

STATE STREET RECONSTRUCTION

ADVISORY GROUP MEETING

APRIL 01, 2020



AGENDA

Welcome

5 Minutes

Overview of Curbside Activity

20 Minutes

Discussion

30 Minutes

Next Steps

5 Minutes

STATE STREET

CURBSIDE MANAGEMENT CONSIDERATIONS



Curbside Use Priorities by Context			
Priority	Residential	Commercial & Mixed Use	Industrial
1	Support for Modal Plan Priorities		
2	Access for People	Access for Commerce	
3	Access for Commerce		Access for People
4	Greening	Activation	Storage
5	Storage	Greening	Activation
6	Activation	Storage	Greening

Source: Seattle Department of Transportation

Curbside demand is changing dramatically for many reasons including:

- Online purchasing and on-demand deliveries
- Ride hailing
- Shared mobility and modal shifts (bikes, scooters, transit)

Innovations are being explored or piloted in urban centers:

- Geofencing TNC activity (Boston - Theater District and Seaport)
- Overnight loading (only works for certain businesses/activities) (Boston – Downtown Crossing)
- Urban consolidation centers / small vehicle deliveries
- Lockers in lobby areas / sub-zones for deliveries
- Cargo bikes

BTD is looking at curbside activity citywide through a technical assistance grant from Transportation for America.

CURBSIDE USE STUDY

Usage Survey conducted
September 26, 2019
7:00 AM – 8:30 PM



STATE STREET CURB UTILIZATION STUDY

NOVEMBER 2019



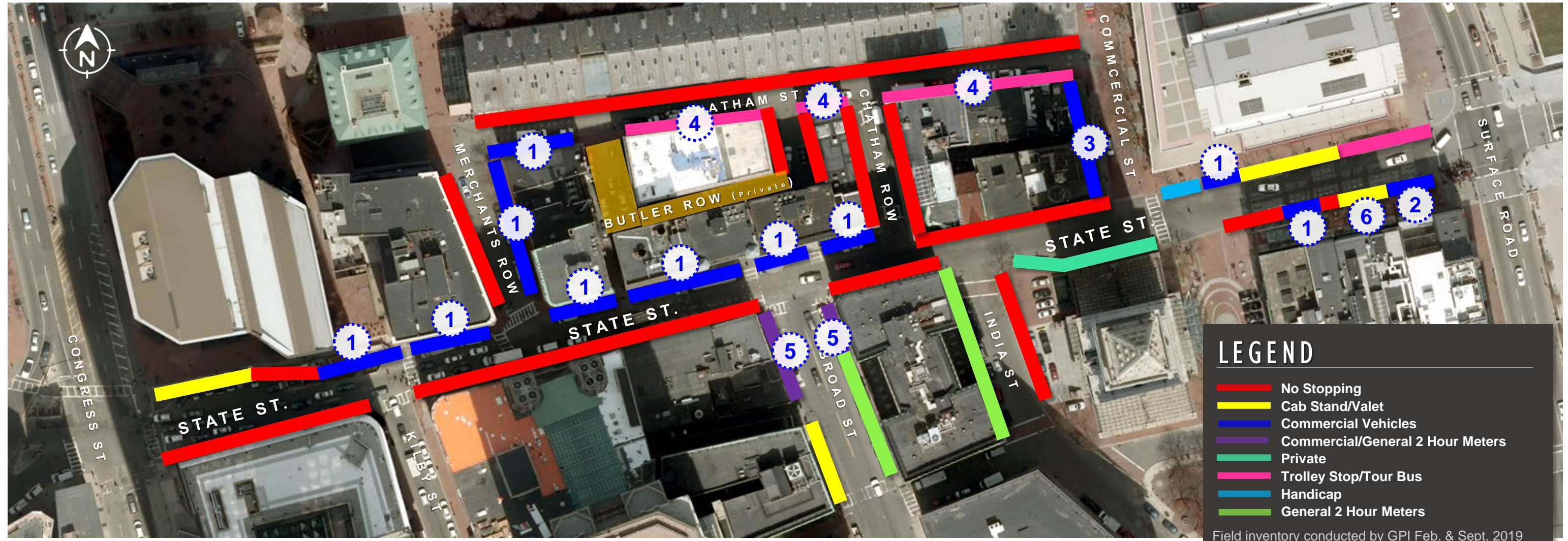
GPI 181 Ballardvale Street, Suite 202
Wilmington, MA 01887



