

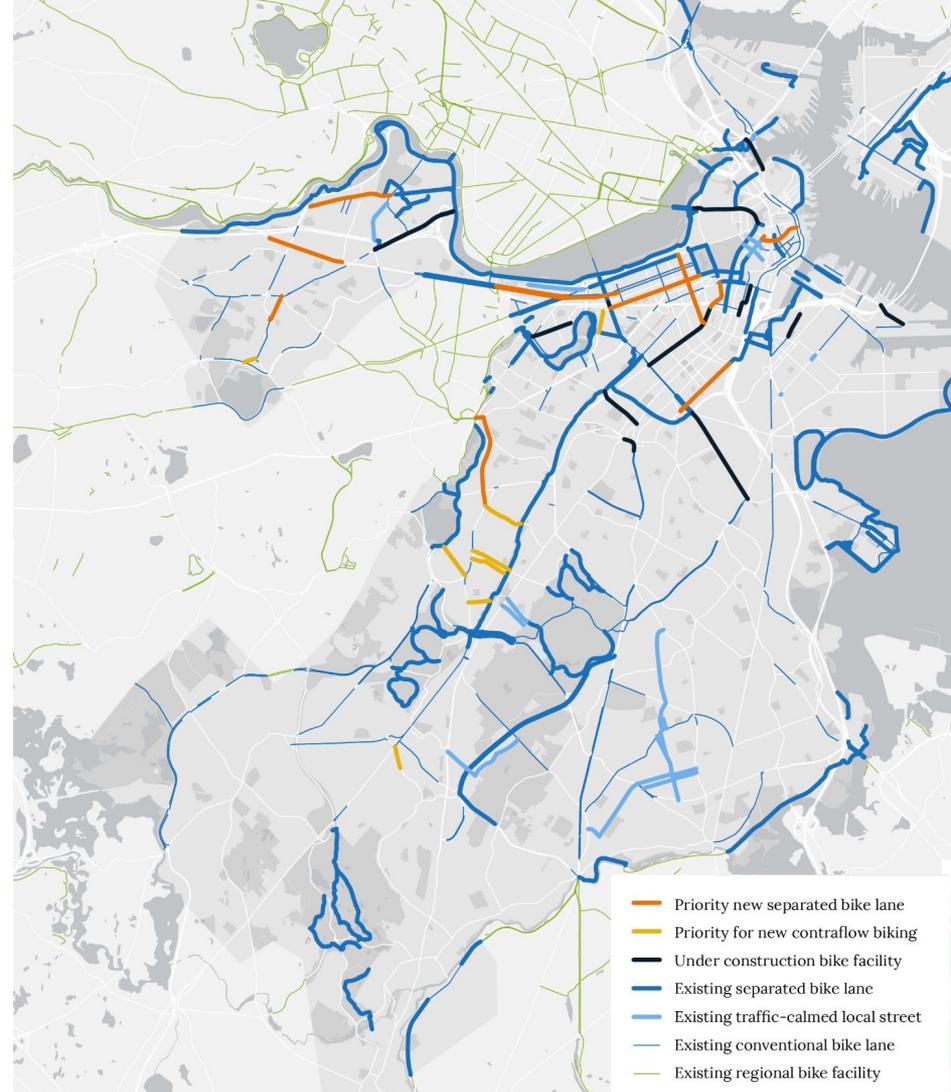
# MILK STREET/ WASHINGTON STREET BETTER BIKE LANE

*Existing conditions and concept design  
September 2023*



**This year, we're  
working with  
stakeholders to  
expand the  
citywide bike  
network.**

**[boston.gov/bike-lanes](https://boston.gov/bike-lanes)**



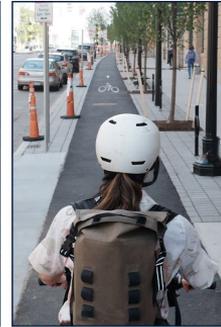
# We'll focus on safe, comfortable streets

- ▶ These are types of bike facilities that make the most people feel comfortable
- ▶ They also provide safety benefits for people walking, driving, and rolling.



