

TREMONT ST SAFETY IMPROVEMENTS

(Massachusetts Ave to Herald St)

Wednesday, June 26, 2019

Blackstone Innovation School, 380 Shawmut Ave





AGENDA

PRESENTATION:

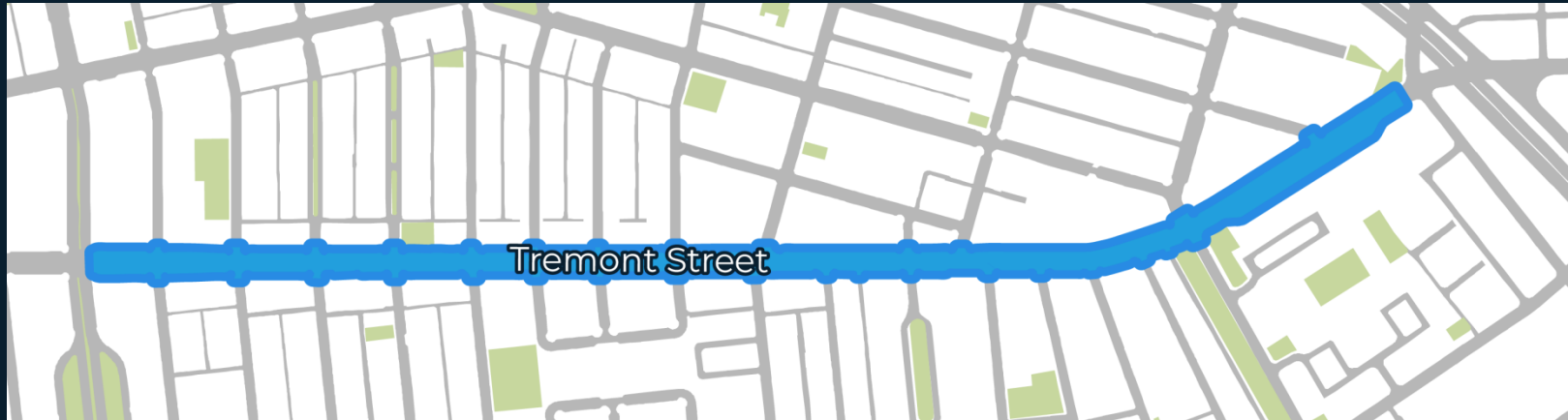
- Share preferred design proposal
- Begin to respond to your questions and concerns with focus on traffic signals, curb regulations,

OPEN HOUSE: Community views concepts and provides feedback

RECENT PROJECT HISTORY

FALL 2017	Tremont St identified a priority corridor for safety improvements
FEBRUARY 2018	Kick-off meeting on process with stakeholder groups
APRIL 2018	Public meeting to create shared goals, identify needs
SUMMER 2018	Business outreach
NOVEMBER 2018	Public meeting to share concepts based on goals
WINTER 2018 – SPRING 2019	Continued public outreach: meetings at Castle Square, Villa Victoria, and Peoples Baptist; office hours at BPL South End
JUNE 2019	Public meeting
SUMMER 2019	Design refinement and continued outreach

TONIGHT'S FOCUS



South End: Continue work on Tremont St between Massachusetts Ave & Herald St with neighborhood

Lower Roxbury: Work to create a new, collaborative approach to understand concerns and hear ideas from residents and stakeholders

PROJECT SCOPE

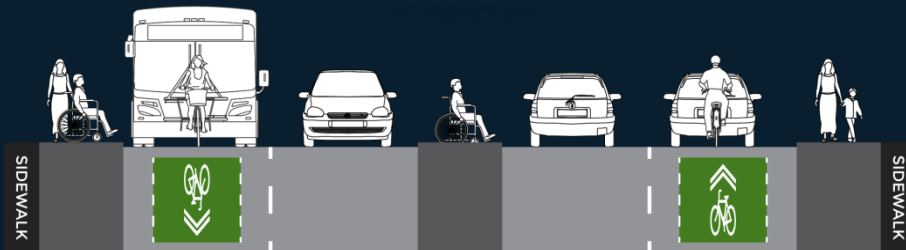
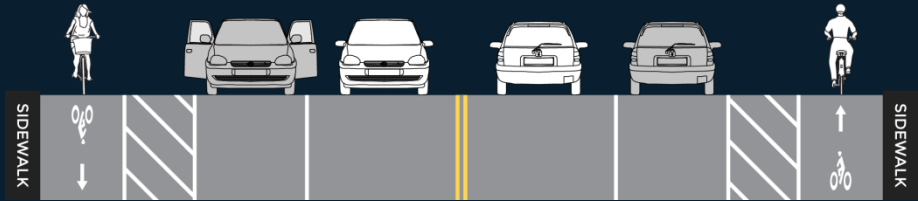
We are proposing changes such as:

- ▶ Lane allocation
- ▶ Signal timing and phasing
- ▶ Relocating bus stops
- ▶ Curbside uses and regulations
- ▶ Crosswalk improvements

Because this is not a full reconstruction project, we are not able to make more significant changes.

SHARED THREE CONCEPTS PREVIOUSLY

- ▶ One travel lane in each direction
- ▶ Parking-protected bike lane in each direction
- ▶ One travel lane in each direction
- ▶ Buffered bike lanes
- ▶ Refuge islands with flush continuous median
- ▶ Refuge islands
- ▶ Retains four general travel lanes
- ▶ No dedicated bike lane



WHAT WE HEARD

- ▶ Liked refuge islands, raised crosswalks
- ▶ Liked idea of reducing lanes, generally
- ▶ Liked having bike facilities
- ▶ Concept 3 didn't address safety needs

Also many questions!

