

Egleston Square Redesign Concepts

Share your input on Egleston Square Redesign Concepts!

Boston Transportation Department (BTD) is building on the recommendations of the JP/Rox Transportation Action Plan and exploring better options for people walking and biking in and around Egleston Square. In this packet, you will find information about draft design concepts and background information on design treatments.

Tell us which multi-modal solutions you prefer, provide comments, or ask questions for us to address in the future!

To learn more about this study or to provide feedback online, go to:

boston.gov/departments/transportation/egleston-square-redesign

What's in this packet?

- Pages 2 - 7: Bicycle Connections from Southwest Corridor to Washington Street Concept Design
- Pages 8 - 11: Bicycle Connections from Washington Street to Franklin Park Concept Design
- Pages 12 - 14: Egleston Square Concept Design
- Page 15: Washington Street Traffic Calming and Pedestrian Accessibility Treatments
- Page 16: Neighborhood Traffic Calming and Pedestrian Accessibility Treatments
- Pages 17 - 20: Bicycle and Pedestrian Treatment Examples



Southwest Corridor to Washington Street

OPTION 1: Bike route using School Street and Boylston Street

This option provides more direct access to Stony Brook Station for people biking coming from Washington Street. Separated contraflow bicycle lanes enable two-way bicycle travel along one-way streets. Traffic calming treatments and improved pedestrian facilities slow vehicle speeds and improve comfort for people walking and biking.

Less → More
●●●●●

-  ●●●○○○ Comfort for People Biking
-  ●●●●● Comfort for People Walking
-  ○●○○○○ Impacts to Parking

Please leave any questions or comments here:

See Page 16 for more information about traffic calming treatments. See Pages 17-20 for bicycle facility treatments.

Rate this option by filling in the stars with 1 star being least preferred and 5 stars being the most preferred. ☆☆☆☆☆



Southwest Corridor to Washington Street

OPTION 1: Bike route using School Street and Boylston Street - toward Washington Street



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Southwest Corridor to Washington Street

OPTION 1: Bike route using School Street and Boylston Street - toward Southwest Corridor



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Southwest Corridor to Washington Street

OPTION 2: Bike route using School Street and Atherton Street

This option has common start and end points for people riding in either direction. Separated contraflow bicycle lanes enable two-way bicycle travel along one-way streets. Traffic calming treatments and improved pedestrian facilities slow vehicle speeds and improve comfort for people walking and biking.



Please leave any questions or comments here:

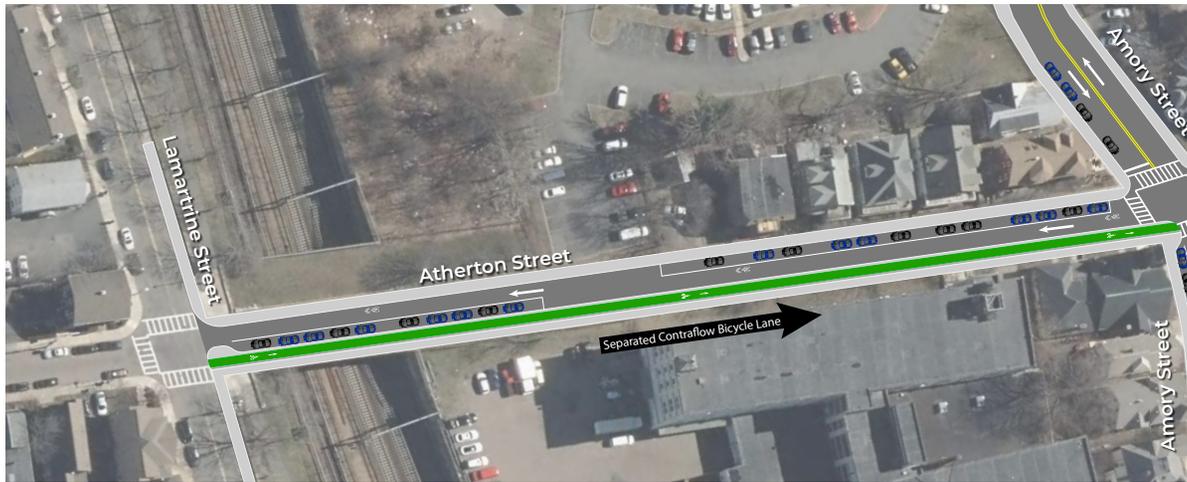
See Page 16 for more information about traffic calming treatments. See Pages 17-20 for bicycle facility treatments.

Rate this option by filling in the stars with 1 star being least preferred and 5 stars being the most preferred. ☆☆☆☆☆



Southwest Corridor to Washington Street

OPTION 2: Bike route using School Street and Atherton Street - toward Washington Street



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Southwest Corridor to Washington Street

OPTION 2: Bike route using School Street and Atherton Street - toward Southwest Corridor



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Washington Street to Franklin Park

OPTION 1: Bike route on School Street (no change to vehicle travel direction)

