

# WELCOME TO THE VIRTUAL MEETING FOR THE BOWDOIN/GENEVA NEIGHBORHOOD ACTION PLAN

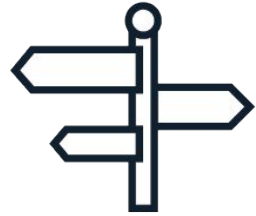
*The presentation will begin in a few minutes.*



Your microphone is turned off.



You can raise your hand to ask a question aloud. The project team will invite you to unmute.



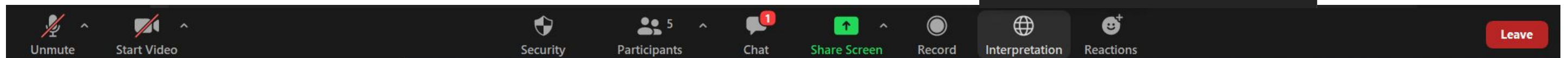
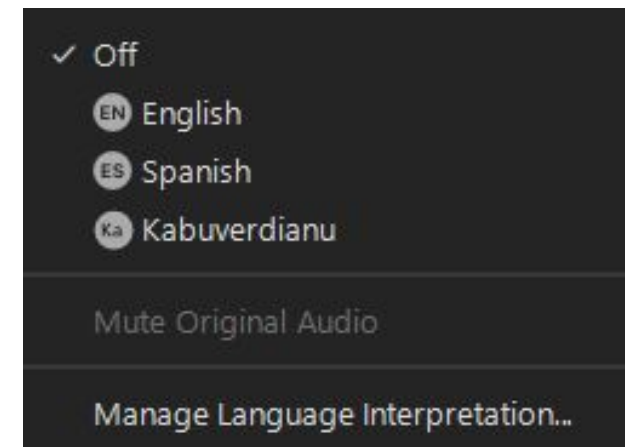
[boston.gov/bowdoin-geneva](https://boston.gov/bowdoin-geneva)  
[patrick.hoey@boston.gov](mailto:patrick.hoey@boston.gov)  
617-635-2454

Once we open for discussion, you may type questions to the project team in the chat box, as well.

# Welcome!

For interpretation in Spanish, Haitian Creole, Cape Verdean Creole, or Vietnamese:

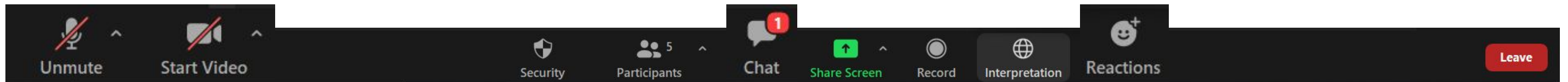
1. Go to control bar at the bottom of the screen and click "Interpretation"
2. Next, click on the language that you would like to hear.
3. You now have access to the meeting.



# Welcome!

This meeting **will be recorded.**

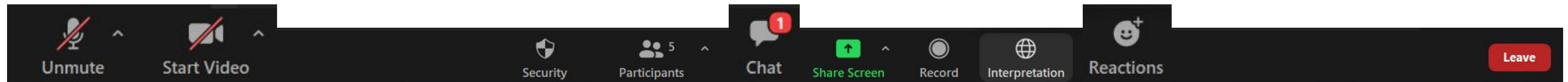
Update your name in Zoom to include your preferred name and your pronouns.



# Welcome!

Your microphones are turned off to start. You will need to unmute to speak. Joining via phone? Press \*6 to unmute.

You can use non-verbal feedback options. Raise your hand if you have a question. If you called into the meeting, use \*9 to raise your hand.





# Bowdoin Geneva Transportation Action Plan Public Meeting

**October 19, 2022**

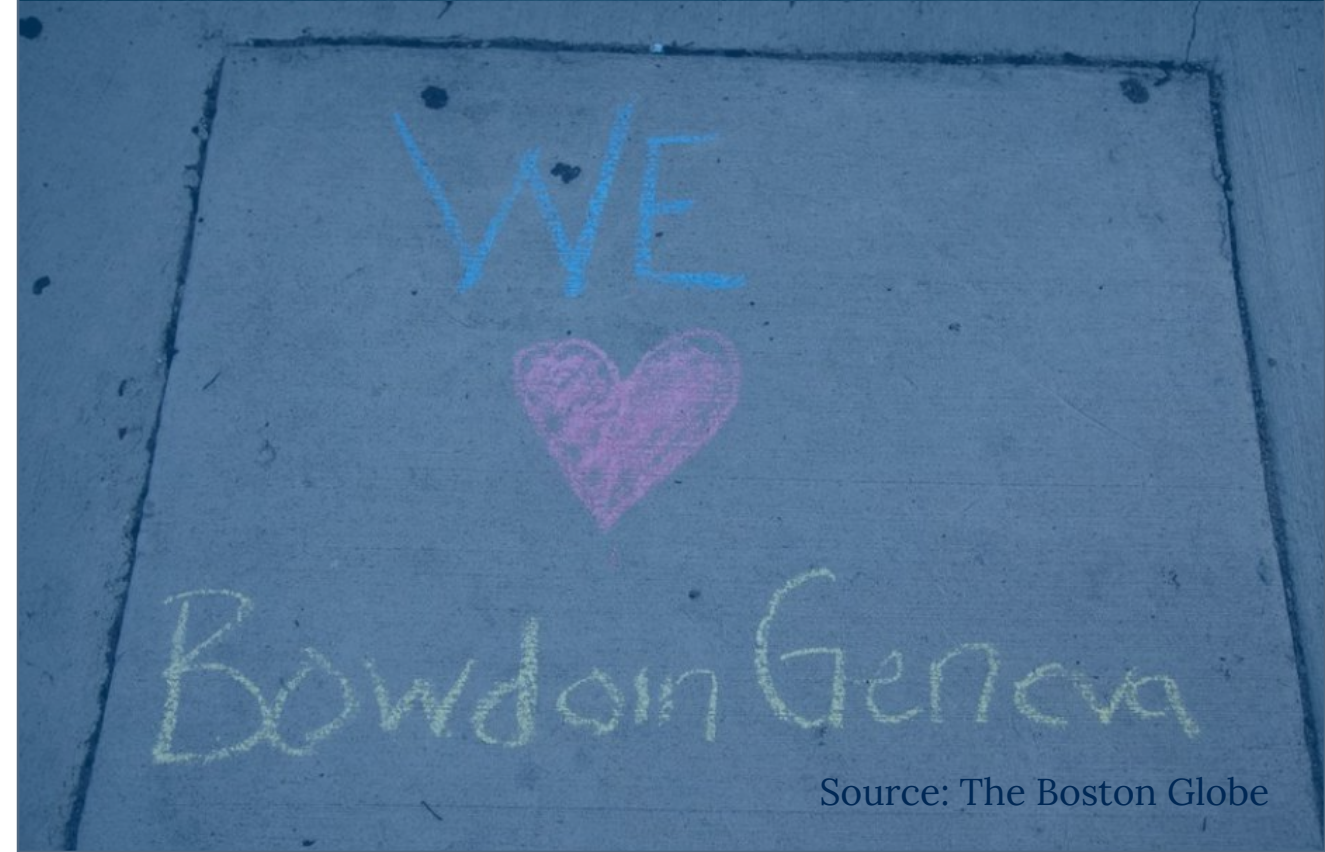


City of Boston  
Transportation



# Agenda

1. Welcome and Introductions
2. Project Background
3. Existing Conditions
4. Treatments & Recommendations
5. Questions and Discussion



Source: The Boston Globe

# Welcome

## City Management Team



City of Boston  
Transportation



City of Boston  
Planning &  
Development Agency



City of Boston  
Public Works



City of Boston  
Disabilities Commission

- Patrick Hoey (BTD Project Manager)
- Jeffrey Alexis (PWD Project Engineer)
- Jen Rowe, AICP (BTD Active Transportation)

## Consulting Team



- Juliet Walker, AICP (Project Manager)
- Caitlin Mildner, AICP (Project Planner)
- Kim Dao (Analyst)
- Conor Semler (Project Principal)
- Radu Nan, PE (Project Engineer)

A blue-tinted photograph of a residential street. The street is lined with multi-story houses, some with porches and balconies. There are several cars parked along the street, including a white van in the foreground on the left and a white van with 'Renovating' written on the back on the right. The sky is clear and blue. The overall scene is a typical urban residential street.

