

# RUGGLES STREET RECONSTRUCTION

TREMONT STREET TO WASHINGTON STREET

NOVEMBER 15, 2018



# MEETING AGENDA:

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Welcome and Introduction	5 Minutes
August 2018 Meeting Feedback and Responses	25 Minutes
Open House	60 Minutes
<ul style="list-style-type: none"><li>• Visit Stations</li><li>• Provide Feedback</li></ul>	

# WELCOME AND INTRODUCTION: Project Team



**Zach Wassmouth**, Project Manager  
Public Works Department



Boston Transportation Department



Boston Parks and Recreation



Boston Planning and Development Agency



Boston Housing Authority



Boston Arts and Culture Department



Boston Department of Neighborhood Development



Boston Disabilities Commission



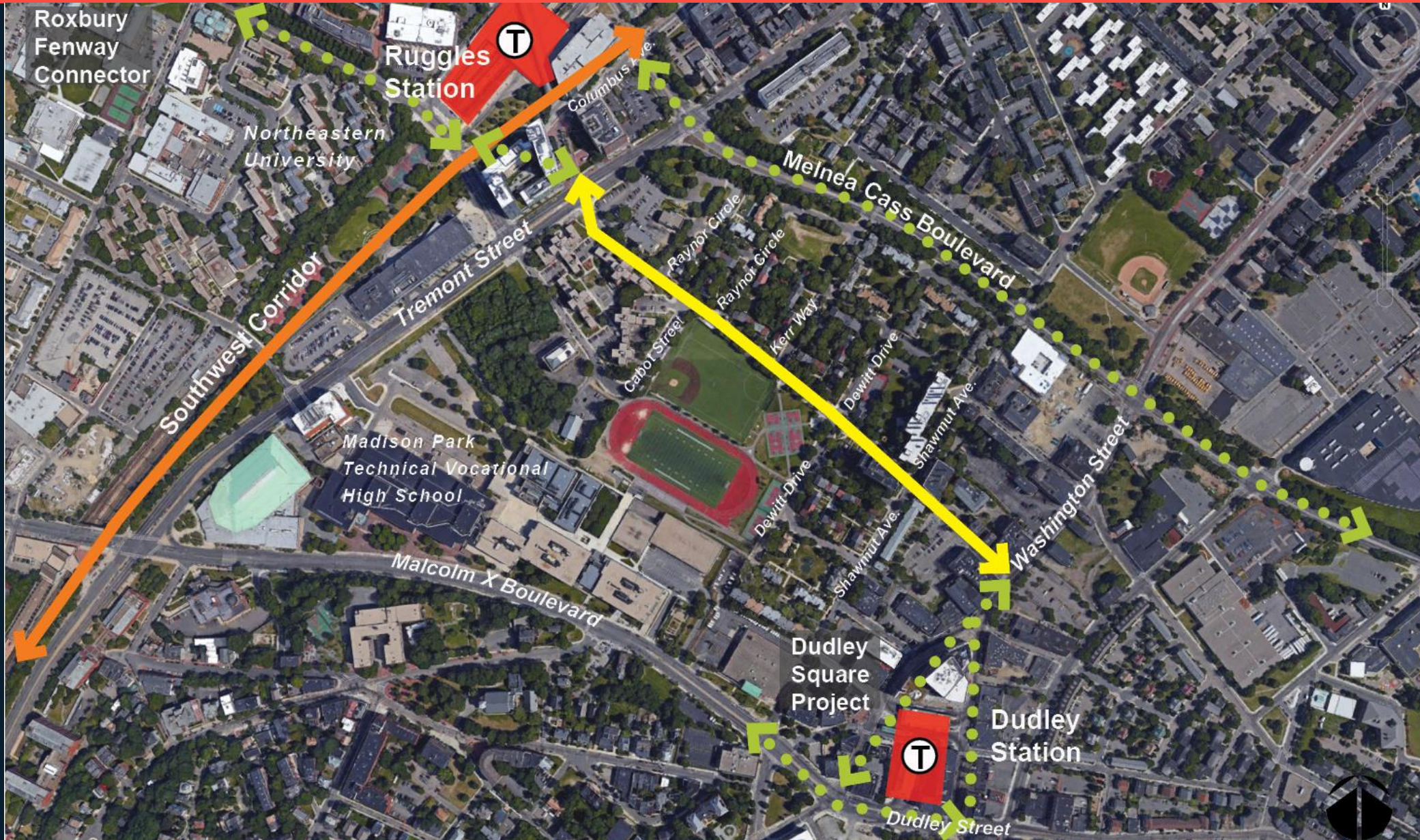
Boston Police Department

# PROJECT PURPOSE

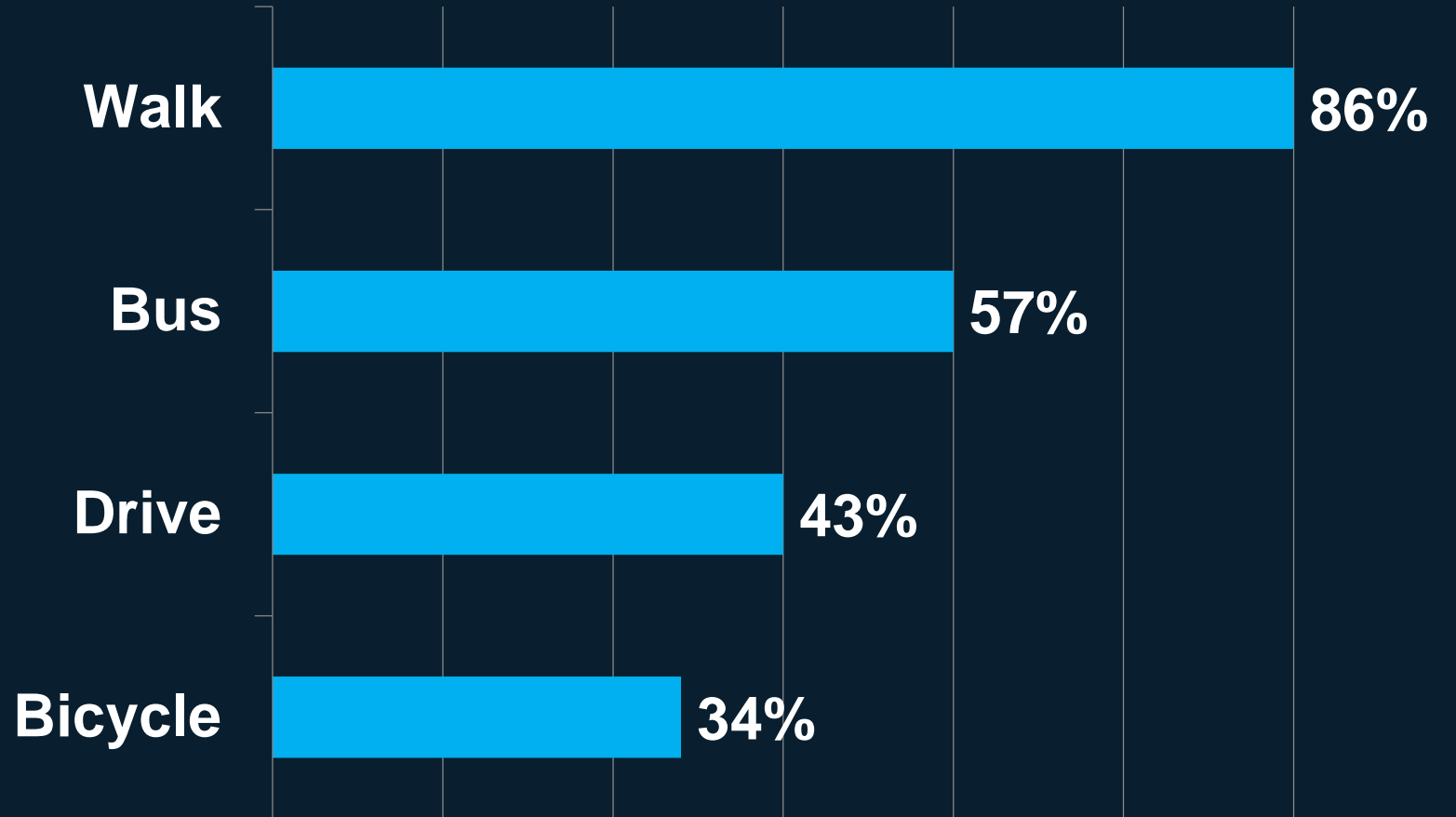
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- **Create a Safe and Complete Neighborhood Street**
  - **Safe and Attractive Walking Environment**
  - **Comfortable Bicycling for All Ages and Abilities**
  - **Walking and Bicycling Connections to Neighborhood Gathering Places, Ruggles/Dudley Stations, SW Corridor**
  - **Calm Traffic**
  - **Improve Lighting and Landscaping**

# RUGGLES STREET: Neighborhood Connectivity



# BALANCING OPPORTUNITIES AND INTERESTS



Results from 8/23/18 Survey

# Summary of Responses to Ruggles St. Design Concepts



## May 16<sup>th</sup> Open House

24 Completed Surveys

- 11 mailed/handed in
- 13 completed online

## August 23<sup>rd</sup> Open House

Discussions at Open House stations;

35 Completed Surveys

- 21 mailed/handed in
- 14 completed online

## October 15<sup>th</sup> Ruggles Street Walk

16 Completed Surveys



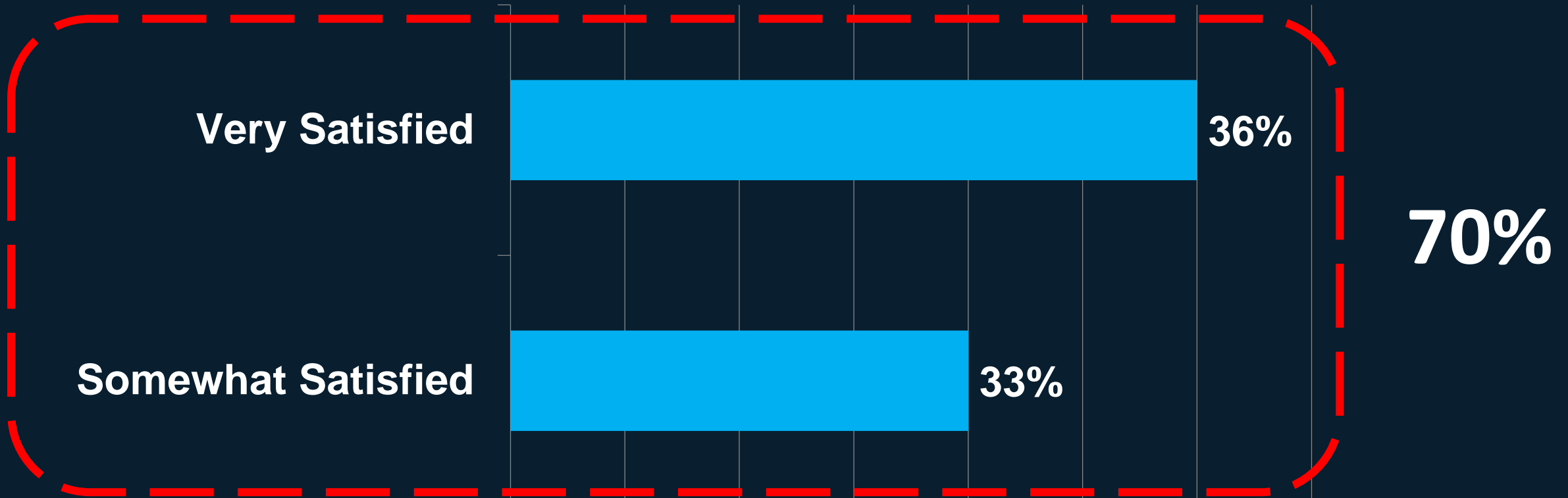
# WHAT WE HAVE HEARD: Concerns with Ruggles Street Plans

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- 1. Pedestrian Safety** (Safe and Accessible Sidewalks and Crosswalks)
- 2. Speeding Traffic** (Traffic Calming)
- 3. Safety and Security** (Lighting)
- 4. Bicycle Accommodations** (Too Much, Too Little)
- 5. Amenities** (Seating, Landscaping, Public Art)
- 6. Parking Changes**
- 7. Traffic Flow Changes**