**QUICK  
BUILD**

**SEPARATED BIKE LANES**



**FULL-BUILD**



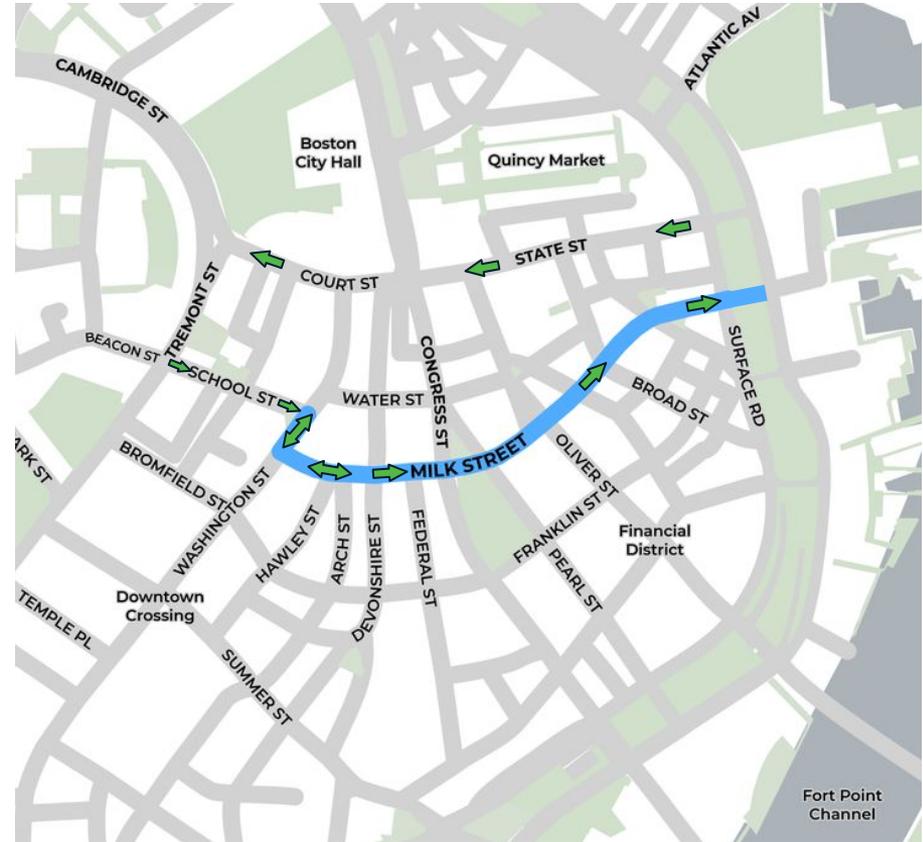
**CONTRAFLOW  
BIKE LANES**



**TRAFFIC-  
CALMED  
LOCAL  
STREETS**

# Project location and goals

- ▶ Provide an eastbound pair to State Street in the bicycle network
  - Bicyclists get to Milk Street via School Street and Washington Street
- ▶ Create legal space for deliveries and pickup/dropoff activity



# Work completed to date

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## Design work

- ▶ Traffic data collection and analysis
- ▶ Concept design development
- ▶ 25% design for pavement markings, signage, and signals

## Outreach

- ▶ Mayor Wu announces expansion of bike lanes throughout Boston (Sep 2022)
- ▶ Postcards (~2,000) (Dec 2022)
- ▶ Business walks (~ 30 ground-floor businesses) (Dec 2022)
- ▶ One-on-one meetings with stakeholders (Dec 2022 - present)

# Going forward

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- ▶ Continue stakeholder conversations and fine tune the design details based on what we hear.
  - Send your feedback:  
[better-bike-lanes@boston.gov](mailto:better-bike-lanes@boston.gov)
  - Join our email list and find current information: [boston.gov/milk-street](https://boston.gov/milk-street)
- ▶ Finish design work
- ▶ **Moving towards installation this year**