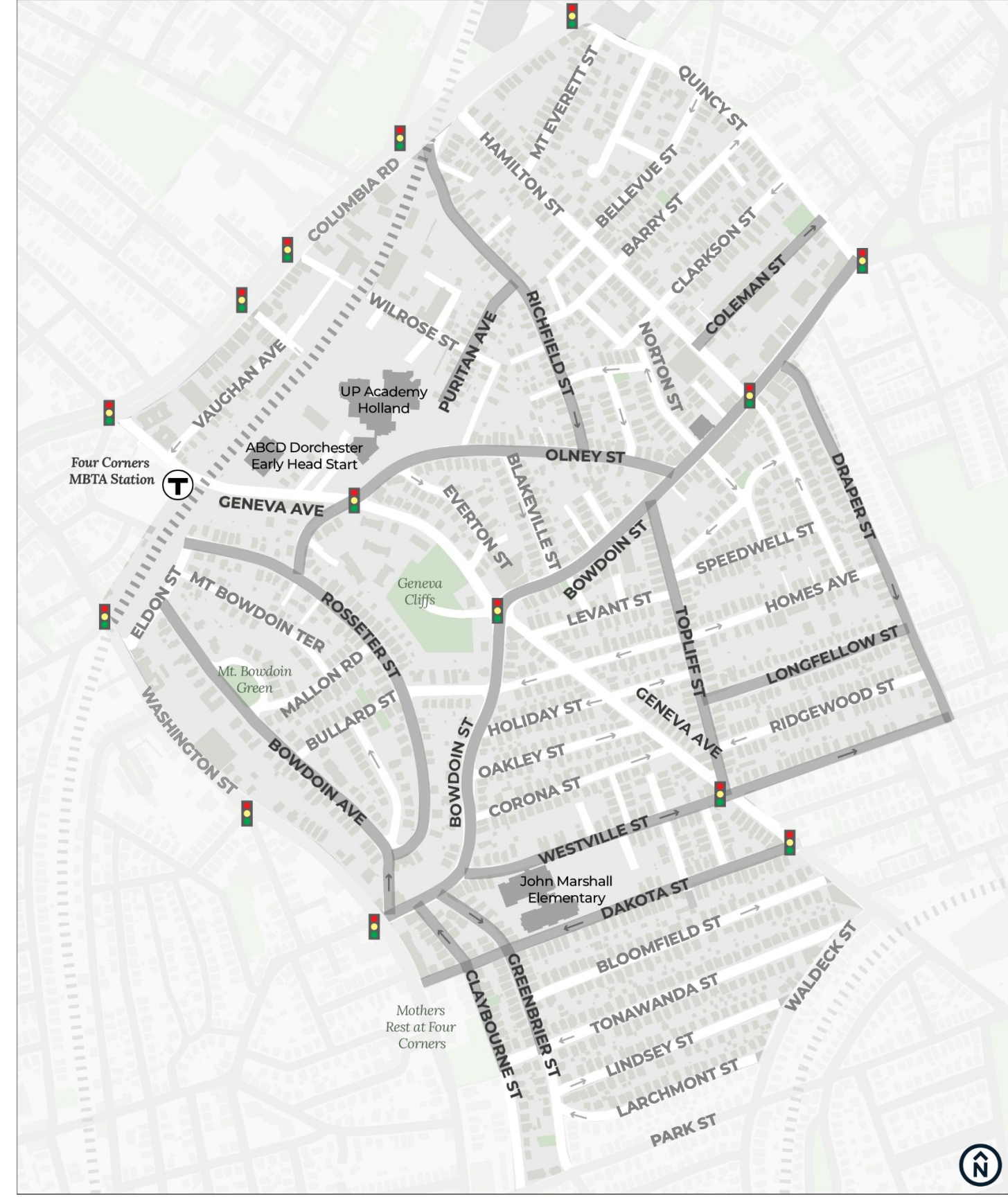
# Project Background



# Project Context

## Neighborhood Concerns:

- High rate of crashes
- Speeding
- Parking issues
- Traffic congestion
- Safety and comfort for people walking



# Work Completed to Date

## Task 1: Initial Information Gathering:

- Review previous plans and studies
- Working Group Meetings
- Neighborhood Walks

### December 2021

- Project Kick-off

### February 2022

- Working Group Meeting

### April/May 2022

- Neighborhood Walk Throughs

## Task 2: Existing Conditions

- Data Collection
- Field Observations
- Review existing conditions (speeds, crash history, vehicle volumes)
- Existing Conditions Report

### February 2022

- Data collection

### March 2022

- Publish website:  
[boston.gov/bowdoin-geneva](https://boston.gov/bowdoin-geneva)

## Task 3: Public and Community Meetings

- Host Working Group Meeting
- Host Public Meeting

### August 2022

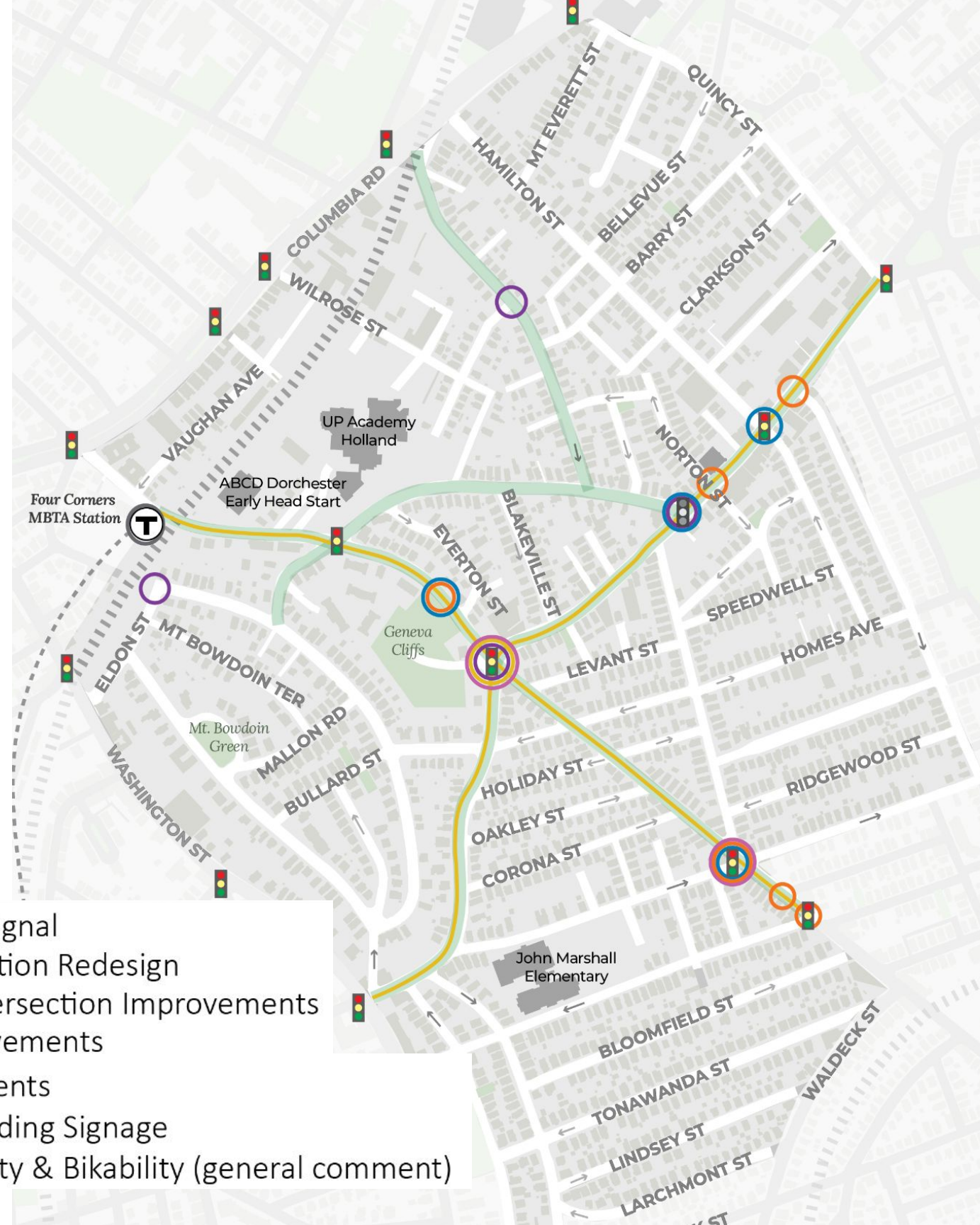
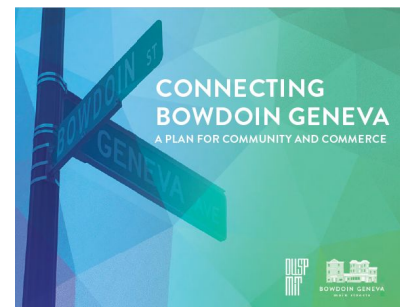
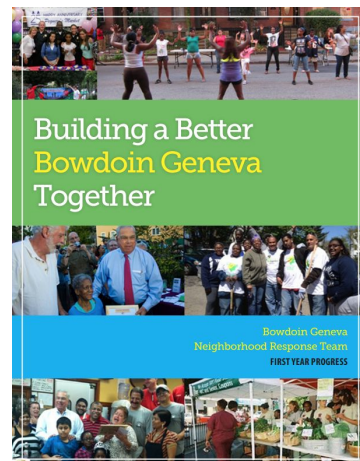
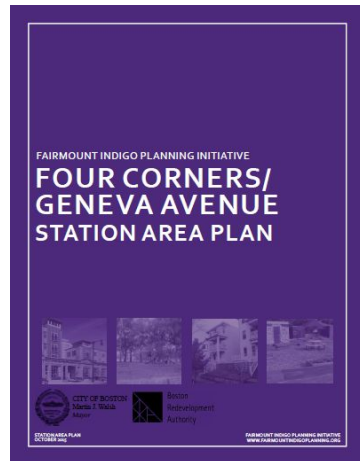
- Working Group Meeting #2

### October 2022

- Public Meeting

# Previous Plans and Recommendations

1. Four Corners/Geneva Avenue Station Area Plan (Fairmount Indigo Planning Initiative)
2. Connecting Bowdoin Geneva
3. Building a Better Bowdoin Geneva Together



-  Proposed Traffic Signal
-  Roadway/Intersection Redesign
-  Streetscape & Intersection Improvements
-  Pedestrian Improvements
-  Transit Improvements
-  Additional Wayfinding Signage
-  Improve Walkability & Bikability (general comment)

A blue-tinted photograph of a residential street. The street is lined with multi-story houses, some with porches and balconies. There are several cars parked along the street, including a white van in the foreground on the left and a white van with 'Renovating' written on the back on the right. The sky is clear and blue. The overall scene is a typical urban residential street.

