

DARTMOUTH STREET SAFETY AND MOBILITY PROJECT

*Concept Design Report
Updated September 2024*

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

WHAT YOUR FEEDBACK CAN INFLUENCE

WE WANT YOUR FEEDBACK ABOUT:

- ▶ Configuration of parking and curb regulations
 - Do you prefer it on the east or west side of Dartmouth Street?
 - What types of parking are most important (e.g., loading, short-term, or longer term?)
- ▶ Timeline of National Grid utility work (see pages 20 - 23)
 - Shorter duration with more daily disruption
 - Longer duration with less daily disruption
- ▶ Have we missed anything?

We value your input and will do our best to incorporate it into the final design.

CORE ELEMENTS NOT SUBJECT TO CHANGE:

- ▶ Separated bike lanes
 - Identified in Go Boston 2030
 - Based on City policy to create a connected bike network
- ▶ General travel lane configuration
 - Based on traffic data analysis
 - Accommodating emergency access
- ▶ Any design elements subject to engineering guidelines and accessibility requirements

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

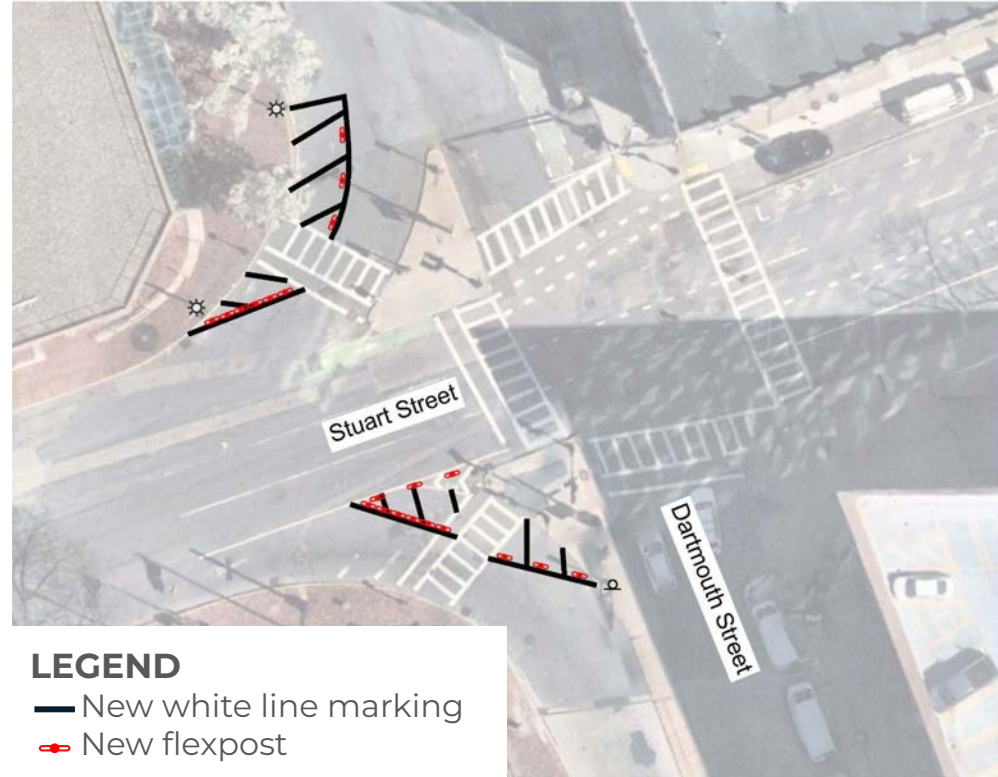
Timeline

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



THIS FALL

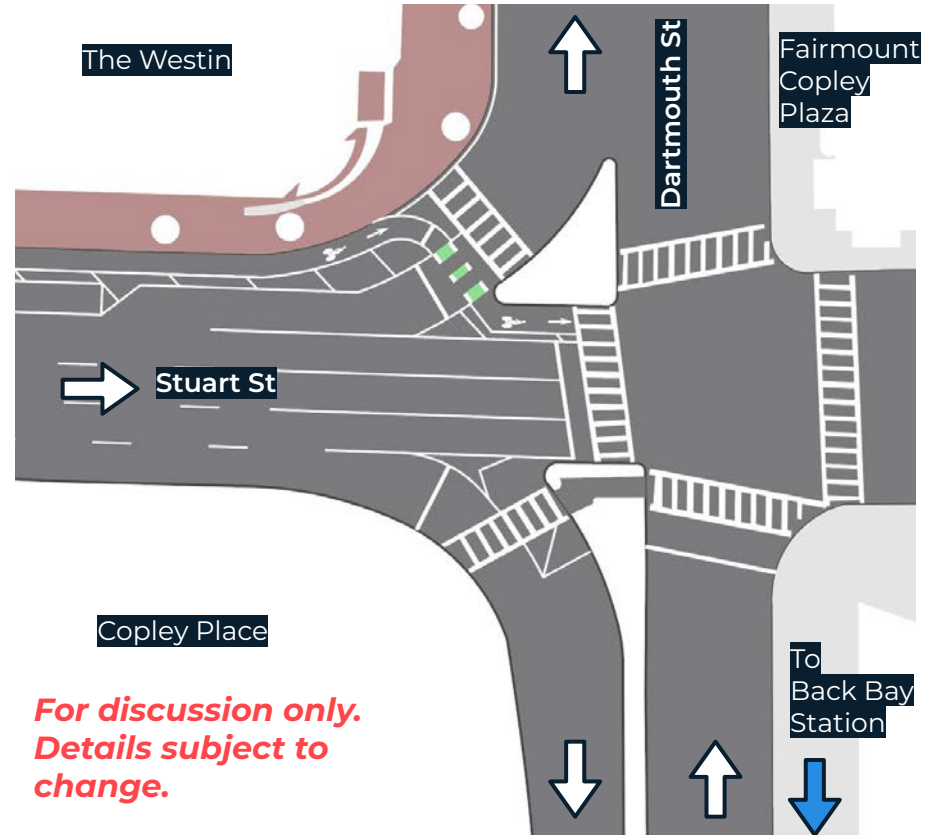
- ▶ Add new striping and flexposts to narrow slip lanes and slow turning drivers.
- ▶ Reduce crosswalk length by roughly half
 - From 30' to 16'



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

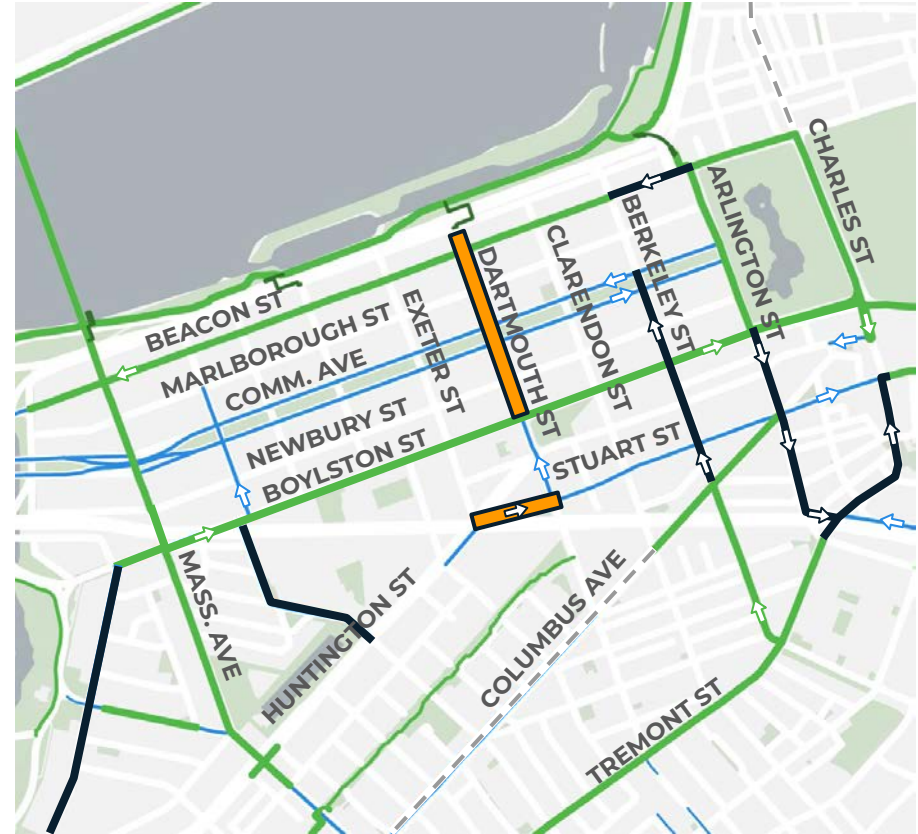
We have nearly 2 miles of high-comfort bike lanes planned in the next few years in the Back Bay, filling gaps and creating a more connected network.

