

RUGGLES STREET RECONSTRUCTION

TREMONT STREET TO WASHINGTON STREET

AUGUST 23, 2018



CITY *of* **BOSTON**
Martin J. Walsh, Mayor

WELCOME AND INTRODUCTION: Meeting Agenda

Welcome and Introduction 5 Minutes

May 2018 Meeting Feedback and Responses
25 Minutes

Open House 60 Minutes

- Visit Stations
- Provide Feedback

WELCOME AND INTRODUCTION: Project Team



Zach Wassmouth, Project Manager
Public Works Department



Boston Transportation Department



Boston Parks and Recreation



Boston Planning and Development Agency



Boston Housing Authority



Boston Arts and Culture Department



Boston Department of Neighborhood Development

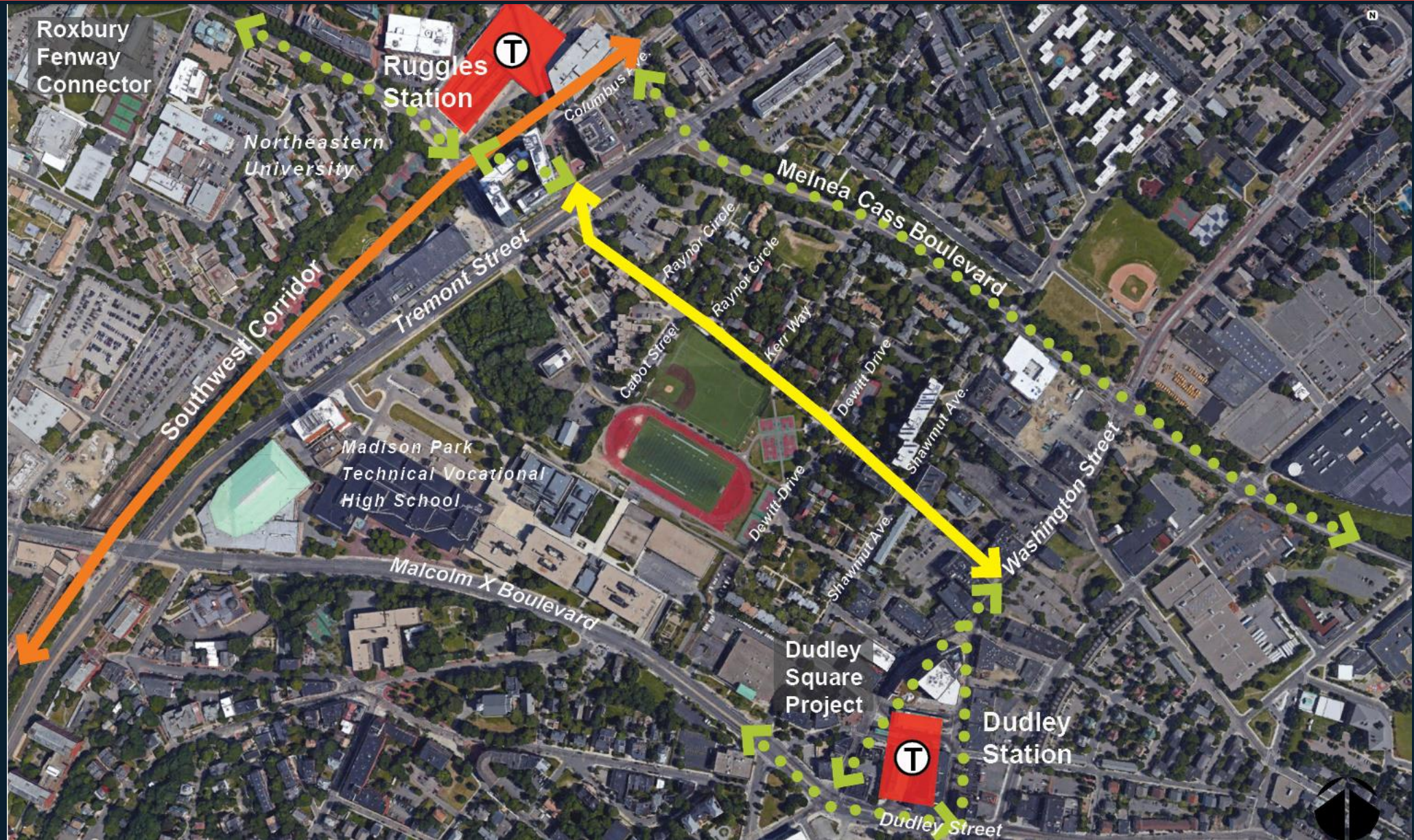


Boston Disabilities Commission

PROJECT PURPOSE

- **Create a Safe and Complete Neighborhood Street**
 - **Safe and Attractive Walking Environment**
 - **Comfortable Bicycling for All Ages and Abilities**
 - **Walking and Bicycling Connections to Neighborhood Gathering Places, Ruggles/Dudley Stations, SW Corridor**
 - **Calm Traffic**
 - **Improve Lighting and Landscaping**

RUGGLES STREET: Neighborhood Connectivity



BALANCING OPPORTUNITIES AND INTERESTS

- Pedestrians
- Bikes
- Transit
- Cars
- Green Space



Summary of Responses to Ruggles St. Design Concepts



May 16th Open House

Discussions at Open House stations;

24 Completed Surveys

- 11 mailed/handed in
- 13 completed online

Letter signed by 82 Residents

1. PREVIOUS PLANS FOR RUGGLES STREET?



Shill & Lee
architecture and urban design
PRIVATE PARCEL IMPROVEMENTS - 1 VIEW



Ruggles Corridor Design Study
Whittier Choice Neighborhood

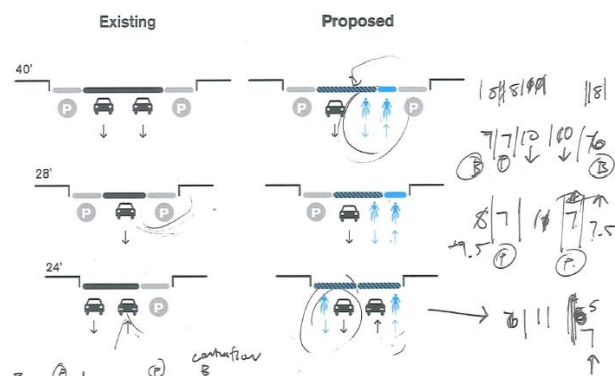


2 Dewitt - Shawmut

3 Shawmut - Washington

10' CFBL
8' SBLM
P SBLM

40' 7.5' 7' 11' 7' 7.5'
28'
24'



We have incorporated all feasible design ideas into the current alternatives.

SUMMARY OF PUBLIC COMMENTS

Vote for your Preferred Option

Option One:

- Please consider one way with some parking. There's room. might have to eliminate one of the bike lanes.
- Sidewalk does not work for street trees. Must be 9' (8' in a pinch)

Option Two:

- ● ● ●
- As long as free parking will be provided for the spaces that were taken (with signs to notify)

Other Option -- Please Provide Feedback! ● ● ● ● ●

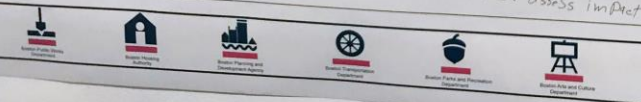
This comment applies to all. This is a demand for parking and will get away. Reducing it only facilitates residential development. The proposed design that provides more play.

Raised intersection @ Shawmut? Lots of students cross here!

Delay Bixi Announcements on 1/2 side?

This street does not need a bike lane. It is not a major throughway, a lane is just for aesthetics. The 17 spaces must stay!

New Plan to route car traffic & bike traffic. Assess impact & neighborhood.

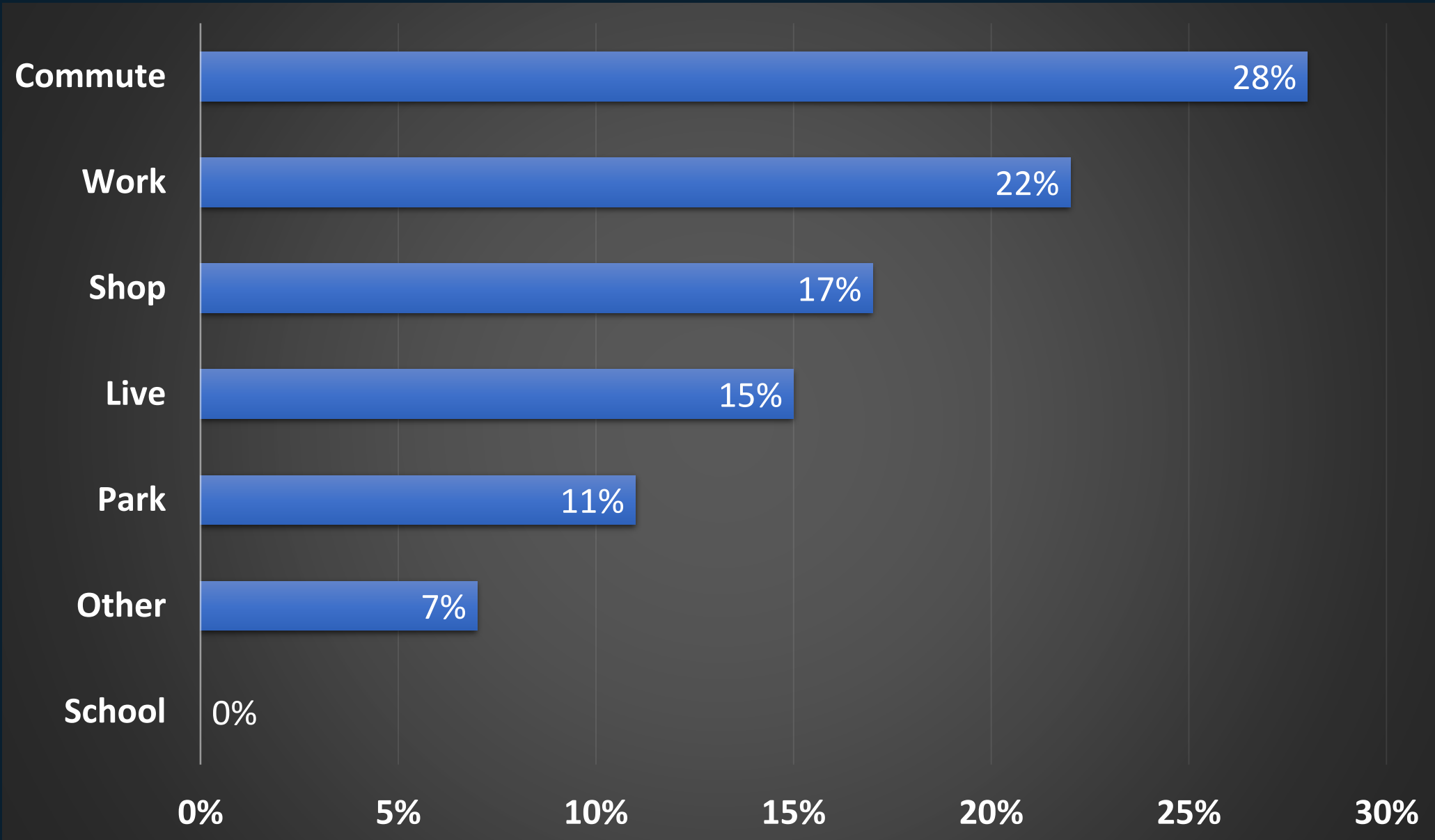
 **City Of Boston**
Martin J. Walsh, Mayor **B**