# Existing Conditions

# Existing Conditions

- **People Walking**

- Continuous sidewalks throughout
- Some locations lack safe crossings

- **People Biking**

- Lack of bicycle lanes or routes
  - Shared lane markings on Geneva Avenue
- Lack of Bluebikes Stations
- Bike racks recently added near commercial areas on Bowdoin Street and Geneva Avenue

- **Transit Riders**

- Access to Commuter Rail at Four Corners and bus routes along Geneva Ave and Bowdoin St
- Lack of bus stop amenities (benches, shelters)



# Existing Conditions

## Vehicular Traffic

Volume and speed data was collected at 17 locations in the study area:

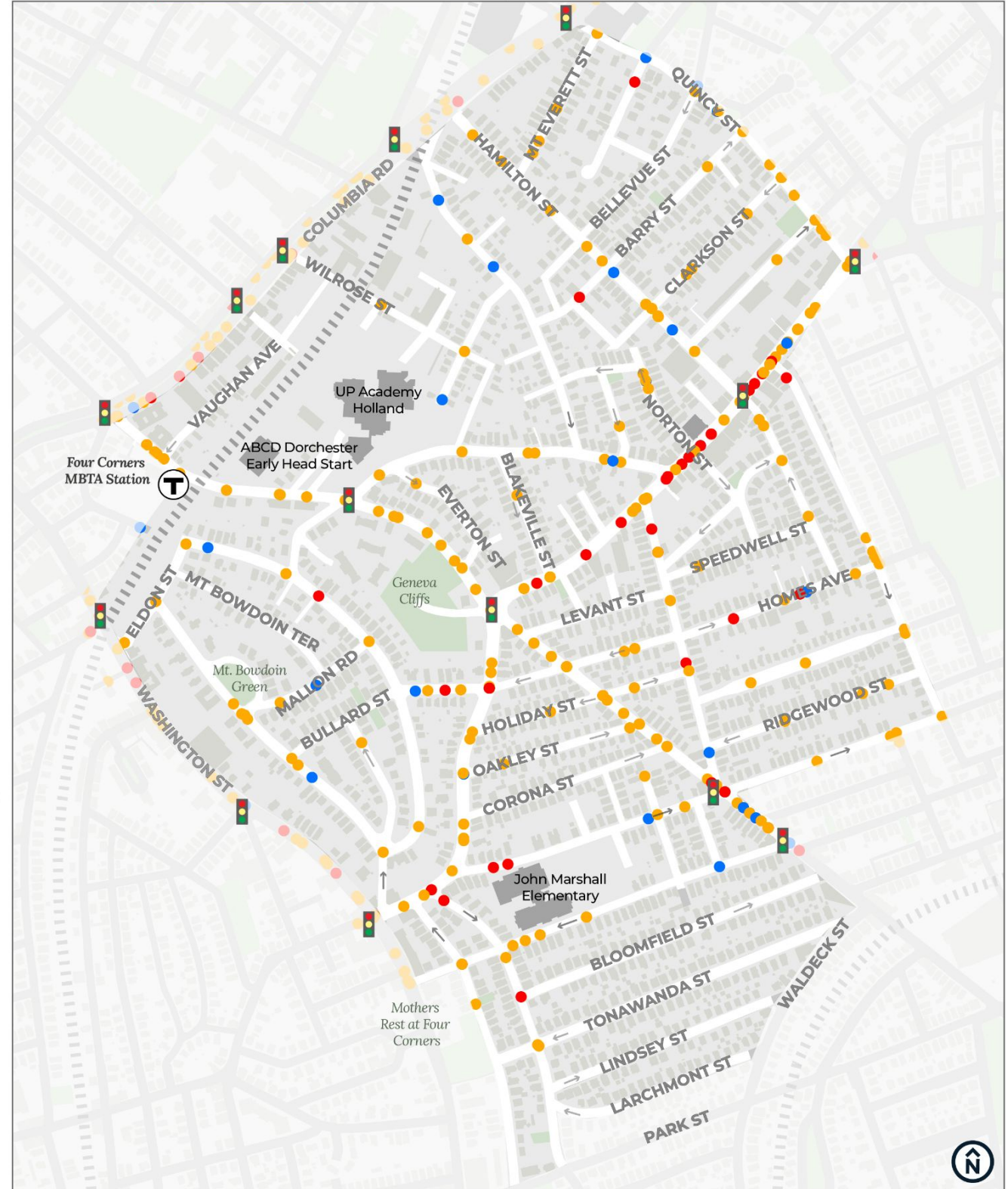
- Confirmed vehicular speeds above the posted speed limit (25 MPH) on 13 streets
- 3 streets had 90% or more of vehicles traveling above speed limit:
  - Geneva Avenue
  - Bowdoin Street
  - Longfellow Street



# Crash History (2016-2020)

Crash Severity	MassDOT Number of Crashes
Fatality	1
Injury	75
Property Damage Only	41
Not Reported/Other	82
<b>Total</b>	<b>199</b>

- July 2022: Fatal Crash at Greenbrier and Tonawanda



- Bicyclist-Involved
- Pedestrian-Involved
- Motor Vehicle-Only



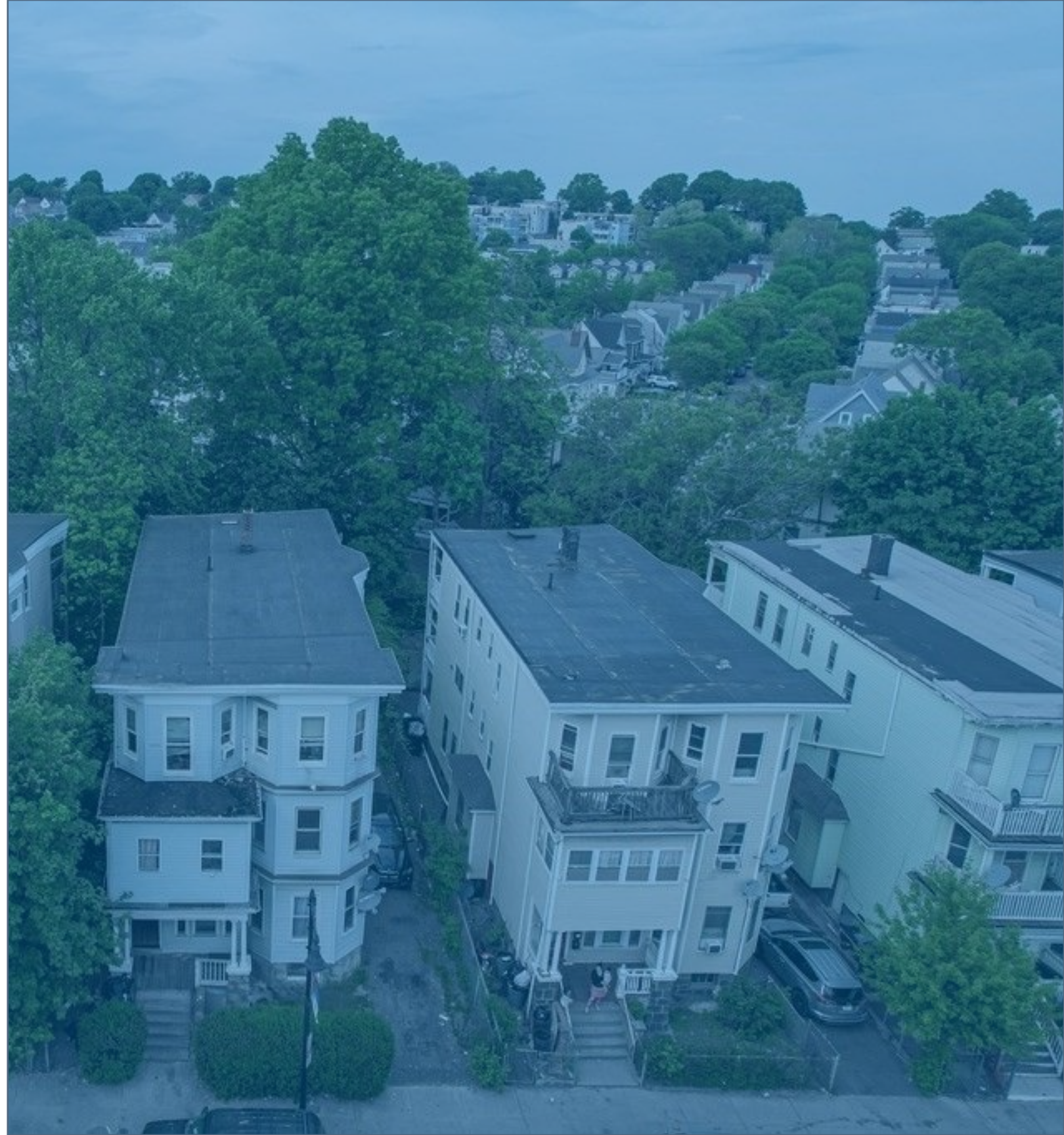
# **Treatments & Recommendations**



# Goals of Treatments & Recommendations

The treatments and recommendations aim to:

- Calm traffic speeds in the neighborhood
- Make it safer to cross the street, particularly for vulnerable road users
- Make it easier to get around
- Enhance Bowdoin and Geneva Main Streets



# Goals of Treatments & Recommendations

We will implement the treatments and recommendations in multiple stages:

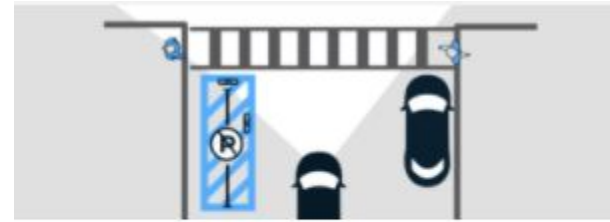
1. **Shorter-term** (in around a year)
  - Add speed humps to neighborhood streets
  - Make interim changes to smaller intersections (with materials like paint and flexposts and minimal construction)
  - Add quick-build bike and transit improvements
2. **Medium-term** (in 1-2 years) - Redesign some larger intersections that require construction and more complex engineering review, reinforce speed humps with additional traffic calming elements, where needed
3. **Longer term** (in 3+ years)
  - Come back and construct the interim changes
  - Work with our partners to advance long-envisioned community goals

# Toolkit of Traffic-Calming Treatments

We'll choose treatments that are proven to calm traffic and improve safety.