CITY of BOSTON

STATE STREET

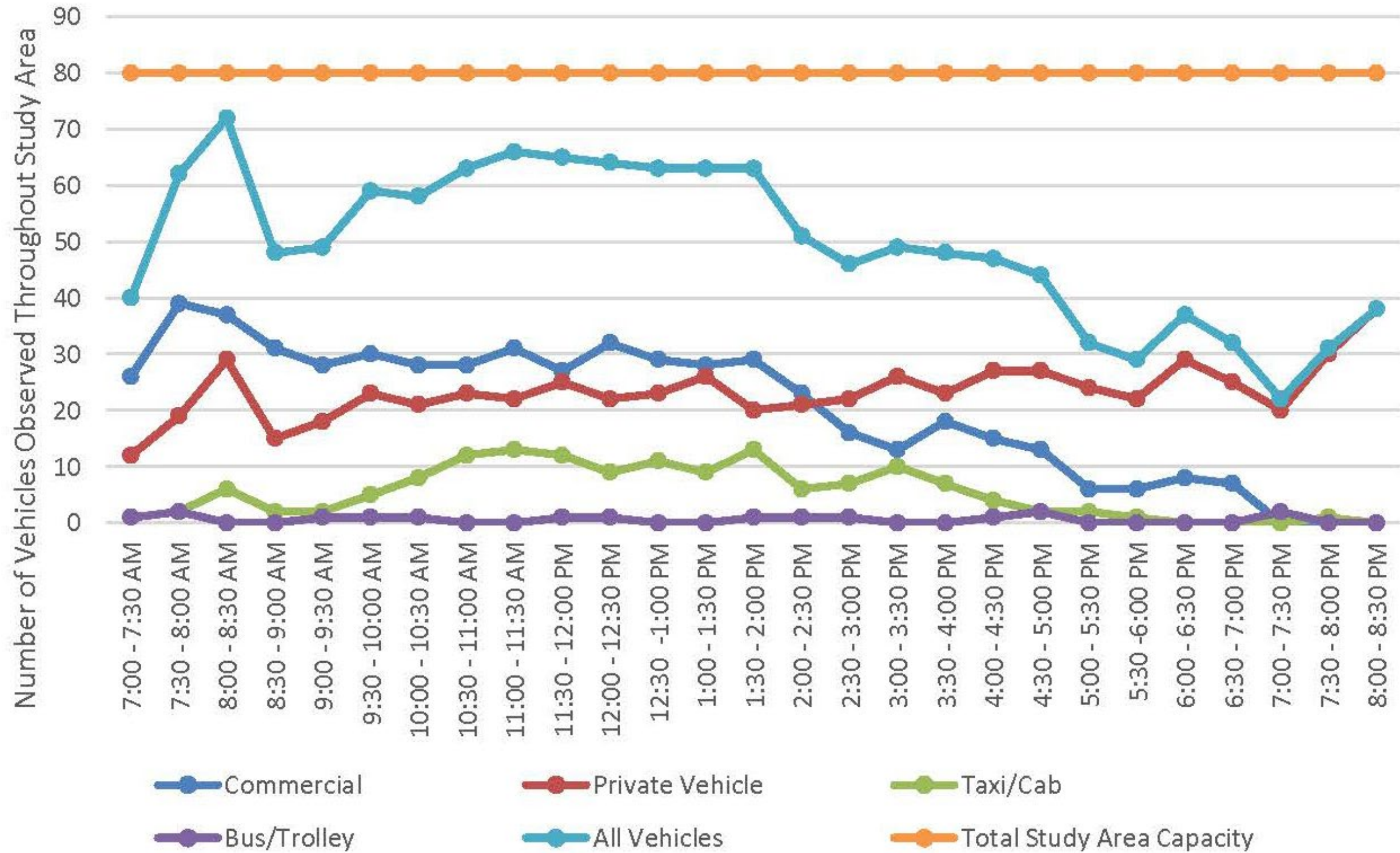
CURB REGULATIONS & COMMERCIAL VEHICLE PARKING RESTRICTIONS



COMMERCIAL VEHICLE PARKING REGULATIONS

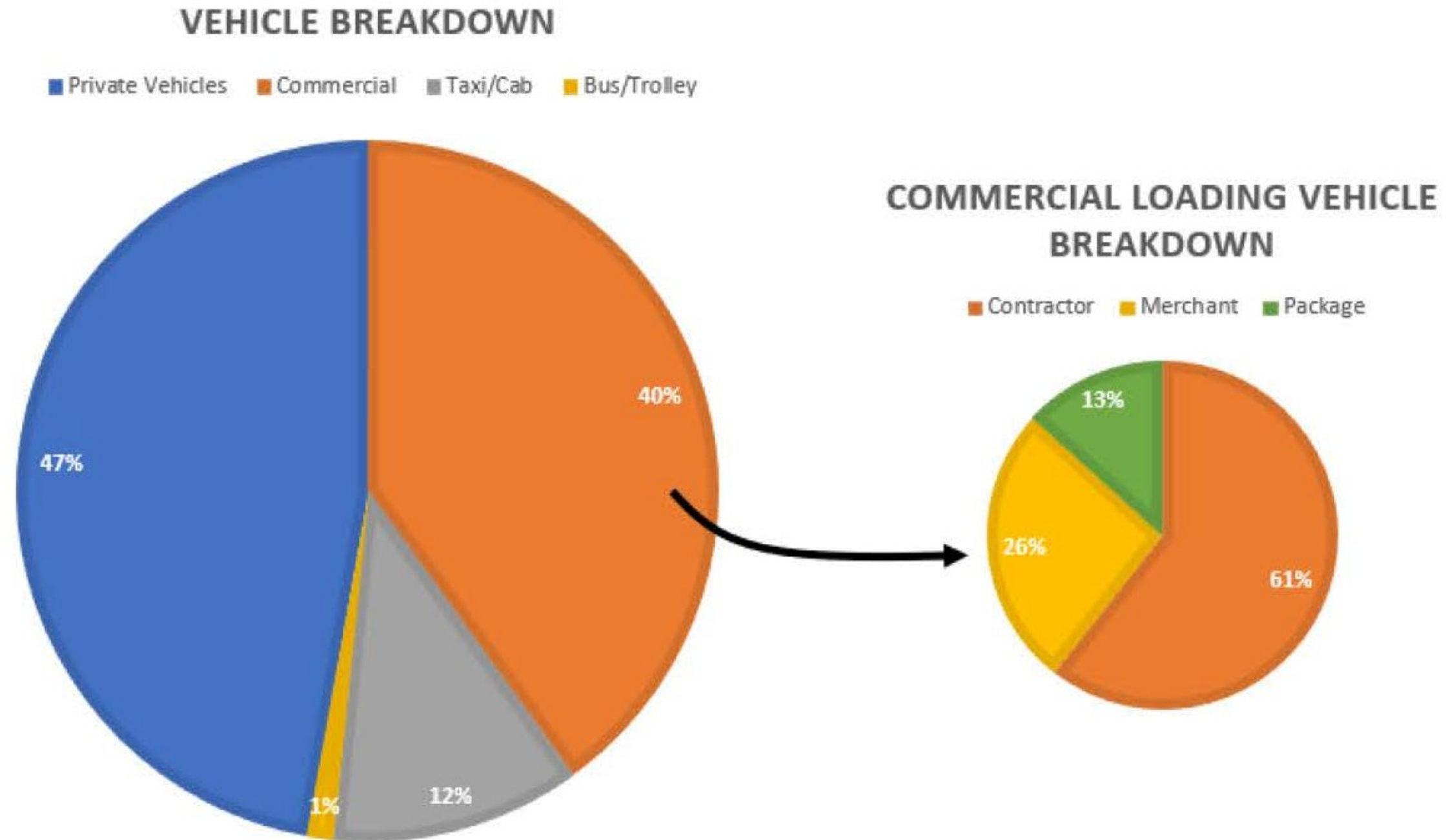
1. Commercial Vehicles Only 7 AM – 7 PM (Except Sundays) (30-minute time limit)
2. Commercial Vehicles Only 7 AM – 6 PM (Except Saturdays & Sundays) (30-minute time limit)
3. Commercial Vehicles Only 8 AM – 6 PM (Except Saturdays & Sundays) (30-minute time limit)
4. Commercial Vehicles Only 7 AM – 10 AM / Tour Bus Only 10 AM – 6 PM
5. Commercial Vehicles Only 7 AM – 11 AM / 2 Hr. 11 AM – 8 PM (Except Sundays)
6. Valet Parking Only 10 Minute Limit

