

TREMONT ST SAFETY IMPROVEMENTS

(Melnea Cass Blvd to Herald St)

Wednesday, November 28, 2018

United South End Settlements Harriet Tubman House



Boston Transportation Department
Gina N. Fiandaca, Commissioner

AGENDA

PRESENTATION:

- Confirm the project scope and the goals identified by residents and businesses
- Share potential design changes
- Review the process going forward

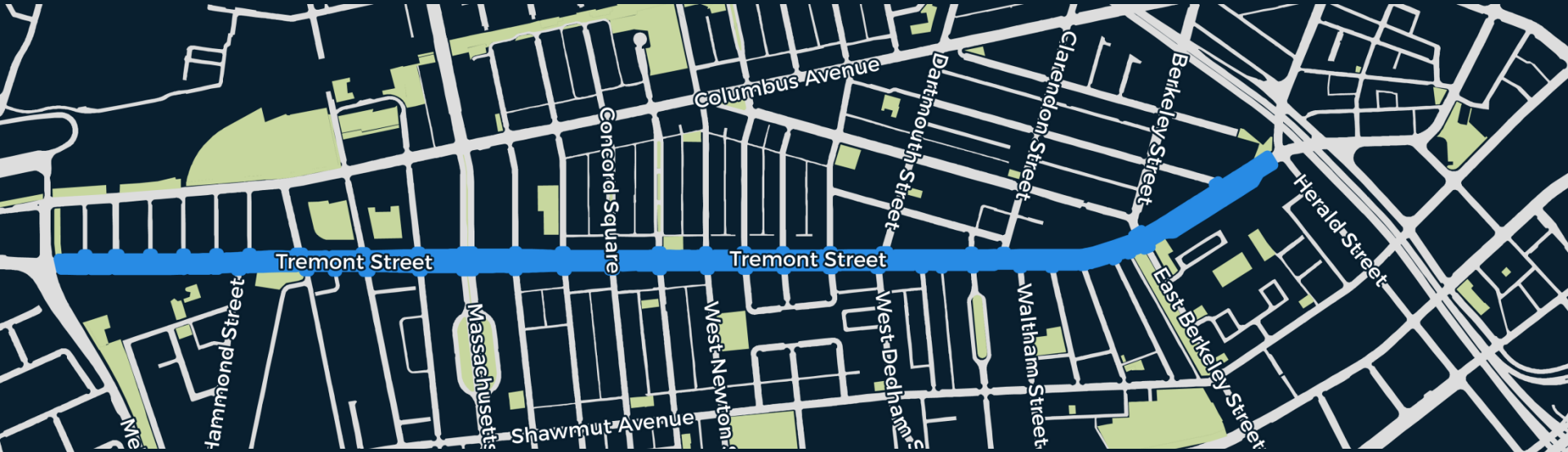
OPEN HOUSE: Community views concepts and provides feedback

VISION ZERO

- Commitment to eliminate all fatal and serious injuries by 2030
- Designing for the most vulnerable benefits everyone



PROJECT LIMITS



- Focus on **Tremont St** between Melnea Cass and Herald St
- Understand **impacts and possibilities** along the broader corridor (e.g., Warren, Shawmut)

PROJECT SCOPE

We are proposing changes such as:

- ▶ Lane allocation
- ▶ Signal timing and phasing
- ▶ Relocating bus stops
- ▶ Curbside uses and regulations
- ▶ Crosswalk improvements

Because this is not a full reconstruction project, we are not able to make more significant changes.

PROJECT GOALS: COMMUNITY INPUT

- ▶ April 2018 Public Meeting
 - ▶ 100+ written comments
- ▶ April–June Online Survey
 - ▶ 78 responses, 58% from corridor zip codes

parking/curb use
signals **bike lane**
safe crosswalks
slow drivers
intersection visibility
pedestrian friendly

BUSINESS SURVEY

- Notification left at every business week of June 18
- Distributed survey in-person on June 25
 - Information about survey left at any business unable to complete survey
 - Survey available online all summer
- Followed up in-person on September 6

BUSINESS SURVEY

- Majority of respondents satisfied with delivery operations today
 - Most frequent and lengthy deliveries for restaurants, small grocers, and convenience stores
 - Less frequent but quicker deliveries to other businesses
 - Deliveries made at varying hours and days
- Employee parking is a key issue for many
- Some businesses wanted shorter or longer parking limits

A blue-tinted photograph of a city street intersection. In the foreground, a bus is stopped at a crosswalk, with the destination '43 PARK & TREMONT' visible on its front. A 'ONE WAY' sign is mounted on a pole to the left. In the background, there are multi-story brick buildings, a 'SLOW' sign, and a bus stop shelter. The scene is captured from a street-level perspective.