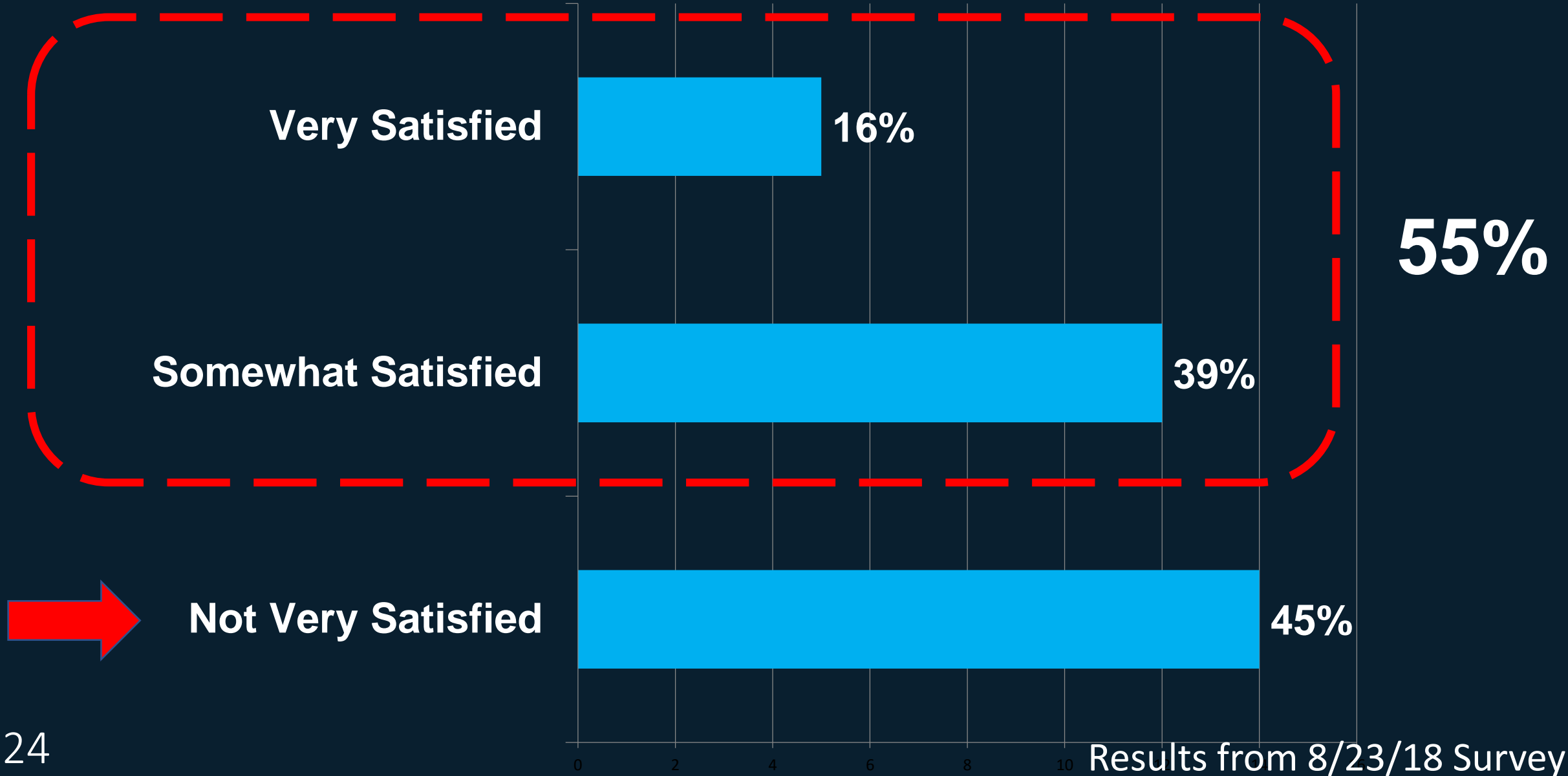
# PEDESTRIAN SAFETY and TRAFFIC CALMING



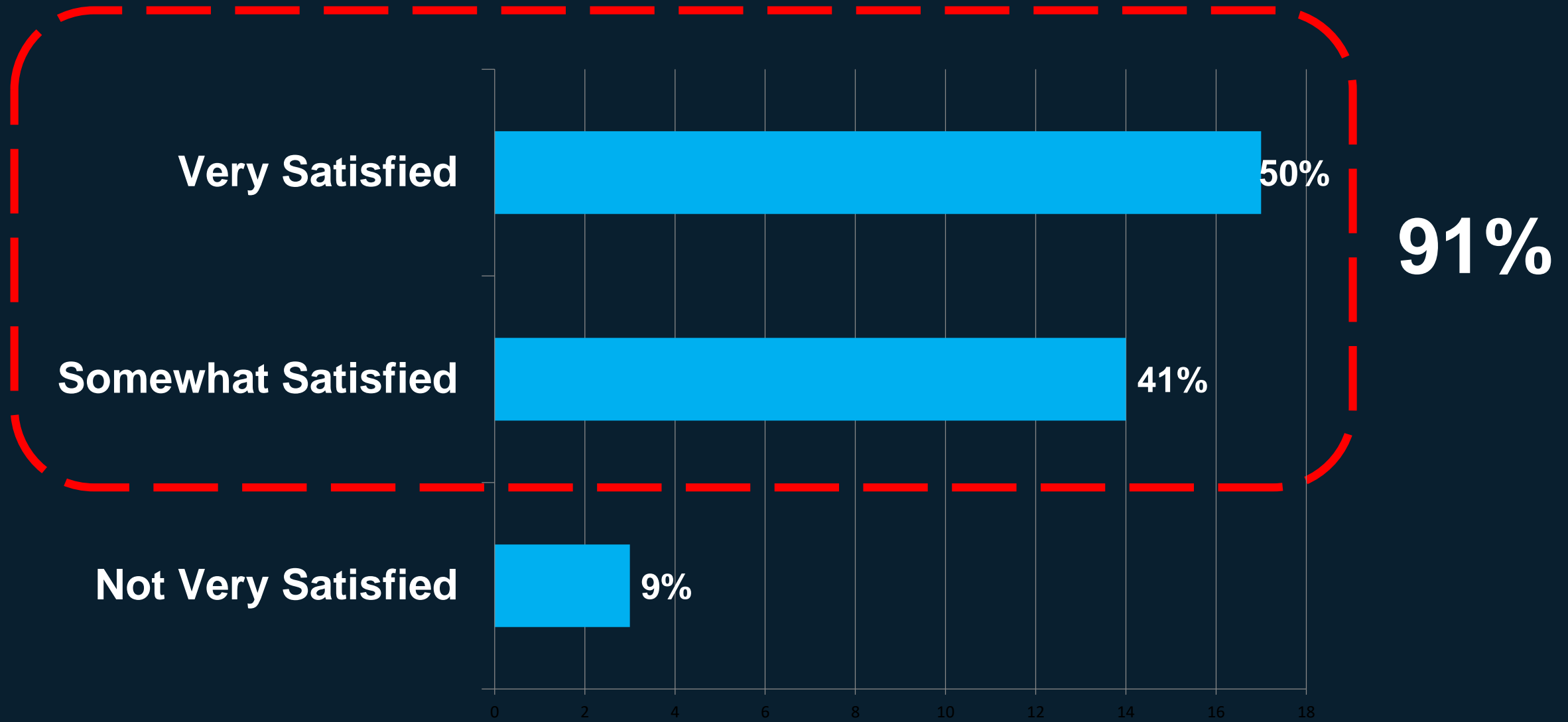
N=33

Results from 8/23/18 Survey

# BICYCLE ACCOMMODATIONS



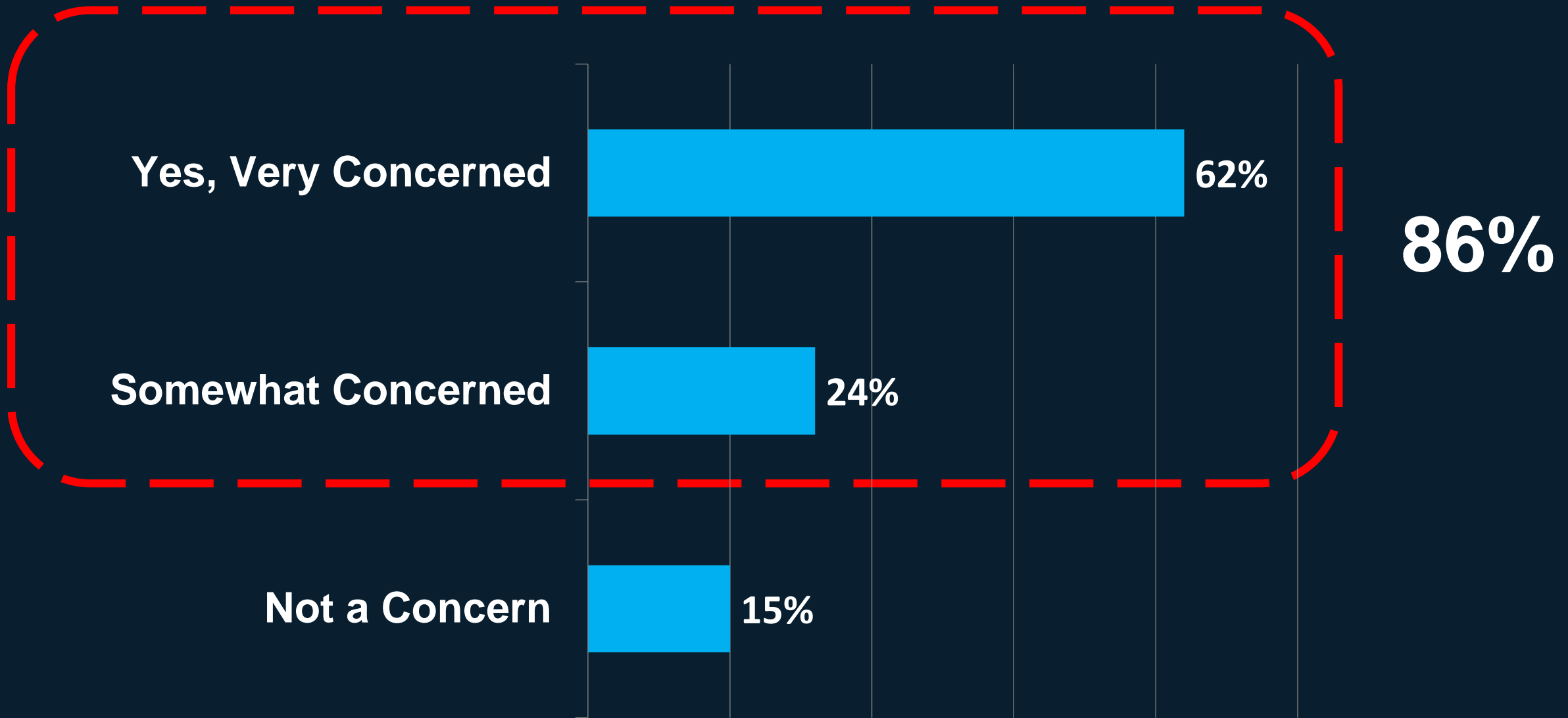
# BEAUTIFICATION



N=34

Results from 8/23/18 Survey

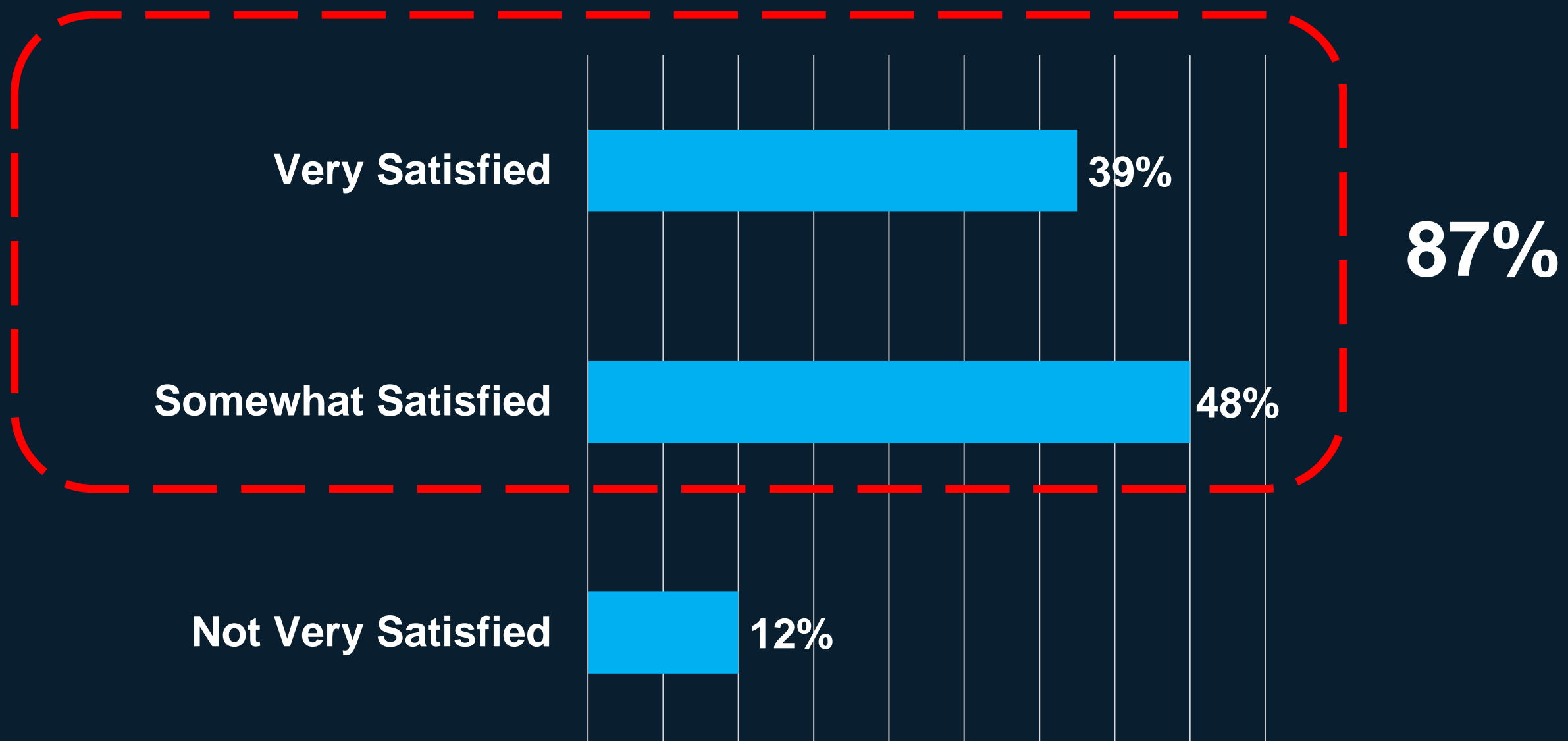
# PUBLIC SAFETY: Is Public Safety on Ruggles St. a Concern for You?