# Usage patterns

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# Data inputs

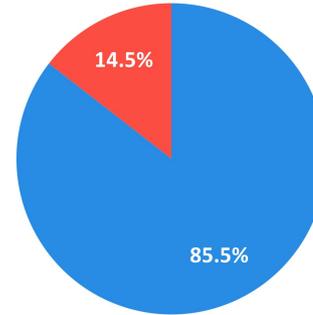
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## Traffic counts (Fall 2022)

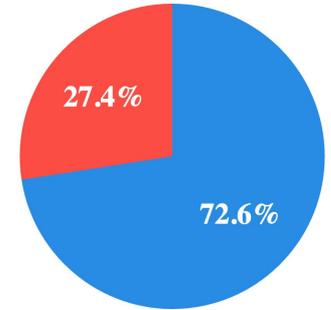
- ▶ Turning movement counts (TMCs) at most intersections along Milk Street
  - Counts the number of vehicles turning at or going through an intersection
  - Used to calibrate traffic signals and inform design
- ▶ Automatic traffic recording (ATRs) at key locations
  - Volume data by road user class
  - Speed data for motor vehicles

# People walking are the dominant users along the entire corridor

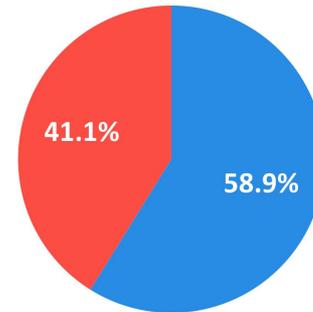
Milk Street at Washington Street



Milk Street at Arch Street and Hawley Street



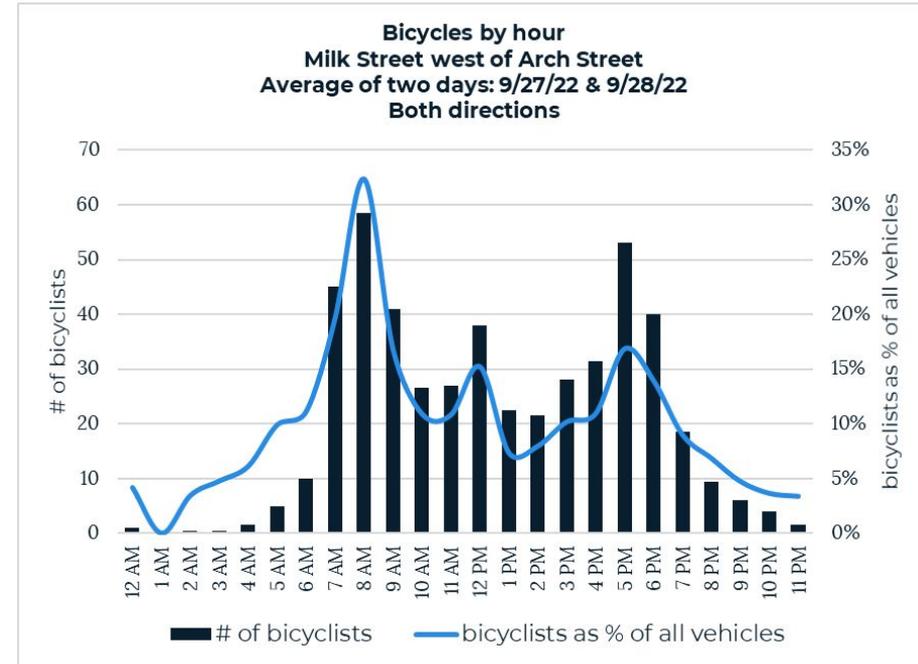
Milk Street at Broad Street



Derived from turning movement count (TMC) data. Includes all intersection movements collected from 7 am - 7 pm. Average of two dates: 10/19/22 & 10/20/22

# People biking are a significant part of the mix

- ▶ Milk Street is a primary commuting route: peak time travel is high
- ▶ Around **12% of all day traffic** throughout the project area
  - 25% - 30% of all traffic during AM peak
- ▶ 300 - 500 people biking per day on Milk Street



Derived from automatic traffic count (ATR) data collected on Tuesday, September 27, 2022 and Wednesday, September 28, 2022.

