

TREMONT ST SAFETY IMPROVEMENTS

(Melnea Cass Blvd to Herald St)

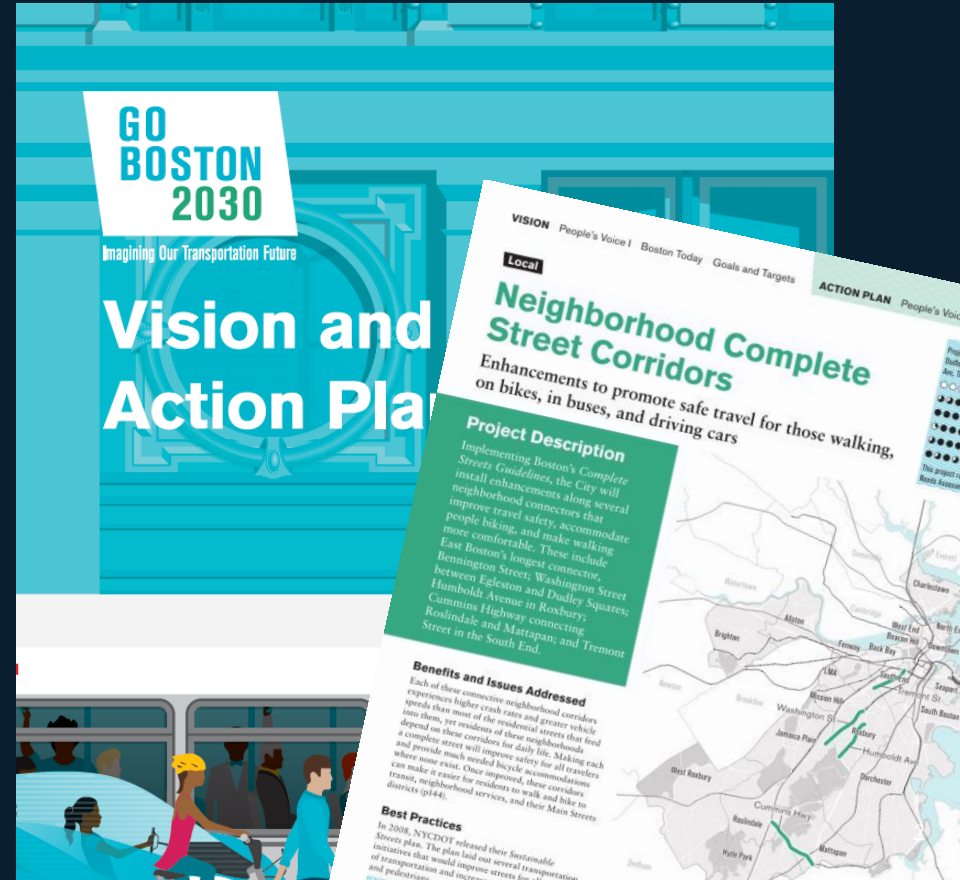
Thursday, March 14, 2019
Peoples Baptist Church



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”

