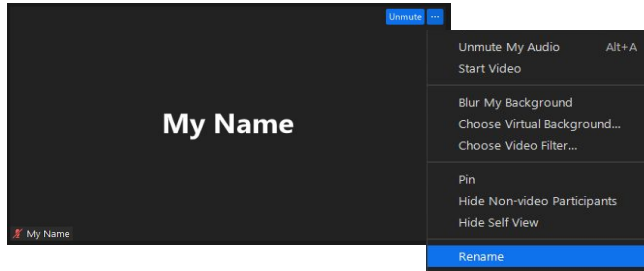


A Street Sidewalk Widening

via Zoom
June 5, 2023

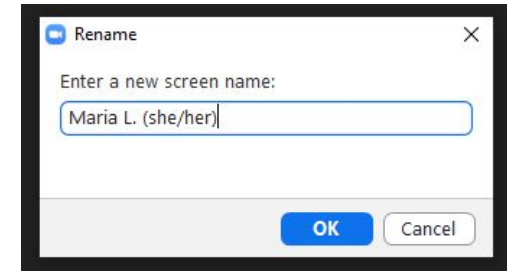
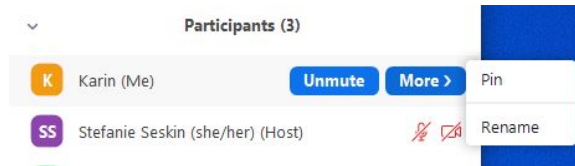
Welcome!

- ▶ This meeting will be recorded.
 - We will share the recording online.
- ▶ Please update your name in Zoom to your preferred name and include your pronouns.



Click the three dots in the top right of your video

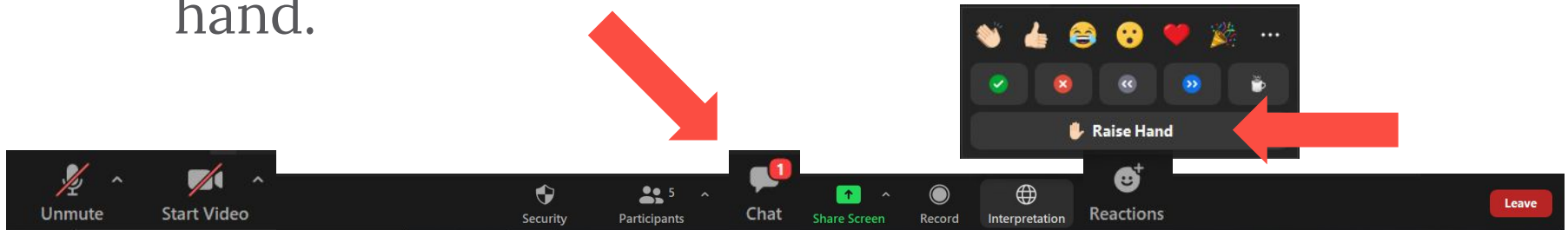
OR next to your name in the "participants" list



Add your pronouns after your name

Welcome!

- ▶ Your microphones are turned off. You will need to unmute to speak.
 - Joining via phone? Press ***6** to unmute.
- ▶ To ask a question, raise your hand in the “Reactions” menu or leave a message in the chat box.
 - If you called into the meeting, use ***9** to raise your hand.



Hi!



Jeff Alexis
(he/him)

Chief Design Engineer,
Public Works



Pat Hoey
(he/him)

Senior Planner,
Transportation Department



Dan Merrow, P.E.
(he/him)

Senior Engineer,
Transportation Department



Stefanie Seskin
(she/her)

Active Transportation,
Transportation Department

Context



A Street's sidewalks are inadequate

- ▶ For years, the Fort Point community has elevated their concerns about the sidewalks on A Street
- ▶ Sidewalks are very narrow
 - Street lights, signs, and fire hydrants further narrow (or even obstruct) passage



Summer Street stairs

- ▶ We must widen the sidewalk at the stairs to meet accessibility requirements.