N=34

Results from 8/23/18 Survey

# PUBLIC SAFETY:

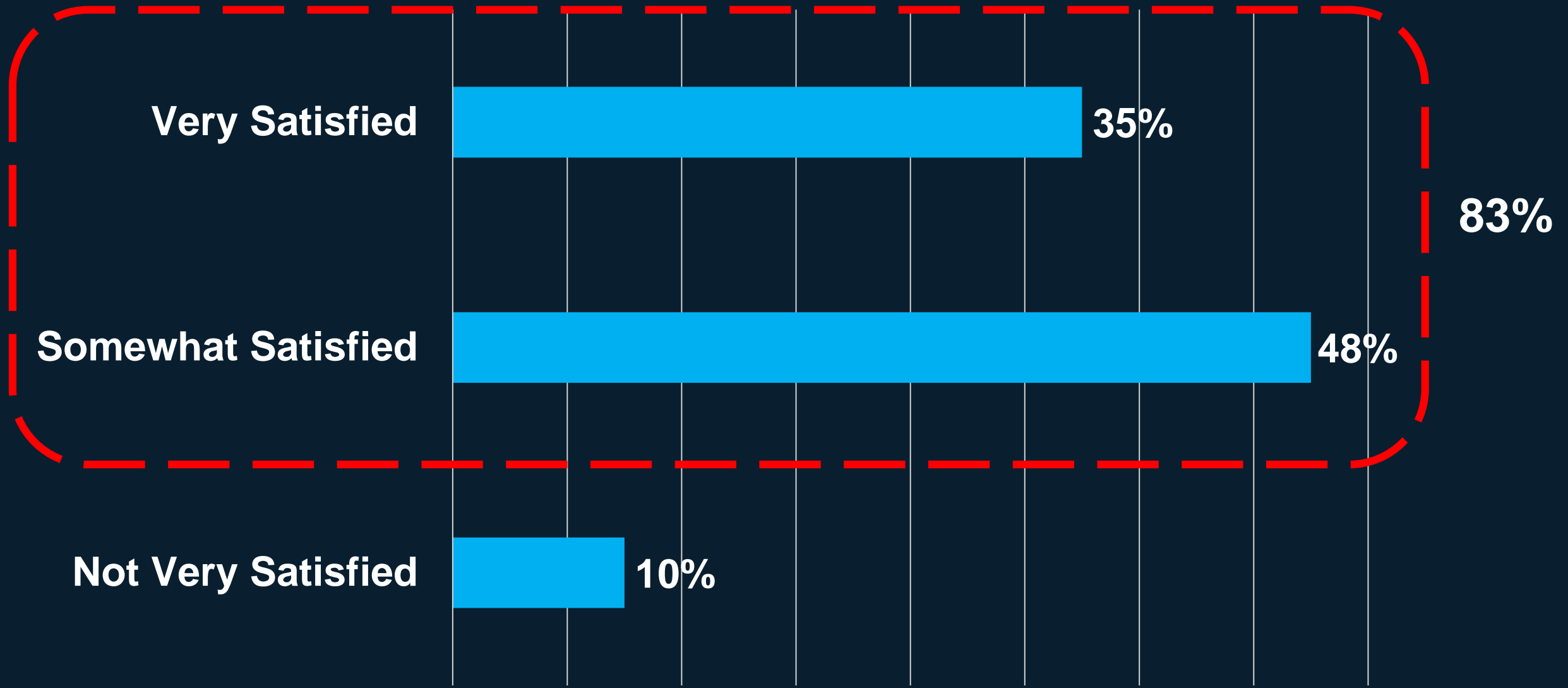


**87%**

N=34

Results from 8/23/18 Survey

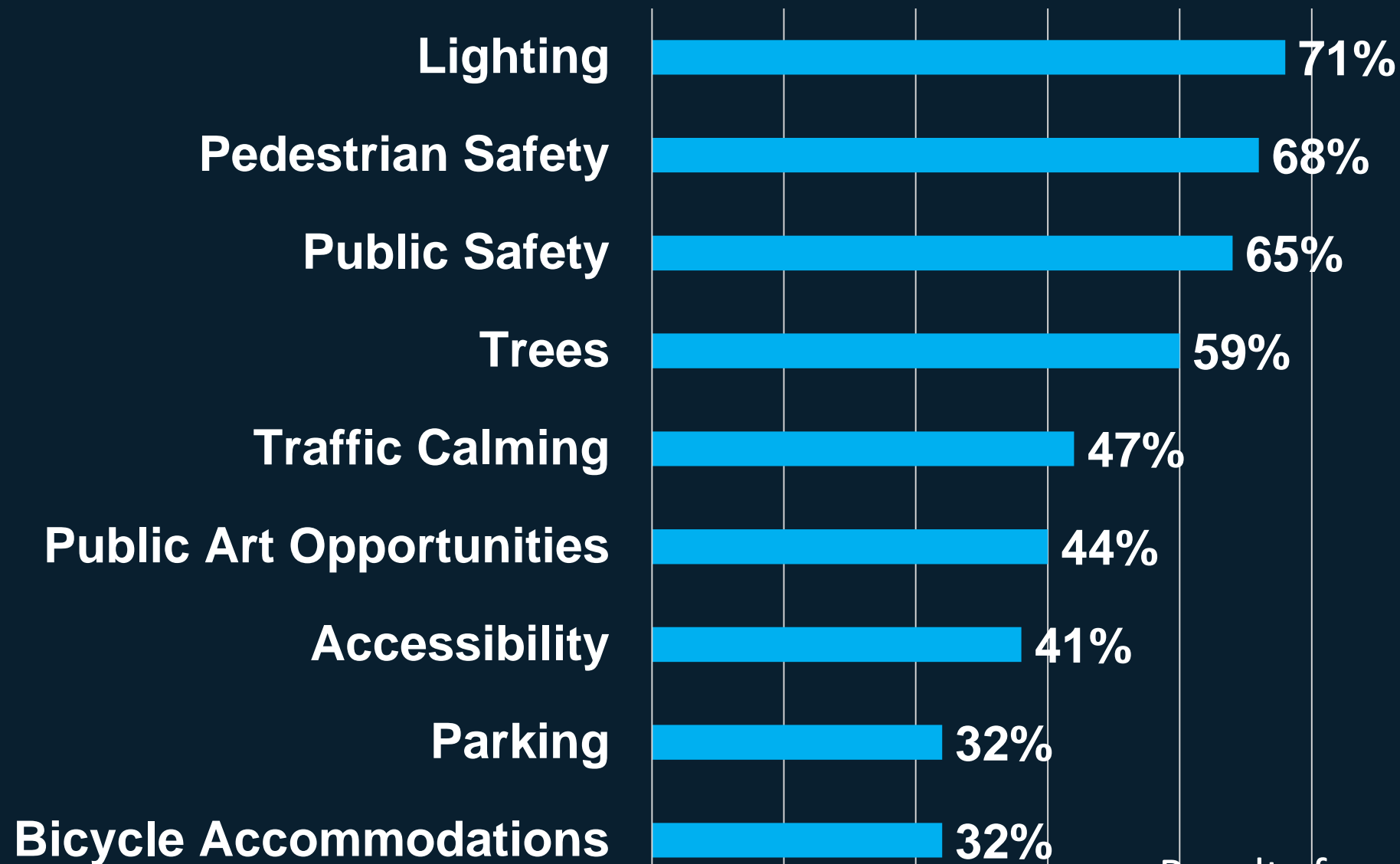
# OVERALL SATISFACTION WITH DESIGN CONCEPT



N=31

Results from 8/23/18 Survey

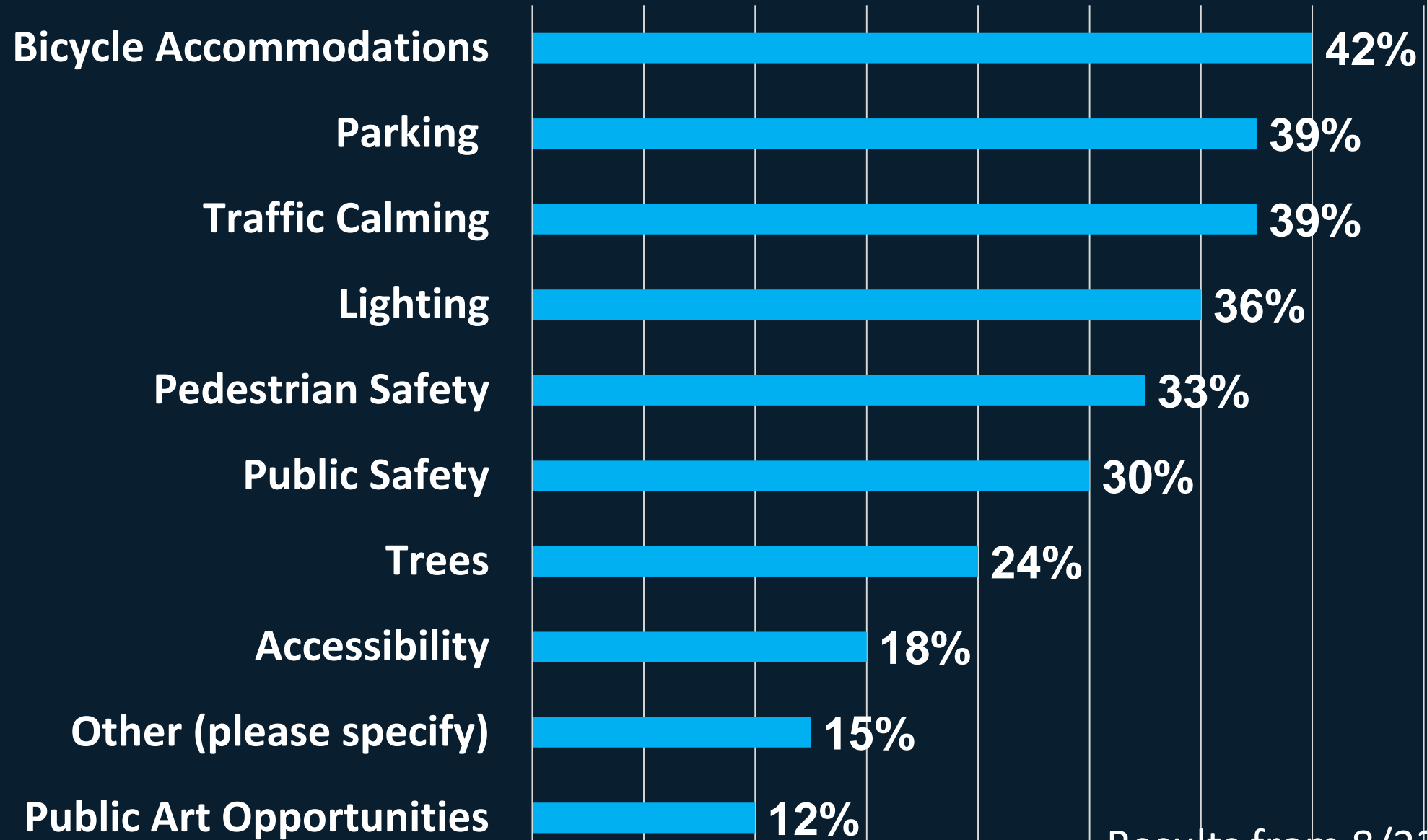
# What Elements of the Design do you Like?



N=34

Results from 8/23/18 Survey

# What Elements of the Design Need Improvement?



N=34

Results from 8/23/18 Survey



# SITE WALK COMMENT SUMMARY

2-way vs. 1-way (Shawmut to Wash.)

63%

Roadway Width / Traffic Calming

56%

Parking

56%

Bus Stop

44%

Bicycle Accommodations

38%

Lighting

19%

N = 16

Results from 10/15/18 Survey

# MAJOR FEEDBACK THEMES

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TRAFFIC CALMING AND STREETSCAPE

BICYCLE ACCOMMODATIONS

PARKING

TRAFFIC FLOW (One-way vs. Two-way Traffic)

# TRAFFIC CALMING and STREETSCAPE

RAYNOR CIR.



