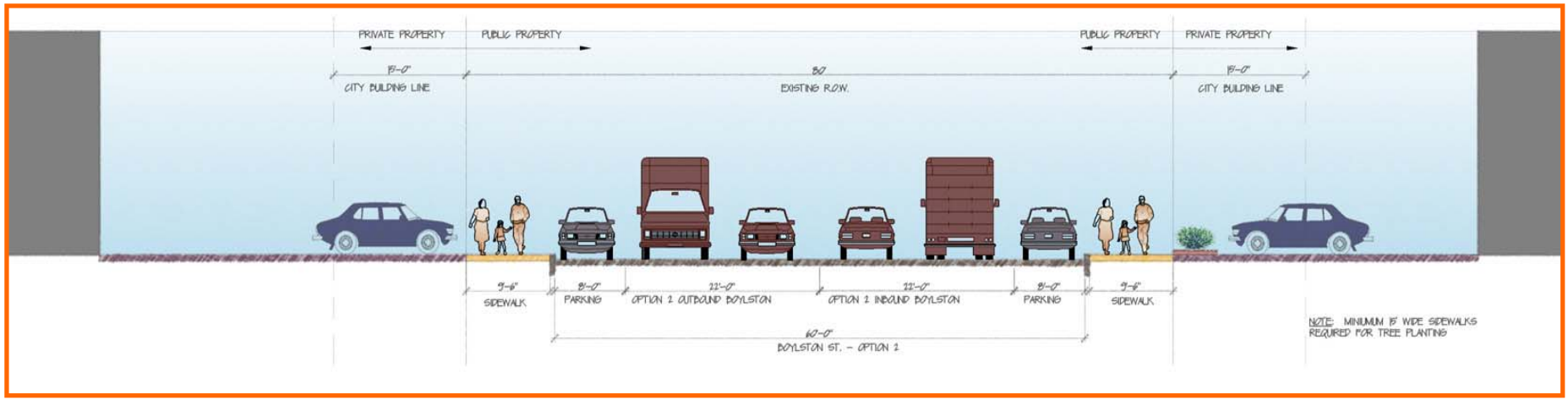
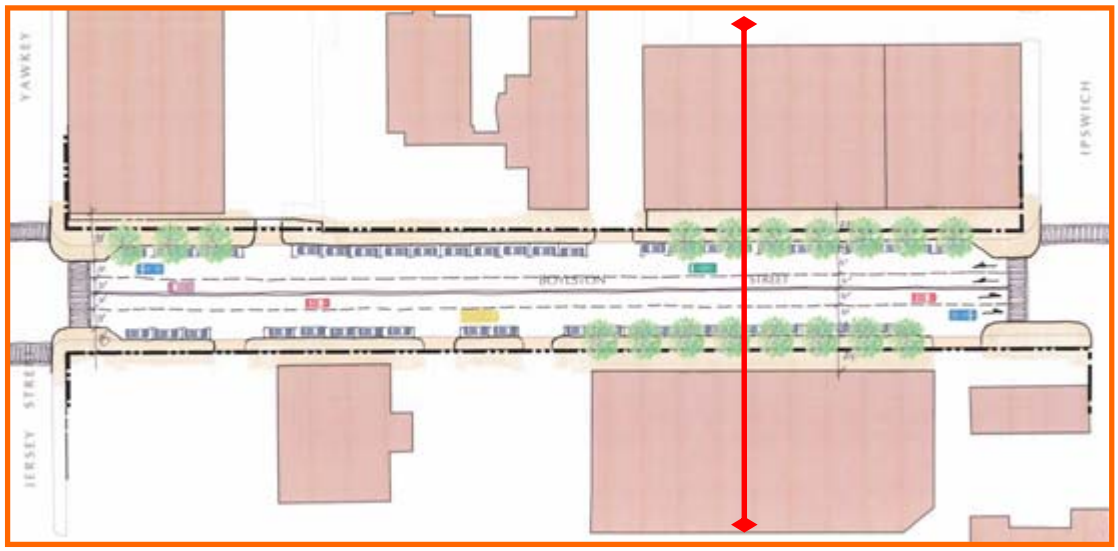


Boylston Street – Option 2
Yawkey Way to Ipswich Street



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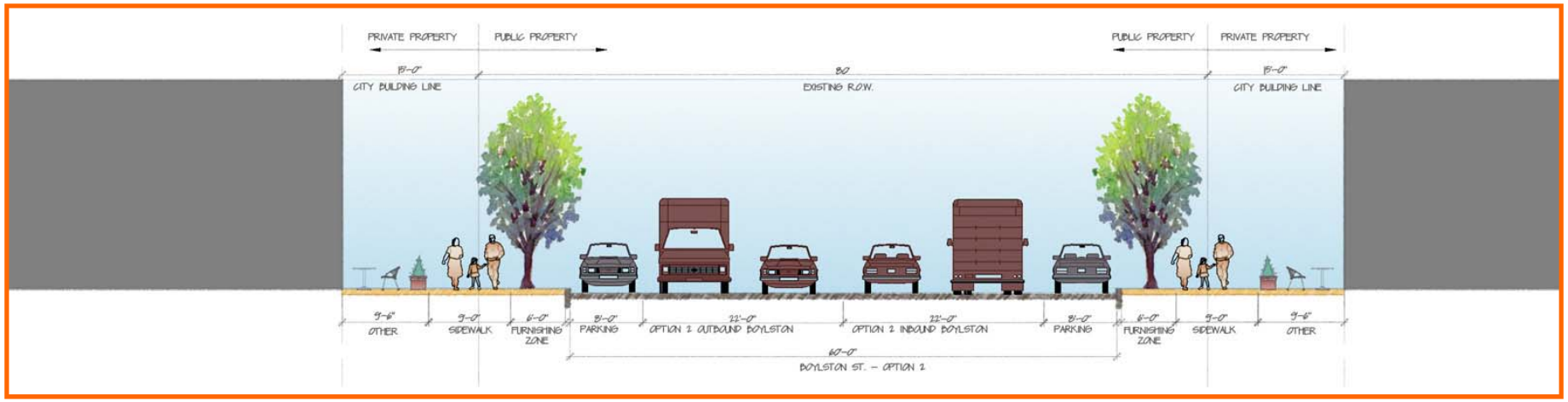
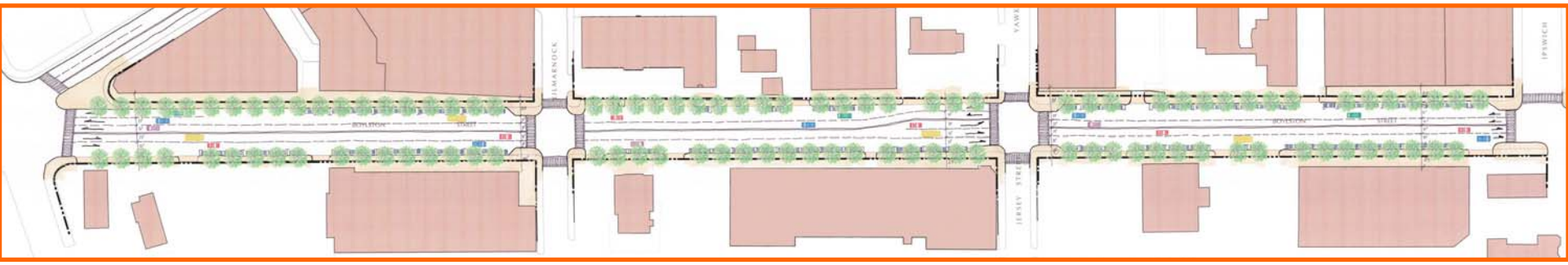


