

SAFETY IMPROVEMENTS ON COLUMBUS AVE



Vision
Zero 
City of Boston

Tenants' Development Corporation
March 15, 2018

Columbus Ave in Lower Roxbury



Vision Zero Boston

Our goal is to eliminate all fatal and serious crashes on Boston streets by 2030

Traffic crashes are ***not accidents***; they are ***preventable***

Designing for people who are the ***most vulnerable*** benefits ***everyone***

Project scope

- Pavement markings and signage
 - Public Works Department is repaving Columbus Ave
 - Cobblestones will be removed
- Opportunity to address additional safety concerns between the curbs

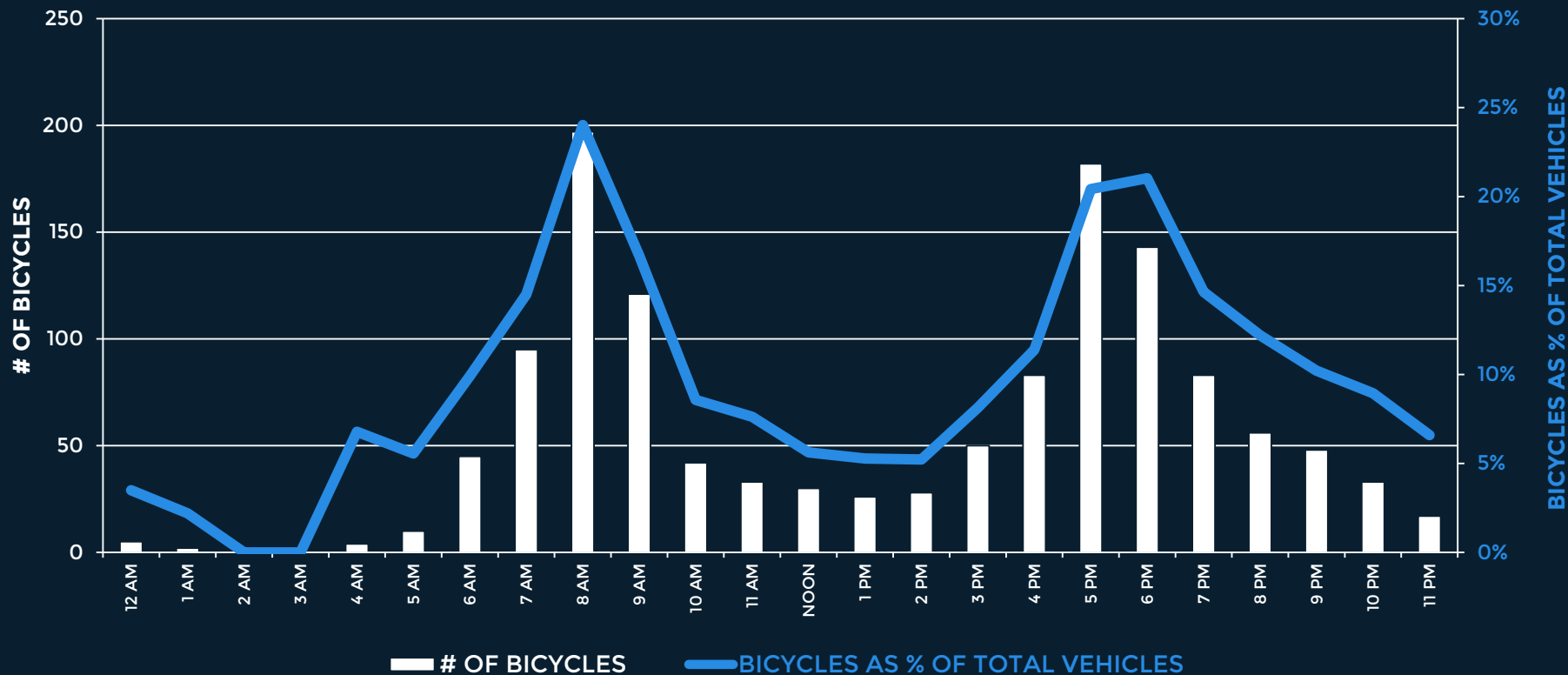
Safety concerns we've heard

- Poor roadway surface
- Hard for people to see each other at intersections
- Desire for safer crossings
- Speeding
- Double parking in the bike lane
- Inadequate bike facilities
- Conflicts between people getting out of cars and people biking

Considerations

- People attending church need a place to park on Sundays
- Go Boston 2030: Southwest Corridor Extension to MGH/Charles Circle
- Coordination with ongoing Northeastern construction work

Columbus Ave bike counts



**Separated Bike Lanes to/from
Back Bay and Cambridge**

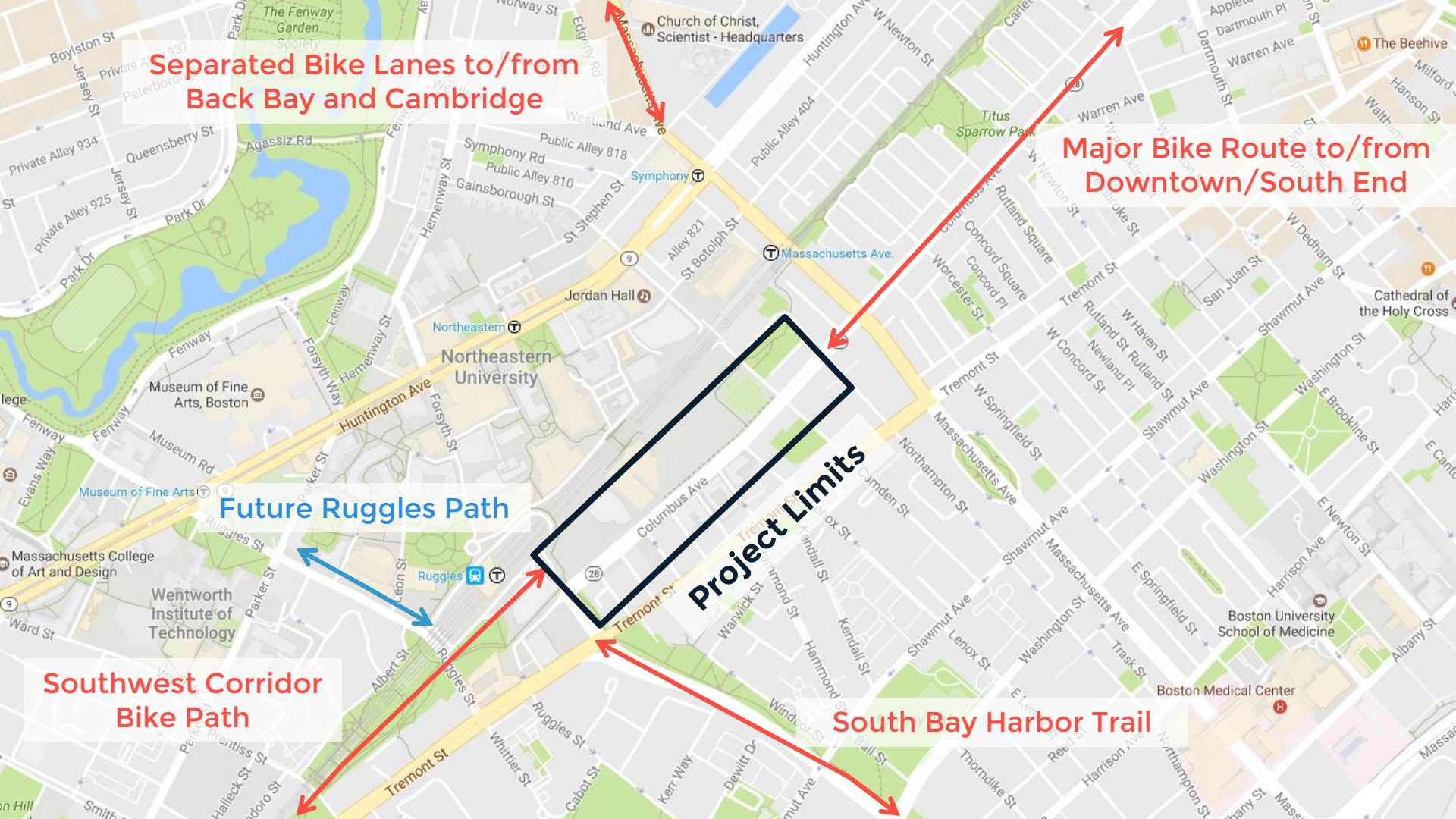
**Major Bike Route to/from
Downtown/South End**