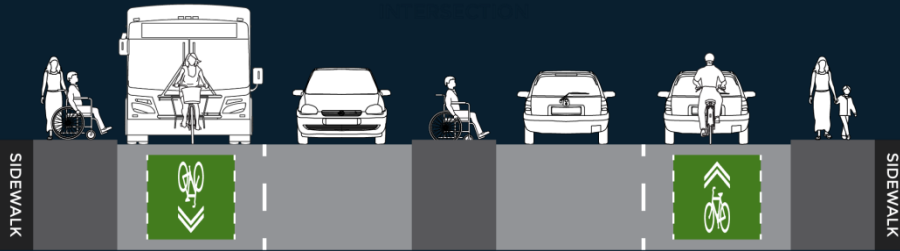
CONCEPT DESIGNS

CONCEPT 3



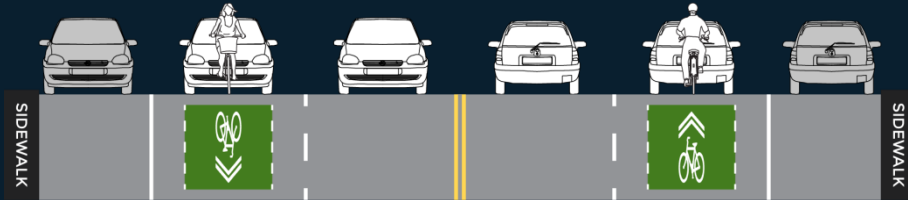
CONCEPT 3: TYPICAL DESIGN

UNSIGNALIZED CROSSINGS



- ▶ Constructed refuge island replaces “paint and post” interim design
- ▶ People cross two lanes at a time, rather than four

MID-BLOCK



- ▶ Retains four general travel lanes
- ▶ No dedicated bike lane

RAISED CROSSWALKS ALONG TREMONT

- ▶ Across side streets, *not* across Tremont St
- ▶ All intersections without traffic signals
 - Pending construction feasibility



Cambridge, MA

PEDESTRIAN CROSSING ISLANDS

- ▶ Proposed for all crosswalks without traffic signals
- ▶ Shortens crossing distance



New York City DOT

SIGNALIZED INTERSECTIONS

- ▶ Walk signals across side streets will “rest”
 - ▶ More time provided to cross side streets, particularly at Davenport/Hammond, Clarendon, and Berkeley/E Berkeley



SIGNALIZED INTERSECTIONS

Less waiting for the Walk signal

- ▶ Change to concurrent with pedestrian head start at Clarendon and Berkeley/East Berkeley
- ▶ At Dartmouth, pedestrians get a head start



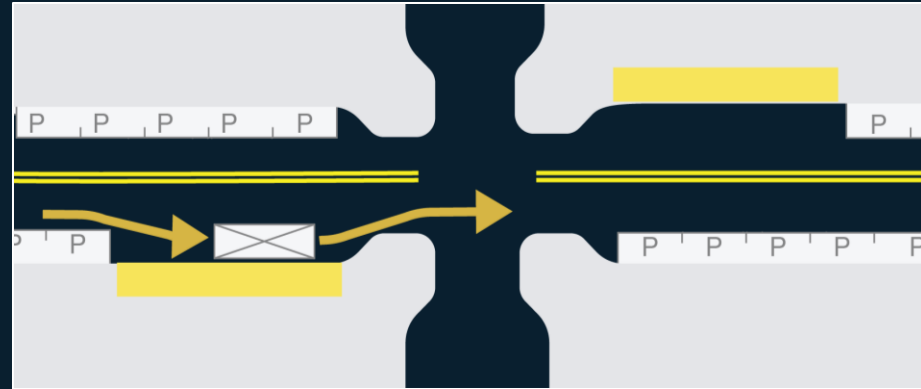
CHANGES AT BUS STOPS

Many bus stops on Tremont are too short

- ▶ Difficult for people to get on or off the bus
- ▶ Difficult for driver to get back into lane