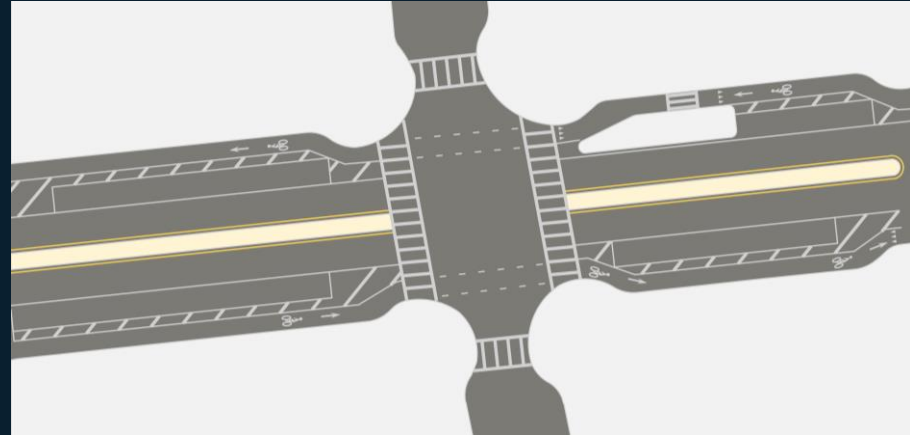
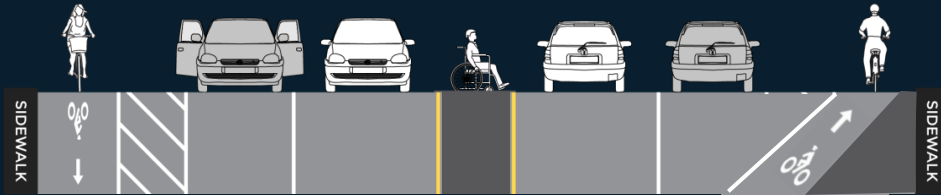
MULTIPLE-THREAT CRASH



CONCEPT “1 ½” ?

Attempts to combine concepts 1 and 2:

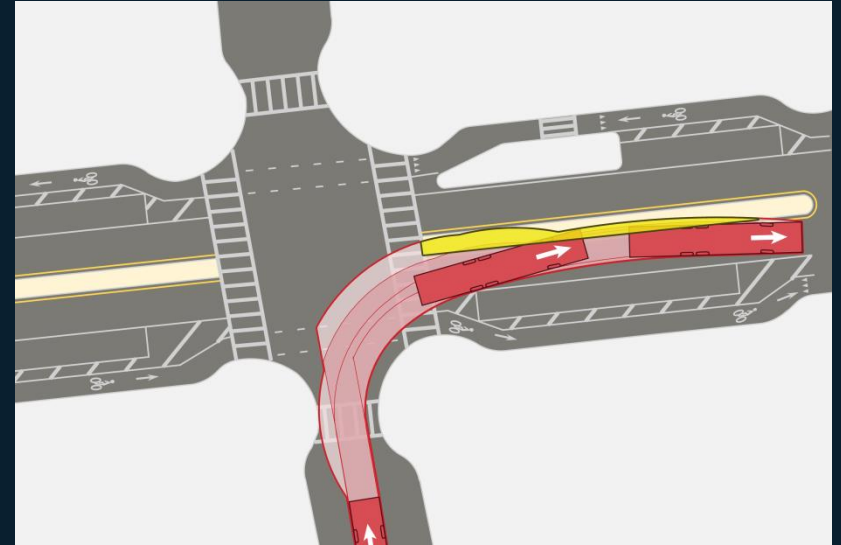
- Median islands
- Parking-protected bike lanes



CONCEPT “1 ½” ?

Not feasible:

- ▶ Impedes fire trucks at multiple intersections
- ▶ Remaining width in median area is too narrow for built refuge islands



PREFERRED DESIGN

- ▶ Lane reduction along the corridor
- ▶ Raised crosswalks at unsignalized intersections
- ▶ Concurrent pedestrian phases, pedestrian head-start where possible
- ▶ In-lane bus stops with boarding islands
- ▶ Parking-protected bike lane
- ▶ Some parking loss (less than 10 spaces)

YOUR FAQ & CONCERNS

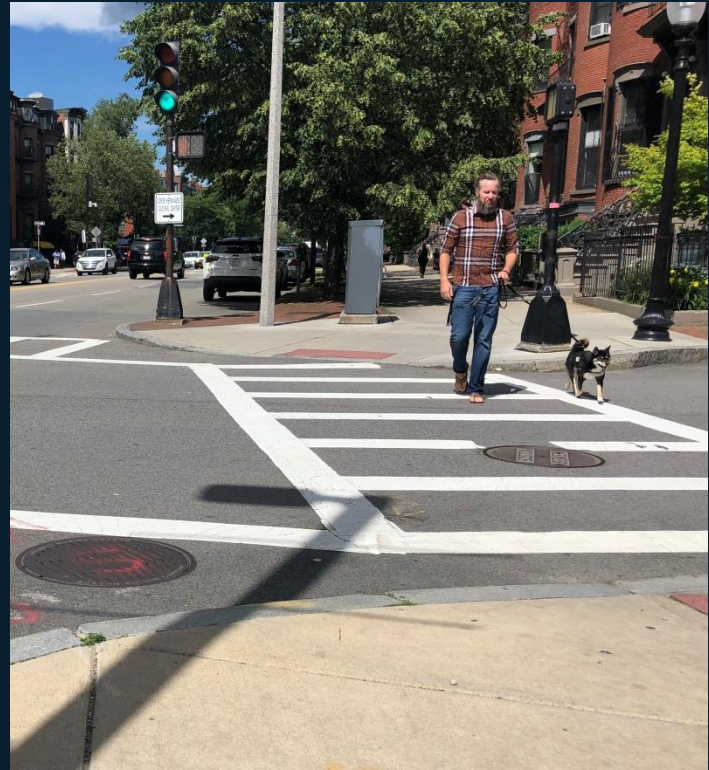
- ▶ Better understanding of traffic impacts
- ▶ Managing double-parking, specifically for pick-up/drop-off
- ▶ More information about how “floating” bus stops work & details for raised crosswalks
- ▶ Year-round maintenance: sweeping, plowing

A blue-tinted photograph of a city street intersection. In the foreground, a pedestrian is crossing the street at a crosswalk. Several cars are visible in the background, some parked and some in motion. A large brick building with multiple windows is on the right side of the frame. The sky is overcast. The text "RECOMMENDED CHANGES TO TRAFFIC SIGNALS" is overlaid in white, bold, sans-serif font across the center of the image.