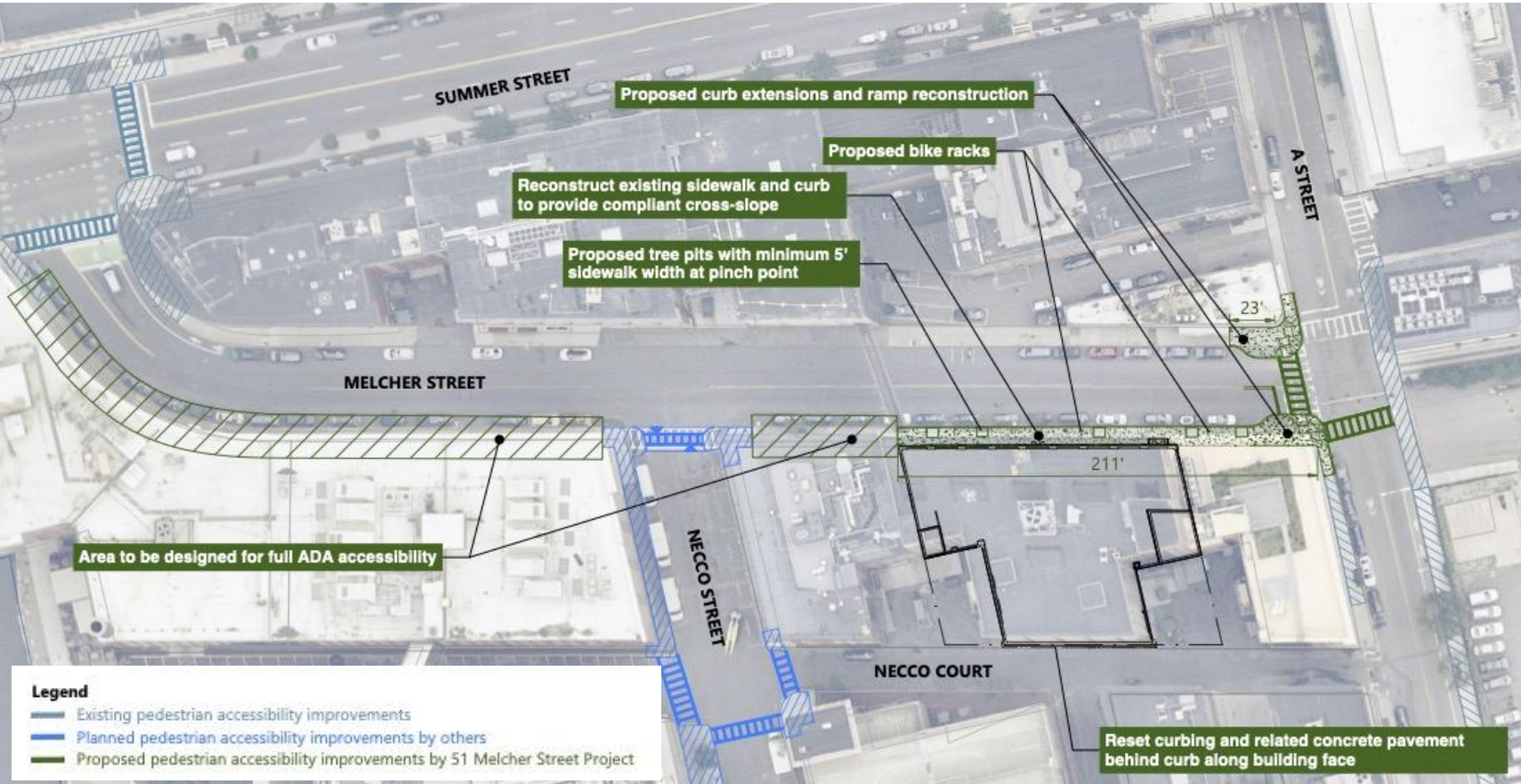


Community benefits from development

Nearby large development projects are providing:

- ▶ Curb extensions and sidewalk repair on Melcher Street
- ▶ Necco Street accessibility and pedestrian improvements
- ▶ Reconstructed sidewalks, South Bay Harbor Trail extension, and improved bike lanes on A Street
- ▶ Funding for A Street shuttle
- ▶ Funding for A Street sidewalk reconstruction