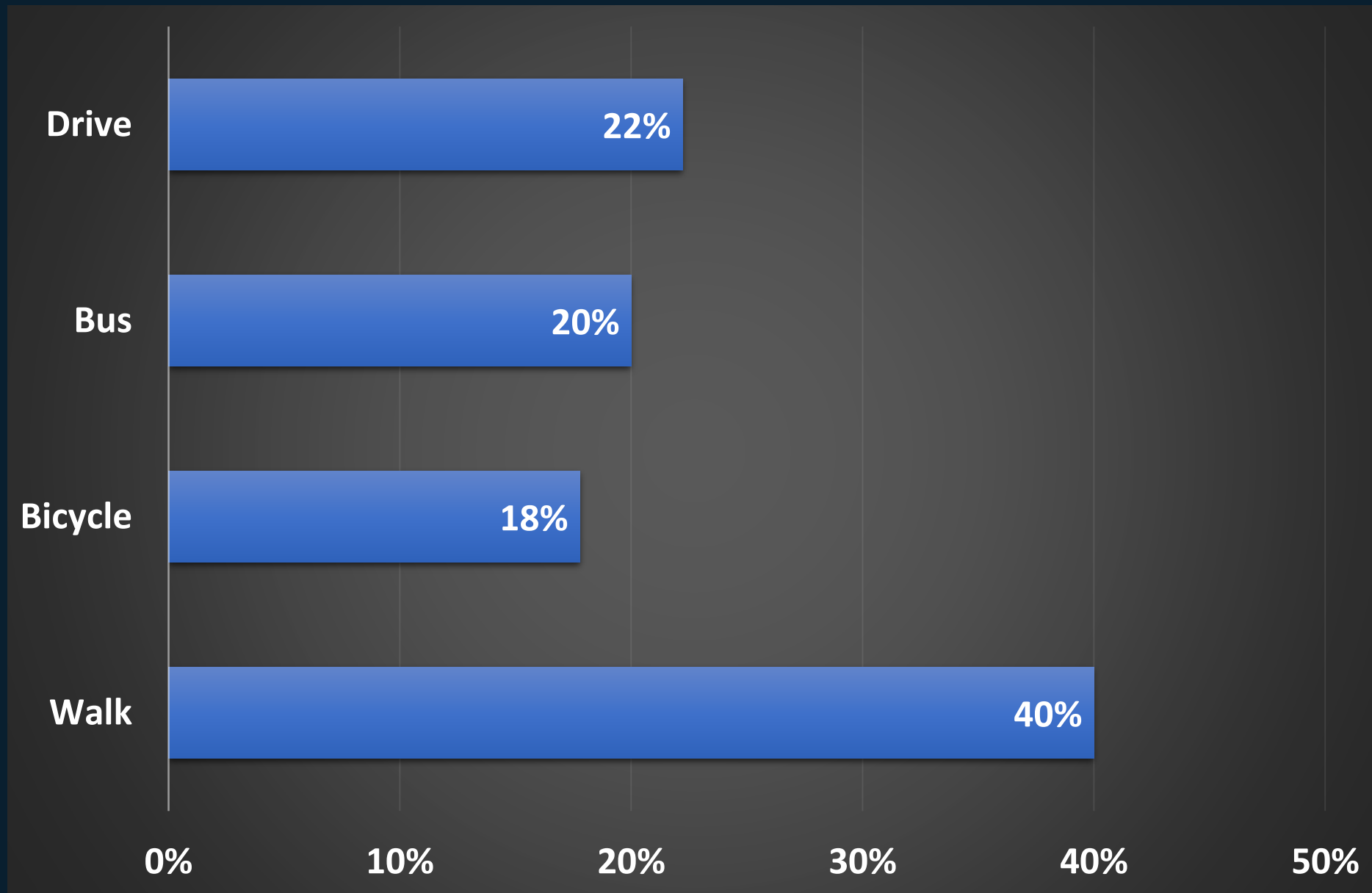
Letter Signed by 82 Residents

- **Improve Traffic Calming**
- **Increase Frequency and Visibility of Crosswalks**
- **Incorporate Public Art and Place-making Features**
- **Increase Seating Areas along Ruggles Street**
- **Improve Safety and Security (Lighting)**

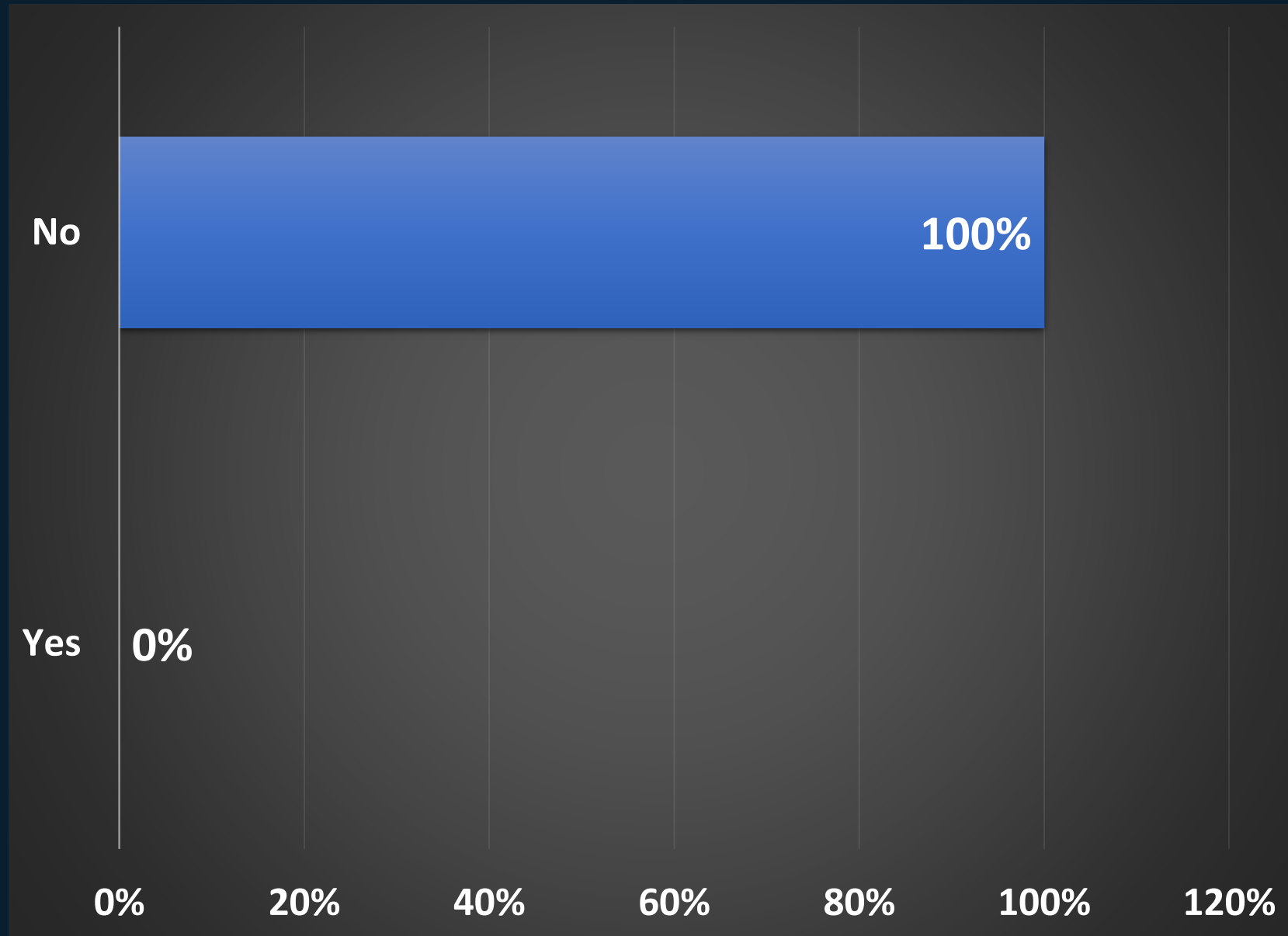
My Interest in Ruggles Street (Check all that apply)



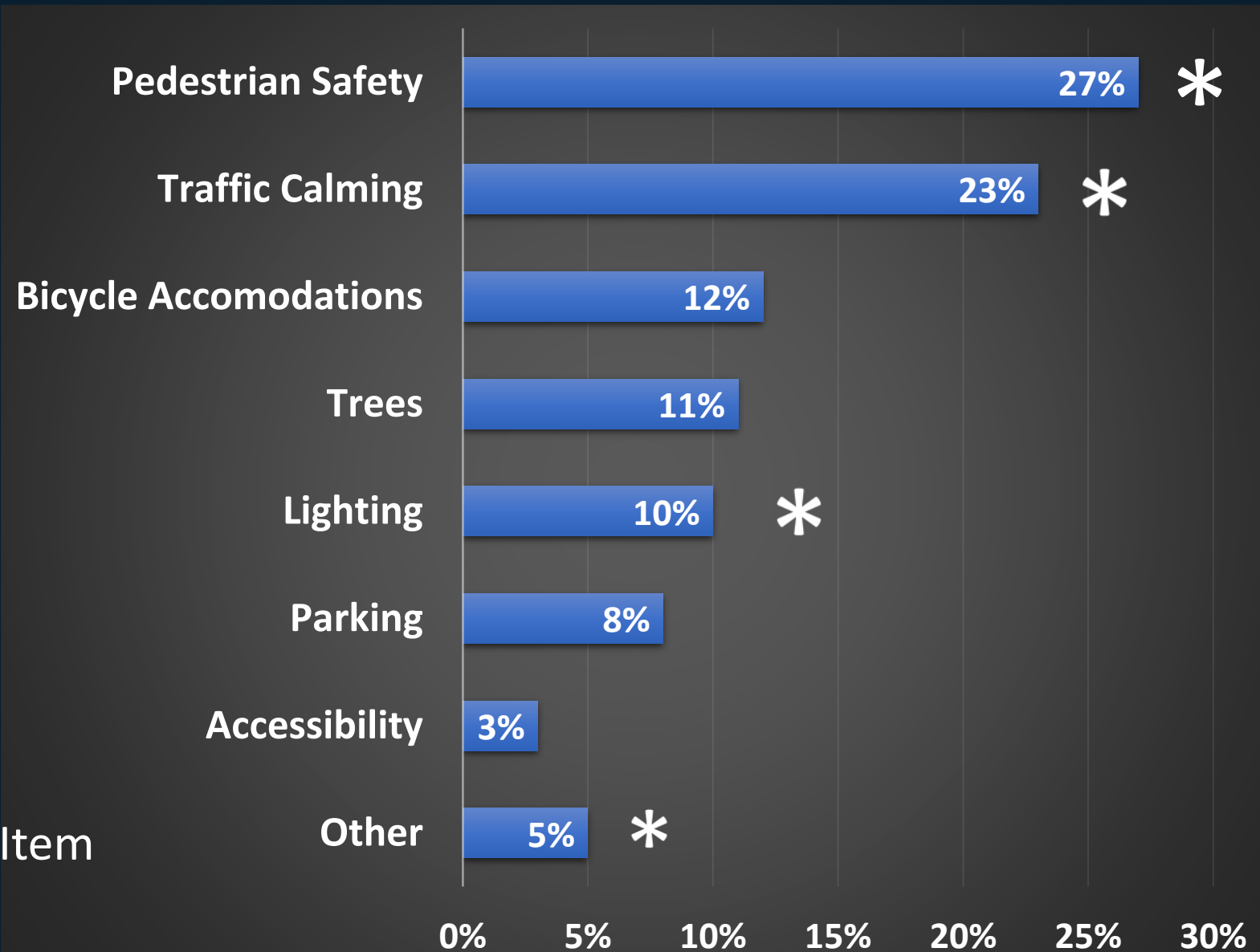
How do you Travel along Ruggles Street (Check all that apply)



Do you Regularly Park a Vehicle on Ruggles Street?