Future Ruggles Path

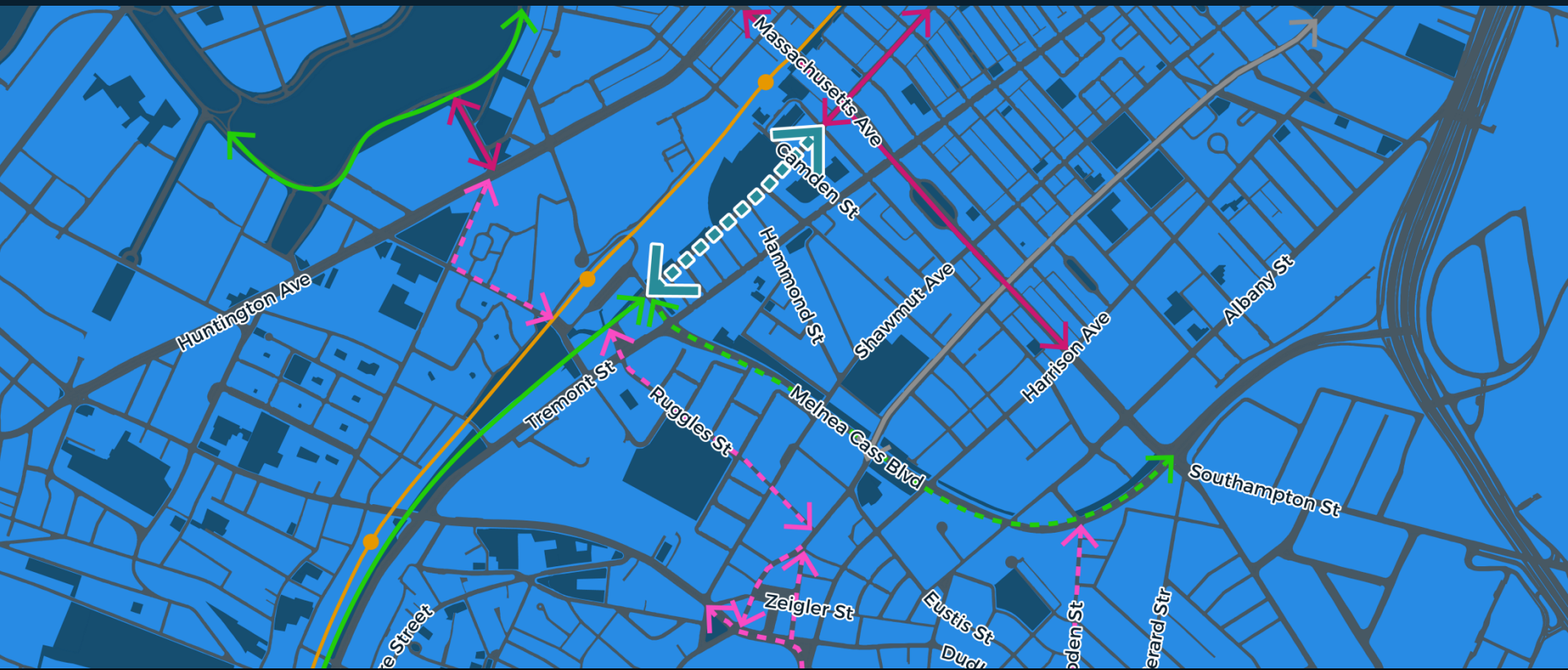
Project Limits

**Southwest Corridor
Bike Path**

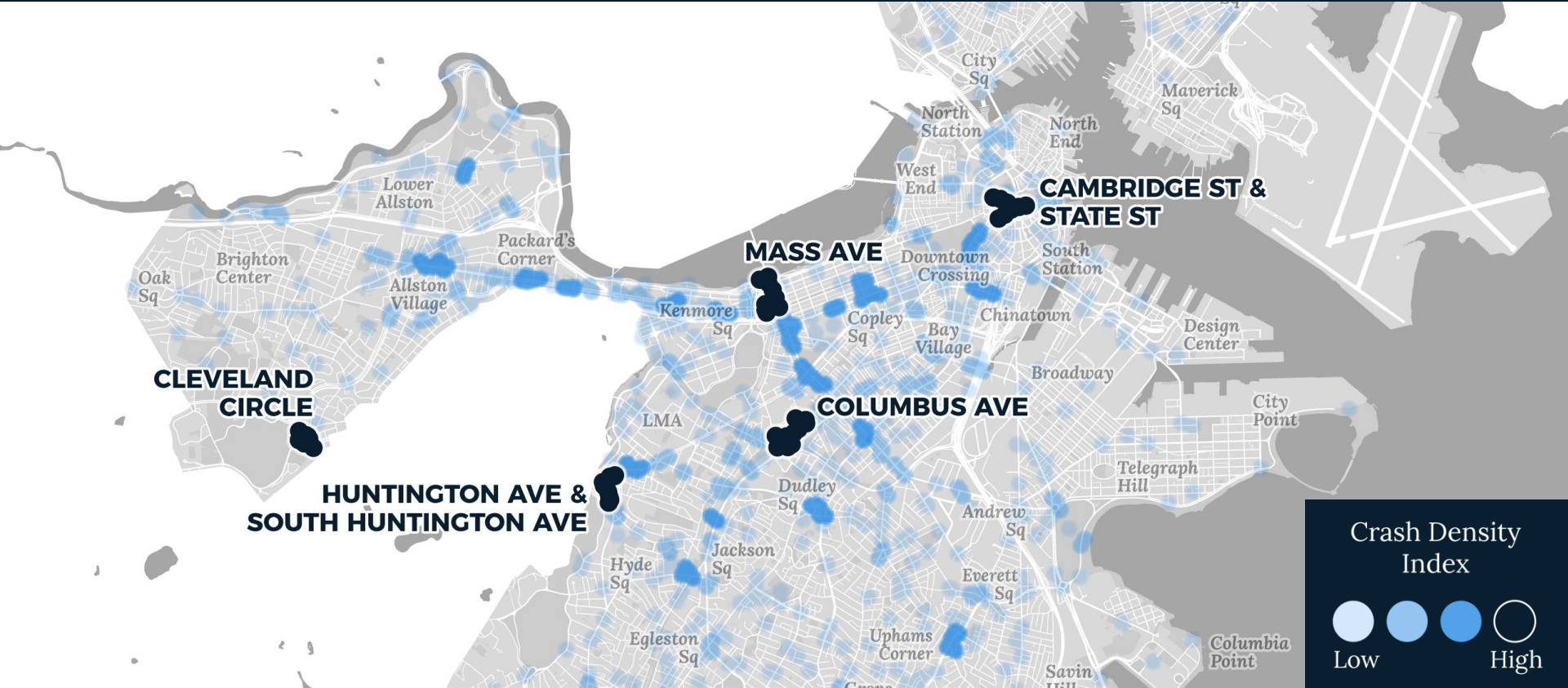
South Bay Harbor Trail



Nearby projects



Areas with high numbers of bike crashes

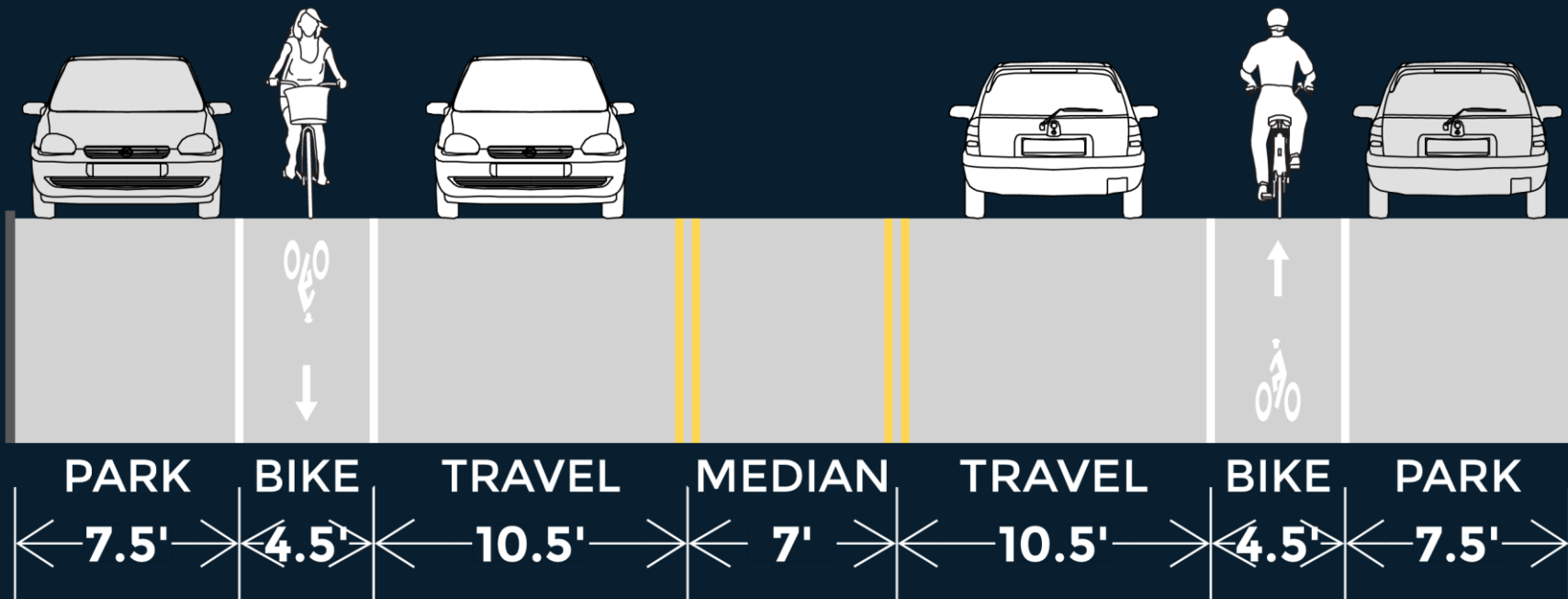


Today's Columbus Ave



Today's Columbus Ave

This is the current cross section.



Opportunities

- New crosswalk locations (*with Northeastern project*)
- Add markings to make it easier for people to see each other at intersections (“daylighting”)
- Improve the bike facilities between the Southwest Corridor and Northampton St

New crosswalk locations

Crosswalks are being moved from the east to west side of the street with updated ramps

- Coventry St
- Cunard St
- St Cyprians Pl

Daylighting

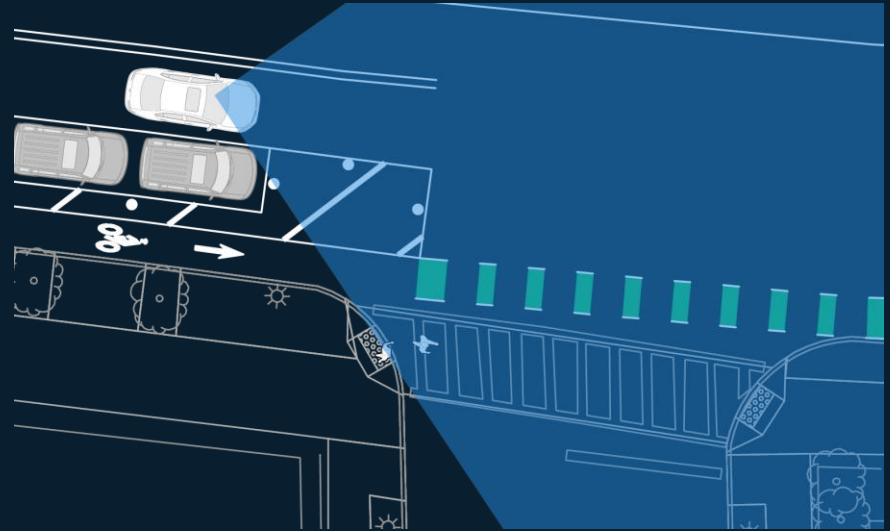
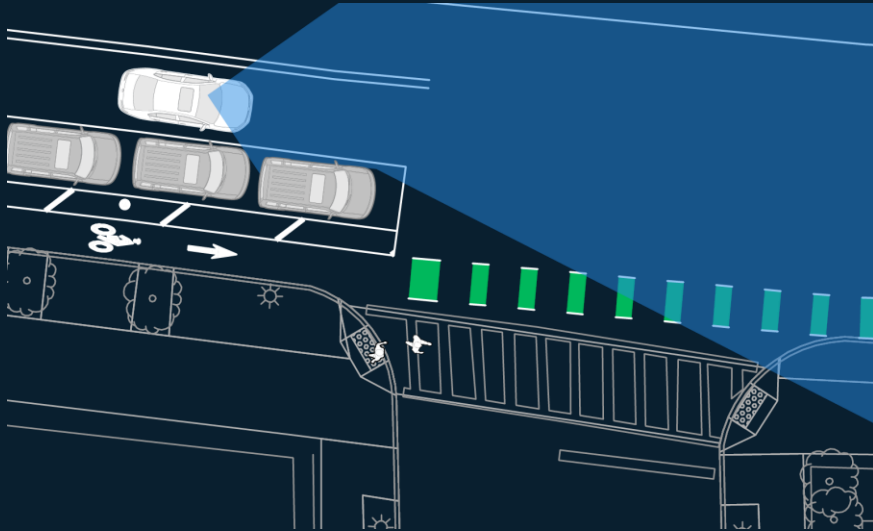
- Improve visibility for drivers and pedestrians
- Restricts the parking 20' from intersection, per BTD rules
 - Some of these non-conforming spots are used as parking today