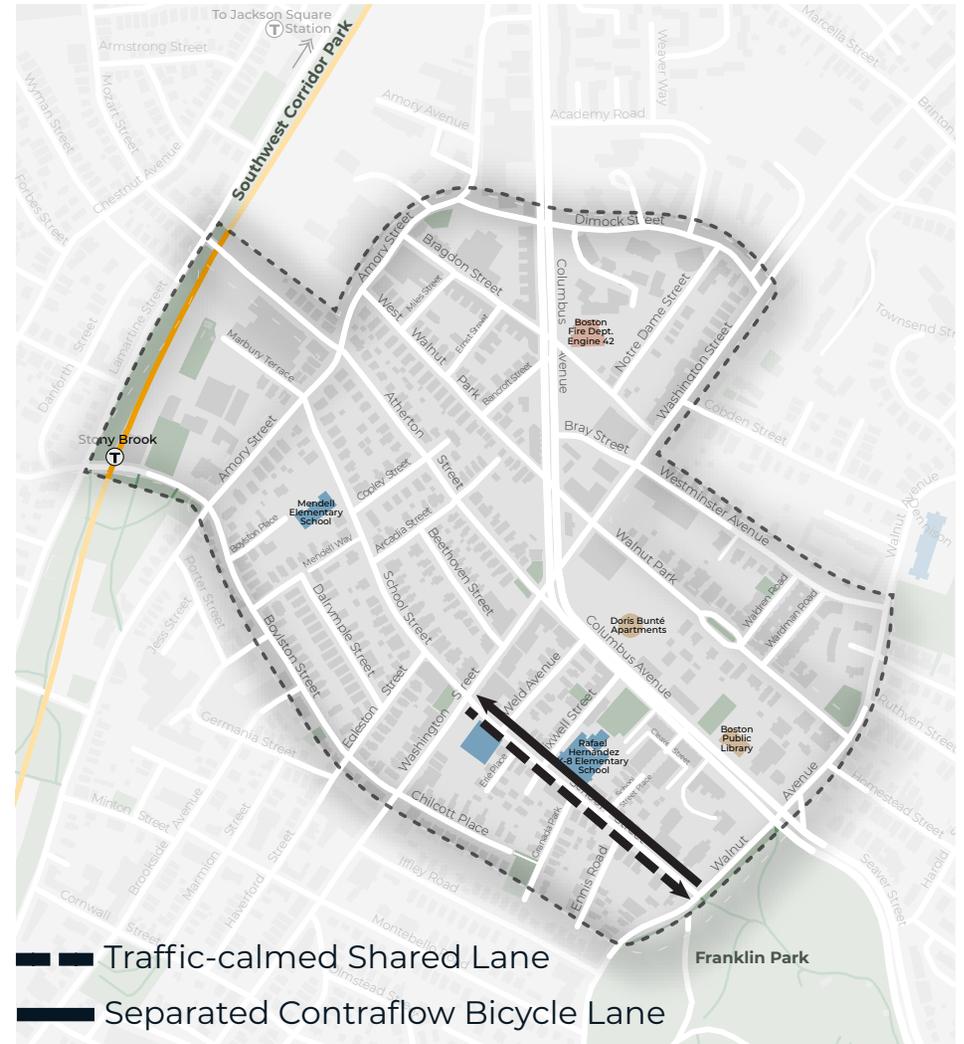
Separated contraflow bicycle lanes enable two-way bicycle travel along School Street. Traffic calming treatments and improved pedestrian facilities slow vehicle speeds and improve comfort for people walking and biking.



Please leave any questions or comments here:

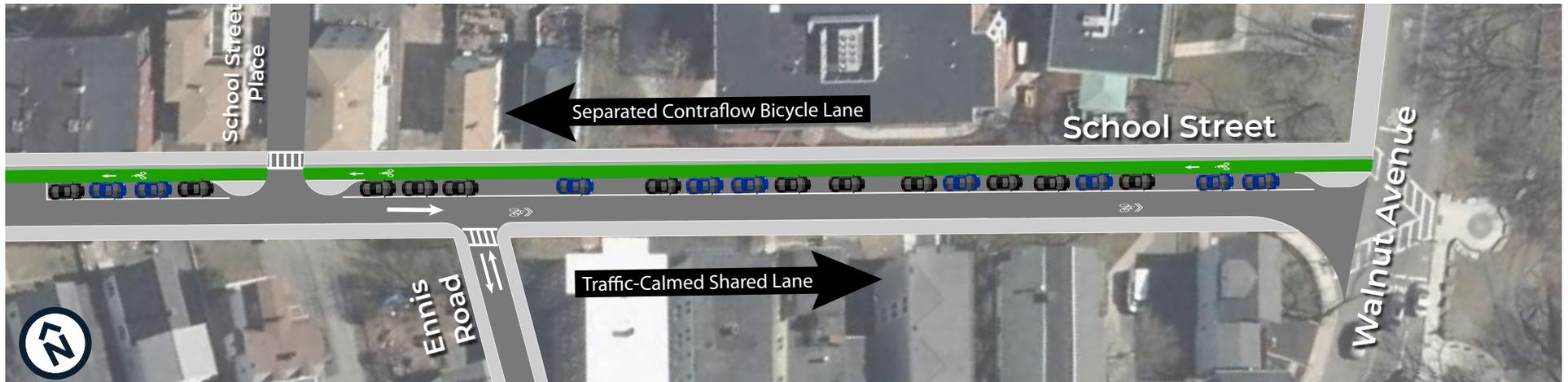
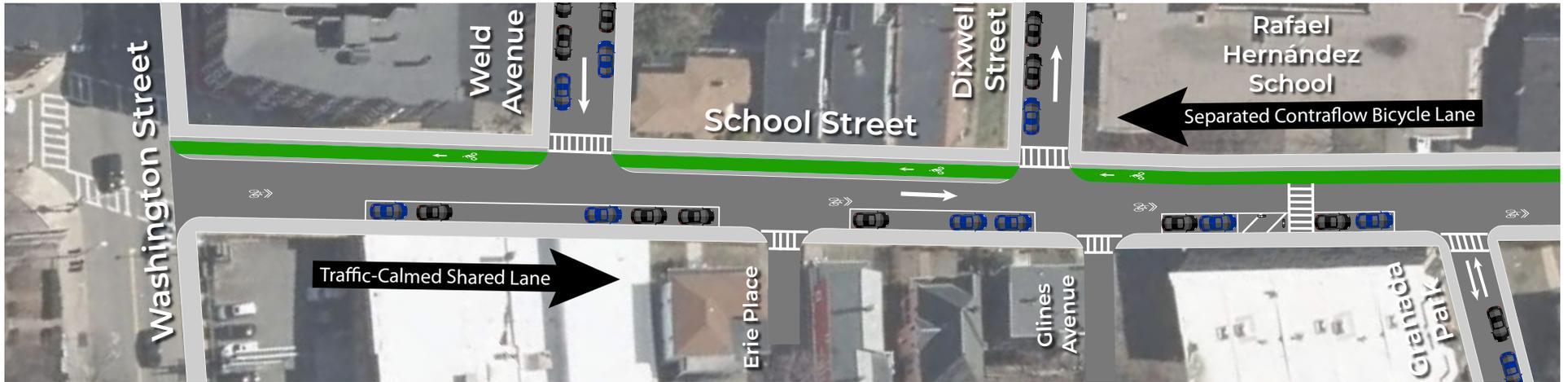
See Page 16 for more information about traffic calming treatments. See Pages 17-20 for bicycle facility treatments.