Boylston Street – Option 2: Potential Future Conditions



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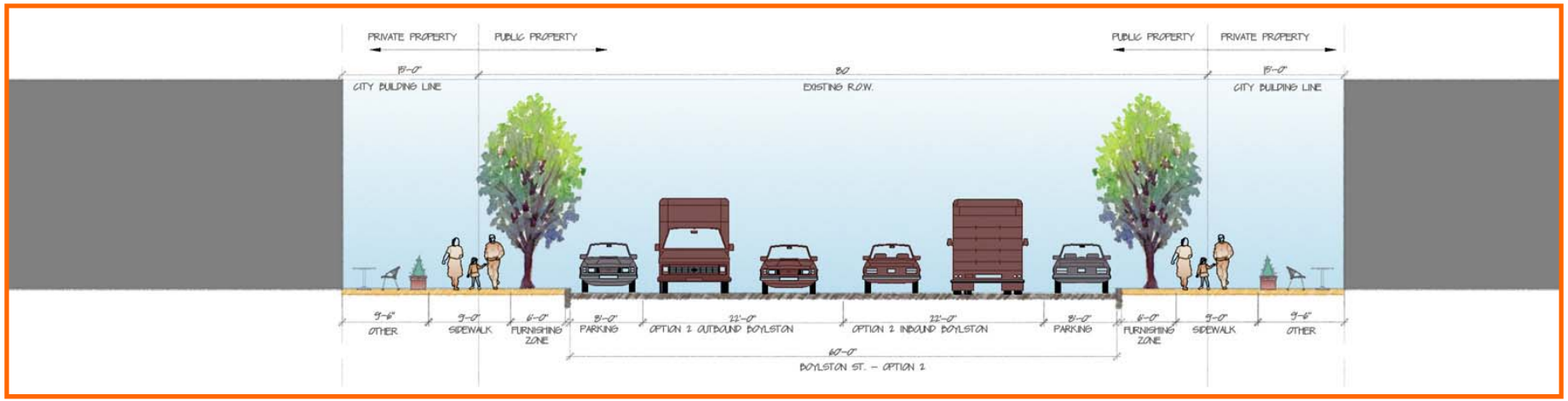
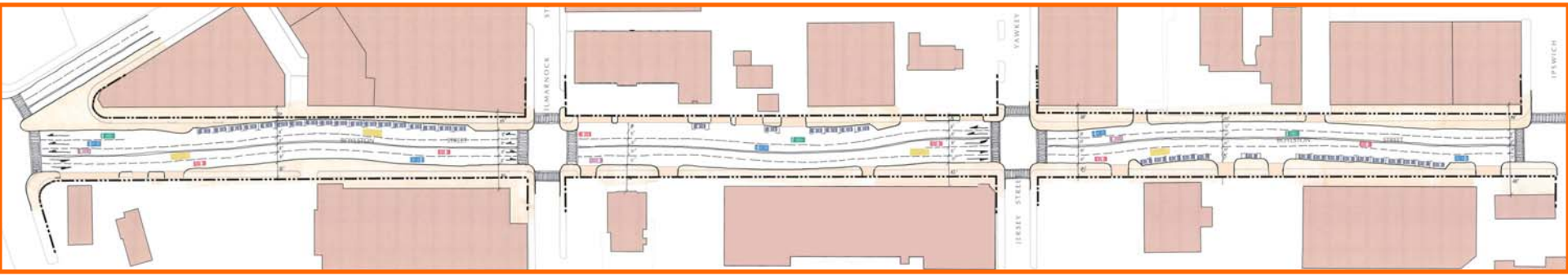


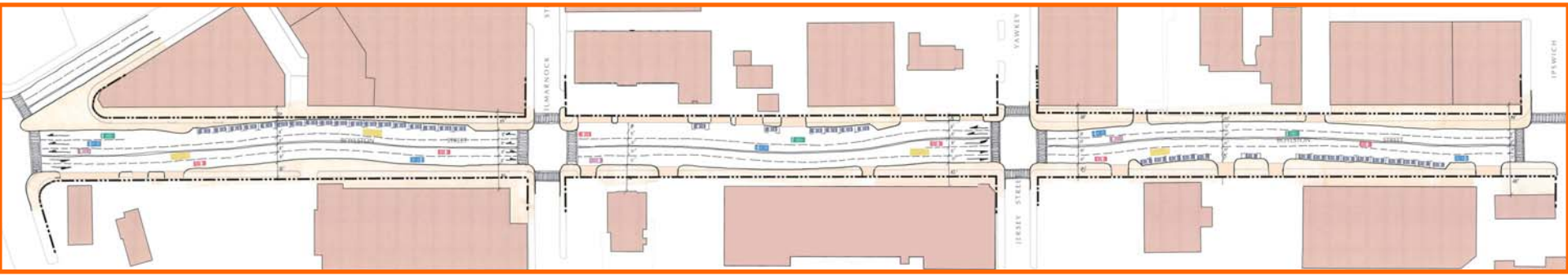
Boylston Street – Option 3: Curvilinear Corridor



- 52’ pavement width curb to curb
- Bicyclists share roadway with motorists
- Two 11’ lanes in each direction
- Dedicated left turn lane at Yawkey Way
- One 8’ wide parking lane alternating block to block

- Neckdowns at blocks with on-street parking
- Sidewalk width expanded to 18’ from 30’ without requiring private property
- 44’ long crosswalks
- Approximately 55 street trees possible on public property

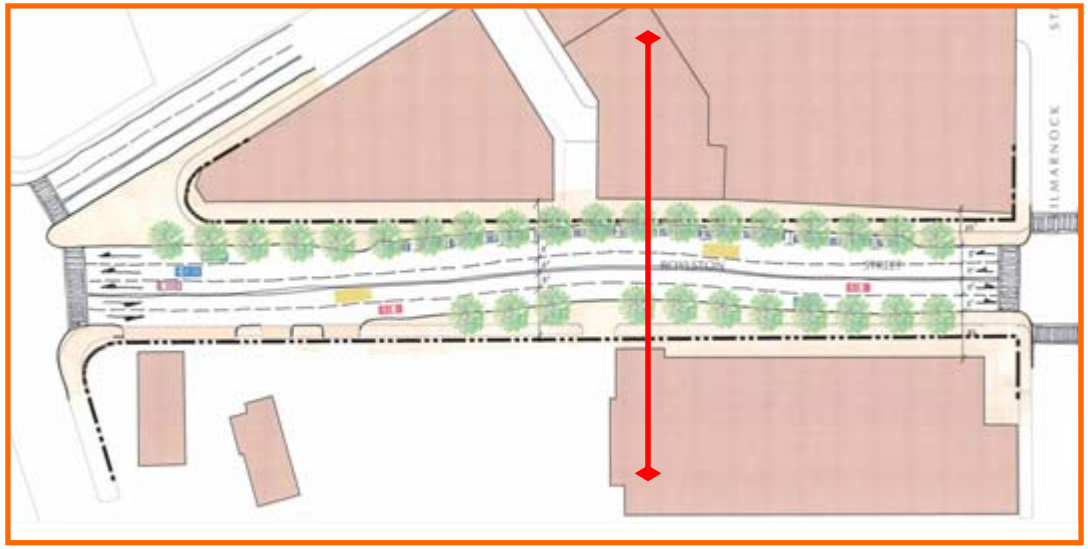
Boylston Street – Option 3: Curvilinear Corridor



Opportunities:

- **Reflects the curvilinear meandering corridors of the Riverway, Park Drive, and Fenway**
- **Allocates lanes for travel and one-side of parking only within the right-of-way**
- **Provides for dedicated left turn at Yawkey for future growth**
- **Uses a curvilinear curb design and vertical and horizontal design elements combined with pedestrian priority signals to maximize pedestrian crossings without neckdowns at all intersections**
- **Provides opportunities to maximize urban design, streetscape, and landscaping opportunities as new development comes on line with wider sidewalks for cafes and pedestrian activity**

Boylston Street – Option 3
Sears Rotary to Kilmarnock Street

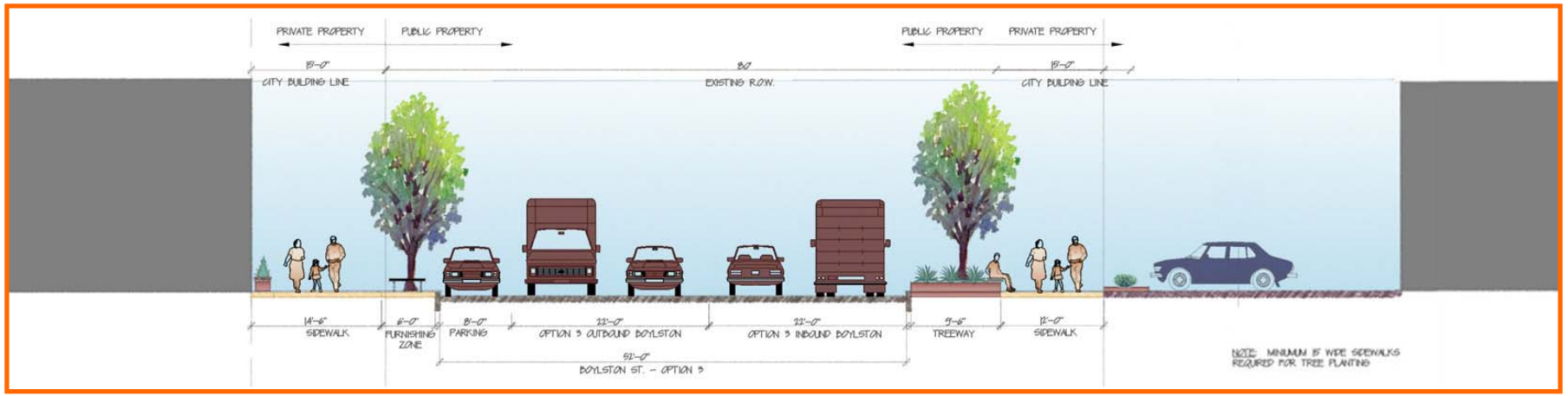


Opportunities:

