TREMONT ST SAFETY IMPROVEMENTS
(Massachusetts Ave to Herald St)

Wednesday, June 26, 2019
Blackstone Innovation School, 380 Shawmut Ave
AGENDA

PRESENTATION:
• Share preferred design proposal
• Begin to respond to your questions and concerns with focus on traffic signals, curb regulations,

OPEN HOUSE: Community views concepts and provides feedback
## RECENT PROJECT HISTORY

<table>
<thead>
<tr>
<th>Year</th>
<th>Event Description</th>
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<tbody>
<tr>
<td>FALL 2017</td>
<td>Tremont St identified a priority corridor for safety improvements</td>
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<td>FEBRUARY 2018</td>
<td>Kick-off meeting on process with stakeholder groups</td>
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<td>APRIL 2018</td>
<td>Public meeting to create shared goals, identify needs</td>
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<td>SUMMER 2018</td>
<td>Business outreach</td>
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<td>NOVEMBER 2018</td>
<td>Public meeting to share concepts based on goals</td>
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<td>WINTER 2018 – SPRING 2019</td>
<td>Continued public outreach: meetings at Castle Square, Villa Victoria, and Peoples Baptist; office hours at BPL South End</td>
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<tr>
<td>JUNE 2019</td>
<td>Public meeting</td>
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<tr>
<td>SUMMER 2019</td>
<td>Design refinement and continued outreach</td>
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**TONIGHT’S FOCUS**

**South End:** Continue work on Tremont St between Massachusetts Ave & Herald St with neighborhood

**Lower Roxbury:** Work to create a new, collaborative approach to understand concerns and hear ideas from residents and stakeholders
We are proposing changes such as:

- Lane allocation
- Signal timing and phasing
- Relocating bus stops
- Curbside uses and regulations
- Crosswalk improvements

Because this is not a full reconstruction project, we are not able to make more significant changes.
SHARED THREE CONCEPTS PREVIOUSLY

- One travel lane in each direction
- Parking-protected bike lane in each direction

- One travel lane in each direction
- Buffered bike lanes
- Refuge islands with flush continuous median

- Refuge islands
- Retains four general travel lanes
- No dedicated bike lane
WHAT WE HEARD

- Liked refuge islands, raised crosswalks
- Liked idea of reducing lanes, generally
- Liked having bike facilities
- Concept 3 didn’t address safety needs

Also many questions!
MULTIPLE-THREAT CRASH
Attempts to combine concepts 1 and 2:

- Median islands
- Parking-protected bike lanes
CONCEPT “1 ½” ?

Not feasible:

- Impedes fire trucks at multiple intersections
- Remaining width in median area is too narrow for built refuge islands
PREFERRED DESIGN

- Lane reduction along the corridor
- Raised crosswalks at unsignalized intersections
- Concurrent pedestrian phases, pedestrian head-start where possible
- In-lane bus stops with boarding islands
- Parking-protected bike lane
- Some parking loss (less than 10 spaces)
YOUR FAQ & CONCERNS

- Better understanding of traffic impacts
- Managing double-parking, specifically for pick-up/drop-off
- More information about how “floating” bus stops work & details for raised crosswalks
- Year-round maintenance: sweeping, plowing
RECOMMENDED CHANGES TO TRAFFIC SIGNALS
Lane reduction will have an impact, most pronounced during “peak of peak”

Mitigate traffic impacts through changes to signal

Apply walk-friendly signal practices too! 😊
Existing:

- Tremont northbound lead
- Walk signal provided to cross East Berkeley
- All-walk phase to cross Tremont St, East Berkeley, and Berkeley (70 seconds to next all-walk phase, if button pressed)
- East Berkeley and Berkeley proceed
Proposed:

- Tremont northbound lead (needed to balance traffic impacts from lane reduction) with automatic concurrent East Berkeley crossing
- Automatic walk signal provided to cross Berkeley
- Automatic 6-second pedestrian head-start to cross Tremont St
- East Berkeley and Berkeley proceed, walk signal stays on
Existing:

