

# CLARENDON HILL: **COMMUNITY MEETING #5**

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February 8, 2017

# Agenda

**1) Welcome and Updates**

**2) Traffic & Commuting**

- a. **General trends and info**
- b. **Existing Conditions**
- c. **Potential Impacts**
- d. **Mitigation Opportunities**

**3) Parking**

**4) Questions**

# ***General Trends – Ways of getting around***

- **In the Clarendon Hill census tract (the site and the broader neighborhood)**
  - **43% drive**
  - **40% public transportation**
  - **6% carpool**
  - **5% walk**
  - **3% bicycle, 2% work at home**
- **Car ownership rates on the decline – car registration is growing more slowly than population**
  - **In recent years car ownership has actually gone down**

# Study Intersections



# Existing Traffic Data

|   | East-West Road         | North-South Road      | Lane    | Existing     |              |
|---|------------------------|-----------------------|---------|--------------|--------------|
|   |                        |                       |         | AM Peak Hour | PM Peak Hour |
| 1 | Broadway               | Alewife Brook Parkway | EB LTR  | F            | F            |
|   |                        |                       | WB LTR  | F            | F            |
|   |                        |                       | NB LTR  | F            | F            |
|   |                        |                       | SB LTR  | F            | F            |
|   |                        |                       | Overall | F            | F            |
| 2 | Powder House Boulevard | Alewife Brook Parkway | EB LT   | D            | F            |
|   |                        |                       | NB R    | C            | F            |
|   |                        |                       | SB TL   | F            | C            |
|   |                        |                       | Overall | --           | --           |
| 3 | Powder House Boulevard | North Street          | EB LTR  | F            | F            |
|   |                        |                       | WB LTR  | C            | E            |
|   |                        |                       | NB LTR  | F            | E            |
|   |                        |                       | SB LTR  | F            | D            |
|   |                        |                       | Overall | F            | F            |
| 4 | Broadway               | North Street          | EB LT   | C            | C            |
|   |                        |                       | WB TR   | B            | B            |
|   |                        |                       | SB LR   | F            | E            |
|   |                        |                       | Overall | E            | C            |
| 5 | Powder House Boulevard | Curtis Street         | WB TR   | C            | F            |
|   |                        |                       | NB LTR  | D            | D            |
|   |                        |                       | SB LR   | E            | D            |
|   |                        |                       | EB LT   | D            | F            |
|   |                        |                       | Overall | D            | E            |

|         | East-West Road | North-South Road                 | Lane    | Existing     |              |
|---------|----------------|----------------------------------|---------|--------------|--------------|
|         |                |                                  |         | AM Peak Hour | PM Peak Hour |
| 6       | Broadway       | Curtis Street and Holland Street | EB LT   | C            | C            |
|         |                |                                  | EB R    | B            | A            |
|         |                |                                  | WB TR   | C            | C            |
|         |                |                                  | NB LT   | E            | F            |
|         |                |                                  | NB R    | A            | A            |
| Overall | C              | E                                |         |              |              |
| 7       | Site Driveway  | North Street                     | EB LR   | B            | B            |
|         |                |                                  | NB LT   | A            | A            |
|         |                |                                  | SB TR   | --           | --           |
|         |                |                                  | Overall | --           | --           |
| 8       | Site Driveway  | Powder House Boulevard           | EB LR   | C            | C            |
|         |                |                                  | NB LT   | A            | A            |
|         |                |                                  | SB TR   | --           | --           |
| Overall | --             | --                               |         |              |              |
| 9       | Site Driveway  | Alewife Brook Parkway            | WB R    | N/A          | N/A          |
|         |                |                                  | NB TR   | N/A          | N/A          |
|         |                |                                  | SB T    | N/A          | N/A          |
|         |                |                                  | Overall | N/A          | N/A          |

# Number of New Commuters

| Net New Trips                       | AM<br>Peak Hour | PM<br>Peak Hour |
|-------------------------------------|-----------------|-----------------|
| Proposed Trips (531 Dwelling Units) | 264             | 309             |
| Existing Trips (216 Dwelling Units) | 110             | 136             |
| <b>Net Trips</b>                    | <b>154</b>      | <b>173</b>      |