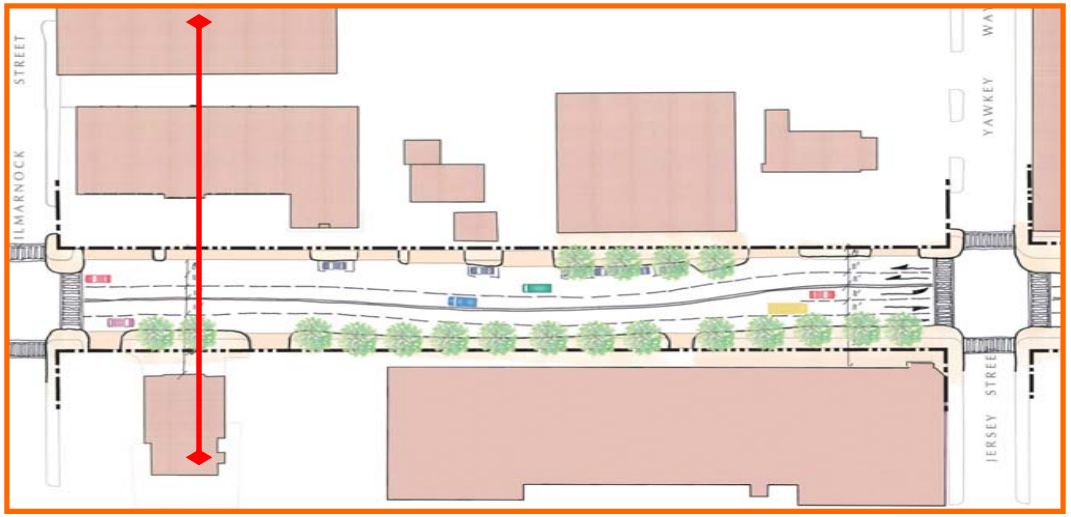
- Room for parking on one side of street
- New trees possible along newly developed parcels and some existing parcels
- Minimum sidewalk widths expanded to 15’ (including curb)
- Widened sidewalk areas provide opportunity for raised planters and pedestrian amenities

Constraints:

- No room for trees on narrow segment of sidewalk on south side of street at Sears Rotary
- No dedicated bike lanes
- One lane of parking removed



Boylston Street – Option 3: Interim Streetscape Plan
Sears Rotary to Kilmarnock Street



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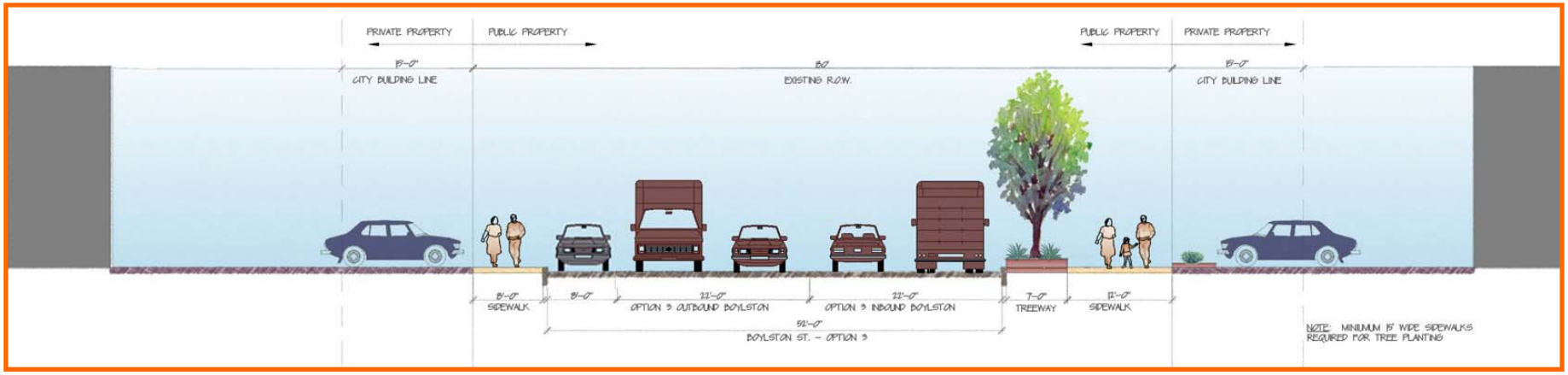
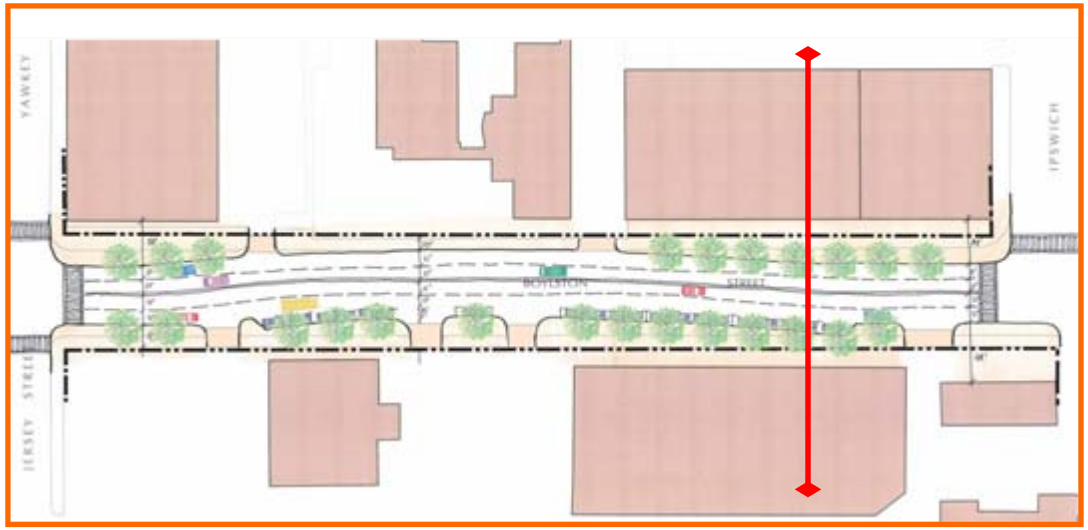


Boylston Street – Option 3: Interim Streetscape Plan
Yawkey Way to Ipswich Street

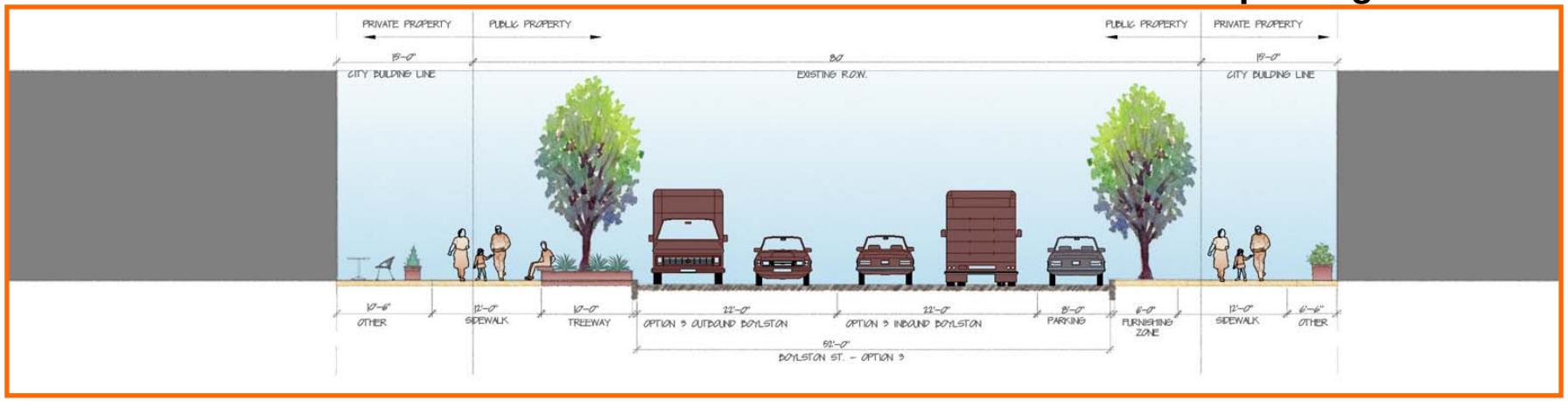


Opportunities:

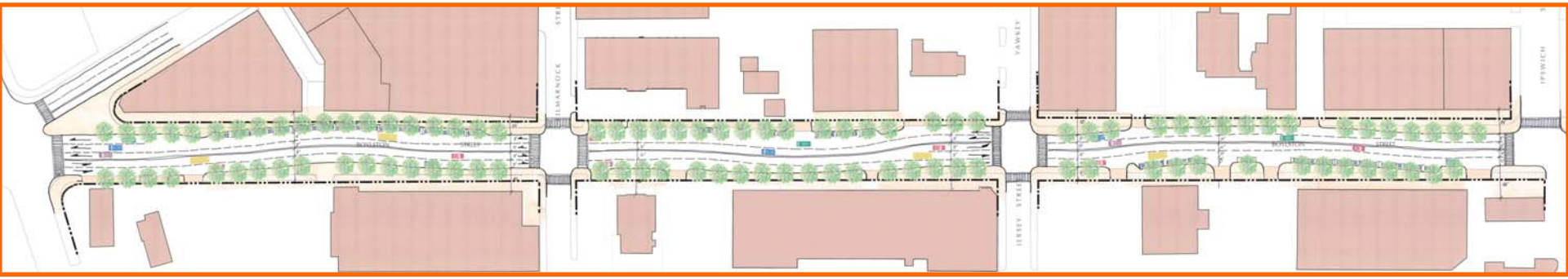
- Room for parking on one side of street
- New trees possible along newly developed parcels and some existing parcels
- Minimum sidewalk widths expanded to 15’ (including curb)
- Widened sidewalk areas provide opportunity for raised planters and pedestrian amenities

Constraints:

- No room for trees on narrow segments of sidewalk
- No dedicated bike lanes
- One lane of parking removed

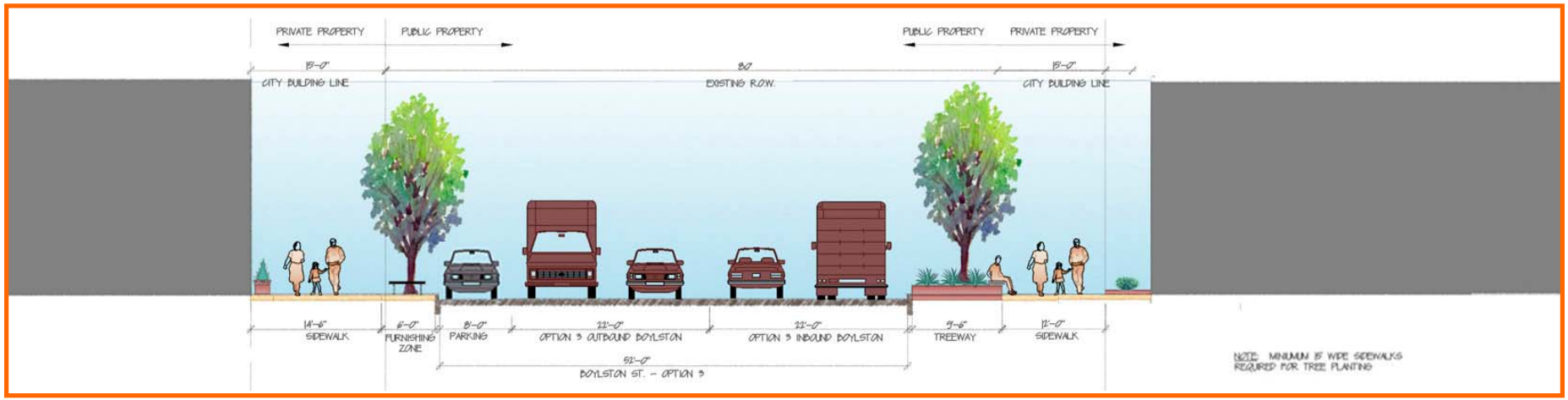


Boylston Street – Option 3: Potential Future Conditions



Opportunities:

- **Future building setbacks provide space for wider sidewalks, trees, and amenities**