Treatments contribute to:

- Safer crossings
- Safer turns
- Safer speeds
- Improve comfort and connectivity for people walking, biking, and taking transit



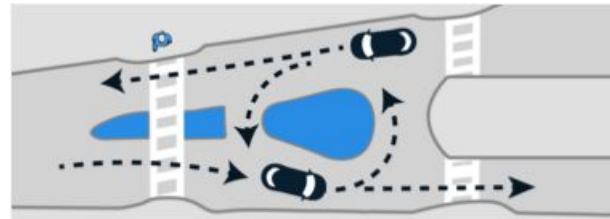
Clear corners



Crossing island



Curb extension



Roundabout



High-visibility crosswalk



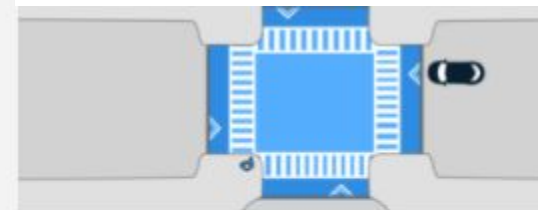
Speed humps



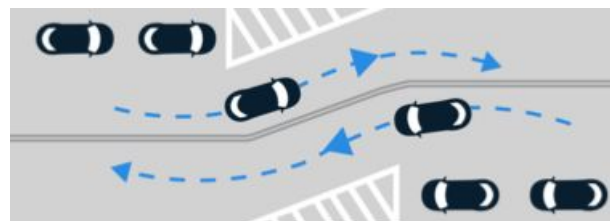
Pedestrian warning sign



Raised crosswalk



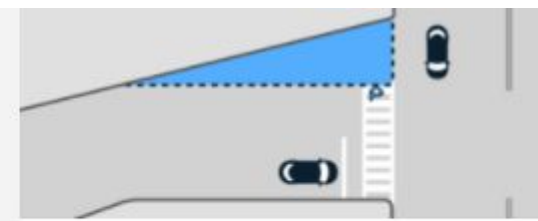
Raised intersection



Chicane



Stop sign



'T' intersections

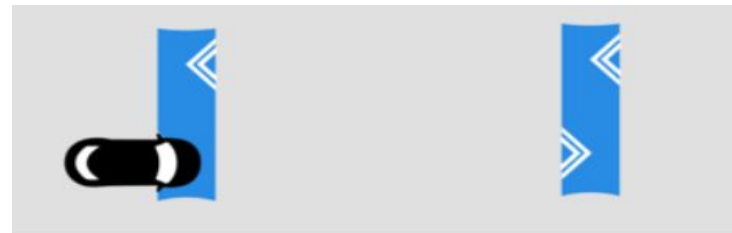
# Traffic Calming Treatments:

## Speed Humps

A series of gradual humps on smaller, residential streets to keep drivers at a steady, safe speed

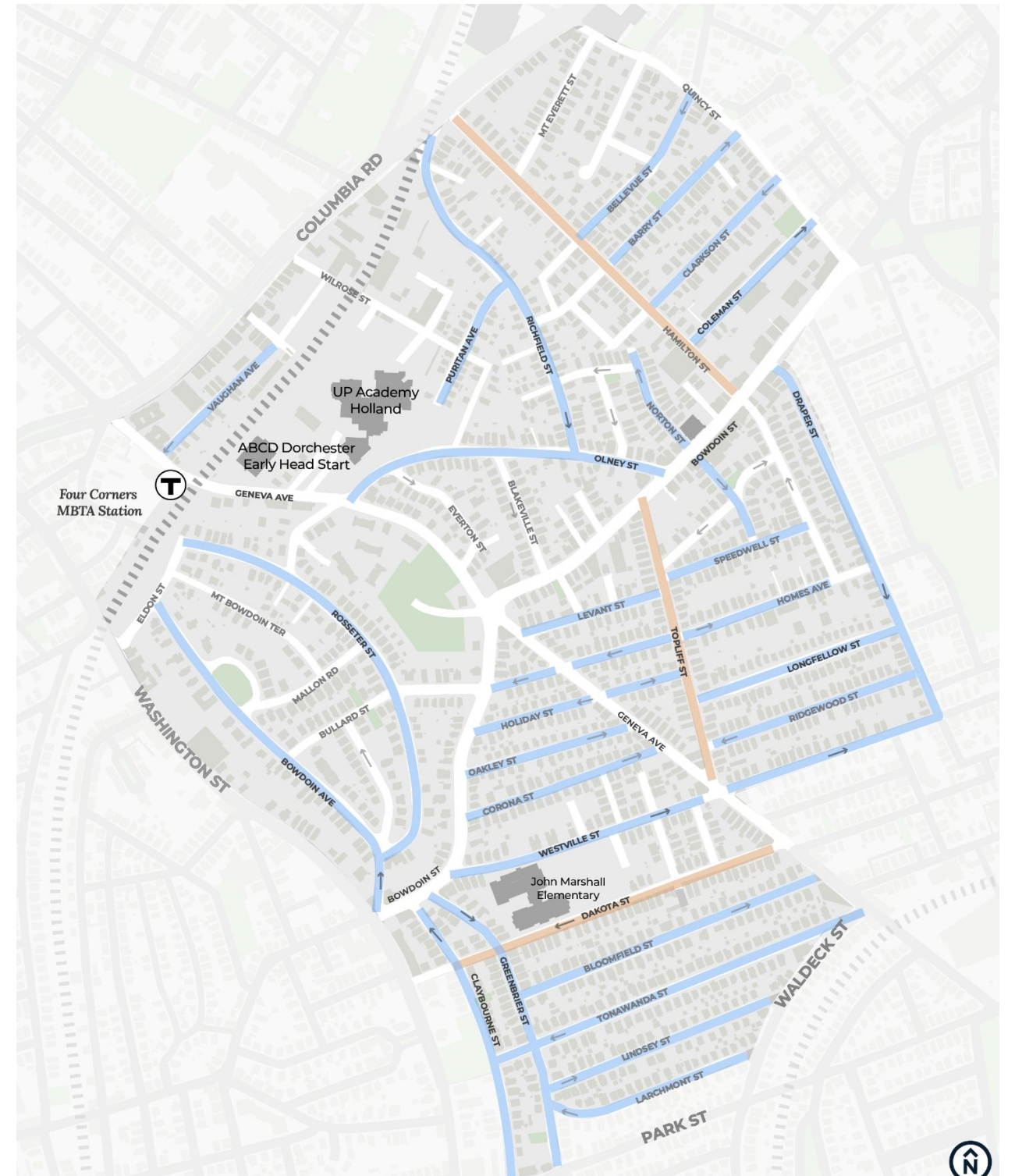
### Criteria

- Streets with grades less than 8%
- No transit routes
- Spaced 150-250 feet apart



**Justification:** Speed abatement, traffic calming, safety

- Proposed Speed Hump Street
- Potential Speed Hump Street (Further Evaluation Needed)



# Bicycle Recommendations

## Fairmount GREENWAY

### Shorter-term

- Additional bike parking
- Bike lane on Bowdoin Street
  - Narrow travel lane widths
  - Provide a bike lane in the uphill direction (southbound)
  - Shared lane marking in the downhill direction (northbound)
- Fairmount Greenway Wayfinding



### Longer-term

- Fairmount Greenway connection along the Four Corners/Geneva stop



# Transit Recommendations

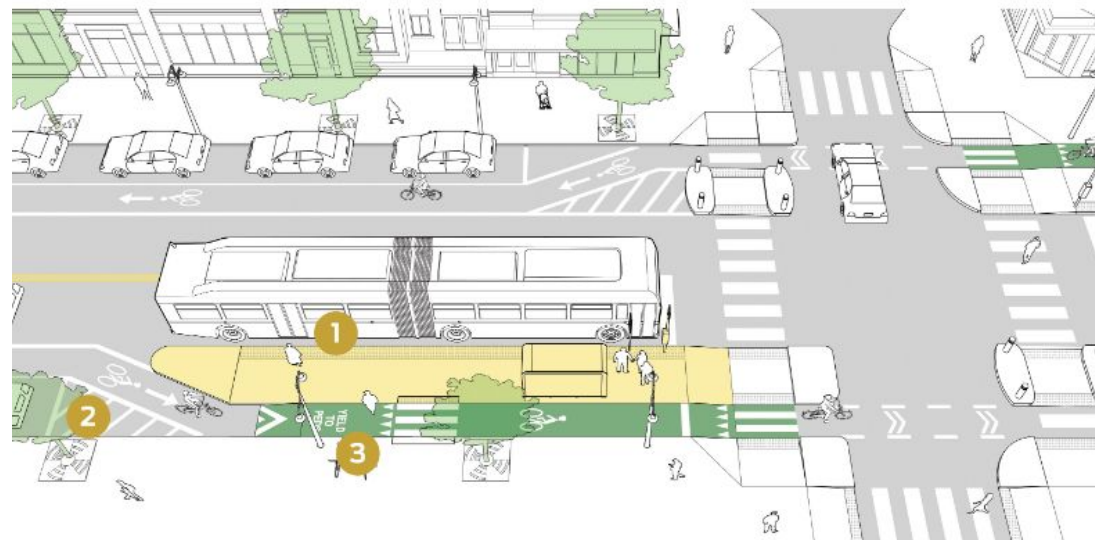
**Shorter-term** - signage, restriping bus boxes, smaller bus stop amenities (ex: shelters, benches)