This includes ALL projected trips: by car, transit, foot, or bicycle

| MEANS OF TRANSPORTATION TO WORK | Census Tract 3507 | Avg. of 3 Census Tracts* |
|---------------------------------|-------------------|--------------------------|
| Car, truck, or van              | 49.3%             | <b>62.1%</b>             |
| Drove alone                     | 43.3%             | <b>57.2%</b>             |
| Carpooled:                      | 6.0%              | <b>4.9%</b>              |
| In 2-person carpool             | 4.6%              | <b>4.1%</b>              |
| In 3-person carpool             | 0.0%              | <b>0.2%</b>              |
| In 4 person carpool             | 1.4%              | <b>0.6%</b>              |
| Public transportation           | 40.4%             | <b>25.7%</b>             |
| Walked                          | 5.2%              | <b>4.0%</b>              |
| Bicycle                         | 3.1%              | <b>4.2%</b>              |
| Other means                     | 0.0%              | <b>0.6%</b>              |
| Worked at home                  | 2.0%              | <b>3.4%</b>              |

\*Census Tracts 3563 and 3567.01 were averaged with Census Tract 3507 to provide a more conservative analysis.

# *Number of Commuters - Vehicles*

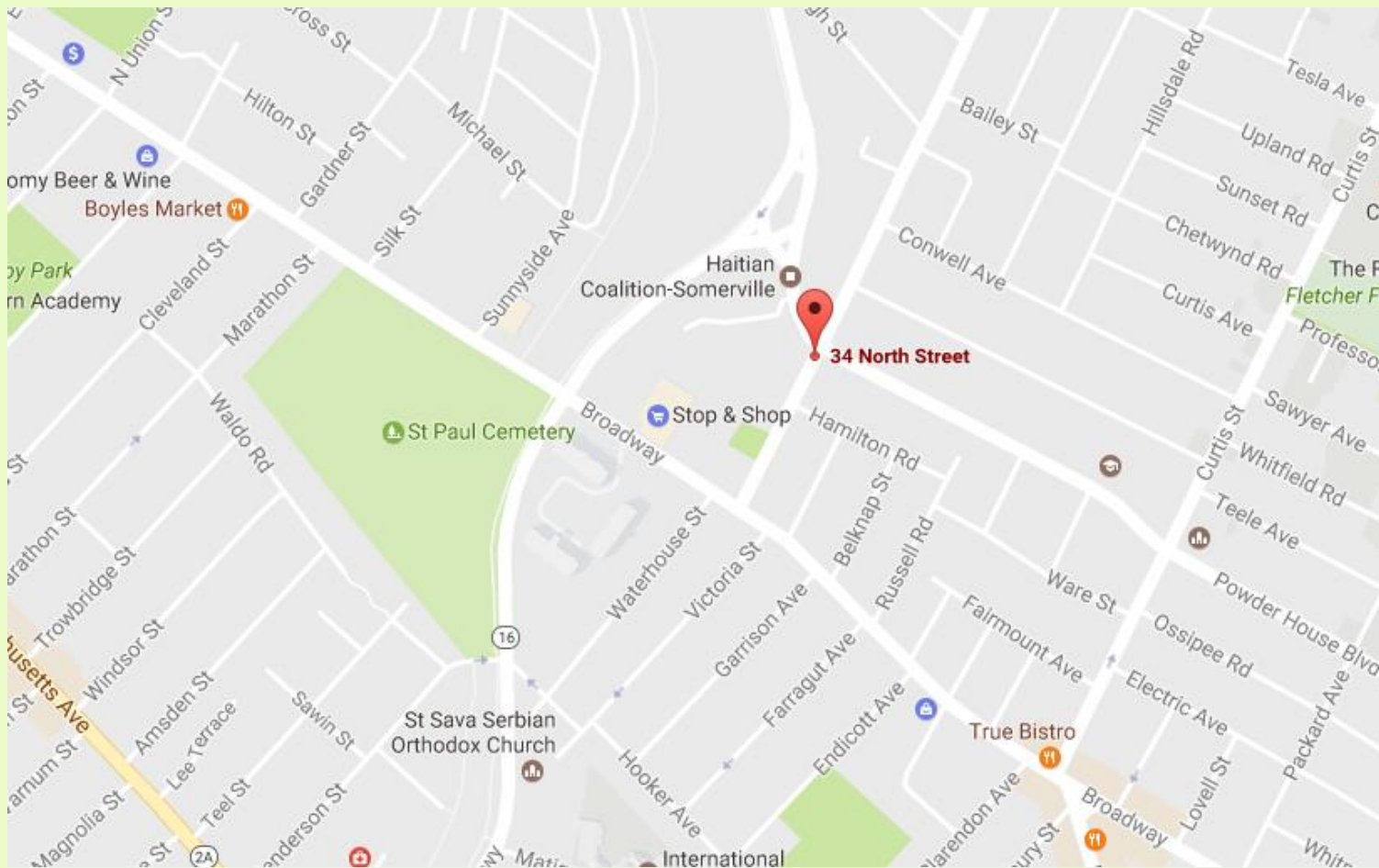
96 Vehicle-Trips during AM Peak Hour – one trip every 40 seconds