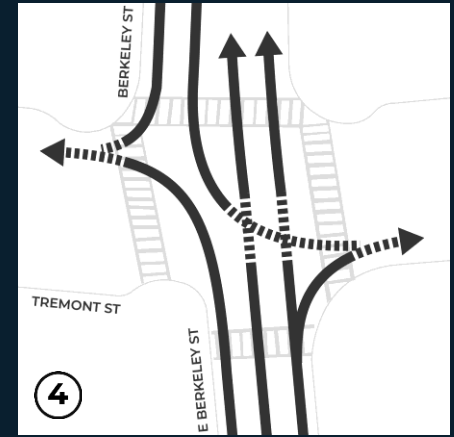
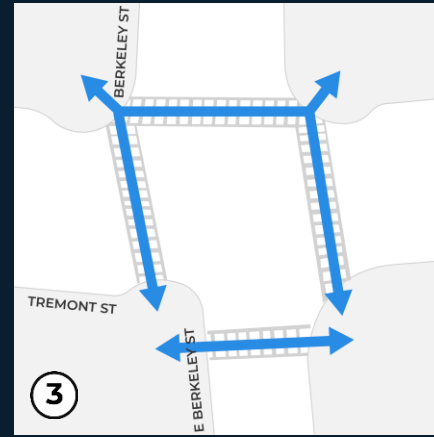
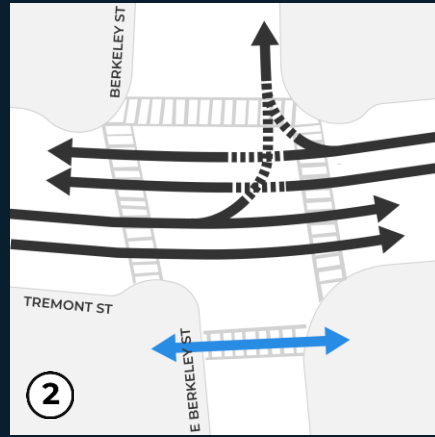
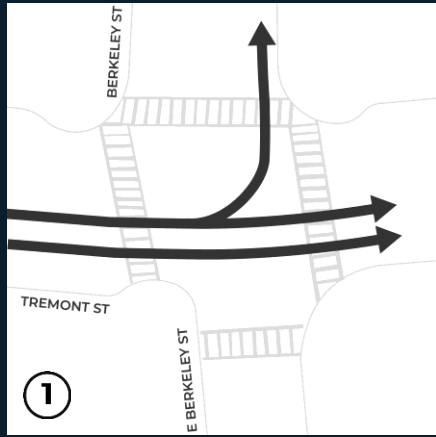
RECOMMENDED CHANGES TO TRAFFIC SIGNALS

ALL-DAY SAFETY BENEFITS OF DESIGN

- ▶ Lane reduction will have an impact, most pronounced during “peak of peak”
- ▶ Mitigate traffic impacts through changes to signal
- ▶ Apply walk-friendly signal practices too! 😊



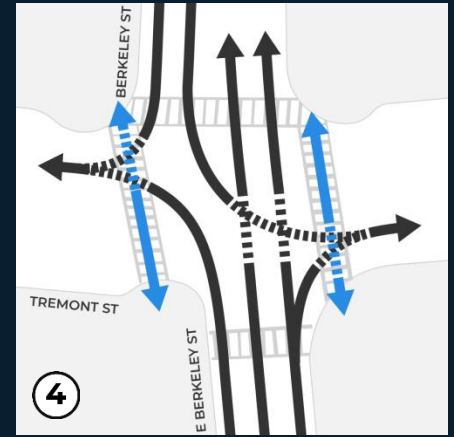
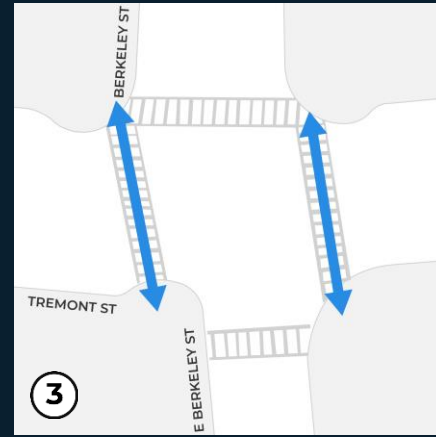
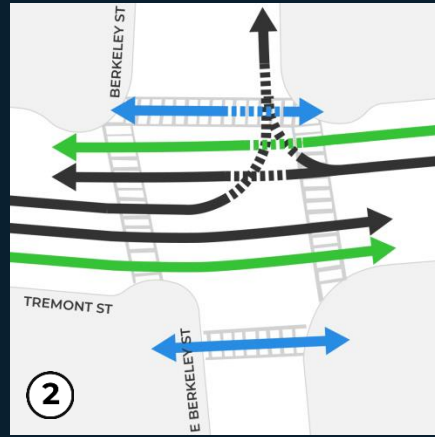
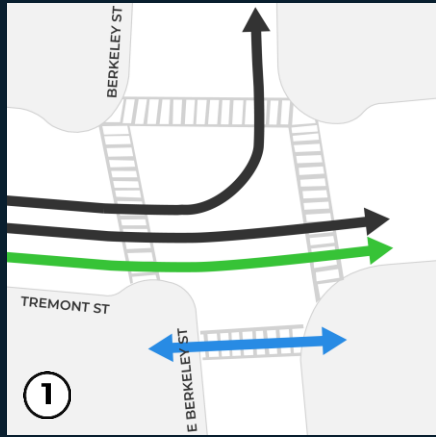
BERKELEY ST / EAST BERKELEY ST



Existing:

- ▶ Tremont northbound lead
- ▶ Walk signal provided to cross East Berkeley
- ▶ All-walk phase to cross Tremont St, East Berkeley, and Berkeley (70 seconds to next all-walk phase, if button pressed)
- ▶ East Berkeley and Berkeley proceed