Rate this option by filling in the stars with 1 star being least preferred and 5 stars being the most preferred. ☆☆☆☆☆



Washington Street to Franklin Park

OPTION 1: Bike route on School Street (no change to vehicle travel direction)



DRAFT



Washington Street to Franklin Park

OPTION 2: Bike Route on School Street (vehicle travel direction reversed)

Separated contraflow bicycle lanes enable two-way bicycle travel along School Street. Traffic calming treatments and improved pedestrian facilities slow vehicle speeds and improve comfort for people walking and biking.

Reversing the direction of travel on School Street allows people riding toward Franklin Park to bike uphill at their own pace. Two-way vehicle travel is kept between Washington Street and Dixwell Street to preserve circulation for student drop-off at Rafael Hernández School.

Less → More
●●●●●

-  ●●●●● Comfort for People Biking
-  ●●●●● Comfort for People Walking
-  ●●●○○ Impacts to Parking

Please leave any questions or comments here:

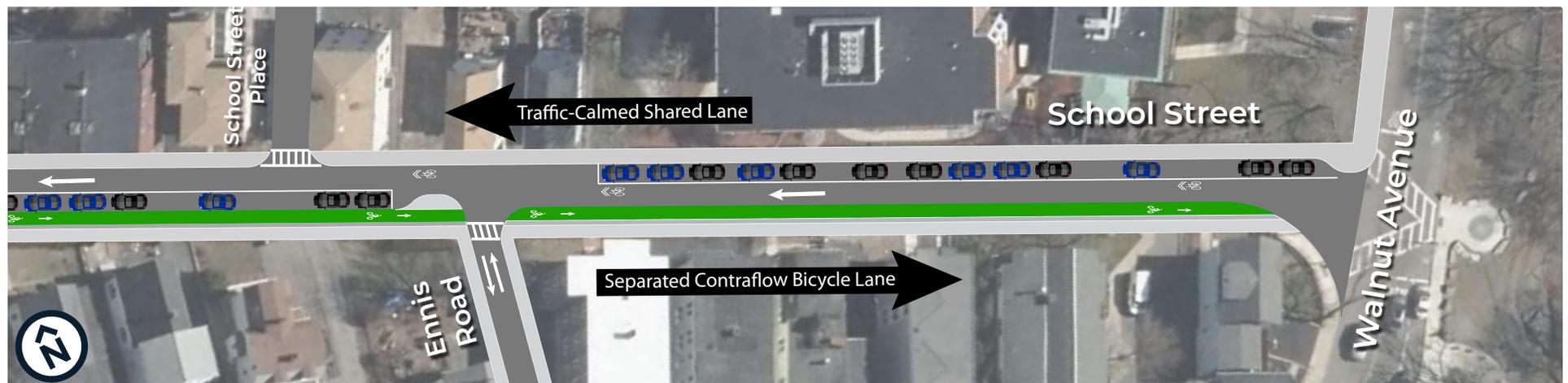
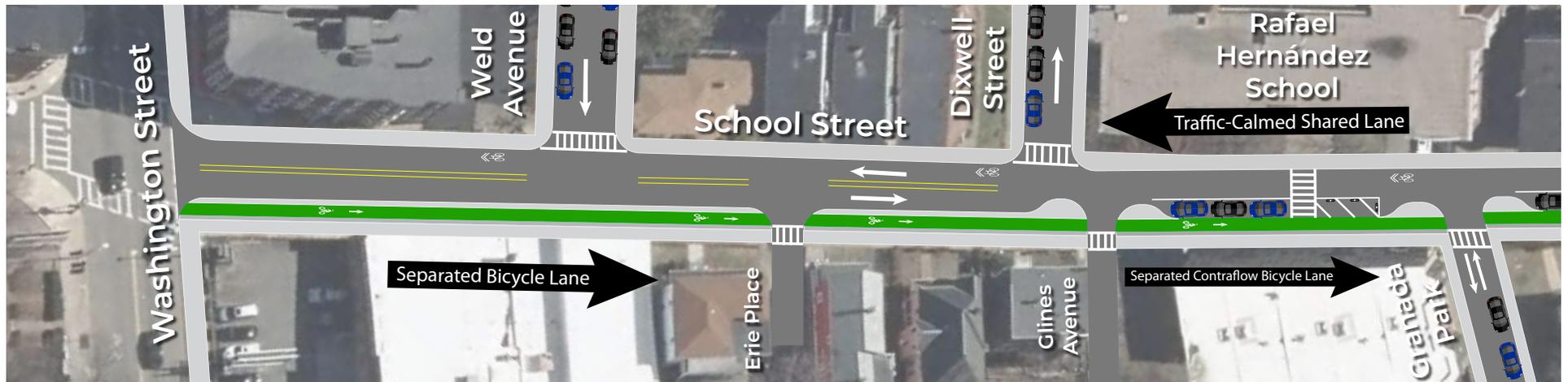
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Rate this option by filling in the stars with 1 star being least preferred and 5 stars being the most preferred. ☆☆☆☆☆