108 Vehicle-Trips during PM Peak Hour – one trip every 30 seconds

|                                   | AM<br>Peak Hour | PM<br>Peak Hour | Daily       |
|-----------------------------------|-----------------|-----------------|-------------|
| Base Trips                        | 154             | 173             | 1910        |
| Total Person-Trips                | 169             | 190             | 2101        |
| Total Person-Vehicle-Trips        | 105             | 118             | 1305        |
| <b>Total Vehicle-Trips</b>        | <b>96</b>       | <b>108</b>      | <b>1186</b> |
| Entering Vehicle-Trips            | 19              | 70              | 593         |
| Exiting Vehicle-Trips             | 77              | 38              | 593         |
|                                   |                 |                 |             |
| Total Public Transportation Trips | 43              | 48              | 540         |
| Total Bicycle Trips               | 7               | 8               | 88          |
| Total Walking Trips               | 7               | 8               | 84          |
| Total Other Trips                 | 7               | 8               | 84          |

# *Number of Commuters - Vehicles*

96 vehicle trips in peak AM & 108 vehicle trips in peak PM, but...through multiple intersections.





## ***Number of Commuters – Public Transportation***

- 43 new riders on the bus during AM Peak Hour
- 48 new riders on the bus during PM Peak Hour
- There are currently 13 buses per hour at Clarendon Hills during both AM and PM Peak Hours. There will be less than 4 people per bus (total capacity of 13 buses is 910).

|  | <b>AM<br/>Peak Hour</b> | <b>PM<br/>Peak Hour</b> | <b>Daily</b> |
|--|-------------------------|-------------------------|--------------|
| Base Trips                               | 154                     | 173                     | 1910         |
| Total Person-Trips                       | 169                     | 190                     | 2101         |
| <b>Total Public Transportation Trips</b> | <b>43</b>               | <b>48</b>               | <b>540</b>   |

## ***Number of Commuters – Biking and Walking***

- **7 Bicycle trips during the AM Peak Hour and 8 bicycle trips during the PM Peak Hour.**
- **7 Walking Trips during the AM Peak Hour and 8 Walking Trips during the PM Peak Hour**

|                            | <b>AM<br/>Peak Hour</b> | <b>PM<br/>Peak Hour</b> | <b>Daily</b> |
|----------------------------|-------------------------|-------------------------|--------------|
| Base Trips                 | 154                     | 173                     | 1910         |
| Total Person-Trips         | 169                     | 190                     | 2101         |
| <b>Total Bicycle Trips</b> | <b>7</b>                | <b>8</b>                | <b>88</b>    |
| <b>Total Walking Trips</b> | <b>7</b>                | <b>8</b>                | <b>84</b>    |

