



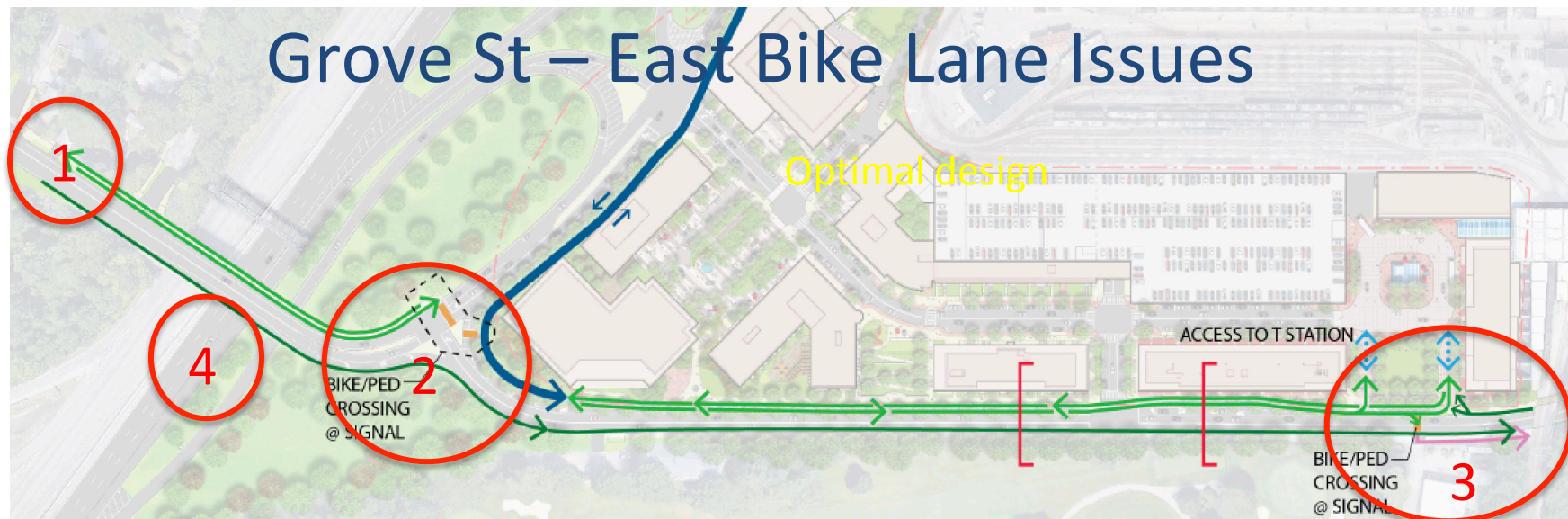
LFIA Riverside Committee

Transportation Concerns, Part 2

Presentation to Land Use Committee
4/7/20

LFIA Riverside Committee

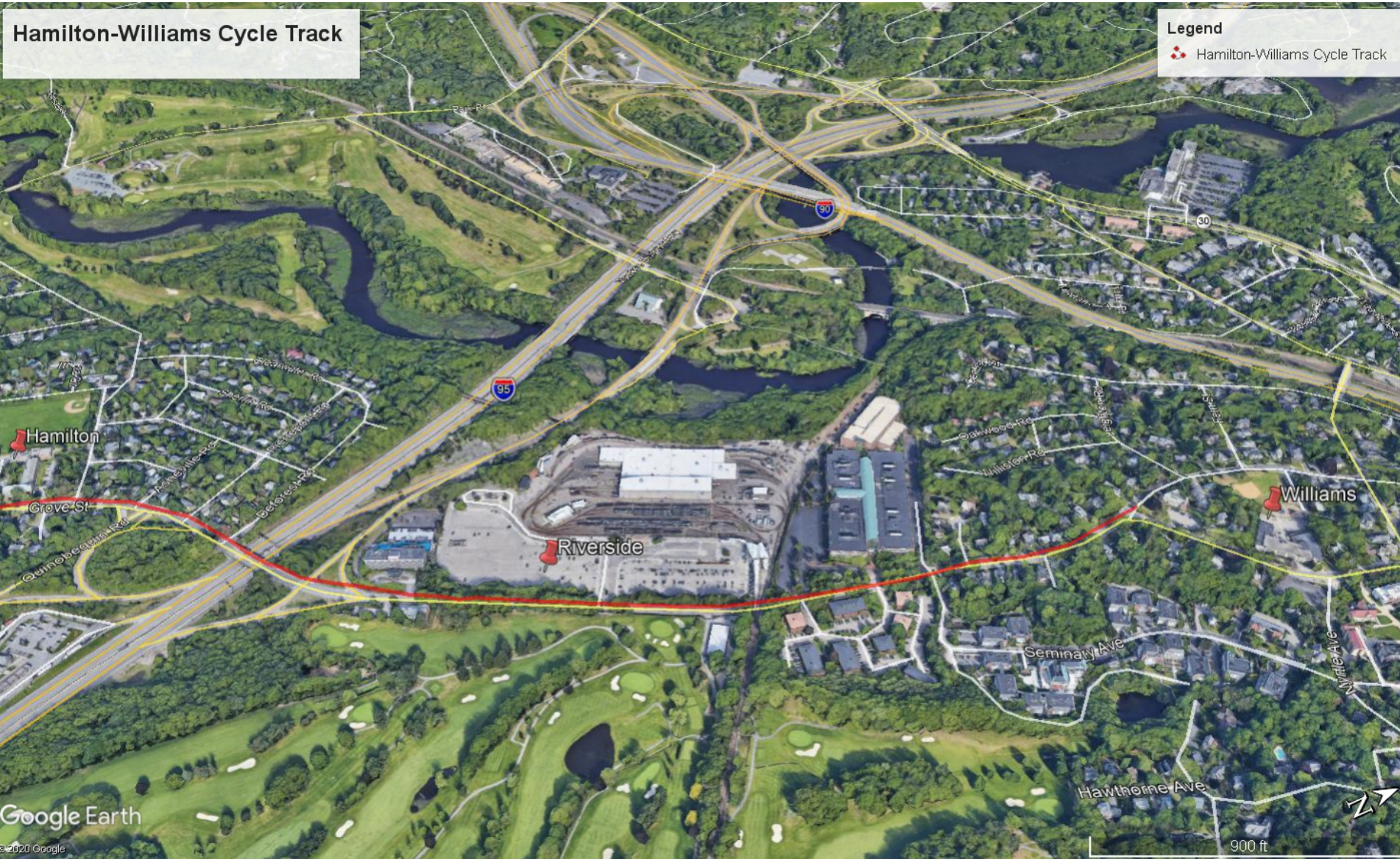
Grove St – East Bike Lane Issues



Hamilton-Williams Cycle Track

Hamilton-Williams Cycle Track

Legend
Hamilton-Williams Cycle Track





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Better Public Transportation

Newton has “stepped up”, and deserves MASSDOT/MBTA reciprocation.

- Urban Rail (every 15 min schedule) linked to commuter rail at Riverside or close by in Weston (Liberty Mutual)
- Reconstruct Newton's Commuter Rail Stations **Now** (Rep Kay Khan 20 yr. effort).
- 500 Express Bus (long overdue, perhaps run a pilot once construction starts)
- Need strategic planning for the Green Line Transformation and Allston Interchange projects. In a 3/24/20 correspondence, MBTA has indicated no strategic plans exist. Fred Salvucci has huge concern about this. So does the LFIA.
- New improved transportation and coordination is only fair... and ***certainly negotiable.***



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Neighborhood Concerns

- No project or T parking ever on neighborhood streets.
- Need more information on queues at the Lower Falls round-a-bout and Main St. at Road A.
- No truck deliveries via Grove Street (Use Exit 22 Egress Only)
- Bike and pedestrian network is critical to the success of the project. It has to be financed.

Grove-Woodland Intersection Signal?



