

## State Street Advisory Group Meeting Notes

Meeting held October 7, 2020 @ 5:30 PM

GPI Project #: MAX-2017041.05

DATE PREPARED: October 8, 2020

LOCATION: Videoconference via Google Hangouts

ATTENDEES: Suzanne Lavoie, Wharf District Council  
Thomas Nally, A Better City  
Ruth Raphael, National Park Service  
Ed Reynolds, Custom House Resident  
Nathaniel Sheidley, Revolutionary Spaces  
Suzanne Taylor, Freedom Trail Foundation  
Tim Schlitzer, Pension Reserves Investment Management Board

STAFF: Ashley Biggins, Public Works Department  
Zach Wassmouth, Public Works Department  
William Moose, Boston Transportation Department  
Joe Johnson, GPI  
Carolyn Radisch, GPI  
Schyler Savage, GPI

PURPOSE: Advisory Group Meeting

This meeting was held via video-conference due to the social distancing guidelines set by the CDC in response to the Corona Virus -19 emergency. Ashley Biggins welcomed the group and provided introductions. Carolyn Radisch reviewed the Agenda for the meeting which included: (1) an update on the Phase 2 Pilot; (2) an update of the online survey responses; and (3) presentation of preliminary design concepts for State Street.

1. A Phase 2 Pilot which includes better definition of space for pedestrians, bicyclists and vehicles will be implemented soon on State Street. This will replace the Phase 1 orange barrels with pavement markings, signage, changes in curb regulations and walking and bicycling areas noted with painting.
2. In terms of the survey responses from the online public presentation, 15 additional surveys were submitted since the last AG meeting. The responses are in keeping with the overall themes of public feedback that we have received to date regarding priorities for State Street.
3. A summary of public feedback regarding the State Street design, overall design objectives and preliminary design concepts, illustrated in plan and section, and a possible reorganization of curbside regulations was presented. There were four design options for the central portion of State Street – two options with commercial parking and two options without commercial parking.

### **Discussion:**

Discussion followed regarding the design concepts as follows:

**Suzanne Taylor** asked for clarification regarding the 20-foot required width for emergency vehicles provided via the travel lane and the buffered bike lane. Is it traversable by fire trucks? Carolyn responded the curb stops in the buffer are mountable by emergency vehicles.

**Nat Scheidly** voiced support for the option with the larger sidewalk on the north side of State Street if it is workable. He noted the importance of making State Street more friendly for pedestrians and its role in connecting across Congress Street and back to Long Wharf. He noted that the Pinch Point does not feel good as a walking place and is a crossing point. He noted in his experience walking eastbound he feels drawn to walk on the north side initially, but then crosses over to the south side approaching the Surface Road. Crossing over is a consideration for the design.

**Suzanne Taylor** asked how much longer the online survey would be open. Ashley responded that the survey would likely remain open for approximately another week, until a new survey associated with the forthcoming second public presentation replaced it.

**Suzanne Lavoie** noted a concern regarding parking tour buses on State Street between Atlantic Avenue and the Surface Road. She is on the Board for the Greenway and blocking the views between the two parcels on either side of State Street would be a major concern for the Board. Suzanne Taylor agreed with this comment. She noted that tour bus accommodation has been discussed through the Wharf District Council. Carolyn noted that picking up and dropping off people in the area makes sense, but layover parking should perhaps be directed elsewhere.

She also noted that the one lane on State Street seems to work well now with the COVID volume decreases. She asked about the assumptions regarding capacity. Carolyn responded that the street has a capacity point at the Pinch Point (one lane) and at Congress Street. We are maintaining the existing capacity at Congress Street. Joe noted that the street design approach is intended to reduce the friction and delays along the street created by the ambiguous poorly defined conditions of the street.

**Tim Schlitzer** asked if the street is designed to accommodate the existing 10,000 vpd volumes. Zach responded that it is.

**Nat Scheidly** noted that the option which provides commercial loading/parking on the north side of the street does not seem to work well. There is little additional sidewalk space. He spoke to the importance of State Street as a pedestrian connector.

The next AG meeting is scheduled for November 4, 2020.

The meeting was adjourned at 6:30.

### **Action Items:**

- GPI to reconsider an option for Tour Bus loading along State St. Long term/layover parking needs to be discussed further with City staff.
- GPI and PWD to follow up on a time to meet regarding upcoming public presentation and Pop-Up.