



REIMAGINING STATE STREET

March 2024

Public Works
Department



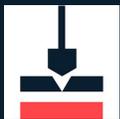
Boston Transportation
Department



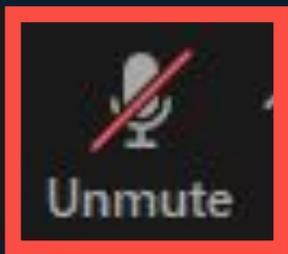


WELCOME!

This meeting is being recorded. The recording will be posted on the State Street webpage: <https://www.boston.gov/state-street>

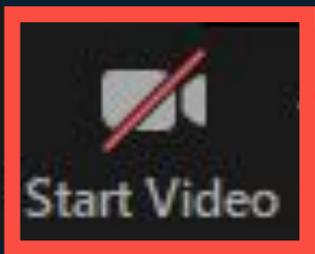


USING THE ZOOM CONTROL PANEL



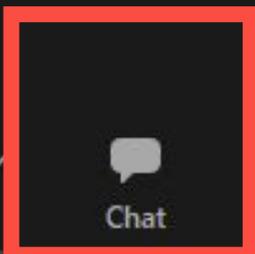
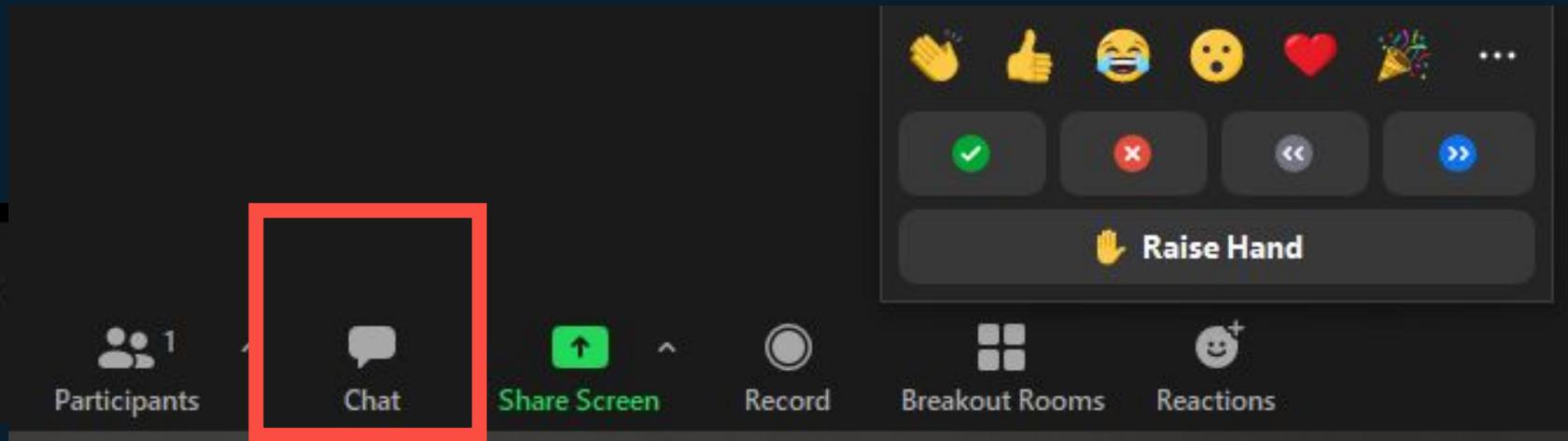
Unmute

Mute /
Unmute



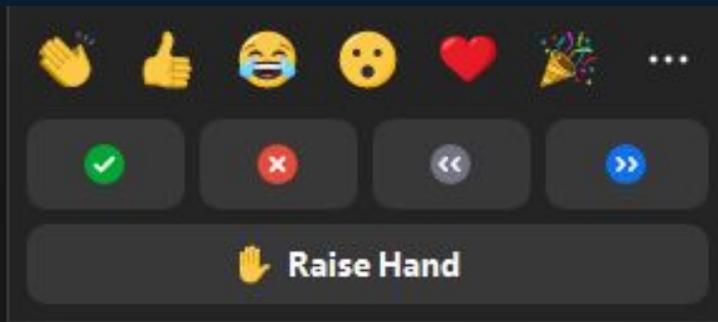
Start Video

Camera
On/Off



Chat

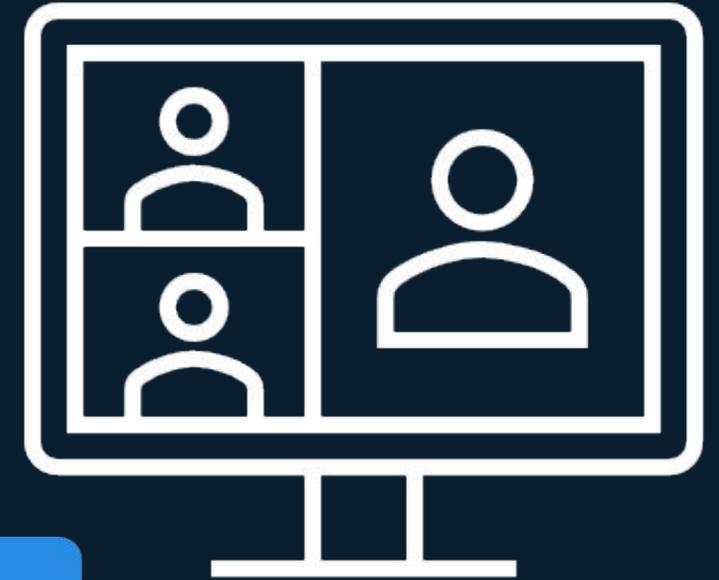
Chat
Box



Raise
Hand

PARTICIPATING IN A ZOOM MEETING

- We will begin with a presentation. There will be time for questions after the presentation.
- You can post a question in the chat box OR you can raise your 'digital hand' and your microphone will be unmuted.
 - Joining by phone? Press *9 to raise your hand. Press *6 to unmute.
- The presentation will be recorded and posted on the project webpage <https://www.boston.gov/state-street>
- **Thank you for joining us!**