Grove-Woodland Intersection Signal?





POST-CONSTRUCTION TRAFFIC MITIGATION: WILL THE PROPOSED MITIGATION MEASURES WORK?

- Developer's Proposed Mitigation Measures:
 - Increase T usage with marketing and more T-pass subsidies (up to \$750,000)
 - Add a shuttle system to places (to be determined)
 - Convince office operators to vary employee work schedules
 - Expand bike sharing opportunities
 - Get the MBTA to assess the potential for expanding bus service
 - Increase non-MBTA parking rates
- What the City Council is **required to determine** under the Riverside zoning provisions:

If the traffic volume turns out to be more than 110% of projected, will these ideas reduce traffic volume to below 110% of the projected volumes within one year?
- Does the City Council have enough information to make this determination?
- With the Green Line not a realistic option for many:
 - what impact marketing or T-pass subsidies have?
 - what impact will increasing parking costs have?
- No details on possible shuttles. Any reason to conclude shuttles will make a real difference?
- Will efforts to get the MBTA to “study” more bus service reduce traffic?
- How likely is it that employers who do not offer staggered work schedules be influenced to do so by publicity?



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We hope that the **best ideas** and **financial resources** will rise to top and make this project a huge success.

We look forward to MBTA, DCR and MASSDOT announcements about their ideas and financial contributions.