

# TREMONT ST SAFETY IMPROVEMENTS

*(Melnea Cass Blvd to Herald St)*

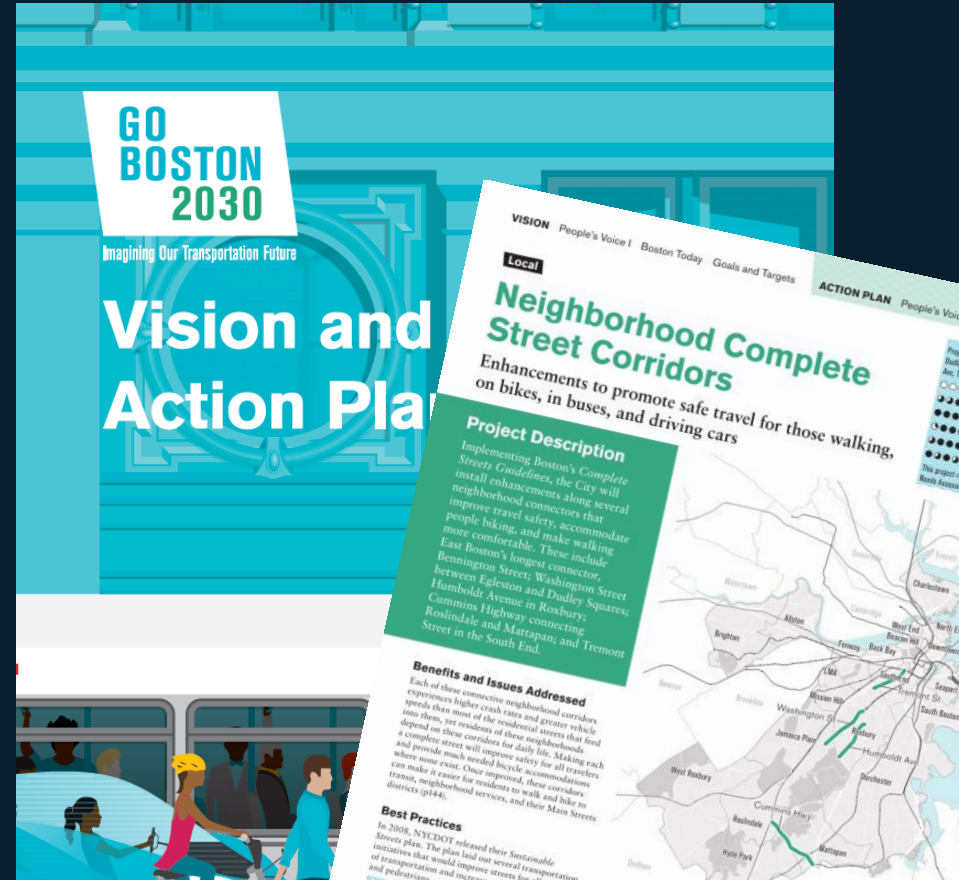
*Wednesday, January 30, 2019*  
*Villa Victoria*



Boston Transportation Department  
Gina N. Fiandaca, Commissioner

# GO BOSTON 2030

- Go Boston 2030 envisions a city in a region where all residents **have better and more equitable travel choices**
- 58 projects & policies
- Tremont St identified as “Neighborhood Complete Street Corridor”