Washington Street to Franklin Park

OPTION 2: Bike Route on School Street (vehicle travel direction reversed)



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Egleston Square

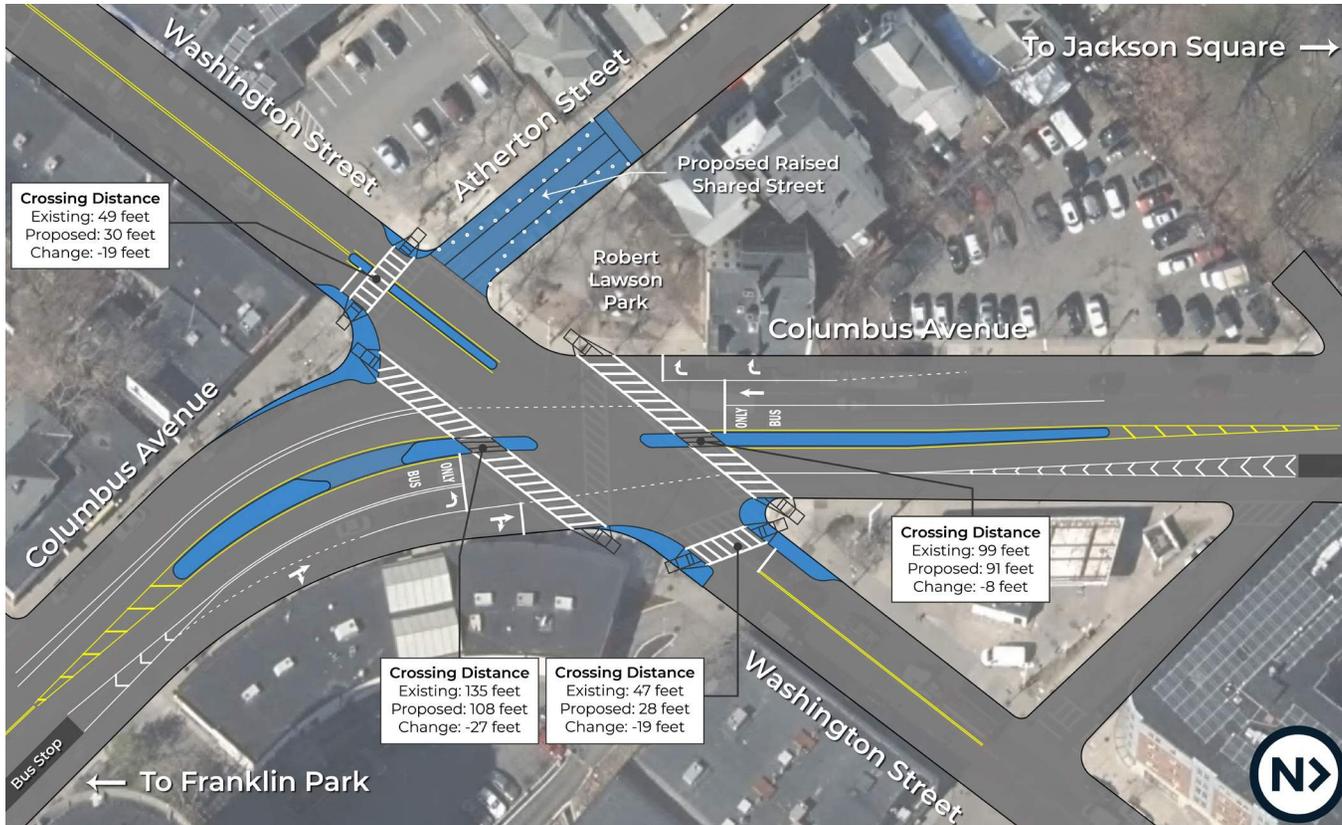
OPTION 1: Simplify Atherton Street, Maintain Left Turns

This option removes left turns onto Atherton Street. It adds curb extensions to shorten pedestrian crossing distances. It enables Atherton Street to be converted to a raised, shared street that would extend the public realm at Egleston Square.

Less → More
●●●●●

-  ●●●●○ Comfort for People Walking
-  ●●●●○ Flow of Traffic
-  ●●●●○ Public Realm

See Page 14 for information on how this option could influence traffic flow.



Please leave any questions or comments here:

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Egleston Square

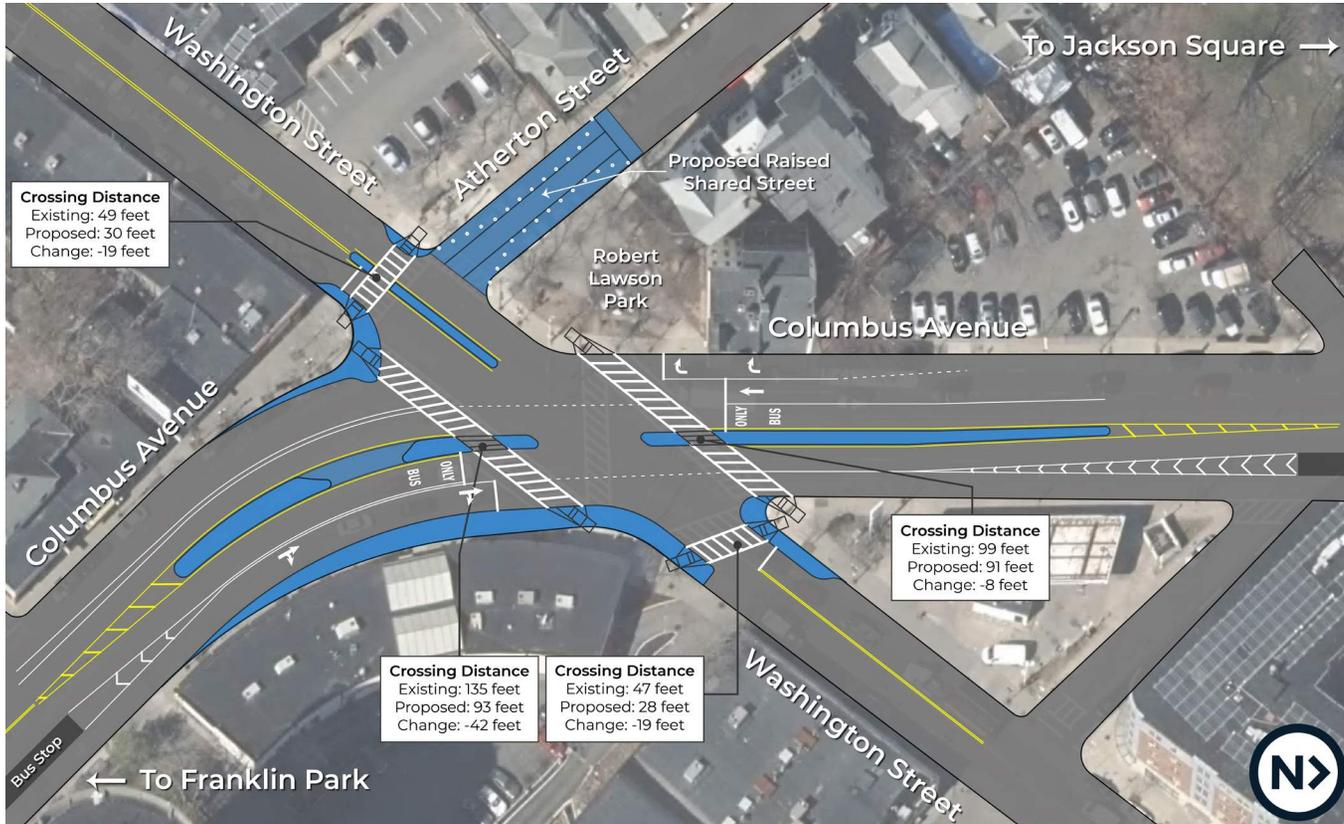
OPTION 2: Simplify Atherton Street, Relocate Left Turns

This option builds on changes from Option 1 and relocates left-turns away from the intersection. It uses space created by the relocated left-turns to add additional curb extensions and reduce pedestrian crossing distances. Relocating left-turns also supports signal timing changes to reduce pedestrian wait times as well as transit and vehicle delay.

See Page 14 for information on how this option could influence traffic flow.

Less \longrightarrow More


-   Comfort for People Walking
-   Flow of Traffic
-   Public Realm



Please leave any questions or comments here:

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Egleston Square

Potential Changes to Traffic Flow

Option 1 provides traffic benefits compared to the existing intersection configuration by removing eastbound left-turns onto Atherton Street.

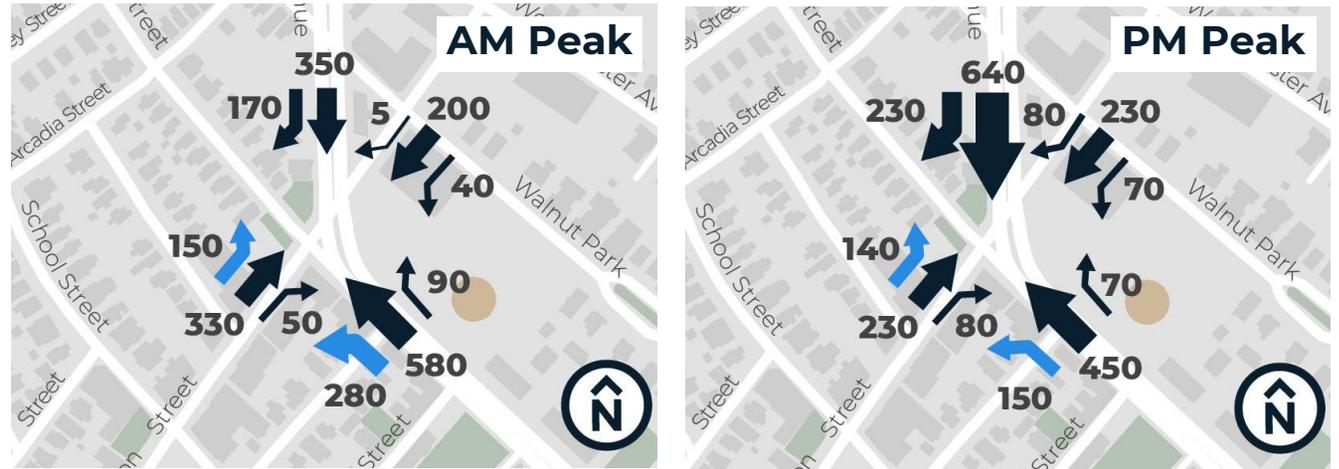
Option 2 relocates all eastbound and northbound left-turns to simplify traffic flows and reduce intersection delay for all vehicles traveling through the intersection.

Table 1 below shows the difference in overall intersection delay under the existing intersection configuration and Options 1 and 2.