# Curbside demand is significant

- ▶ Commercial loading and TNC traffic:
  - Reduces comfort and safety for bicyclists
  - Reduces visibility for people walking
- ▶ There is very little designated space for this activity.
- ▶ We need to create legal space for legal short-term parking.



# Motor vehicle speeds and volumes are relatively low

- ▶ **2,500 - 3,500:** daily motor vehicle volumes along Milk Street
  - Volumes decrease towards the eastern end of the corridor
- ▶ **19 - 23 mph:** 95th percentile motor vehicle speeds



Derived from automatic traffic count (ATR) data collected on Tuesday, September 27, 2022 and Wednesday, September 28, 2022.

# Proposed Design Changes

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# Design approach

- ▶ Pedestrian safety and comfort
  - Pedestrian-friendly signal timing changes, where applicable and feasible.
- ▶ Protected bike lanes
  - Mix of one- and two-way protected bike lanes depending on the section.
- ▶ Minor changes to motor vehicle circulation
  - Milk Street between Washington Street and Hawley Street becomes one-way towards Washington Street (westbound). The section is currently two-ways.
  - Creates space for a designated short-term parking zone
- ▶ Changes to on-street parking
  - New short-term parking/loading
  - Fewer metered spaces between Pearl and Surface



**Artistic depiction of design changes. Not drawn to scale.**

# Materials

Project will use “quick build” approach.

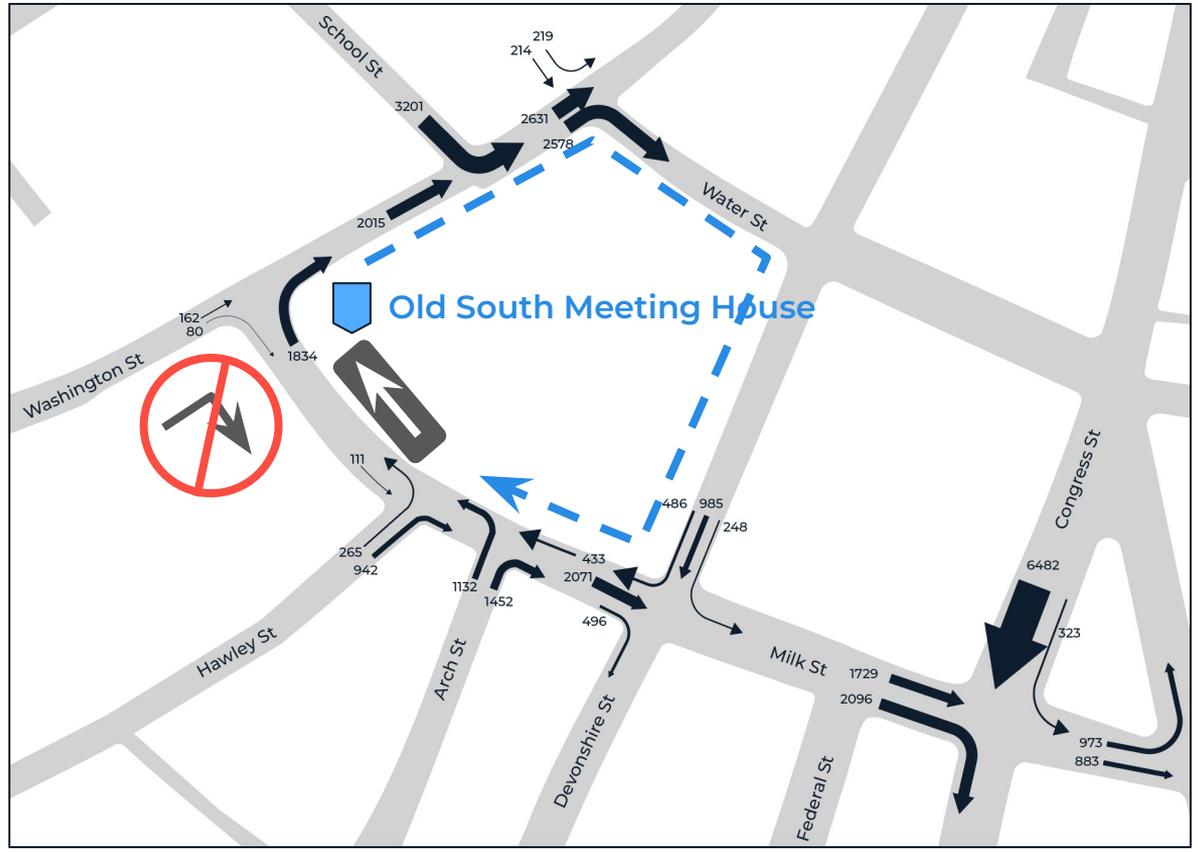
- ▶ Striping (e.g., lane lines and markings)
- ▶ Signage
- ▶ Flexible plastic bollards
- ▶ Changes to traffic signal timing (where applicable.)
- ▶ Changes to curb regulations