Daylighting in Codman Square

Proposed daylighting on Columbus

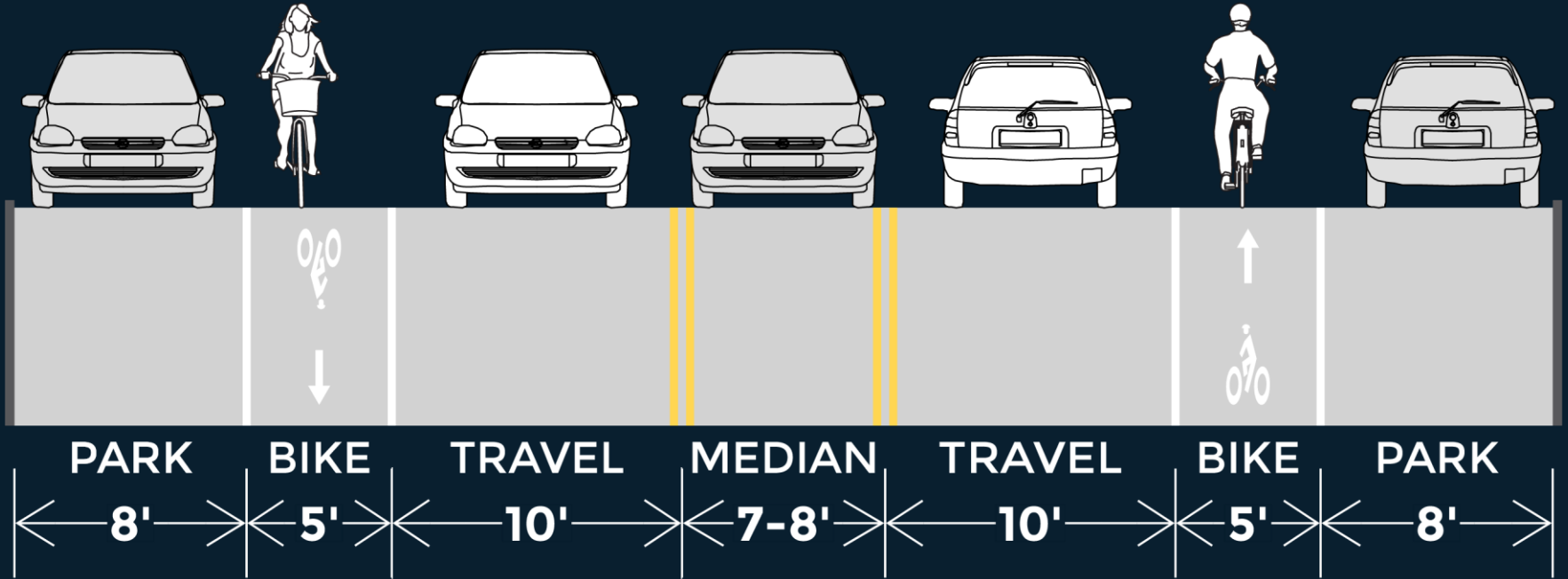
Example intersection of Columbus Ave and Douglas Park