Option 3 lengthens bus stops to minimum MBTA guidance

- ▶ Impacts 29 parking spaces (of 316 on corridor)



CONCEPT 2



CONCEPT 2: TYPICAL DESIGN

UNSIGNALIZED CROSSINGS



- ▶ Constructed refuge island replaces “paint and post” interim design
- ▶ People cross one travel lane + bike lane at a time

MID-BLOCK



- ▶ One travel lane in each direction
- ▶ Buffered bike lane in each direction
- ▶ Flush continuous median

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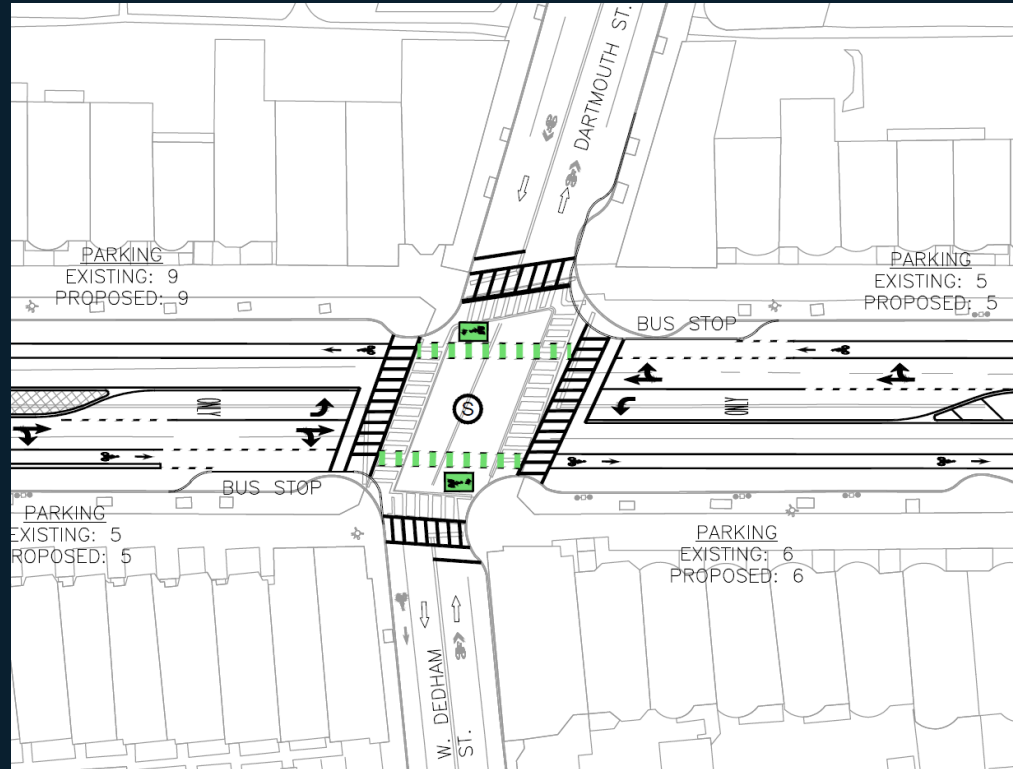
SIGNALIZED INTERSECTIONS

- ▶ Less waiting for the Walk signal
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 - ▶ At Dartmouth, pedestrians get a head start