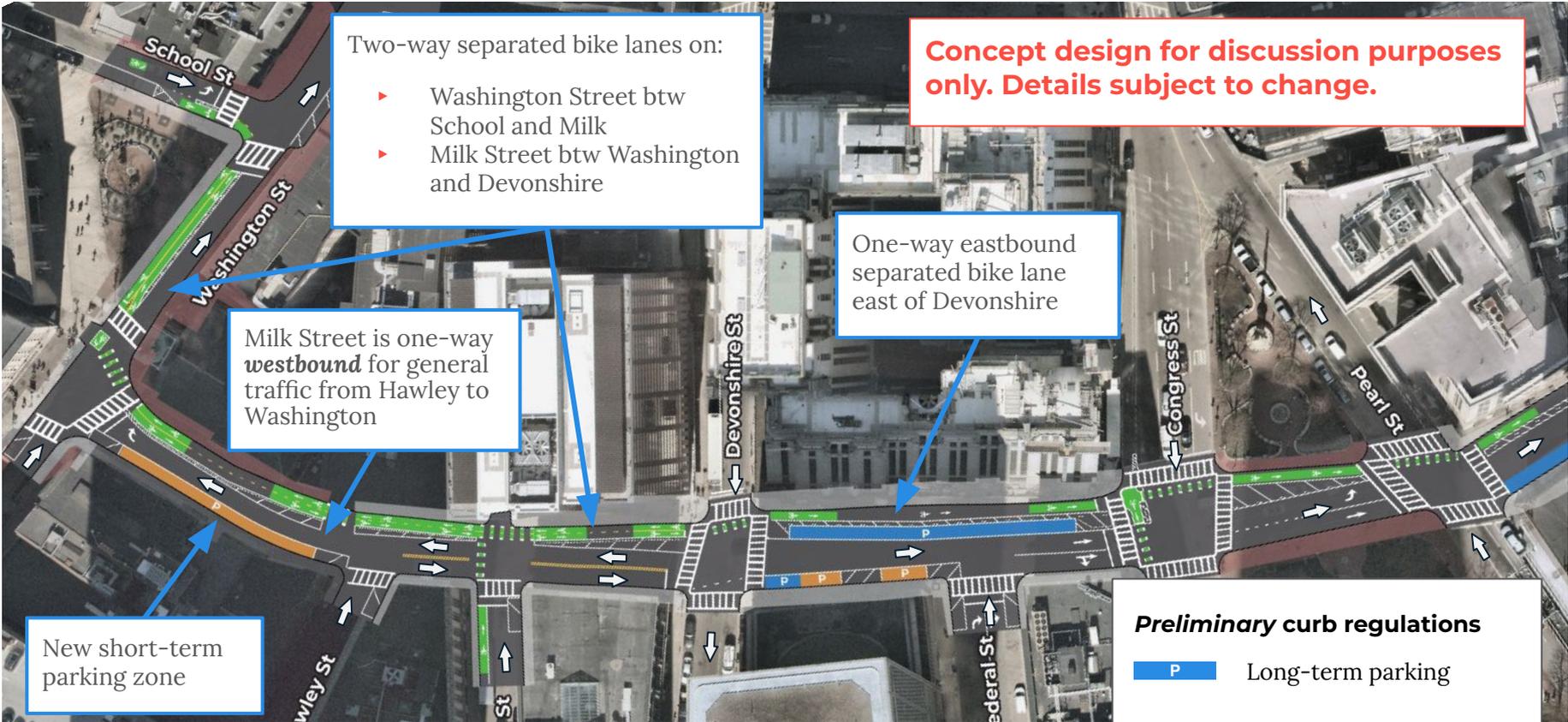
Above: example of a street design project using quick build materials. The photo shows flexible plastic bollards and striping. Location: South Huntington Ave, Jamaica Plain