Melcher Street accessibility improvements



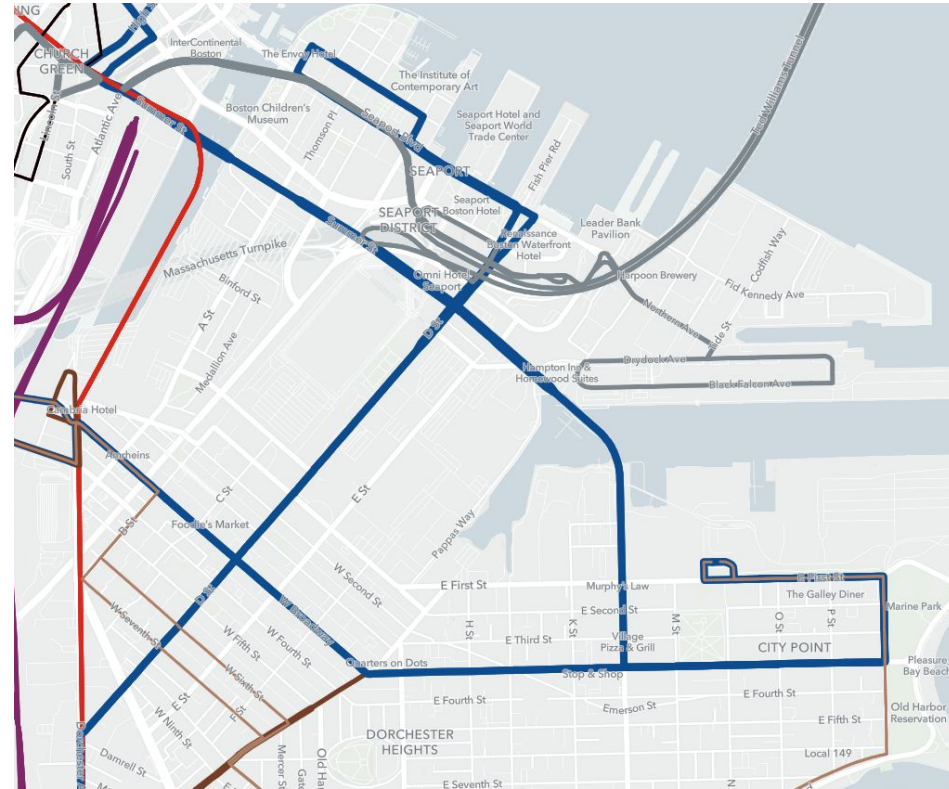
Transit planning for South Boston Seaport

- ▶ The MBTA's bus network redesign results in high-frequency bus service on Summer Street and D Street
- ▶ But the existing southbound bus service on A Street is eliminated.

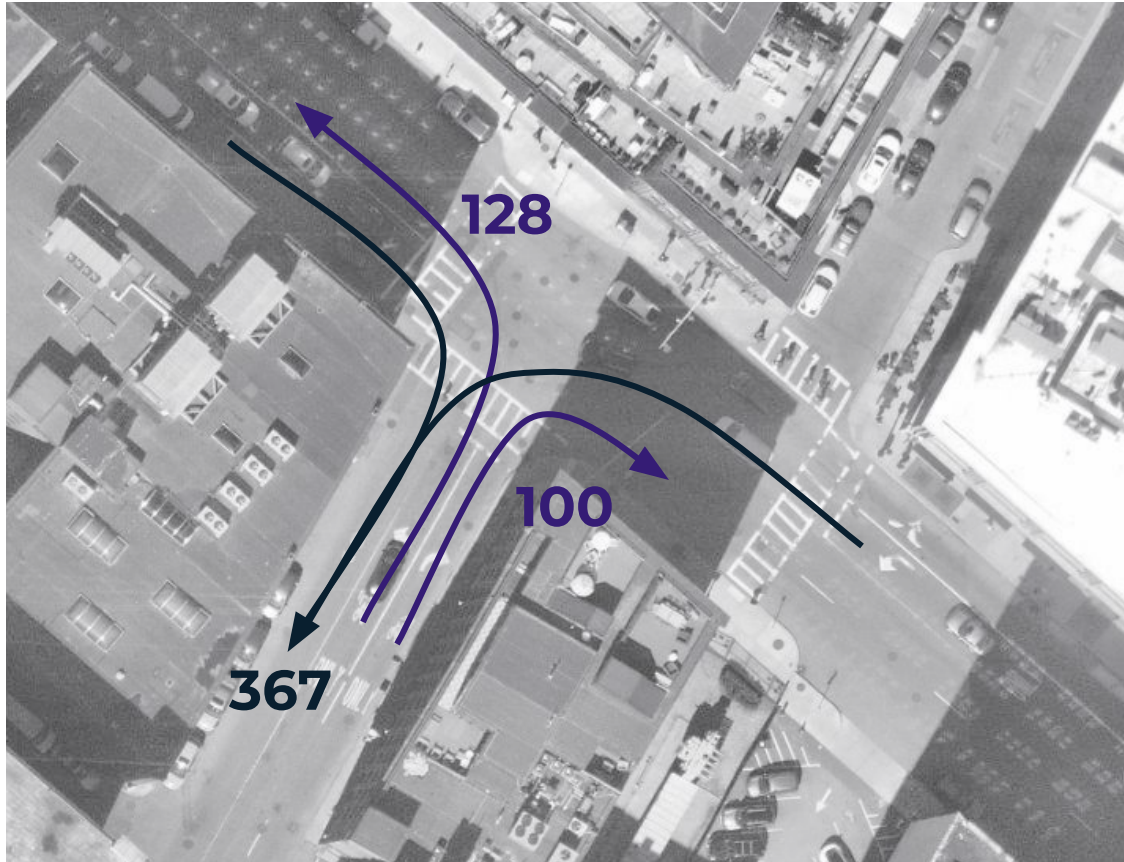


Transit planning for South Boston Seaport

- ▶ Funding is secured for new shuttle service to serve Fort Point, the Seaport, and beyond
- ▶ New route will serve A Street in both directions
- ▶ Another route will serve D Street



