

DARTMOUTH STREET SAFETY AND MOBILITY PROJECT

*Virtual Public Meeting
September 11, 2024*

THANK YOU FOR JOINING US!

- ▶ We will begin with a presentation. There will be time for discussion after the presentation.
- ▶ We invite you to update your name in Zoom to include your preferred name and your pronouns, if you would like.
- ▶ The meeting is being recorded and will be posted on the project webpage boston.gov/dartmouth-street



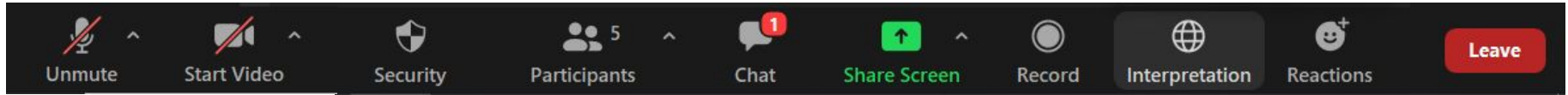
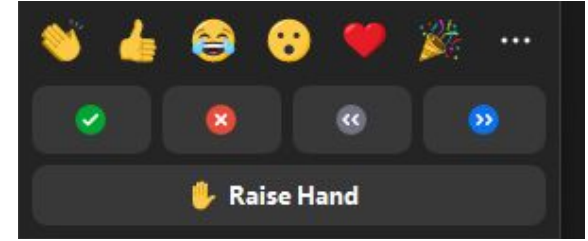
PARTICIPATING IN A ZOOM MEETING

- ▶ Your microphones are turned off to start.
 - During discussion time, you can raise your ‘digital hand’ to join the queue. We will go in sequential order.
 - We will unmute your microphone when it’s your turn to speak.
 - Joining by phone? Press *9 to raise your hand. Press *6 to unmute.



USING THE ZOOM CONTROL PANEL

- ▶ You can use non-verbal feedback at any time during the meeting.
- ▶ Leave a message in the chat box if you have a question.
- ▶ Use emoji reactions if you would like to



Mute /
Unmute

Camera
On/Off

Chat
Box

Raise
Hand

TONIGHT'S PRESENTERS



**JASCHA
FRANKLIN-HODGE**

Chief of Streets



JULIA CAMPBELL

*Deputy Chief of Streets,
Infrastructure & Design*



NATHANIEL FINK

*Senior Transportation
Planner,
Infrastructure & Design*



DAN MERROW

*Principal Transportation
Engineer,
Infrastructure & Design*

TONIGHT'S MEETING

1. Introduction
2. Dartmouth/Stuart Intersection
3. Dartmouth Street Better Bike Lane
4. National Grid Utility Work
5. Discussion

STREETS CABINET VISION

To make Boston's streets work for everyone.

- ▶ Safe and welcoming for people of all ages and abilities, regardless of how they travel.
- ▶ Functional, well-maintained, and reflective of the uniqueness and vitality of every neighborhood.
- ▶ Designed for a zero-carbon future and adapted for the impacts of climate change.



Public Works



Transportation

SAFETY

Our *Vision Zero* goal is to end serious and fatal crashes in the city by 2030.

- ▶ Streets that are safer for people walking and biking *are safer for everyone*
- ▶ When vehicles travel at speeds below 25 mph, streets are safer for everyone
- ▶ Shorter crossing distances reduce the risk of crashes for pedestrians.