CURBSIDE USE STUDY



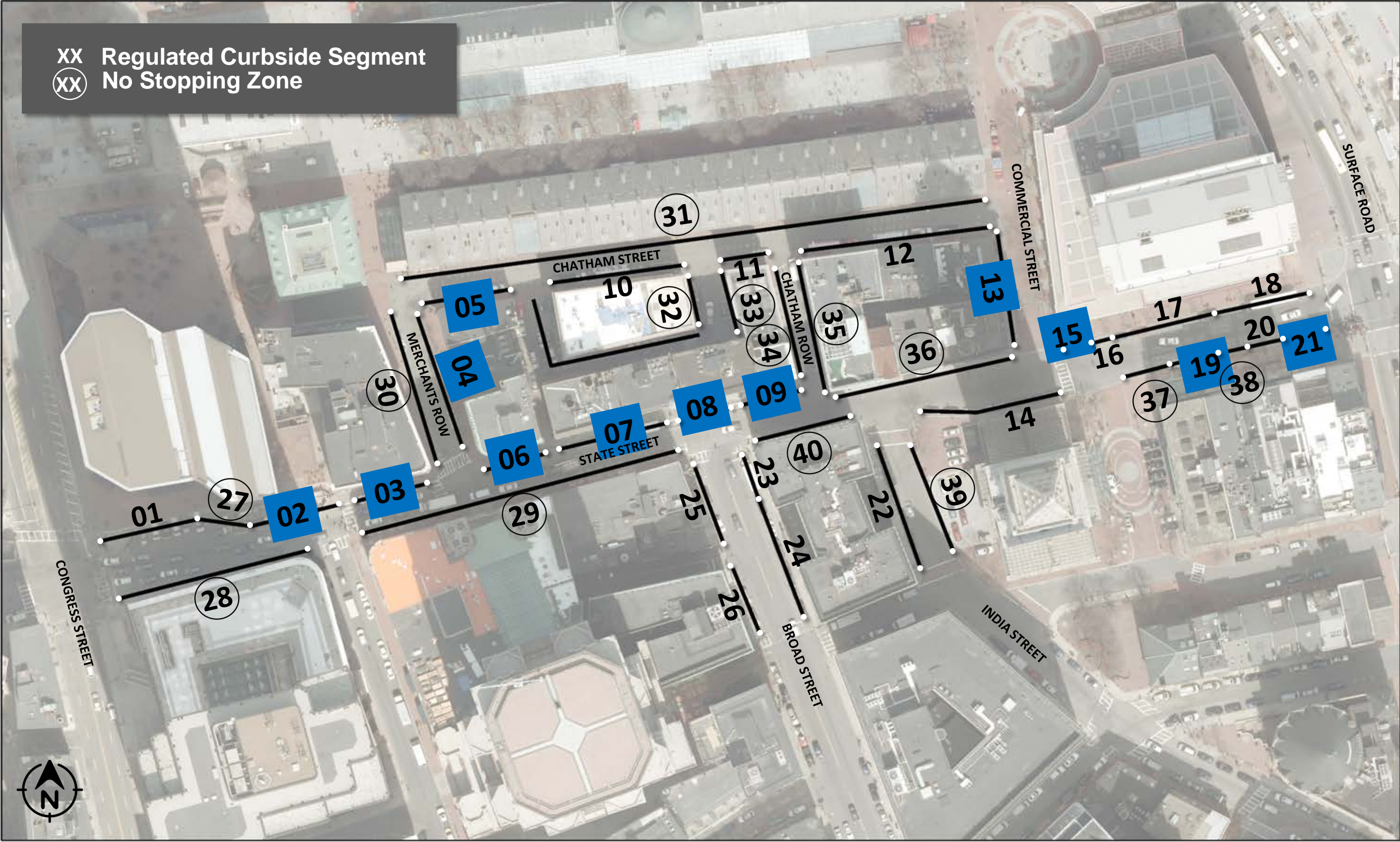
CURBSIDE USE STUDY

Figure 3. Vehicle Breakdown – All Day