Summary Slide for Boylston Street

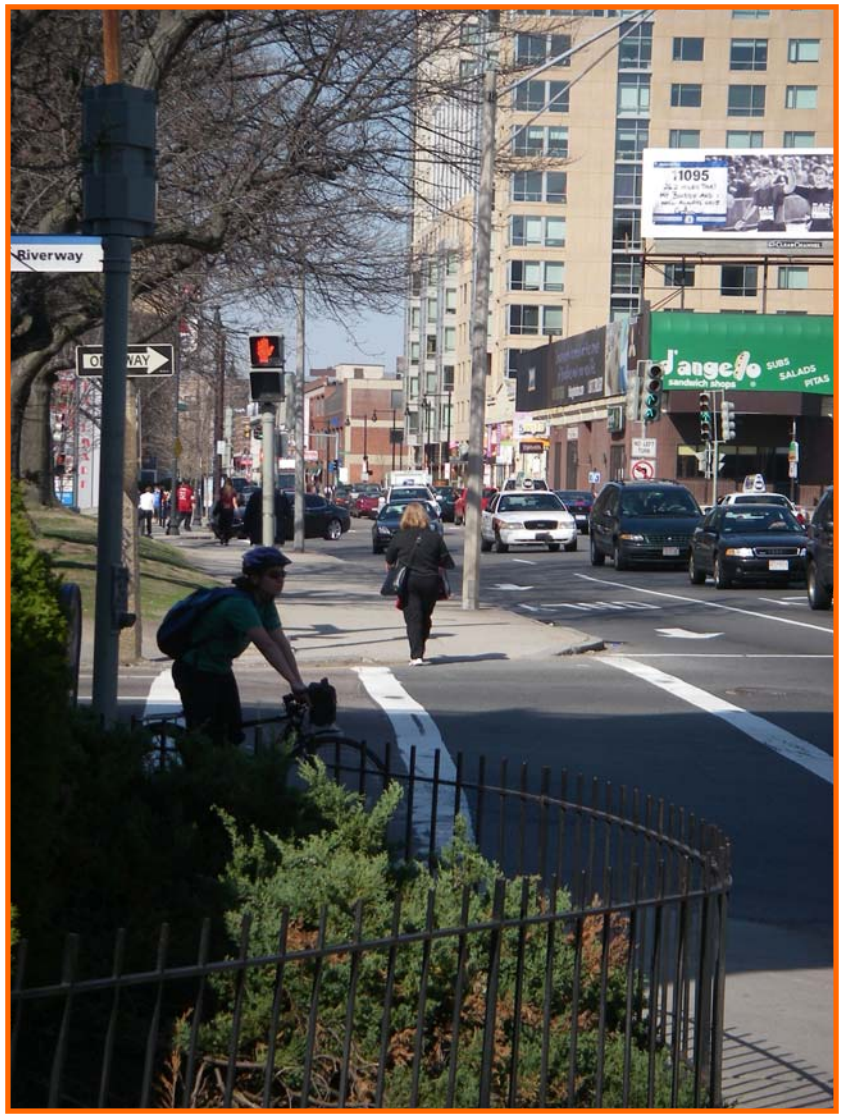
BOYLSTON STREET DESIGN FRAMEWORK

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	

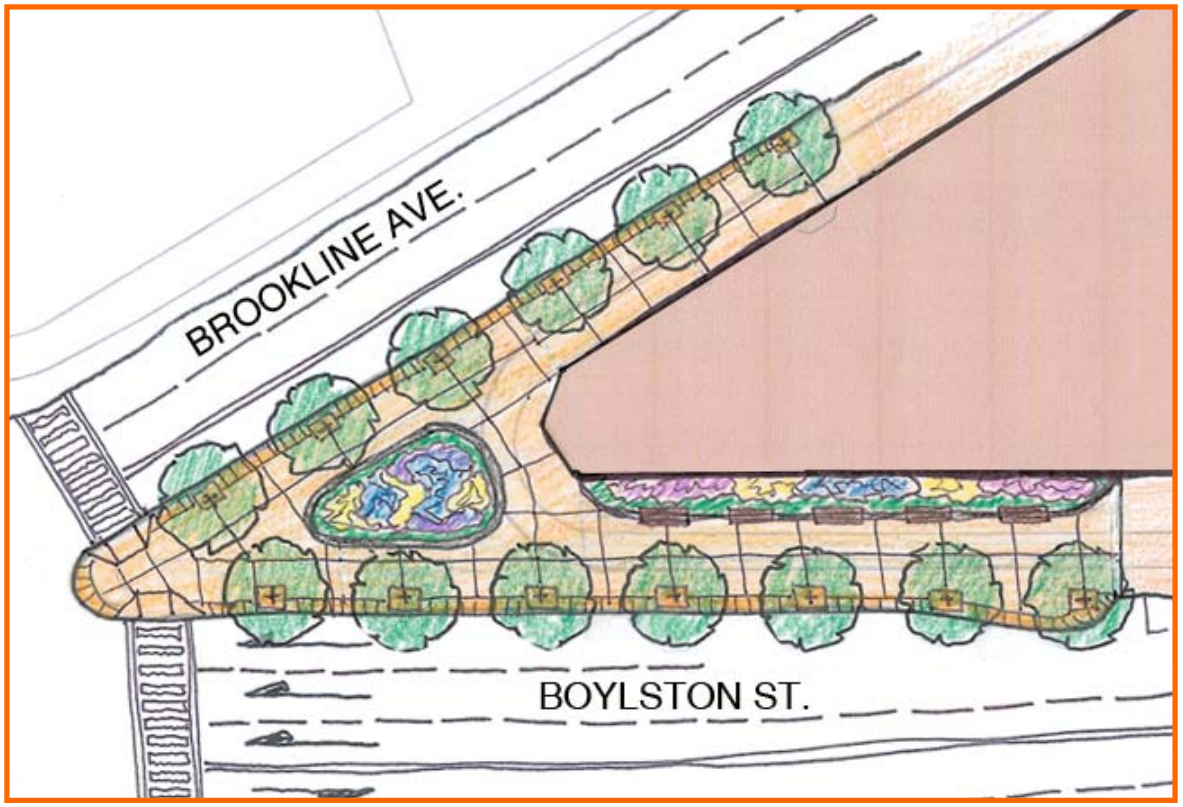
Brookline Ave and Boylston St Intersection at Sears Rotary

- Geometric Layouts
- 2-Lanes outbound on Brookline Avenue
- 3-Lanes outbound on Boylston Street
- Long pedestrian crossings
  - to island
  - to Landmark Center
- U-Turn from Boylston Street to Brookline Avenue



Brookline Ave and Boylston St Intersection at Sears Rotary

- **Removes island, extends d'Angelo's sidewalk and shorten crosswalks at Sears Rotary**
- **Creates landscaped plaza and clear and rationale pedestrian crossing at newly signalized intersection**
- **Improves signalization of the intersection**



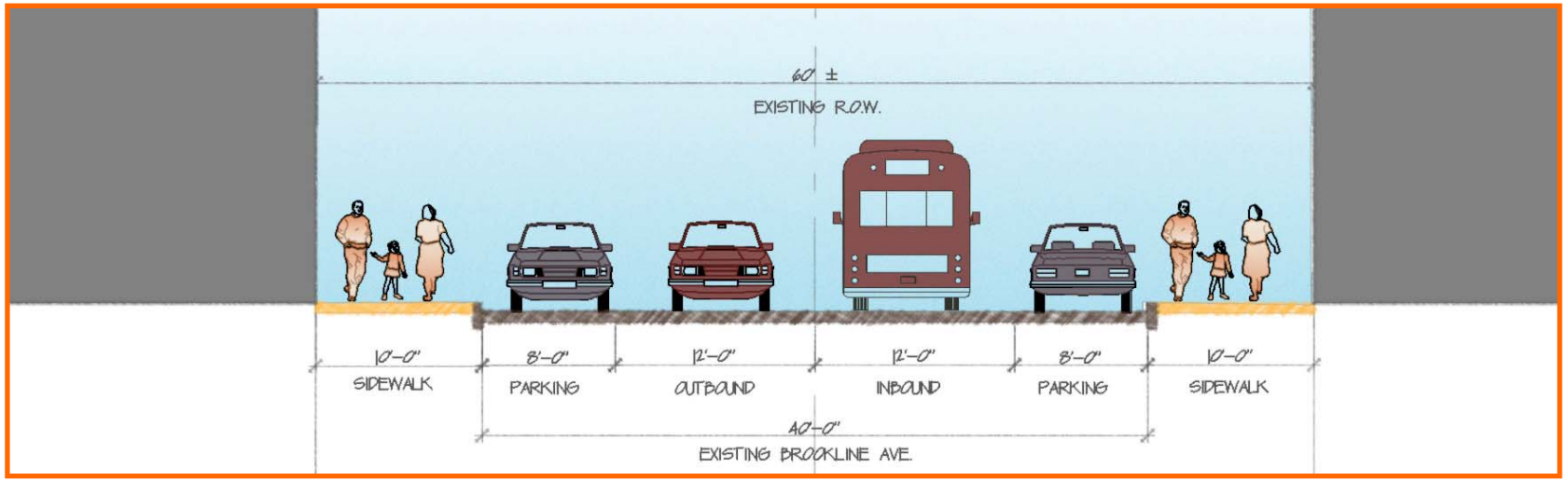
Brookline Ave Between Sears Rotary and Mass Turnpike Bridge

- **Two options for improvements to Brookline Avenue for public review and comment**
- **Elements of each may be combined to create a preferred option**
- **Interim Streetscape Plans assume existing buildings remain**
- **Potential future conditions assume new development setback of 15’ width**

Brookline Avenue – Existing Conditions

- **Cinema and service-oriented businesses, new high rise residences, healthcare, Fenway Park, and ancillary uses**
- **Limited street trees and amenities for pedestrians and bicycles, shade from adjacent buildings**
- **Heavy pedestrian traffic**

Brookline Avenue – Existing Conditions



- **40’ pavement width curb to curb**
- **For balance of street, one 12' travel lane in each direction**
- **8’ parking lanes on both sides**
- **Dedicated left-turns at Kilmarnock Street / Fullerton Street**

- **10’ wide sidewalks because current building setback at property line restrict width**
- **Street trees limited to western side, approximately 27 trees**
- **No neckdowns with 40’ long crosswalks**

Brookline Avenue – Existing Conditions
Sears Rotary to Kilmarnock Street

- **Landmark Center retail, cinema, service-oriented businesses, and new high rise residences**
- **Trees on Landmark frontage, few amenities for pedestrians and bicycles, shade from adjacent buildings**
- **Heavy pedestrian traffic**

Brookline Avenue – Existing Conditions
Kilmarnock Street to Overland Street

- **Dedicated left turn lanes at Kilmarnock Street**
- **Trees only at private entry to Harvard Vanguard**
- **On-street parking on both sides of street**

Brookline Avenue – Existing Conditions
Overland Street to Lansdowne Street

- **Parking detracts from pedestrian environment**
- **Pedestrians walk on the streets on Red Sox game days & Special Events**
- **On-street parking is present on both sides of street**

Brookline Avenue – Option 1: Modified Existing

- 40’ pavement width curb to curb, 40’ long crosswalks
- One 11’ lane in each direction
- No bicycle lanes (parallel multi-use path)
- Dedicated left turn lanes at Kilmarnock Street / Fullerton Street

- 8’ parking lanes both sides in most cases
- Sidewalk width ranges from 10’ to 12’ width
- Potentially 8 new trees at Sears Rotary end of street