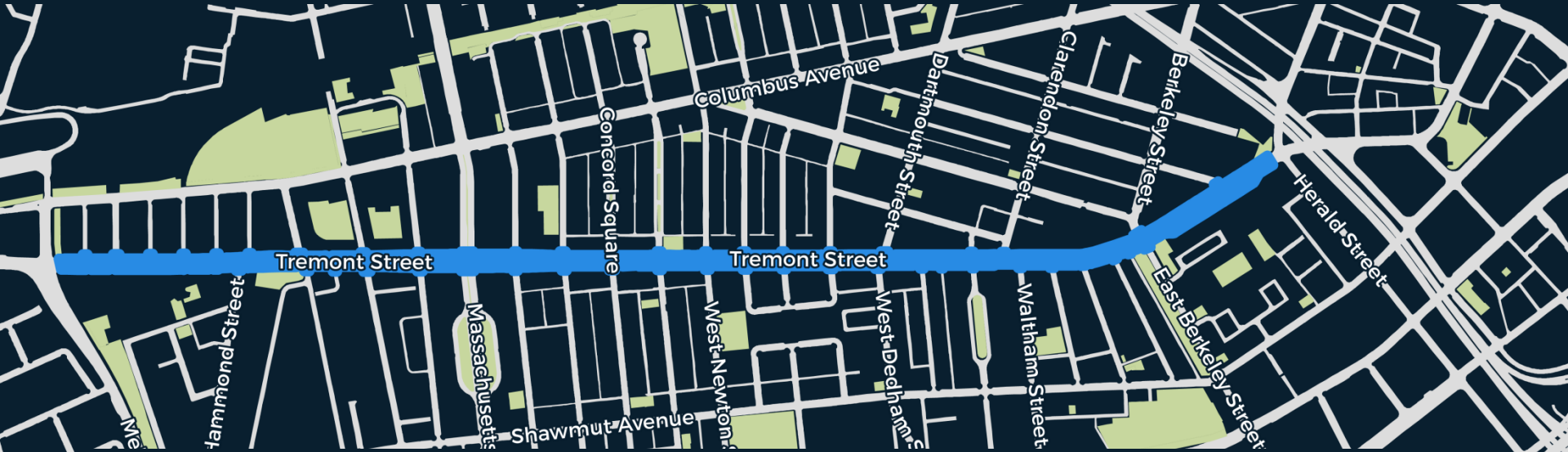
# VISION ZERO

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- 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)

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

# RAISED CROSSWALKS ALONG TREMONT

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



Cambridge, MA

# SIGNALIZED INTERSECTIONS

- ▶ Walk signals across side streets will “rest”
  - ▶ More time provided to cross side streets, particularly at Davenport/Hammond, West Newton, 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





# PEDESTRIAN CROSSING ISLANDS

- ▶ Proposed for all crosswalks without traffic signals
- ▶ Shortens crossing distance
- Concept 3 & Concept 2