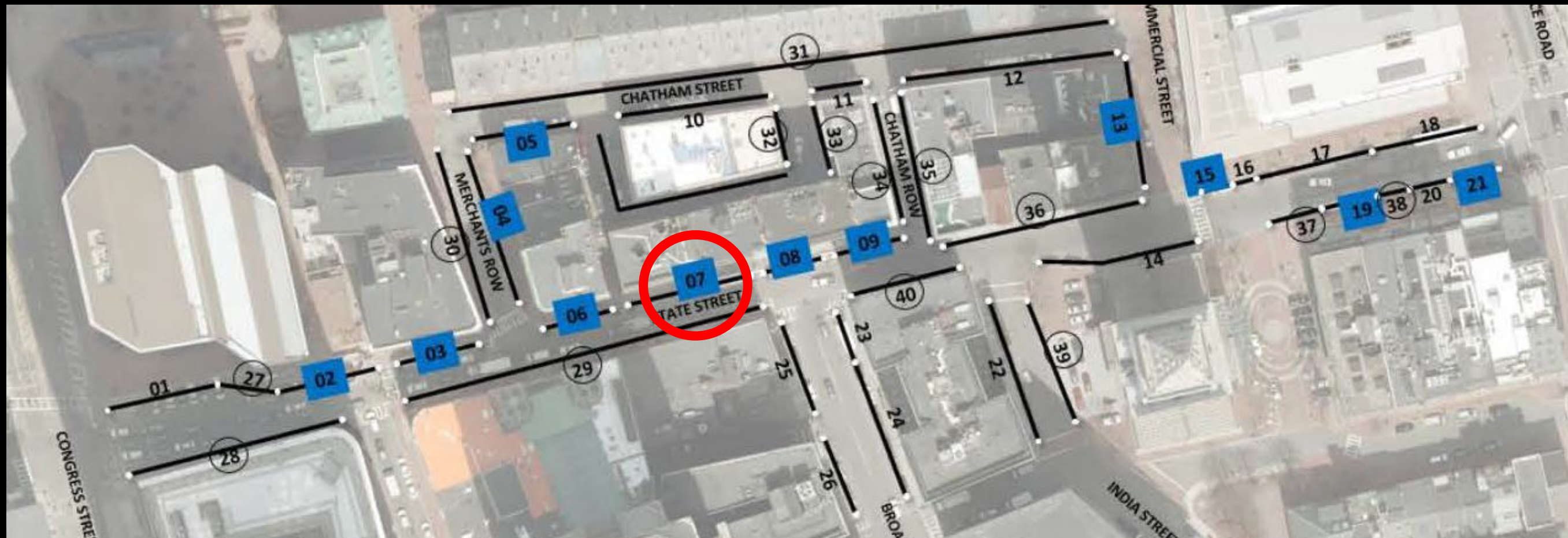
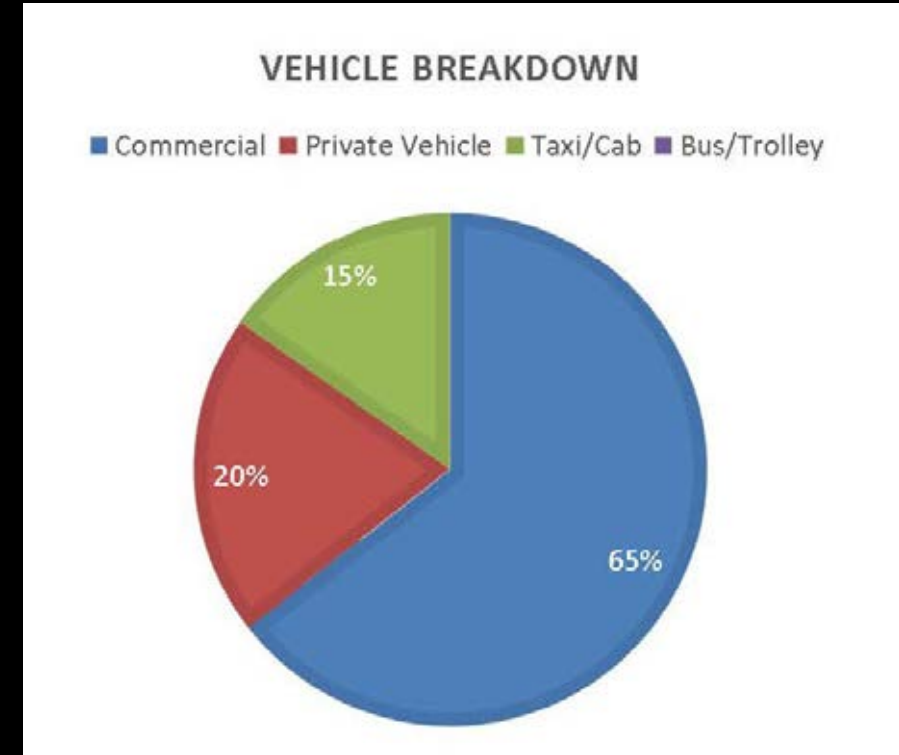
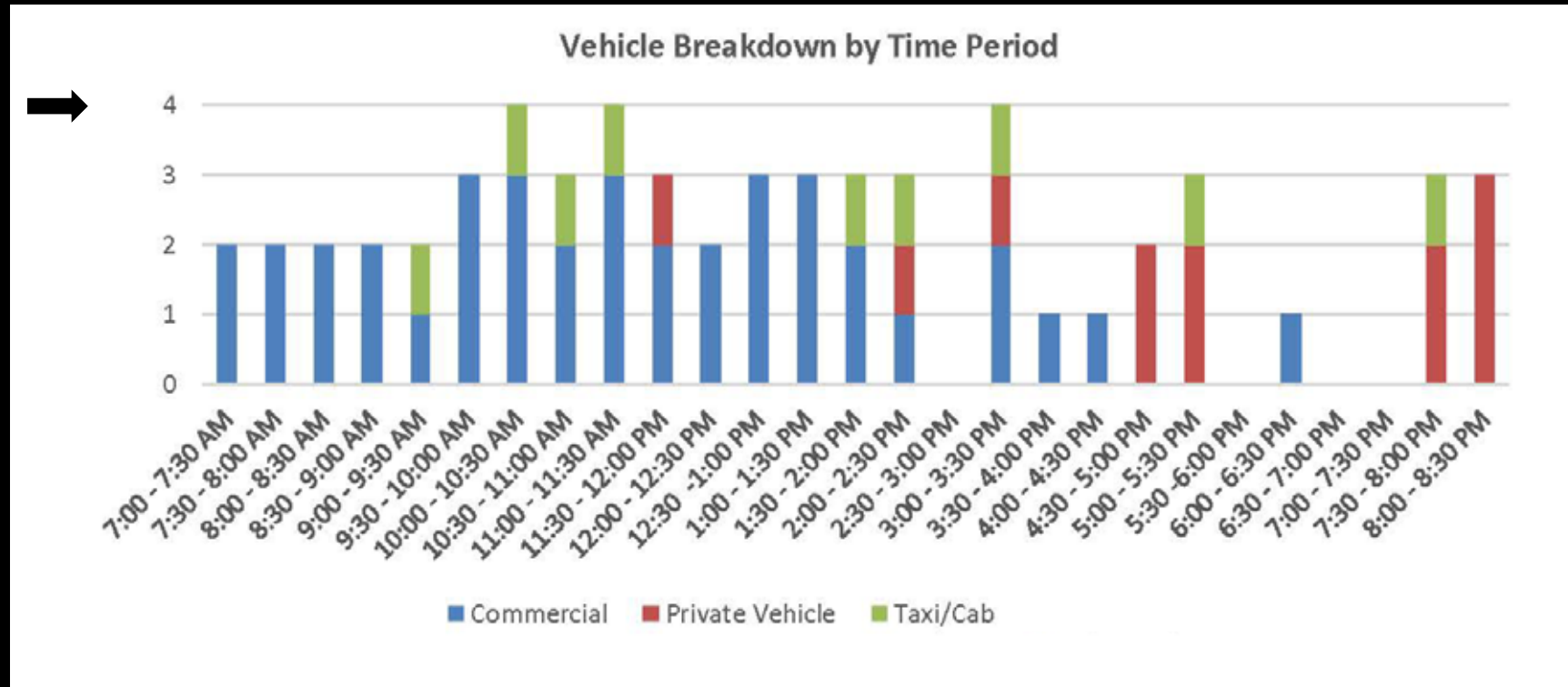
COMMERICAL SEGMENT BREAKDOWN