Brookline Avenue – Option 1: Modified Existing

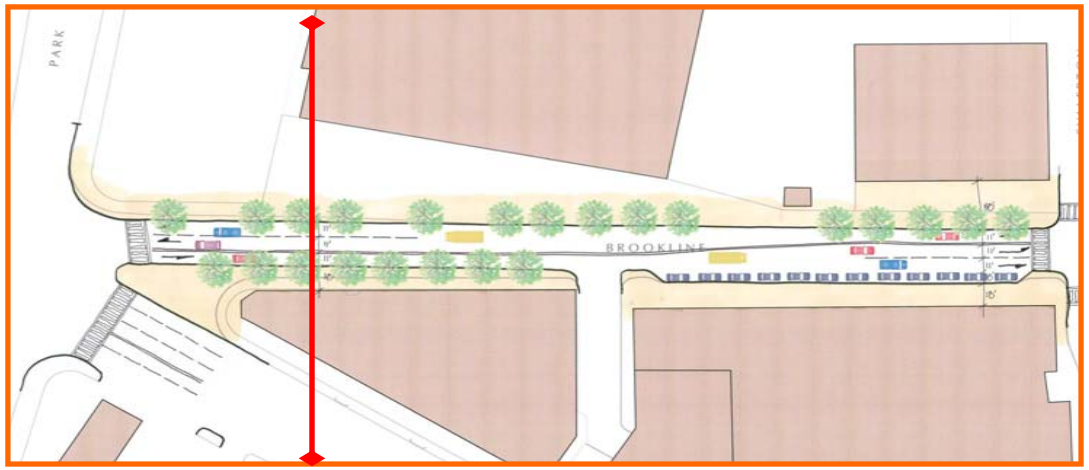
Opportunities:

- Preserves existing capacity for vehicles and on-street parking
- Preserves dedicated left turn lanes at Kilmarnock Street and Fullerton Street
- Reduces length of pedestrian crossings at Sears Rotary

Constraints:

- Requires negotiation with private owners to achieve wider sidewalks and pedestrian amenities in the future

Brookline Avenue – Option 1
Sears Rotary to Fullerton Street

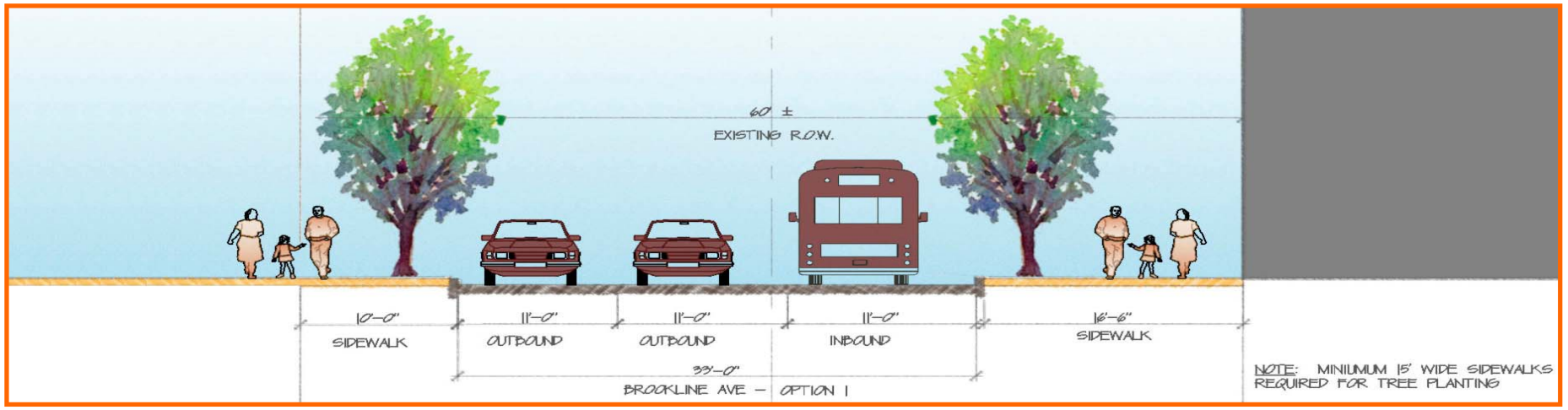


Opportunities:

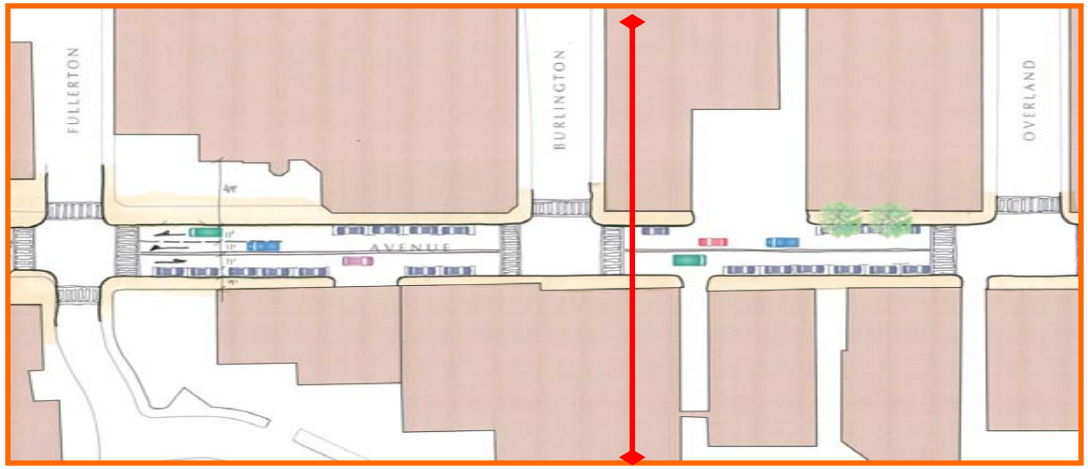
- Trees at entry to Brookline Avenue
- Preserves parking lane on second block

Constraints

- New tree planting limited to first block



Brookline Avenue – Option 1
Fullerton Street to Overland Street

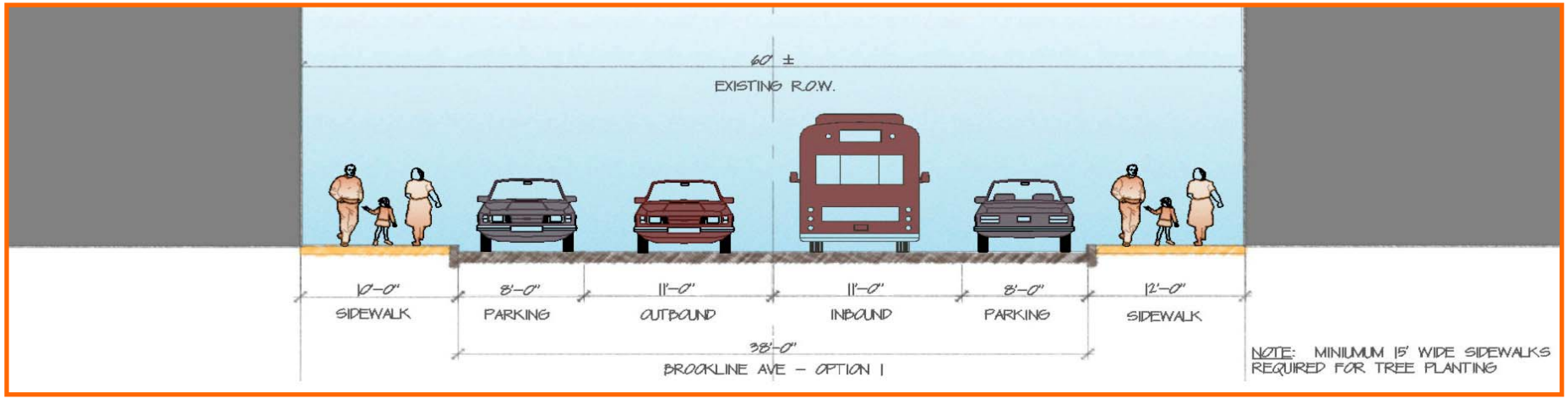


Opportunities:

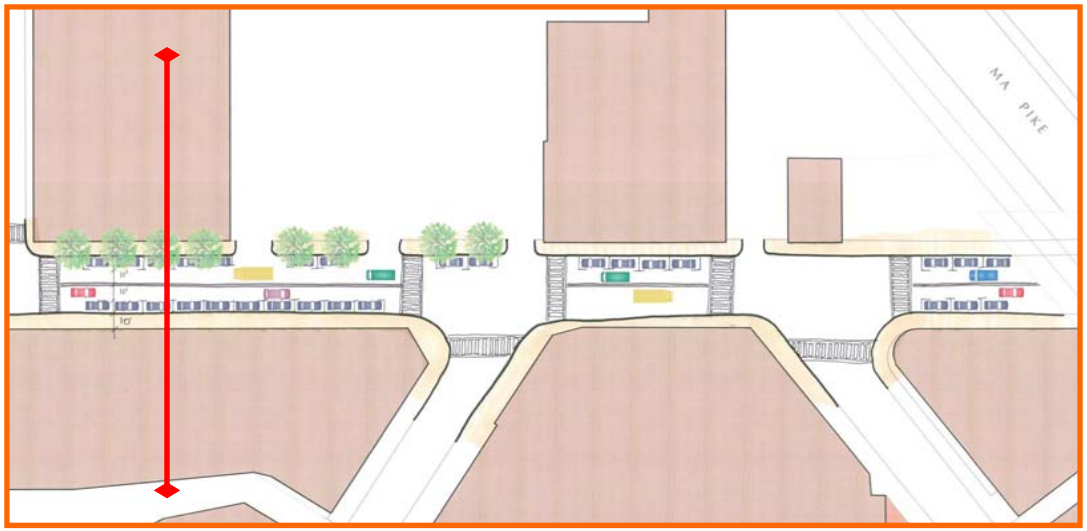
- Parking lanes on both sides
- Sidewalk width expanded to 12’ on Fenway Park side of street