SIGNALIZED INTERSECTIONS

- ▶ Left turn only lanes added at Dartmouth

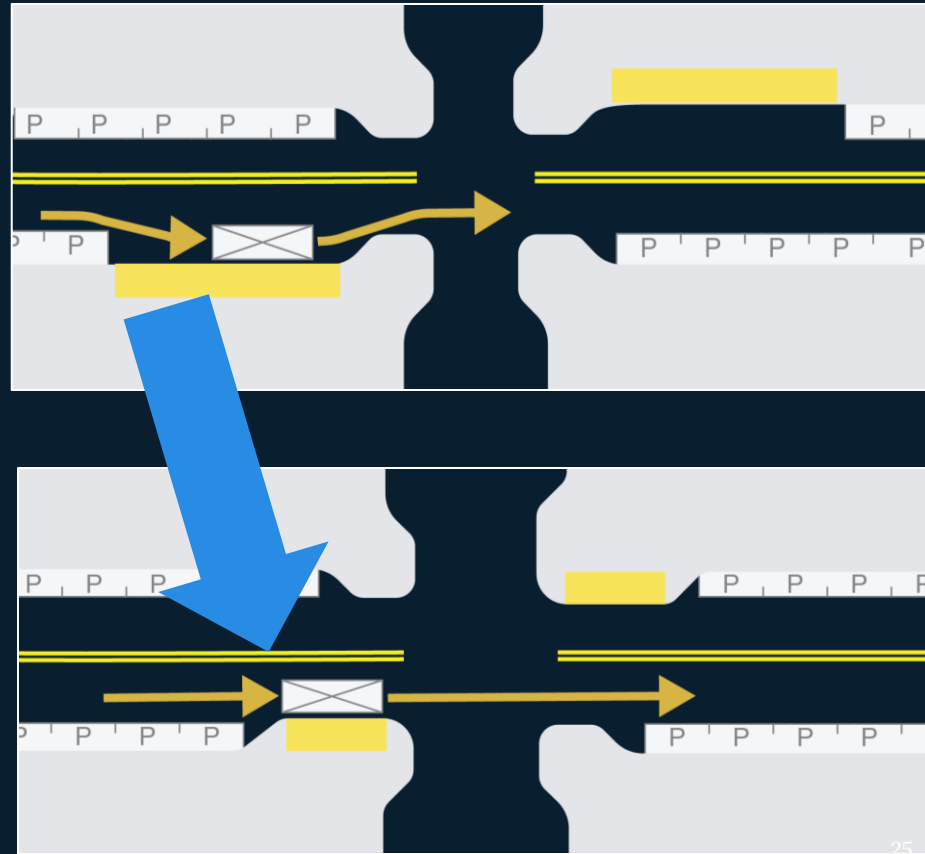


CHANGES AT BUS STOPS

“Bus bulbs” with partial in-lane stops are proposed

- ▶ Bus will stop mostly in bike lane.
- ▶ Bus stops can be shorter, reducing parking impact to 2 spaces (of 316 on corridor)

If floating bus stops are completely infeasible, total parking loss is 29 of 316.

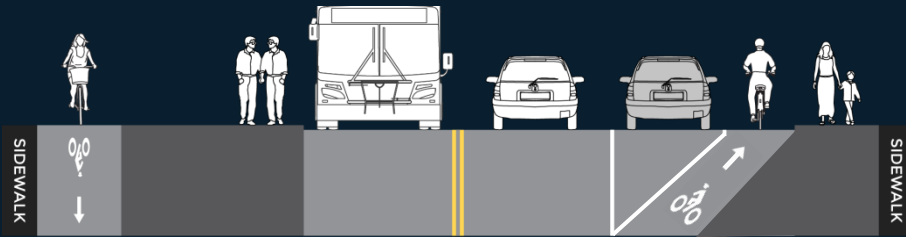


CONCEPT 1



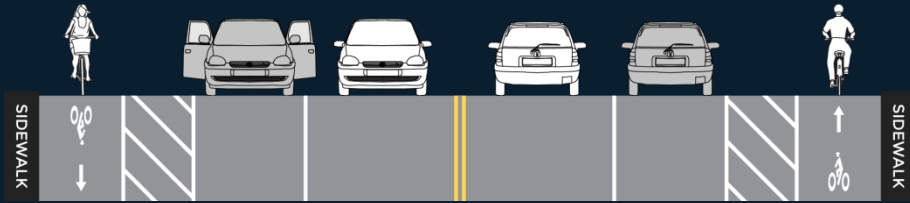
CONCEPT 1: TYPICAL DESIGN

UNSIGNALIZED CROSSINGS



- ▶ Floating bus stops provide refuge for pedestrians and eliminate bus-bike conflicts
- ▶ People cross bike lane, then both lanes of travel