Table 1. Overall Intersection Delay

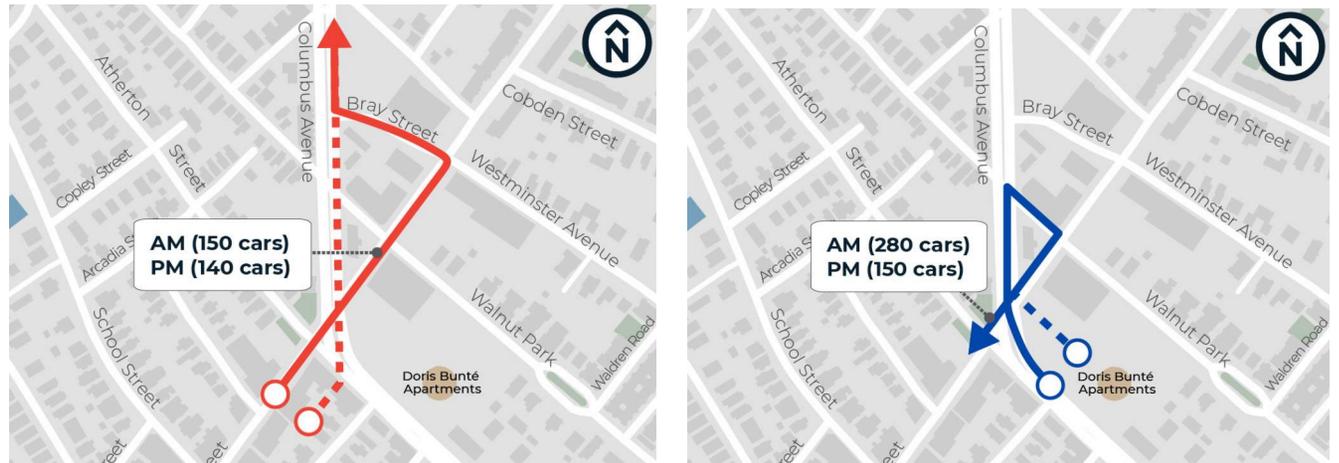
	Pre-COVID	Option 1	Option 2
AM Peak			
Delay (sec)	260	100	90
PM Peak			
Delay (sec)	160	100	40

Pre-COVID Peak Hour Volumes



- █ Pre-COVID peak hour volumes
- █ Pre-COVID peak hour volumes (rerouted in Option 2)

Route Options for Left-turning Traffic (Option 2)



- - - Existing/Option 1 - traffic flow for left-turning vehicles
- Option 2 - traffic flow for left-turning vehicles

Washington Street Traffic Calming and Pedestrian Accessibility

Quick-Build Implementation on Washington Street

Traffic calming treatments help slow driving speeds on active commercial streets. When implemented along the Washington Street corridor, these treatments will help to improve the comfort and safety of people walking through Egleston Square.

See Pages 17-20 for examples of traffic calming and pedestrian accessibility treatments.

Please leave any questions or comments here:



- Clear Corners
- Quick-Build Median
- Bus Stop

Neighborhood Traffic Calming and Pedestrian Accessibility

Potential Treatments to Implement with Other Concepts

Traffic calming treatments help slow driving speeds on residential streets while pedestrian accessibility treatments provide a better experience for people walking.

When implemented together on a neighborhood scale, these treatments will help to improve the comfort and safety of people walking through Egleston Square.

See Pages 17-20 for examples of traffic calming and pedestrian accessibility treatments.

Please leave any questions or comments here:



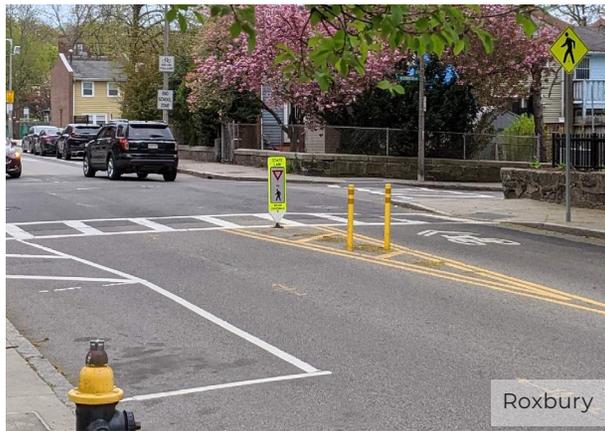
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- Clear Corners
- Crosswalk and/or Curb Ramp Improvements
- Curb Extension
- Raised Crosswalk
- Speed Hump

Bicycle and Pedestrian Treatment Examples

Bicycle, pedestrian, and traffic calming treatments being considered in the Egleston Square redesign process

Quick-Build Median



Kittelson & Associates

A quick-build median uses paint and flex posts to form a median between two-way traffic. Medians help to slow driving speeds at intersections and draw attention to crosswalks.

Raised Crosswalk



Boston Transportation Department

A crosswalk that stays level with the sidewalk. Similar to a speed hump, vehicles must ramp up to a raised crosswalk, thereby reducing driving speeds and increasing comfort for people walking.

Mini Roundabout



Kittelson & Associates

A small roundabout with a mountable central island that aids in directing vehicle traffic, slowing driving speeds, and facilitating safe pedestrian crossings.

Speed Hump

Speed Humps are a traffic calming tool that uses a ramped speed table to slow driving speeds. Unlike speed bumps, *speed humps* gradually taper up and down.



Boston Transportation Department

Curb Ramp



Boston Transportation Department

Curb ramps allow people walking, people with mobility aids, and people pushing strollers or carts to access sidewalks and crosswalks.