VISION FOR BACK BAY STREETS



A *walkable*, thriving, mixed residential and commercial district with *great public spaces*



A *transit hub*: buses can circulate efficiently







An active commercial area with *managed curbside access* to serve residents and businesses






A destination thousands of people *access by bike* daily with a safer, more connected network

BACK BAY SAFETY & MOBILITY PROJECTS




CONSTRUCTION STARTING THIS FALL

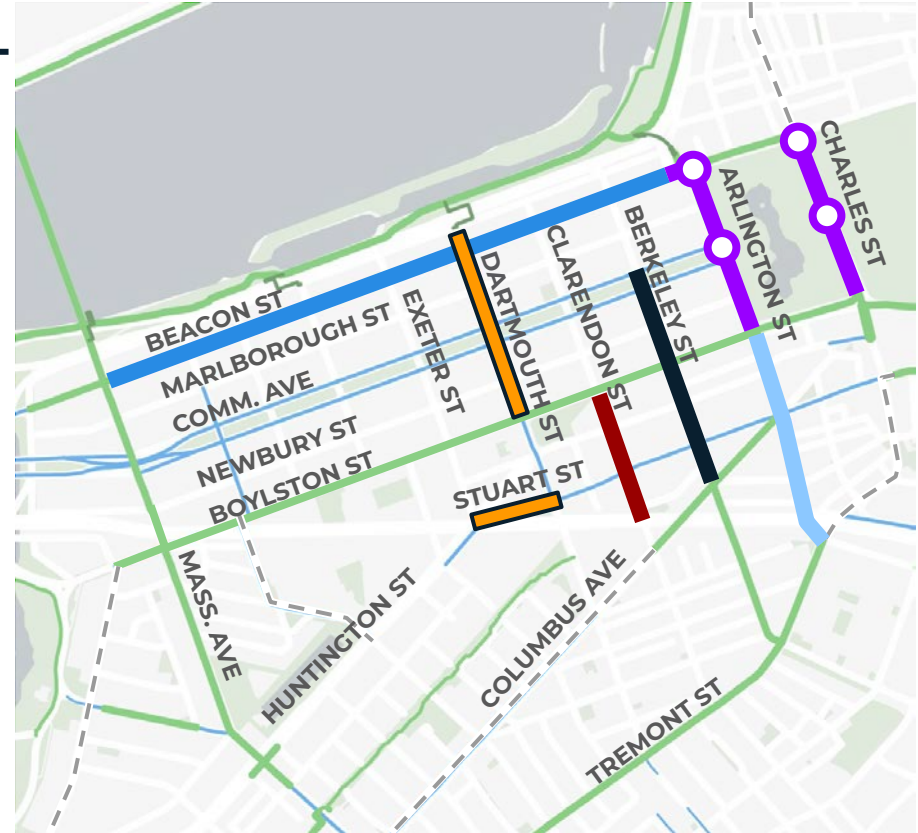
-  Dartmouth Street Safety and Mobility Project
-  Berkeley Street Better Bike Lane
-  Connect Downtown: Arlington Street
-  Beacon Street Repaving

IN DESIGN - CONSTRUCTION NEXT YEAR OR LATER

-  Clarendon Street Bus Lane
-  Connect Downtown: Public Garden Crossings
-  Other project - opportunity for bike facilities

EXISTING

-  Paths and separated lanes
-  Footbridge
-  Bike lane



TALKING WITH YOU



Thank you for your feedback so far!

- ▶ **SEPTEMBER 2022**
Mayor Wu announces a 9.4 mile expansion of better bike lanes throughout Boston, including Berkeley Street in Back Bay
- ▶ **WINTER 2022**
Postcards for Berkeley Street, outreach to businesses, virtual office hours
- ▶ **SPRING/SUMMER 2023**
Pop-up events around Back Bay, virtual office hours, more business outreach
- ▶ **SPRING/SUMMER 2024**
Virtual Public Meeting, Virtual Office Hours, Stakeholder conversations

THESE PROJECTS REFLECT YOUR FEEDBACK

Dartmouth Street would be a good street for a bike lane connecting Copley Square to the Esplanade.

What is the City doing to maintain infrastructure for pedestrians and drivers?

Can we keep more parking *throughout the neighborhood?*

Can we encourage people to bike in the street instead of on sidewalks?

Is there a way to make the Dartmouth Street/Stuart Street intersection more pedestrian-friendly?