Most Important Design Elements



* Residents Letter Item

PEDESTRIAN SAFETY and TRAFFIC CALMING



Tighter Curb Radii



**Curb Extensions
Raised Crosswalk
Narrowed Travel Lanes**



Raised Intersection

BICYCLE ACCOMMODATIONS



Protected Contra Flow Bike Lane
Raised Bike Crossings



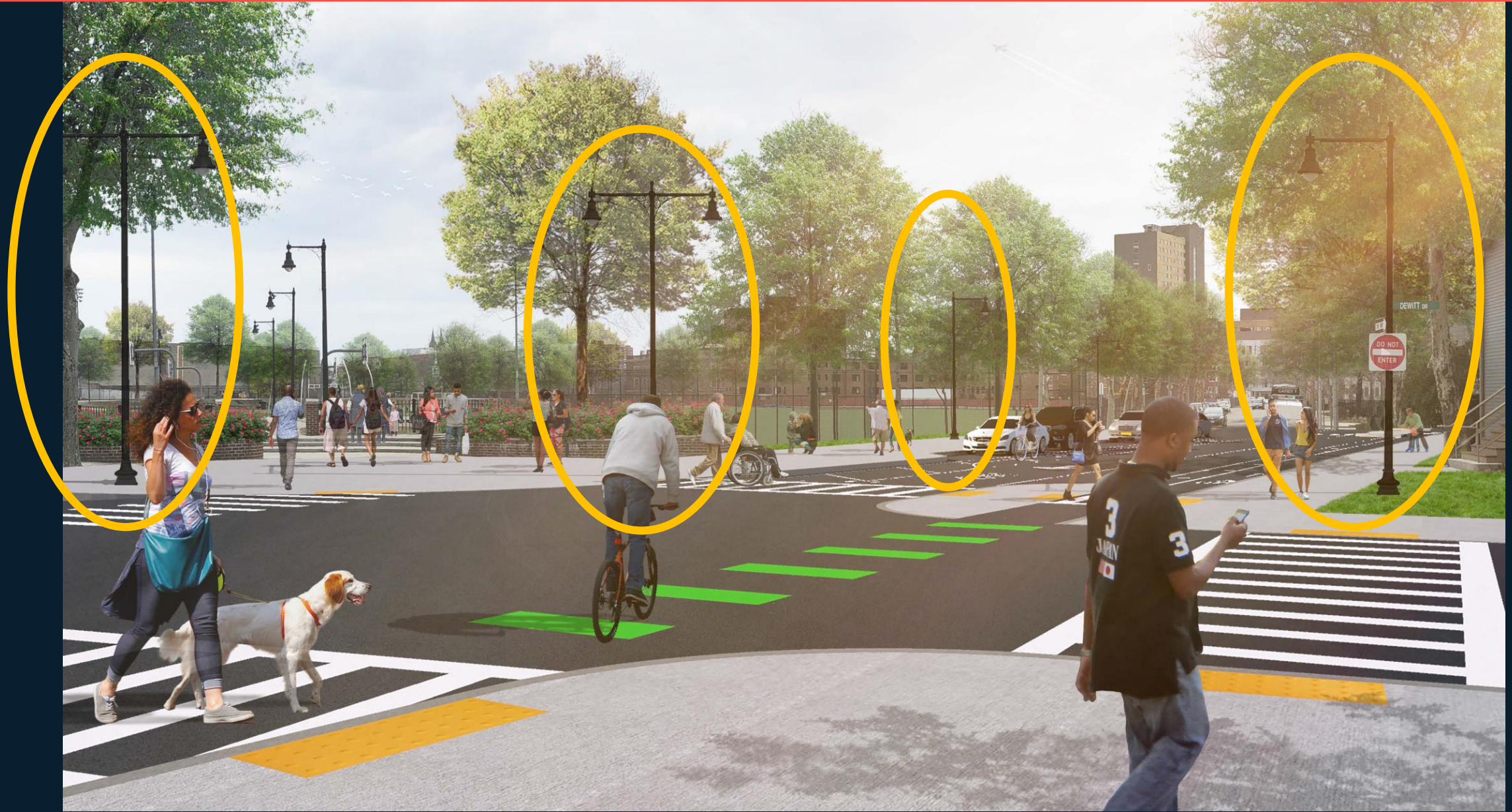
Protected Bike Lanes
Bike Lanes
Sharrows
Bike Box

STREET TREES



**Wider Sidewalk along the Church and Park Frontage to
Protect Trees
Improved Street Tree Planting in Other Areas**

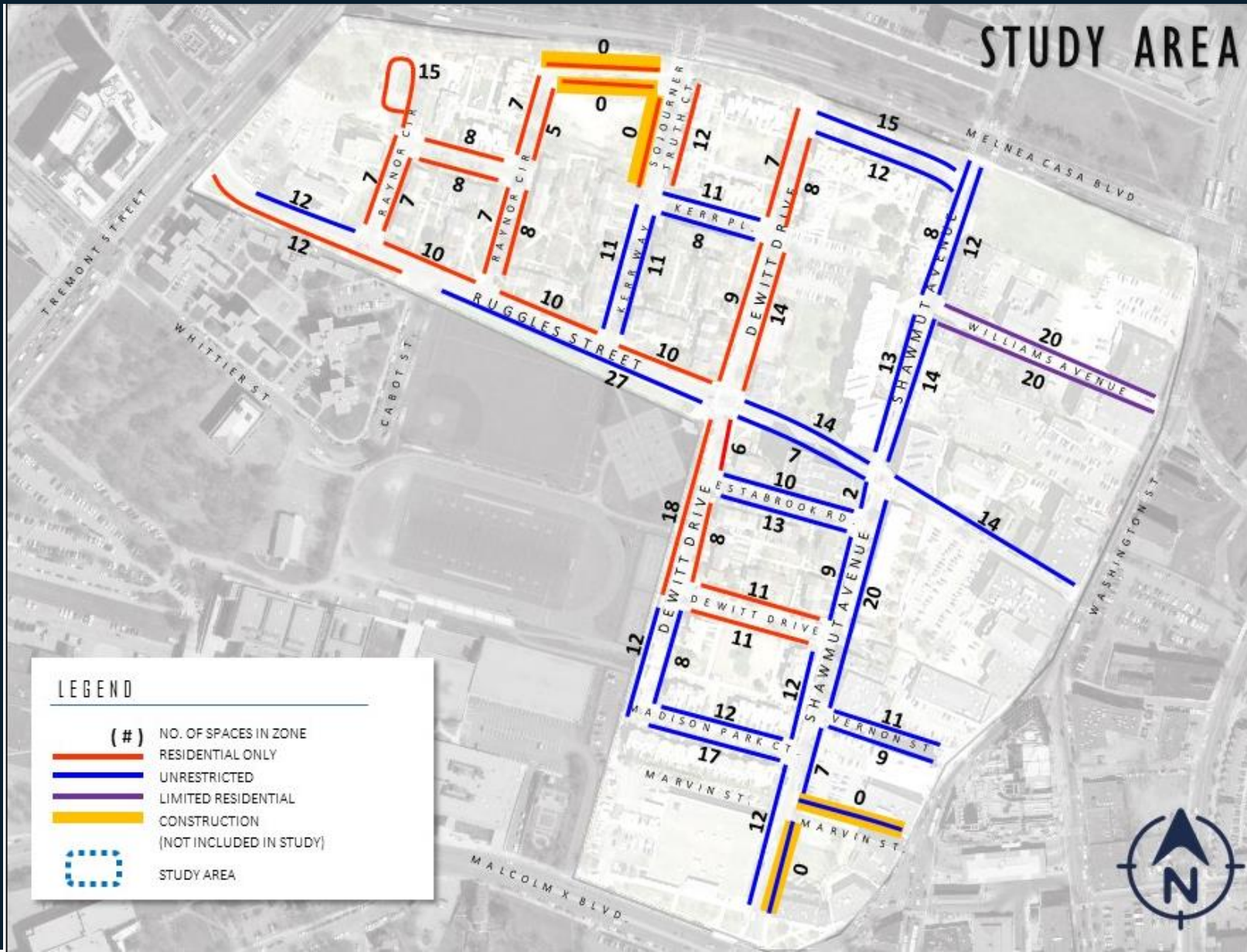
LIGHTING (Public Safety)