# Bicycle and Public Transit Facilities



# Example intersection: North Street

AM – Peak Hour

PM – Peak Hour

## North & Powderhouse

NORTH STREET  
 $173 + 3 = 176$



$803 + 28 = 831$   
 POWDER HOUSE  
 BLVD



$396 + 8 = 404$   
 POWDER HOUSE  
 BLVD



$100 + 7 = 107$   
 NORTH STREET

NORTH STREET  
 $112 + 8 = 120$



$609 + 17 = 626$   
 POWDER HOUSE  
 BLVD



$657 + 46 = 703$   
 POWDER HOUSE  
 BLVD



$102 + 4 = 106$   
 NORTH STREET

## North & Broadway

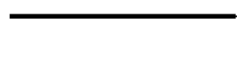
NORTH STREET  
 $346 + 28 = 374$



$546 + 0 = 546$   
 BROADWAY



$479 + 1 = 480$   
 BROADWAY



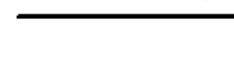
NORTH STREET  
 $197 + 5 = 202$



$588 + 0 = 588$   
 BROADWAY



$491 + 2 = 493$   
 BROADWAY



# *Things that can be done to help*

Rapid Flashing Beacon



Hawk Signal



Improved Signal Timing



Improved Signage



# *Things that can be done to help*

Raised Crosswalks



Speed Table



Bump Outs



ZipCars



# Questions & Observations - Traffic



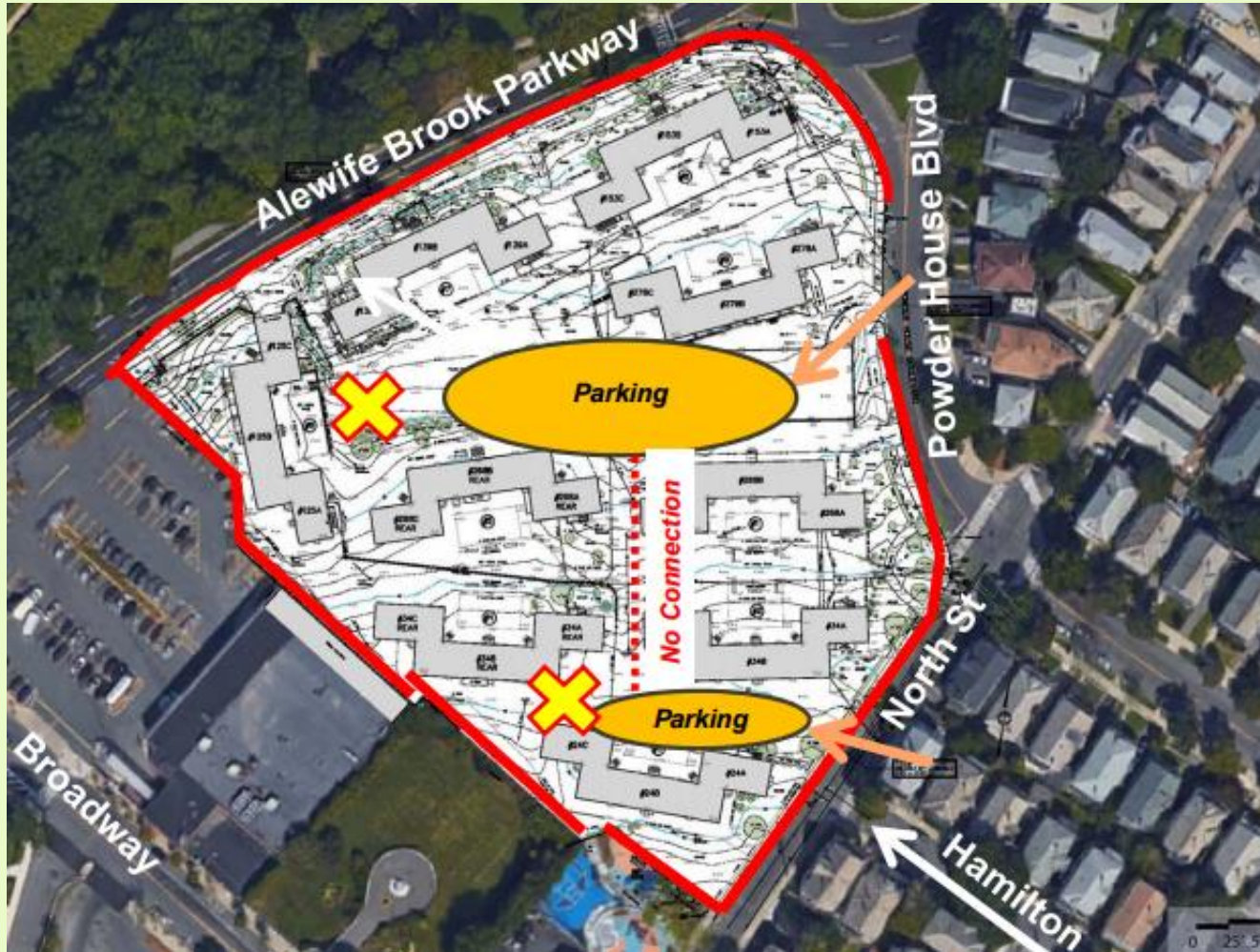
PARKING

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# PARKING

## Existing



216 units

86 parking spaces

0.4 spaces per unit

# ***PARKING***

## **Proposed**



**531** units

**408** parking spaces

**0.77** spaces per unit

# ***PARKING***

|                    | Existing | Proposed |
|--------------------|----------|----------|
| Parking Spaces     | 86       | 408      |
| Parking Ratio      | 0.4      | 0.77     |
| Increase in units  |          | +315     |
| Increase in spaces |          | +322     |