DARTMOUTH STREET AT STUART STREET

Pedestrian safety improvements

PROJECT OVERVIEW

Project origin

- ▶ Your feedback
 - Pedestrian crossings are uncomfortable
 - Drivers turn around the corner too fast
- ▶ Data
 - Injury crash history for all modes ([Boston Vision Zero](#))
 - 16 injury-causing crashes since 2015

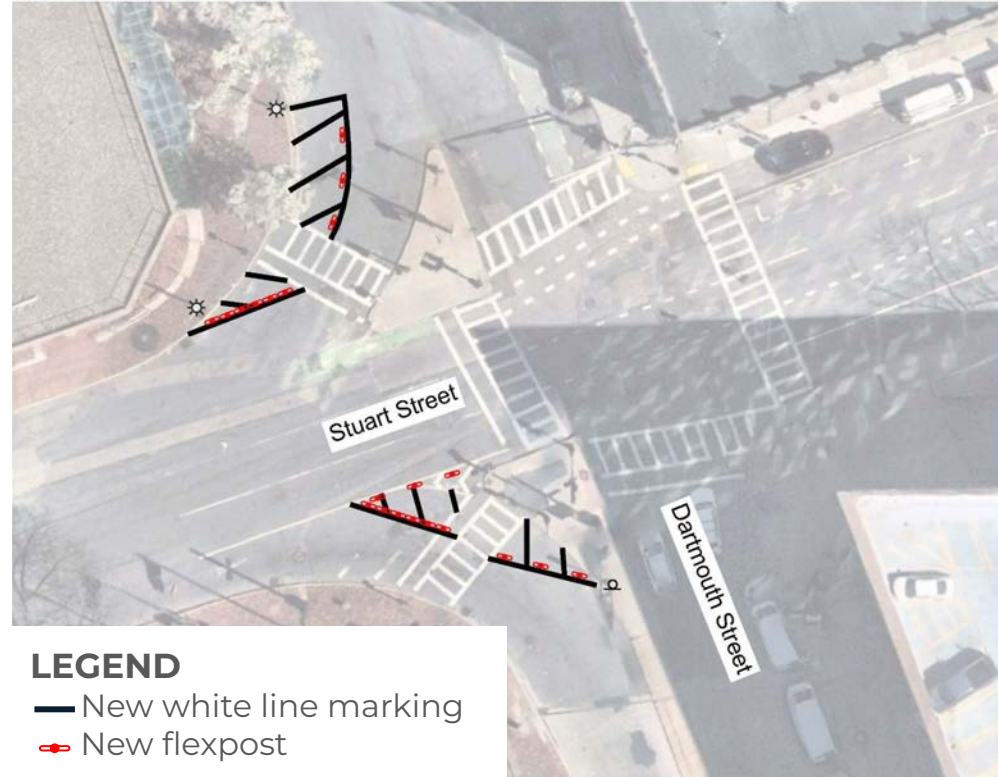
Timeline

- ▶ 2024: Flexposts and striping
- ▶ 2025: Repaving, possible further changes



THIS FALL

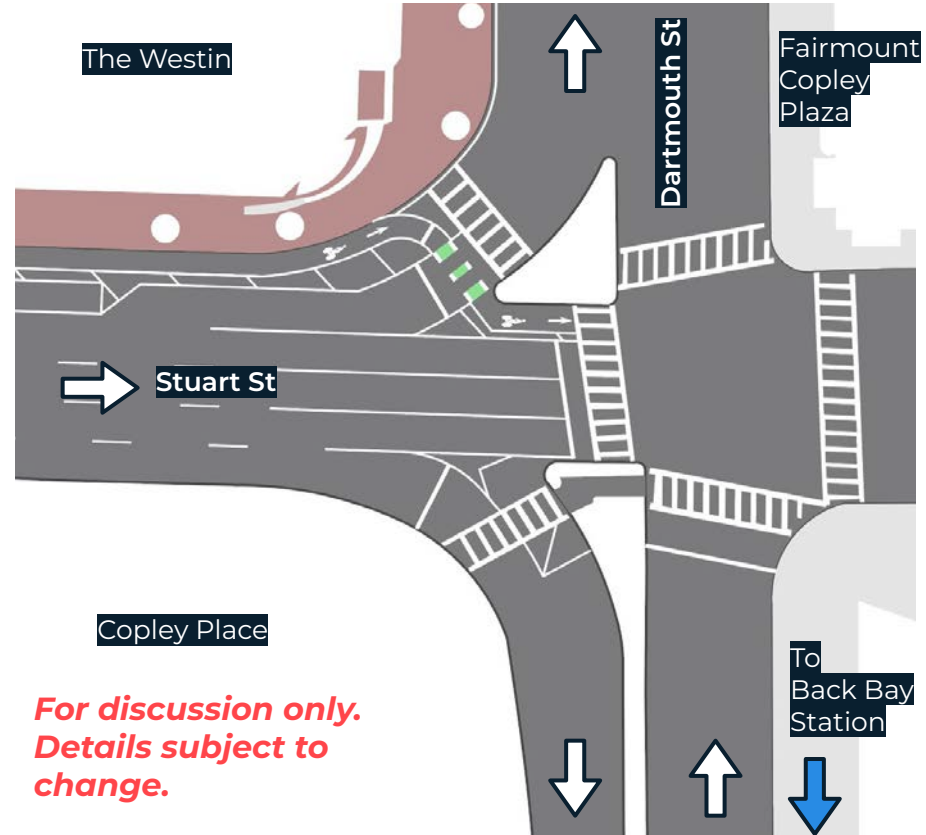
- ▶ Add new striping and flexposts to narrow slip lanes and slow turning drivers.
- ▶ Reduce crosswalk length by roughly half
 - From 30' to 16'



NEXT YEAR

- ▶ Repave Stuart Street between Huntington Avenue and Dartmouth Street.
 - Not including section on MassDOT bridge
- ▶ We will explore:
 - Effectiveness of narrowed slip lanes and make any necessary adjustments
 - Adding a separated bike lane
 - Signal timing
 - Potential for slip lane closures

Design changes will depend on what can be done within a routine road resurfacing project.



DARTMOUTH STREET BETTER BIKE LANE

Boylston Street to Back Street

WHERE DOES THIS PROJECT COME FROM?

- ▶ Go Boston 2030 Better Bike Corridor
- ▶ We prioritized Dartmouth Street based on your feedback for the Berkeley Street Better Bike Lane project in 2023.
- ▶ Funded for repaving and curb ramps.



BIKE LANES: AGE-FRIENDLY MOBILITY




- ▶ More options for making everyday trips
- ▶ Organizing *all road users* into more predictable spaces
- ▶ Safe, connected networks are key