Constraints:

- 2’ sidewalk expansion provides limited additional space for pedestrians
- No room for trees on sidewalks less than 15’ wide



Brookline Avenue – Option 1
Overland Street to Bridge over Mass Turnpike

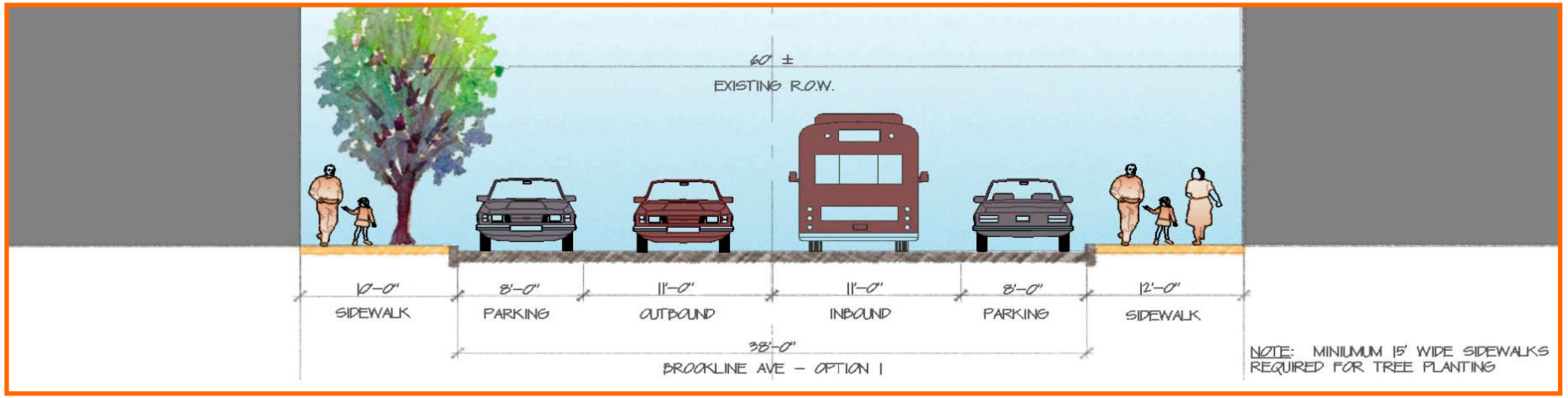


Opportunities:

- Parking lanes on both sides
- Sidewalk width expanded to 12’ on Fenway Park side of street

Constraints:

- 2’ sidewalk expansion provides limited additional space for pedestrians
- No room for trees on sidewalks less than 15’ wide



Brookline Avenue – Option 2: Expanded Sidewalk

- 33’ pavement width curb to curb, 33’ long crosswalks
- One 12’ lane in each direction
- No bicycle lanes (parallel multi-use path)
- Dedicated left turn lanes at Kilmarnock Street / Fullerton Street

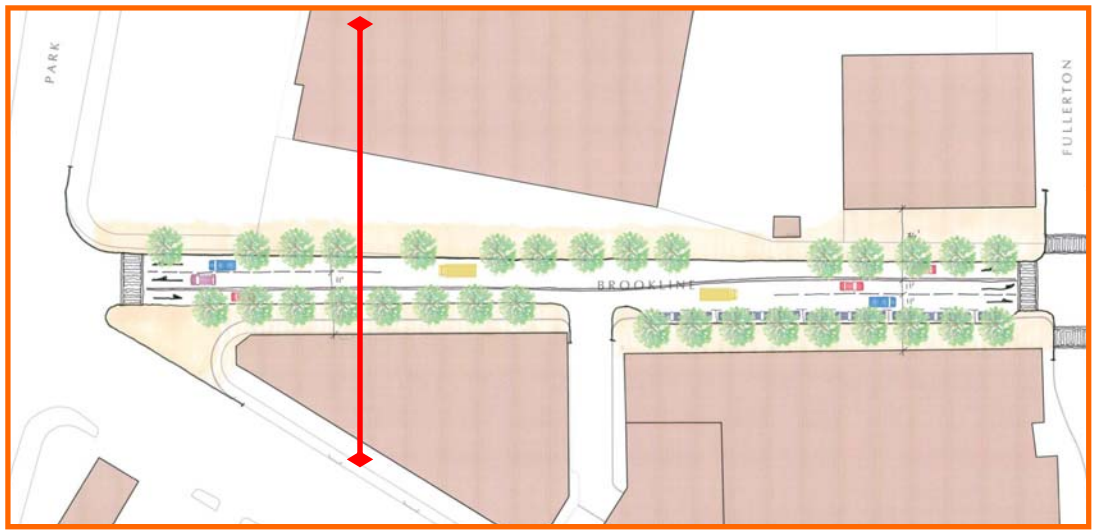
- 9’ parking lane, preserves opportunity for future transit lane
- Sidewalk width remains 10’ on west side, expanded to 18’ on Fenway Park side
- Potentially 40 new trees along length of corridor
- No neckdowns

Brookline Avenue – Option 2: Expanded Sidewalk

Opportunities:

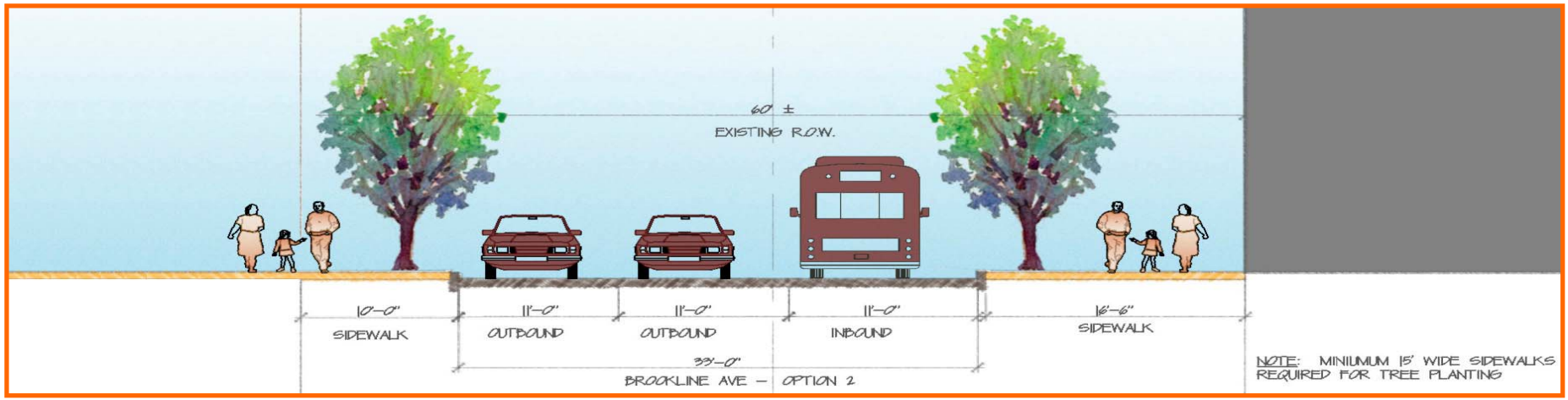
- **Preserves dedicated left turn lanes at Kilmarnock Street and Fullerton Street**
- **Reduces on-street parking**
- **Reduces length of pedestrian crossings at all crosswalks**
- **Provides wider sidewalks for pedestrians and street trees on the Fenway Park side of Brookline Avenue**
- **Allows for future conversion of on-street parking to in-bound bus lane when off-street parking provided by future development**