Vehicular volumes at Congress Street



*AM peak volumes
2019*

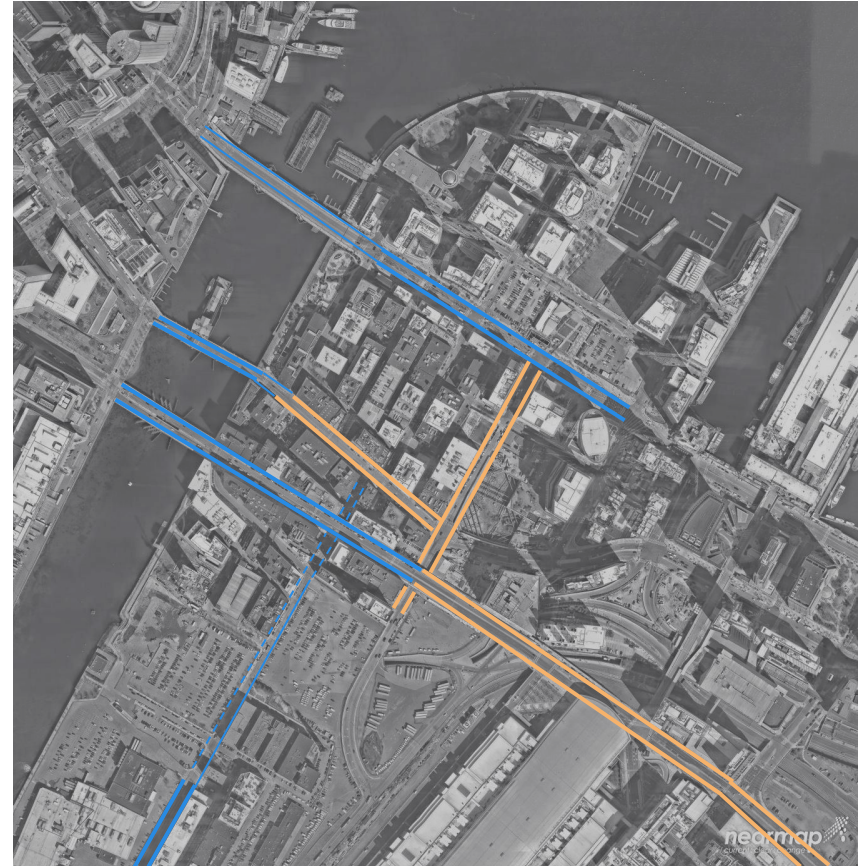
Vehicular volumes at Congress Street



PM peak volumes
2019

Emerging bike network for Fort Point

- ▶ Earlier projects resulted in bike lanes or separated bike lanes on:
 - Bridges: Moakley Congress Street, Summer Street
 - Summer Street in Fort Point
- ▶ Separated bike lanes planned for:
 - Congress Street
 - Boston Wharf Road
 - Summer Street
- ▶ Improved bike lanes planned for A Street south of Binford



South Boston bike network context

- ▶ Few streets connect the residential neighborhoods along West Broadway and Dorchester Ave. to the Seaport
 - A Street
 - D Street
 - Dorchester Street → West First → Pappas