STREETS CABINET



Jascha Franklin-Hodge

Chief of Streets,
Transportation, and
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Deputy Chief of Streets,
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PROJECT TEAM



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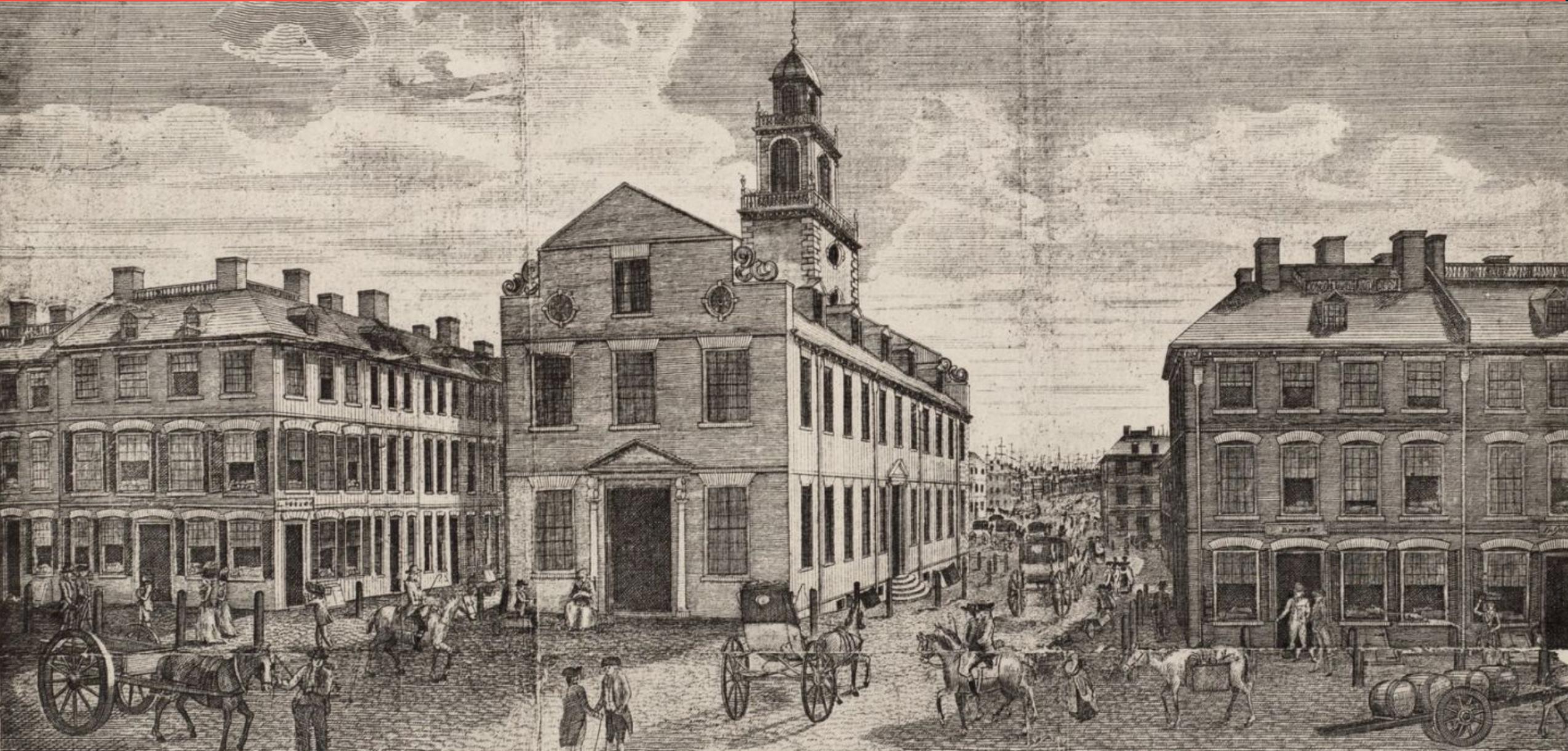
Nathaniel Fink

Boston
Transportation
Department

AGENDA

- 1. Project Background**
- 2. Public Engagement To Date**
- 3. Design Update**
- 4. Project Timeline**
- 5. Questions and Comments**

STATE STREET IS PART OF BOSTON'S HISTORIC FABRIC



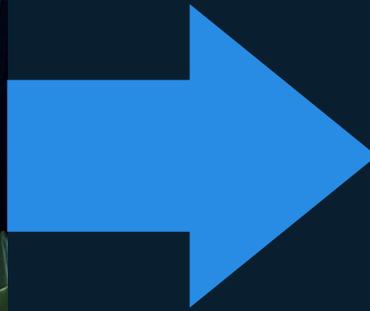
STATE STREET IS A WALKING STREET

- Pedestrians outnumber vehicles 2:1
- The design is centered on pedestrian safety and mobility