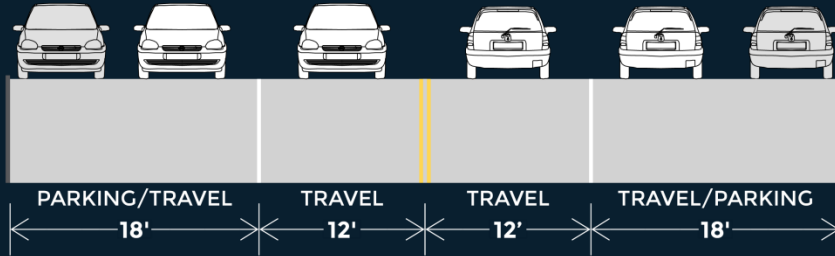
*New York City DOT*

# CONCEPT 3

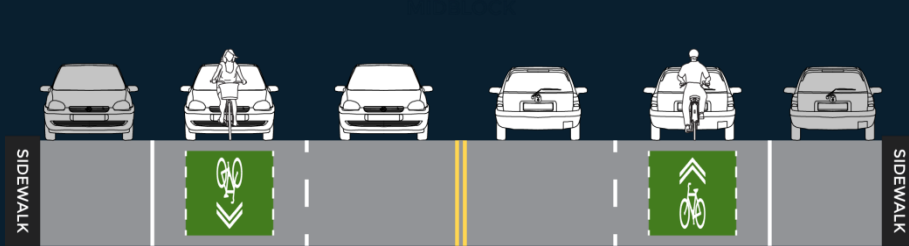


# CONCEPT 3

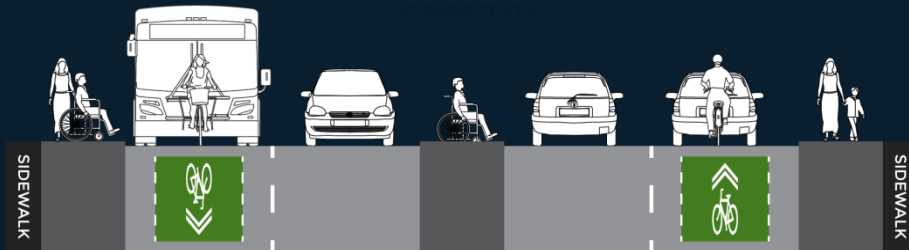
## TODAY



## MID-BLOCK



## UNSIGNALIZED CROSSINGS

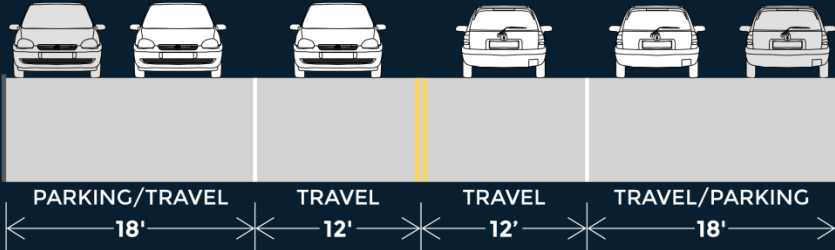


# CONCEPT 2



# CONCEPT 2

## TODAY



## MID-BLOCK



## UNSIGNALIZED CROSSINGS

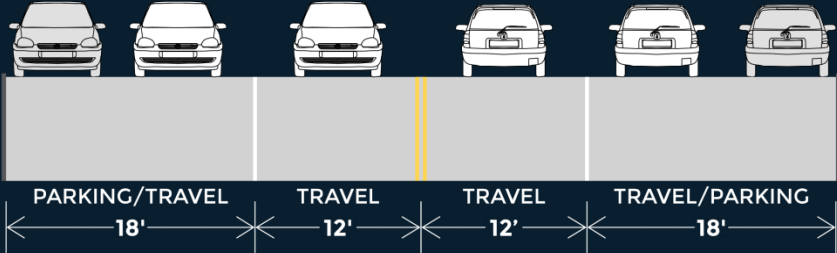


# CONCEPT 1



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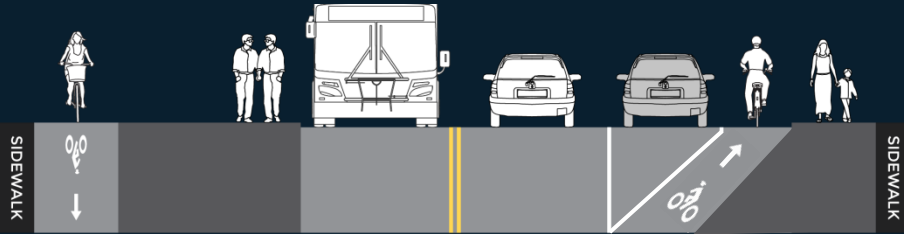
## TODAY



## MID-BLOCK



## UNSIGNALIZED CROSSINGS



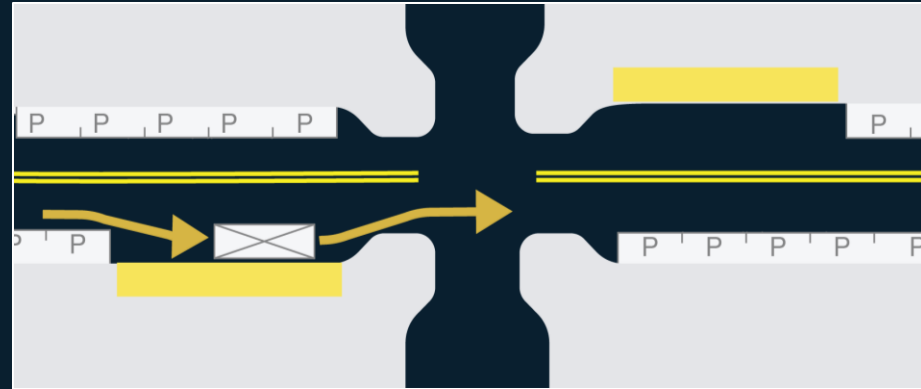
# CHANGES AT BUS STOPS

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)