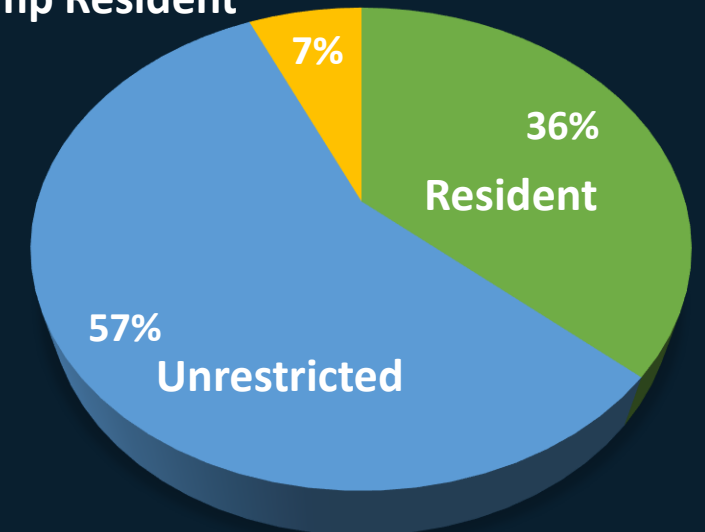
Parking Utilization Results

Recommended Parking Zone Adjustment

Parking Utilization Survey Results: On-Street Parking

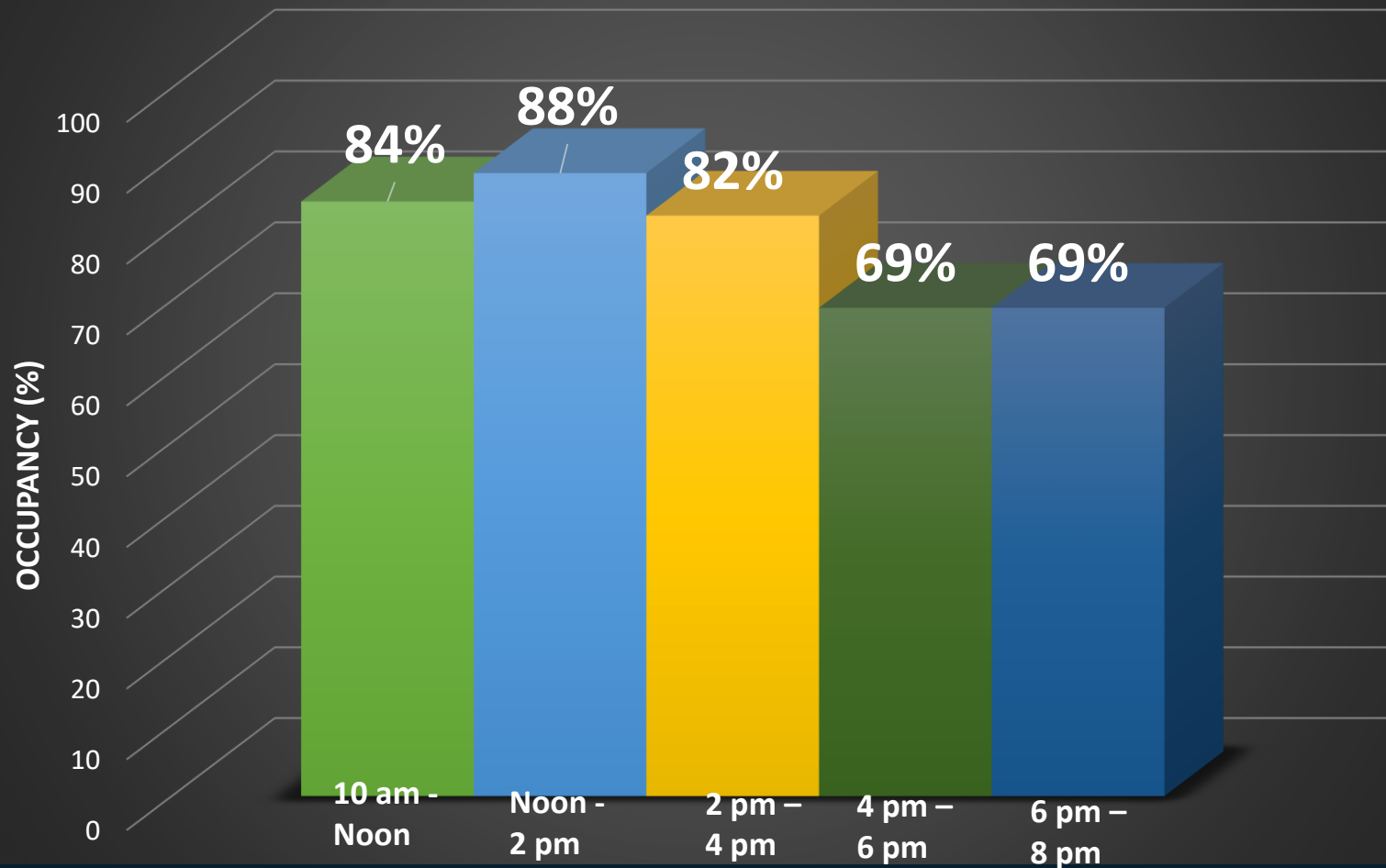


Parking Spaces by Type
Temp Resident



Parking Utilization Survey Results

Unrestricted Zone Parking Occupancy

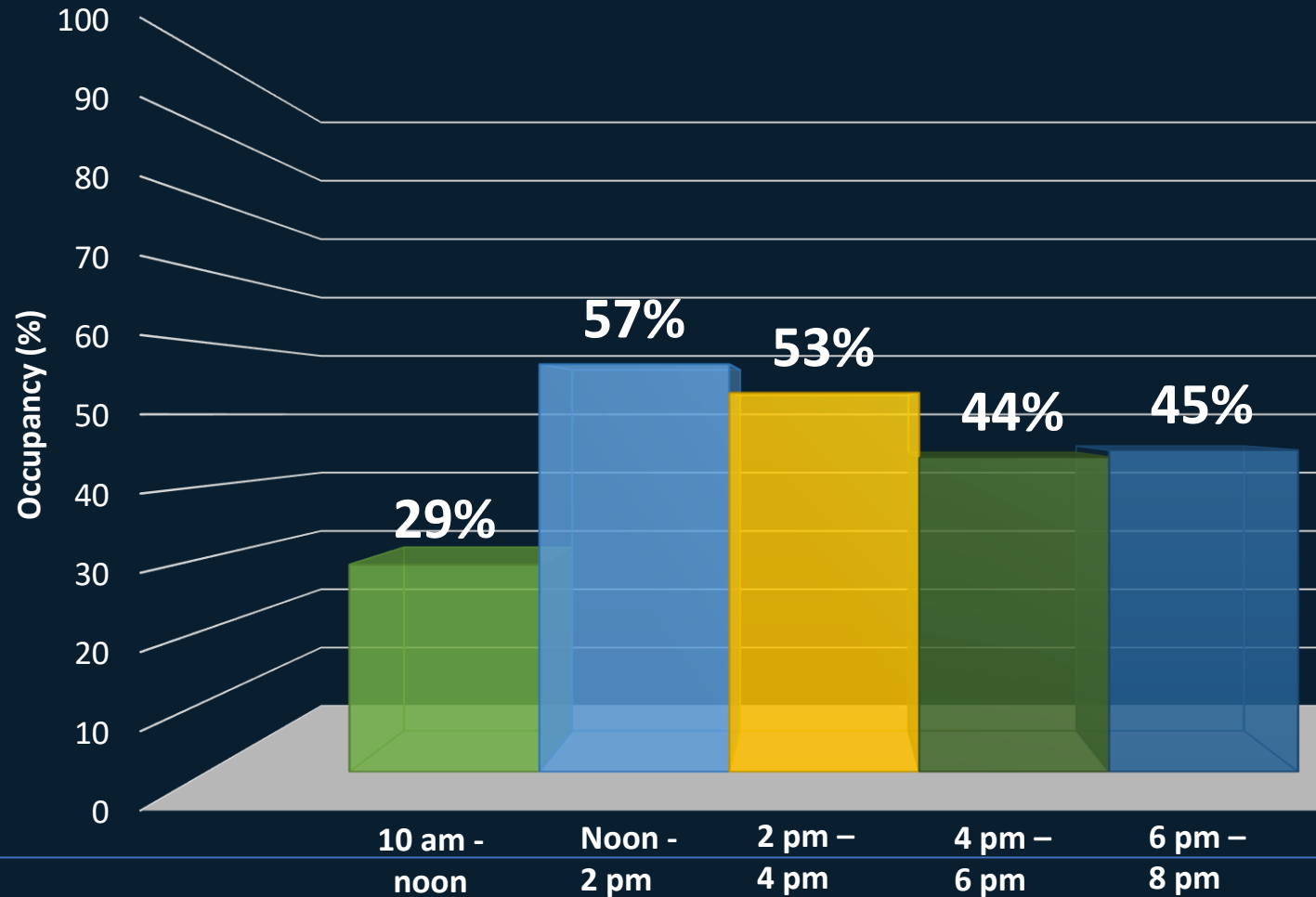


Peak: Noon- 2PM
Average AM: 85%
Average PM: 69%

June 12, 2018

Parking Utilization Survey Results

Resident Parking Zone Occupancy

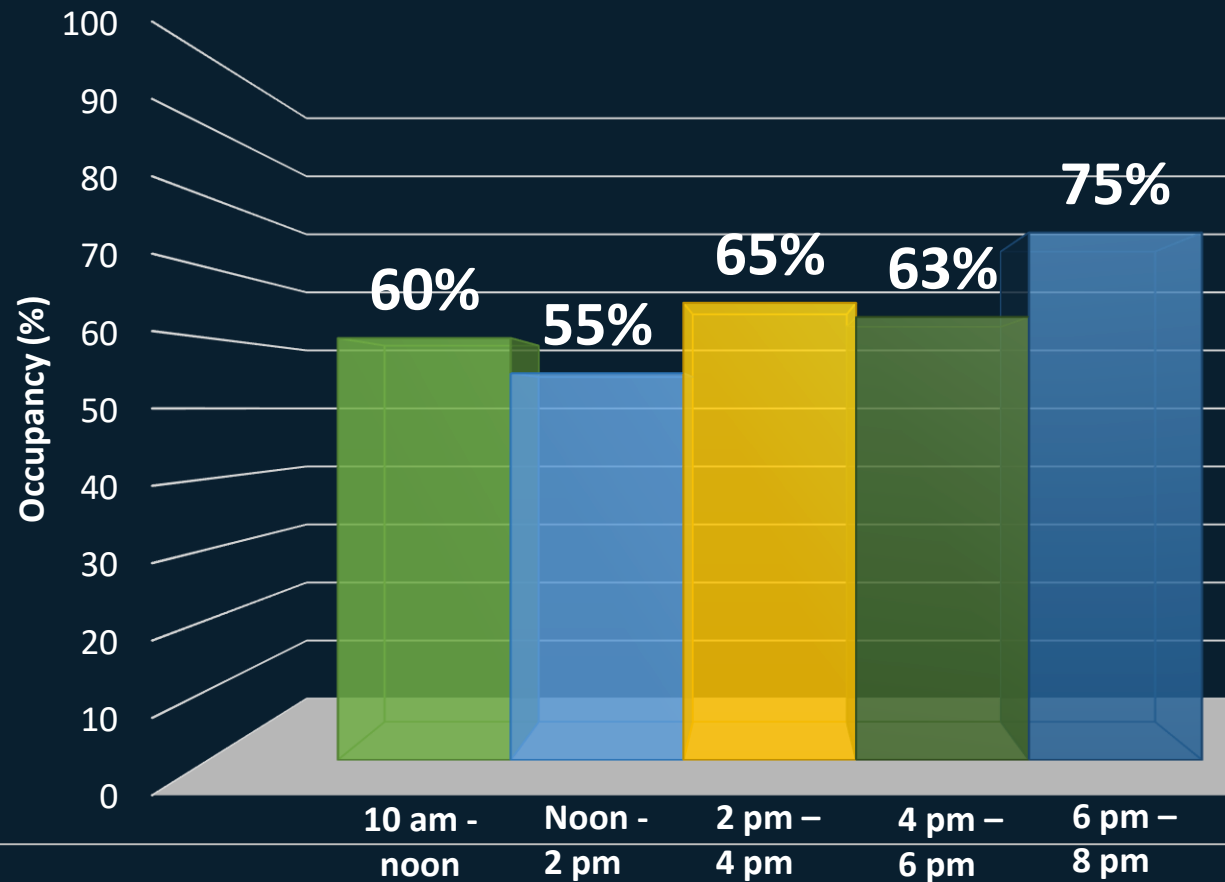


Peak: Noon- 2PM
Average AM: 46%
Average PM: 45%

June 12, 2018

Parking Utilization Survey Results

Limited Resident Parking Zone Occupancy



Peak: 6 PM – 8PM
Average AM: 60%
Average PM: 69%

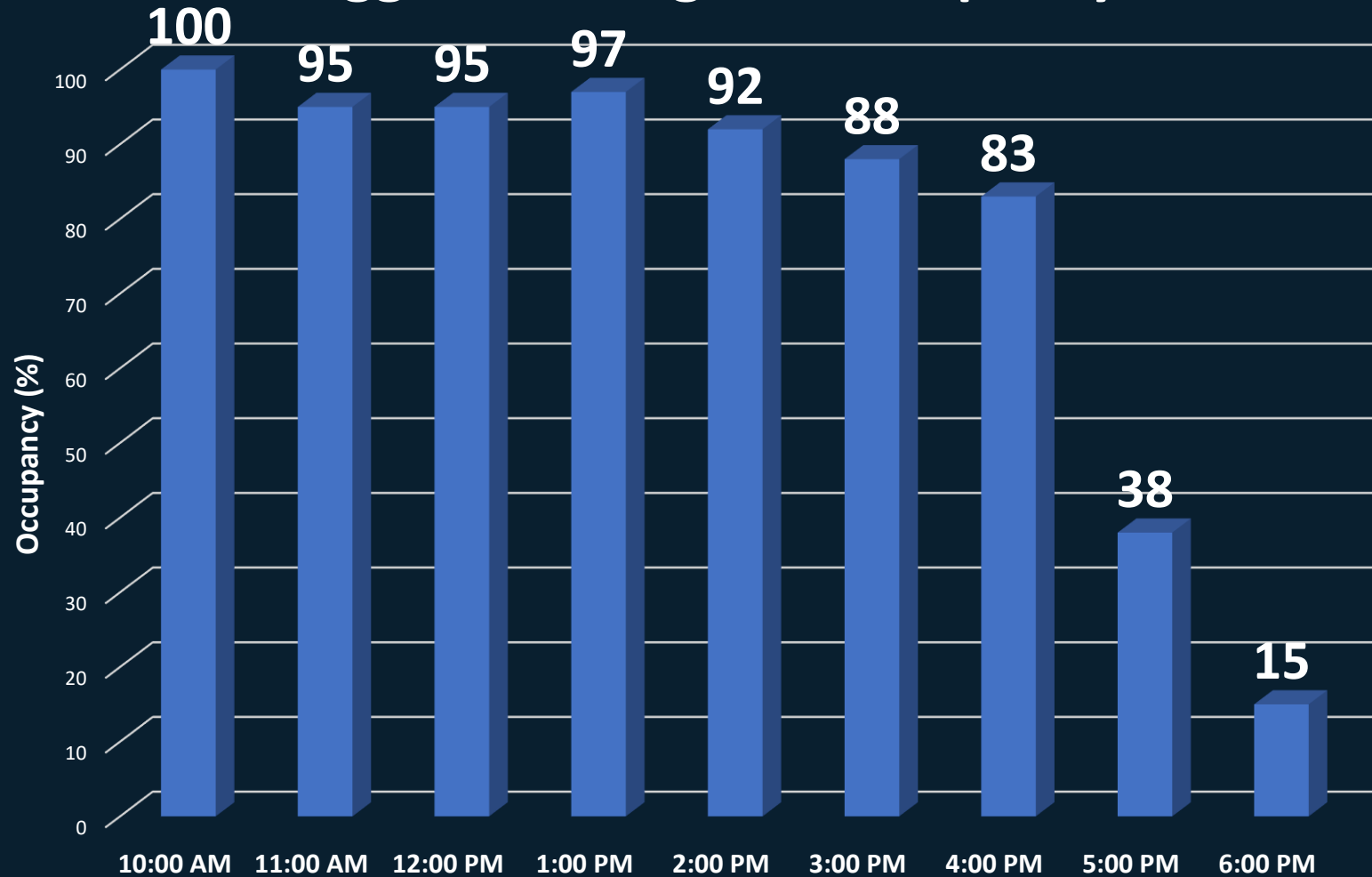
June 12, 2018