Block by block proposal

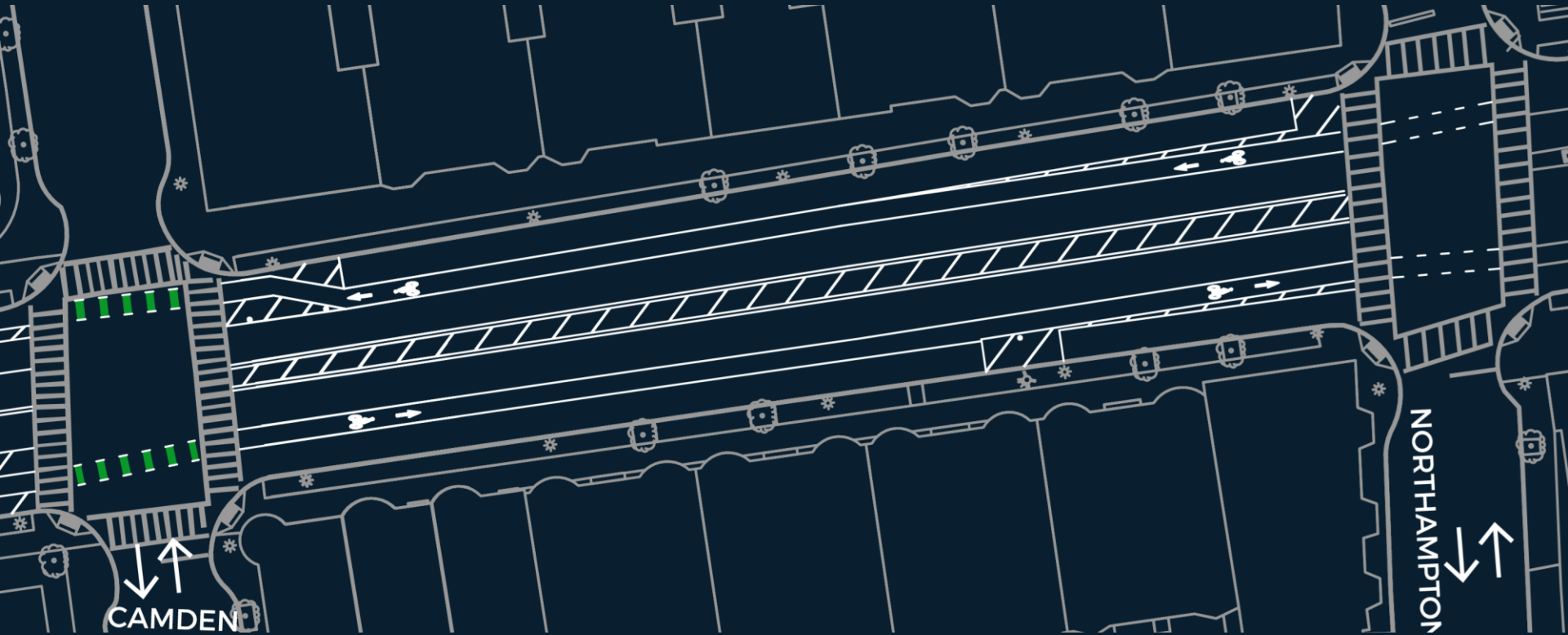
Northampton-Camden block

Retain center median area for Sunday parking



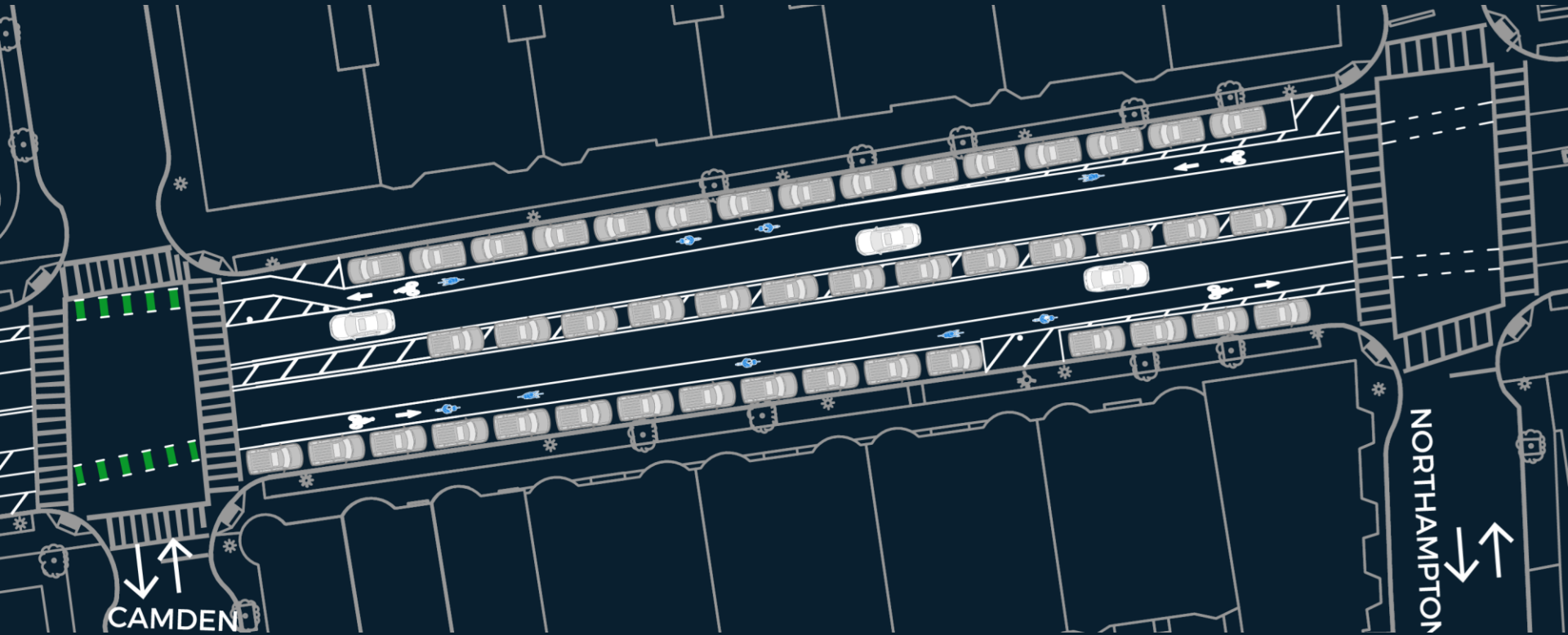
Camden St – Northampton St

Retain center median area for Sunday parking



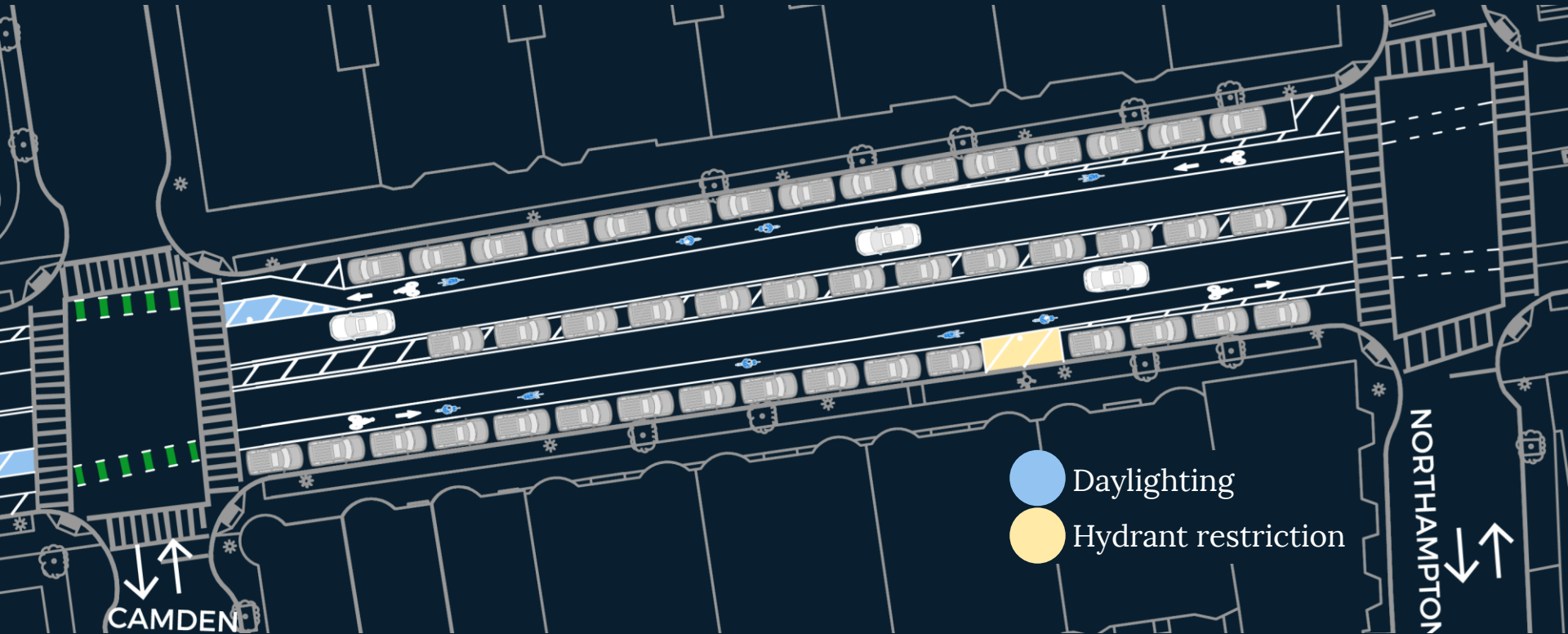
Camden St – Northampton St

Retain center median area for Sunday parking



Camden St – Northampton St

Retain center median area for Sunday parking



Parking-protected bike lane

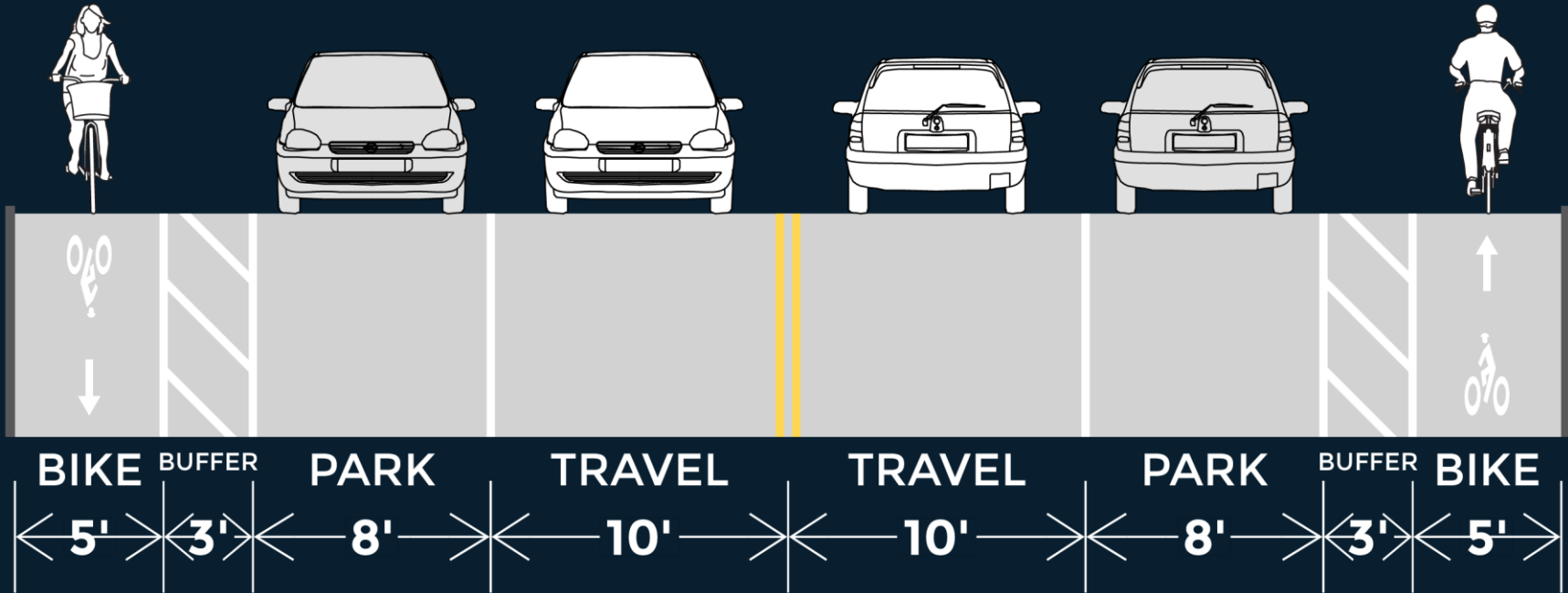


*Parking protected lane on
Beacon St in the Back Bay*

- Reduces crossing distance for people walking
 - People cross bike lane first, then car travel lanes
- Reduces conflicts between people on bikes and in vehicles
- Prevents people from opening the door into the bike lane
- Feels more comfortable, more separated from traffic