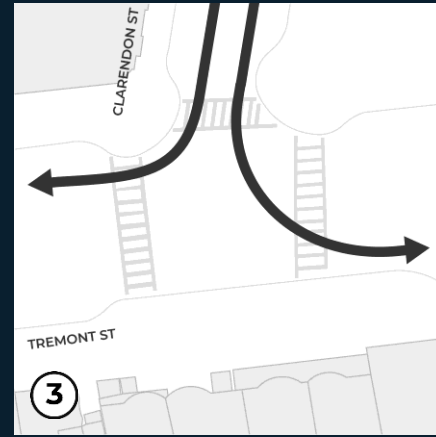
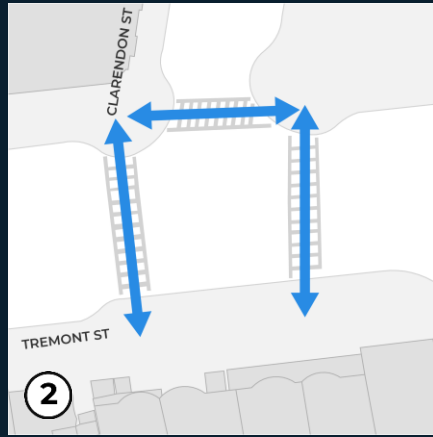
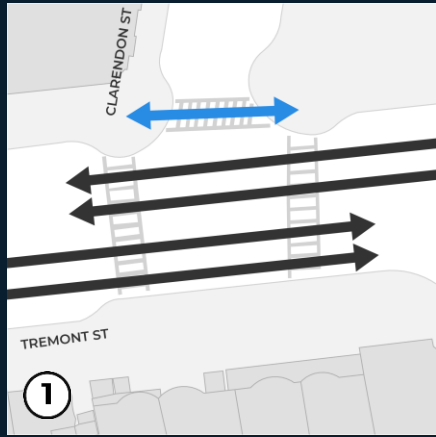
BERKELEY ST / EAST BERKELEY ST



Proposed:

- ▶ Tremont northbound lead (needed to balance traffic impacts from lane reduction) with automatic concurrent East Berkeley crossing
- ▶ Automatic walk signal provided to cross Berkeley
- ▶ Automatic 6-second pedestrian head-start to cross Tremont St
- ▶ East Berkeley and Berkeley proceed, walk signal stays on

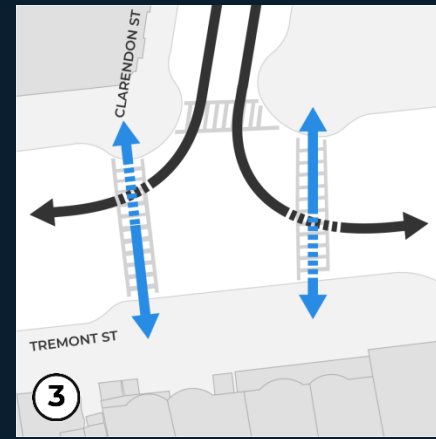
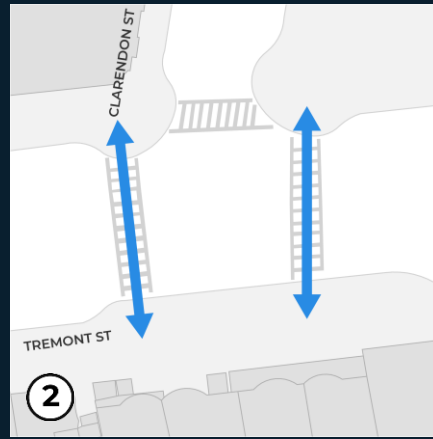
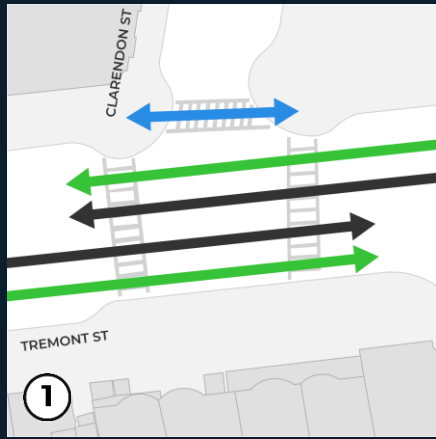
CLARENDON ST



Existing:

- ▶ Walk signal automatically turns on with Tremont St
- ▶ All-walk phase automatically turns after Tremont St (60 seconds to next all-walk phase)
- ▶ Green light for Clarendon, when vehicles present

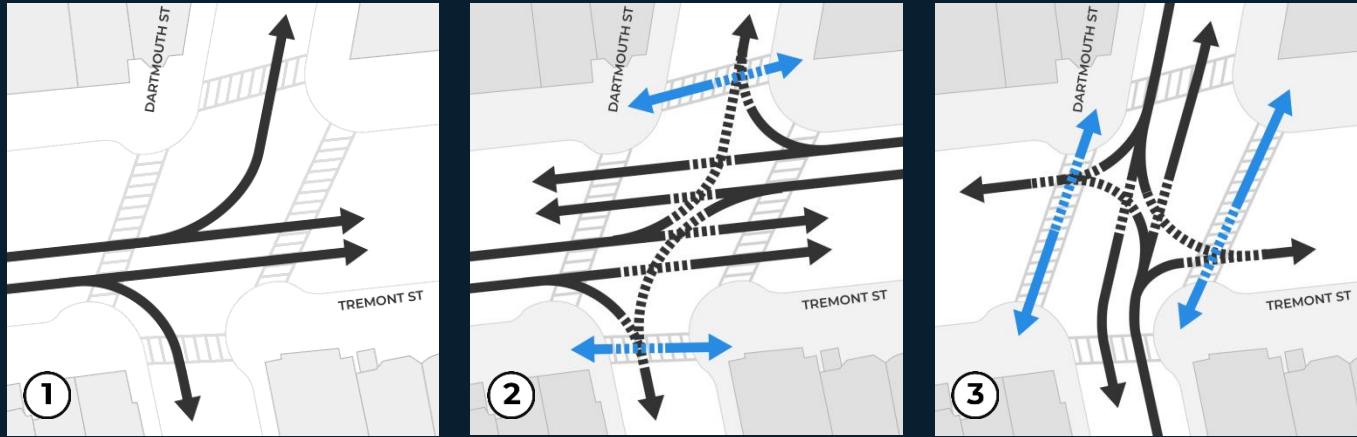
CLARENDON ST



Proposed:

- ▶ Similarly, the walk signal comes on automatically with Tremont St
- ▶ Automatic 6-second pedestrian head-start to cross Tremont St
- ▶ Clarendon can then proceed, walk signal stays on (48-second wait to next walk signal to cross Tremont St)