License Plate Inventory Results

66% of cars parked on
the street are from out
of Roxbury Zip Codes

Ruggles Municipal Lot Utilization Survey Results

Ruggles Parking Lot Occupancy



Peak: 10 AM
Average AM: 93%
Average PM: 27%

July 19, 2018

ACCESSIBILITY



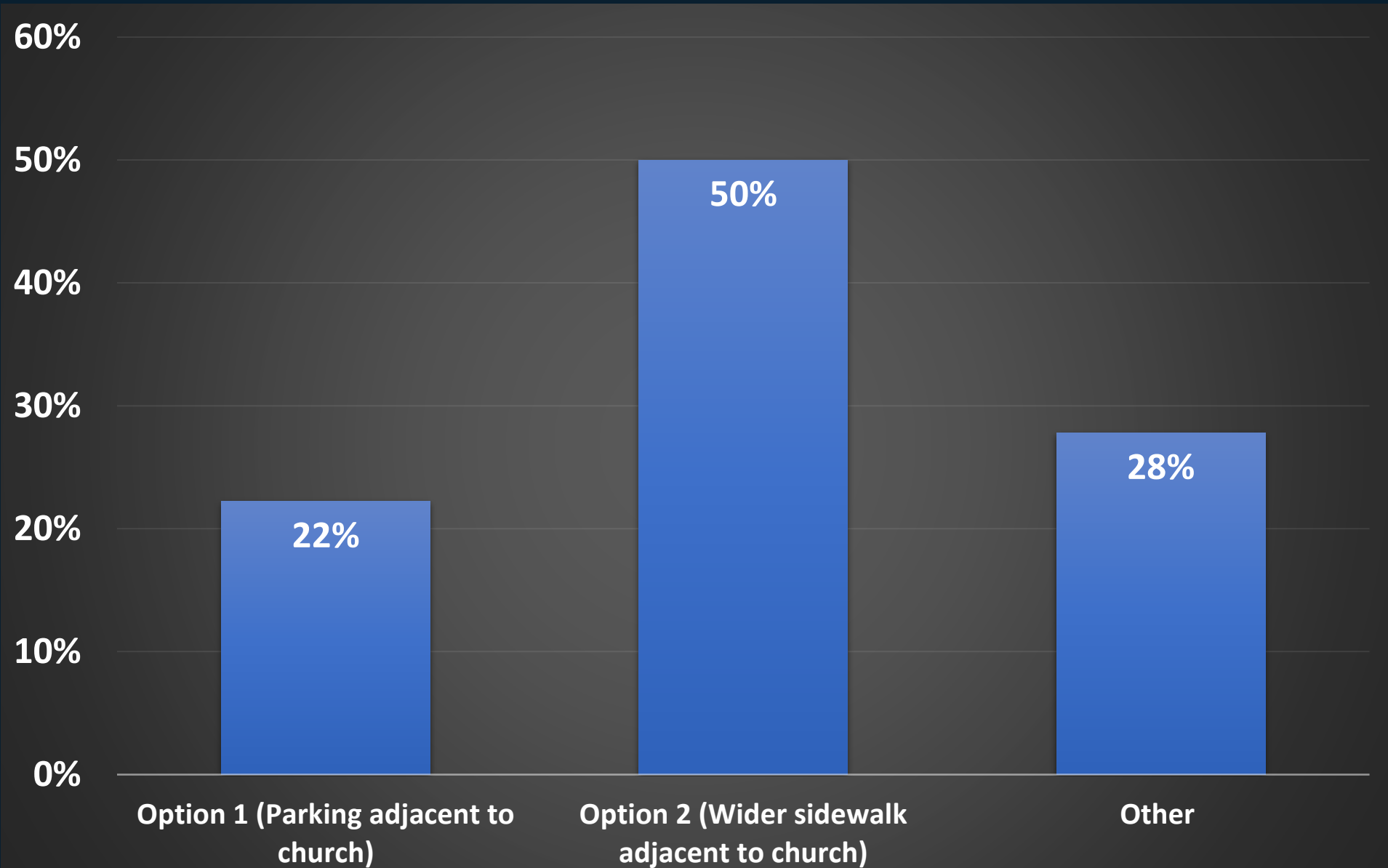
PUBLIC ART AND AMENITIES



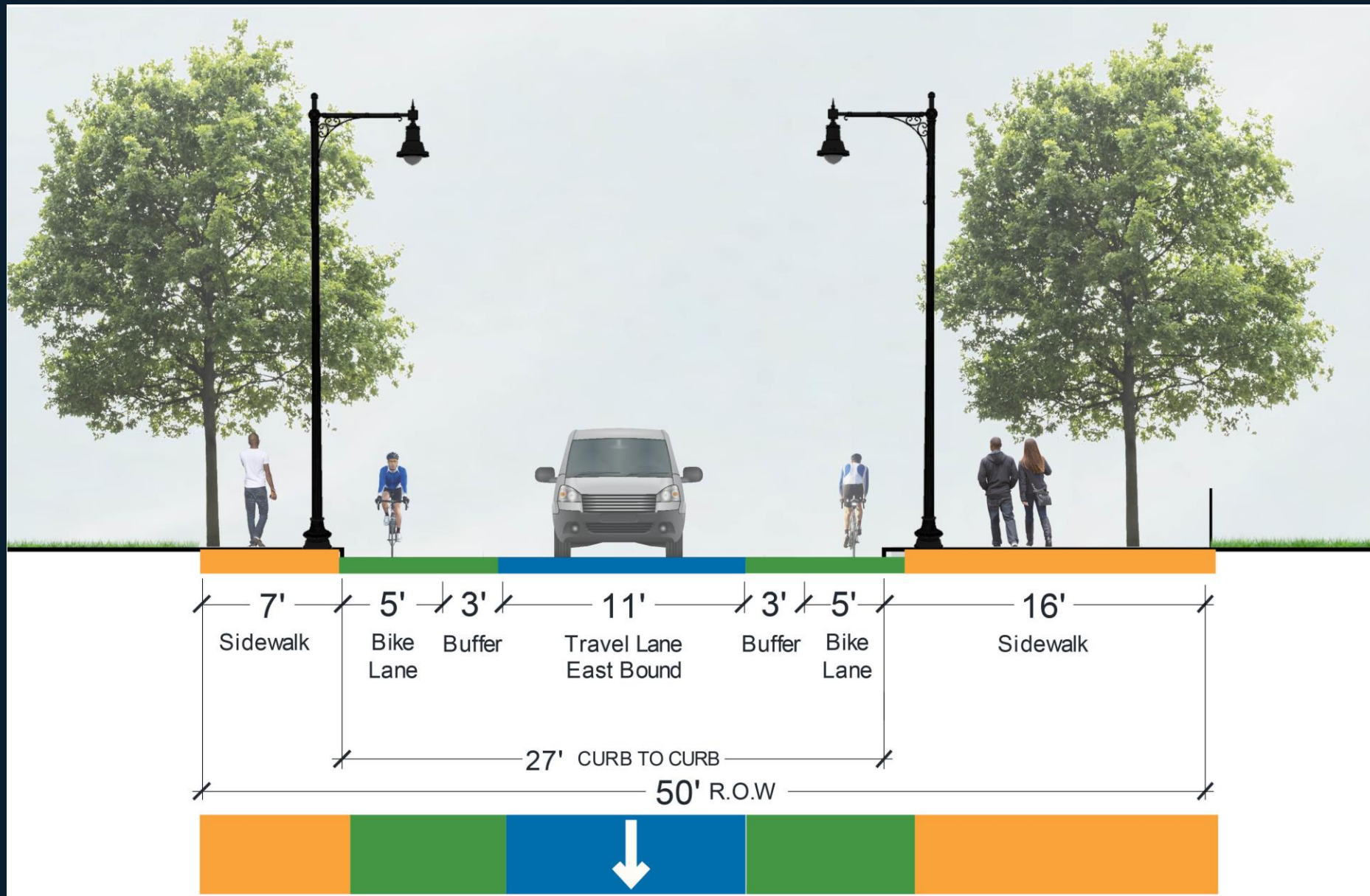
We are working with property owners (MPDC and Boston Parks) to tie art into the project. Some possibilities include:

- Art along the fence at the park
- Murals
- Sculptures
- Sidewalk Design
- Street Furniture

SEGMENT 1 PREFERENCES: Tremont to Cabot



SEGMENT 1 Preferred Option



SEGMENT 1 Preferred Option



Parking Loss

29 spaces

Parking Remaining

5 spaces

Street Tree Planting

16 new trees (est.)