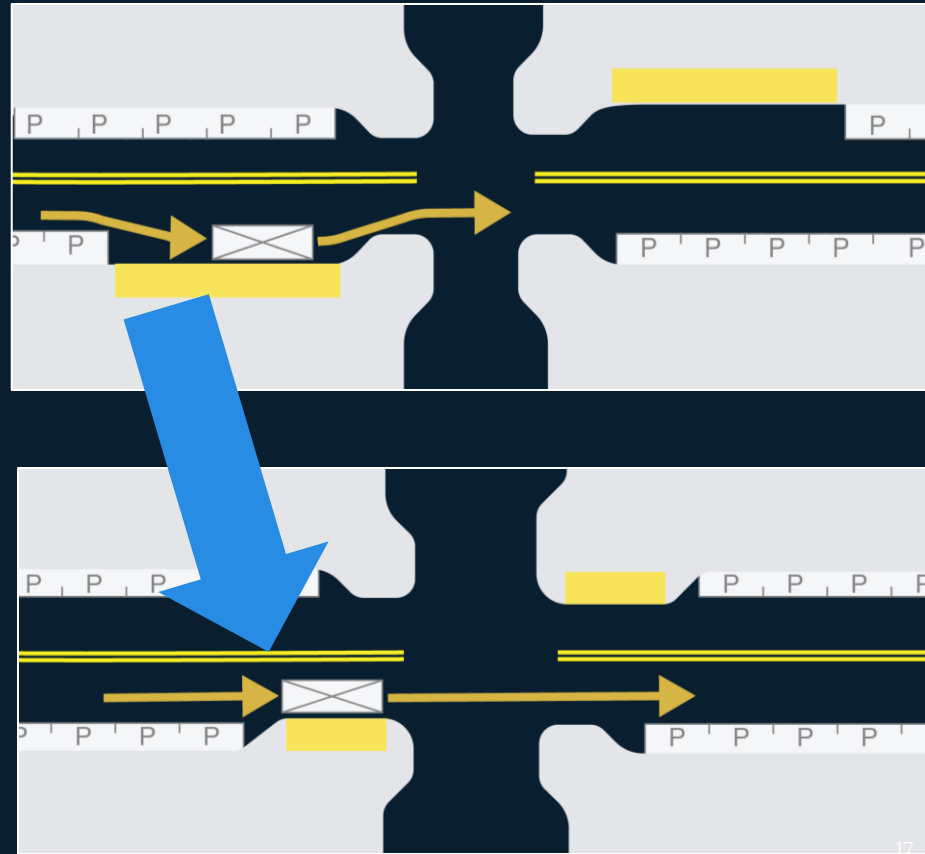


# CHANGES AT BUS STOPS

“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.*

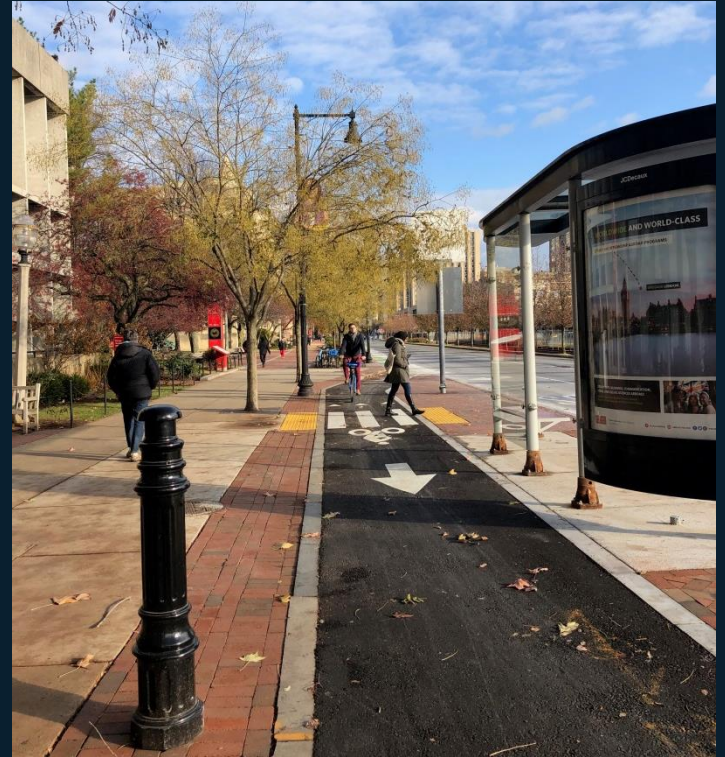


# CHANGES AT BUS STOPS

“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 FOR DESIGN

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



# TIMELINE

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

*Construction schedule TBD, pending utilities coordination and final design details*



**THANK YOU**

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# WALK & BIKE COMMUTERS



# WALK, BIKE & TRANSIT COMMUTERS



# HOUSEHOLDS WITHOUT VEHICLE