**Medium to longer-term** - bus stop amenities like lighting, boarding islands, transit signal priority

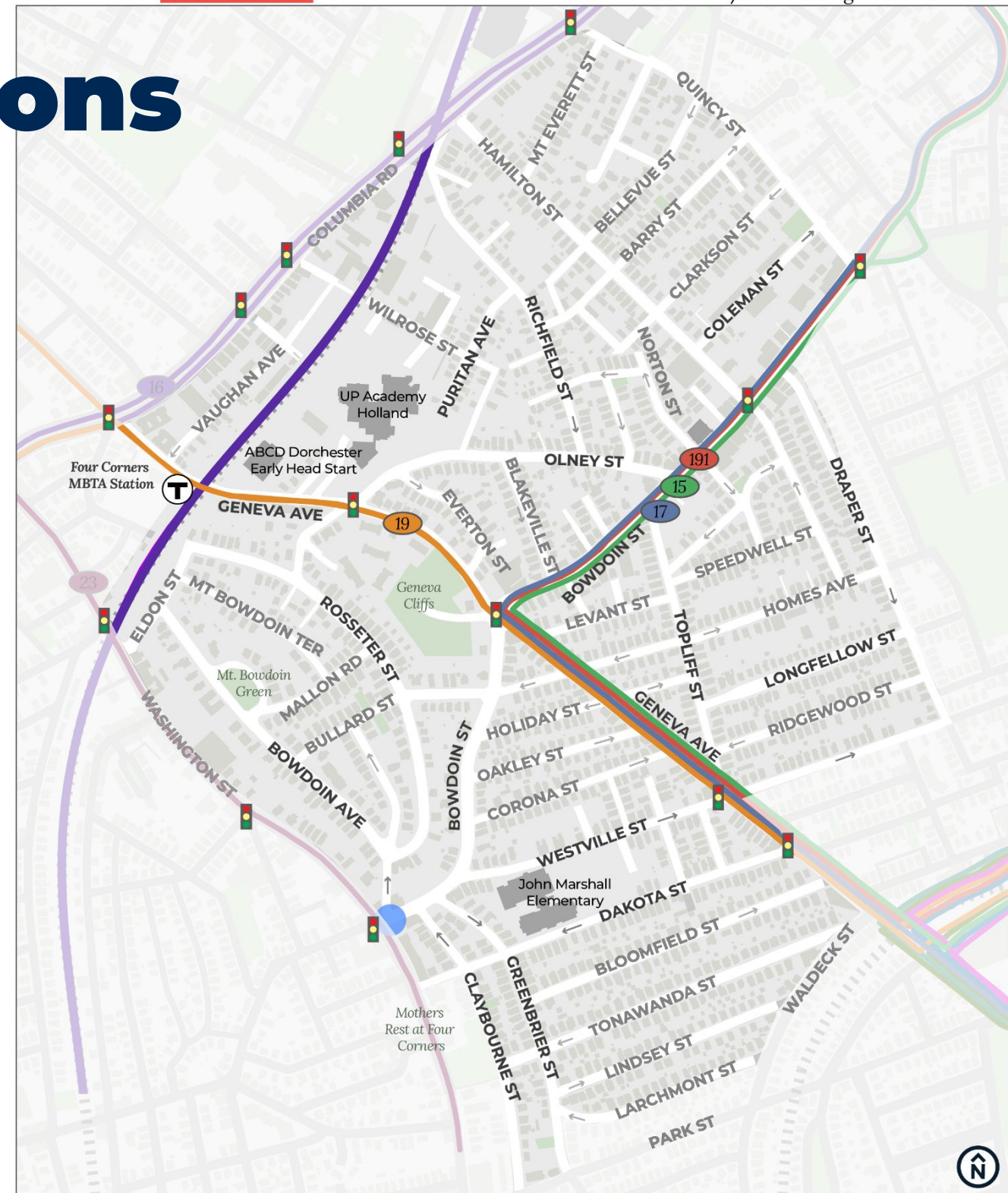
## Longer-term

- Enhanced MBTA Fairmount Line service
- MBTA Fairmount Line stop on Columbia Rd
- Four Corners/Geneva station access improvements

Bus Boarding Island (source: NACTO)






Boarding island with raised crosswalk in Cambridge, MA



- Bus Shelter
- MBTA Bus Route
- MBTA Commuter Rail
- MBTA Rapid Transit

# Examples of Small-Scale Treatments

- Clear corners (daylighting)
- Curb extensions and 'T' intersections
- Pedestrian crossings
  - Raised crosswalks
  - Standard, high-visibility crosswalks

-  Existing Vision Zero Projects
-  Small-scale project
-  Signal Project



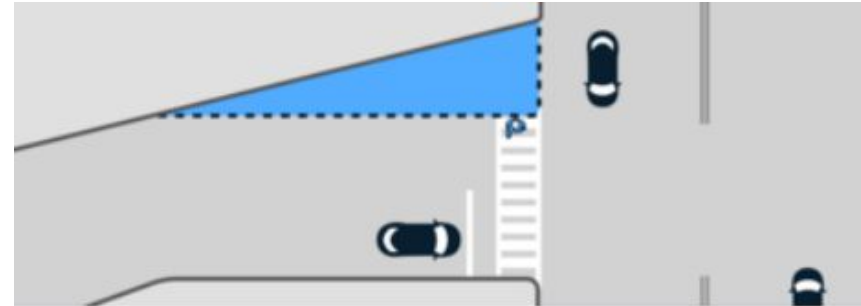
# Small-scale Treatments:

## Curb extensions and 'T' Intersections

Extend the sidewalk to make crosswalks shorter and improve visibility for people crossing.

- **Potential locations:**

- Geneva Avenue & Olney Street
- Bowdoin Street & Olney Street
- Bowdoin Avenue, Nottingham Street, & Rosseter Street



*'T' Intersections*



*Curb extension*



Source: City of Boston

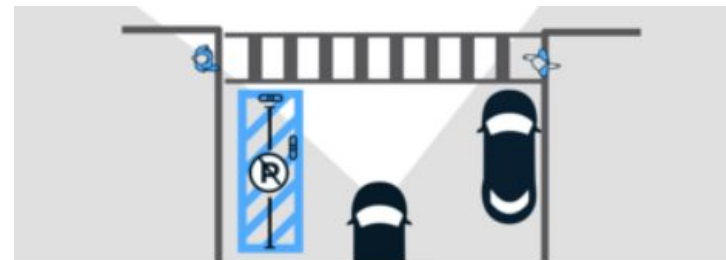


# Small-scale Treatments: Clear Corners

Reduces the likelihood of crashes at intersections by improving the visibility of people crossing the street.

- **Potential locations along:**

- Hamilton Street
- Geneva Avenue
- Bowdoin Street
- Dakota Street
- Tonawanda Street



*Clear corners (source: City of Boston)*

# Small-scale Treatments: Raised Crosswalks

Slows drivers and improves yielding to pedestrians by raising the crosswalk about six inches—the same height as the sidewalk.

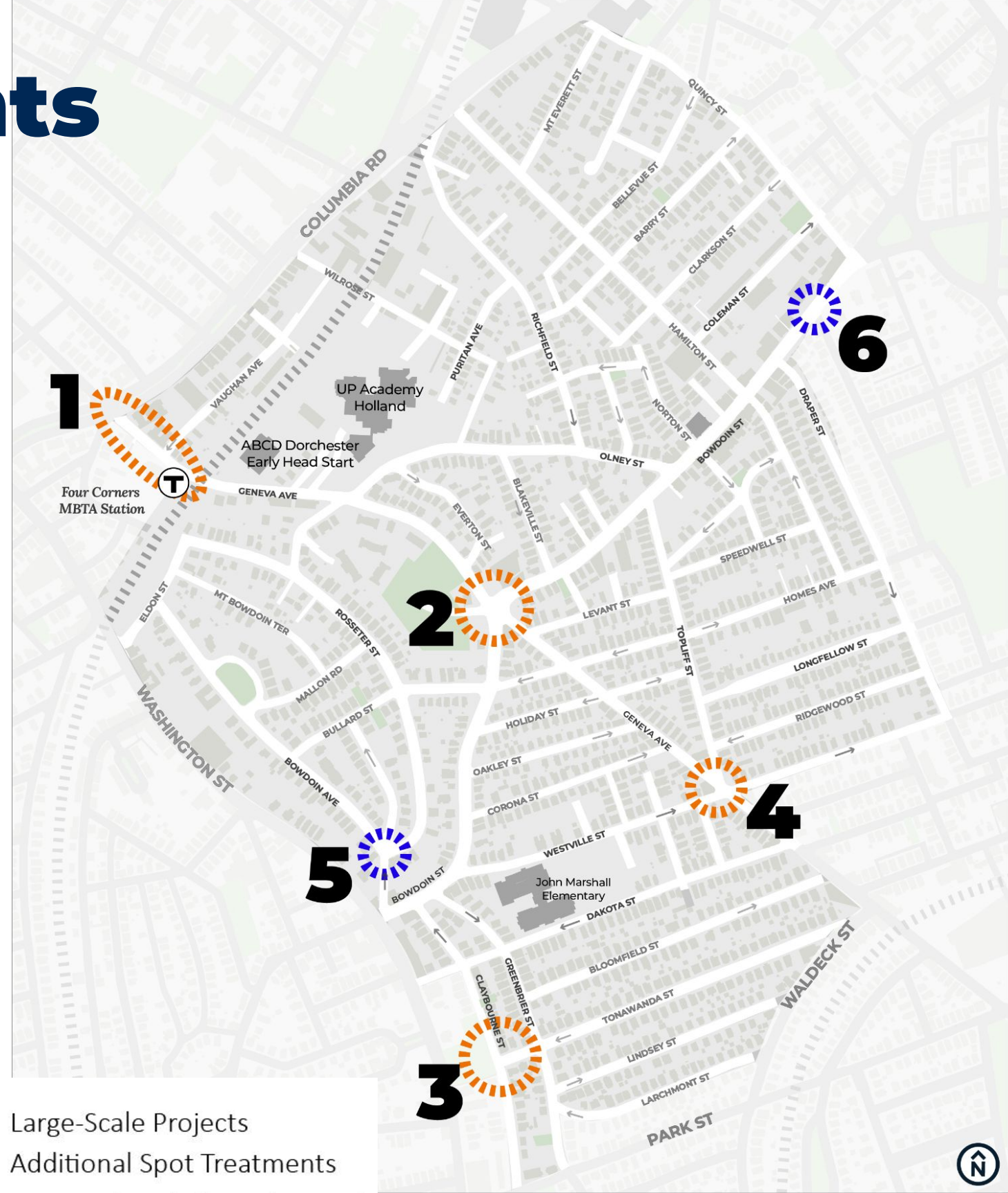
- **Potential locations:**

- Dakota Street and Westville Street at UP Academy Dorchester



# Large-scale Treatments

1. **Corridor Improvement**  
on Geneva Avenue near Four Corners MBTA Station
2. **Intersection Redesign**  
at Geneva Avenue and Bowdoin Street
3. **Intersection Redesign**  
at Mother's Rest
4. **Intersection Redesign**  
at Geneva Avenue and Toppliff Street
5. **Spot Treatment**  
at Rosseter Street, Bowdoin Avenue, & Nottingham Street
6. **Spot Treatment**  
Bowdoin Street and Mt Ida Road