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

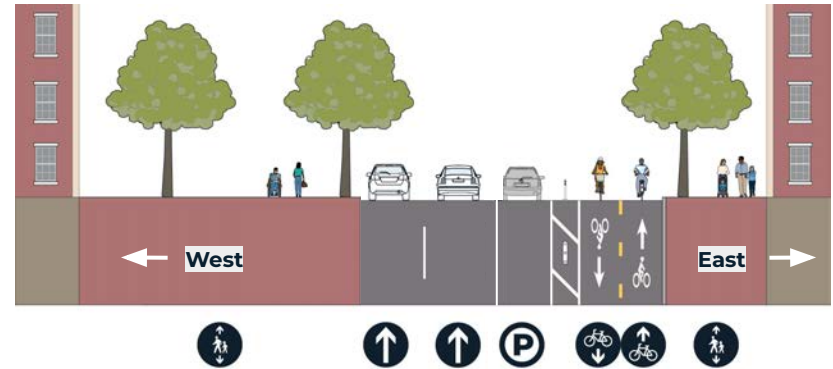


PARKING AND LOADING

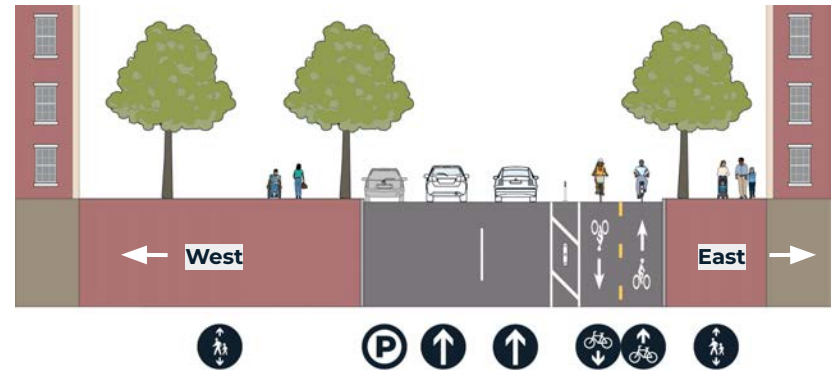
Our design for Dartmouth Street preserves the most street parking out of all other options we evaluated.

- ▶ 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.