BUILDING A BETTER BIKE NETWORK

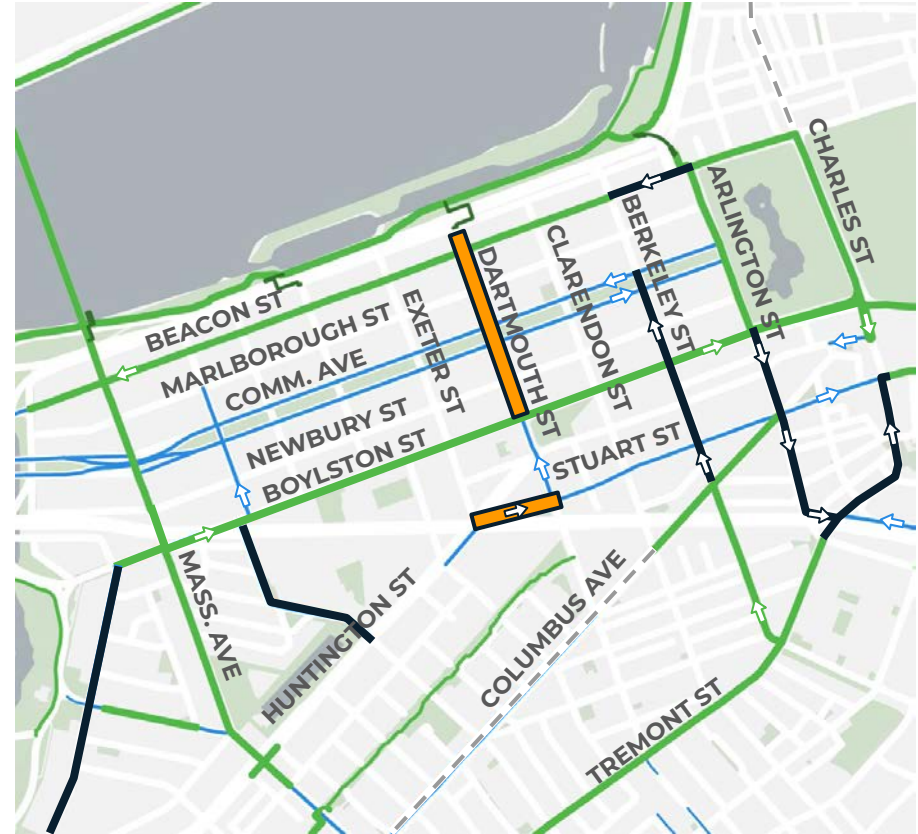
We have nearly 2 miles of high-comfort bike lanes planned in the next few years in the Back Bay, filling gaps and creating a more connected network.

PROJECTS

-  Dartmouth Street Safety and Mobility Project
-  Other bike network project: 1 to 3 years
-  Other project: opportunity for bike facilities

EXISTING

-  Paths and separated lanes
-  Footbridge
-  Bike lane



EMERGENCY ACCESS AND BIKE LANES

*Emergency vehicles
can use bike lanes to
bypass traffic.*



BENEFITS FOR PEOPLE WALKING

- ▶ New, accessible curb ramps.
 - Some ramps will be possible to rebuild this year, while others will need engineering plans and will be rebuilt in a future construction season.
- ▶ Narrower travel lanes
 - Encourage slower driving speeds
 - Make crossing distances shorter
- ▶ Safe, comfortable bike lanes can help discourage people from biking on the sidewalk.
- ▶ The repaved road surface will make crosswalks smoother.



VEHICLE TRAFFIC

- ▶ No change to the number of general travel lanes on Dartmouth Street.
- ▶ Potential signal timing changes to improve safety and efficiency

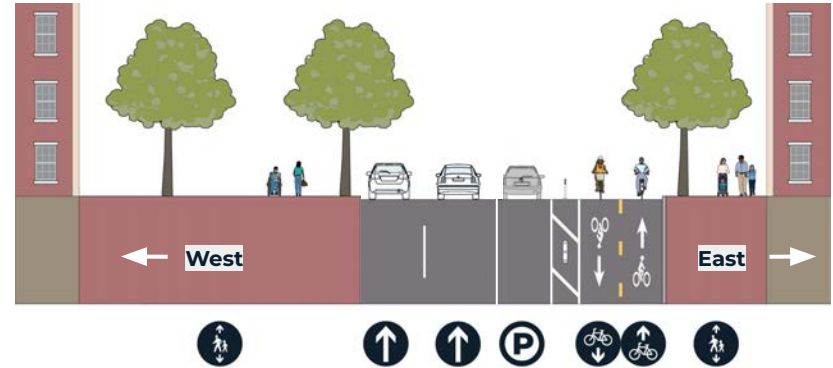


PARKING AND LOADING

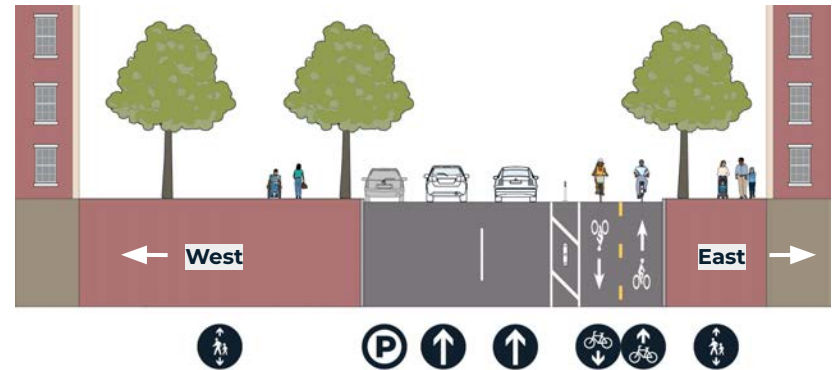
Our design for Dartmouth Street preserves the most street parking out of all other options we evaluated.