Large-Scale Projects



Additional Spot Treatments



# 1. Large-scale Projects:

## Four Corners/Geneva Avenue

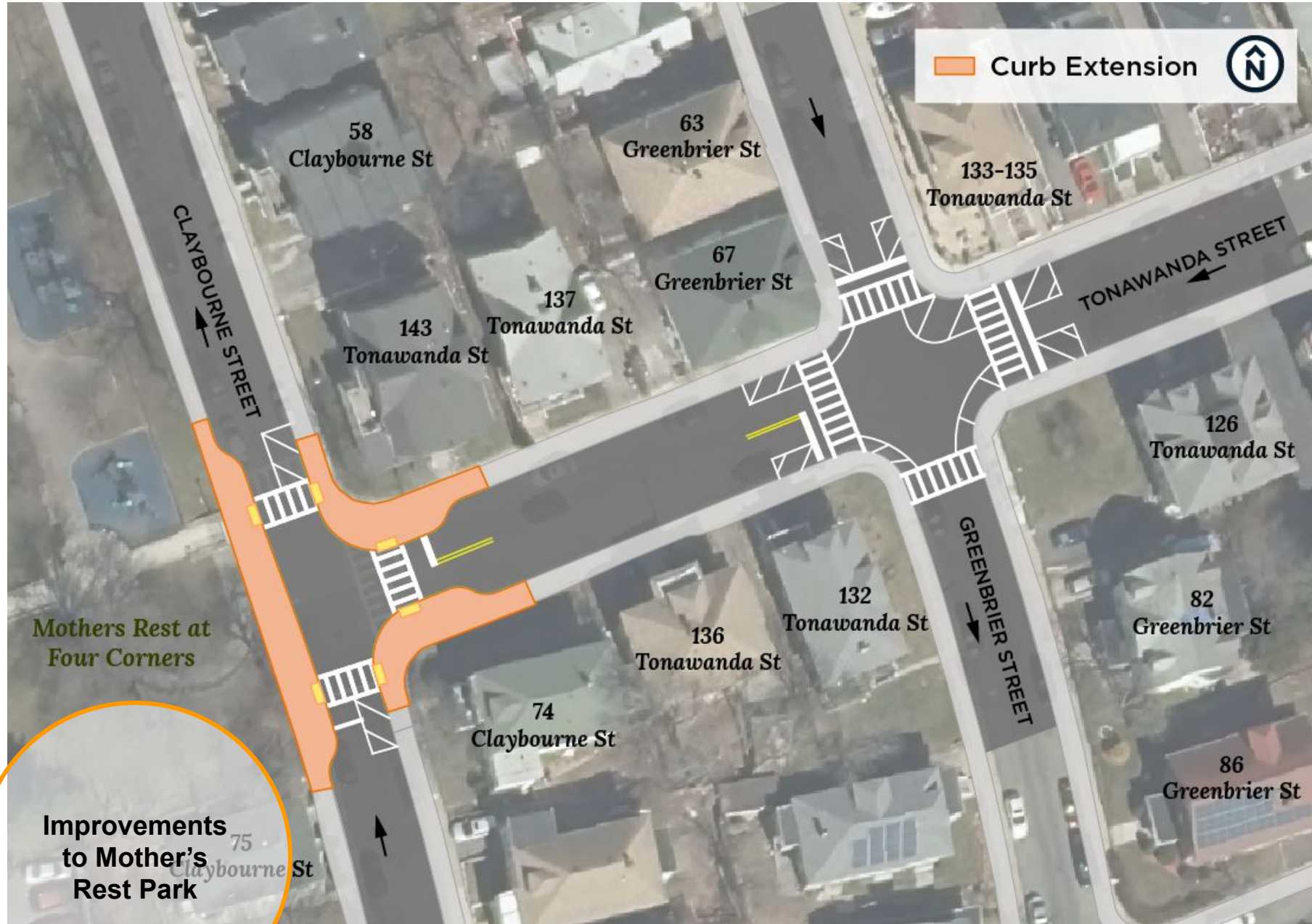


<b>Location</b>	Geneva Avenue from Columbia Road to Four Corners/Geneva MBTA Station
<b>Recommendations</b>	<ul style="list-style-type: none"> <li>• Pedestrian crossings at bus stops and T entrance</li> <li>• Chicane</li> <li>• Curb extensions and clear corners at Vaughan Avenue</li> <li>• Lengthen left turn pocket on to Columbia Road</li> </ul>
<b>Justification</b>	Traffic calming, pedestrian safety, sight distance enhancements, traffic mitigation

- 9-19 Vaughan Avenue**  
 Multi-family residential (48,079 gsf)
- 45 rental units
  - 21 parking spaces
  - 55 bicycle spaces

# 2. Large-scale Projects:

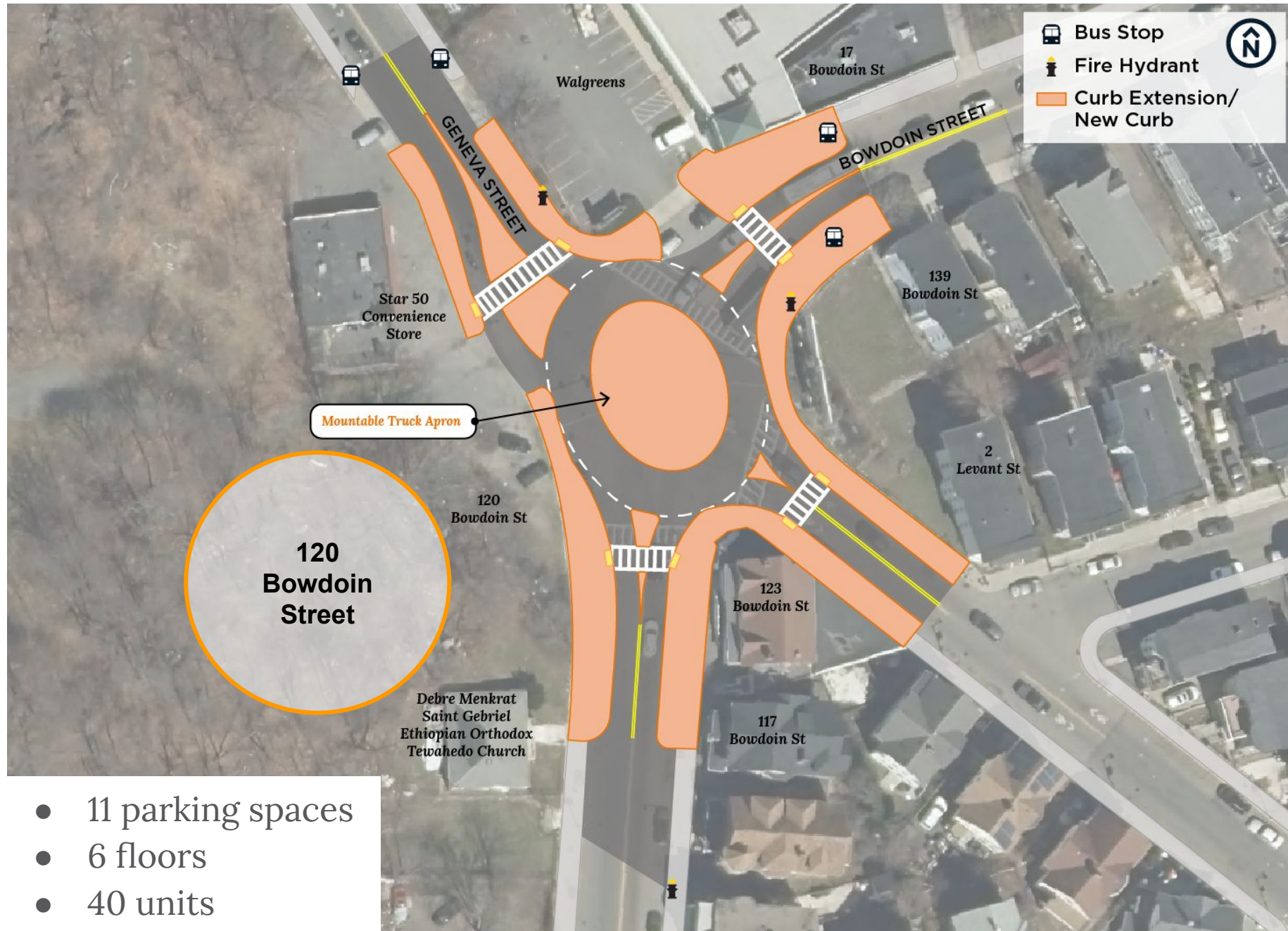
## Mother's Rest at Four Corners



<p><b>Location</b></p>	<p>Tonawanda Street at Claybourne Street and Greenbrier Street</p>
<p><b>Recommendations</b></p>	<p>Intersection improvements</p> <ul style="list-style-type: none"> <li>• Curb extensions</li> <li>• High visibility crosswalks</li> <li>• Clear corners</li> </ul> <p>Corridor improvements:</p> <ul style="list-style-type: none"> <li>• Speed humps on Tonawanda Street and Claybourne Street</li> </ul>
<p><b>Justification</b></p>	<p>Speed and crash mitigation, gateway treatment, multimodal safety</p>