# Motor vehicle circulation change

- ▶ Make Milk Street one-way only from Hawley Street to Washington Street
- ▶ Restrict right turns from Washington Street onto Milk Street.
- ▶ Minimal impact: 80 vehicles between 7 a.m and 7 p.m.
  - You can still access the block in a motor vehicle by turning right on Water Street, Devonshire Street, then Milk Street.
- ▶ The illustration at right shows existing motor vehicle turning volumes between 7 a.m and 7 p.m. Data were collected 10/19/22 and 10/20/22.



# Washington Street to Pearl Street



Two-way separated bike lanes on:

- ▶ Washington Street btw School and Milk
- ▶ Milk Street btw Washington and Devonshire

Concept design for discussion purposes only. Details subject to change.

One-way eastbound separated bike lane east of Devonshire

Milk Street is one-way **westbound** for general traffic from Hawley to Washington

New short-term parking zone

**Preliminary curb regulations**

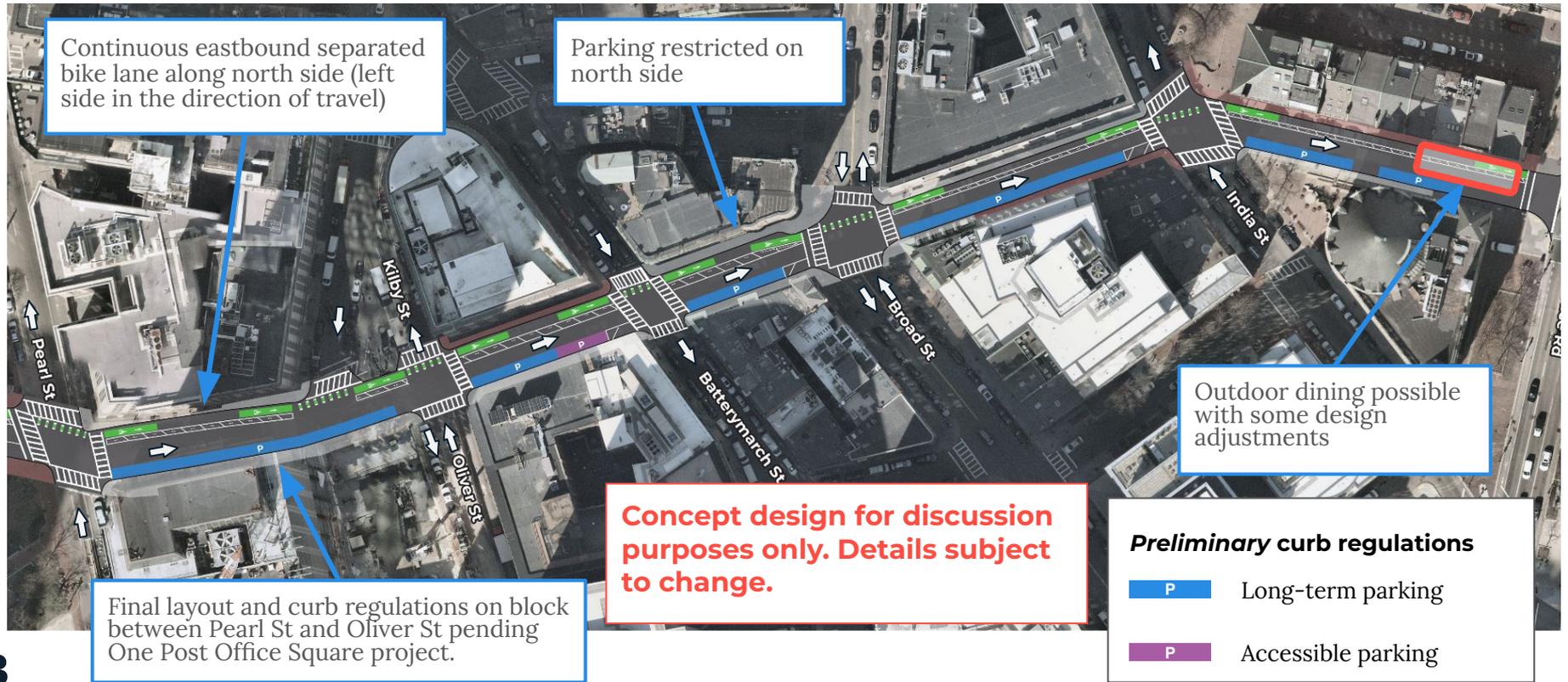
	Long-term parking
	Short-term parking

# Parking and curb regulations

- ▶ These figures are *preliminary* and *subject to change*.
- ▶ We will continue to work with stakeholders to fine-tune these regulations.
- ▶ We'll look closely at determining the right hours and signage for short-term parking zones

Washington Street to Pearl Street			
Type	Existing	Proposed	Change
Homeland Security (north side between Devonshire and Congress)	8	8	0
Loading/short-term	2	8	+6
Danish embassy	1	1	0
Total	11	17	+6

# Pearl Street to Surface Road



# Outdoor dining will still be possible

- ▶ During outdoor dining season, we can implement a temporary design to accommodate in-street dining.