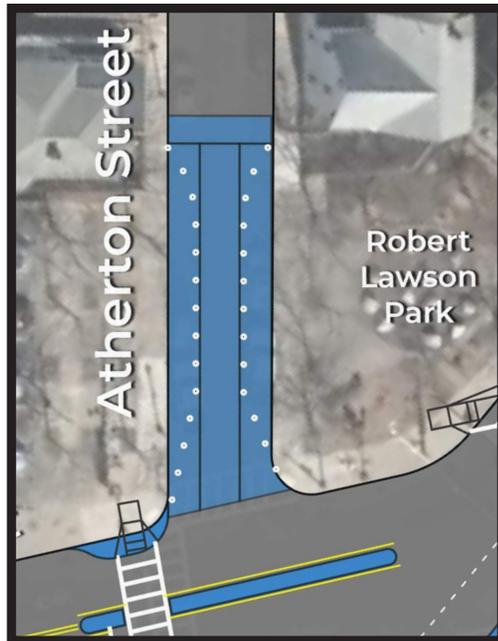
Bicycle and Pedestrian Treatment Examples

Bicycle, pedestrian, and traffic calming treatments being considered in the Egleston Square redesign process

Raised Shared Street



NACTO



A street that is raised to curb level to define a shared space for people walking, biking, and driving. Textured pavement and street furniture, including bollards, help slow speeds and reinforce shared nature of the street.

Separated Bicycle Lane



Kittelson & Associates



A separated bicycle lane provides both horizontal and vertical separation between people biking and driving. Separation is often provided by flex posts or by raising the bicycle lane to sidewalk level.

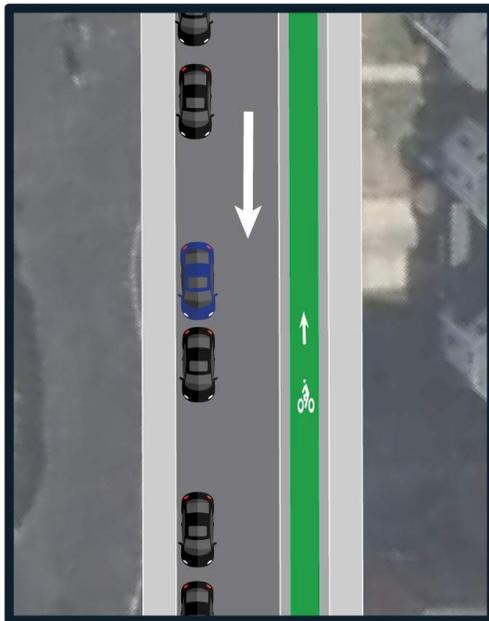
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Bicycle, pedestrian, and traffic calming treatments being considered in the Egleston Square redesign process

Contraflow Bicycle Lane



Boston Transportation Department



A contraflow bicycle lane allows people biking to travel in the opposite direction of motor vehicle traffic.

Chicane



Boston Transportation Department



A traffic calming tool that uses offset curb extensions or on-street parking to reduce driving speeds.

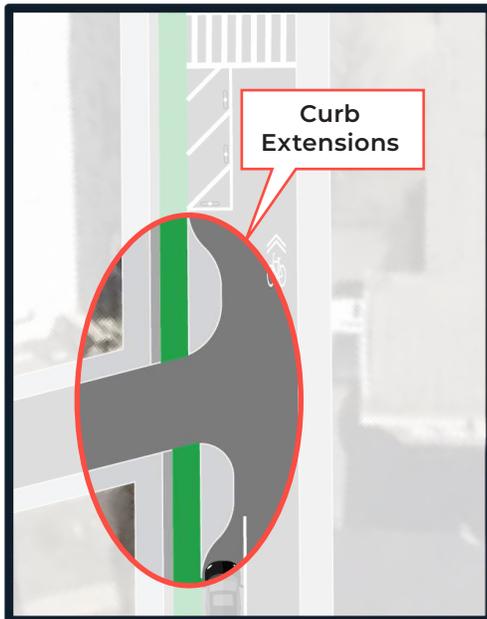
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Curb Extension



Boston Transportation Department

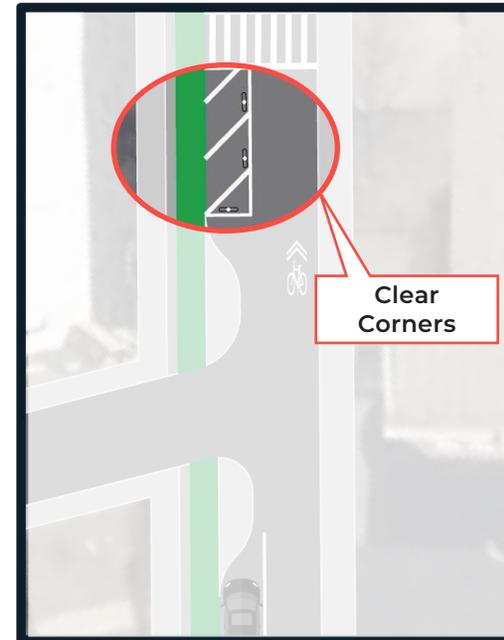


A select location where the sidewalk is widened into the street. By narrowing the roadway, curb extensions reduce driving speeds and create shorter crossings for people walking.

Clear Corners



Boston Transportation Department

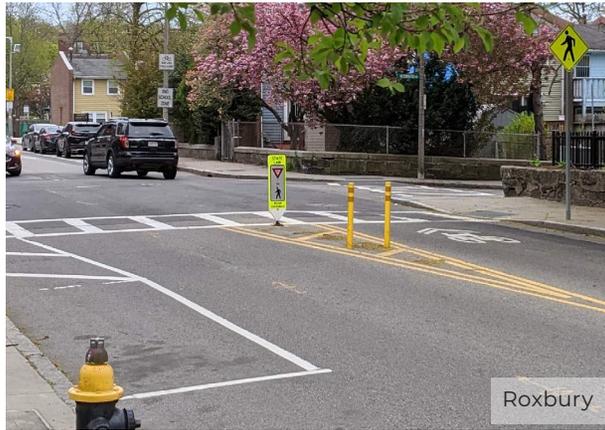


Clear corners use paint and flex posts to keep drivers from parking too close to intersections or crosswalks, improving visibility for people walking and driving through the intersection.