SEGMENT 1 Preferred Option

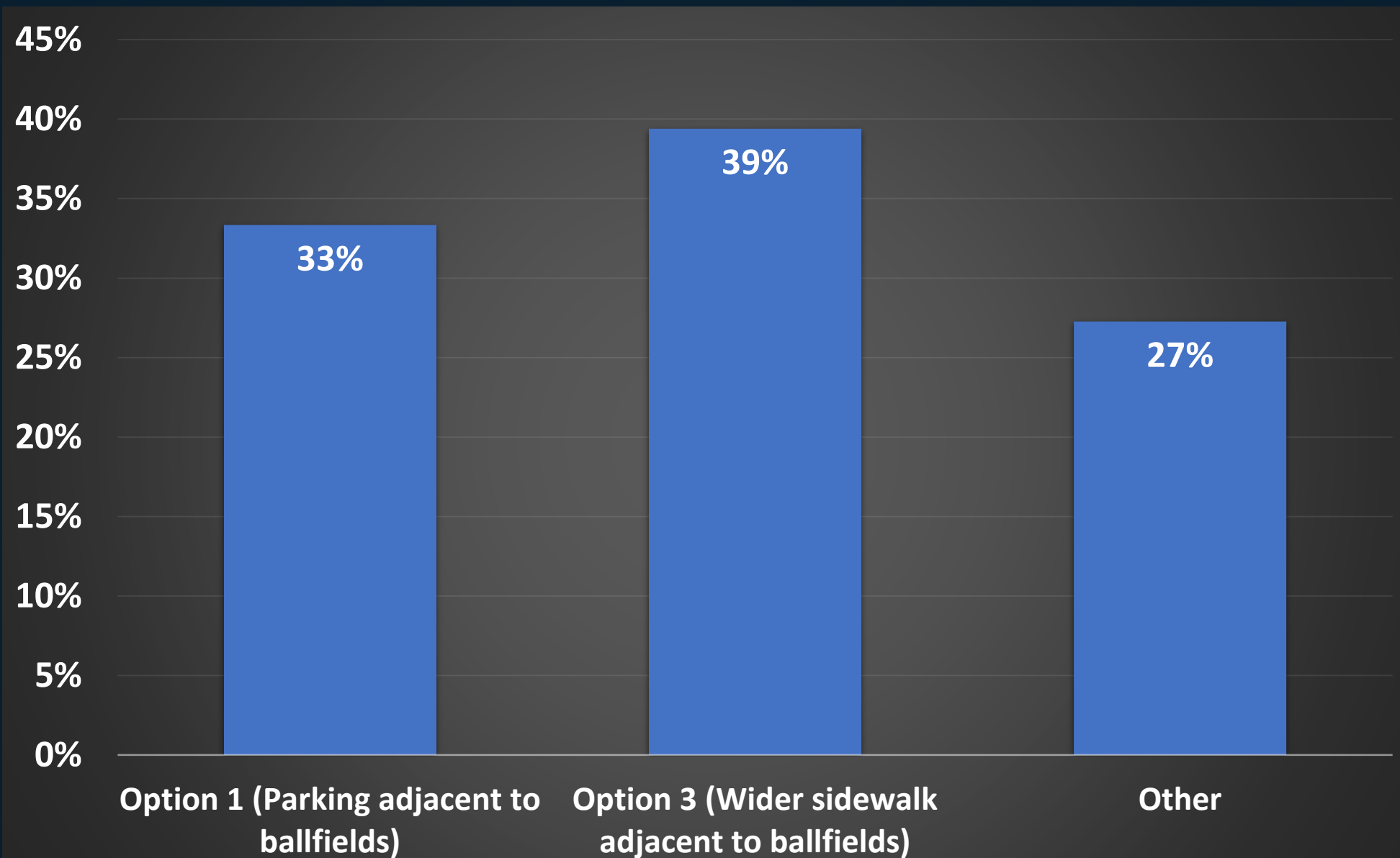


SEGMENT 1 Preferred Option

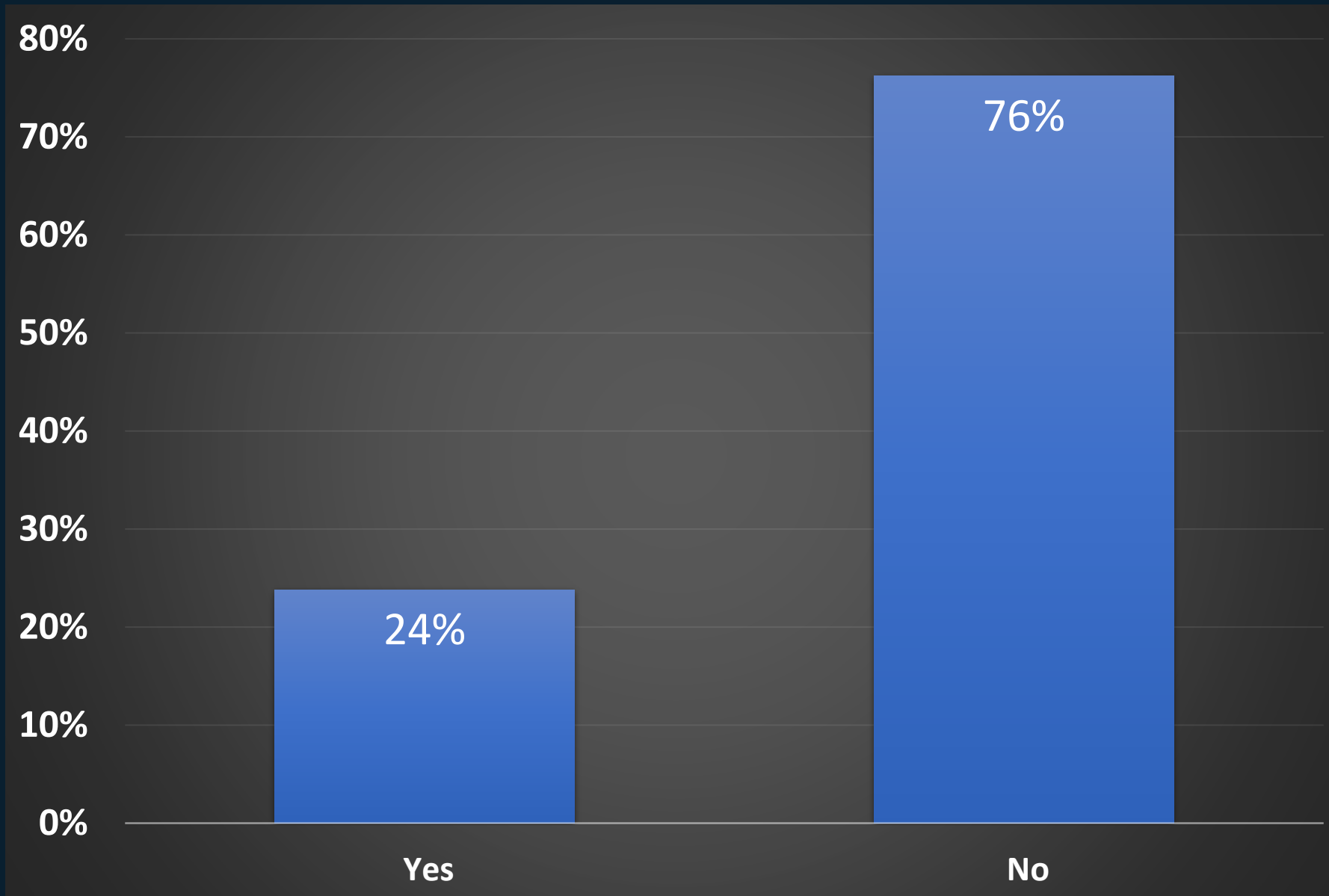


Consideration for Vertical Separation

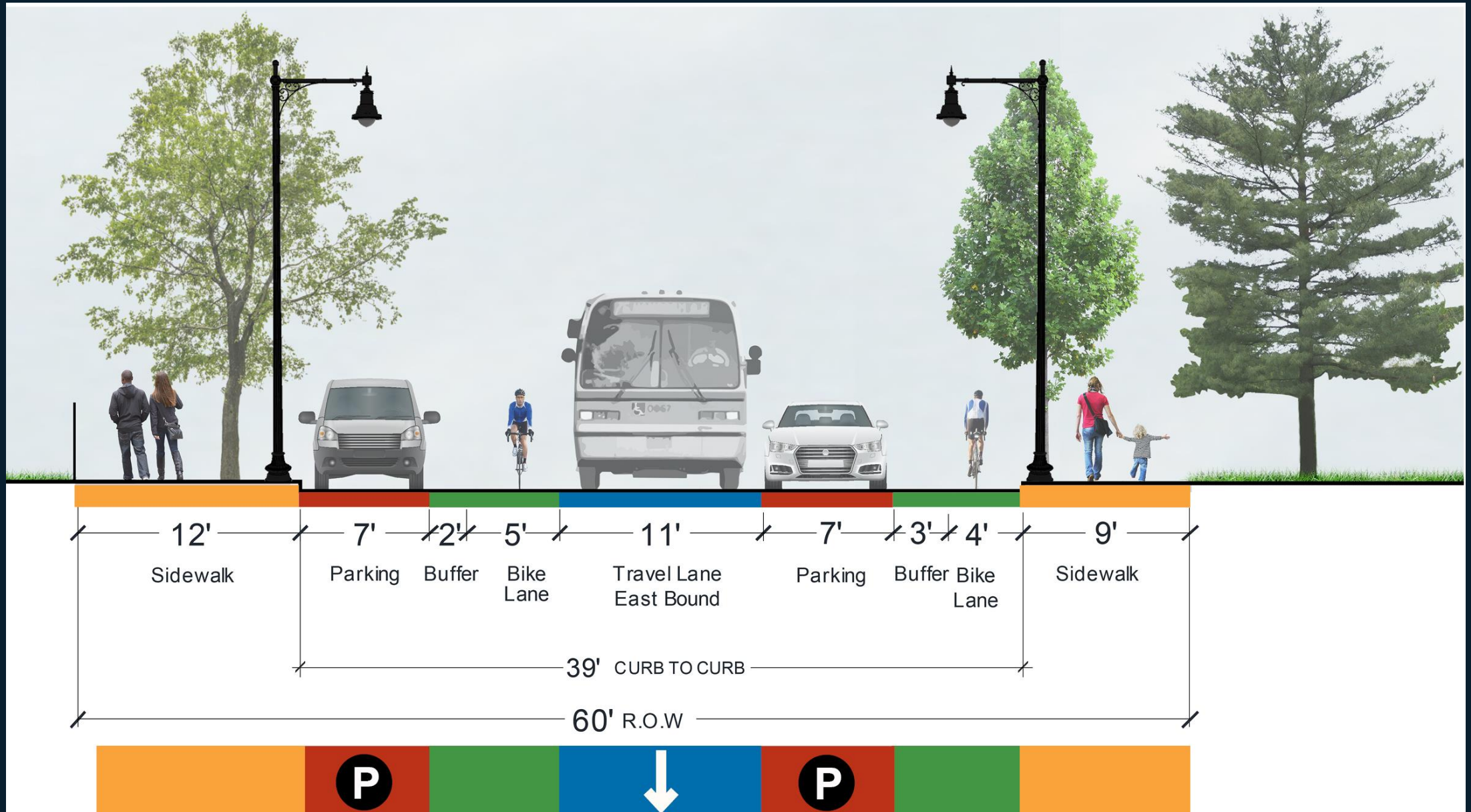
SEGMENT 2 PREFERENCES: Cabot to Dewitt



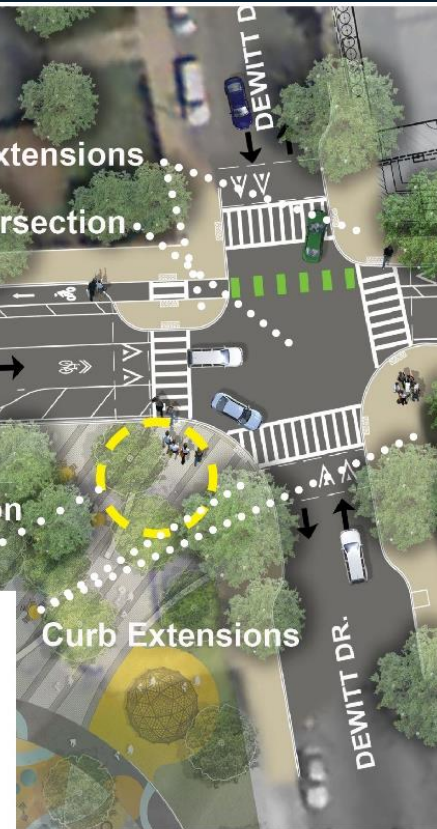
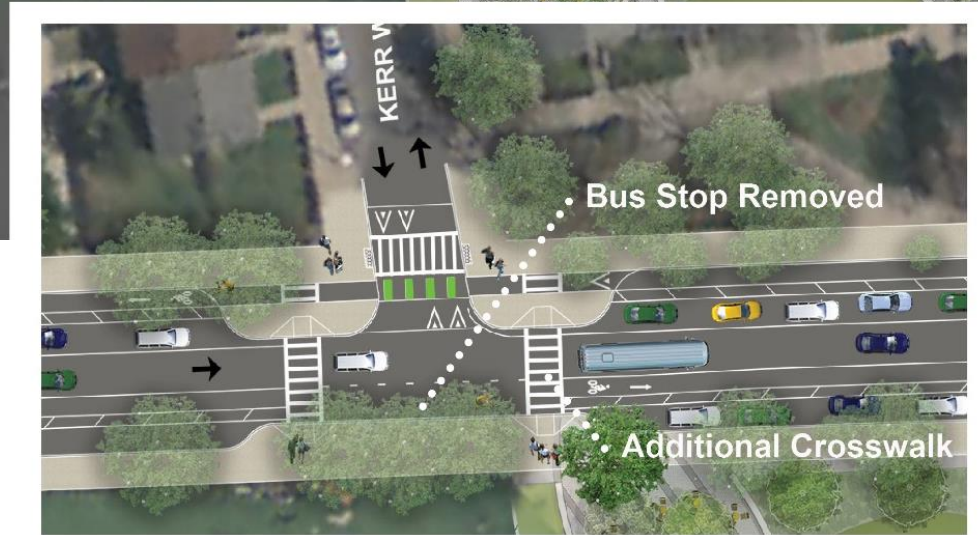
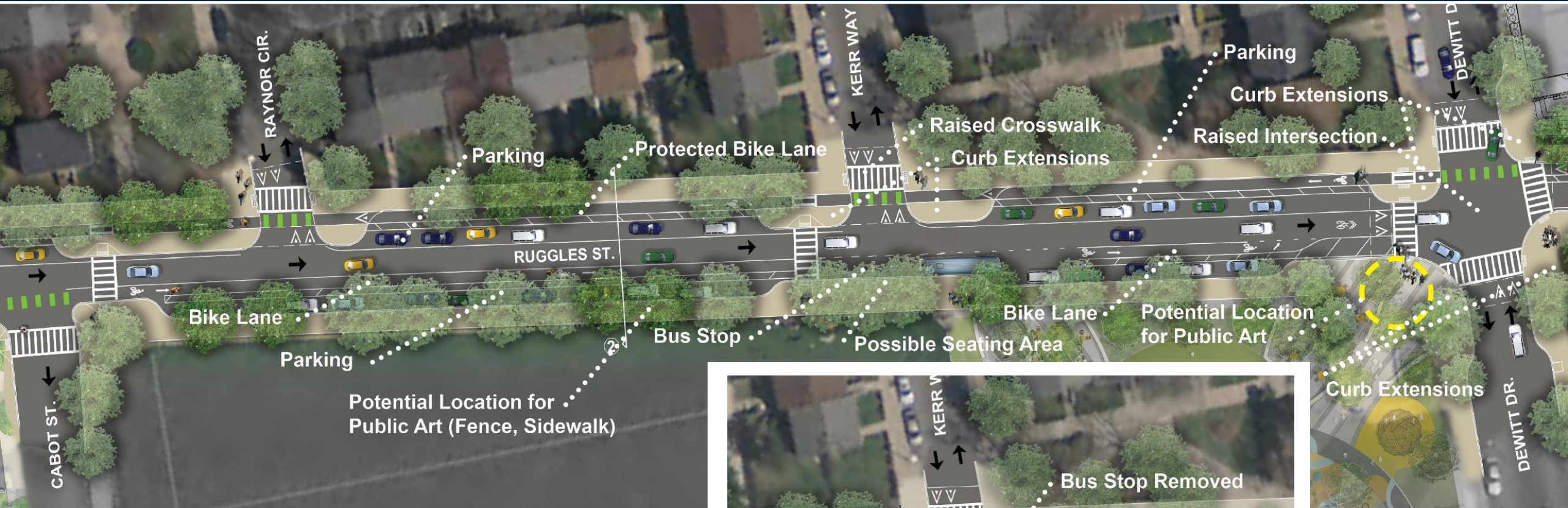
Do you use the Bus Stop at Madison Park?