MID-BLOCK



- ▶ One travel lane in each direction
- ▶ Parking-protected bike lane in each direction

RAISED CROSSWALKS ALONG TREMONT

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- ▶ All intersections without traffic signals
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Cambridge, MA

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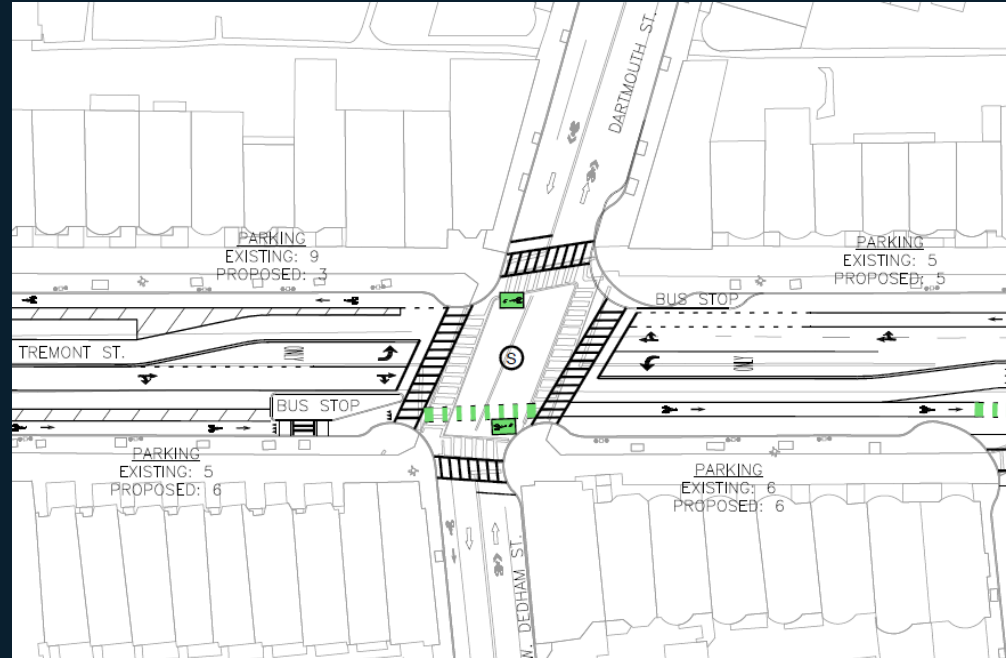
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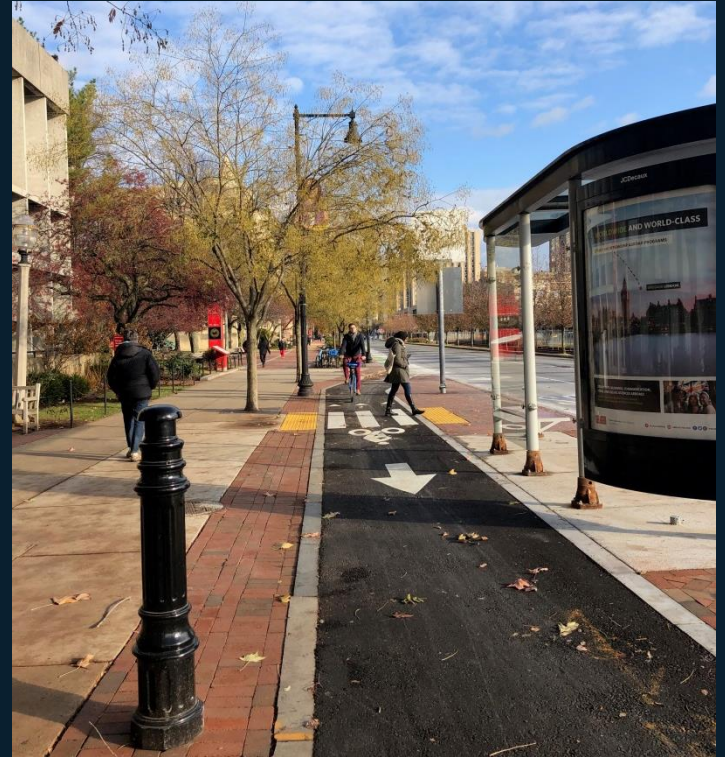