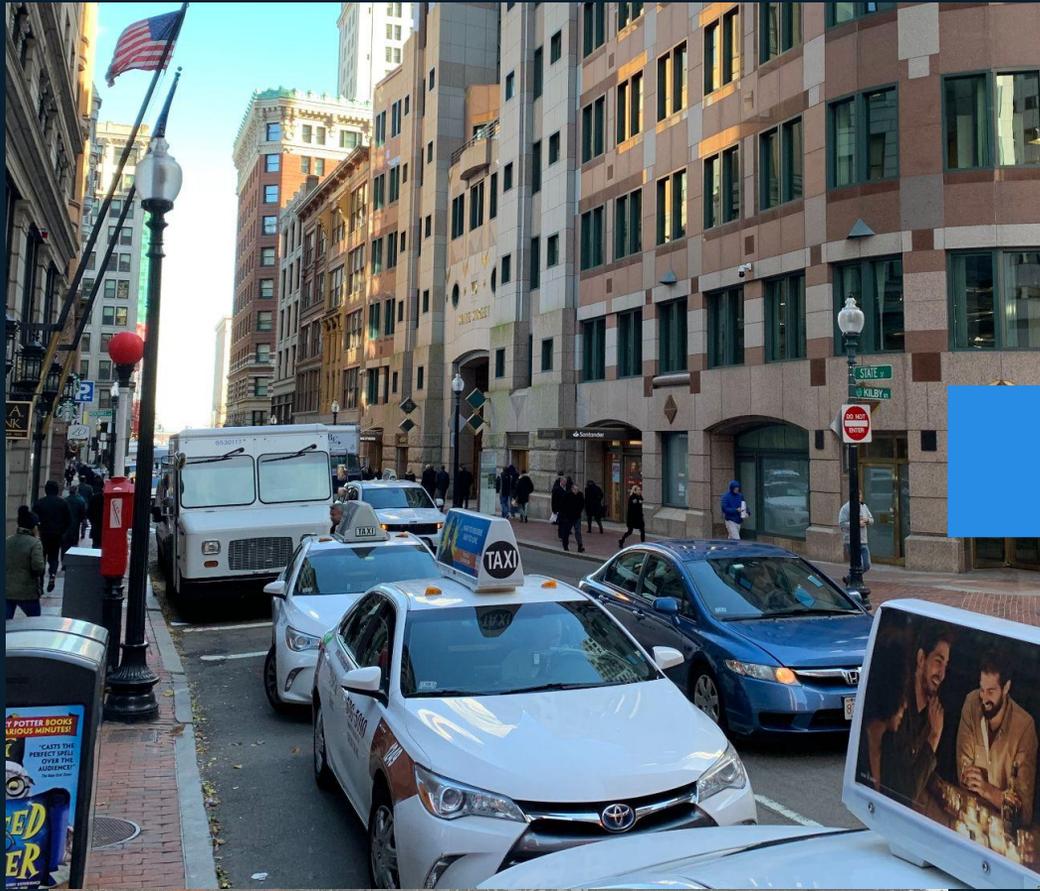
CITYWIDE TRANSPORTATION GOAL: EQUITABLE ACCESS

Building a high-quality transportation system for all



CITYWIDE TRANSPORTATION GOAL: MODE SHIFT

Increasing walking, biking and mass transit



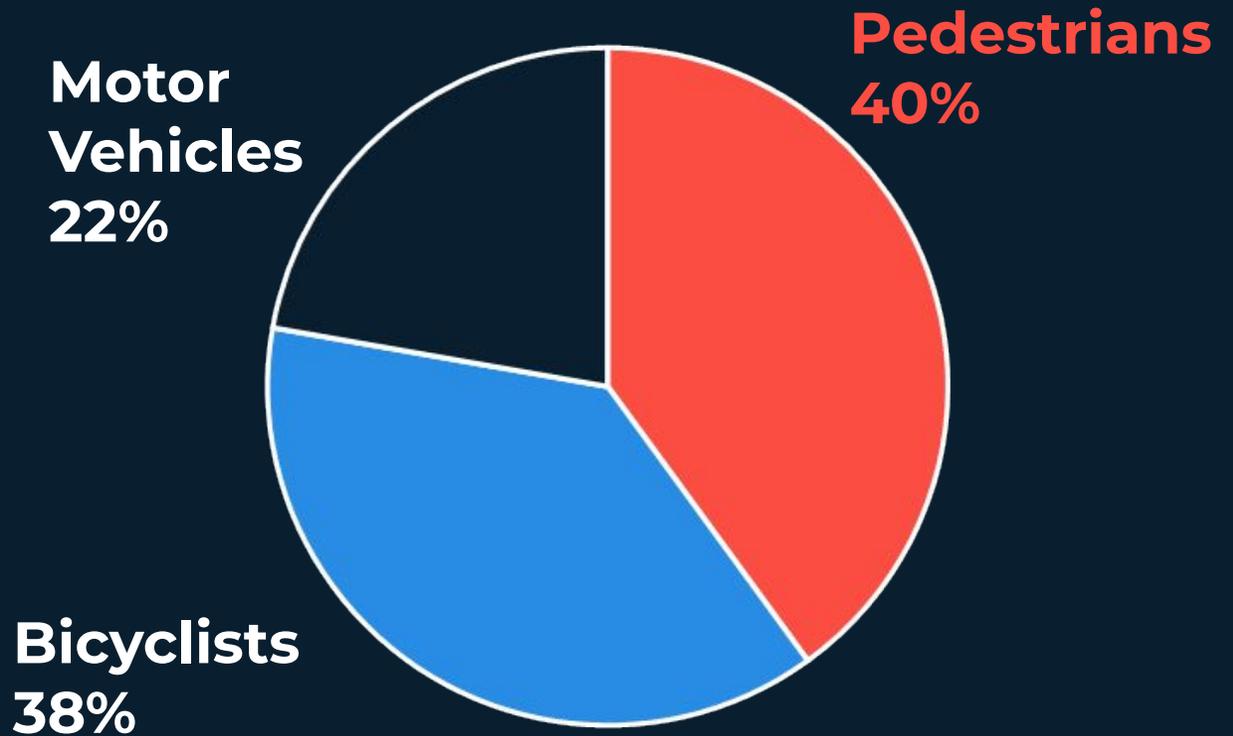
CITYWIDE TRANSPORTATION GOAL: SAFETY

Goal: Zero deaths and serious injuries

City and State sources identify safety issues on State Street:

- **Boston Vision Zero Bicycle High Crash Network Street.**
- **MassDOT identified Pedestrian High Crash Cluster.**