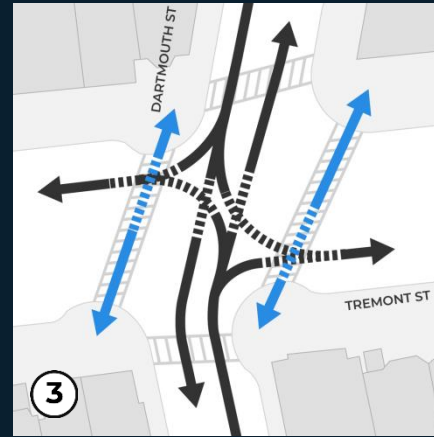
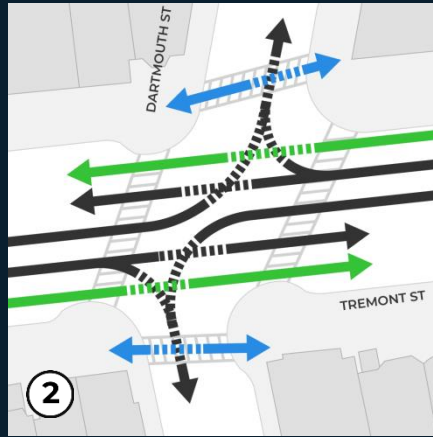
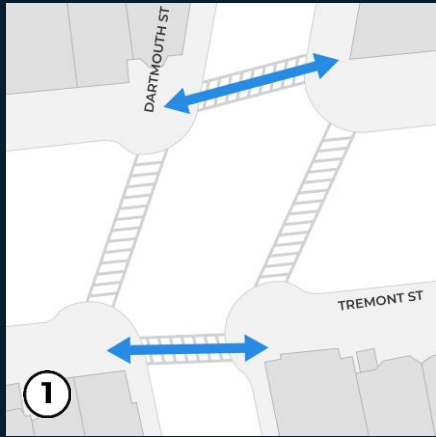
DARTMOUTH ST/WEST DEDHAM ST



Existing:

- ▶ Tremont northbound leads
- ▶ Walk signals are automatic when Tremont southbound has green
- ▶ Dartmouth or West Dedham get green light when vehicles are present
- ▶ Pedestrians must push button for walk signal across Tremont St

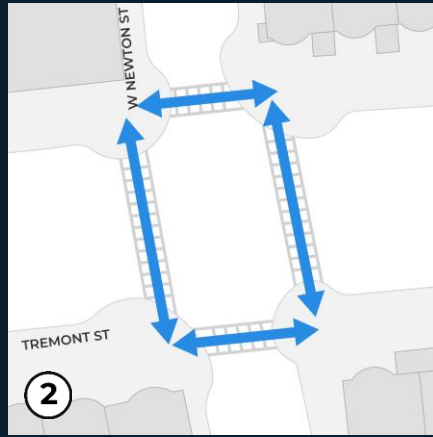
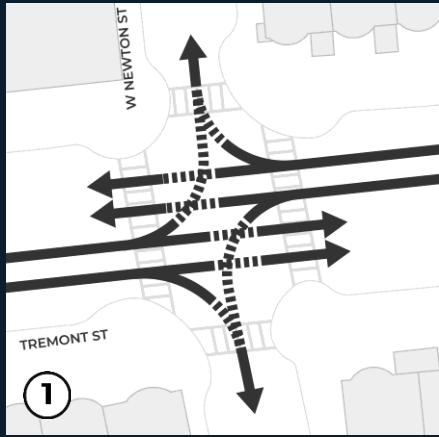
DARTMOUTH ST/WEST DEDHAM ST



Proposed:

- ▶ Automatic 4-second pedestrian head-start to cross Dartmouth/West Dedham
- ▶ Tremont proceeds, walk signal stays on
- ▶ Automatic walk signal across Tremont St and green light for Dartmouth and West Dedham

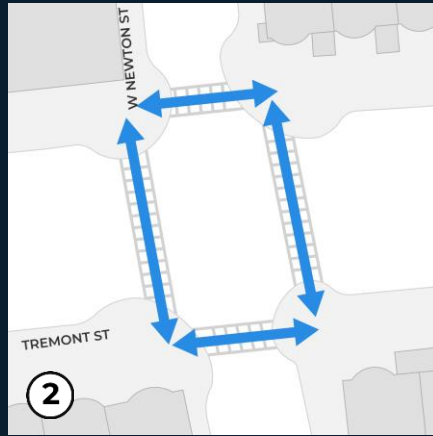
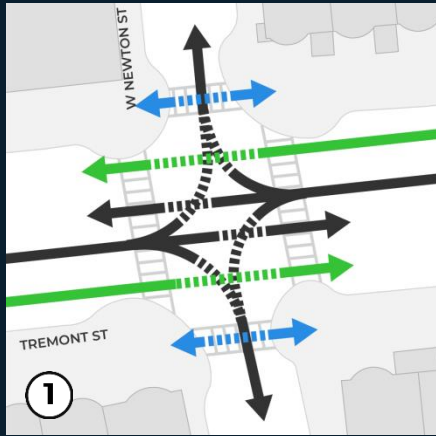
WEST NEWTON ST



Existing:

- ▶ Tremont St green is generally on, unless
- ▶ Pedestrians push button to get all-walk signal (may need to wait up to 66 seconds for all-walk)

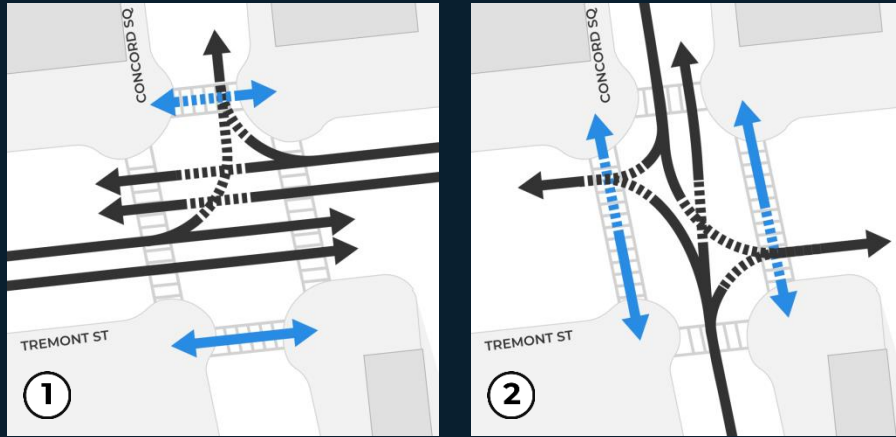
WEST NEWTON ST



Proposed:

- ▶ Automatic walk signals to cross West Newton while Tremont St has green light
- ▶ Tremont St green must last longer to accommodate reduction in travel lanes
- ▶ Automatic all-walk every minute

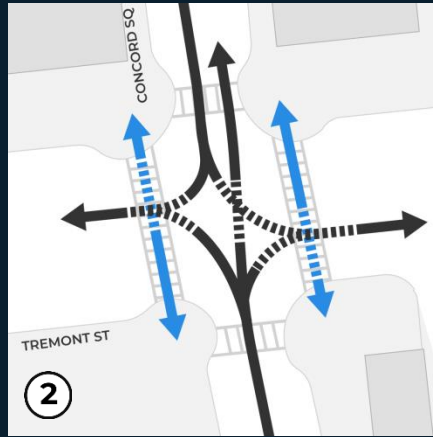
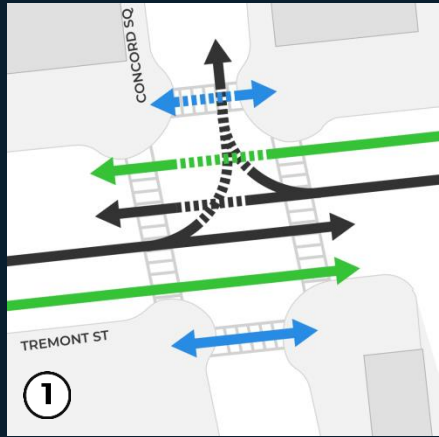
CONCORD SQ / WEST CONCORD ST



Existing:

- ▶ Automatic concurrent walk signal with Tremont St green
- ▶ Concord Sq and West Concord will get a green light when vehicles present
- ▶ Pedestrians must push button for walk signal across Tremont St

CONCORD SQ / WEST CONCORD ST



Proposed:

- ▶ Automatic concurrent walk signal with Tremont St green
- ▶ Automatic concurrent walk signal with Concord Sq/West Concord green
- ▶ No pedestrian head-start provided; very low vehicular conflicts with pedestrians

CURB REGULATIONS

A blue-tinted photograph of a city street. In the foreground, a crosswalk with white stripes is visible on the asphalt. Several cars are parked along the curb on both sides of the street. A yellow sign with a downward-pointing triangle and a pedestrian symbol is mounted on a yellow post near the curb. The background shows more trees and buildings under a clear sky. The text "CURB REGULATIONS" is overlaid in large, white, bold, sans-serif font across the center of the image.

CURB REGULATIONS

Updated curb regulations are critical to the success of any lane reduction on Tremont St

We can change:

- ▶ Types of regulations
- ▶ Hours of regulations
- ▶ Combination



REGULATION OPTIONS

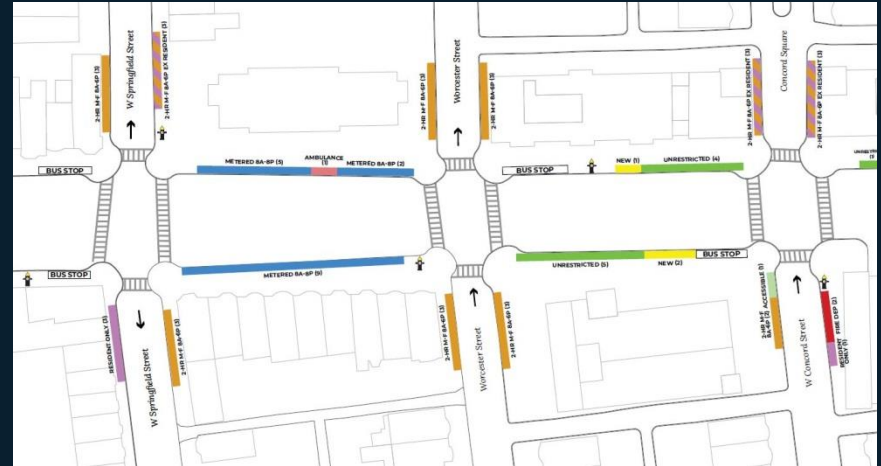
Our options

- Pick Up/Drop Off 5-Minute
- Resident Parking
- Metered Parking
- 2 Hour “Visitor” Parking
- Unrestricted Parking
- Loading Zones



BLOCK-BY-BLOCK ACTIVITY

- ▶ After the presentation (soon!)
- ▶ Review existing curb regulations and share your suggestions
- ▶ Want to reflect your priorities for curb space in our recommendations