Tighter Curb Radii

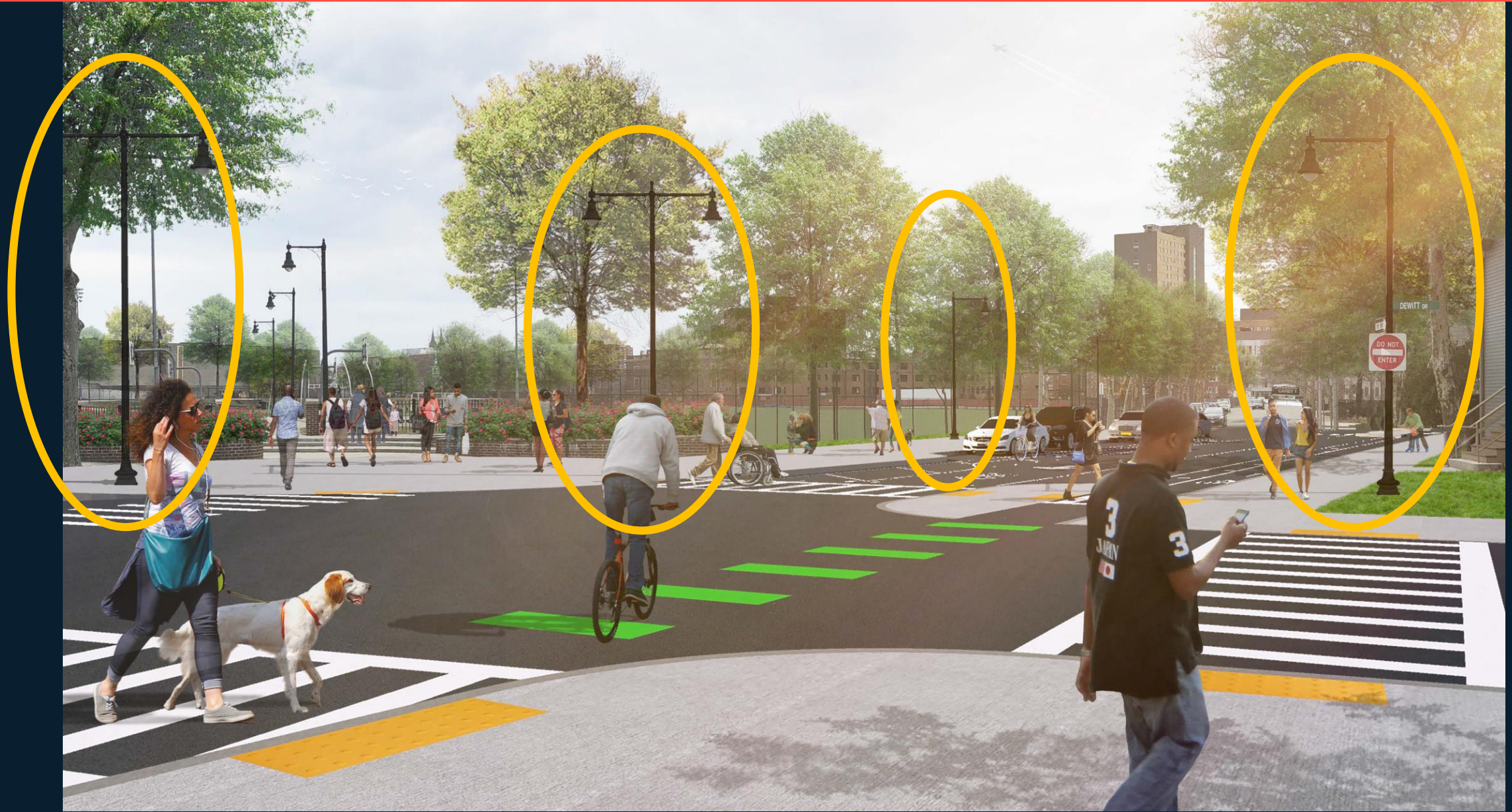
Curb Extensions  
Raised Crosswalks  
Narrowed Travel Lanes

Raised Intersection

# TRAFFIC CALMING and STREETSCAPE: Accessibility



# TRAFFIC CALMING and STREETSCAPE: Lighting



# TRAFFIC CALMING and STREETSCAPE : Street Trees



**Wider Sidewalk along the Church and Park Frontage to  
Protect Trees**

**Improved Street Tree Planting in along the Street**

# TRAFFIC CALMING and STREETScape: Public Art



We are working with property owners (MPDC and Boston Parks) and Boston Arts and Culture Dept. to tie art into the project. Some possibilities include:

- Art along the fence at the park
- Murals
- Sculptures
- Sidewalk Design
- Street Furniture

# BICYCLE ACCOMMODATIONS: Issues

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## 1. Concern about Bikes

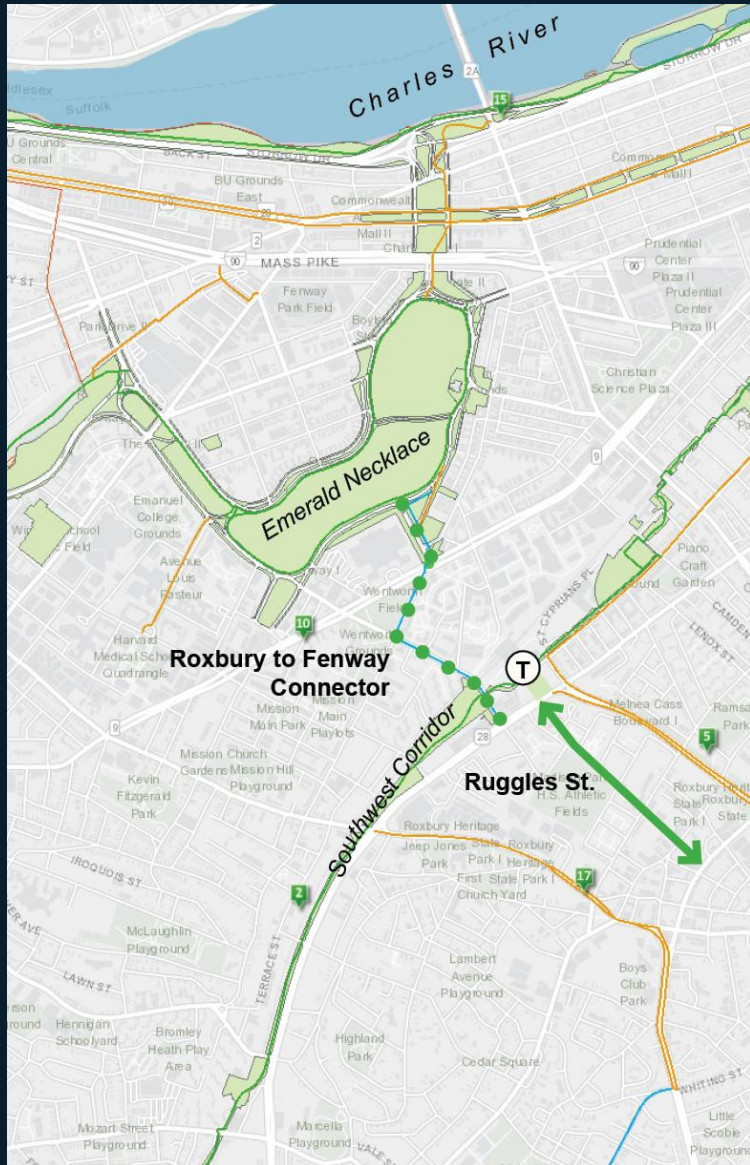
- Concern about bike/pedestrian conflicts
- Why bike accommodations on Ruggles St.?

## 2. Better Design for Bikes

- Better protection for bike lanes
- Conflicts at bus stops



# WHY BIKES HERE:



- Bicyclists may not attend meetings but they are out there.
- Connectivity index indicates that better bike accommodations would attract additional riders.
- Design provides separate space for all modes to the extent possible.
- Ruggles Street is a key connection between Roxbury and city open spaces.
- Bicycle infrastructure will reduce riding on sidewalks, calm traffic and reinforce pedestrian environment.

# BICYCLE ACCOMMODATIONS



**Protected Contra Flow Bike Lane**  
**Raised Bike Crossings**

**Protected Bike Lanes**  
**Bike Lanes**  
**Sharrows**  
**Bike Box**

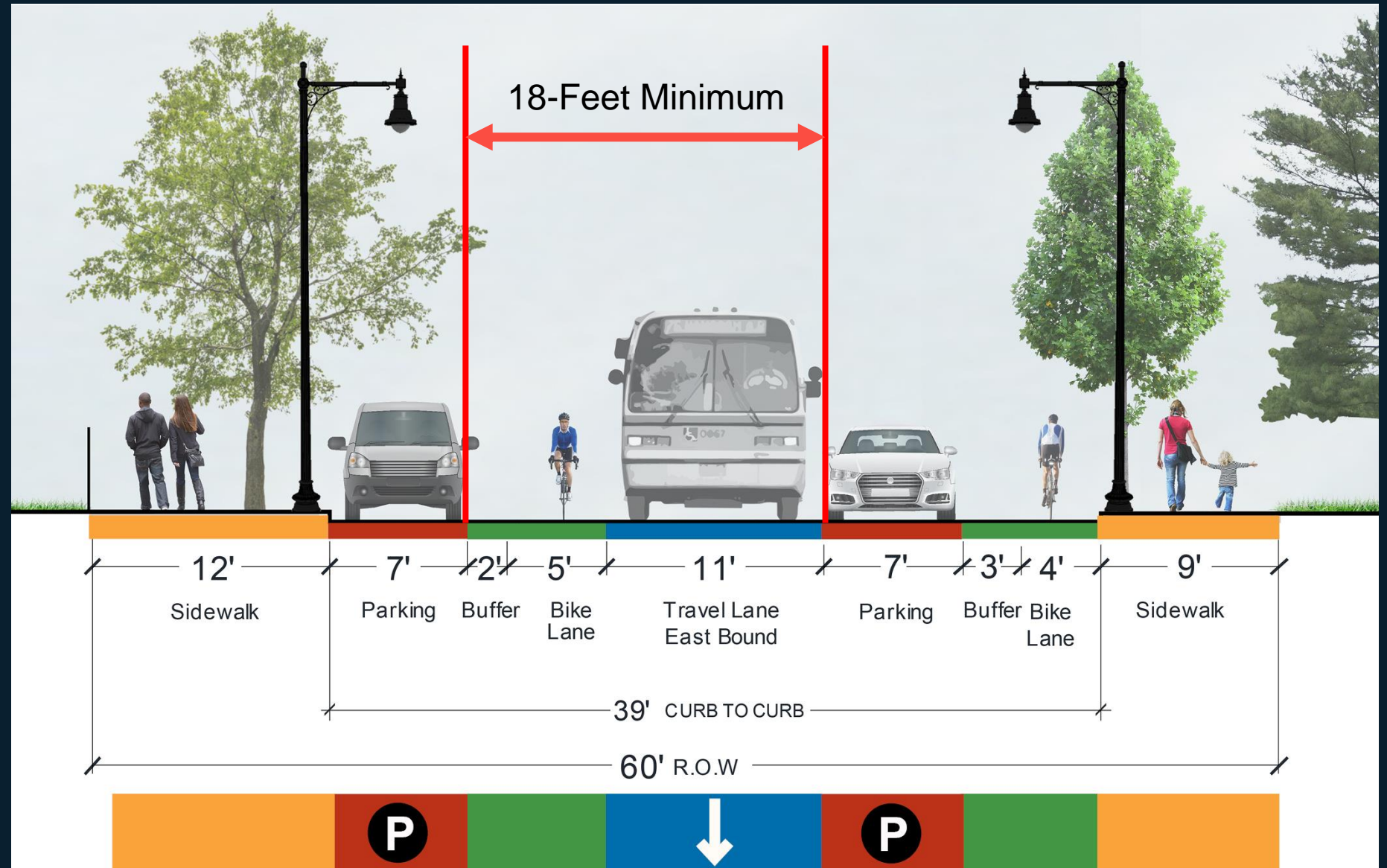
# BICYCLE ACCOMMODATIONS: Protection

City is currently working to identify the most appropriate bike lane barrier for Boston. Options are being reviewed for emergency access and maintenance considerations. Delineators/raised lane are being considered for the Ruggles Street design for the contra-flow direction. EB direction TBD.



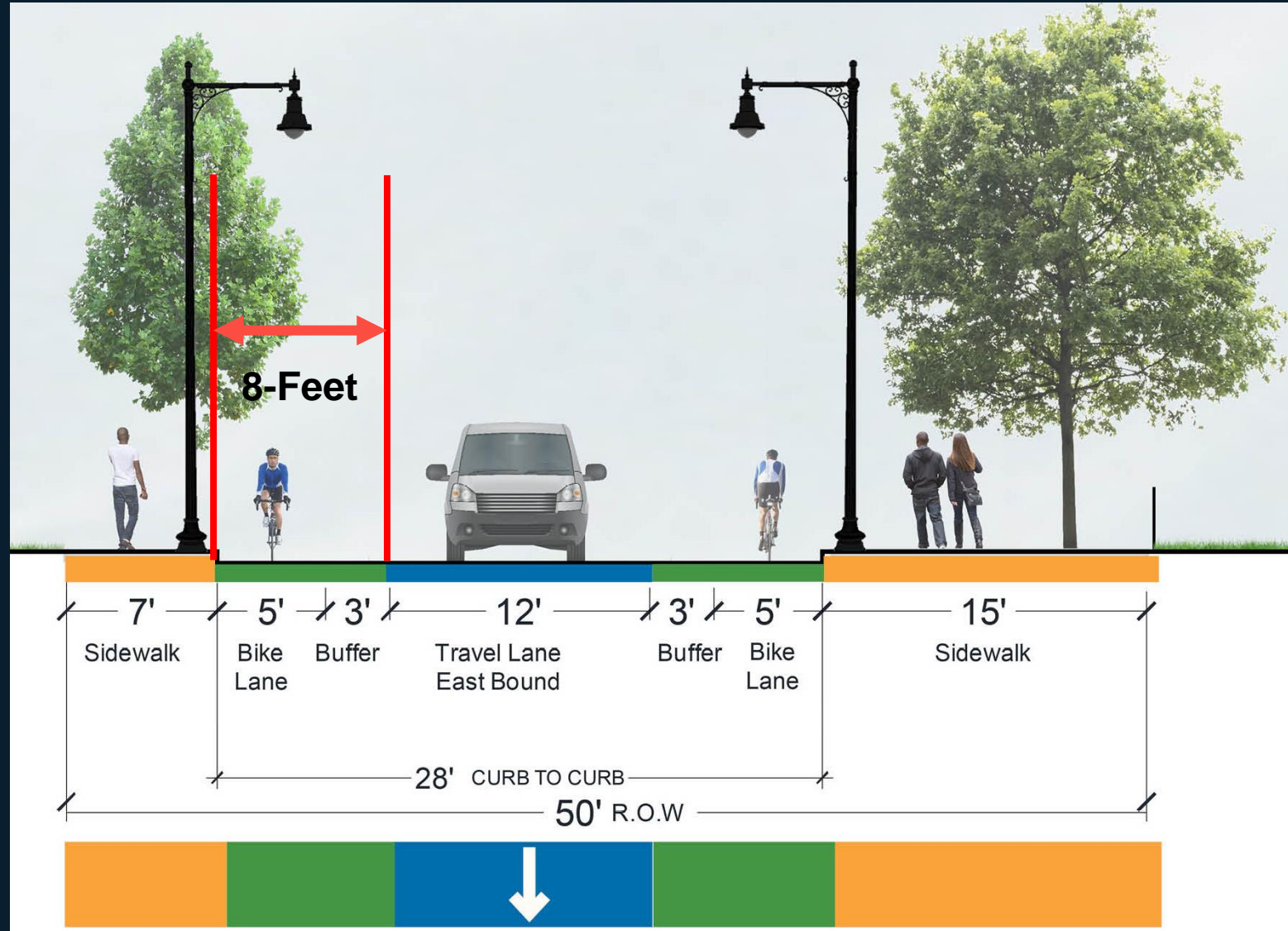
# BICYCLE ACCOMMODATIONS: Protected Bike Lanes

Design  
MUST  
maintain  
Emergency  
Vehicle  
clearances.