Injury Crashes 2015-2023



Source: Boston Vision Zero

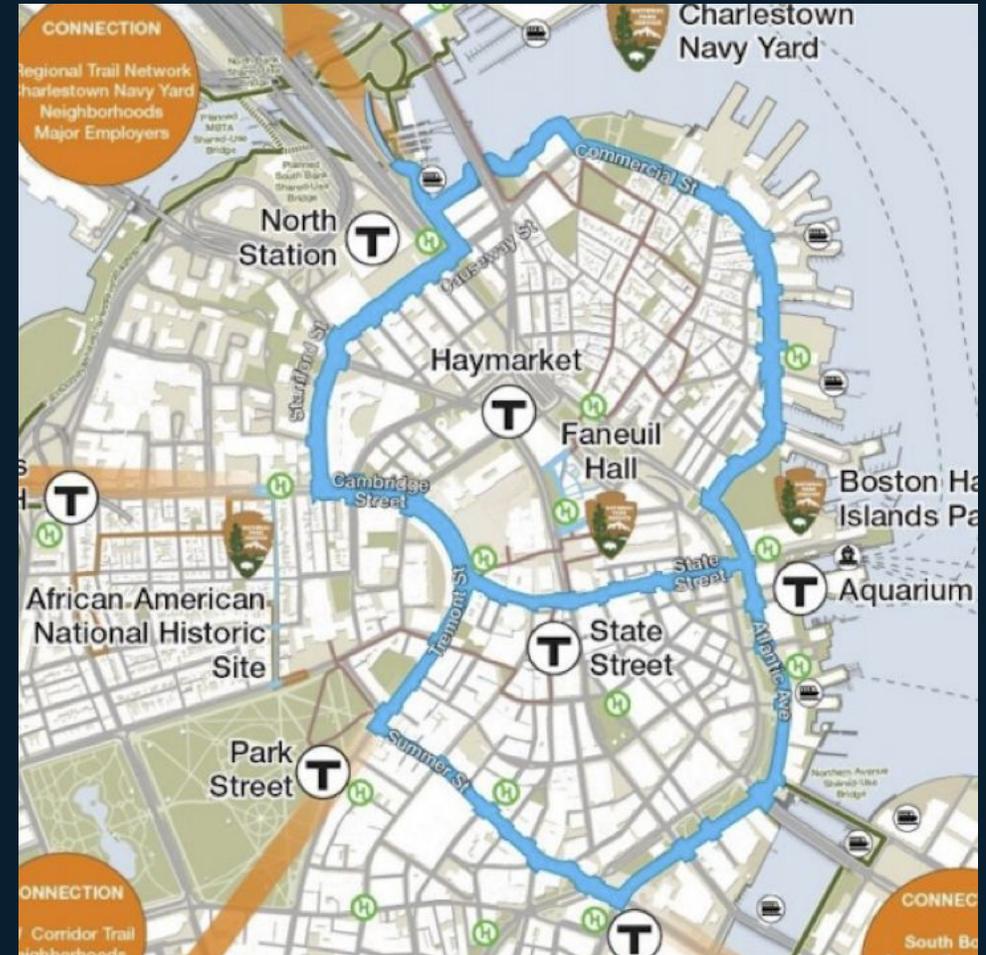
WHY STATE STREET?

State of good repair

- Public Works rebuilds streets throughout Boston on an ongoing basis

Connect Historic Boston

- State Street identified as a key corridor:
 - Improve public realm
 - Create a family-friendly bike route



Connect Historic Boston project map

PUBLIC ENGAGEMENT TO DATE



- Pop-up
- Online survey

- Virtual public meeting
- Online survey

- Design options virtual public meeting
- Pop-up
- Online survey

Conceptual design public meeting

Design update public meeting

2019

2020

2021

2022

2023

2024

Stakeholder meetings (ongoing)

Advisory group meetings

Pilot design installed

TONIGHT'S MEETING

- Share the final design
 - Explain design changes that respond to previous public input
- Areas that still need input:
 - Curb Use Needs
 - Pickup/dropoff zones, short and long-term parking



WHAT WE HEARD FROM YOU

- 1. Create an environment where businesses can thrive**
 - a. A beautiful, world-class street where pedestrians feel safe and comfortable**
 - b. Curb use that matches the needs of the businesses**
- 2. Connect the bicycle network**
- 3. Ensure emergency vehicle access**
- 4. Maintain ability for cars to safely travel roadway**



1 - CREATE AN ENVIRONMENT WHERE BUSINESSES CAN THRIVE

Changes from current pilot design

- Prioritize the pedestrian experience
- Wider sidewalks wherever possible
- Relocate bike lane to create more room for loading
- Fully accessible
- Green infrastructure and landscaping
- Upgraded lighting throughout

Proposed design



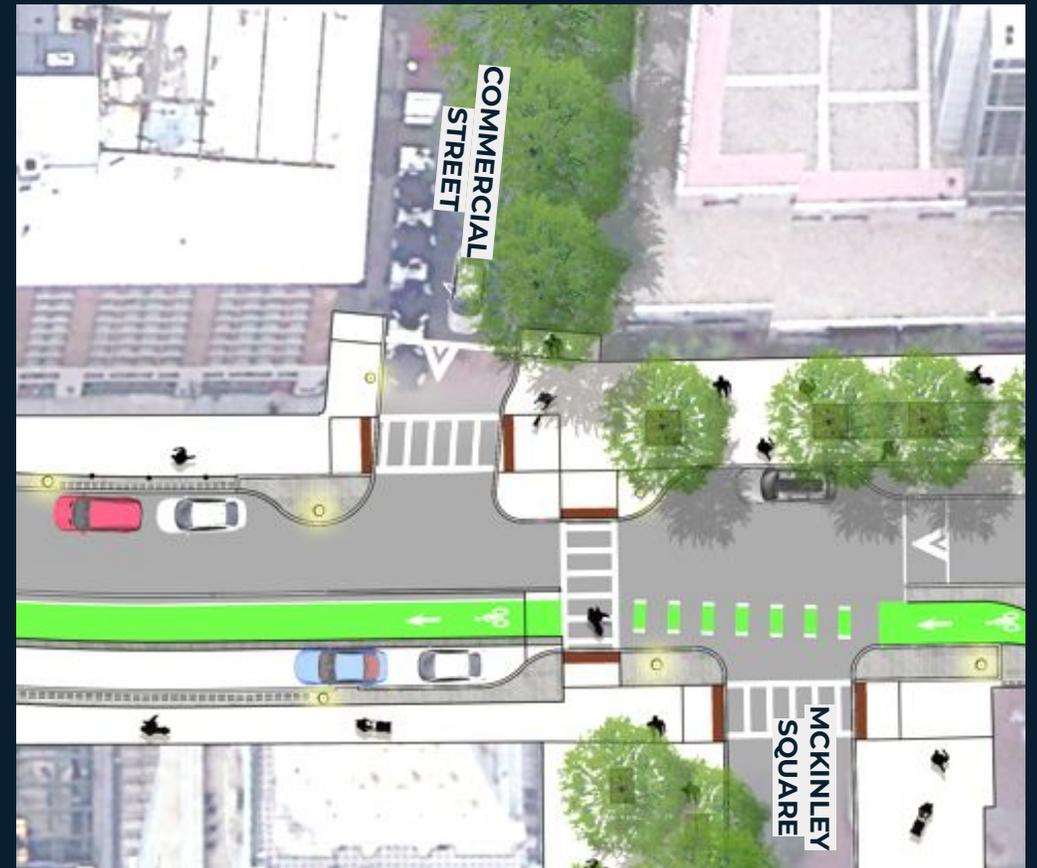
1a - A BEAUTIFUL, WORLD-CLASS STREET WHERE PEDESTRIANS FEEL SAFE AND COMFORTABLE