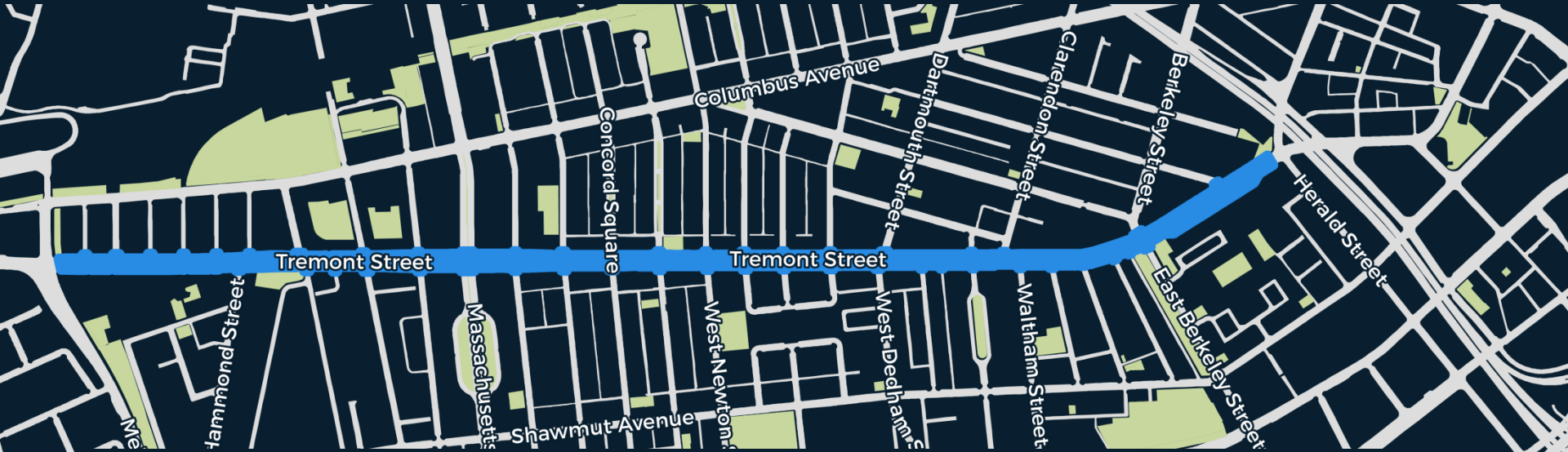


VISION ZERO

- Commitment to eliminate all fatal and serious injuries by 2030
- Designing for the most vulnerable benefits everyone