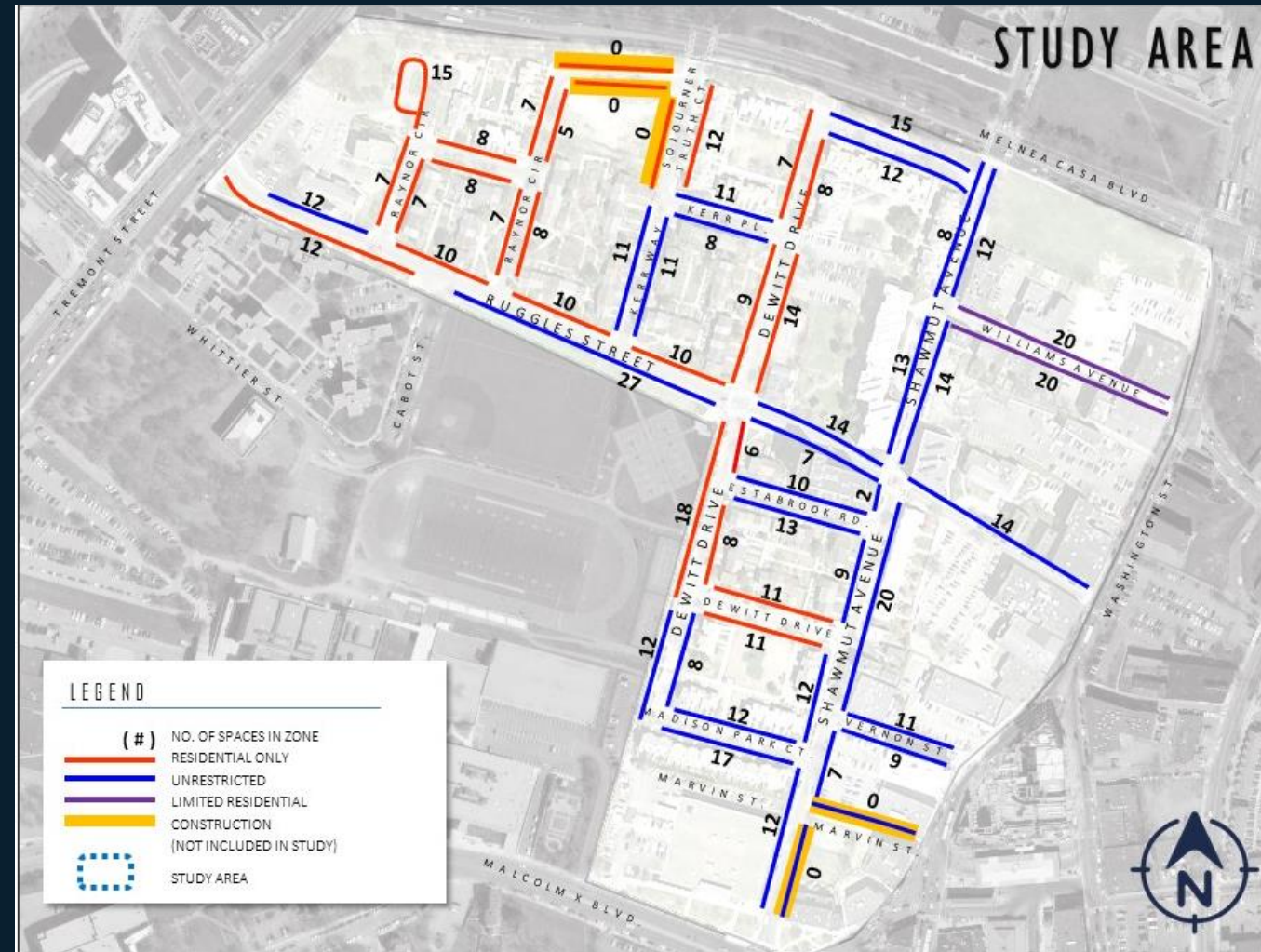
# BICYCLE ACCOMMODATIONS: Floating Bus Stops

Need 14-feet for bus stop and bike lane – not enough room



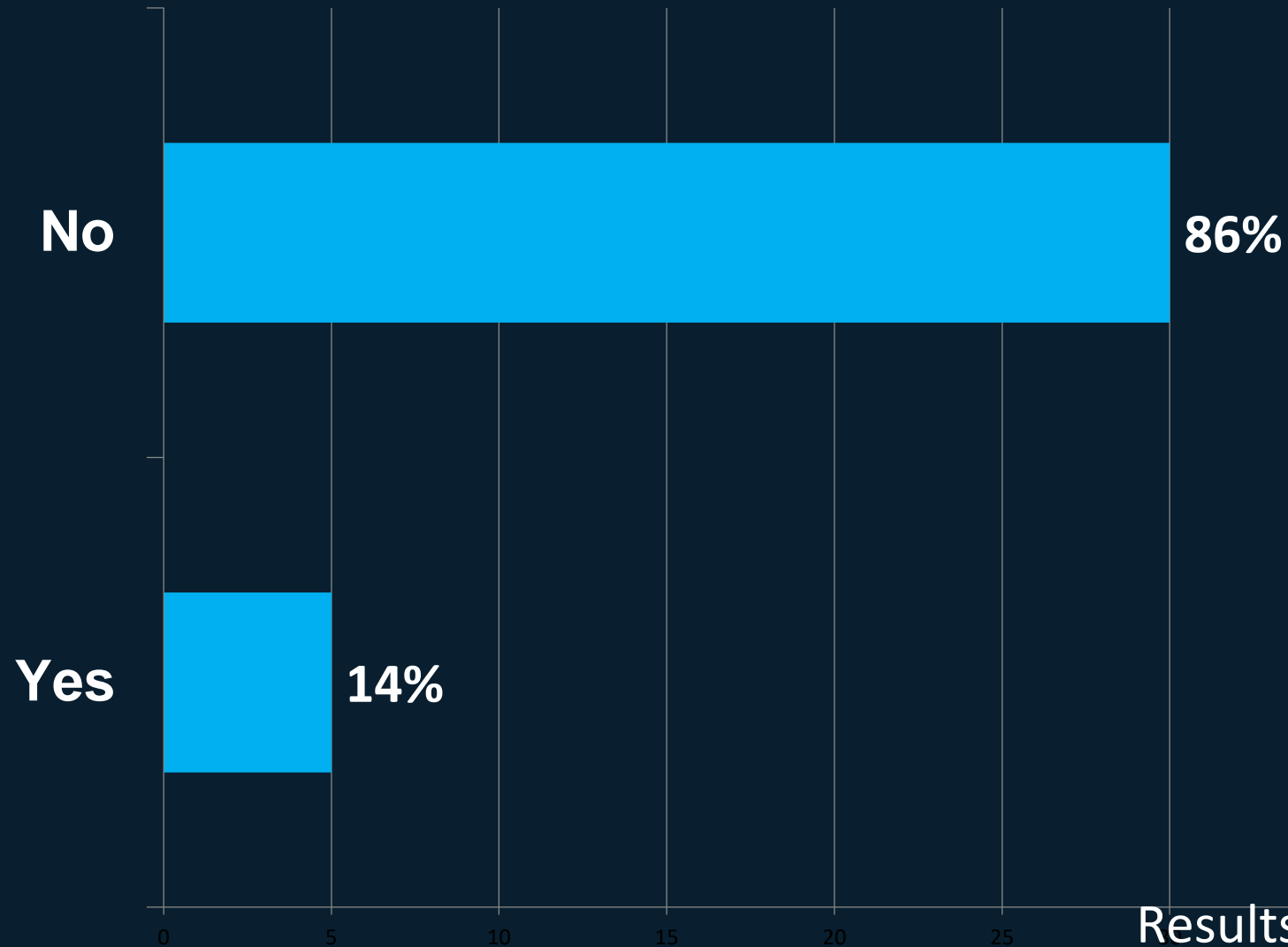
# Parking Utilization Survey Results: June 2018

- Resident parking zones are 46% utilized on average.
- Unrestricted parking zones are highly utilized (85%) during the day.
- 66% of cars parked are from outside Roxbury zip codes.



# PARKING: Survey

Do you Regularly Park a Vehicle on Ruggles Street?