XX Regulated Curbside Segment
ⓧ No Stopping Zone



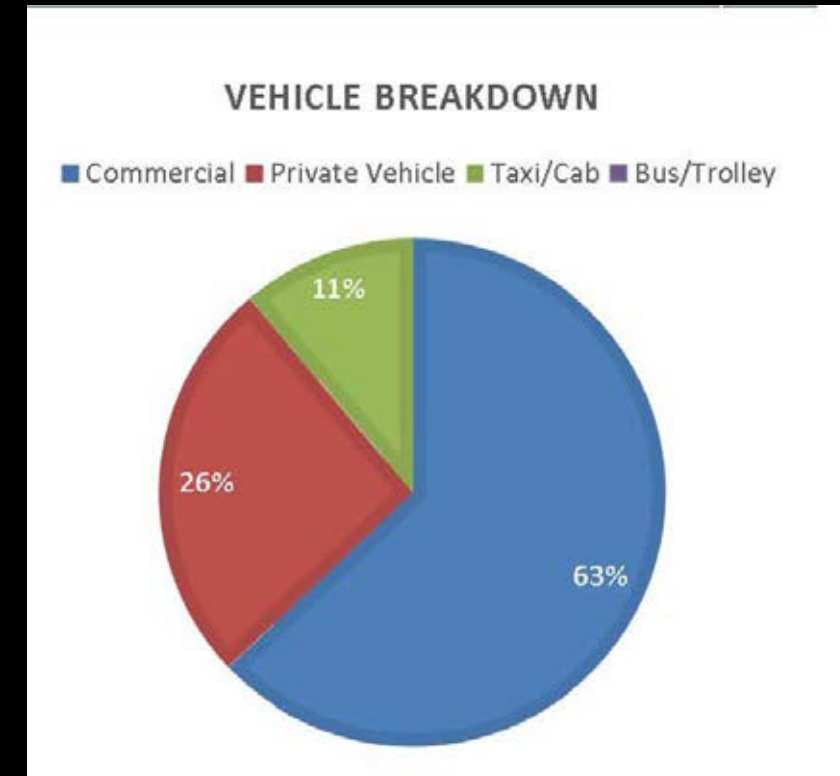
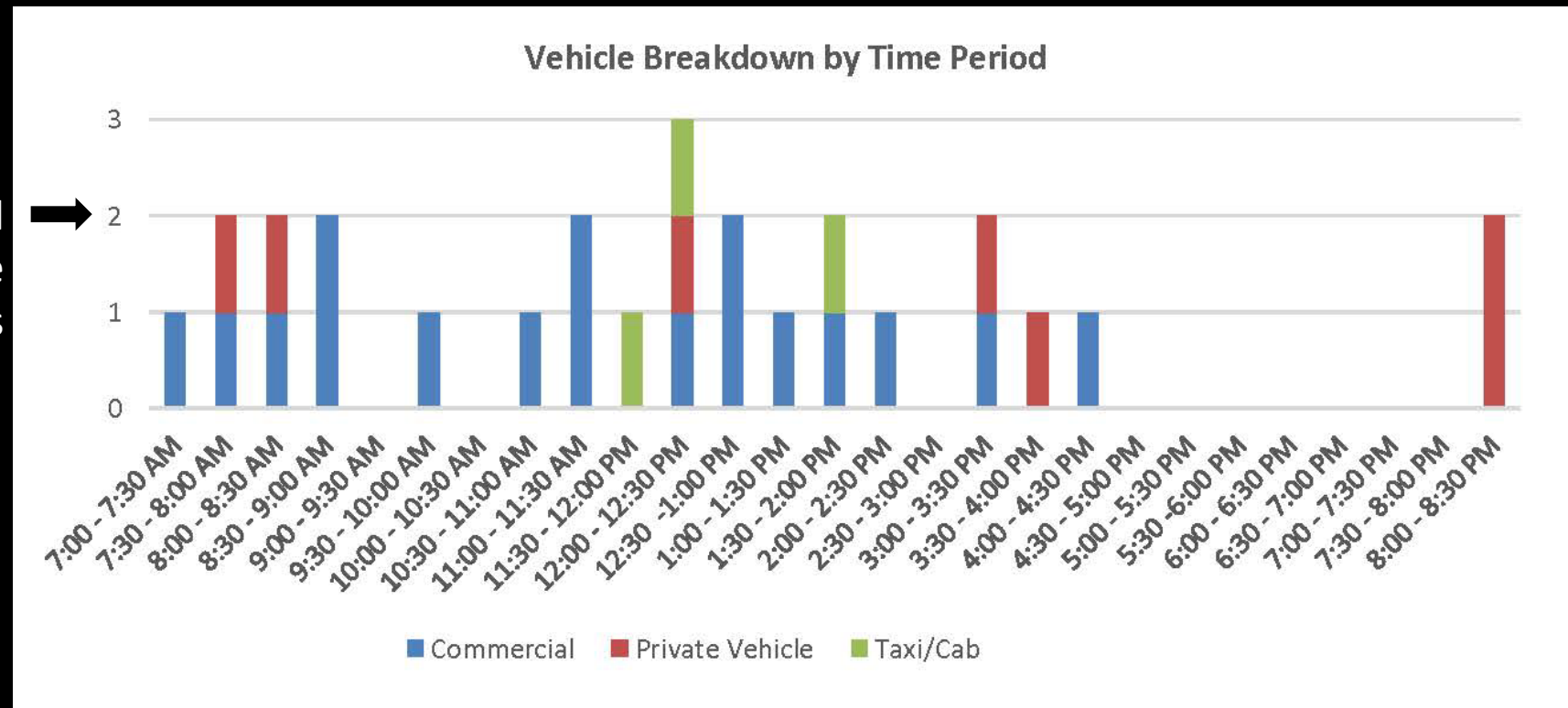
CURBSIDE USE STUDY - Example Segment 7