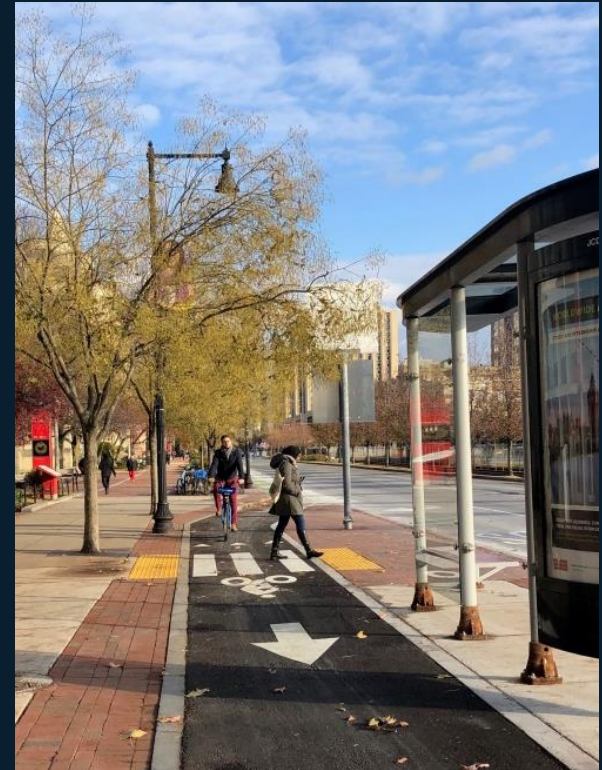




BUS STOP BOARDING ISLANDS

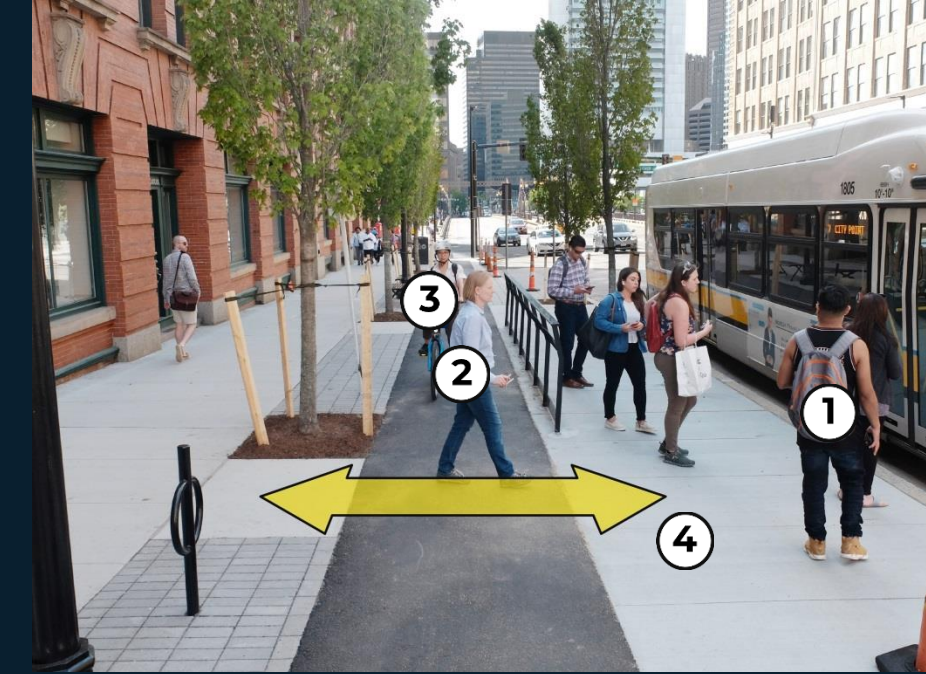
BUS STOP BOARDING ISLANDS

- ▶ Space for bus passengers to wait, board, and alight
- ▶ Bike lane is between the sidewalk and boarding island
- ▶ Buses stay in the travel lane
- ▶ Drivers need to wait behind stopped bus



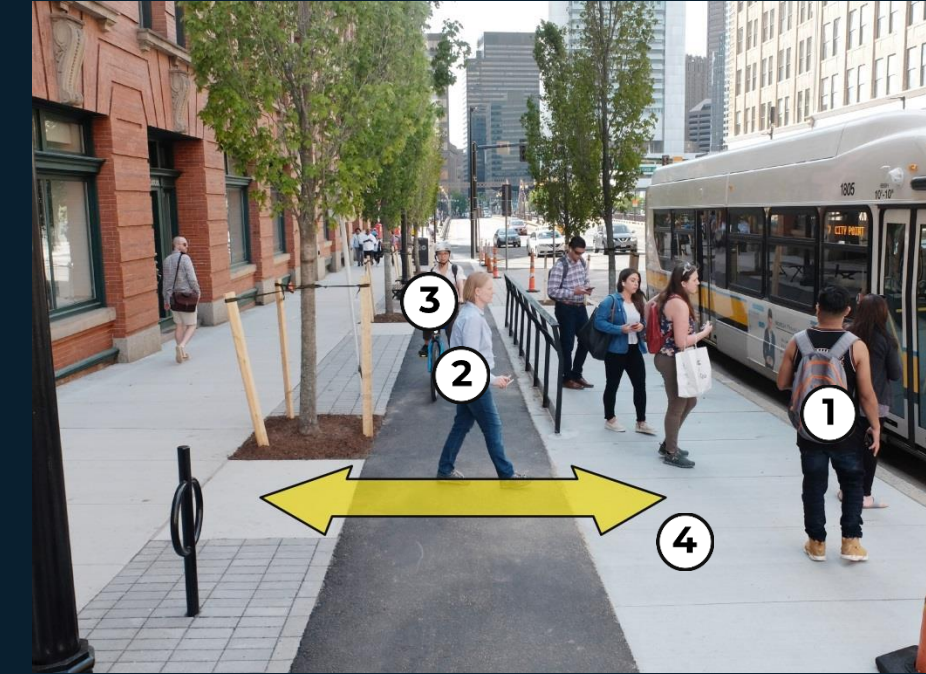
Commonwealth Ave

HOW BOARDING ISLANDS WORK



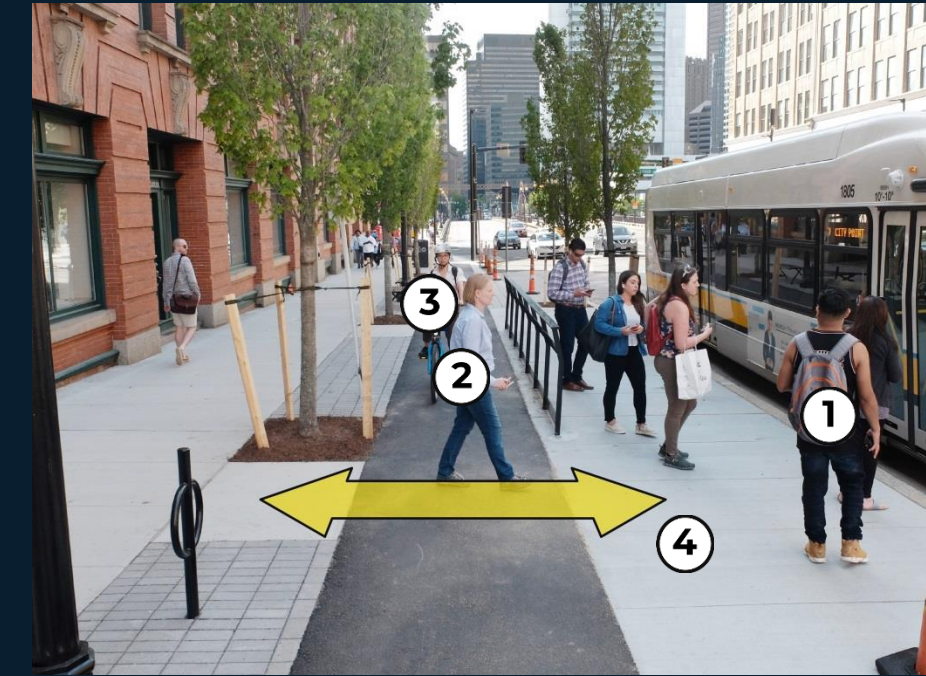
1 Passengers wait for the bus on the island.