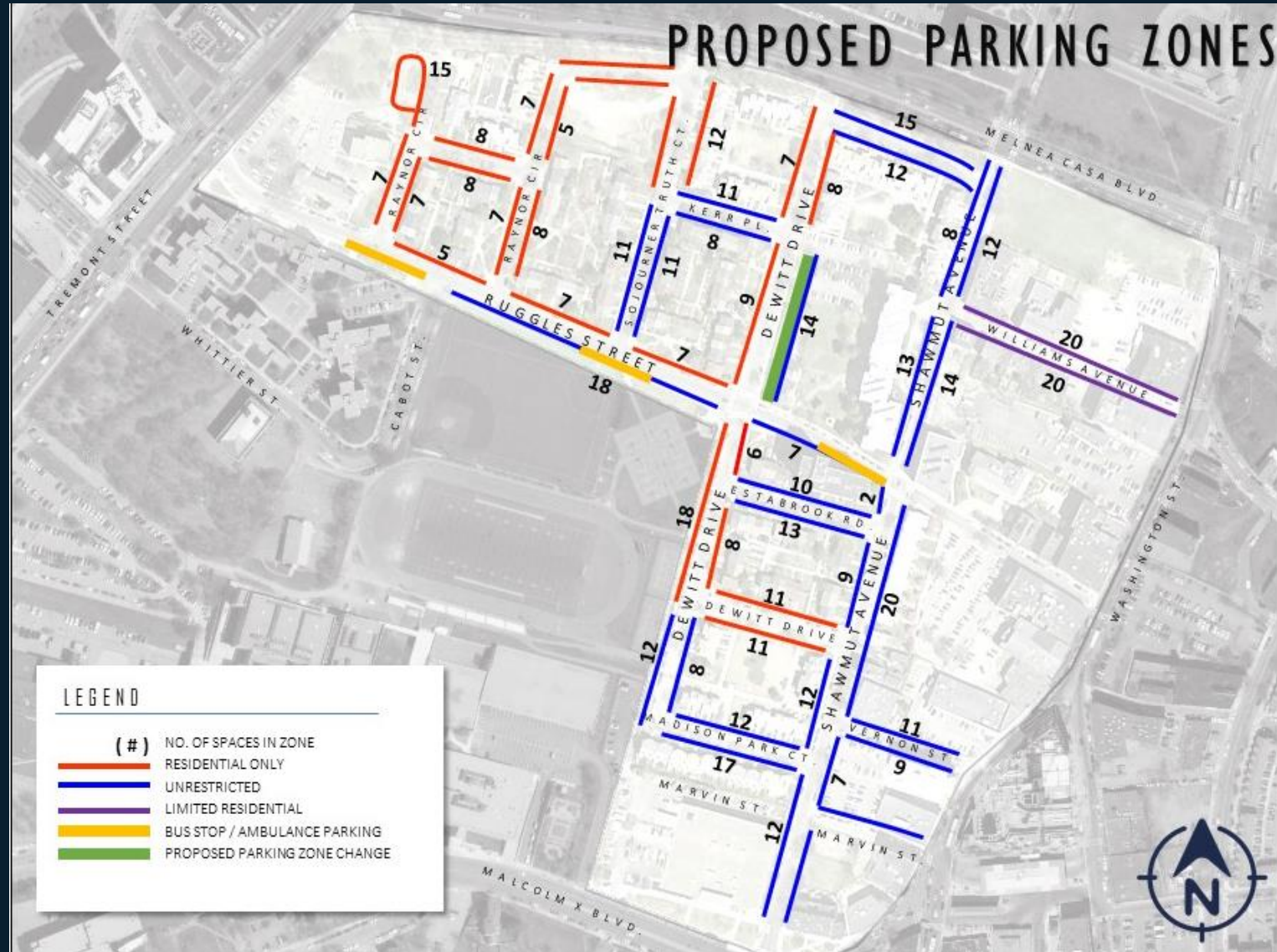


N=25

Results from 8/23/18 Survey

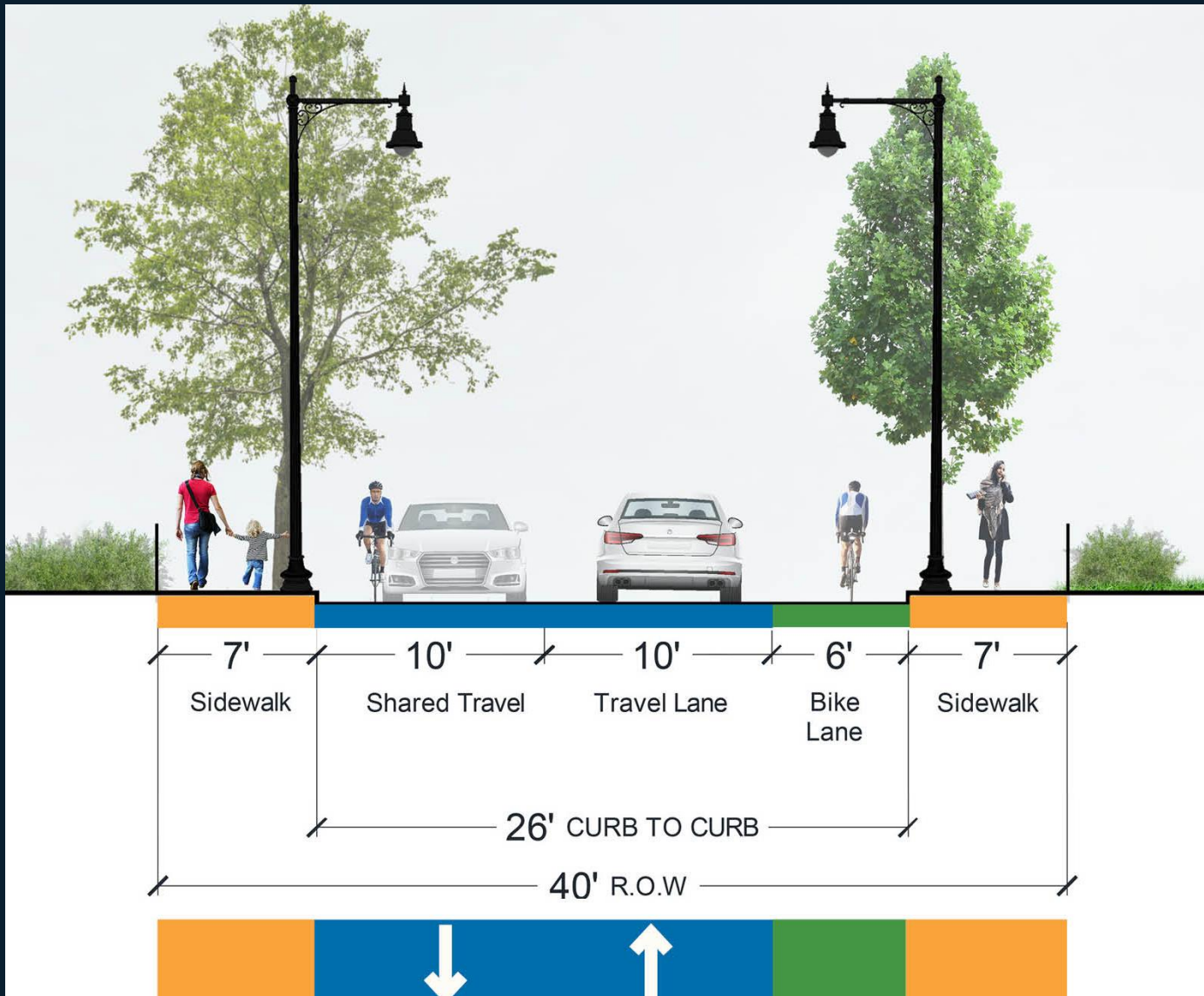
# Proposed Parking Modifications

- Replacement of Unrestricted parking to serve Dewitt Center
- Visit “Parking” station for discussion/input