CHANGES AT BUS STOPS

“Floating”, in-lane bus stops are proposed

- ▶ In-lane stops prioritize bus travel, but briefly delay other vehicles
- ▶ In-lane bus stops can be shorter, reducing parking impact to 4 spaces (of 316 on corridor)

If floating bus stops are completely infeasible, total parking loss is 42 of 316.



Commonwealth Ave

NEXT STEPS



NEXT STEPS FOR DESIGN

- Community feedback on options presented tonight will inform preferred approach

NEXT STEPS FOR DESIGN

- *Community feedback*
- Review design details to ensure we can maintain year-round



NEXT STEPS FOR DESIGN

- *Community feedback*
- *Year-round maintenance*
- Survey utilities, drainage, grading to understand if designs can be built as planned and what changes will be needed



NEXT STEPS FOR DESIGN

- *Community feedback*
- *Year-round maintenance*
- *Constructability*
- More analysis of vehicular volumes to understand impacts at signals and through South End



NEXT STEPS FOR DESIGN

- *Community feedback*
- *Year-round maintenance*
- *Constructability*
- *Additional traffic analysis*
- *Coordination with MBTA on any changes to bus stops*



NEXT STEPS FOR DESIGN

- *Community feedback*
- *Year-round maintenance*
- *Constructability*
- *Additional traffic analysis*
- *Coordination with MBTA*
- *Understand impacts on existing parking and loading zones*



TIMELINE

| | |
|-------------------------------|--|
| TONIGHT | <i>Discuss options, select preferred concept</i> |
| THRU JANUARY | <i>Additional community meetings</i> |
| THRU MID- FEBRUARY | <i>Accept additional comments online</i> |
| WINTER- SPRING | <i>Develop preferred concept into fully engineered plans</i> |
| LATE MAY- JUNE | <i>Share design for finishing touches</i> |