Parking-protected bike lane

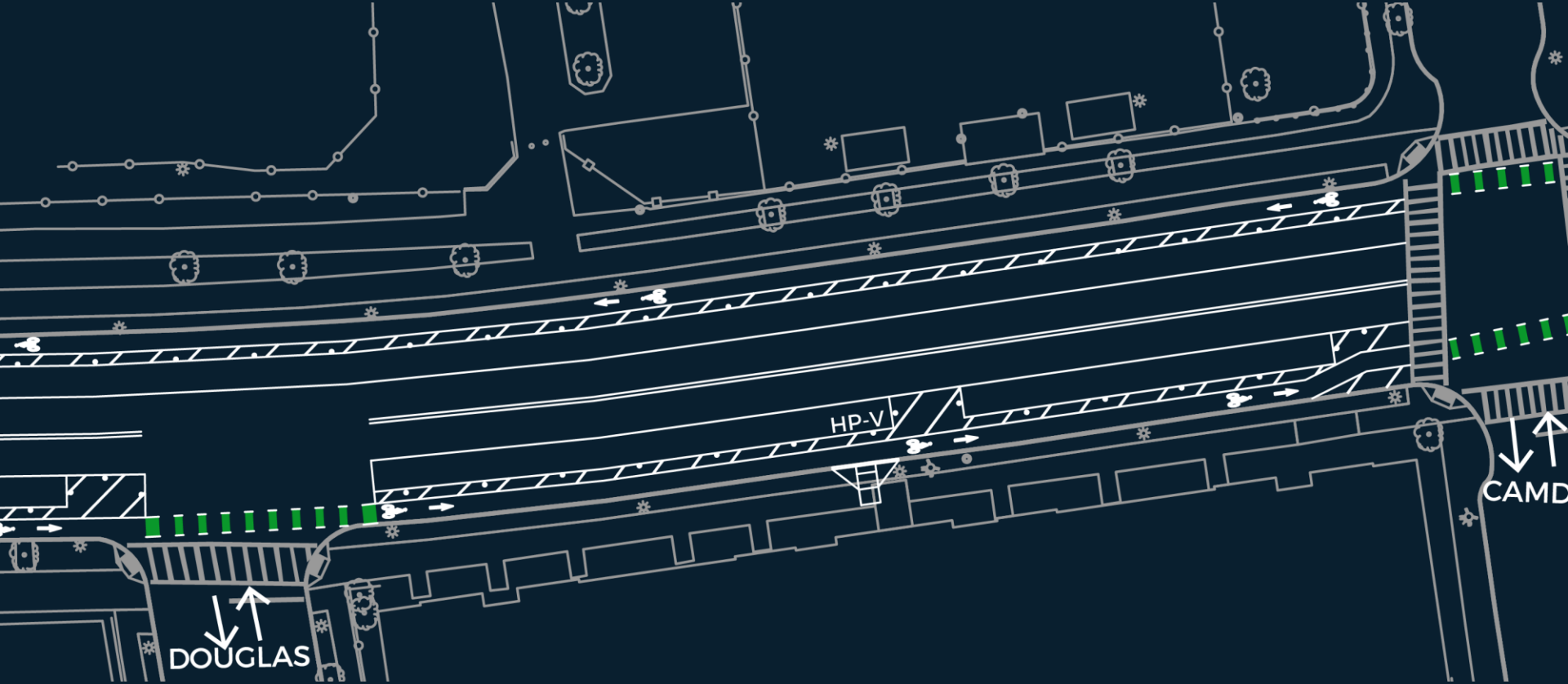
Typical cross section



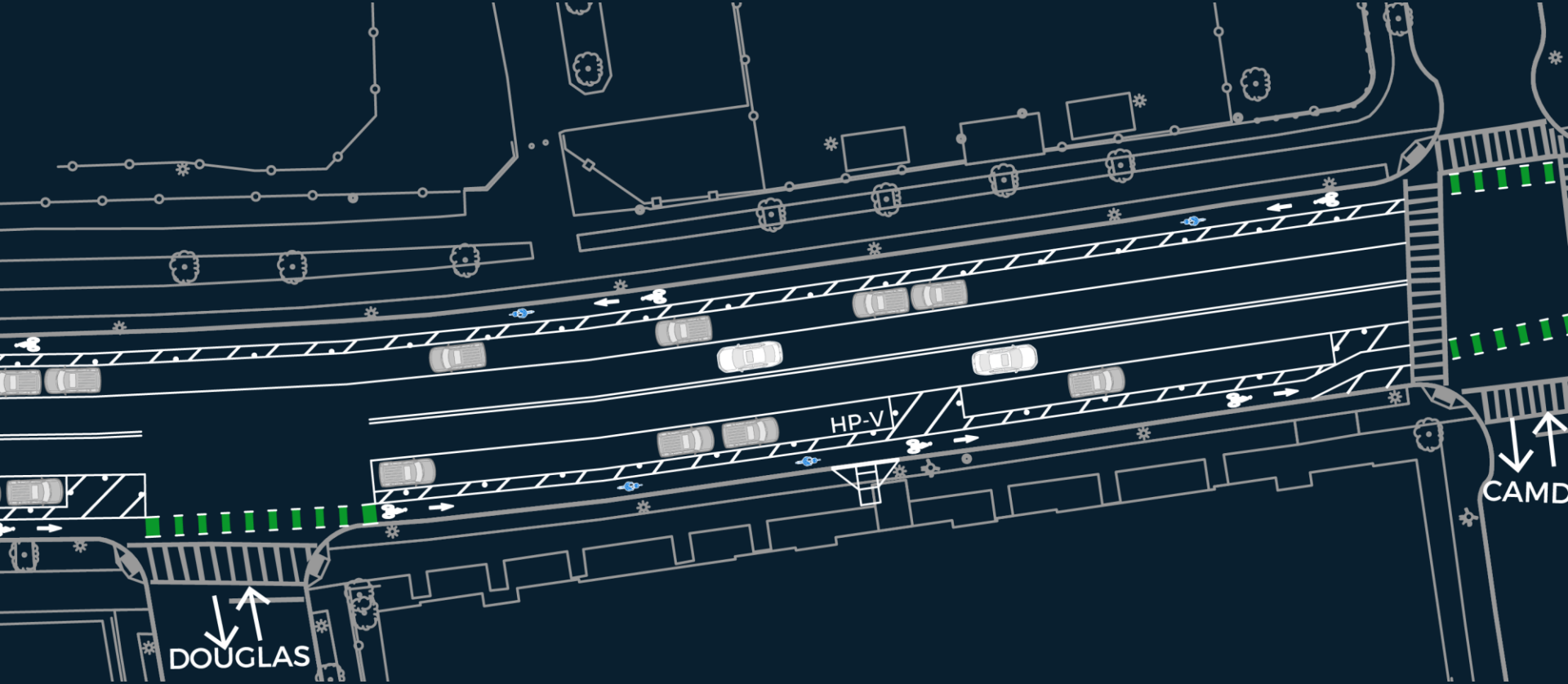
Parking-protected bike lane



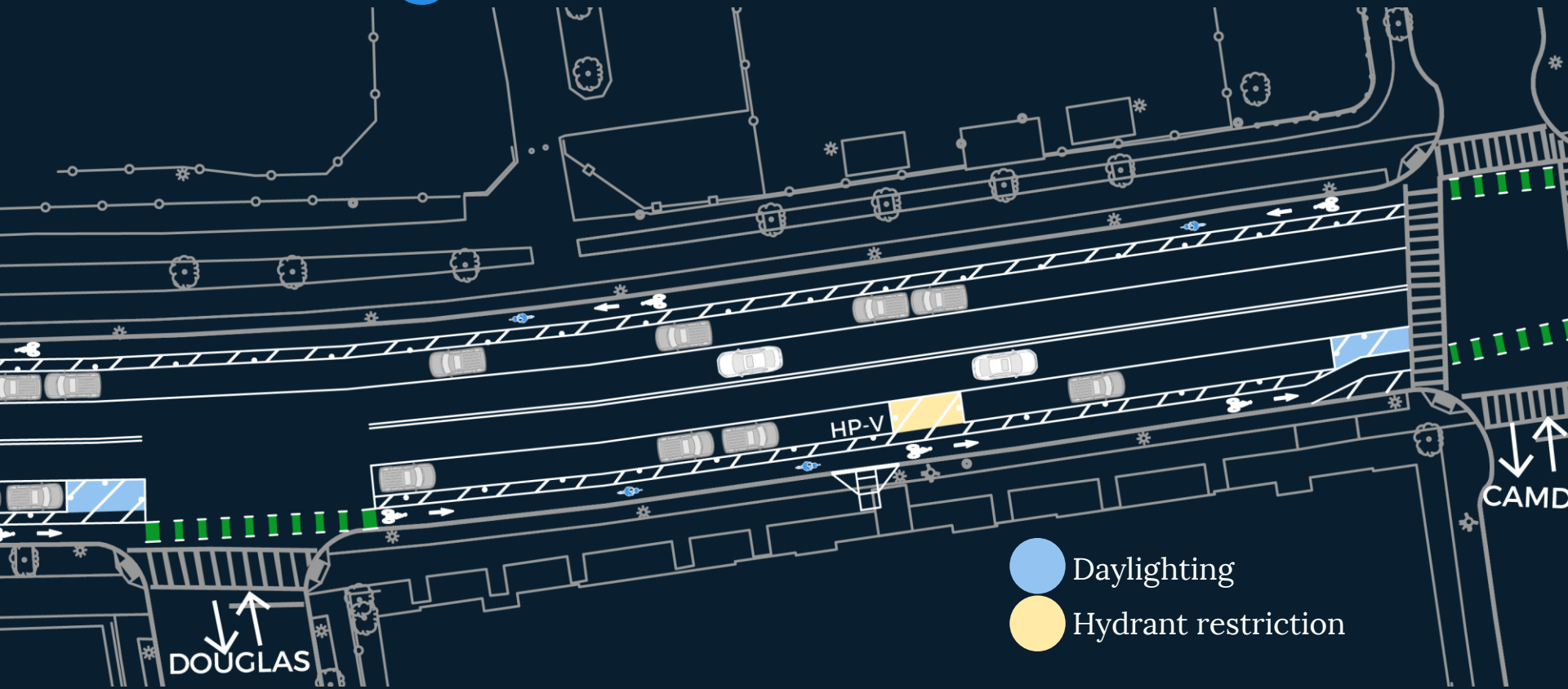
Douglas Pk - Camden St



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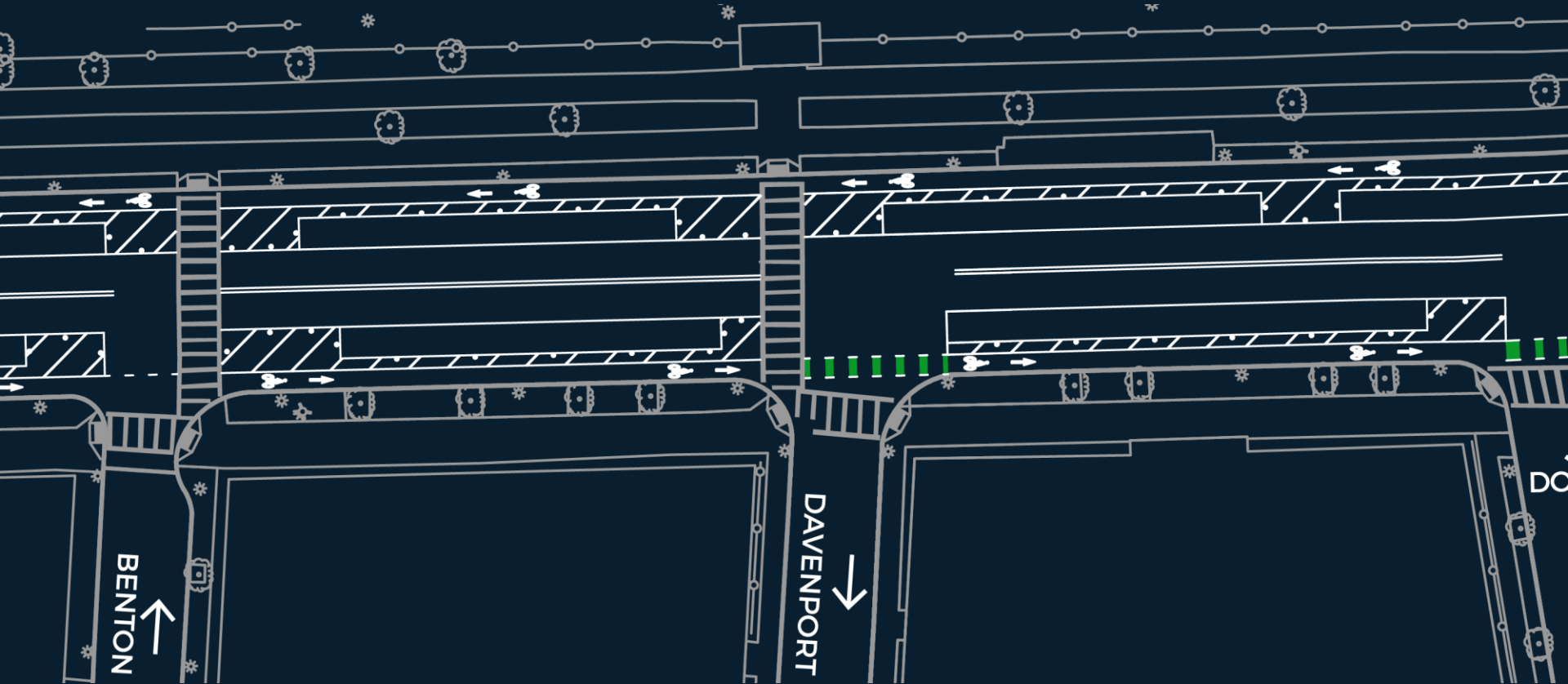