Maintain from current pilot design

- Single travel lane

Changes from current pilot design

- Reconstruct sidewalks and curb ramps for accessibility
- Safer, more visible crosswalks:
 - 'Daylight' all pedestrian crossings
 - Shorten crossing distances
- Sidewalks level with street for better accessibility and ease of use for strollers and wheelchair users
- Green infrastructure and landscaping
- Upgraded lighting throughout



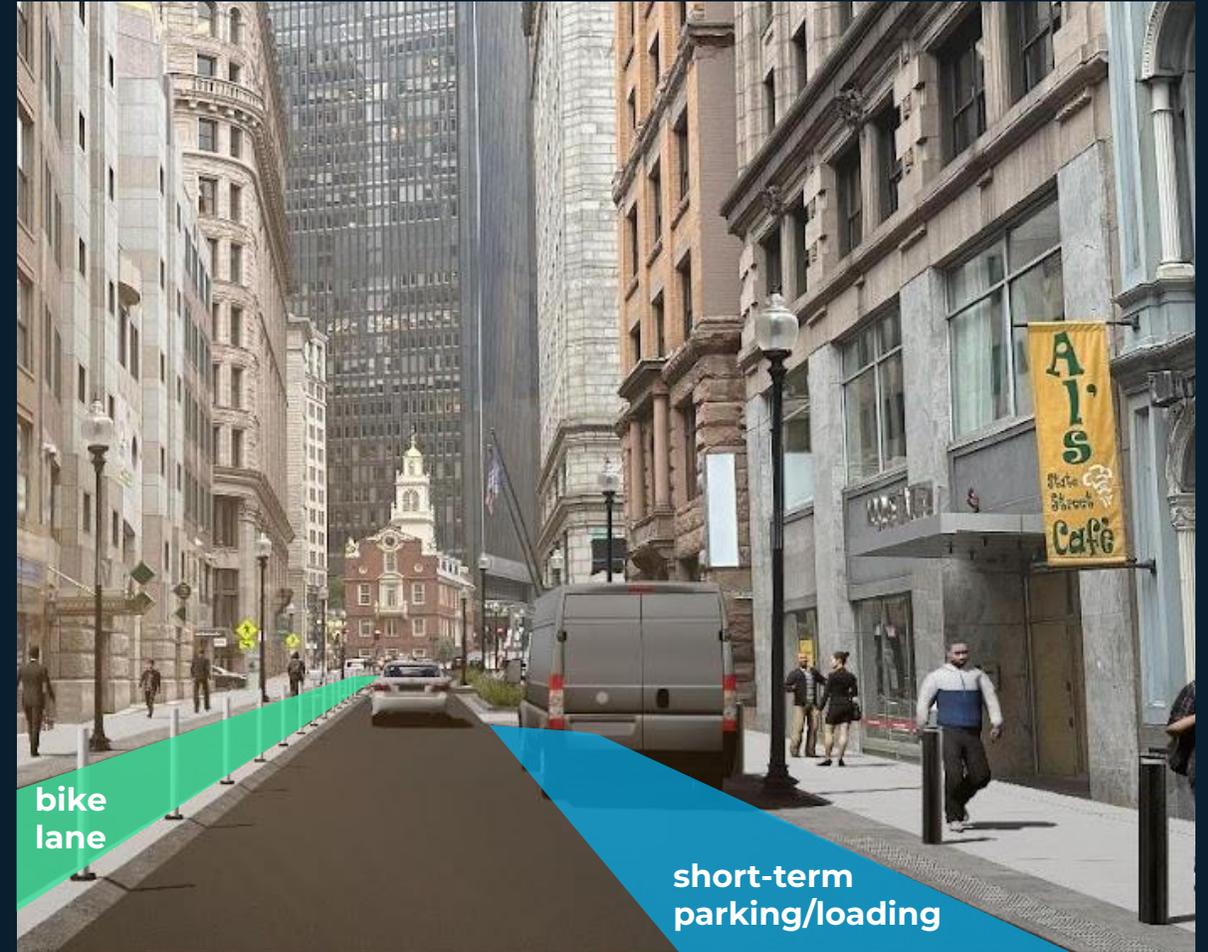
1b - CURB USE THAT MATCHES THE NEEDS OF THE BUSINESSES

Maintain from current pilot design

- Keep parking/loading:
 - South side between Surface Rd and McKinley Square (Harborside Inn)
 - South side at Custom House

Changes from current pilot design

- Bike lane moves to south side
- Add parking/loading:
 - North side between Commercial Street and India Street
 - North side between Broad Street and Chatham Row (Al's)