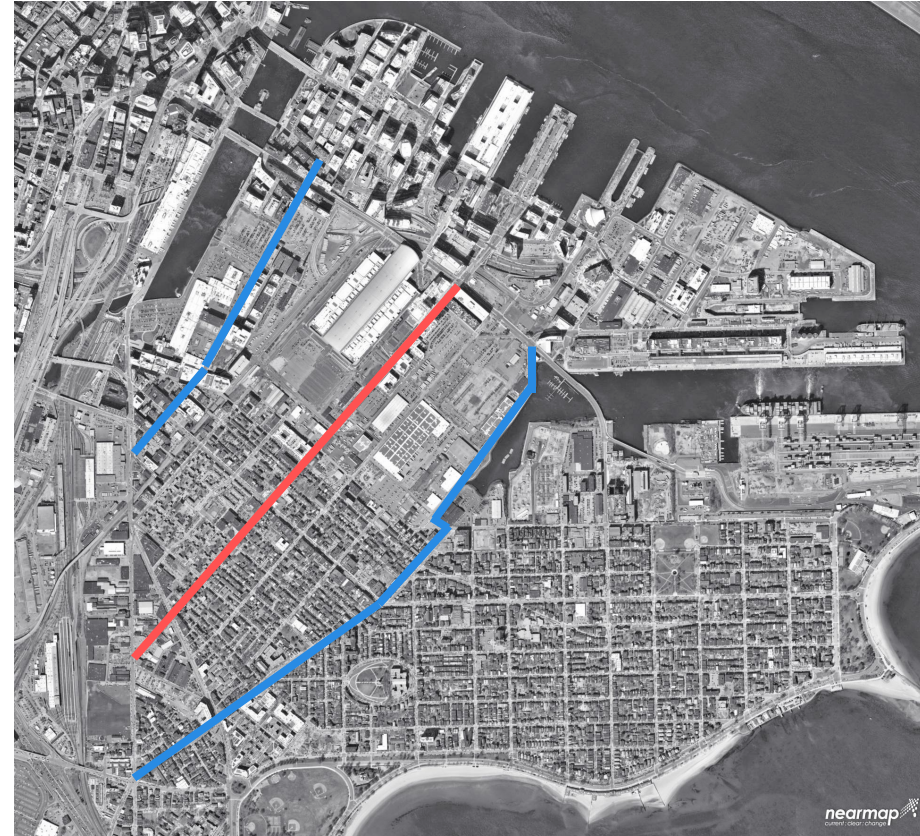
South Boston bike network context

- ▶ Pappas Way is private and would require setbacks to achieve widths for separated bike lanes (long-term)
- ▶ Dot Street redesign from Andrew to Perkins Square to provide better bike lanes is in early stages



South Boston bike network context

- ▶ D Street will be a bus priority street, with both high-frequency MBTA service and a new shuttle between Nubian Square and the Marine Park
- ▶ The added volume of buses means D Street is unlikely to be a high-comfort bike connection



South Boston bike network context

- ▶ A Street is emerging as a high-comfort bike connection from Broadway to Necco
 - Achieved through development projects and the Vicinity Energy resurfacing