SEGMENT 2 Preferred Option



SEGMENT 2 Preferred Option



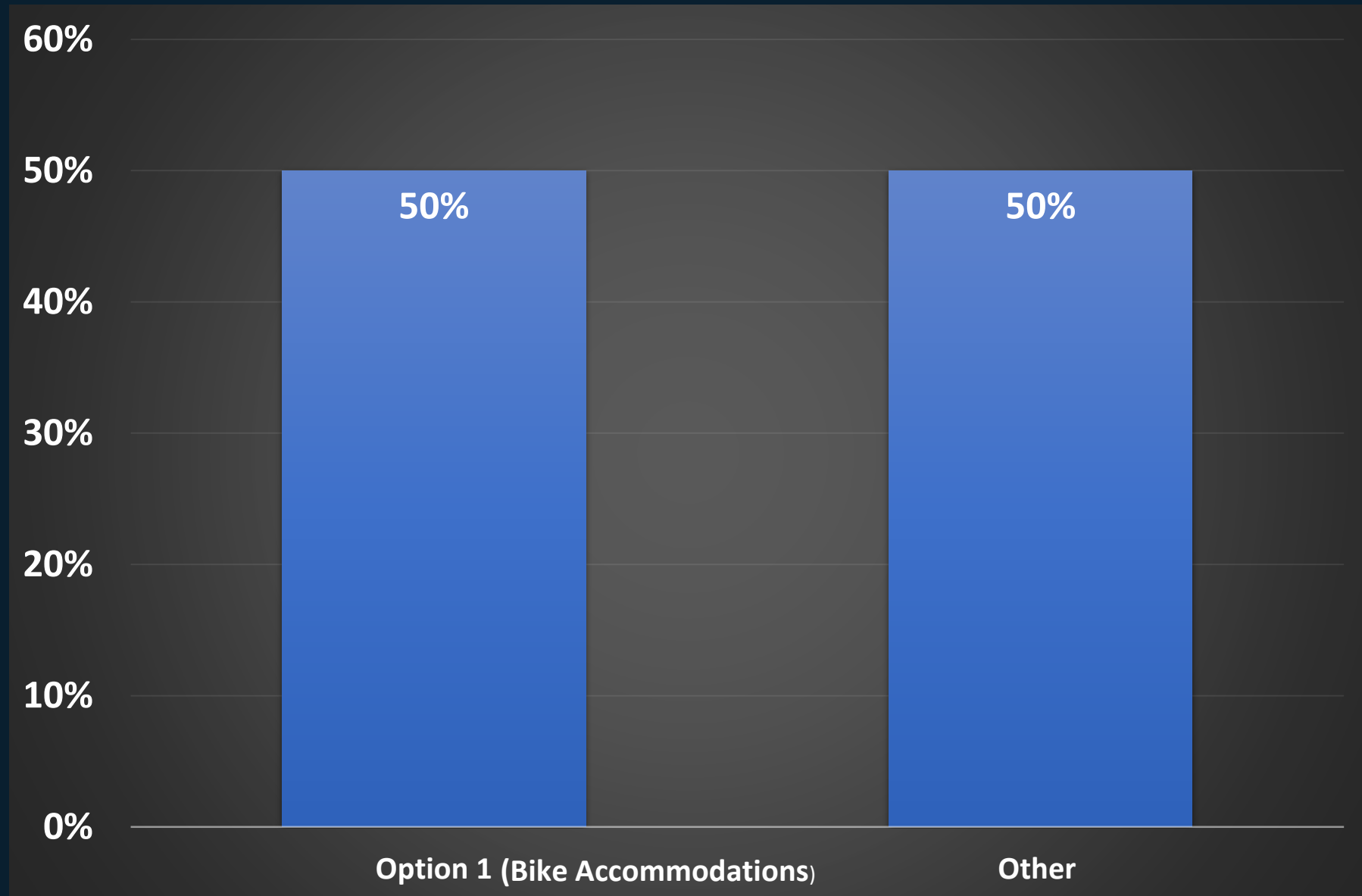
Note: Bus stop changes require MBTA coordination

Average Boardings:	22 passengers per day
Parking Loss:	11 spaces
Parking Remaining:	36 spaces
Trees (new):	10 (est.)

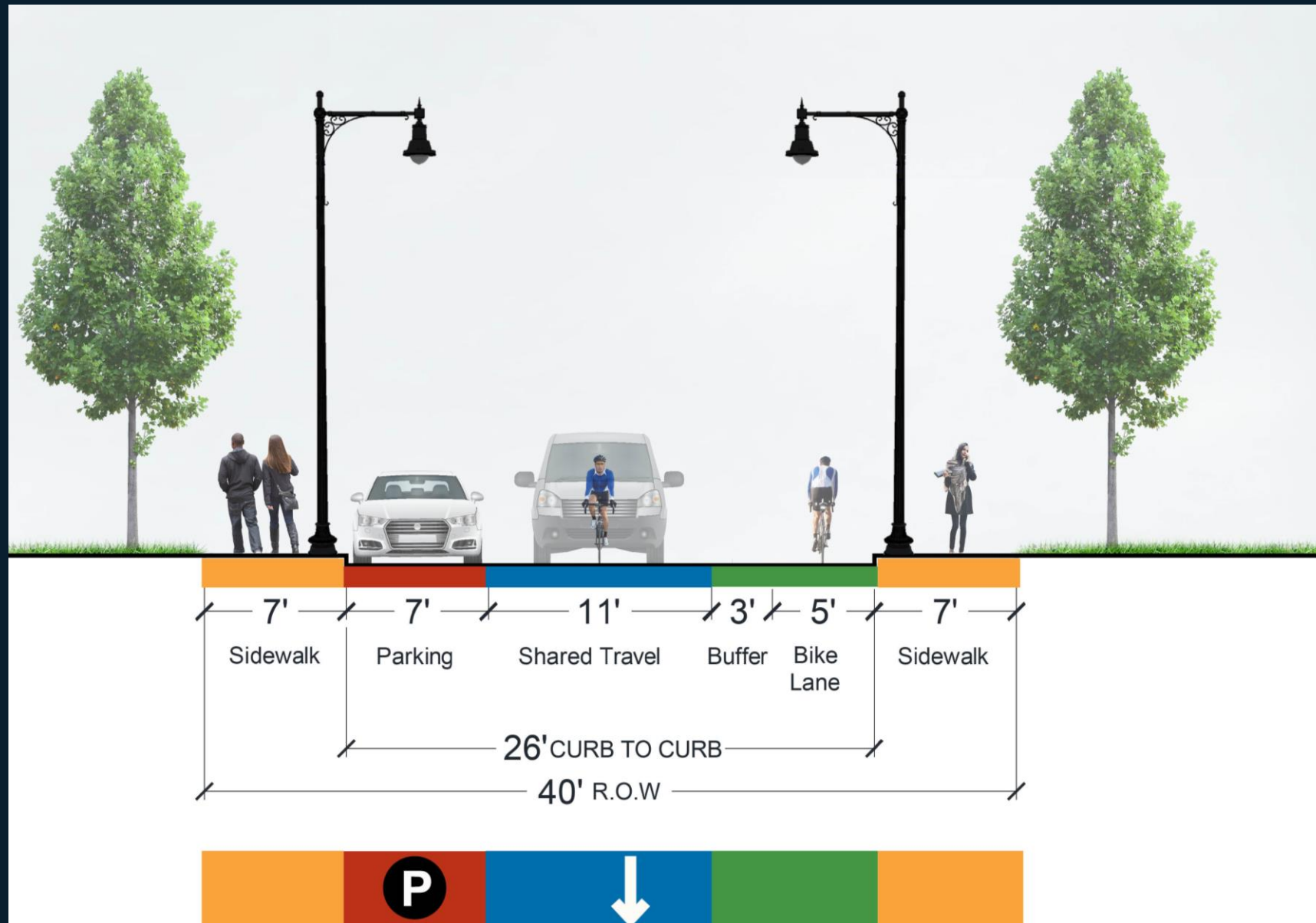
SEGMENT 2 Preferred Option



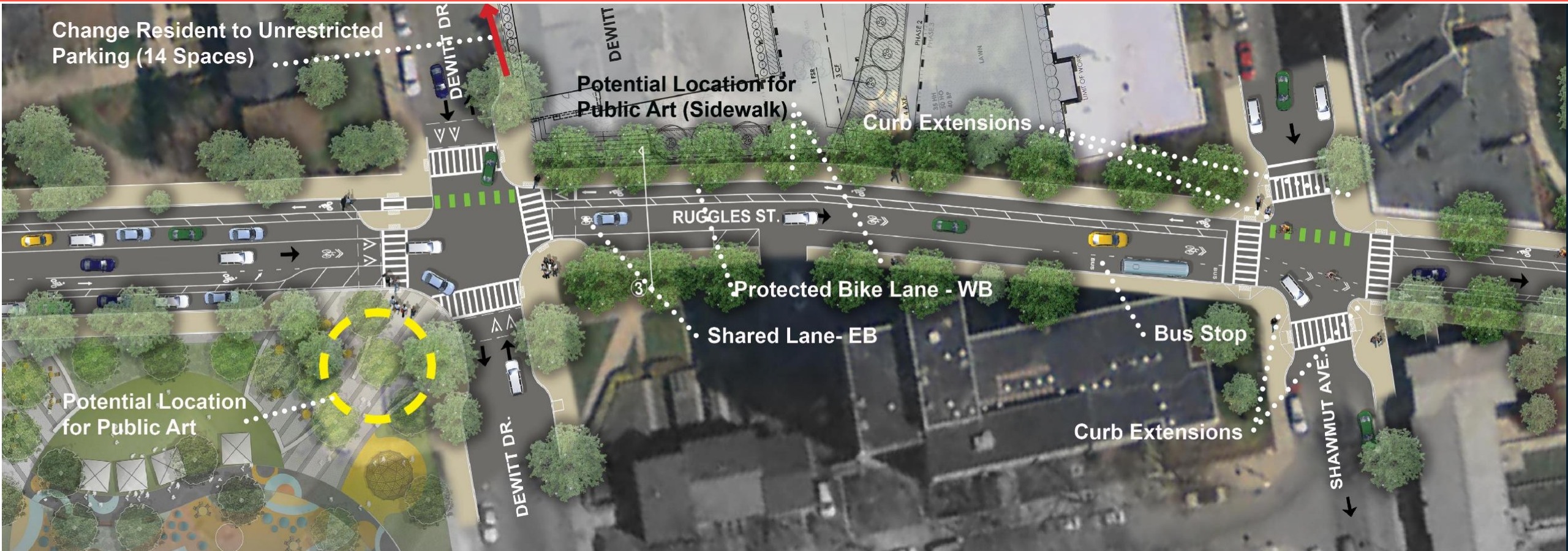
SEGMENT 3 PREFERENCES: Dewitt to Shawmut