Brookline Avenue – Option 2
Sears Rotary to Fullerton Street

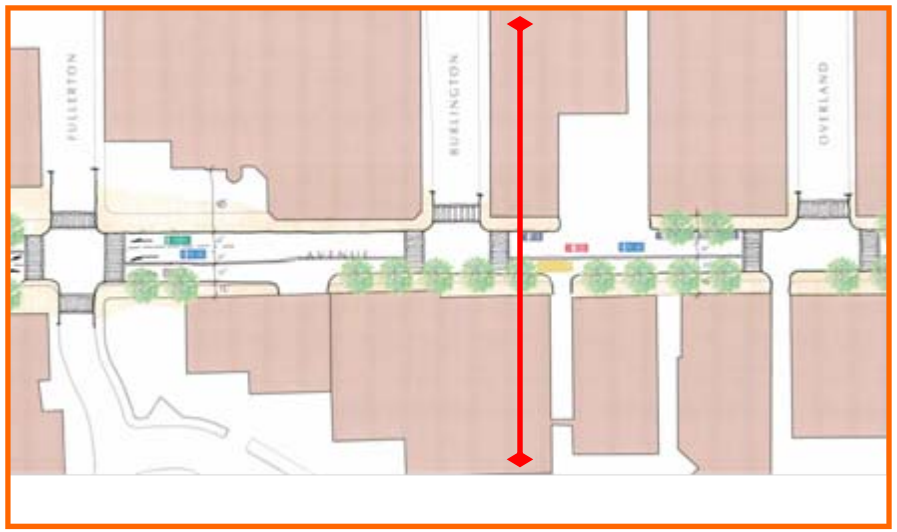


Opportunities:

- Trees on both sides of Brookline Avenue
- Widened sidewalk helps accommodate heavy pedestrian traffic
- Preserves parking lane on Fenway Park side of street



Brookline Avenue – Option 2
Fullerton Street to Overland Street

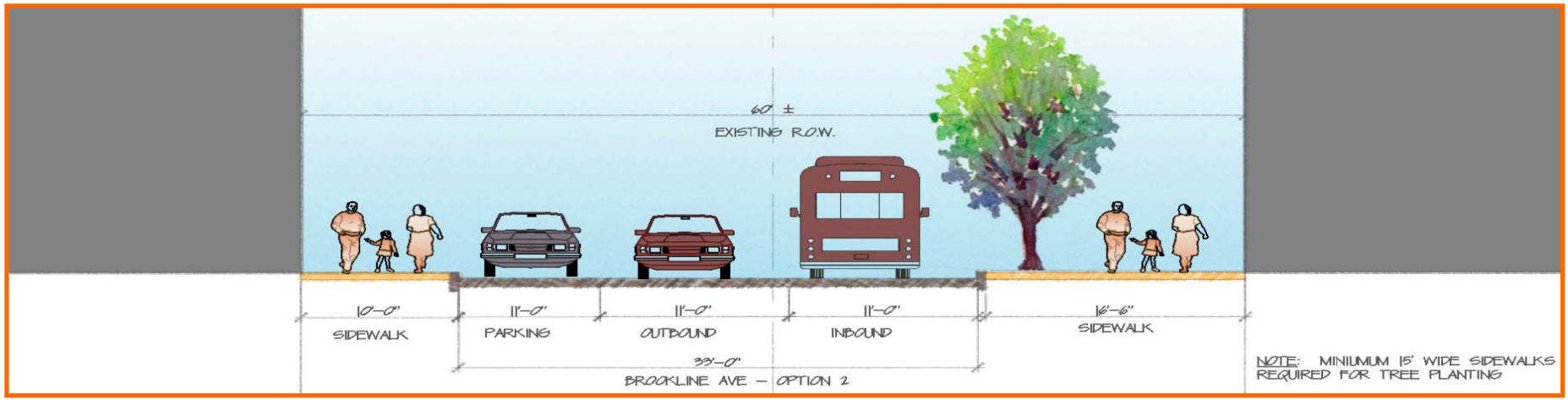


Opportunities:

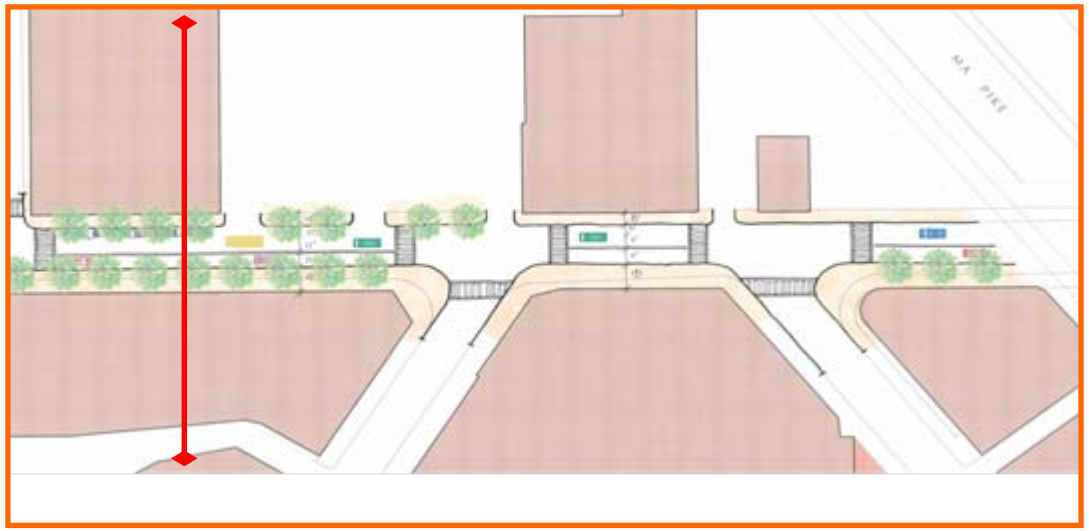
- New trees on Fenway Park side of street
- Widened sidewalk helps accommodate heavy pedestrian traffic
- Preserves one parking lane

Constraints:

- No parking on Fenway Park side of street



Brookline Avenue – Option 2
Overland Street to Bridge over Mass Turnpike

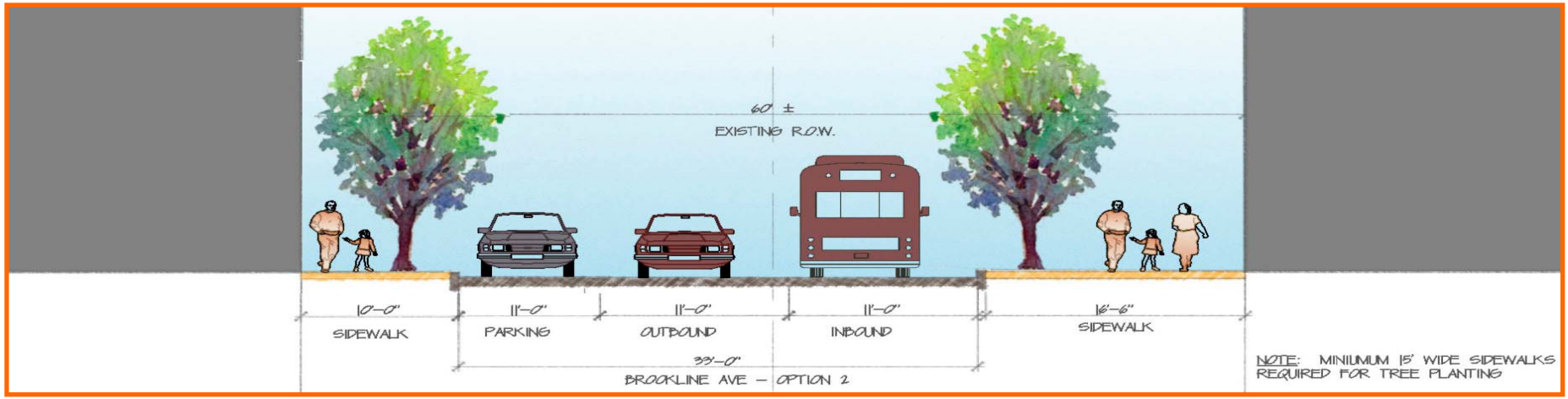


Opportunities:

- New trees on Fenway Park side of street
- Widened sidewalk helps accommodate heavy pedestrian traffic
- Preserves one parking lane

Constraints:

- No parking on Fenway Park side of street



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	

Summary

QUESTION AND ANSWERS

BREAKOUT SESSION

Summary Slide for Boylston Street

BOYLSTON STREET DESIGN FRAMEWORK

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