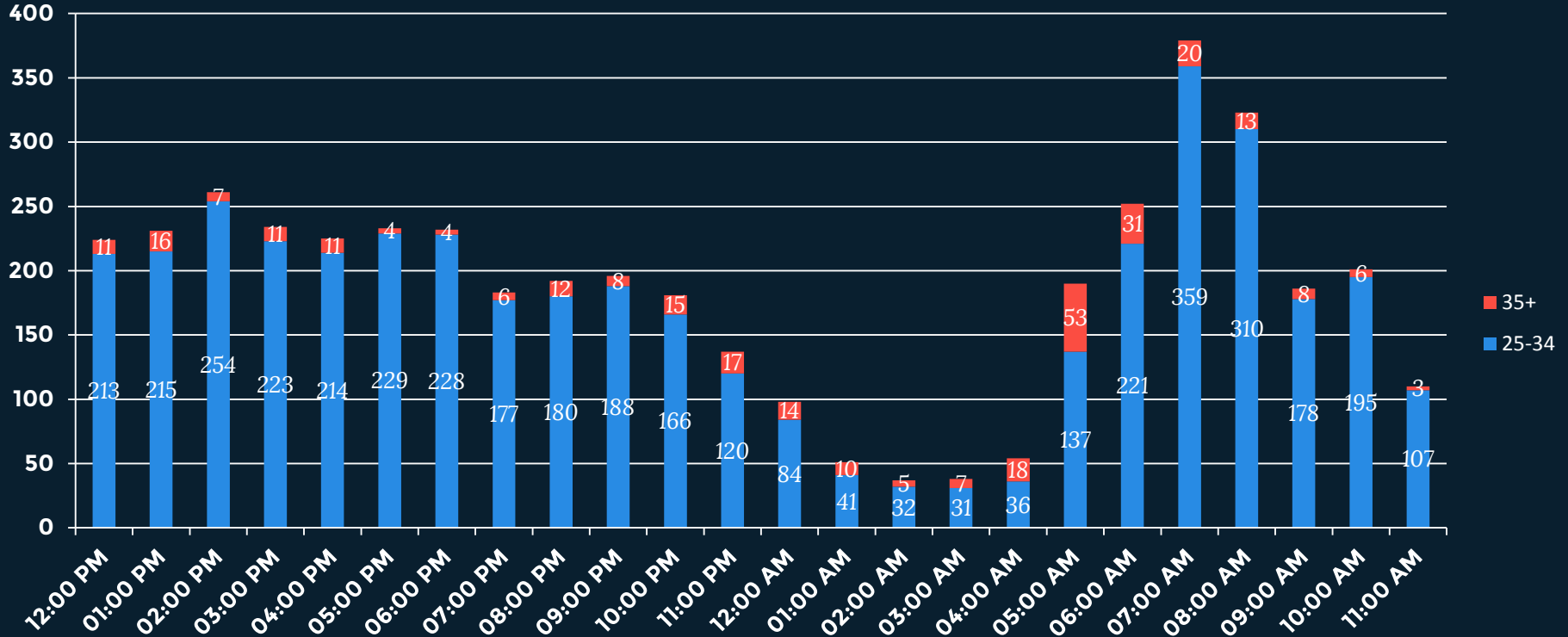
PROJECT LIMITS



- Focus on **Tremont St** between Melnea Cass and Herald St
- Understand **impacts and possibilities** along the broader corridor (e.g., Warren, Shawmut)

DATA: SPEEDS

NUMBER OF DRIVERS EXCEEDING 25 MPH ON TREMONT ST NORTH OF BURKE ST



Noon on Dec 4, 2017 through noon on Dec 5, 2017

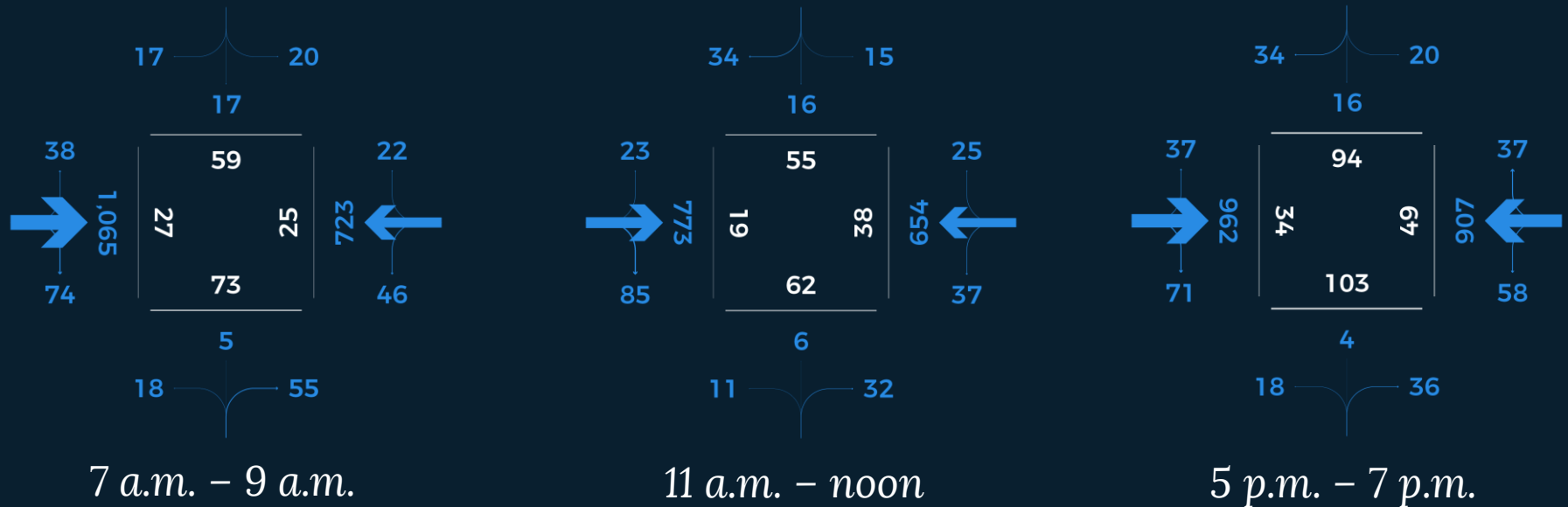
DATA: PEOPLE ON TREMONT ST

- Understanding how people use the corridor informs potential safety improvements
 - In fall 2017, we took counts at intersections along the corridor.
 - These counts will be supplemented with observation and additional counts where needed