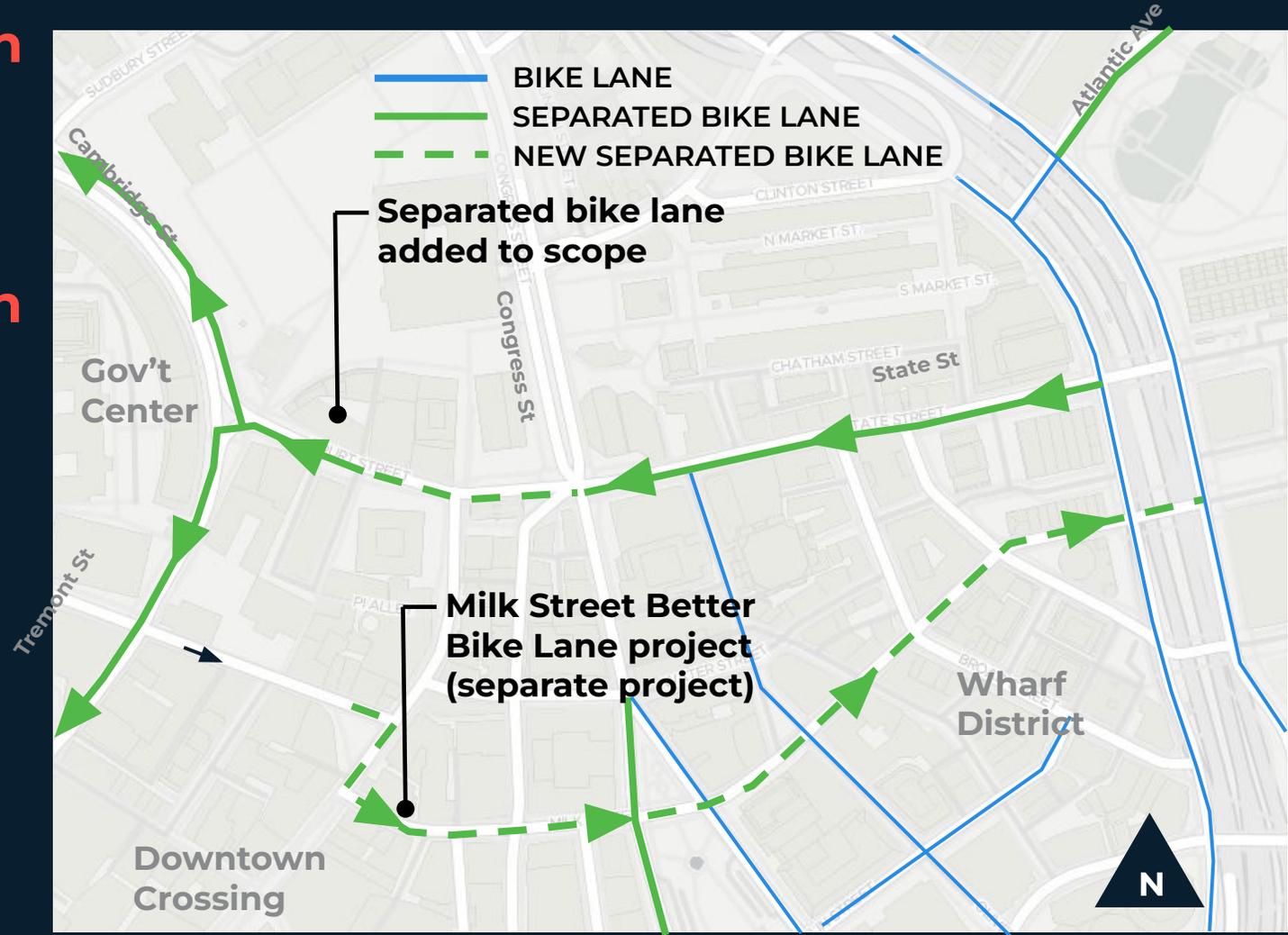
2 - CONNECT THE BICYCLE NETWORK

Maintain from current pilot design

- Separated bike lane

Changes from current pilot design

- The bike lane will be aligned along the south side
- Separated bike lane continues to Gov't Center



3 - ENSURE EMERGENCY ACCESS

- Design includes all standard emergency access features, verified in review
- Emergency vehicles may use the bike lane to bypass traffic

Changes from current pilot design

- Mountable curbs are included where needed to maintain 20 ft emergency access

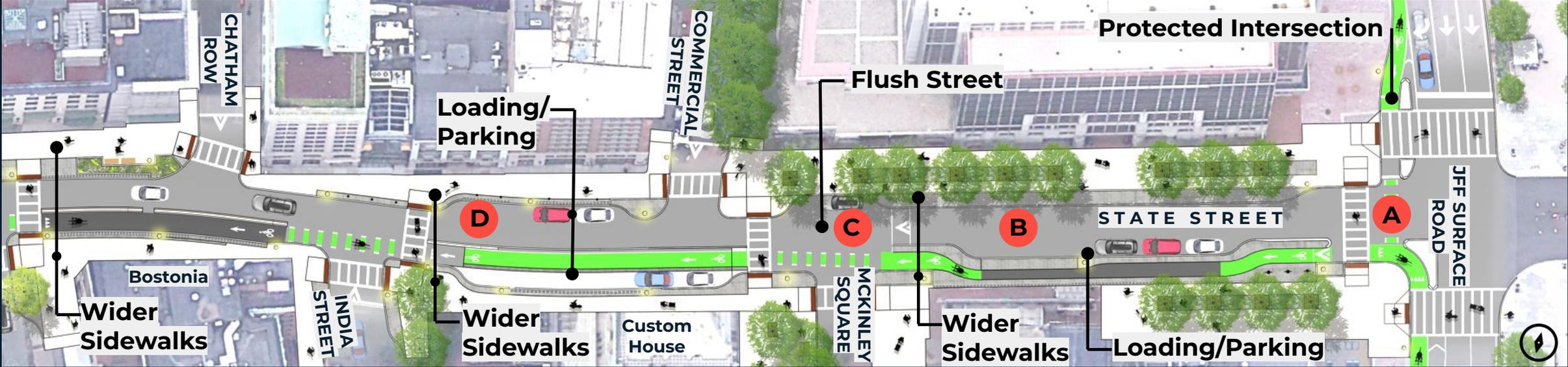


4 - MAINTAIN ABILITY FOR CARS TO SAFELY TRAVEL ROADWAY

- Traffic capacity is governed by the signal at Congress Street and the number of pedestrian crossings, not the number of travel lanes
- Adding an additional lane would reduce pedestrian safety
- The pre-pilot wide, single lane of auto travel created opportunities for unsafe driving