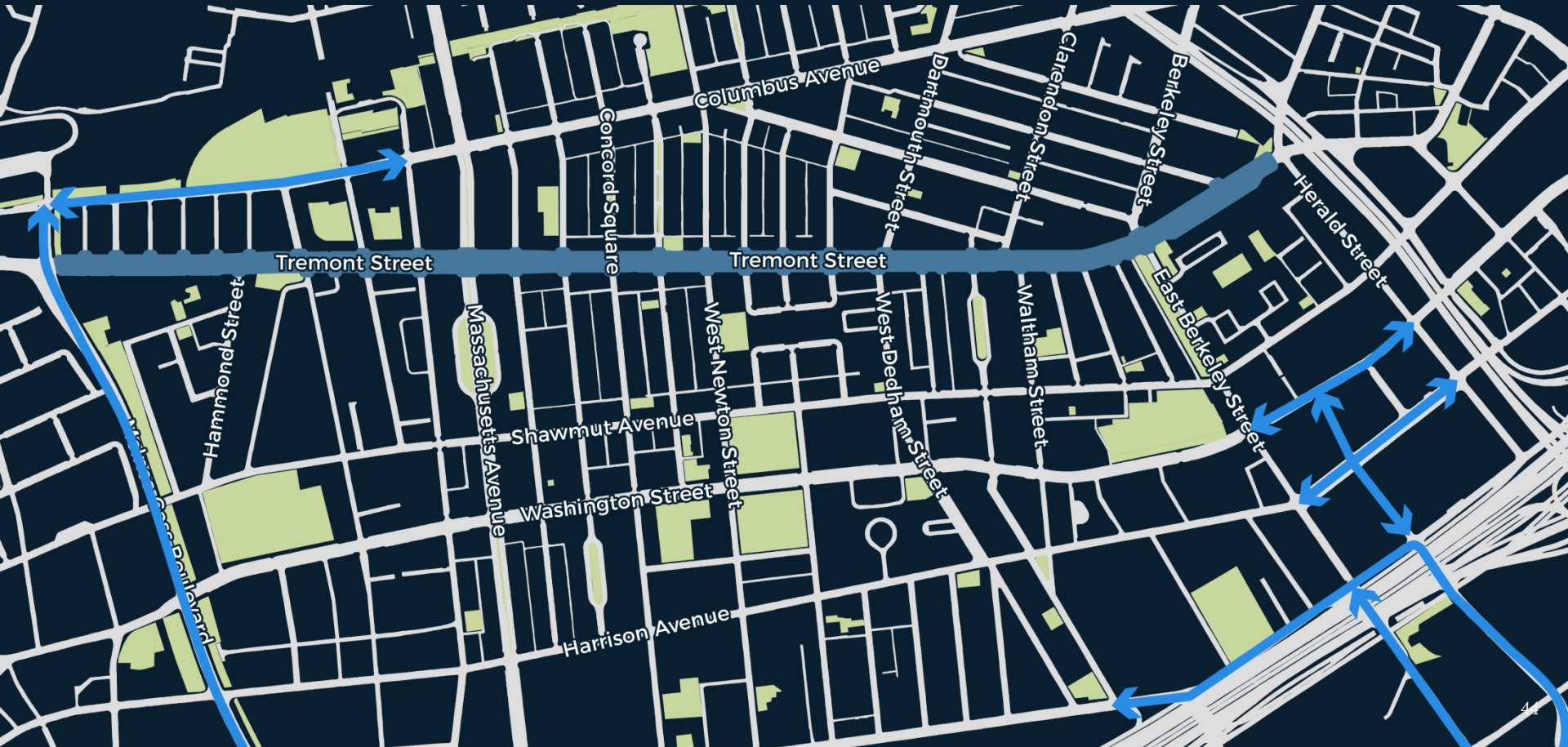
Construction schedule TBD, pending utilities coordination and final design details