# TRAFFIC FLOW: If We Keep it Two-Way



No Parking

Bike Lane and Shared Lane

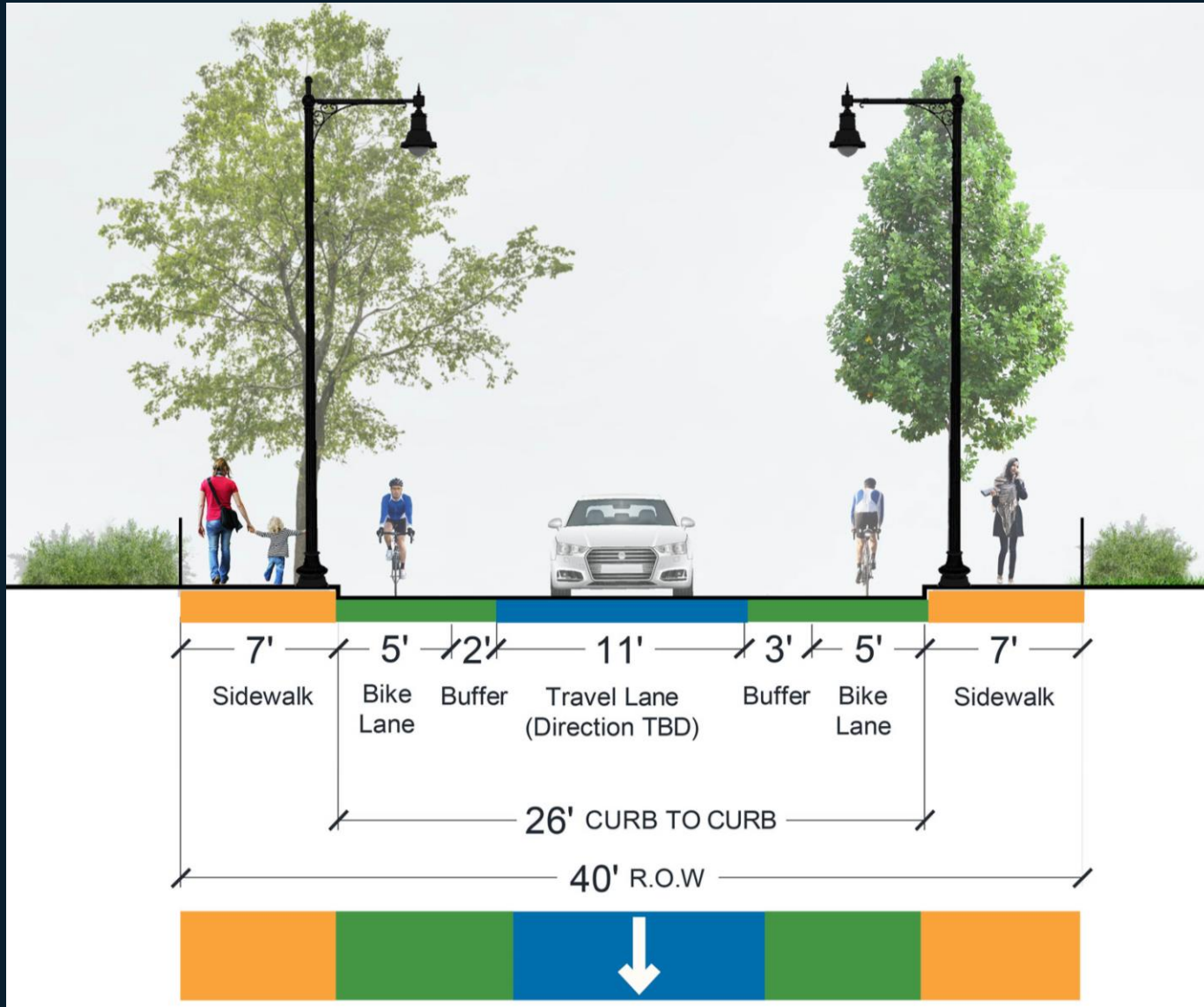
Sidewalk Improvements

Access to Parking Lot  
Maintained

No Change from Existing

Improve Sight Lines at  
Williams/Shawmut

# TRAFFIC FLOW: If We Make It One-Way



No Parking

More Desirable Bike Accommodations

Improved Sidewalks

Rerouting of Traffic to other Streets

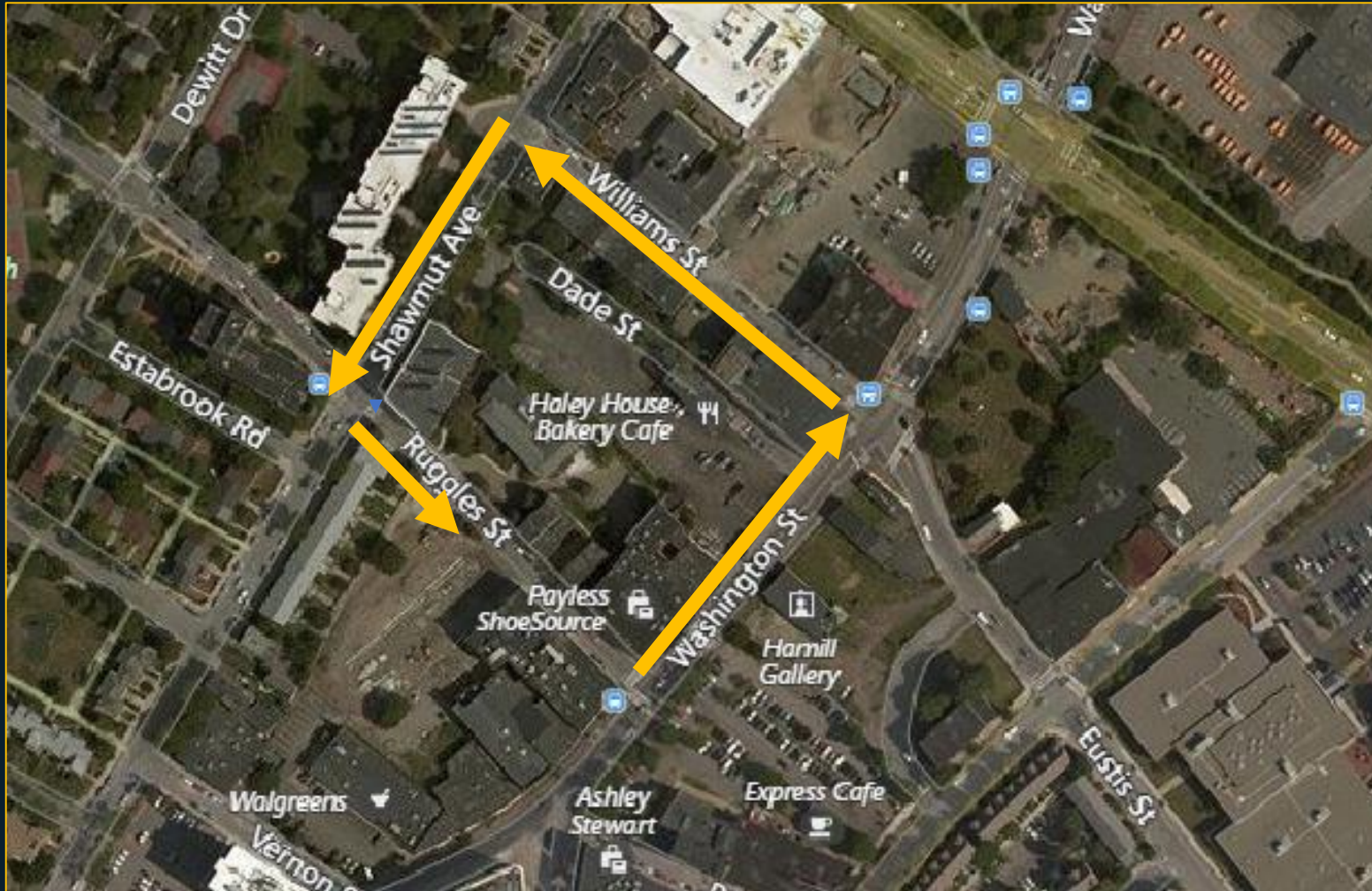
Increased Travel Time

Williams St traffic will increase by approx. 2 veh/min in peak hrs

Traffic Signal not Warranted at Williams/Shawmut

Improve Sight Lines at Williams/Shawmut

# TRAFFIC FLOW: If We Make it One-Way

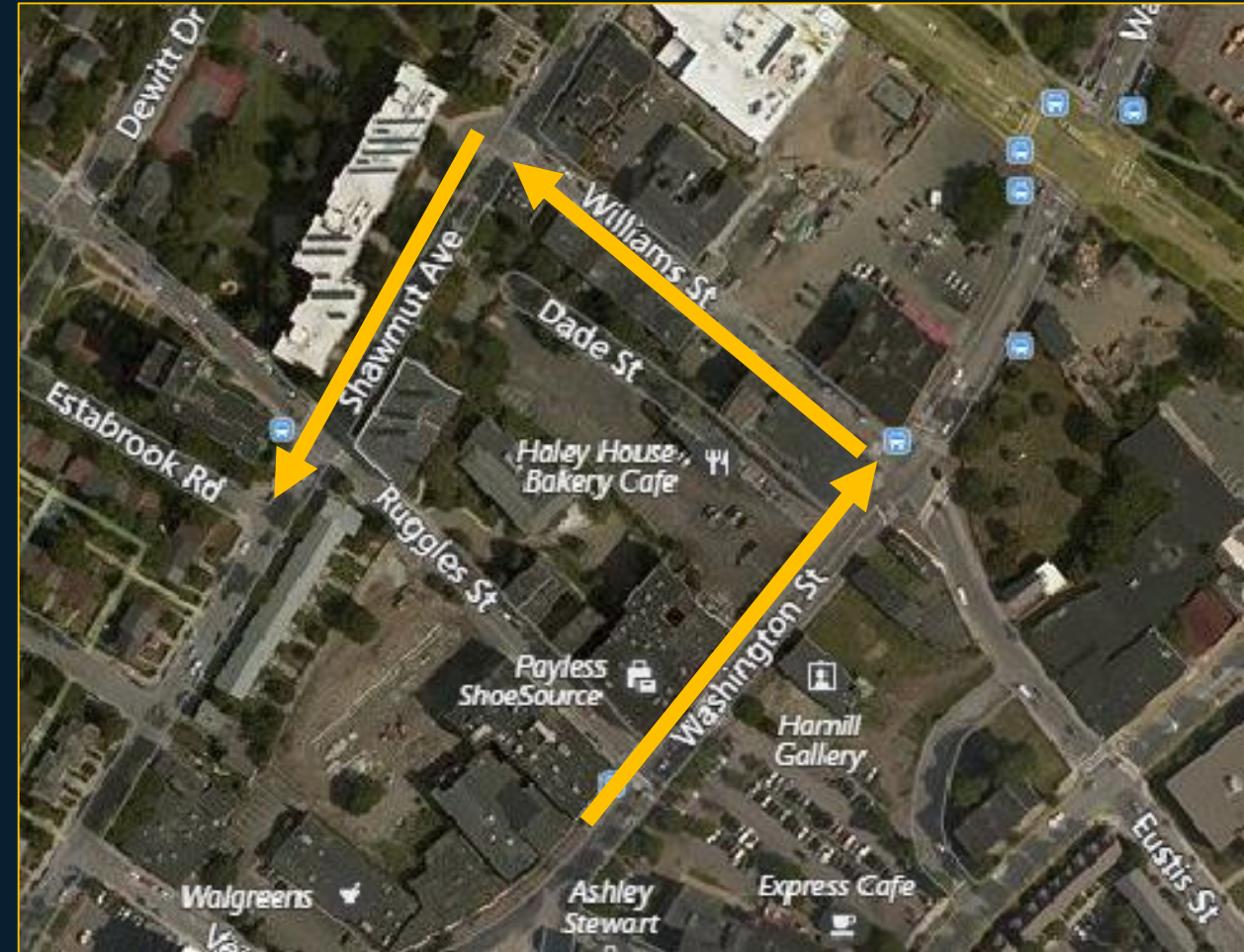
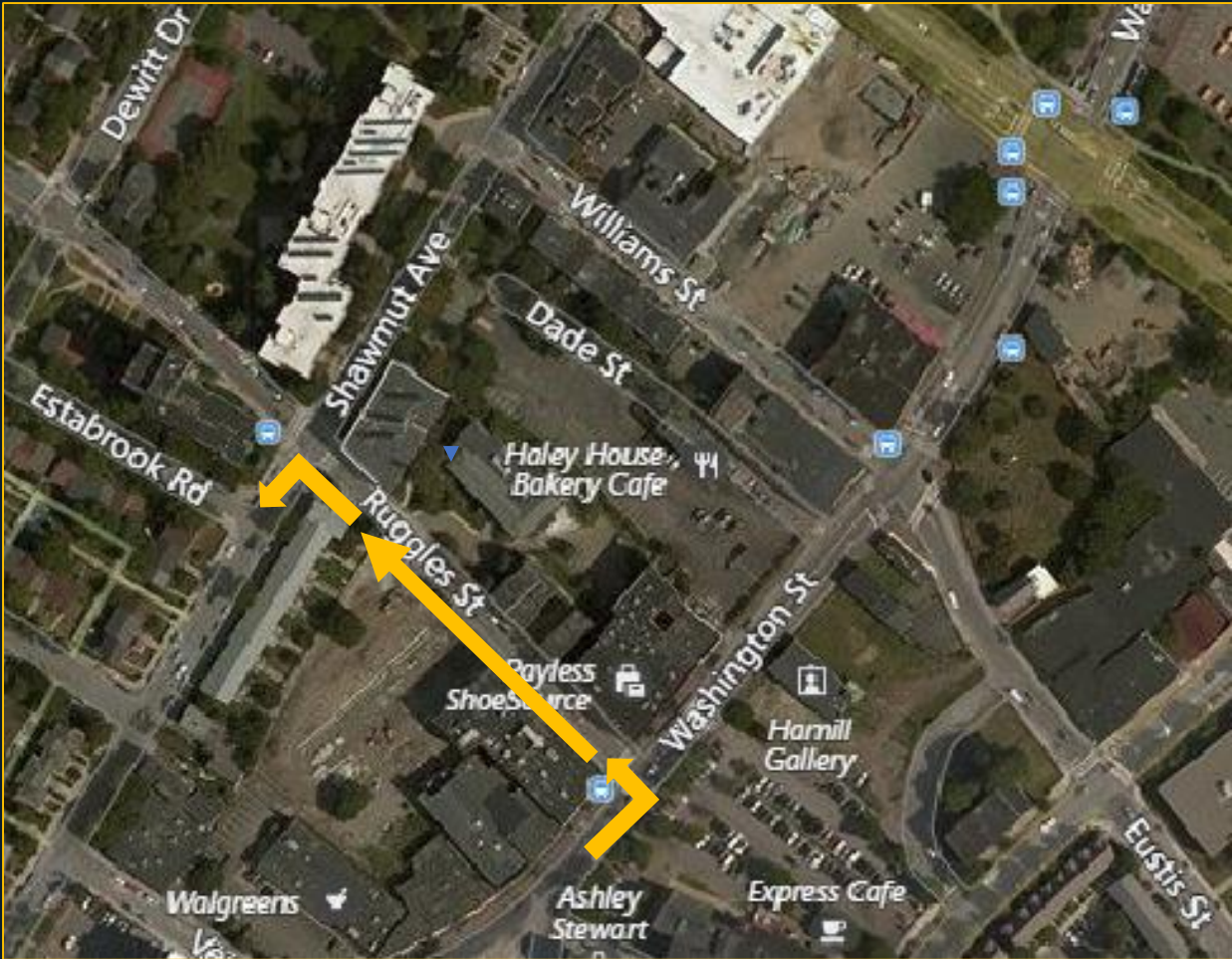


Traffic Routing and  
Wayfinding Signs for  
Public Parking Lot  
Access from  
Washington Street