RECOMMENDED DESIGN: ORGANIZED, SLOW, SAFE STATE STREET



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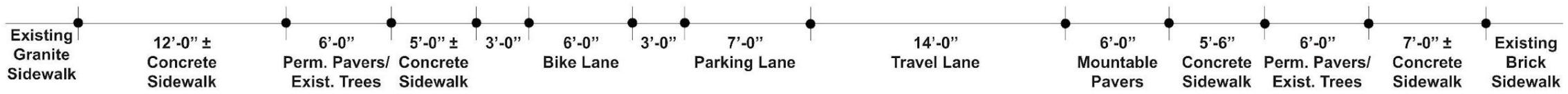
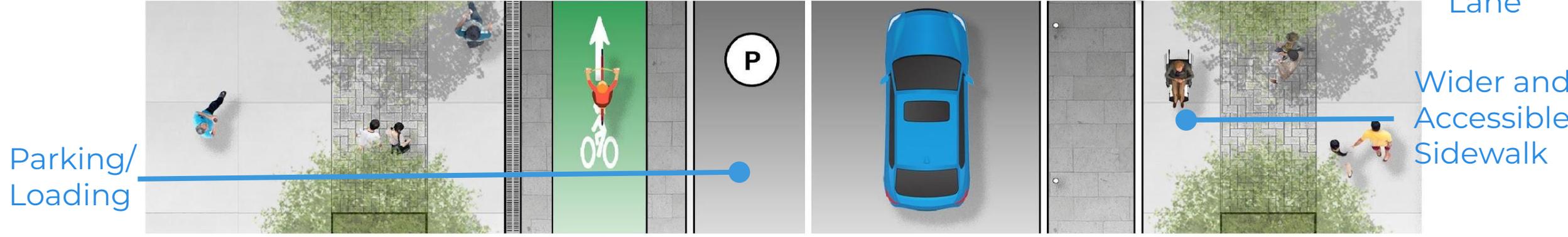