Total Available Spaces →



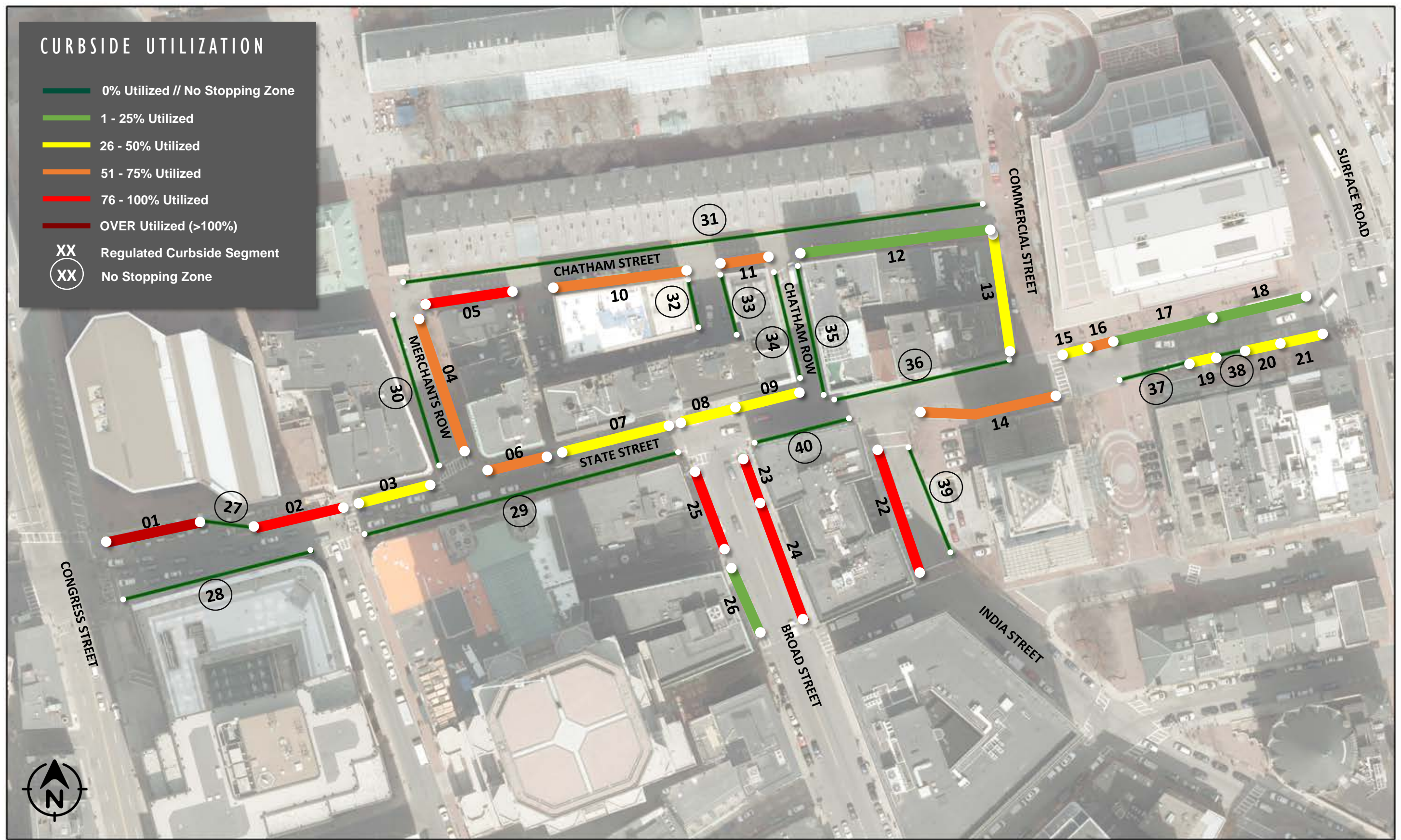
CURBSIDE USE STUDY - Example Segment 9

Total Available Spaces →



CURBSIDE UTILIZATION

- █ 0% Utilized // No Stopping Zone
- █ 1 - 25% Utilized
- █ 26 - 50% Utilized
- █ 51 - 75% Utilized
- █ 76 - 100% Utilized
- █ OVER Utilized (>100%)
- XX Regulated Curbside Segment
- ⊙ No Stopping Zone



CURBSIDE UTILIZATION 7:00 – 8:30 PM

STATE STREET

CURBSIDE USE CONCEPTS

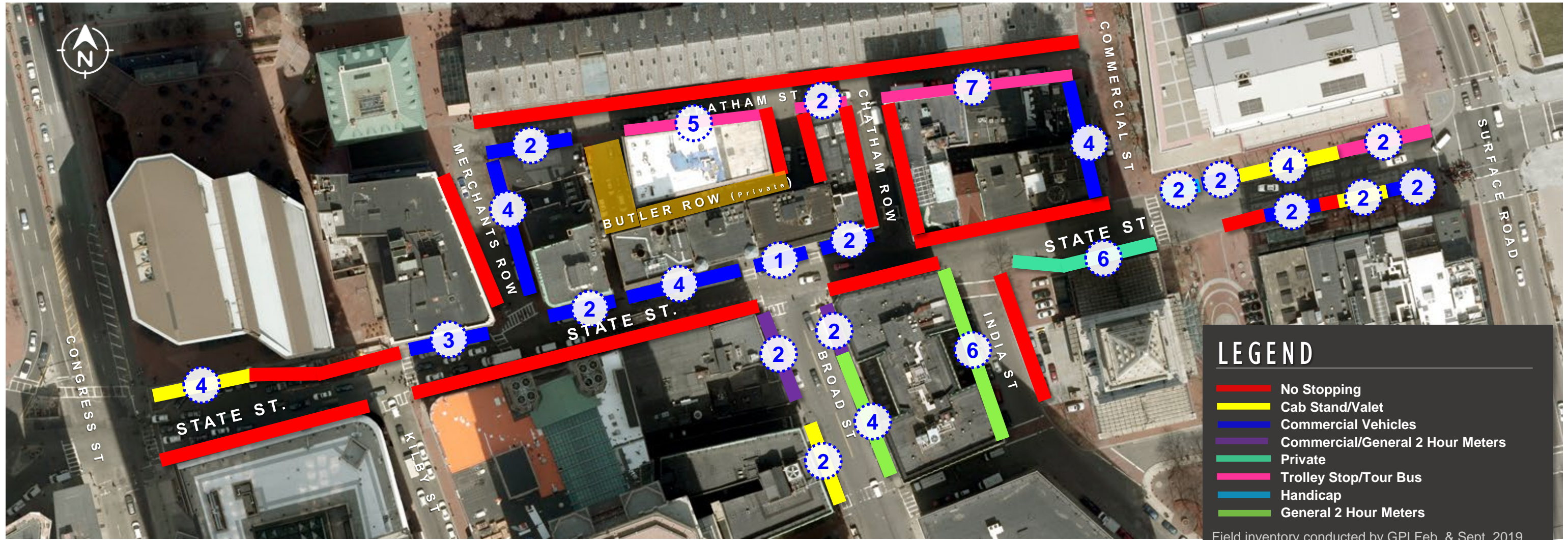


Guiding Principles for Curbside Use Concepts

- **ADEQUATE SUPPLY.** An adequate supply of commercial vehicle parking is needed to avoid commercial vehicles circulating for space and parking illegally.
- **WIDER SIDEWALK PRIORITIES.** Wider sidewalks would be desirable particularly in these areas: A) the northerly sidewalk of State St. which enjoys a southern solar aspect with direct sunlight focused at the street ends (Kilby, Broad, India and McKinley Place) and across from plaza spaces at the Custom House; B) along the southerly sidewalk between the Surface Road and McKinley Place which is awkwardly fragmented by the Aquarium T stop headhouse; C) in front of the Custom House – landmark building and solar access.
- **CHATHAM STREET.** Focus commercial loading to the extent possible on Chatham Street and adjoining streets.
- **ALLOCATE SPACE FOR BETTER UTILIZATION.** Reallocate space where curbs are over- and under- utilized, as follows:
 - Cab zone at State and Congress is over-utilized; cab space on Broad and at the Aquarium T stop are underutilized.
 - Trolley/Tour Bus zones on Chatham Street are underutilized. More information is needed regarding trolley / tour bus demands.