DATA: PEOPLE AT CAMDEN ST

Sample review of one of the intersections counted in 2017:

INBOUND →



WALK & BIKE COMMUTERS



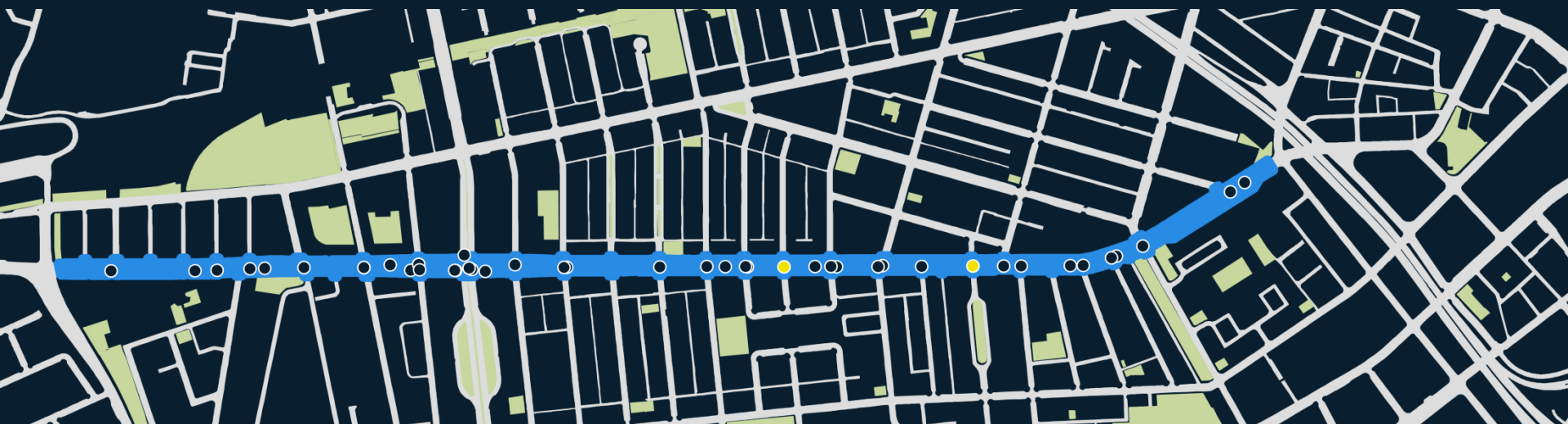
WALK, BIKE & TRANSIT COMMUTERS



HOUSEHOLDS WITHOUT VEHICLE

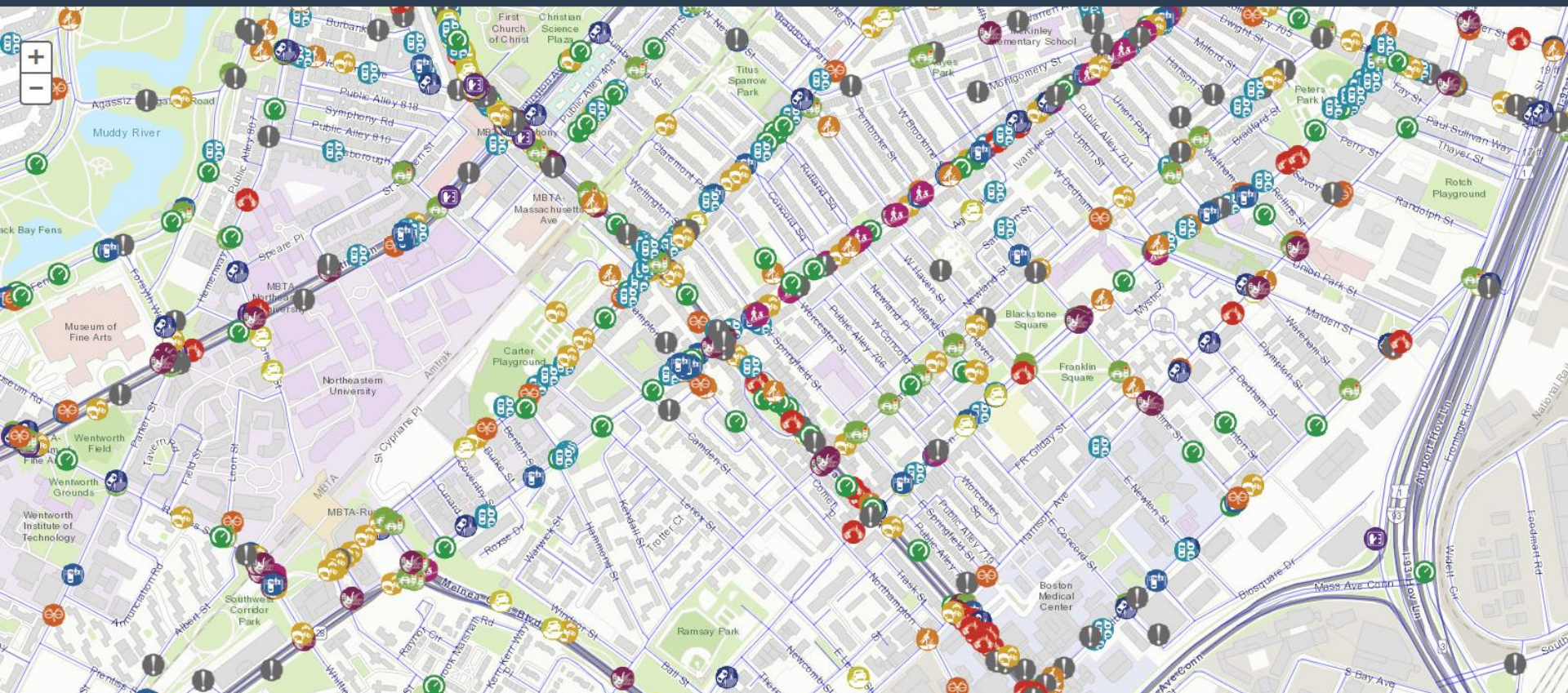


DATA: CRASHES WITH EMS RESPONSE

- 
- A stylized map of a city street grid. A prominent blue line highlights a specific route that runs horizontally across the middle of the map, then curves slightly to the right. Small white circles are placed along this blue line, representing the locations of 53 injury crashes between 2015 and 2017. Two of these circles are highlighted in yellow, indicating fatalities. The background of the map is dark blue, with street lines in light grey and some building footprints in light green.
- 53 injury crashes 2015-2017, including 19 that involved a person walking and 9 with a person bicycling
 - 2 fatalities, both people walking
 - Incorporate crash data from MassDOT (2015 and earlier), working on more data from BPD

YOUR REPORTED CONCERNS

Vision Zero Boston Safety Issues



YOUR REPORTED CONCERNS

Vision Zero Boston Safety Issues

So far, we've heard about:

- Too many lanes to cross at once
- Long wait at signals
- Drivers not yielding to people crossing
- Double-parking
- Concerns about speeding drivers
- Uncomfortable bicycling
- Maintenance of pavement markings and crosswalks

PROJECT GOALS: COMMUNITY INPUT

- ▶ April 2018 Public Meeting
 - ▶ 100+ written comments
- ▶ April–June Online Survey
 - ▶ 78 responses, 58% from corridor zip codes

parking/curb use
signals **bike lane**
safe crosswalks
slow drivers
intersection visibility
pedestrian friendly