SECTION 1: EXISTING CONDITION NEAR HARBORSIDE INN



EXISTING
CONDITION

SECTION 1: RECOMMENDED DESIGN NEAR HARBORSIDE INN



PROPOSED CONDITION

SECTION 2: EXISTING CONDITION NEAR BOSTONIA PUBLIC HOUSE



EXISTING
CONDITION

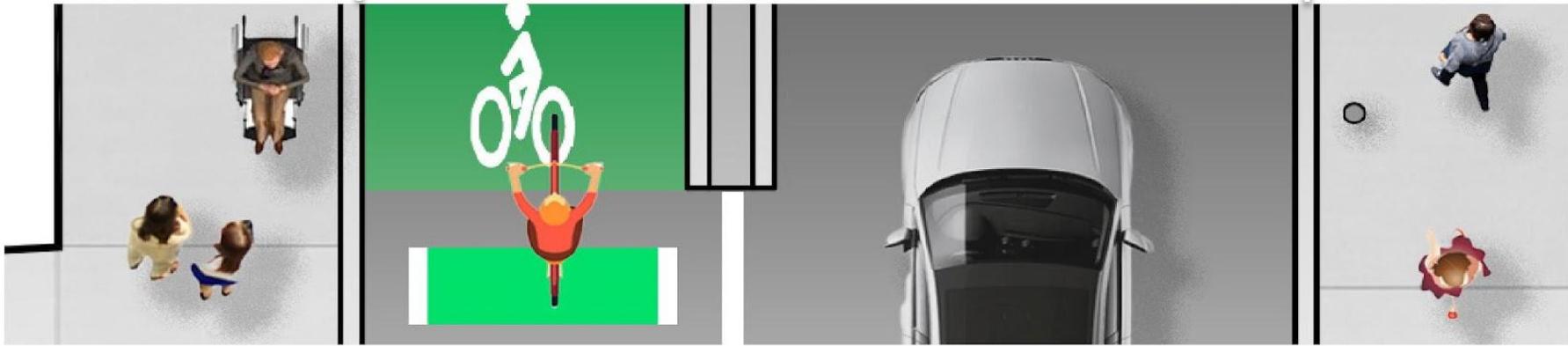
SECTION 2: RECOMMENDED DESIGN NEAR BOSTONIA PUBLIC HOUSE



Wider and Accessible Sidewalks

Separated Bike Lane

Single Travel Lane



**PROPOSED
CONDITION**

6'-0" (Min.)
Concrete
Sidewalk

7'-6"
Bike Lane

2'-0"
Mountable
Buffer

12'-0"
Travel Lane

6'-0" (Min.)
Concrete
Sidewalk

SECTION 3: EXISTING CONDITION NEAR AL'S & DUNKIN' DONUTS



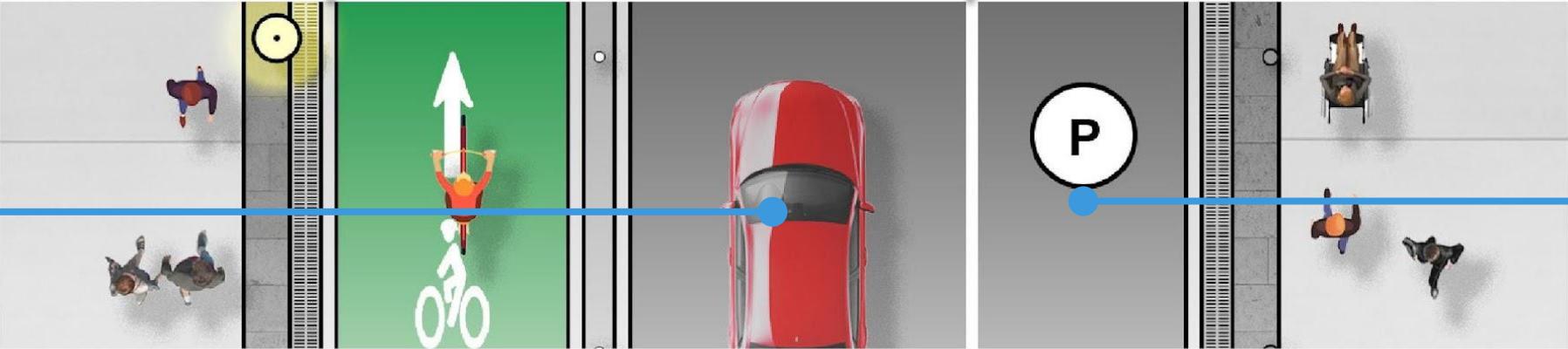
EXISTING
CONDITION

SECTION 3: RECOMMENDED DESIGN NEAR AL'S & DUNKIN' DONUTS



Separated Bike Lane

Wider and Accessible Sidewalk



Single Travel Lane

Parking/Loading

PROPOSED CONDITION



SECTION 4: EXISTING CONDITION APPROACHING CONGRESS STREET



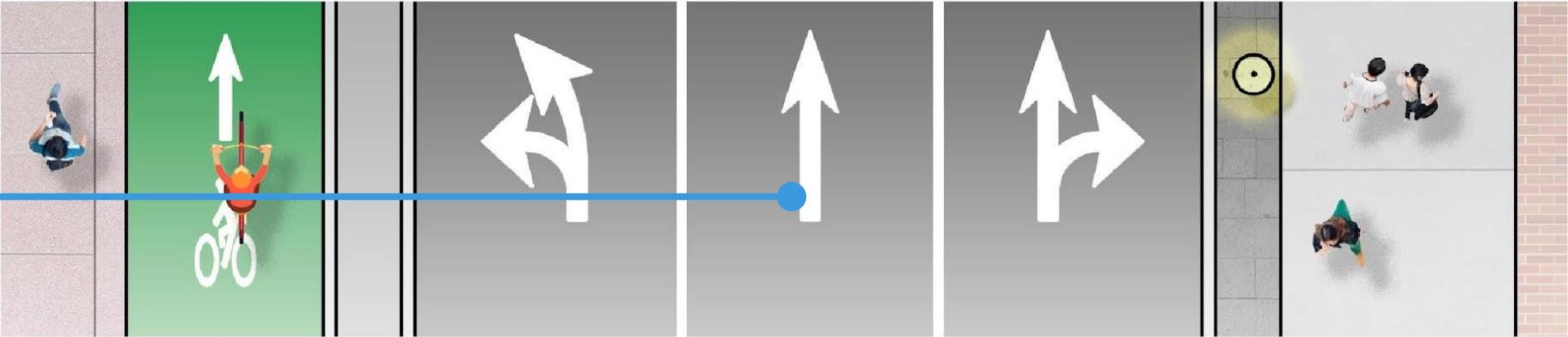
EXISTING
CONDITION

SECTION 4: RECOMMENDED DESIGN APPROACHING CONGRESS STREET



Separated Bike Lane

Wider and Accessible Sidewalk

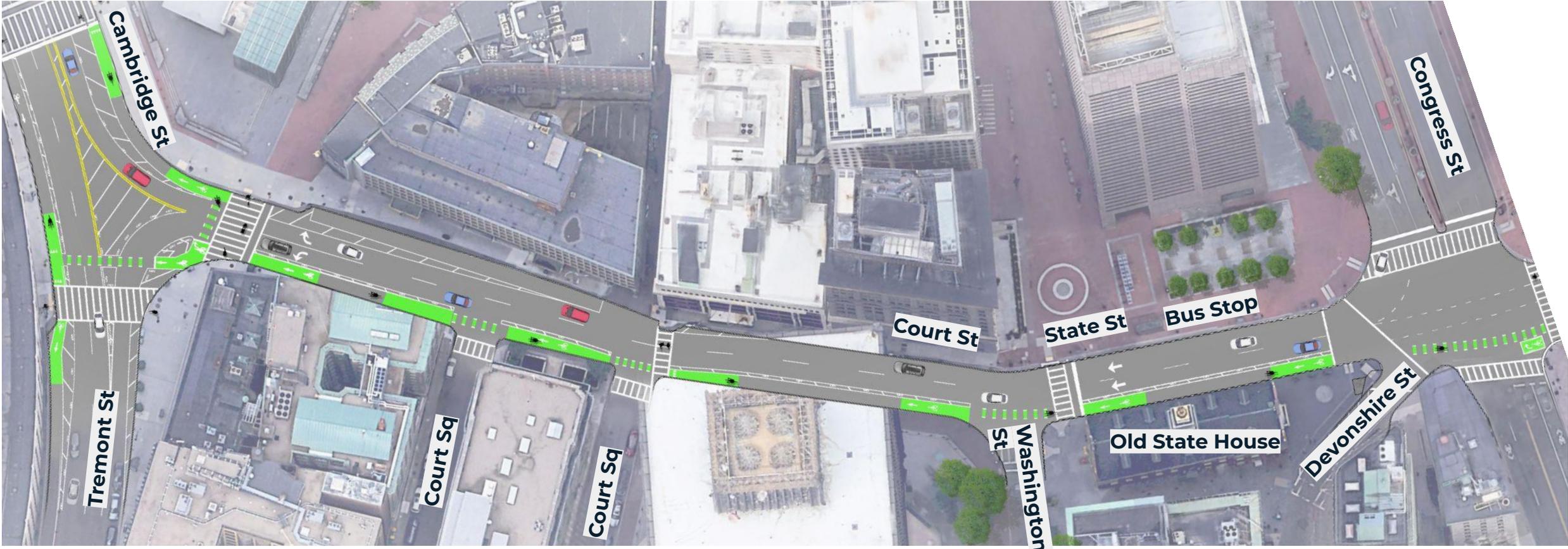


Three Approach Travel Lanes

**PROPOSED
CONDITION**

- Existing Granite Sidewalk
- 7'-6" Bike Lane
- 3'-6" (Min.) Concrete Island
- 10'-0" Travel Lane
- 10'-0" Travel Lane
- 10'-0" Travel Lane
- 3'-0" Furnishing Zone
- 10'-0" ± Concrete Sidewalk
- Existing Brick Sidewalk

RECOMMENDED DESIGN: CONGRESS STREET TO GOVERNMENT CENTER



**PROPOSED
CONDITION**

In this section, we will: repave the roadway, improve ramps where needed, and install a separated bike lane on the south side of State and Court Street. Unlike State Street from Surface Road to Congress Street, this is *not* a full reconstruction.

TENTATIVE PROJECT SCHEDULE

Final Design.....SUMMER 2024
Advertise for Construction..... FALL 2024
Construction Completion..... END OF 2026
Estimated Construction Cost..... \$8.7 M



STATE STREET: A SAFE STREET DESIGNED FOR ALL USERS



REIMAGINING STATE STREET

- Questions on final design?
- Input on curb management?

BOSTON.GOV/STATE-STREET

For More Information:

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