HOW BOARDING ISLANDS WORK



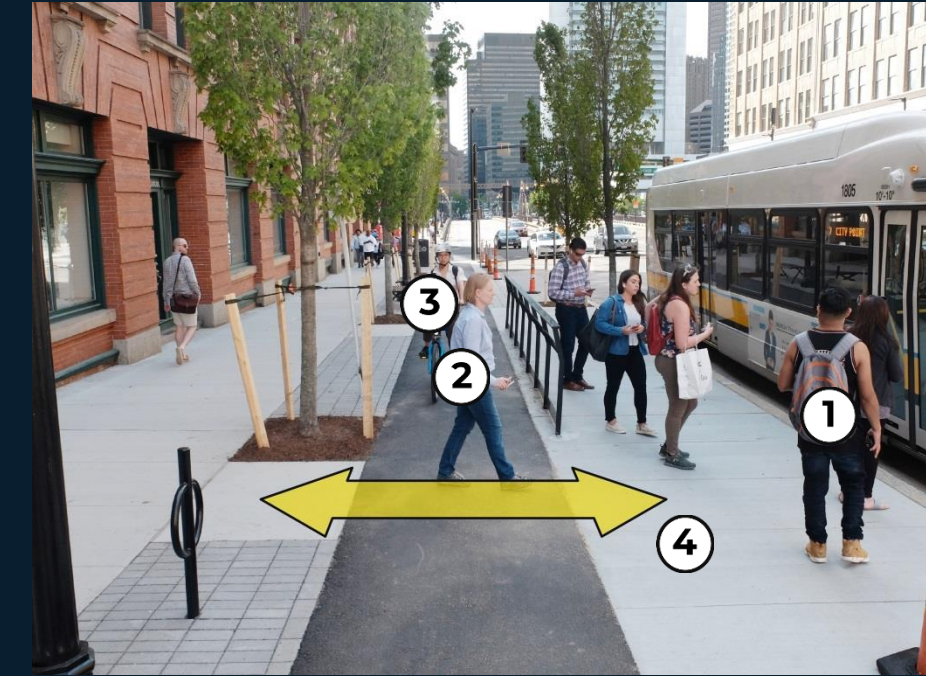
2 Passengers cross to the island near the front door of the bus.

HOW BOARDING ISLANDS WORK



3 Approaching bicyclists slow and stop for people crossing to or from the bus stop.

HOW BOARDING ISLANDS WORK



4 Clear landing space is available at both the front and back doors. Ability to maneuver on and off the front door using the bus ramp is retained.

EXAMPLES IN OTHER CITIES



Oakland, CA



Chicago, IL

EXAMPLES IN OTHER CITIES



*San Francisco
(under construction)*



Cambridge, MA

SIDE STREET CROSSWALKS



RAISED CROSSWALKS



Keeps you out of the slush and the ponding



Lined up with how people want to cross the street

EXAMPLES FROM OTHER PLACES



Hemenway at Forsyth



Cambridge, MA

BIKE LANE SEPARATION AND MAINTENANCE



POTENTIAL SEPARATION

- ▶ In procurement process for pre-cast concrete curbs
 - ▶ Testing on Mass Ave later this year
- ▶ Pinned in place, more permanent than flex posts
- ▶ Design carefully for drainage needs, accessible parking spaces, etc.



Winnipeg, MB

SWEEPING AND PLOWING BIKE LANE

- ▶ Design for the street maintenance vehicles
 - ▶ City of Boston already sweeps and plows separated bike lanes
- ▶ Aiming for 7.5' total clear space (bike lane + some buffer space) for maximum flexibility in equipment



Columbus Ave

NEXT STEPS



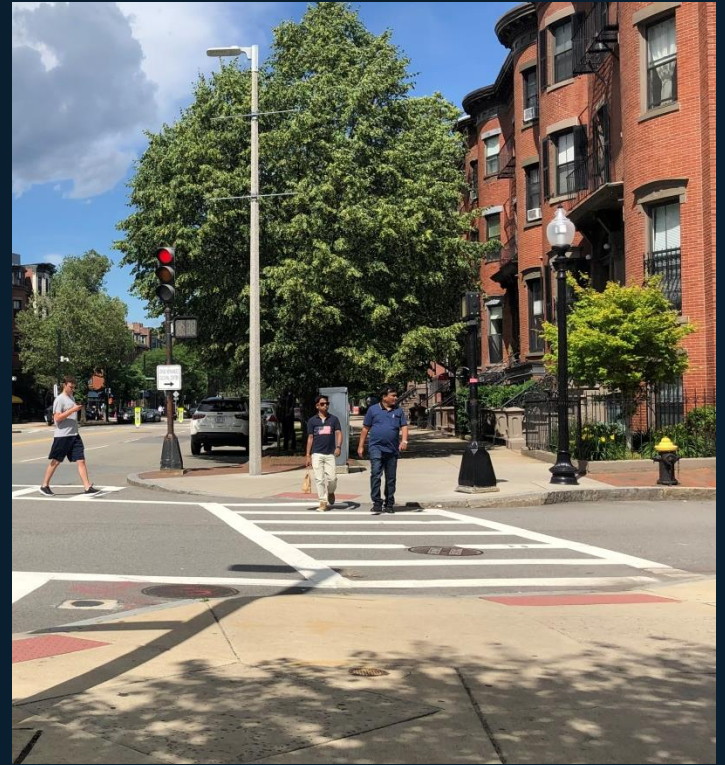
NEXT STEPS

South End:

- Complete design review with City agencies
- Coordinate with MBTA
- Work on changes to curb regulations
- Additional opportunities to connect with residents over summer

Lower Roxbury:

- Broad outreach and discussions with residents





THANK YOU

*boston.gov/transportation/tremont
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