SEGMENT 3 Preferred Option

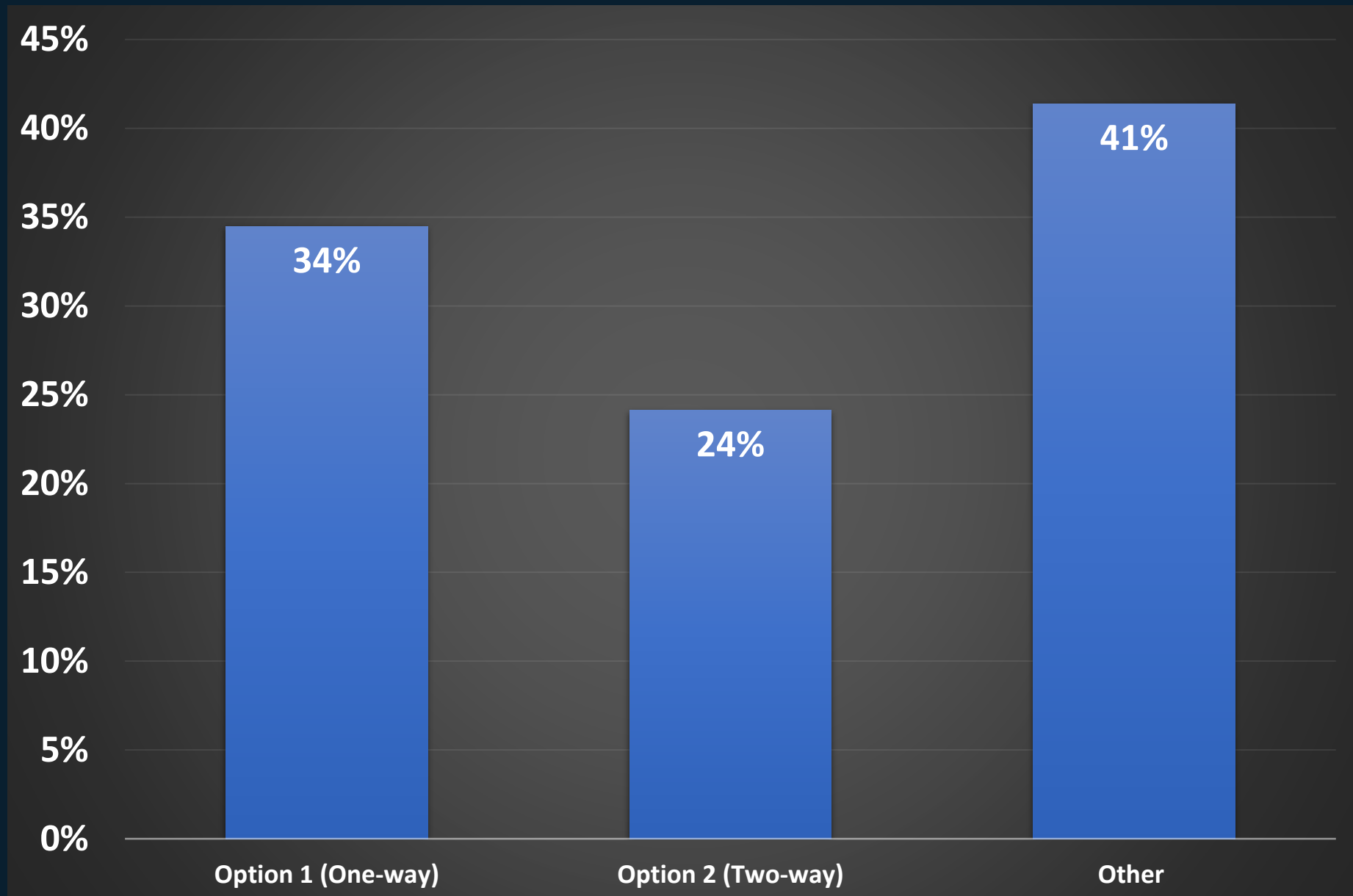


SEGMENT 3 Preferred Option

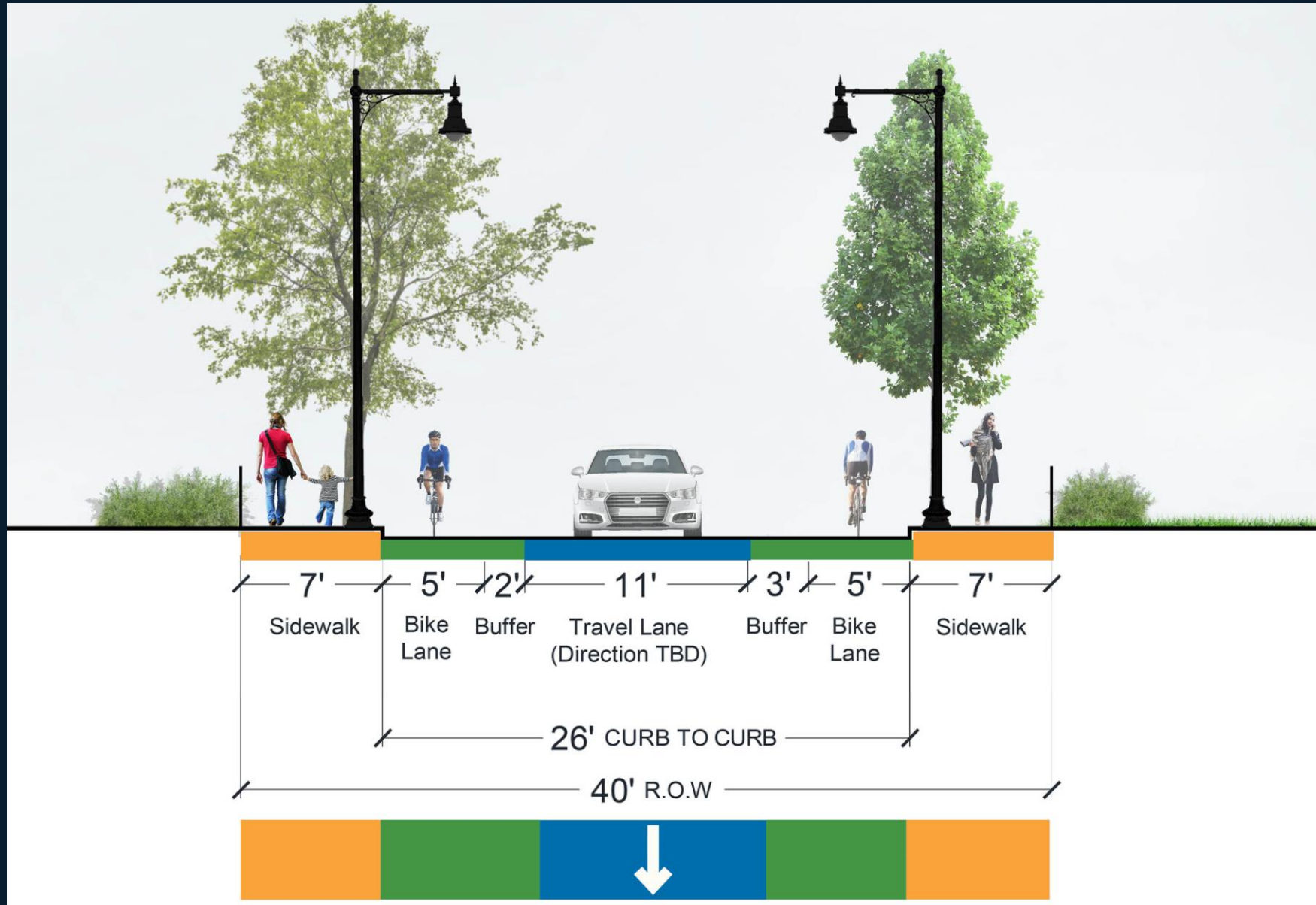


Unrestricted Parking Loss on Ruggles	14 spaces
Unrestricted Parking Added on Dewitt	14 spaces
Parking Remaining on Ruggles	7 spaces

SEGMENT 4 PREFERENCES: Shawmut to Washington



SEGMENT 4 Preferred Option



SEGMENT 4 Preferred Option: One-way Traffic



Preferred Direction: Eastbound

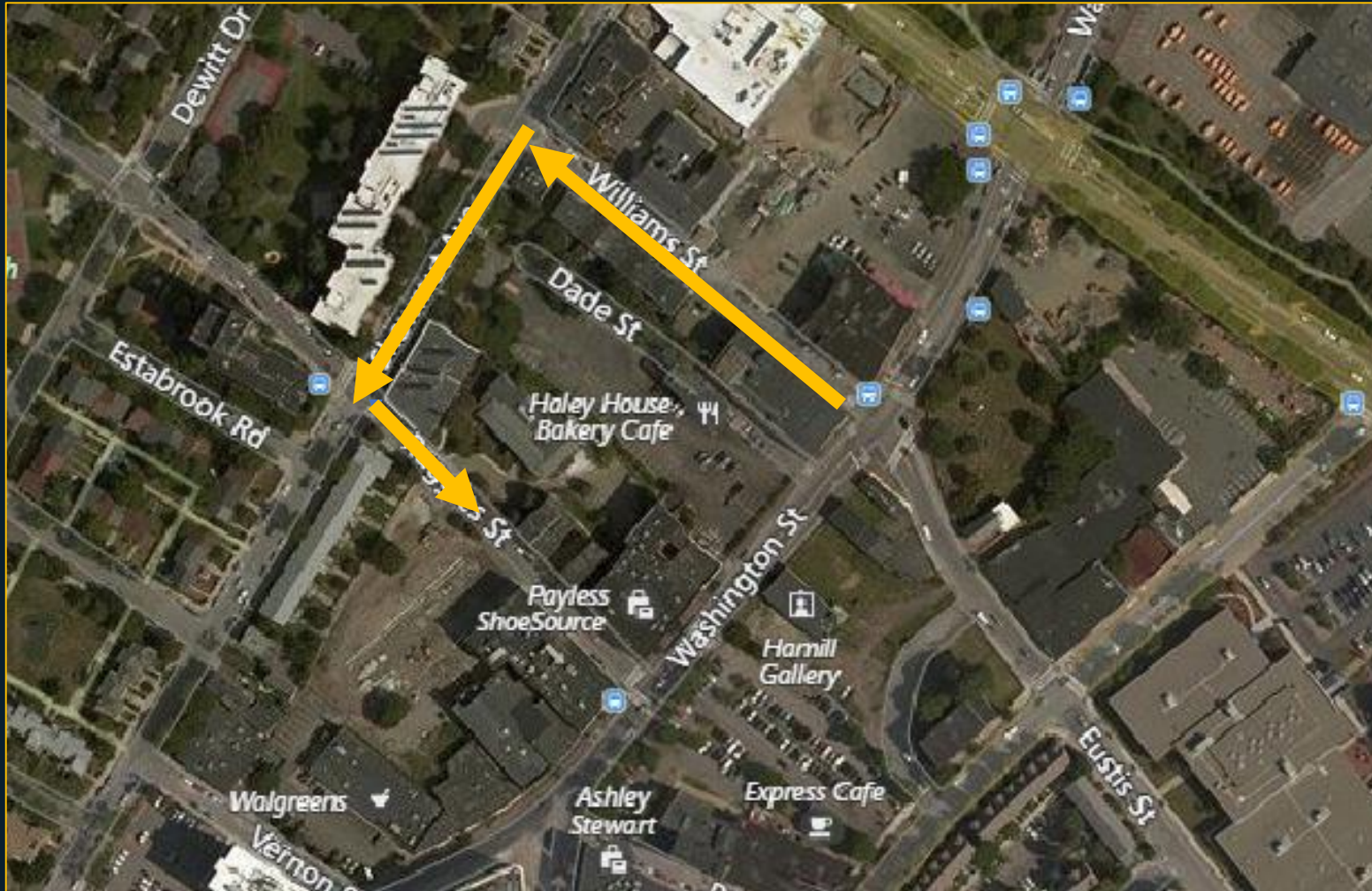
Parking Loss 14 spaces

Parking Remaining 0 spaces

Tree Loss (Code) 6 Trees (2 dead)

Tree Planting Potential: 14 (est.)

SEGMENT 4 Preferred Option: One-way Traffic



Traffic Routing and Wayfinding Signs for Public Parking Lot Access from Washington Street

ANTICIPATED PROJECT SCHEDULE

Public Meeting No.1

May 2018

Public Meeting No. 2

August 2018

Public Meeting No. 3

October 2018

Design/Engineering

Nov. 2018 – Oct. 2019

Construction

Spring 2020 - 2021

OPEN HOUSE



Visit Stations (Traffic Calming & Pedestrian Safety, Bicycling,
Beautification, Public Safety)
Review Design Recommendations
Provide Feedback

CONTACT INFORMATION

Project Manager
Zachary Wassmouth
Chief Design Engineer
Boston Public Works Department
T: 617-635-4953
E: zachary.wassmouth@boston.gov



Website:
keepbostonmoving.org/portfolio/ruggles-street/