BUSINESS SURVEY

- Notification left at every business week of June 18
- Distributed survey in-person on June 25
 - Information about survey left at any business unable to complete survey
 - Survey available online all summer
- Followed up in-person on September 6

BUSINESS SURVEY

- Majority of respondents satisfied with delivery operations today
 - Most frequent and lengthy deliveries for restaurants, small grocers, and convenience stores
 - Less frequent but quicker deliveries to other businesses
 - Deliveries made at varying hours and days
- Employee parking is a key issue for many
- Some businesses wanted shorter or longer parking limits



CONCEPT DESIGNS COMMON ELEMENTS

RAISED CROSSWALKS ALONG TREMONT

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



Cambridge, MA

PEDESTRIAN CROSSING ISLANDS

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



New York City DOT

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

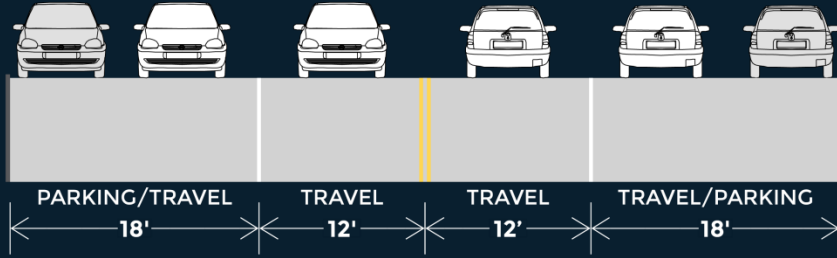


CONCEPT 3

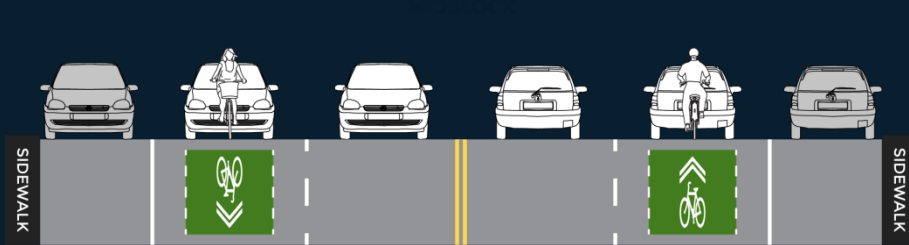


CONCEPT 3

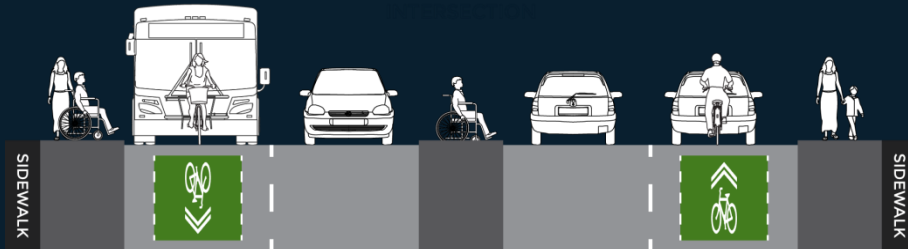
TODAY



MID-BLOCK



UNSIGNALIZED CROSSINGS

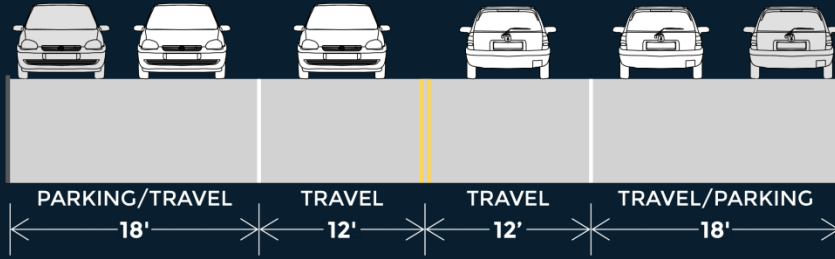


CONCEPT 2



CONCEPT 2

TODAY



MID-BLOCK



UNSIGNALIZED CROSSINGS

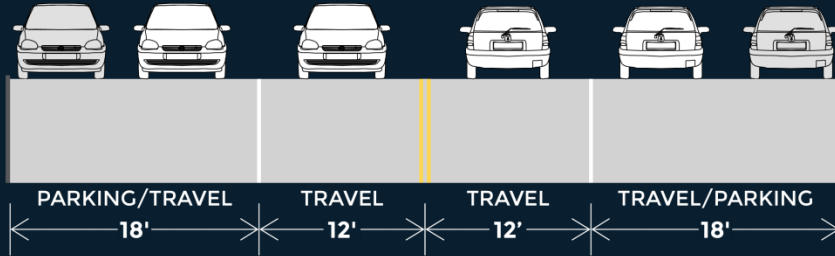


CONCEPT 1



CONCEPT 1

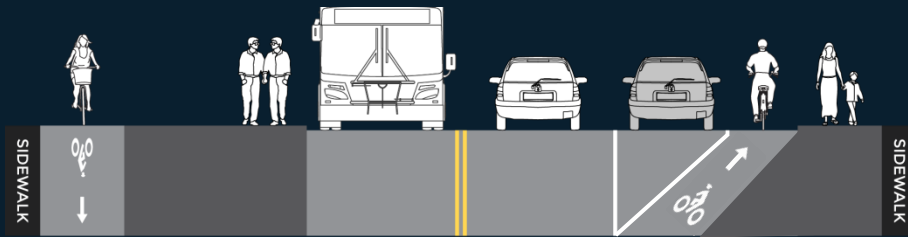
TODAY



MID-BLOCK



UNSIGNALIZED CROSSINGS



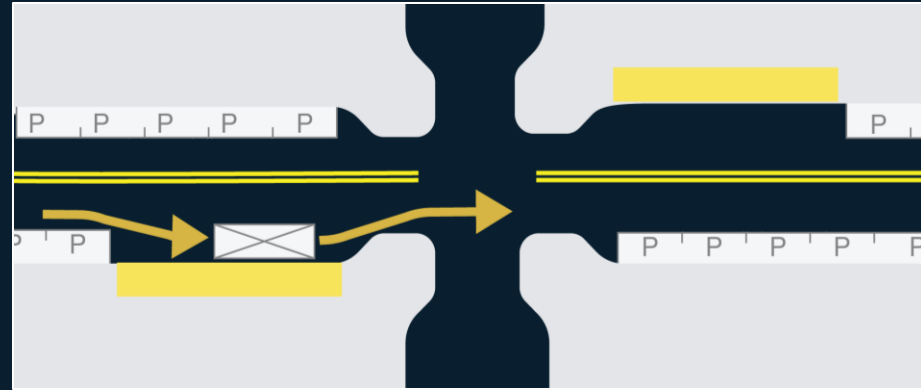
CHANGES AT BUS STOPS

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)