- ▶ We can keep parking on *one side* of Dartmouth Street.
- ▶ We want to know what types of parking regulations you want the most of! We can explore changing existing curb regulations to rebalance based on your priorities.

TYPICAL CROSS-SECTION SOUTH OF COMM. AVE.



TYPICAL CROSS-SECTION NORTH OF COMM. AVE.

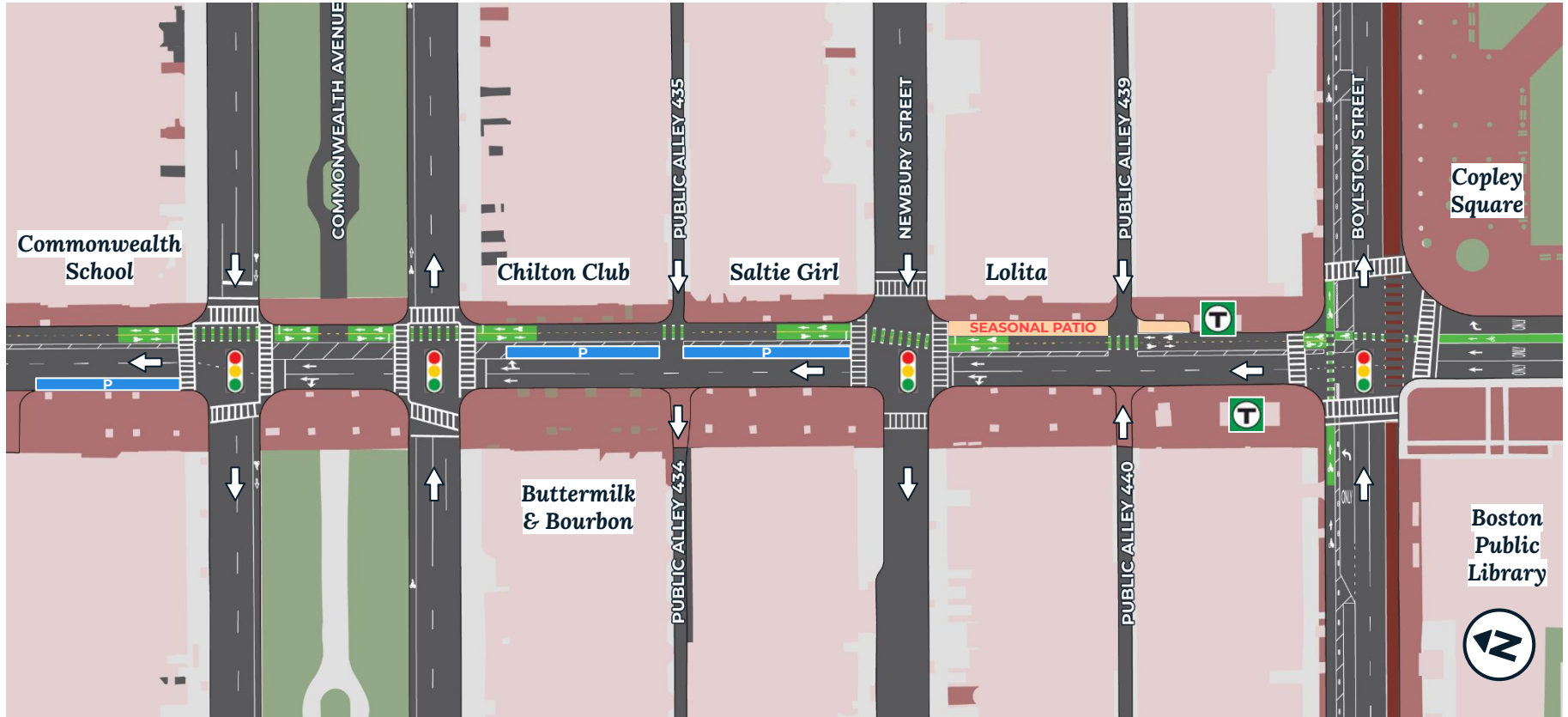


OUR VISION FOR DARTMOUTH STREET



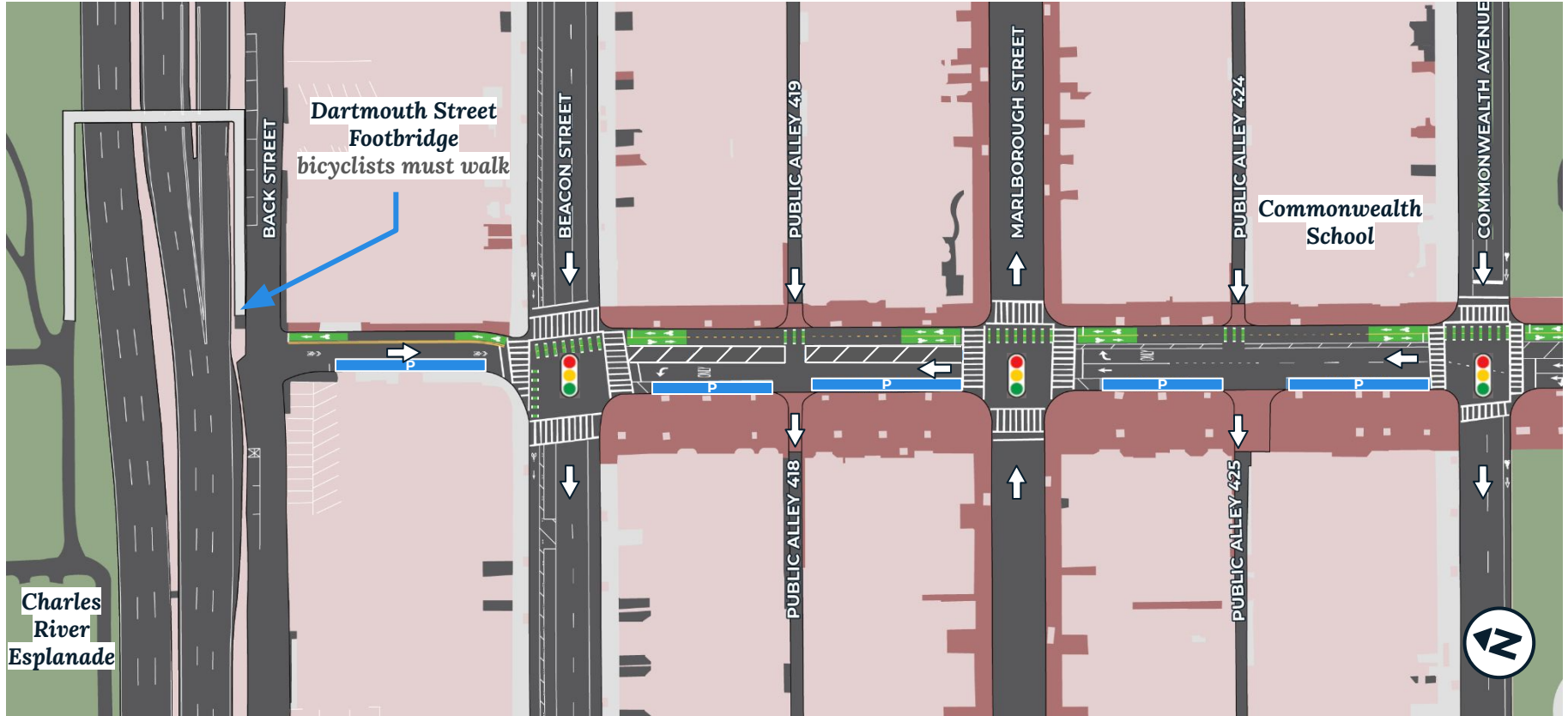
Artistic depiction of design changes. Details subject to change.
Parking location will vary block.