# TRAFFIC FLOW: If We Make it One-Way

## Two-Way Configuration

## One-Way Configuration



1 to 2 Minutes

2 to 3 Minutes

Estimated Travel Times

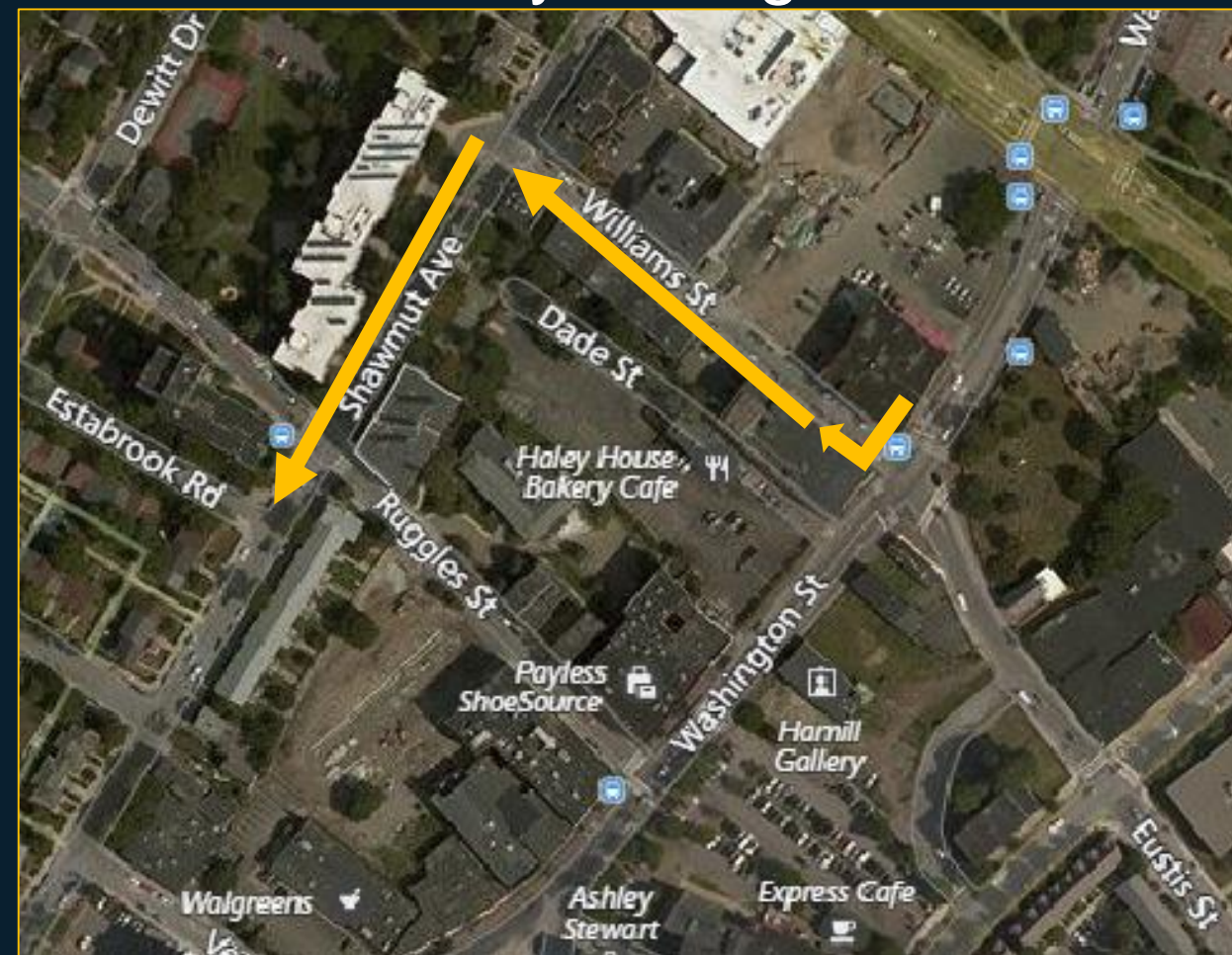
# TRAFFIC FLOW: If We Make it One-Way

## Two-Way Configuration



2 Minutes

## One-Way Configuration



2 Minutes

Estimated Travel Times

# TRAFFIC FLOW: If We Make it One-Way



Weekday AM Peak



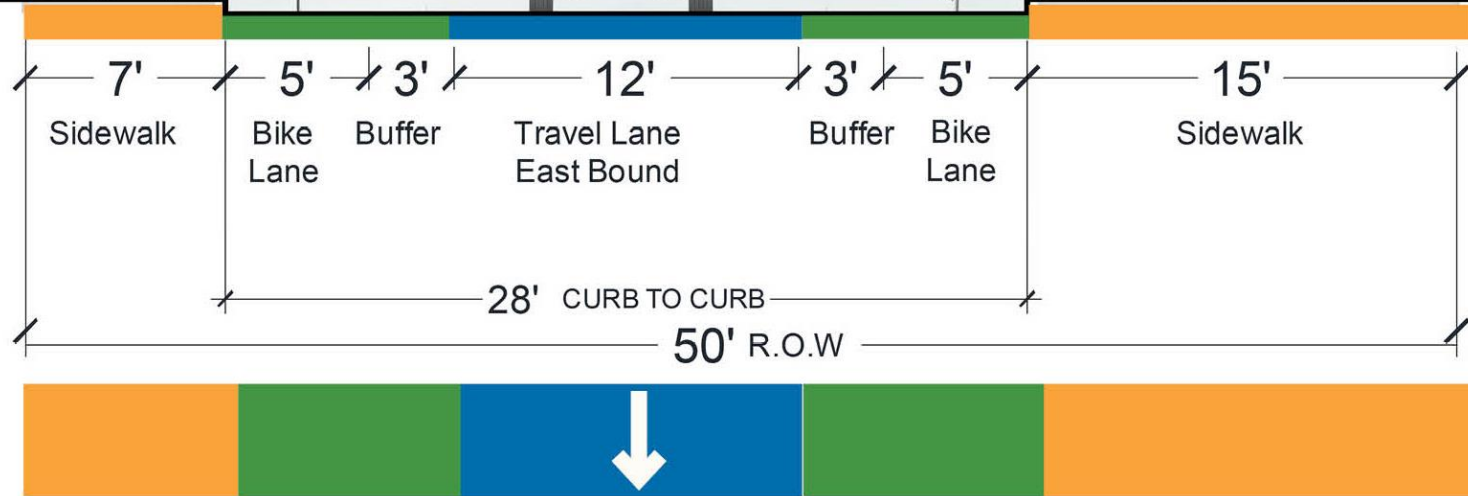
Weekday PM Peak

Summary of Traffic Operations

# PREFERRED DESIGN CONCEPT



# SEGMENT 1 Preferred Option

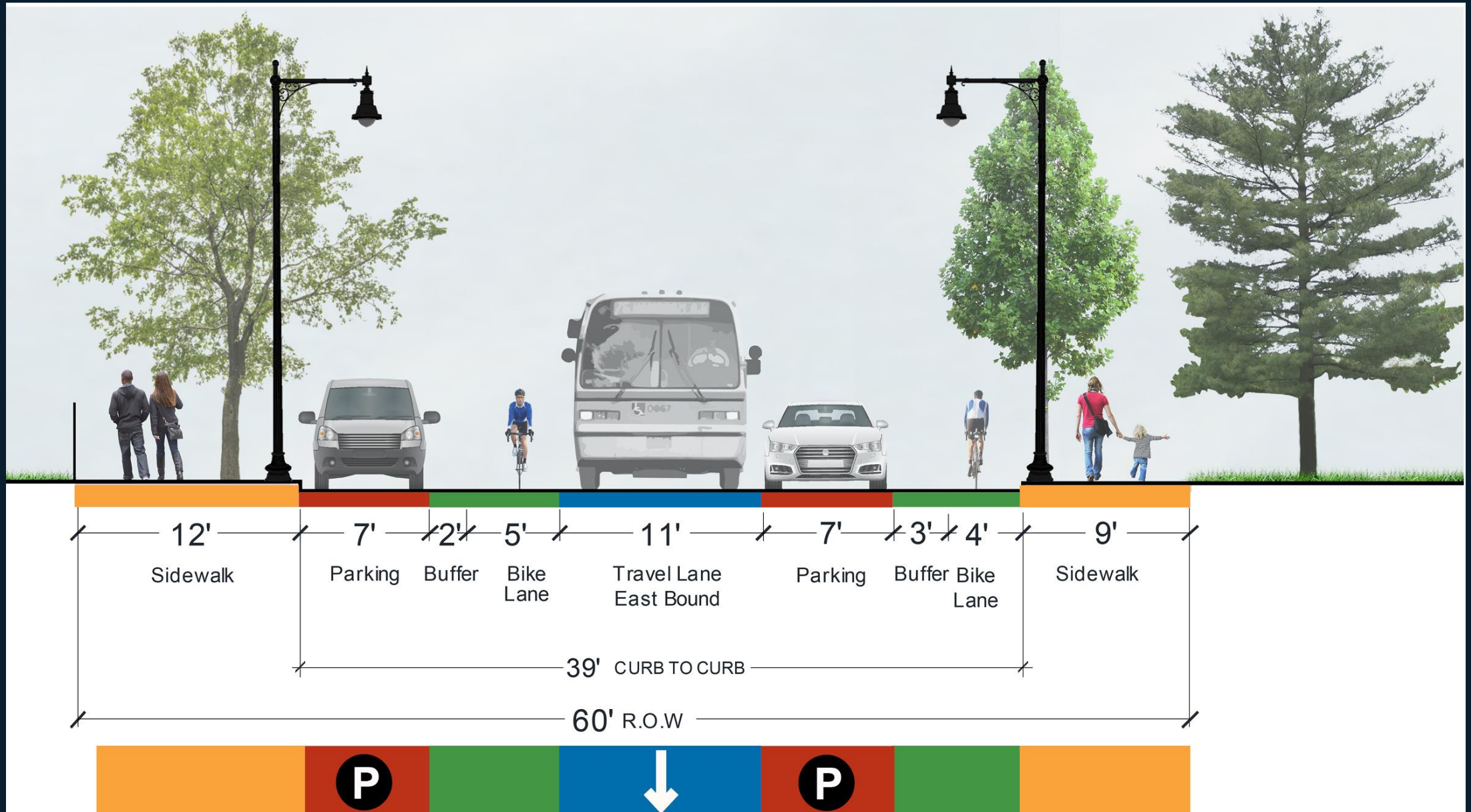




# SEGMENT 1 Preferred Option



# SEGMENT 2 Preferred Option



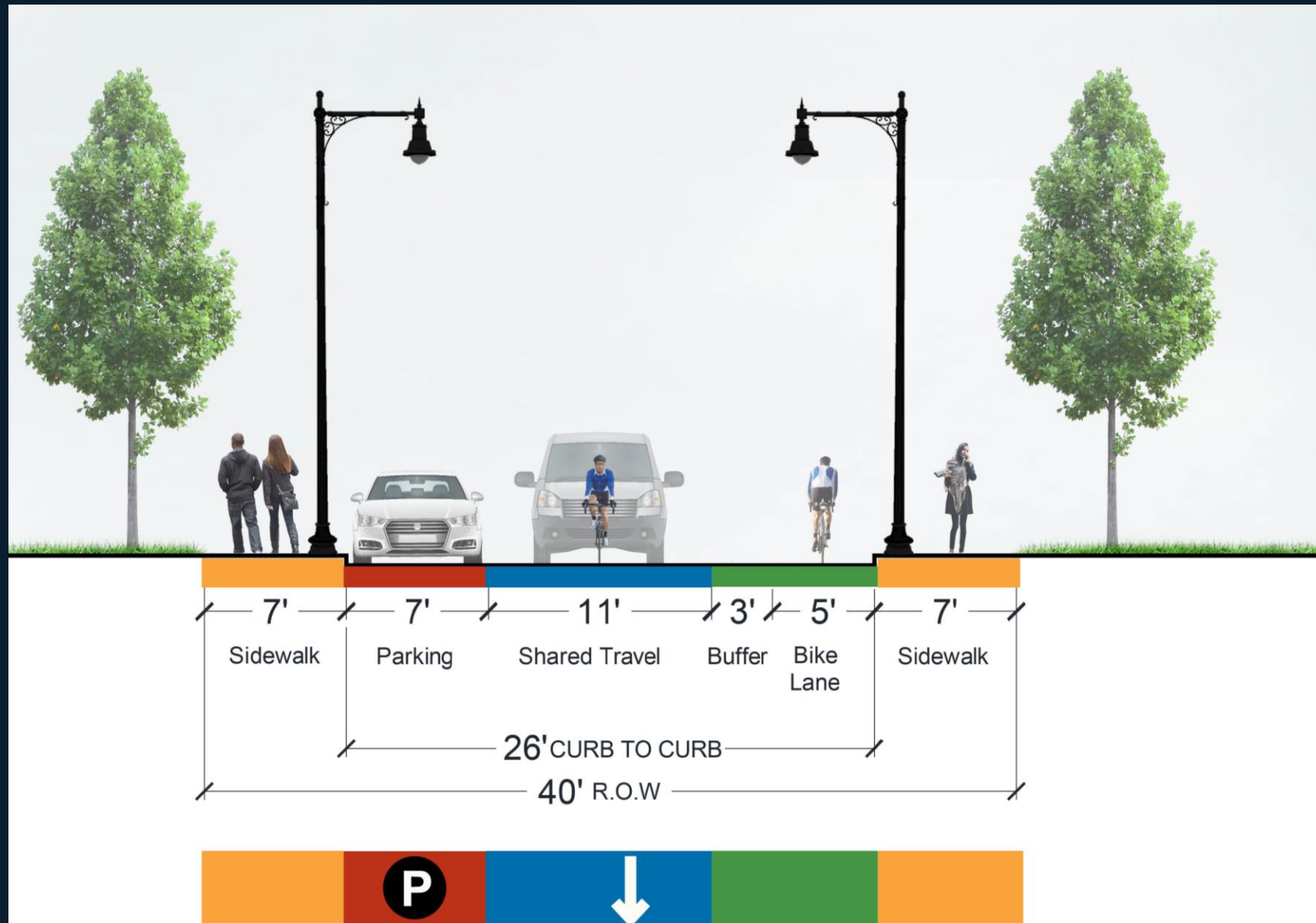
# SEGMENT 2 Preferred Option



# SEGMENT 2 Preferred Option



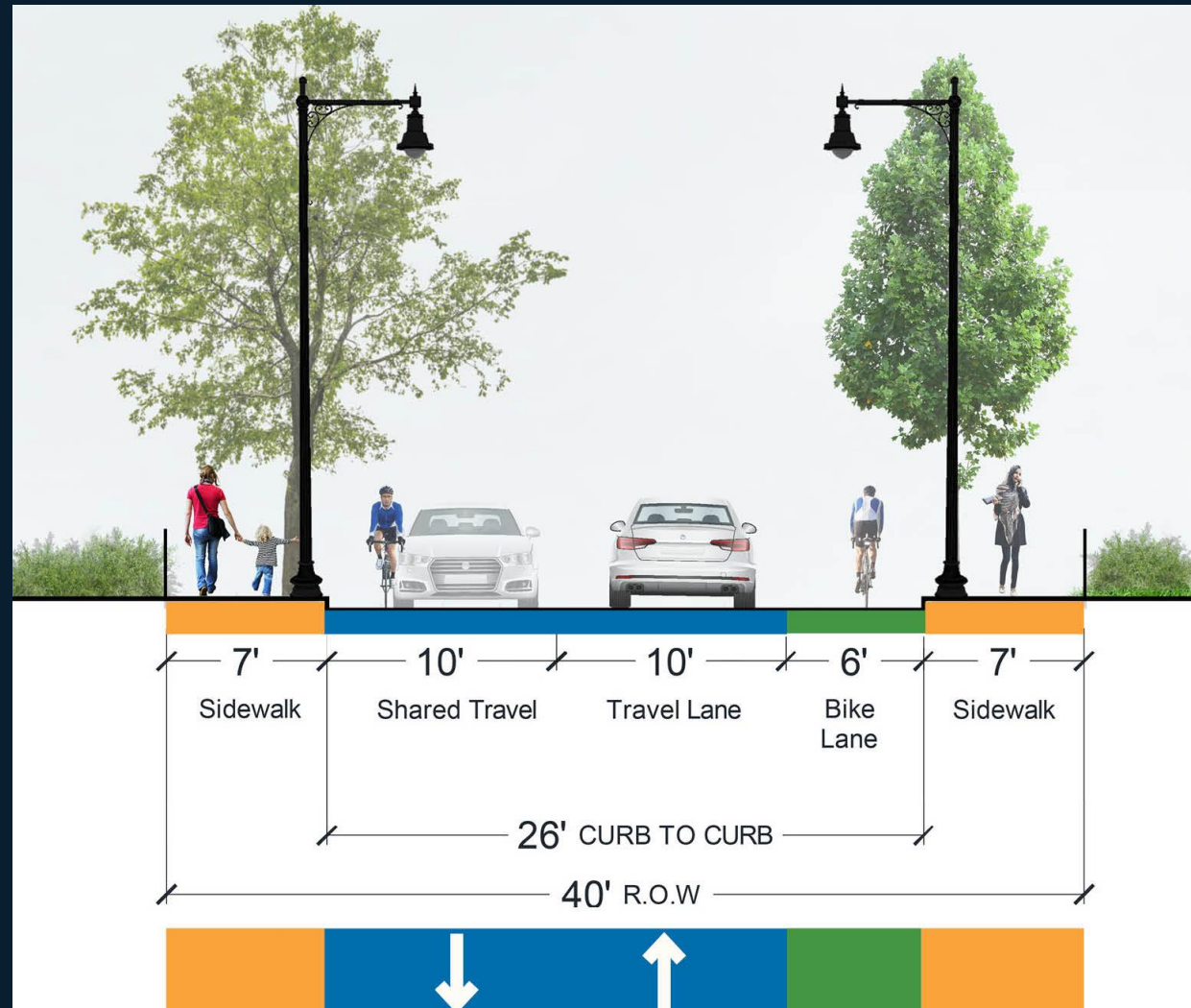
# SEGMENT 3 Preferred Option



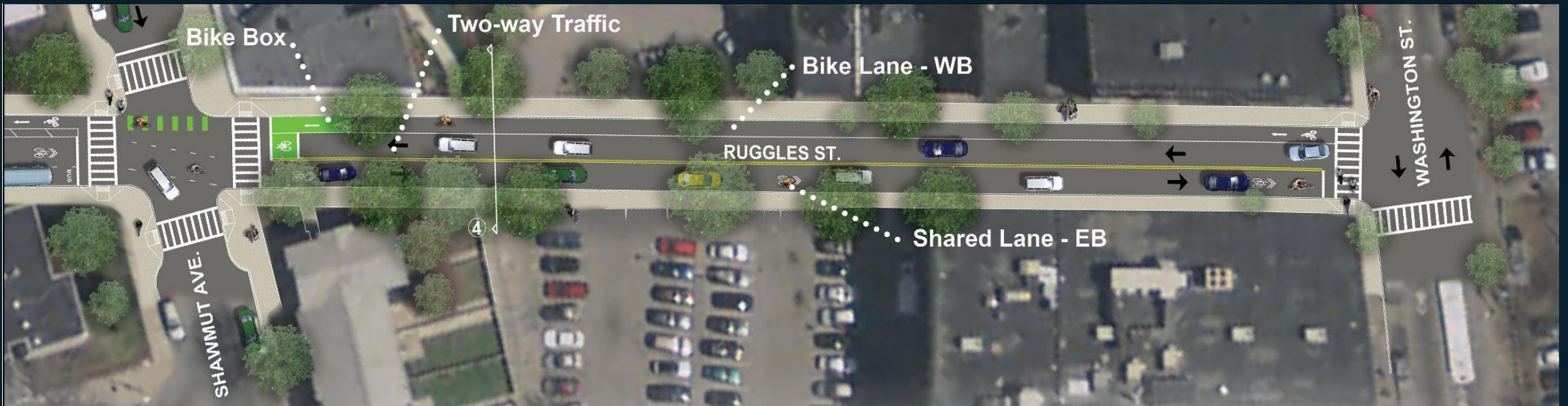
# SEGMENT 3 Preferred Option



# SEGMENT 4 Preferred Option: One-Way vs. Two-Way



# SEGMENT 4 Preferred Option: One-Way vs. Two-Way





# ANTICIPATED PROJECT SCHEDULE

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Public Meeting No.1	May 2018
Public Meeting No. 2	August 2018
<b>Public Meeting No. 3</b>	<b>November 2018</b>
Design/Engineering	Nov. 2018 – Oct. 2019
Public Meeting No. 4	Spring 2019 – Date TBD
Construction	Spring 2020 - 2021

# OPEN HOUSE



Visit Stations (Traffic Calming and Streetscape, Bicycle Accommodations, Parking, Traffic Flow)  
Review Design Recommendations  
Provide Feedback

# CONTACT INFORMATION



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[keepbostonmoving.org/portfolio/ruggles-street/](https://keepbostonmoving.org/portfolio/ruggles-street/)