Bicycle and Pedestrian Treatment Examples

Bicycle, pedestrian, and traffic calming treatments being considered in the Egleston Square redesign process

Quick-Build Median



Kittelson & Associates

Roxbury

A quick-build median uses paint and flex posts to form a median between two-way traffic. Medians help to slow driving speeds at intersections and draw attention to crosswalks.

Raised Crosswalk



Boston Transportation Department

Dorchester

A crosswalk that stays level with the sidewalk. Similar to a speed hump, vehicles must ramp up to a raised crosswalk, thereby reducing driving speeds and increasing comfort for people walking.

Mini Roundabout



Kittelson & Associates

Dorchester

A small roundabout with a mountable central island that aids in directing vehicle traffic, slowing driving speeds, and facilitating safe pedestrian crossings.

Speed Hump

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Boston Transportation Department

Jamaica Plain

Curb Ramp



Boston Transportation Department

South Boston

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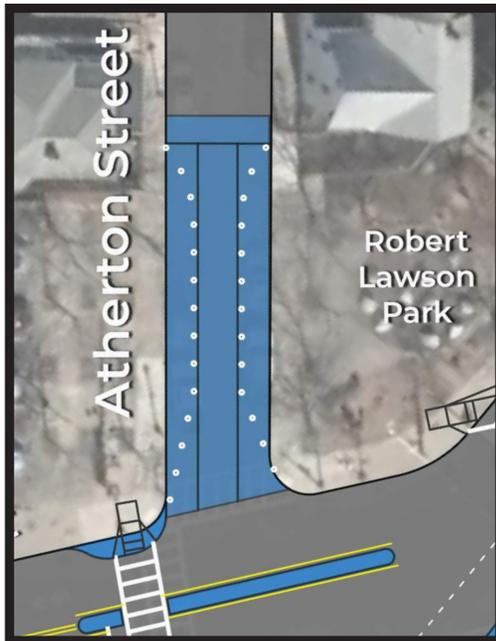
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Bicycle and Pedestrian Treatment Examples

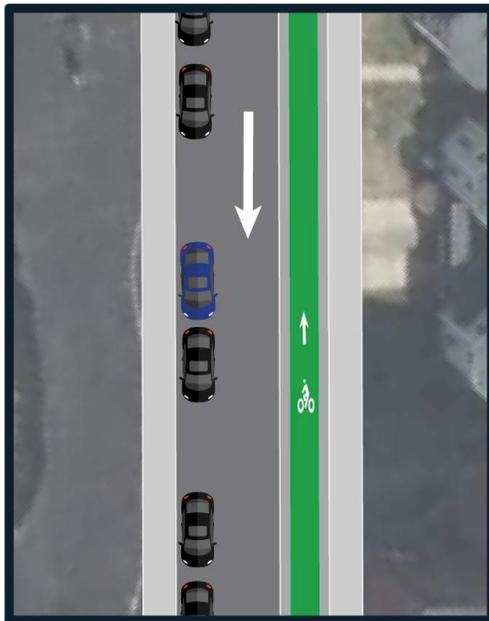
Bicycle, pedestrian, and traffic calming treatments being considered in the Egleston Square redesign process

Contraflow Bicycle Lane



Boston Transportation Department

Fenway



A contraflow bicycle lane allows people biking to travel in the opposite direction of motor vehicle traffic.

Chicane



Boston Transportation Department

Somerville



A traffic calming tool that uses offset curb extensions or on-street parking to reduce driving speeds.

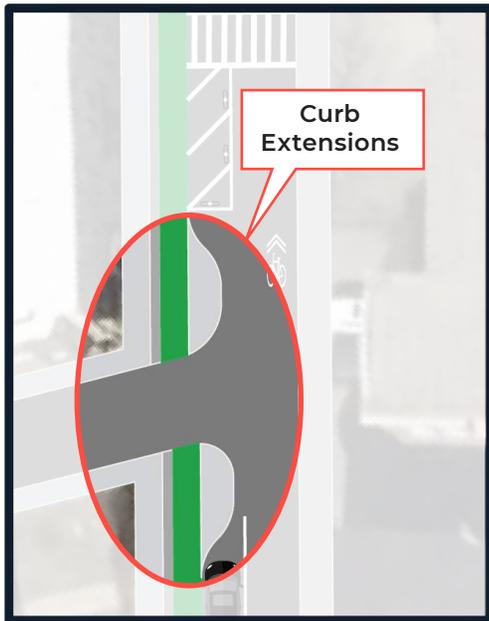
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Curb Extension



Boston Transportation Department

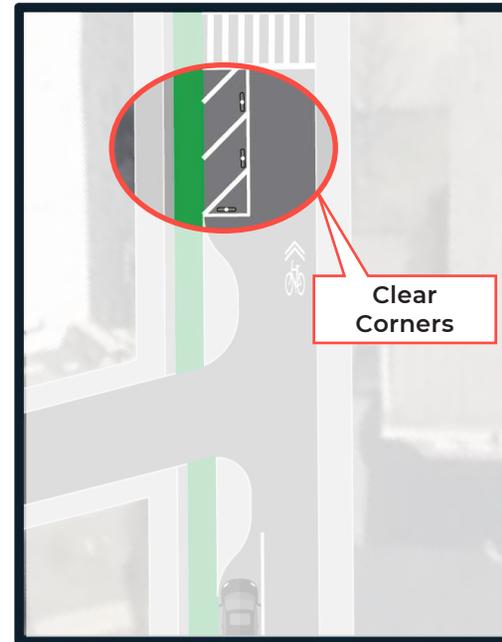


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