# 3. Large-scale Projects:

## Geneva Avenue and Bowdoin Street - Option 1

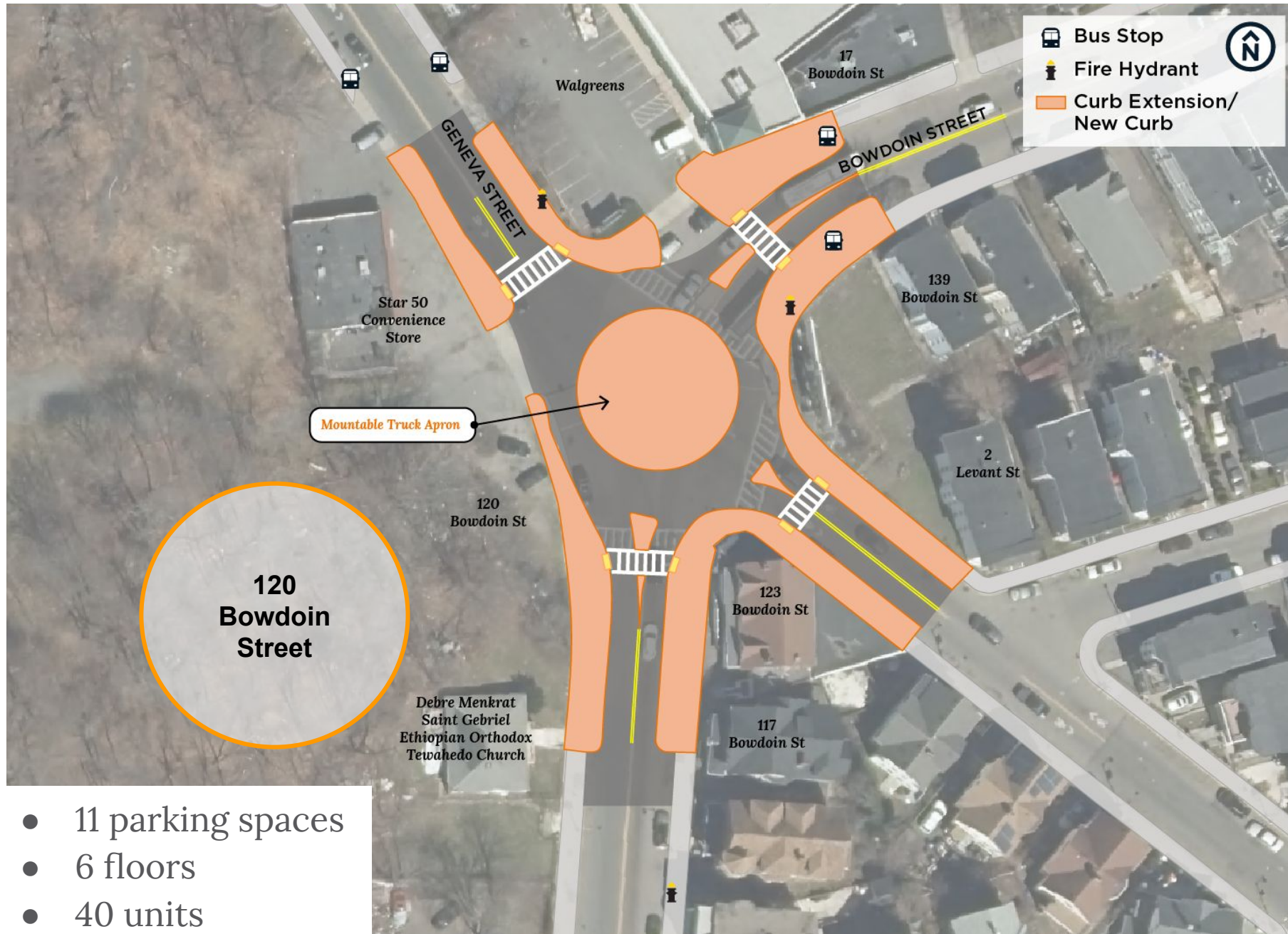


- 11 parking spaces
- 6 floors
- 40 units
- 9,868 SF lot

<p><b>Location</b></p>	<p>Bowdoin Street and Geneva Avenue</p>
<p><b>Recommendations</b></p>	<ul style="list-style-type: none"> <li>• Roundabout</li> <li>• Address traffic congestion</li> <li>• Increased signage and wayfinding</li> <li>• Gateway treatment</li> <li>• High visibility crosswalks</li> </ul>
<p><b>Justification</b></p>	<p>Speed and crash mitigation, gateway treatment, multimodal safety</p>

# 3. Large-scale Projects:

## Geneva Avenue and Bowdoin Street - Option 2

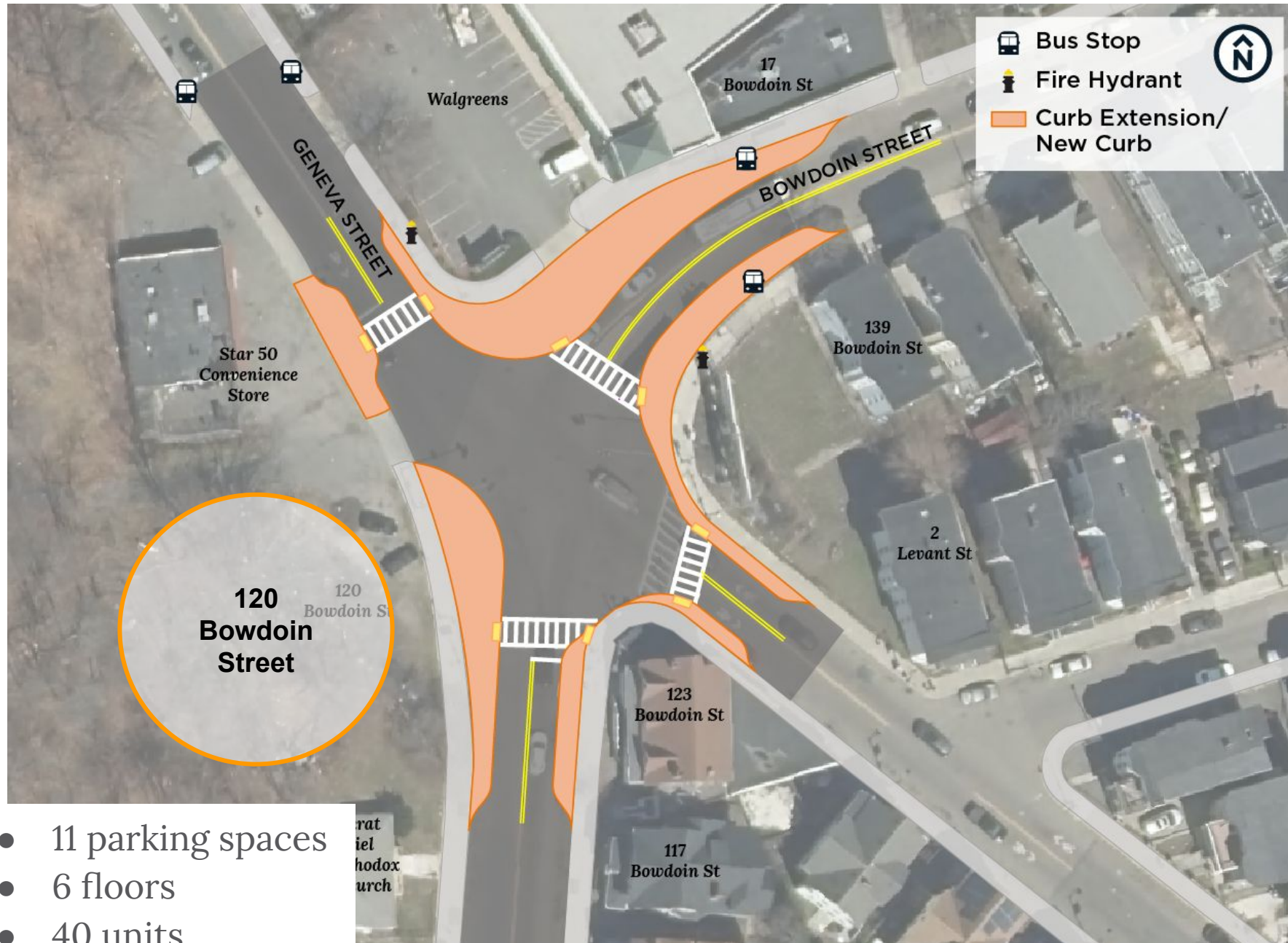


- 11 parking spaces
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- 40 units
- 9,868 SF lot

<p><b>Location</b></p>	<p>Bowdoin Street and Geneva Avenue</p>
<p><b>Recommendations</b></p>	<ul style="list-style-type: none"> <li>• Roundabout</li> <li>• Address traffic congestion</li> <li>• Increased signage and wayfinding</li> <li>• Gateway treatment</li> <li>• High visibility crosswalks</li> </ul>
<p><b>Justification</b></p>	<p>Speed and crash mitigation, gateway treatment, multimodal safety</p>

# 3. Large-scale Projects:

## Geneva Avenue and Bowdoin Street - Option 3



- 11 parking spaces
- 6 floors
- 40 units
- 9,868 SF lot

<p><b>Location</b></p>	<p>Bowdoin Street and Geneva Avenue</p>
<p><b>Recommendations</b></p>	<ul style="list-style-type: none"> <li>• Address traffic congestion</li> <li>• Curb extensions</li> <li>• Increased signage and wayfinding</li> <li>• Gateway treatment</li> <li>• High visibility crosswalks</li> </ul>
<p><b>Justification</b></p>	<p>Speed and crash mitigation, gateway treatment, multimodal safety</p>