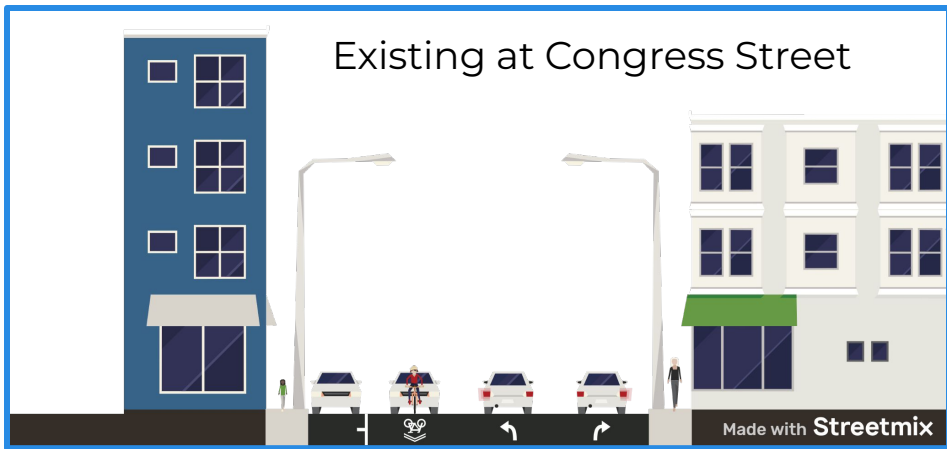
Options for A Street



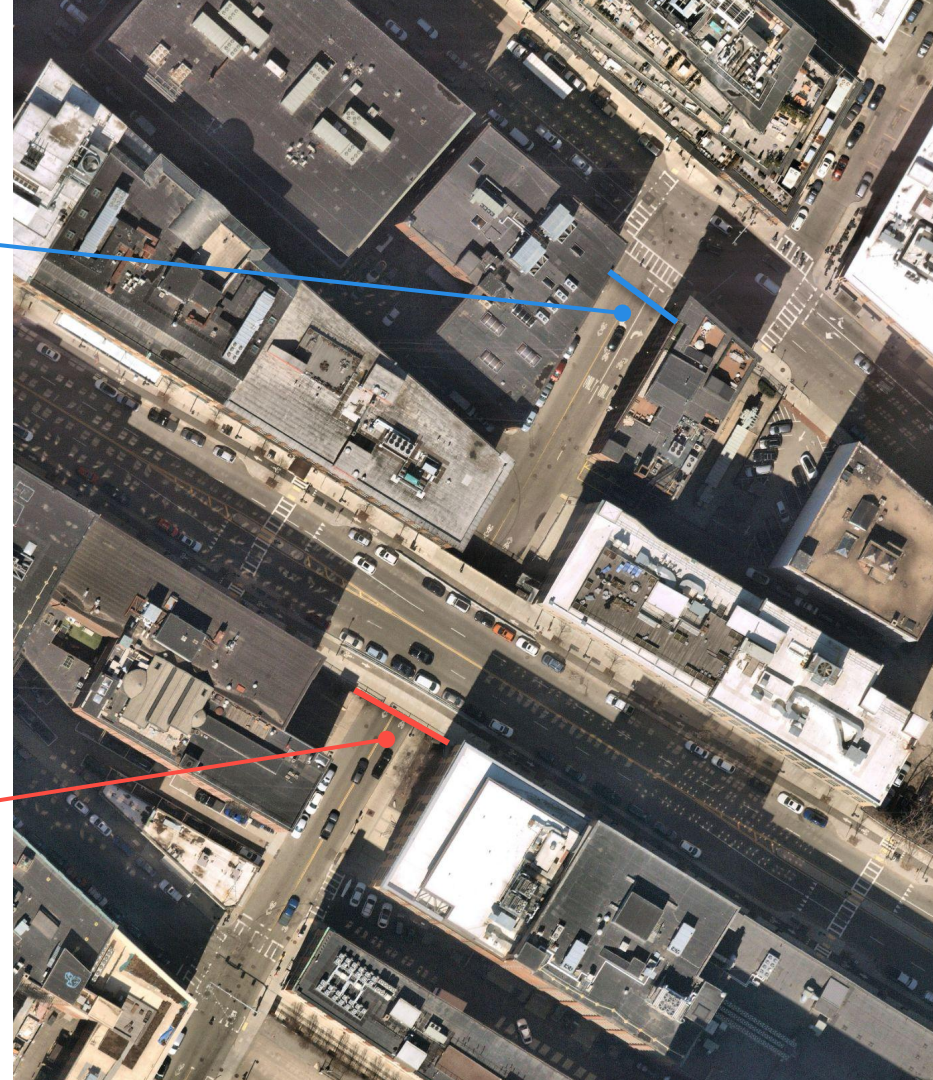
Design goals for A Street

- ▶ Provide wider sidewalks of at least 7'
 - 5' clear for walking and rolling, plus 2' for street lights, signs, and hydrant
- ▶ Do not preclude future shuttle service northbound on A Street
- ▶ Make meaningful connections in high-comfort bike network
- ▶ Parking loss is acceptable if we reallocate space on other nearby streets