Douglas Pk - Camden St

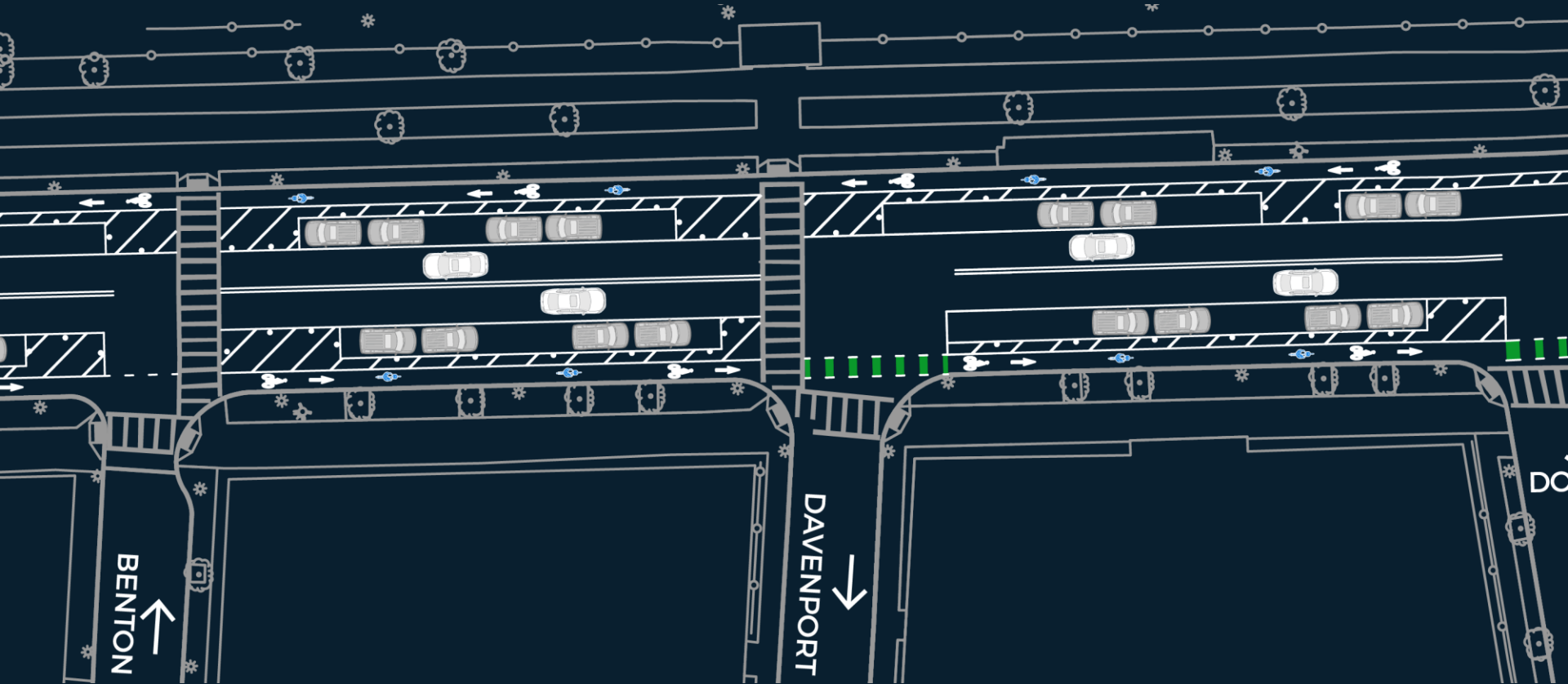


- Daylighting
- Hydrant restriction

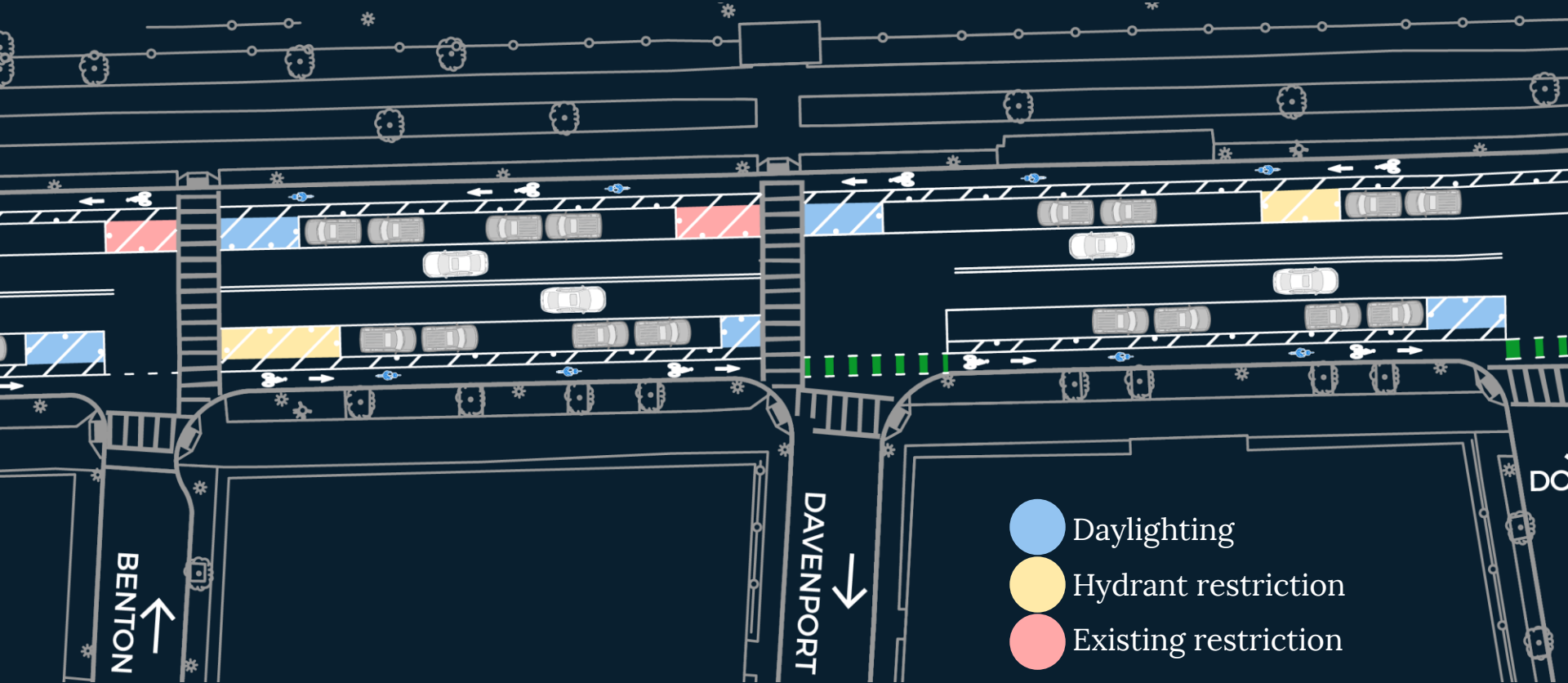
Benton St - Douglas Pk



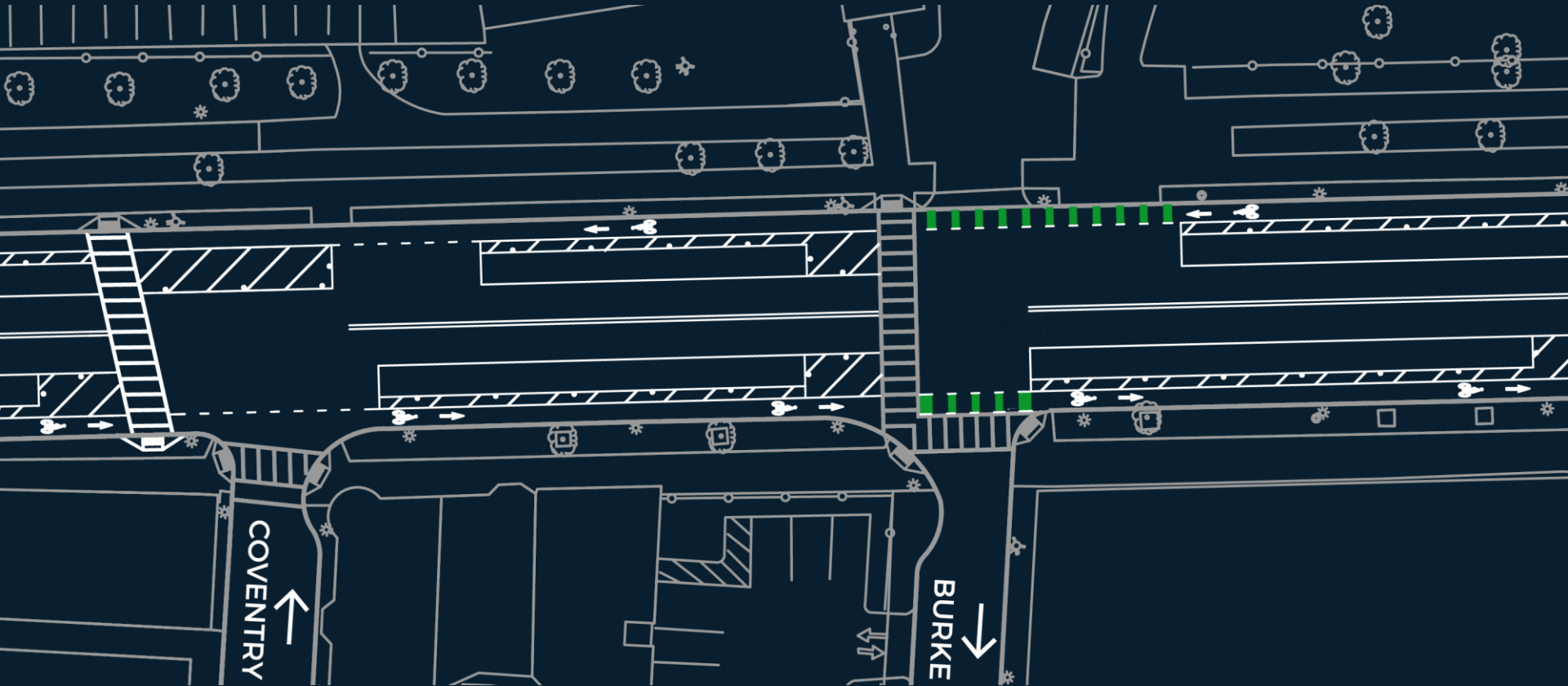
Benton St - Douglas Pk



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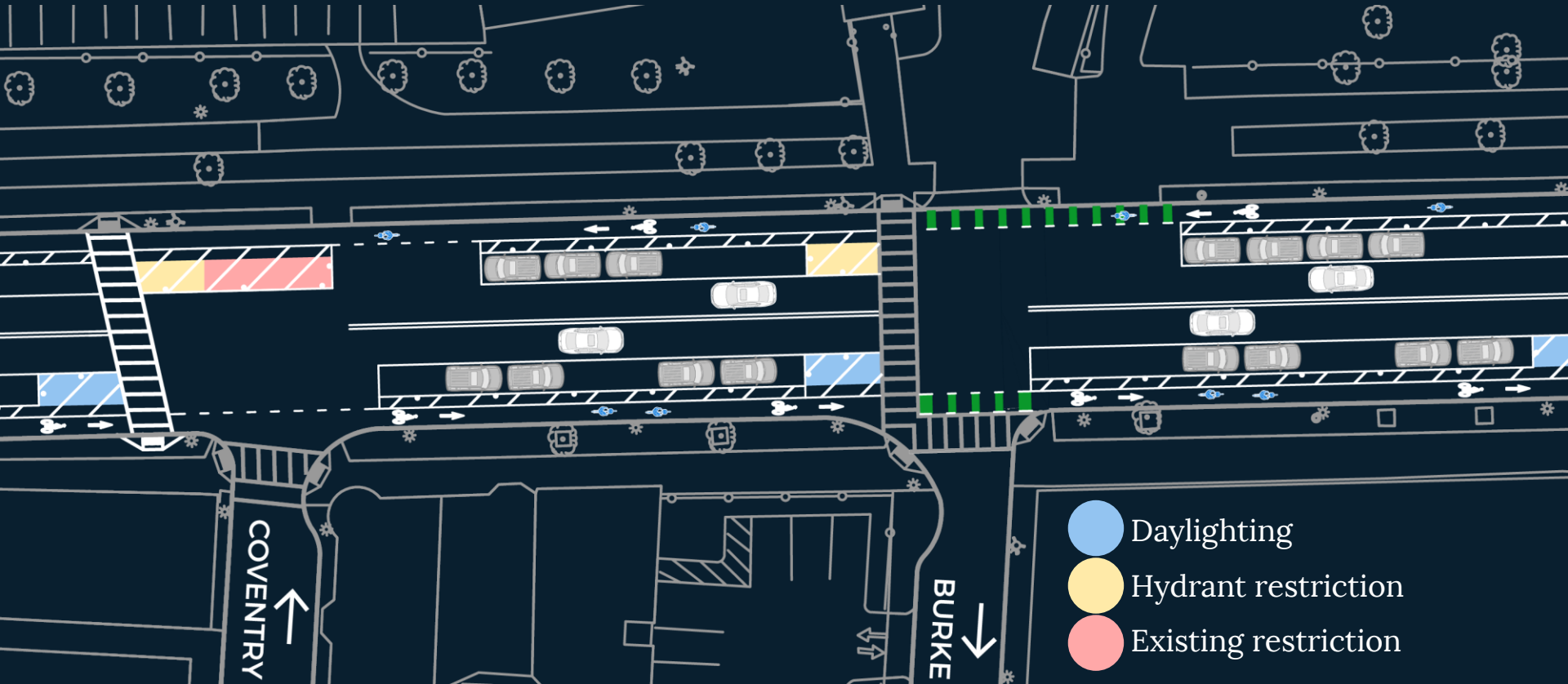
Coventry St – Benton St