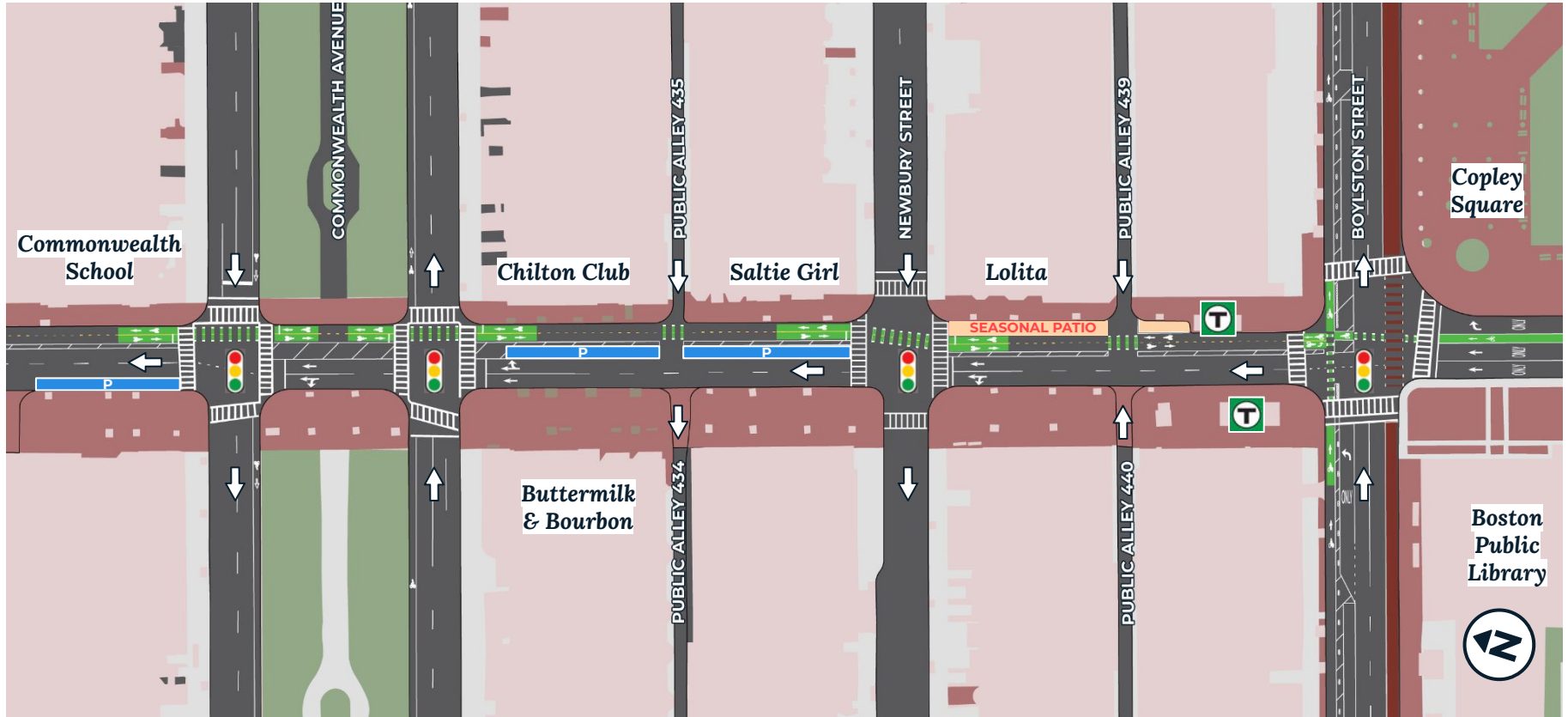


OUR VISION FOR DARTMOUTH STREET



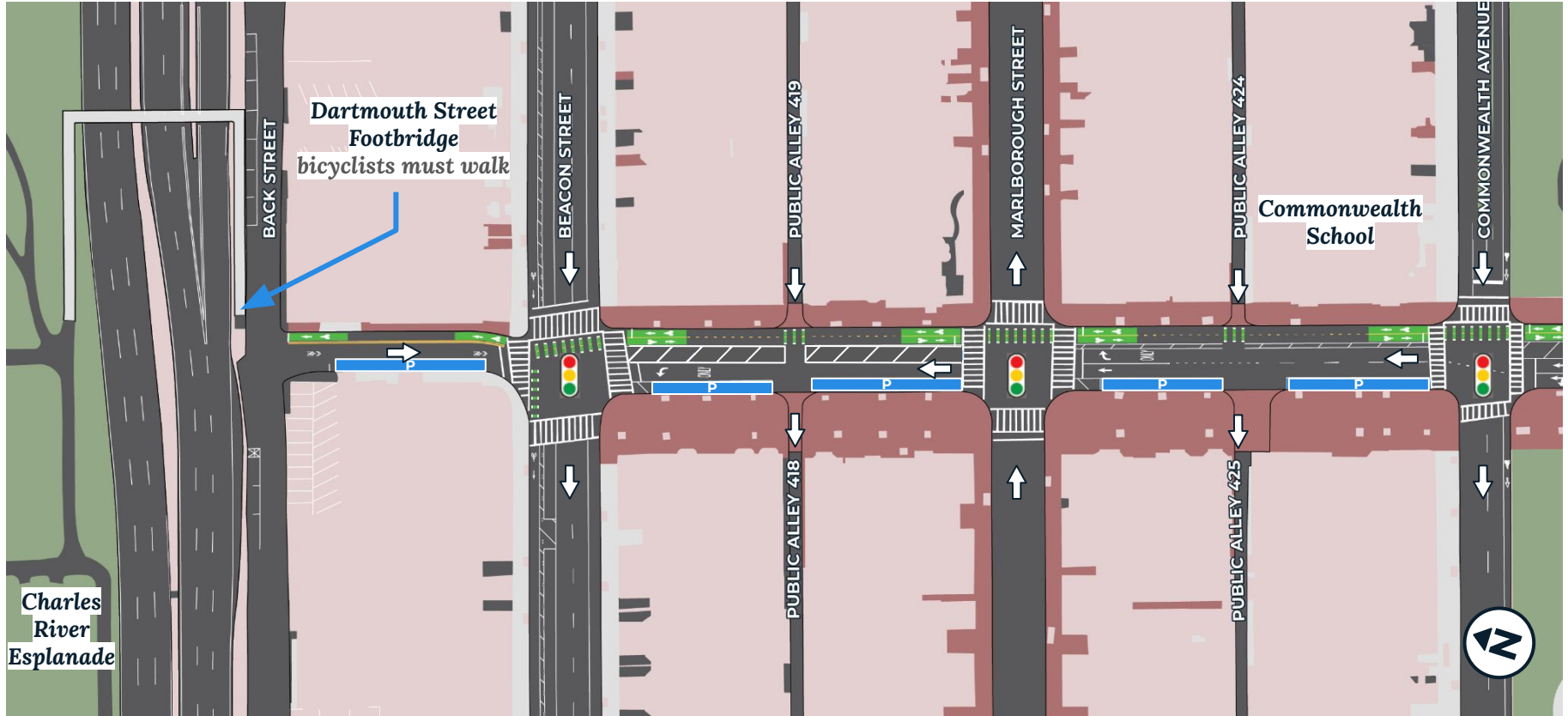
Artistic depiction of design changes. Details subject to change.
Parking location will vary block.

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 Sept 11

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)

GET IN TOUCH

What do you like about the proposed design?

What are your questions

Send us feedback at better-bike-lanes@boston.gov

Join us for [virtual office hours](#)

Learn more on the [project website](#).