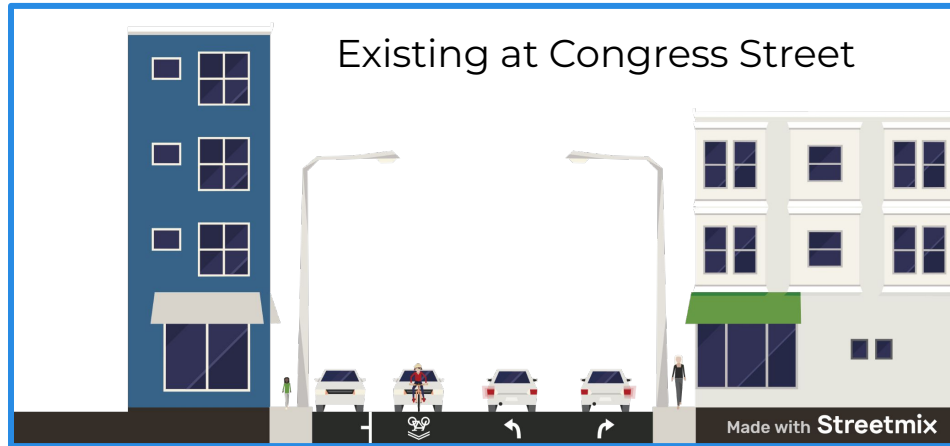
Existing at Congress Street



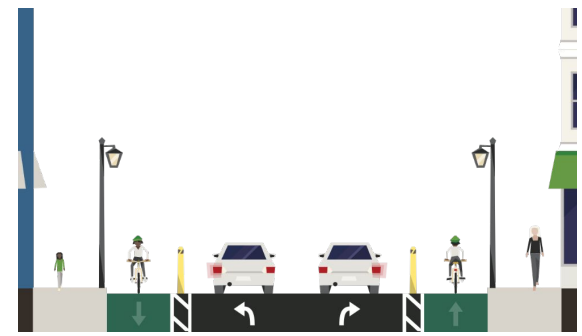
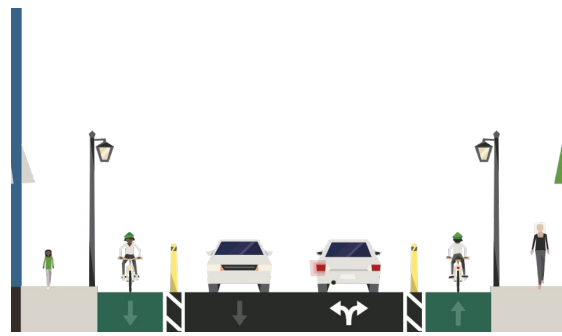
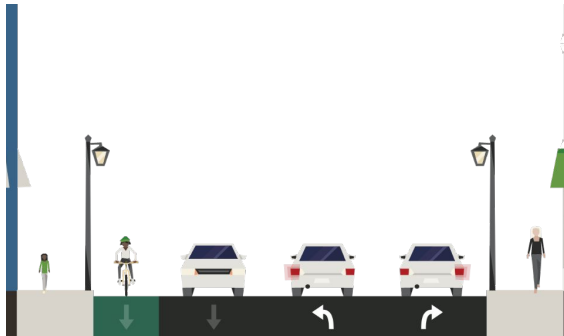
Existing at Summer Street



Approaching Congress Street



We evaluated the three best options:



- ▶ Wider sidewalks on both sides
- ▶ Same number and type of general travel lanes
- ▶ 5' bike lane southbound
- ▶ No parking

- ▶ Wider sidewalks on both sides
- ▶ One travel lane in each direction
- ▶ Separated bike lanes in both directions
- ▶ No parking

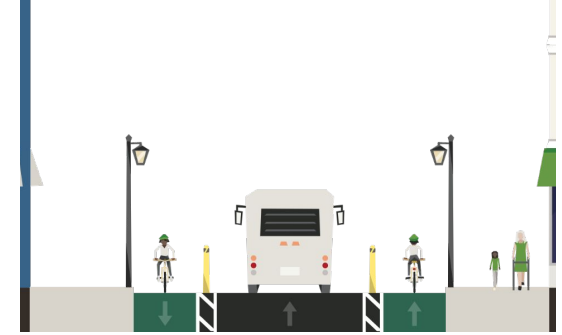
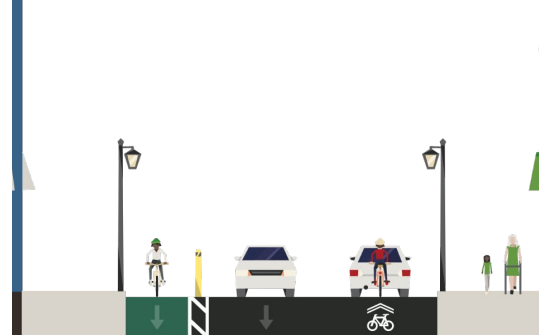
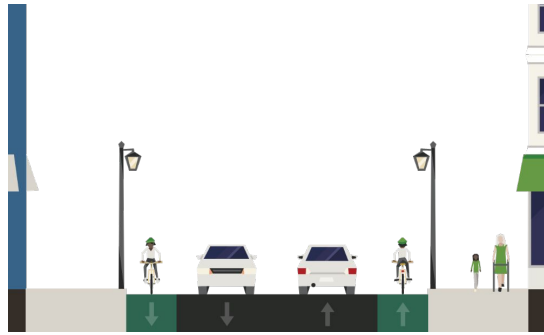
- ▶ Wider sidewalks on both sides
- ▶ Two northbound lanes
- ▶ Separated bike lanes in both directions
- ▶ No parking

North of Melcher Street

Existing at Summer Street



We reviewed three options here, too:

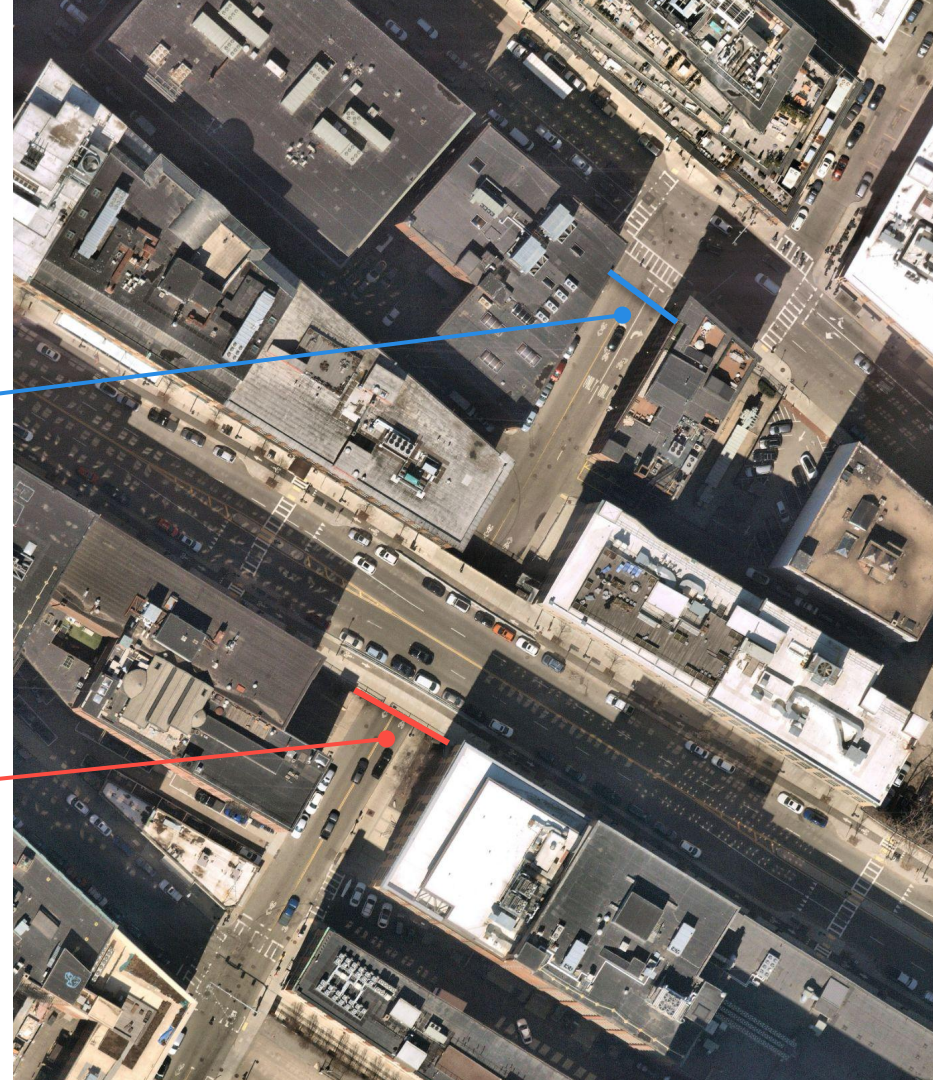
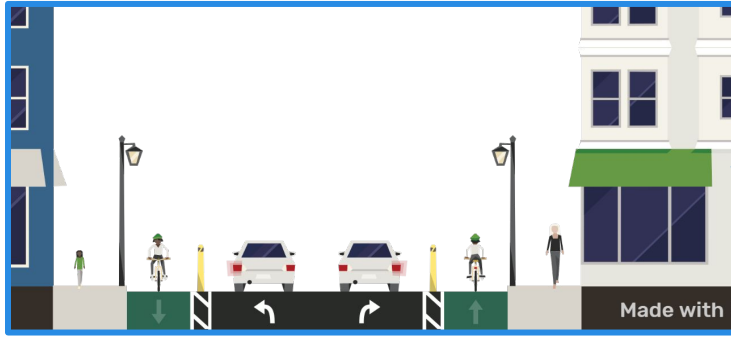


- ▶ Wider sidewalk by stairs
- ▶ One travel lane in each direction
- ▶ 5' bike lane in each direction
- ▶ No parking

- ▶ Wider sidewalk by stairs
- ▶ One travel lane in each direction
- ▶ Separated bike lane in southbound direction
- ▶ No parking

- ▶ Wider sidewalk by stairs
- ▶ One-way A Street northbound
- ▶ Separated bike lanes in both directions
- ▶ No parking

Our preferred design option:



Making A Street northbound only from Melcher

- ▶ Simplifies operations at Congress Street
 - Fewer delays for everyone
- ▶ Accommodates a northbound bus or shuttle route best
 - Wider travel lanes, more space for a stop
- ▶ Better connects the bike network
 - More welcoming for families to bike in the area



Resident parking

- ▶ We are looking at nearby streets where we can reallocate at least some of the parking from A Street



Thank you!

If you have more thoughts to share, please:

- ▶ Send an email:
stefanie.seskin@boston.gov
- ▶ Leave a voicemail: 617-635-4574