STATE STREET

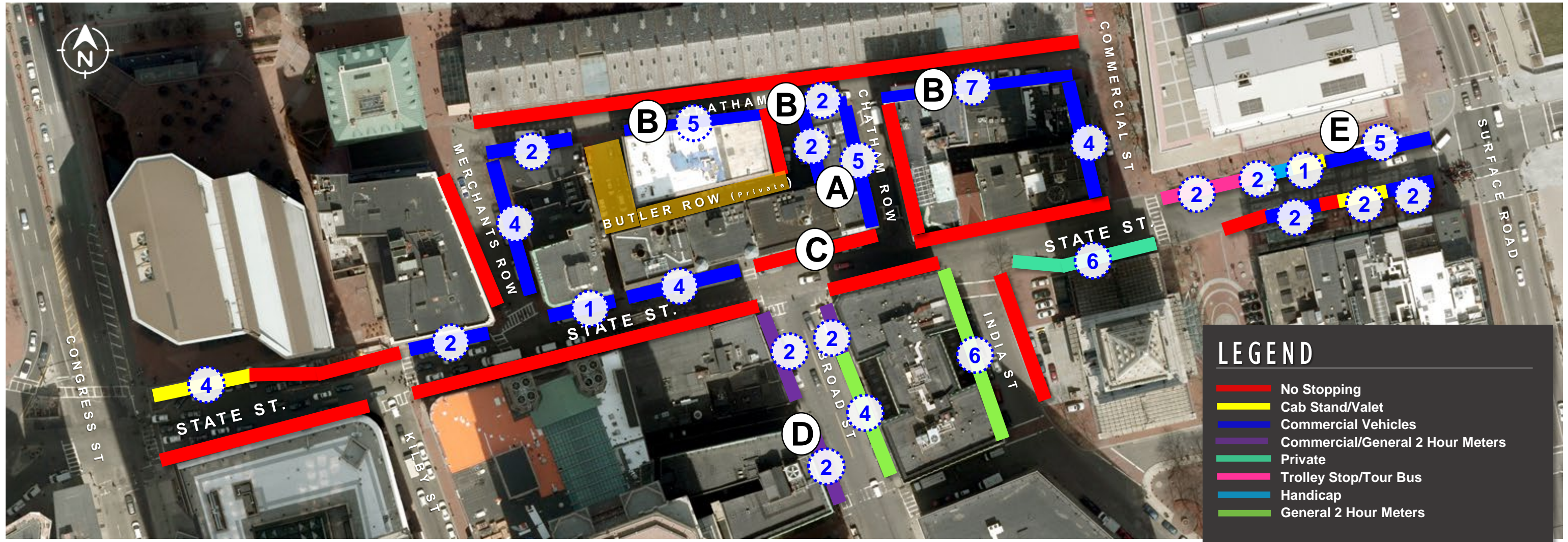
EXISTING CURB SPACES BY BLOCK



ZONE	# of SPACES
Commercial	28
Comm/Gen	4
Cab/Valet	12
Trolley	16
General 2 Hr	10
Private	6
Handicap	2
TOTAL	78

STATE STREET

CURB SPACE CONCEPT 1: Reallocate under utilized zones



A Allow loading on Chatham Row and Butler Row

B Convert trolley bus zones to commercial loading

E Reduce cab spaces; add commercial spaces; reorganize allocation of tour bus zone

C Remove commercial loading

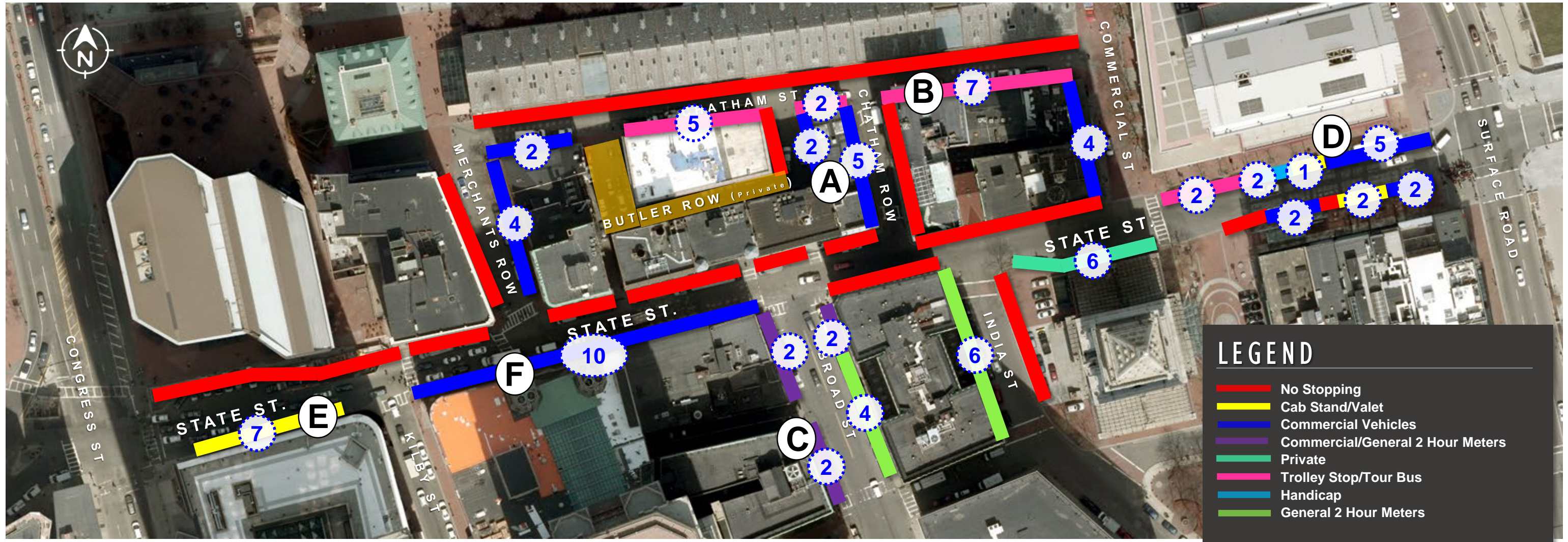
D Change Cab Stand to Commercial / General Zone