- ▶ The patio can be located against the curb; the bike lane and travel lane can shift around the patio. Some amount of parking would be temporarily restricted during outdoor dining season to accommodate the patio.
- ▶ This illustration is an example of how it could work. Actual design may differ based on the length of the in-street dining patio and other factors.



## **Preliminary curb regulations**

- P** Long-term parking
- P** Parking restriction during outdoor dining

# Parking and curb regulations

- ▶ These figures are *preliminary* and *subject to change*.
- ▶ We will continue to work with stakeholders to fine-tune these regulations.
- ▶ We'll look closely at where loading/short-term spaces may be helpful. ***We would value your input on this!***

Oliver Street to Surface Road			
Type	Existing	Proposed	Change
Metered	44	23	-21
Accessible	2	2	0
Car share	2	0	-2
Loading/short-term	5	0	-5
Motorcycle/moped	4	4	-4
Total	57	29	-28

Figures don't include Pearl Street to Oliver Street, which has been under construction since the start of this project. We will update these calculations pending completion of the One Post Office Square development. We expect there to be metered parking along the south side of Milk Street between Pearl Street and Oliver Street upon completion of construction.

# Seasonal maintenance

- ▶ The City will sweep and plow Milk Street, including the bike lanes
- ▶ We design the bike lanes to be wide enough for standard maintenance vehicles



# Thank you

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[boston.gov/bike-lanes](https://boston.gov/bike-lanes)  
[better-bike-lane@boston.gov](mailto:better-bike-lane@boston.gov)