***Questions & Observations -  
Parking***

# UPCOMING CALENDAR: COMMUNITY WORKSHOPS

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# *Projected Timeline*

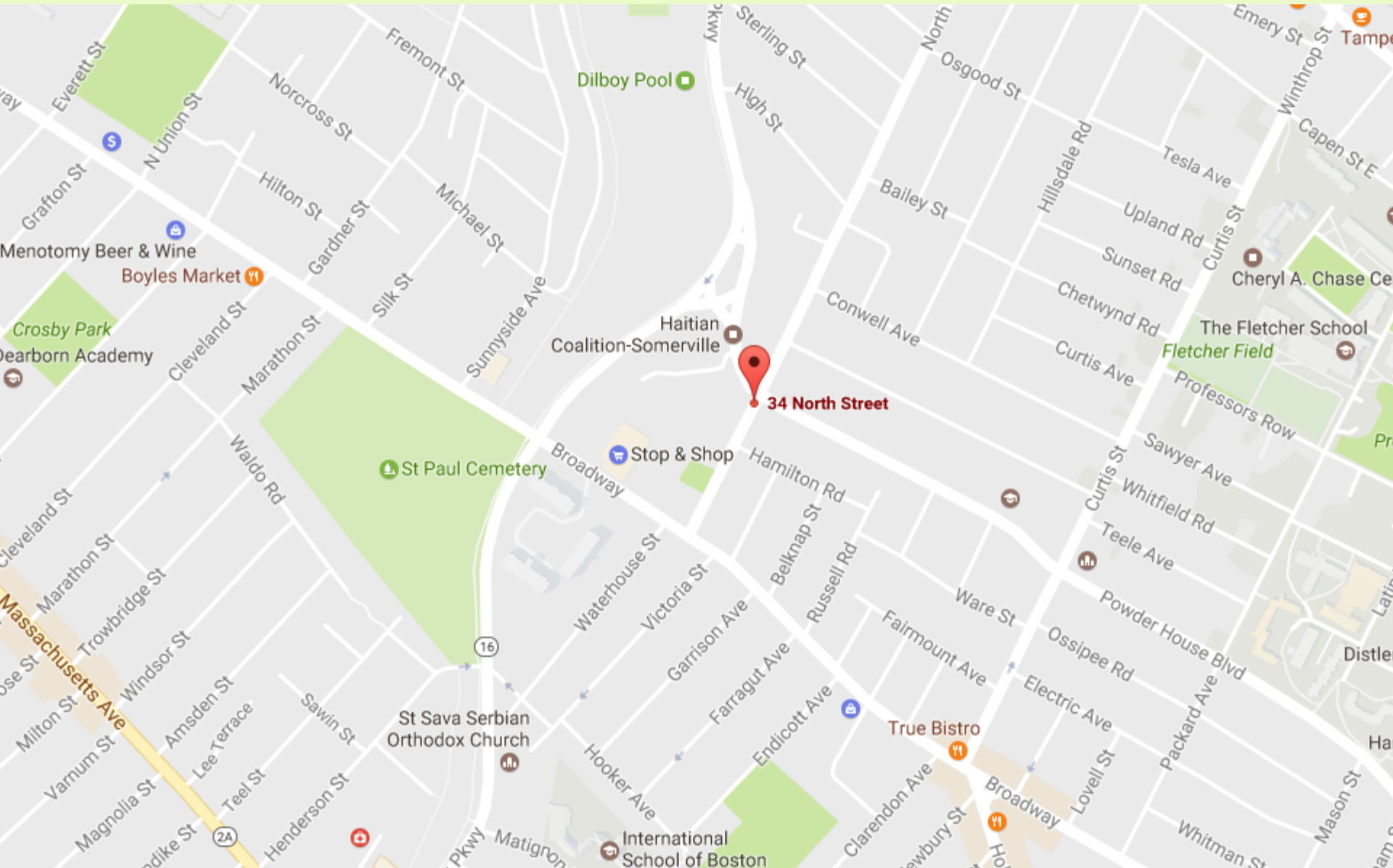
| Event   | Date                        |
|---|-----------------------------|
| Community Workshops                             | Throughout February & March |
| Large Community Meeting – Report back on topics | March 2017                  |
| Submission of Zoning applications               | May 2017                    |
| Zoning approvals                                | July 2017                   |
| Work towards a financial closing                | Summer and Fall 2017        |
| Close on project                                | Late 2017, Early 2018       |
| Construction Start                              | Dec 2017 – March 2018       |