Coventry St – Benton St

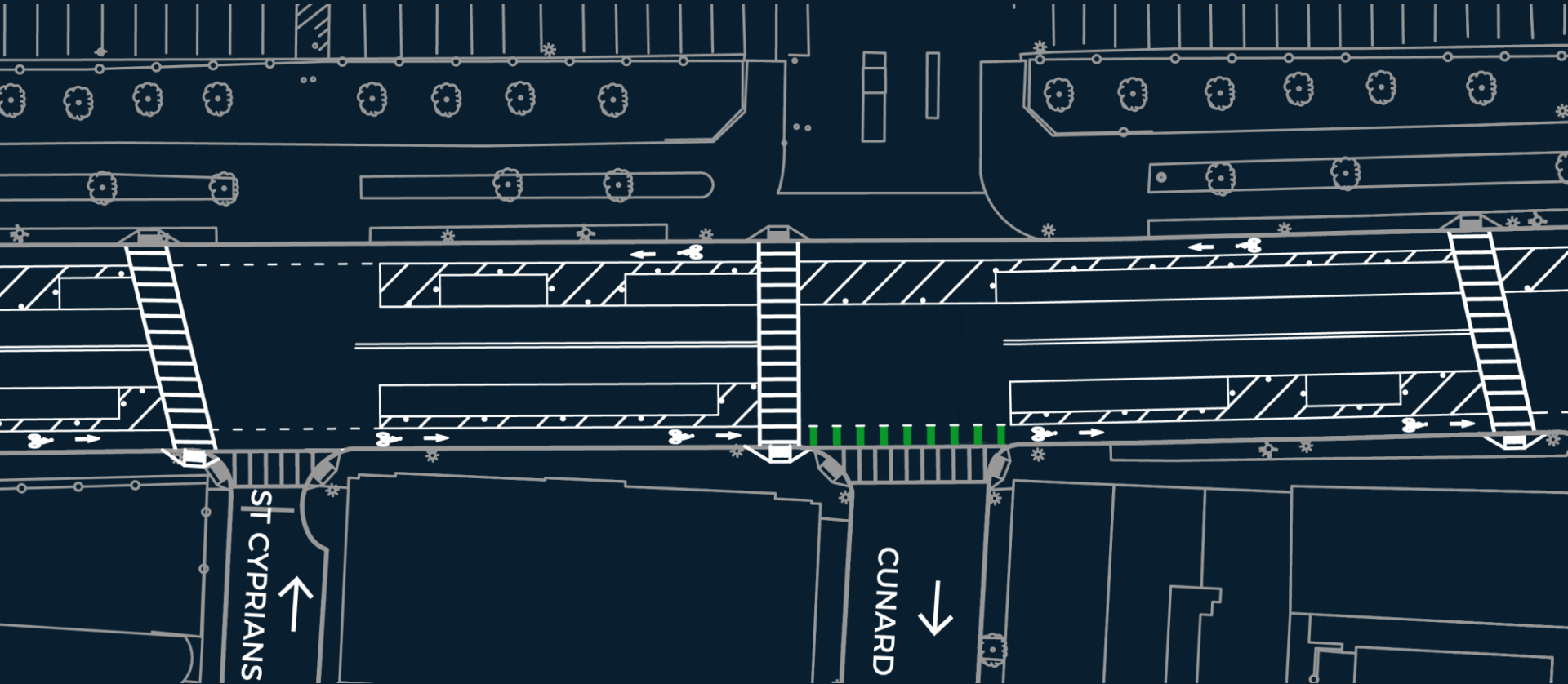


Coventry St – Benton St

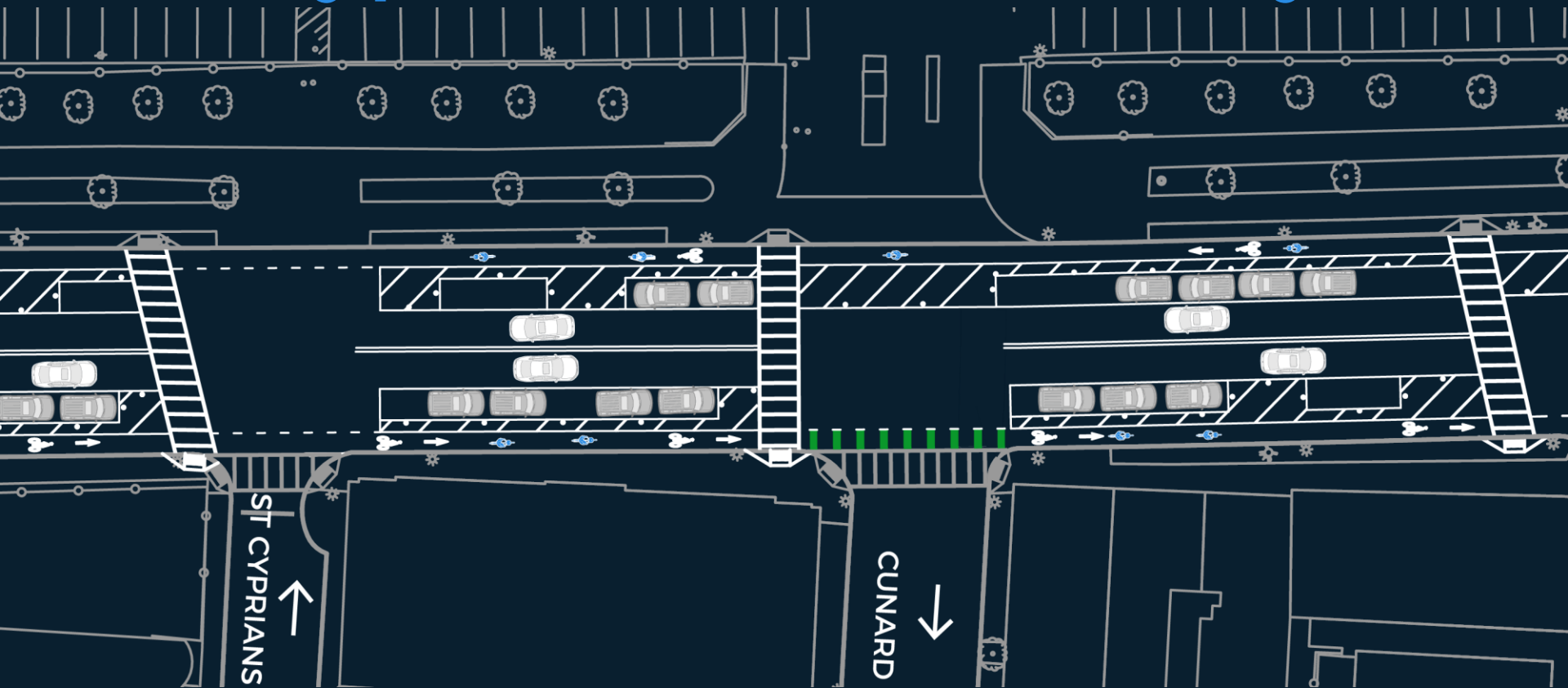


- Daylighting
- Hydrant restriction
- Existing restriction

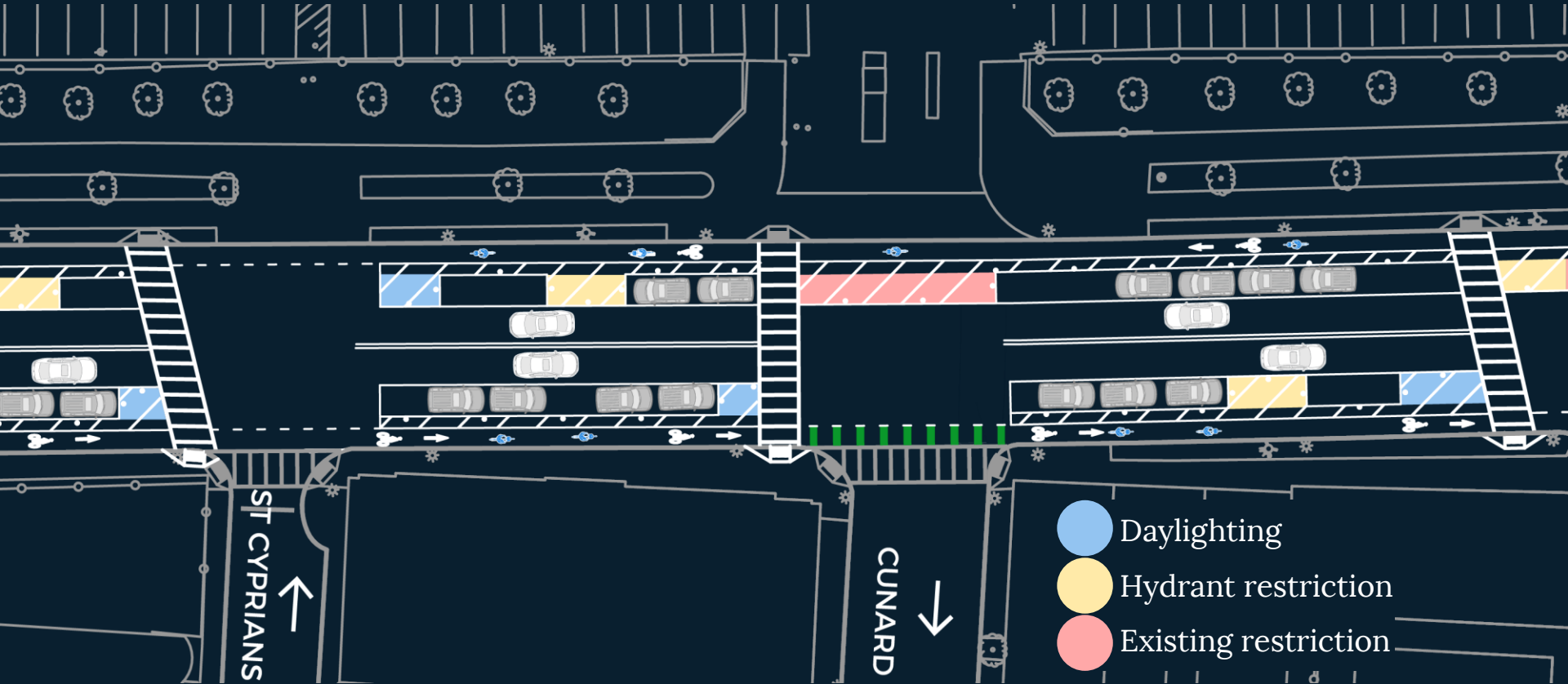
St Cyprians Pl - Coventry St



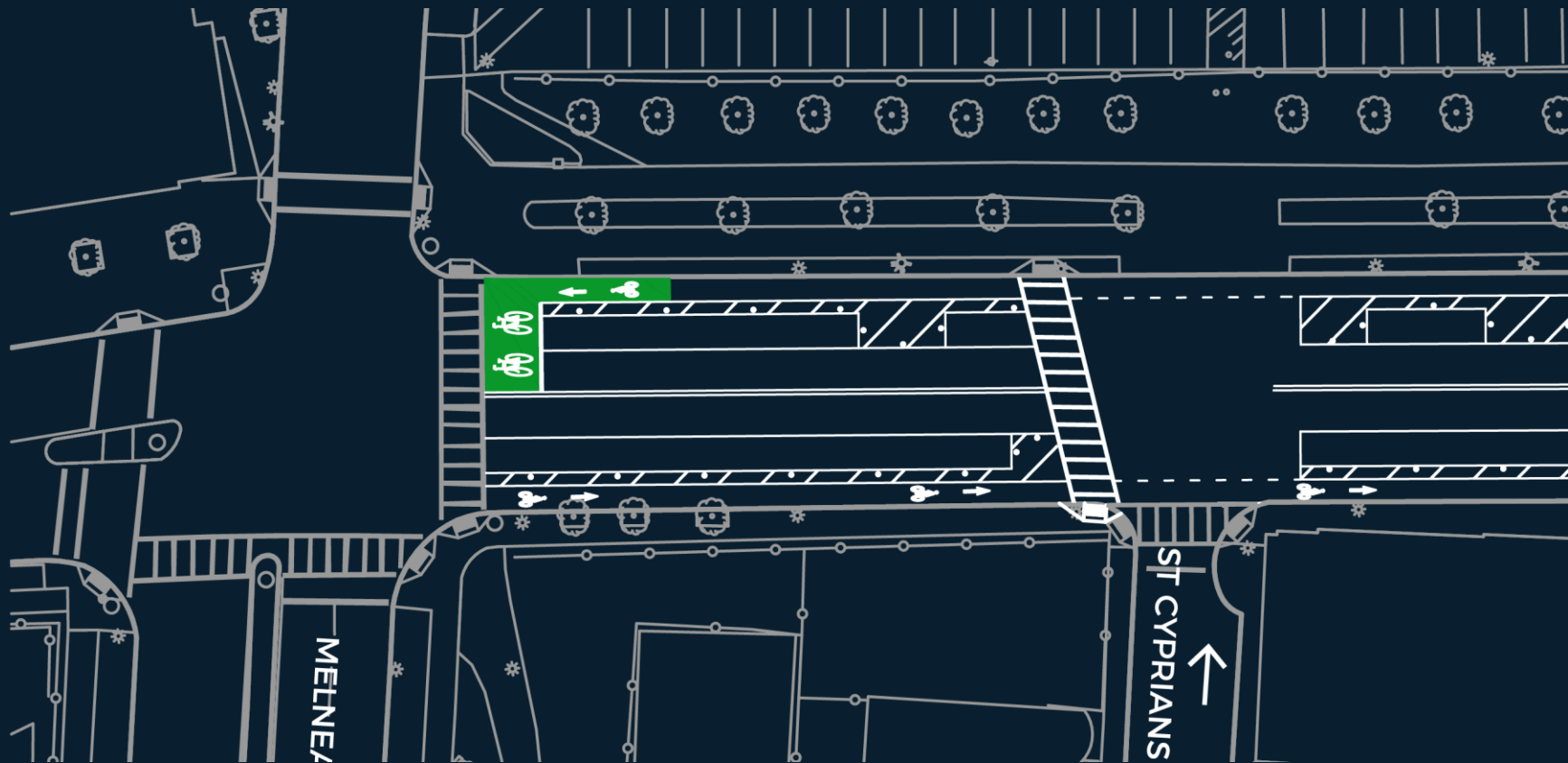