DESIGN: BOYLSTON ST TO COMM. AVE



B Design rendering for discussion purposes only. Details subject to change.

DESIGN: COMM. AVE TO BACK STREET



B Design rendering for discussion purposes only. Details subject to change.

TIMELINE GOING FORWARD

JULY-SEPTEMBER 2024 **COMMUNITY ENGAGEMENT**

Virtual Office Hours
Virtual Public Meeting (today!)

FALL 2024 PHASE I: NORTH **OF COMM. AVE.**

Repave Dartmouth St.
Install bike lane, pavement
markings, and signal timing

AUGUST-SEPTEMBER 2024 **CURB RAMP WORK**

Some ramps will be rebuilt in
a future construction season

2025 GAS MAIN WORK AND **PHASE 2: SOUTH OF COMM. AVE.**

Following completion of National
Grid's work, repave Dartmouth St,
install bike lane, pavement markings,
and signal timing.

COORDINATING WITH NATIONAL GRID

UPCOMING GAS MAIN REPLACEMENT

- ▶ National Grid will replace gas mains beneath several Back Bay streets, including Dartmouth Street between Commonwealth Avenue and Boylston Street.
- ▶ This work **will not delay** our repaving, curb ramp, and restriping work north of Comm. Ave.



CONSTRUCTION IMPACTS

- ▶ This work is necessary, but it will be disruptive.
 - Temporary reduction of travel lanes
 - Possible impacts to pedestrian access
- ▶ We're coordinating with National Grid and will complete our Dartmouth Street project after their work is finished.

OVERVIEW OF SCENARIOS

	WORK HOURS	PROJECT DURATION	TRAFFIC IMPACT
SCENARIO 1	8-10 hours/day	~5 months	One vehicle travel lane remains open
SCENARIO 2	5.5 hours/day	~6.5 months	
SCENARIO 3	Night/quiet hours	~10-12 months	

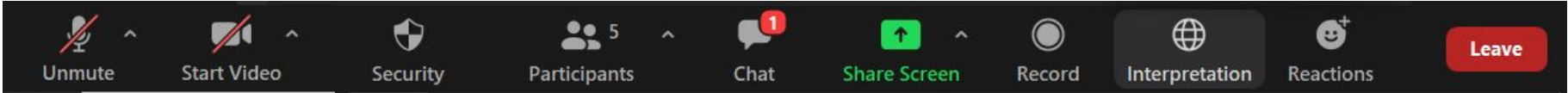
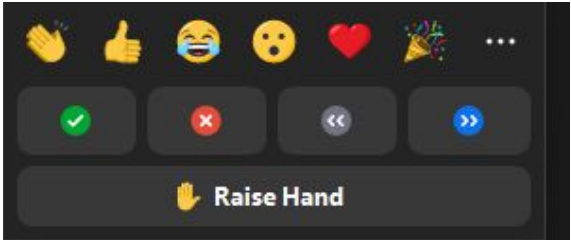
- ▶ We want to hear your preferred approach to managing temporary construction impacts:
 - Shorter duration with more daily disruption (Scenarios 1 - 2)
 - Longer duration with less daily disruption (Scenario 3)

DISCUSSION

GET IN TOUCH & LEARN MORE

- ▶ Email us at better-bike-lanes@boston.gov
- ▶ Website will be updated with more info
 - boston.gov/dartmouth-street
 - View Virtual office hours dates/times and sign up
 - We'll post the meeting slides and video recording

USING THE ZOOM CONTROL PANEL



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Unmute

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Hand

THANK YOU