- Walk signal automatically turns on with Tremont St
- All-walk phase automatically turns after Tremont St (60 seconds to next all-walk phase)
- Green light for Clarendon, when vehicles present
Proposed:

- Similarly, the walk signal comes on automatically with Tremont St
- Automatic 6-second pedestrian head-start to cross Tremont St
- Clarendon can then proceed, walk signal stays on (48-second wait to next walk signal to cross Tremont St)
Existing:

- Tremont northbound leads
- Walk signals are automatic when Tremont southbound has green
- Dartmouth or West Dedham get green light when vehicles are present
- Pedestrians must push button for walk signal across Tremont St
Proposed:

- Automatic 4-second pedestrian head-start to cross Dartmouth/West Dedham
- Tremont proceeds, walk signal stays on
- Automatic walk signal across Tremont St and green light for Dartmouth and West Dedham
Existing:

- Tremont St green is generally on, unless
- Pedestrians push button to get all-walk signal (may need to wait up to 66 seconds for all-walk)
Proposed:

- Automatic walk signals to cross West Newton while Tremont St has green light
- Tremont St green must last longer to accommodate reduction in travel lanes
- Automatic all-walk every minute
Existing:

- Automatic concurrent walk signal with Tremont St green
- Concord Sq and West Concord will get a green light when vehicles present
- Pedestrians must push button for walk signal across Tremont St
Proposed:

- Automatic concurrent walk signal with Tremont St green
- Automatic concurrent walk signal with Concord Sq/West Concord green
- No pedestrian head-start provided; very low vehicular conflicts with pedestrians
CURB REGULATIONS
Updated curb regulations are critical to the success of any lane reduction on Tremont St

We can change:

- Types of regulations
- Hours of regulations
- Combination
REGULATION OPTIONS

Our options

• Pick Up/Drop Off 5-Minute
• Resident Parking
• Metered Parking
• 2 Hour “Visitor” Parking
• Unrestricted Parking
• Loading Zones
BLOCK-BY-BLOCK ACTIVITY

- After the presentation (soon!)
- Review existing curb regulations and share your suggestions
- Want to reflect your priorities for curb space in our recommendations
BUS STOP BOARDING ISLANDS
BUS STOP BOARDING ISLANDS

- Space for bus passengers to wait, board, and alight
- Bike lane is between the sidewalk and boarding island
- Buses stay in the travel lane
- Drivers need to wait behind stopped bus

Commonwealth Ave
HOW BOARDING ISLANDS WORK

1. Passengers wait for the bus on the island.
Passengers cross to the island near the front door of the bus.
Approaching bicyclists slow and stop for people crossing to or from the bus stop.
Clear landing space is available at both the front and back doors. Ability to maneuver on and off the front door using the bus ramp is retained.
EXAMPLES IN OTHER CITIES

Oakland, CA

Chicago, IL
EXAMPLES IN OTHER CITIES

San Francisco
(under construction)

Cambridge, MA
SIDE STREET CROSSWALKS
RAISED CROSSWALKS

Keeps you out of the slush and the ponding

Lined up with how people want to cross the street
EXAMPLES FROM OTHER PLACES

Hemenway at Forsyth

Cambridge, MA
BIKE LANE SEPARATION AND MAINTENANCE
POTENTIAL SEPARATION

- In procurement process for pre-cast concrete curbs
  - Testing on Mass Ave later this year
- Pinned in place, more permanent than flex posts
- Design carefully for drainage needs, accessible parking spaces, etc.
SWEEPING AND PLOWING BIKE LANE

- Design for the street maintenance vehicles
  - City of Boston already sweeps and plows separated bike lanes
- Aiming for 7.5’ total clear space (bike lane + some buffer space) for maximum flexibility in equipment
NEXT STEPS
**NEXT STEPS**

**South End:**
- Complete design review with City agencies
- Coordinate with MBTA
- Work on changes to curb regulations
- Additional opportunities to connect with residents over summer

**Lower Roxbury:**
- Broad outreach and discussions with residents
THANK YOU

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