ZONE	# of SPACES	CHANGE
Commercial	47	19
Comm/Gen	6	2
Cab/Valet	7	-5
Trolley	2	-14
General 2 Hr	10	0
Private	6	0
Handicap	2	0
TOTAL	80	2

Note: Estimate of spaces are conceptual for discussion purposes

STATE STREET

CURB SPACE CONCEPT 2: Move loading / cab stand to south side / maintain trolley / tour spaces



A Allow loading on Chatham Row and Butler Row

B Maintain Trolley Spaces on Chatham Street

C Change Cab Stand to Commercial / General Zone

D Reduce cab spaces; add commercial spaces; reorganize allocation of tour bus zone

E Move cab stand to south side of State Street

F Move loading to south side of State Street

LEGEND

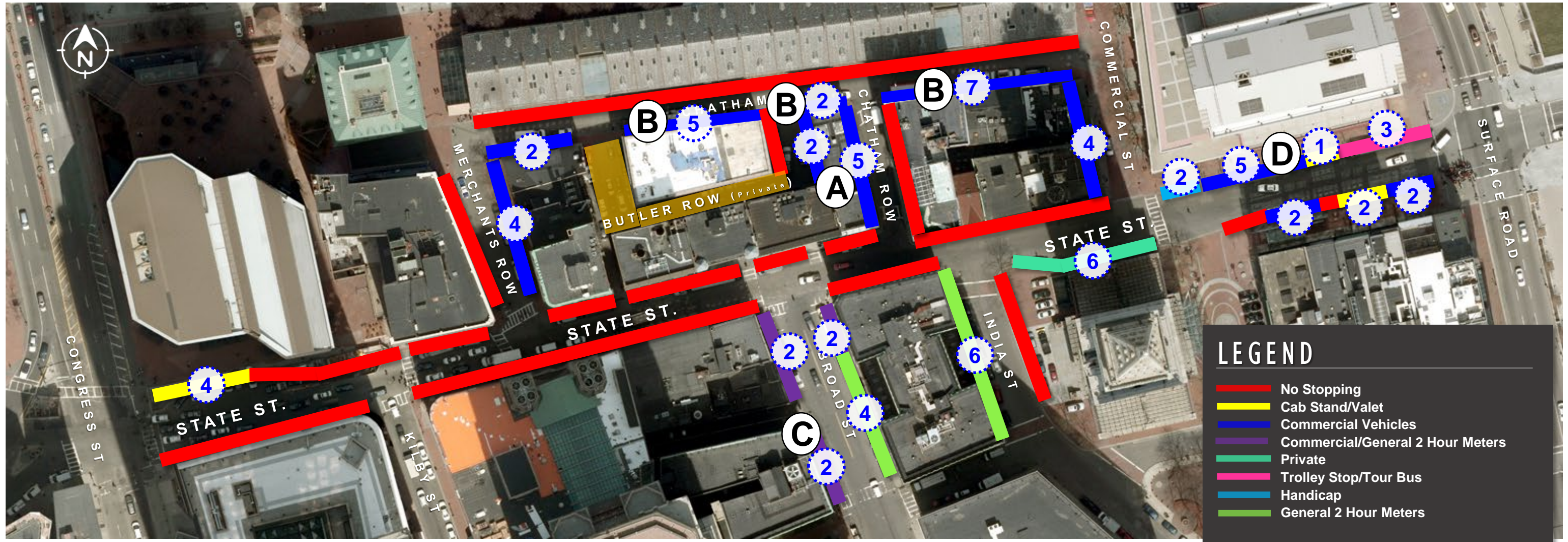
- No Stopping
- Cab Stand/Valet
- Commercial Vehicles
- Commercial/General 2 Hour Meters
- Private
- Trolley Stop/Tour Bus
- Handicap
- General 2 Hour Meters

ZONE	# of SPACES	Change
Commerical	36	8
Comm/Gen	6	2
Cab/Valet	10	-2
Trolley	16	0
General 2 Hr	10	0
Private	6	0
Handicap	2	0
TOTAL	86	8

Note: Estimate of spaces are conceptual for discussion purposes

STATE STREET

CURB SPACE CONCEPT 3: Remove Loading from Central State Street



A Allow loading on Chatham Row and Butler Row

B Convert trolley bus zones to commercial loading

D Reduce cab spaces; add commercial spaces

C Change Cab Stand to Commercial / General Zone

ZONE	# of SPACES	CHANGE
Commercial	40	12
Comm/Gen	6	2
Cab/Valet	7	-5
Trolley	2	-14
General 2 Hr	10	0
Private	6	0
Handicap	2	0
TOTAL	73	-5

TNC (Uber / Lyft) ACTIVITY

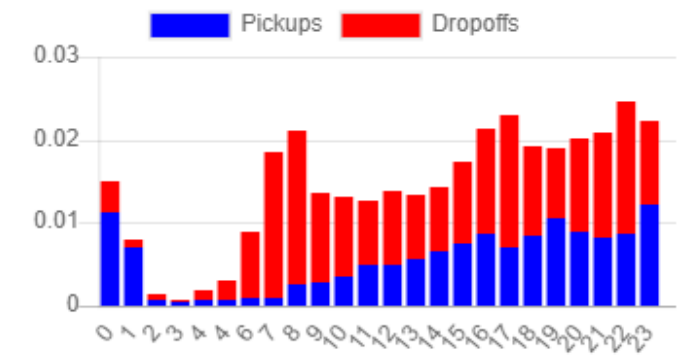


SharedStreets

[Logout](#)

Pickup/Dropoff Analysis

Query by drawing polygon using the selector tool in map.



Display:

Hourly Average Count ▾

Hours: 0-23

(hours as range e.g. 0-23 or 18-02)

Days of week:

Mon Tue Wed Thu Fri Sat Sun

Weeks:

2018-06-11 2018-07-30 2018-09-10

2018-10-15 2018-12-10 2019-01-28

2019-03-25 2019-04-29 2019-06-10

[Download GeoJSON Data License](#)

Discussion