St Cyprians Pl – Coventry St



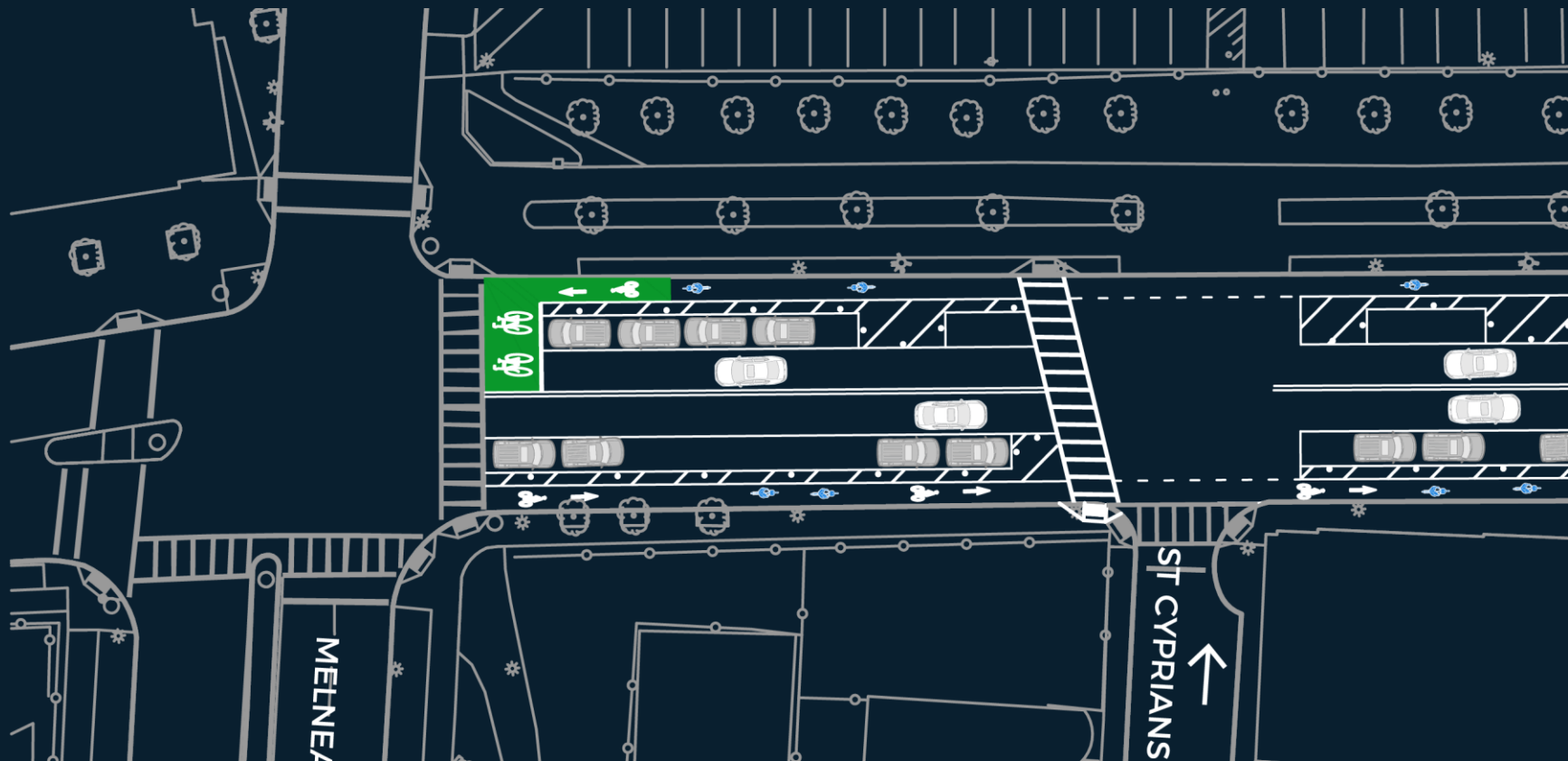
St Cyprians Pl - Coventry St



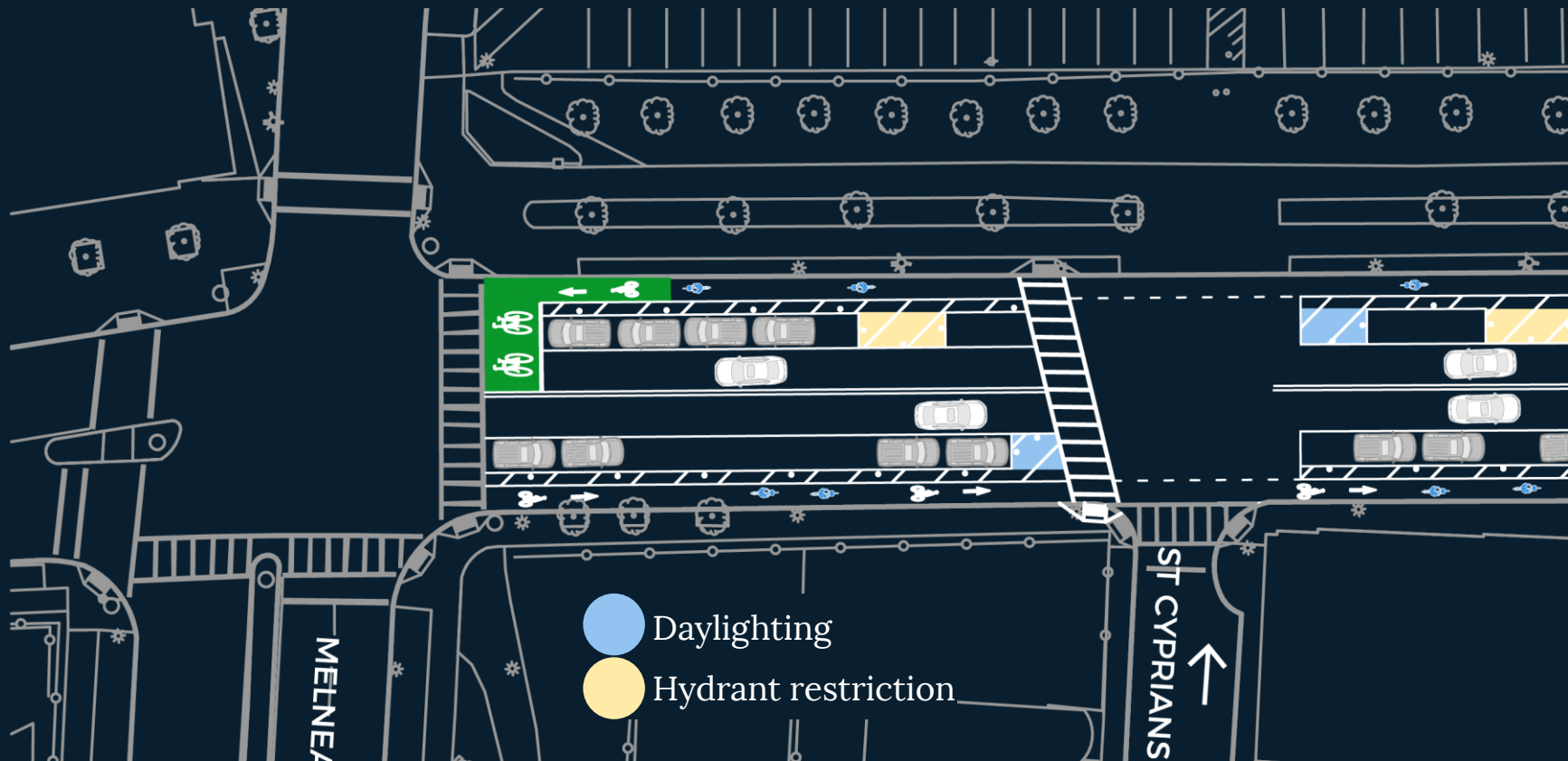
Melnea Cass - St Cyprians Pl



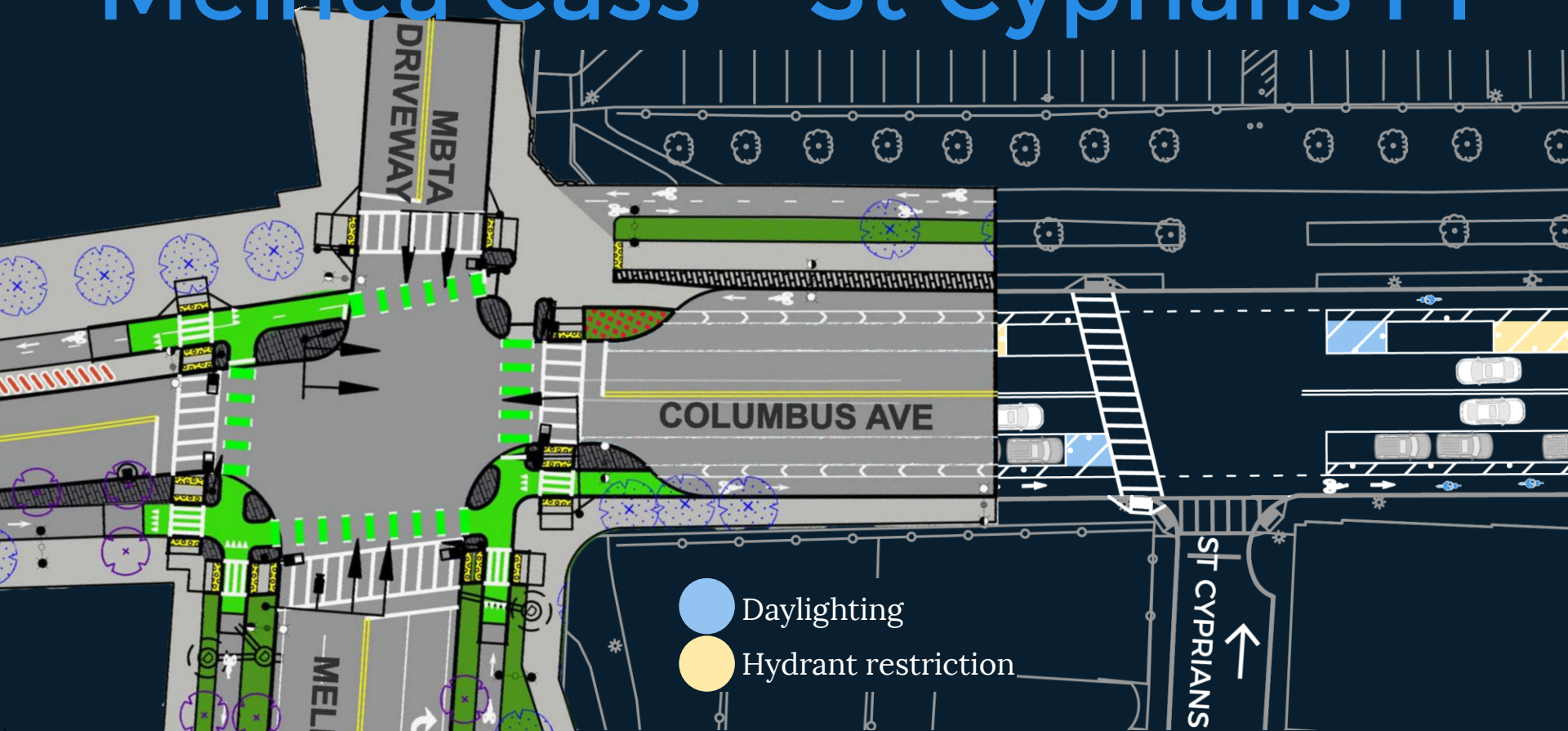
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Discussion

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