# 4. Large-scale Projects:

## Geneva Ave at Topliff St and Westville St

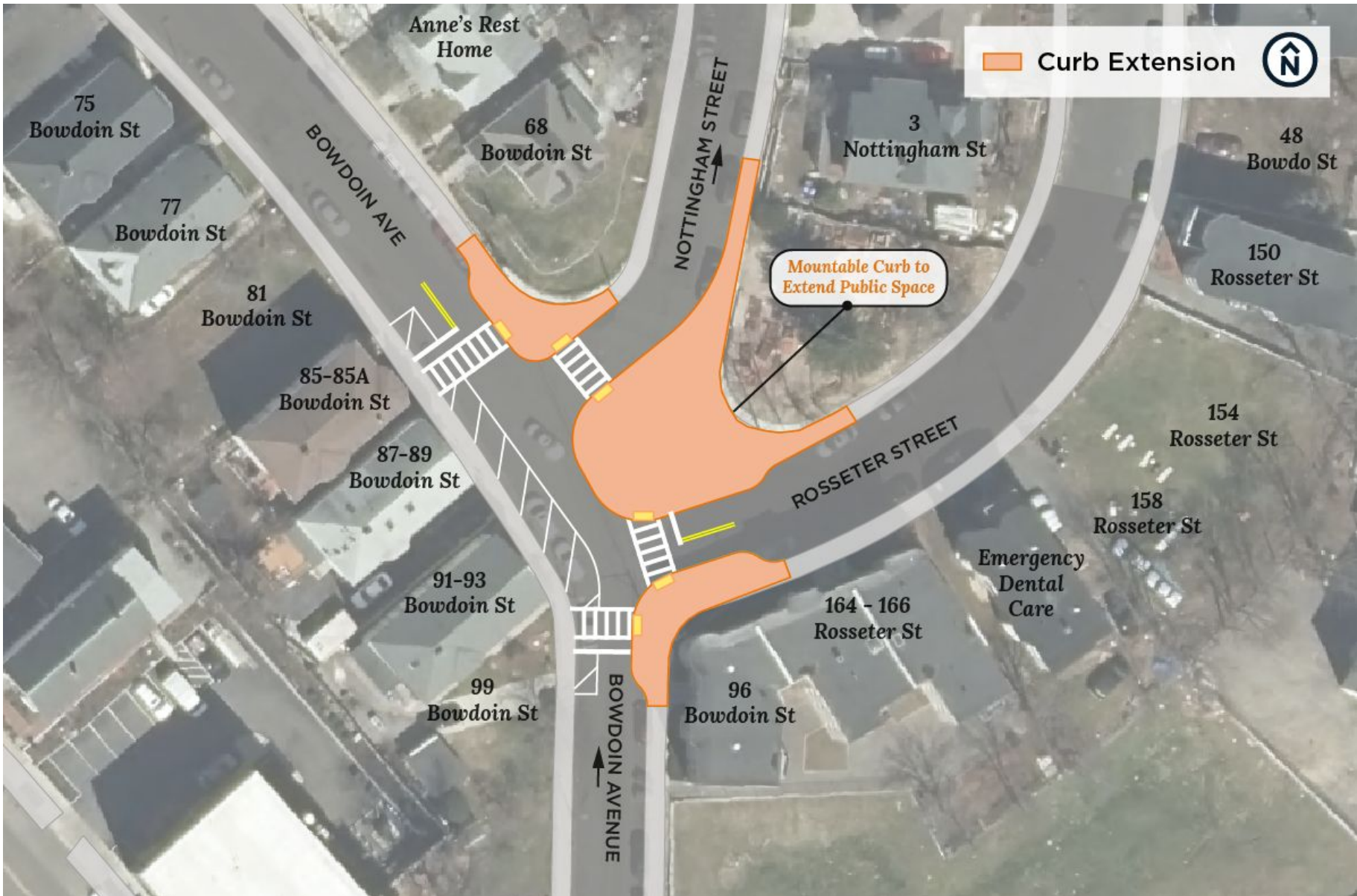


<p><b>Location</b></p>	<p>Geneva Ave at Topliff St and Westville St</p>
<p><b>Recommendations</b></p>	<ul style="list-style-type: none"> <li>• Curb extensions</li> <li>• Gateway treatment</li> <li>• High visibility crosswalks</li> </ul>
<p><b>Justification</b></p>	<p>Speed and crash mitigation, gateway treatment, multimodal safety</p>

Source: Connecting Bowdoin and Geneva (MIT)

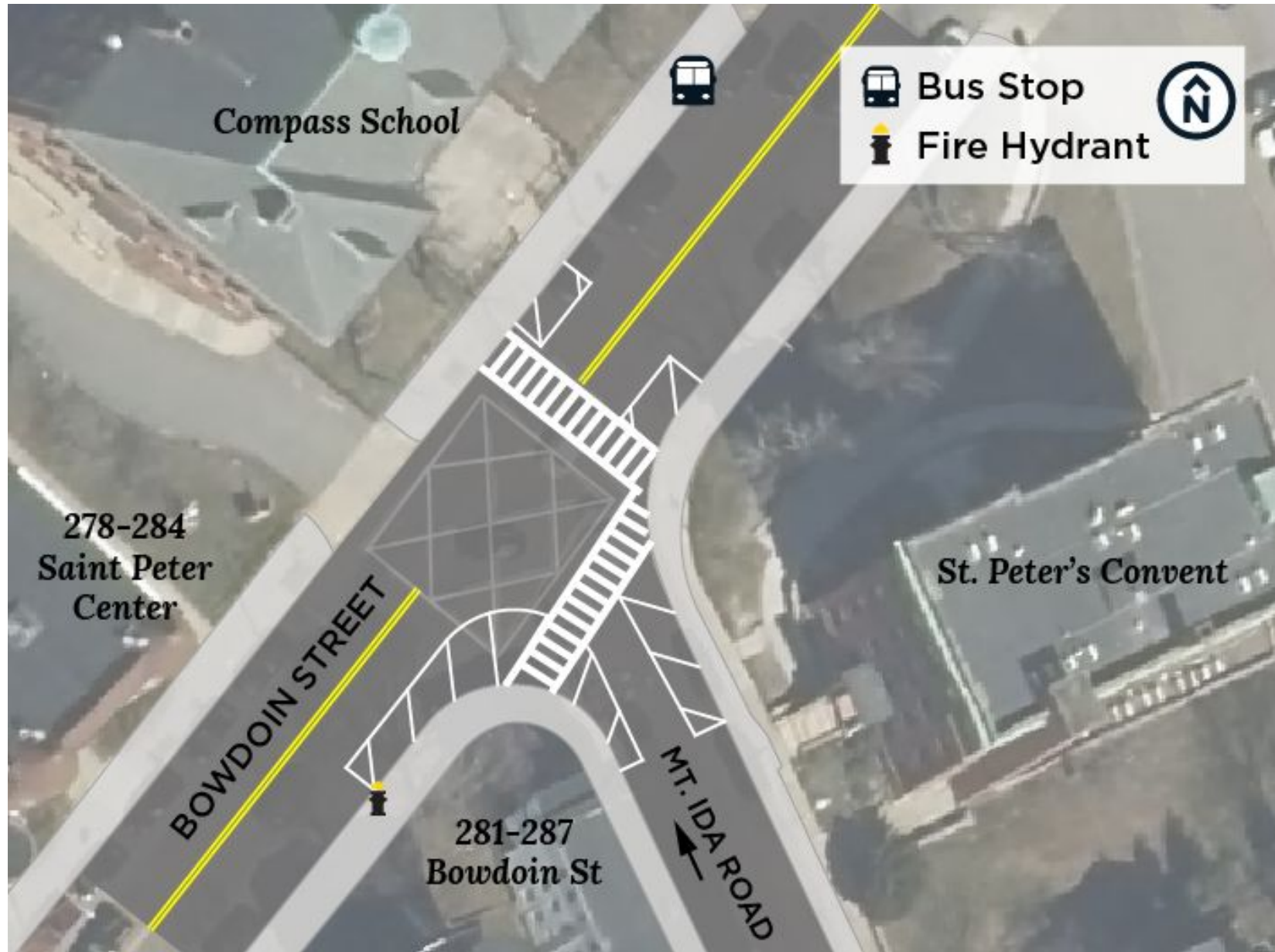
# 5. Additional Spot Treatment:

## Bowdoin Avenue, Rosseter Street, Nottingham Street



<p><b>Location</b></p>	<p>Bowdoin Avenue, Rosseter Street, Nottingham Street</p>
<p><b>Recommendations</b></p>	<ul style="list-style-type: none"> <li>• Curb extensions</li> <li>• Daylighting</li> <li>• Pedestrian crossings</li> </ul>
<p><b>Justification</b></p>	<p>Pedestrian safety, speed mitigation, improved sight distance, public space enhancements</p>

# 6. Additional Spot Treatment: Bowdoin Street and Mt Ida Road



<b>Location</b>	Bowdoin Avenue and Mt Ida Road
<b>Recommendations</b>	<ul style="list-style-type: none"> <li>• Clear corners</li> <li>• Painted curb extension</li> </ul>
<b>Justification</b>	Pedestrian safety, sight distance enhancements

# Next Steps

We are here



FALL, 2022

WINTER, 2023

SPRING, 2023

SUMMER/FALL, 2023

2024-2025

Short-term, small-scale projects + speed humps

Listen

Plan designs

Refine design

Construction

Community touch-points



Medium-term, large scale projects

Listen

Plan designs

Refine design

Construction

Long-term, small to large scale projects

Listen



Listen

Plan designs

Refine design

Const

A blue-tinted photograph of a residential street. The street is lined with multi-story houses, some with porches and balconies. There are several cars parked along the street, including a white van in the foreground on the left and a white van with 'Renovating' written on the back on the right. The sky is clear and blue. The overall scene is a typical urban residential street.

# Questions and Open Discussion

# **We want to hear from you!**

- Visit the project website to view all project information and presentations: **[boston.gov/bowdoin-geneva](https://boston.gov/bowdoin-geneva)**
- Share any additional input through the end of October
- Email **[patrick.hoey@boston.gov](mailto:patrick.hoey@boston.gov)** your stories and experiences, or ask to be added to the project email list

# Nearby projects

- Mass Ave Better Bike Project - [boston.gov/mass-ave-south](https://boston.gov/mass-ave-south)
- Neighborhood Slow Streets
  - Grove Hall/Quincy corridor [boston.gov/slow-streets/grove-hall](https://boston.gov/slow-streets/grove-hall)
  - Hancock Street Triangle - [boston.gov/slow-streets/hancock-street](https://boston.gov/slow-streets/hancock-street)
- PLAN Glover's Corner  
[bostonplans.org/planning/planning-initiatives/plan-dorchester-glovers-corner](https://bostonplans.org/planning/planning-initiatives/plan-dorchester-glovers-corner)
- Dot Block Development  
[bostonplans.org/projects/development-projects/dot-block](https://bostonplans.org/projects/development-projects/dot-block)