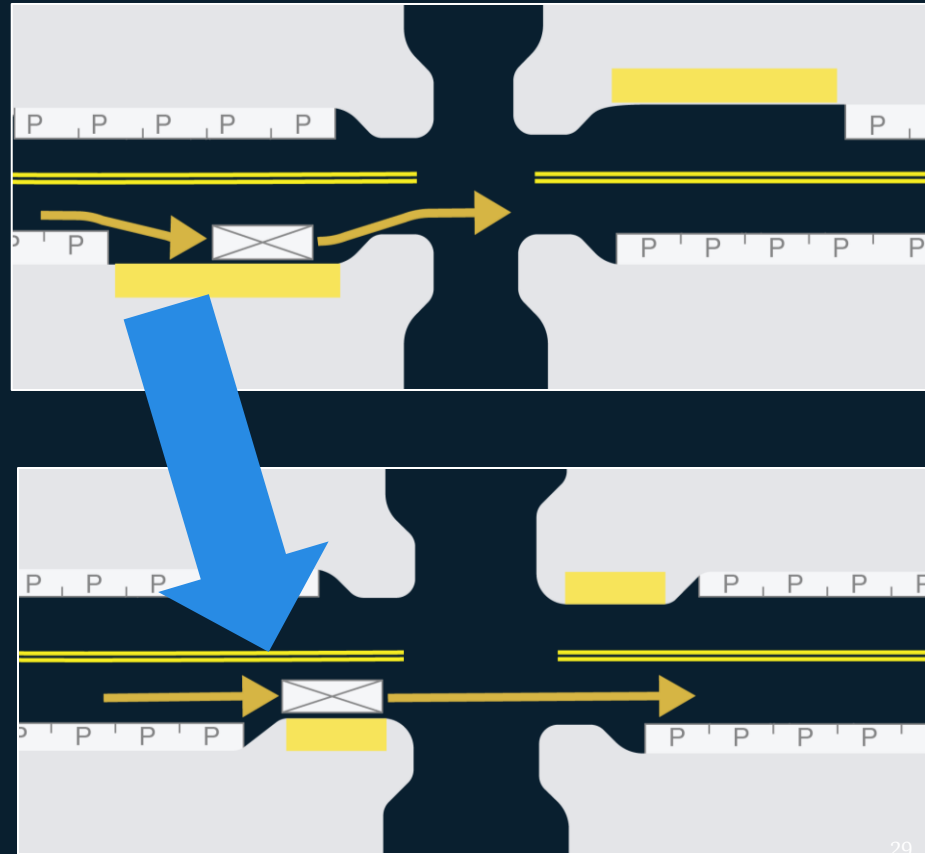


CHANGES AT BUS STOPS

“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.

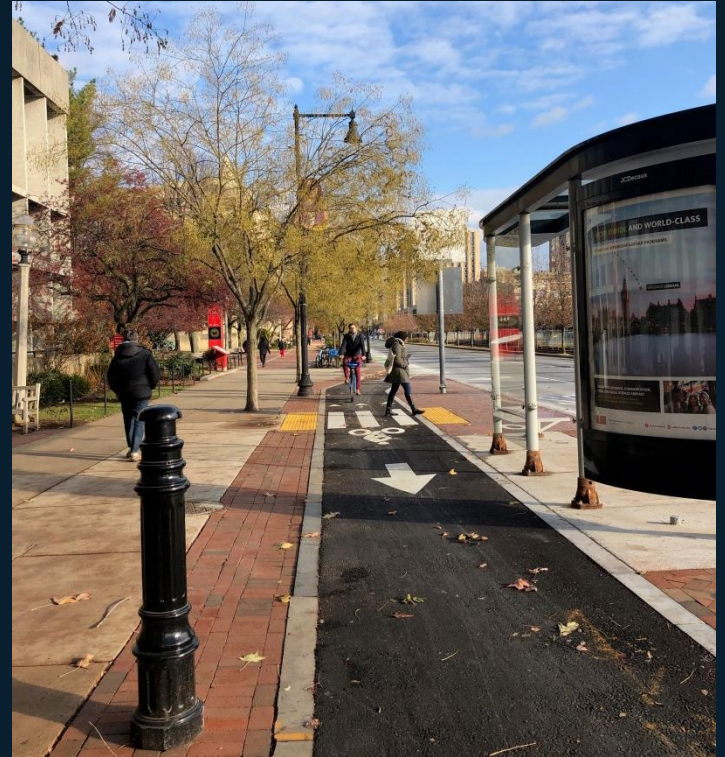


CHANGES AT BUS STOPS

“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

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

Construction schedule TBD, pending utilities coordination and final design details



THANK YOU

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