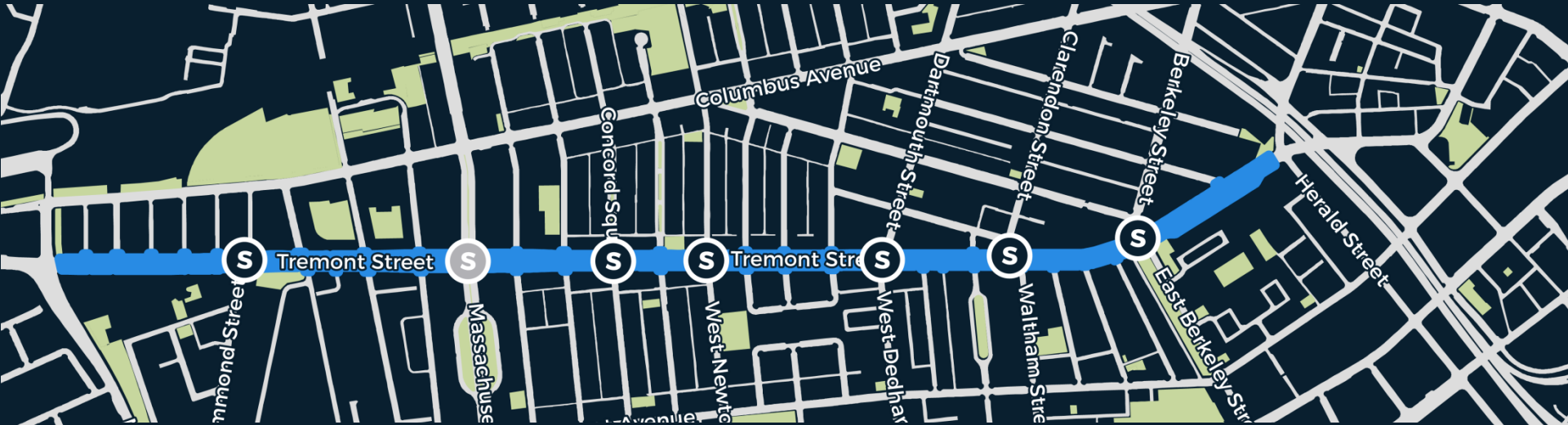
THANK YOU

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NEARBY PROJECTS



INTERSECTIONS IN PROJECT LIMITS



- 6 signalized intersections
- 20 unsignalized intersections

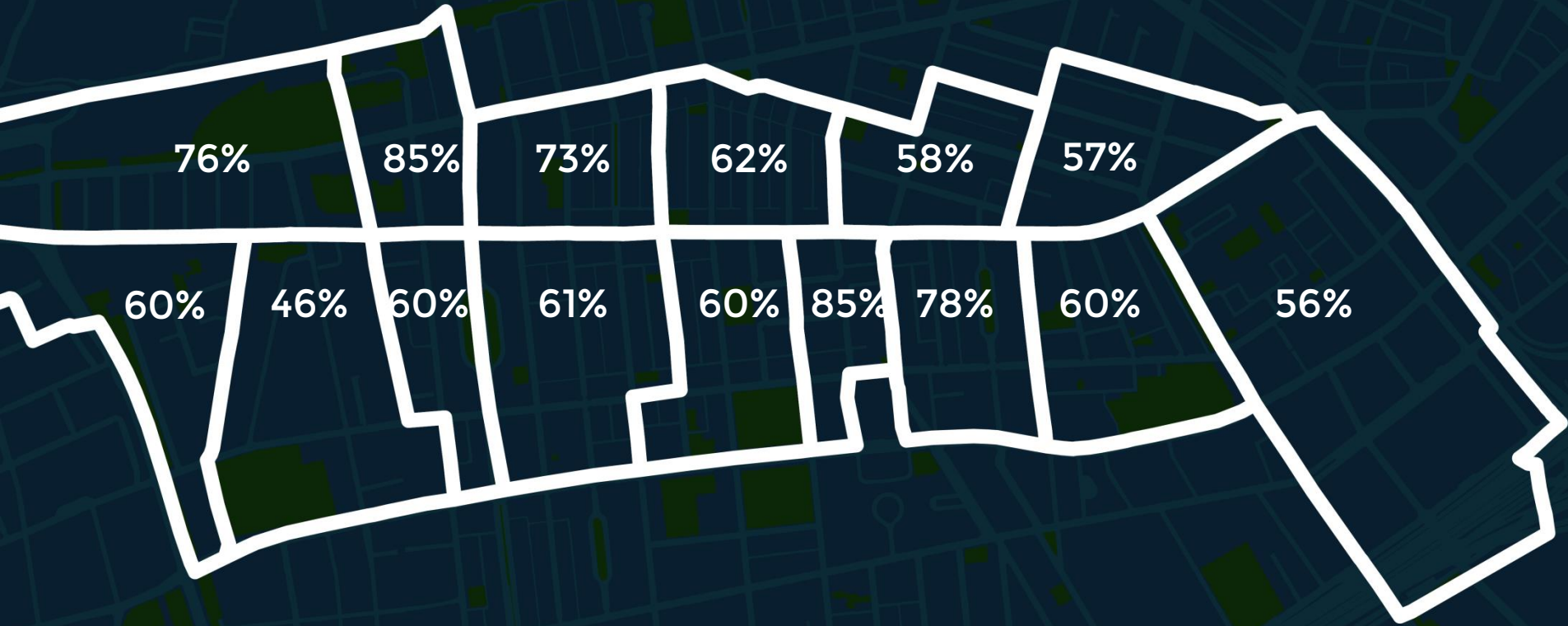
A blue-tinted photograph of a city street intersection. In the foreground, a crosswalk with white stripes is visible on the asphalt. In the middle ground, a man and a child are walking across the street. Several cars are parked along the curb, and a white utility truck is also present. In the background, there are multi-story buildings, one of which has a large mural with a white geometric pattern. A white horizontal line runs across the middle of the image, serving as a background for the text.

EXISTING CONDITIONS

WALK & BIKE COMMUTERS



WALK, BIKE & TRANSIT COMMUTERS



HOUSEHOLDS WITHOUT VEHICLE