# ***Workshops***

**A chance to take a deep dive to discuss important issues, understand our response to concerns, and ensure your voice is heard**

| <b>Community Impact Area</b>   | <b>Date of Workshop</b> |
|--|-------------------------|
| Workshop 1 – Traffic and Parking   | Feb 8th                 |
| Workshop 2 – Urban Design and Open Space   | March 6th               |
| Workshop 3 – Other Impacts, public transit, storm water management, fiscal impacts | March 13th              |
| Workshop 4 – To be determined  | March 29th              |

# Map

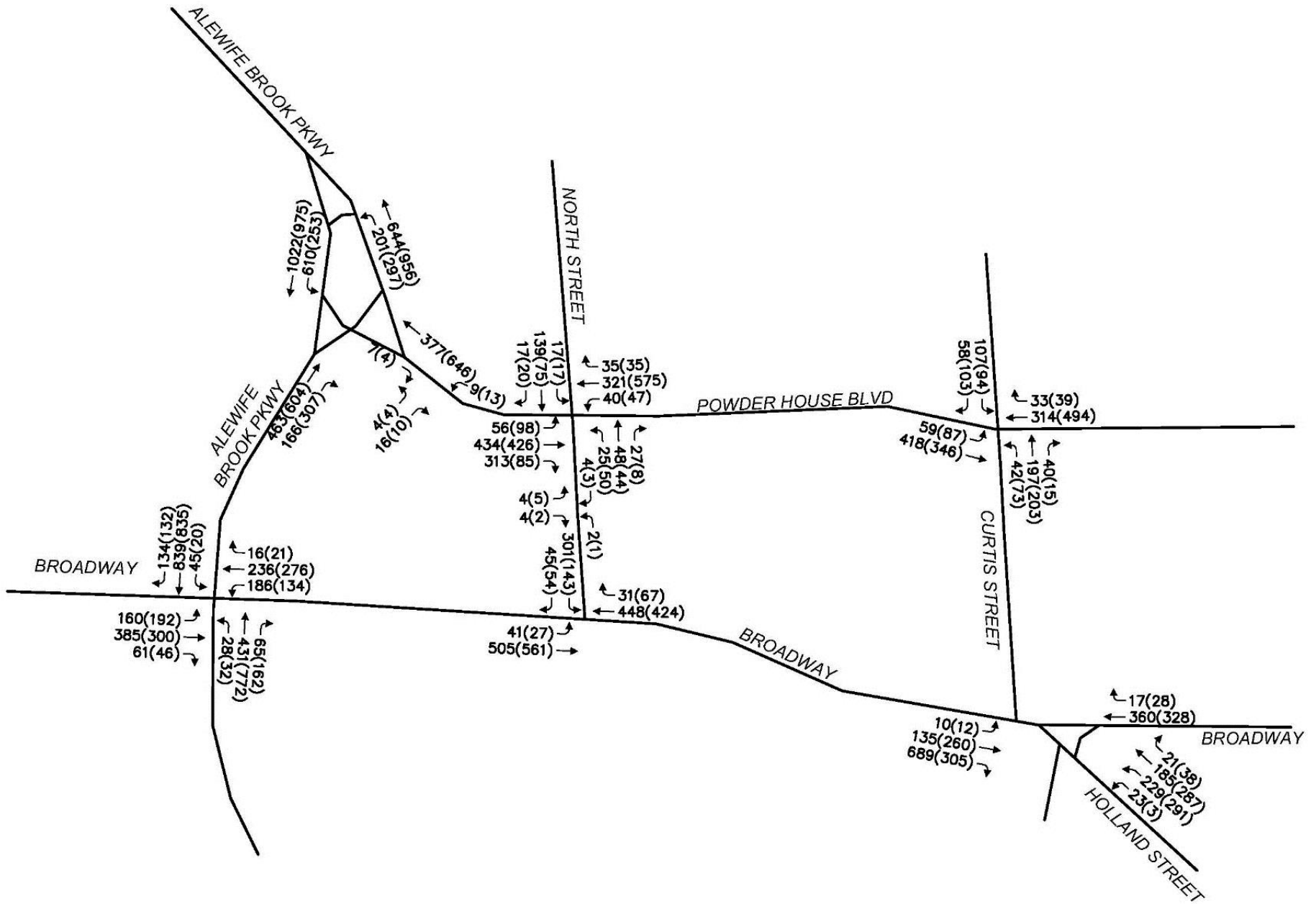




# Site Plan



# Existing Peak Hour Traffic Volumes



# Site Generated Trips

