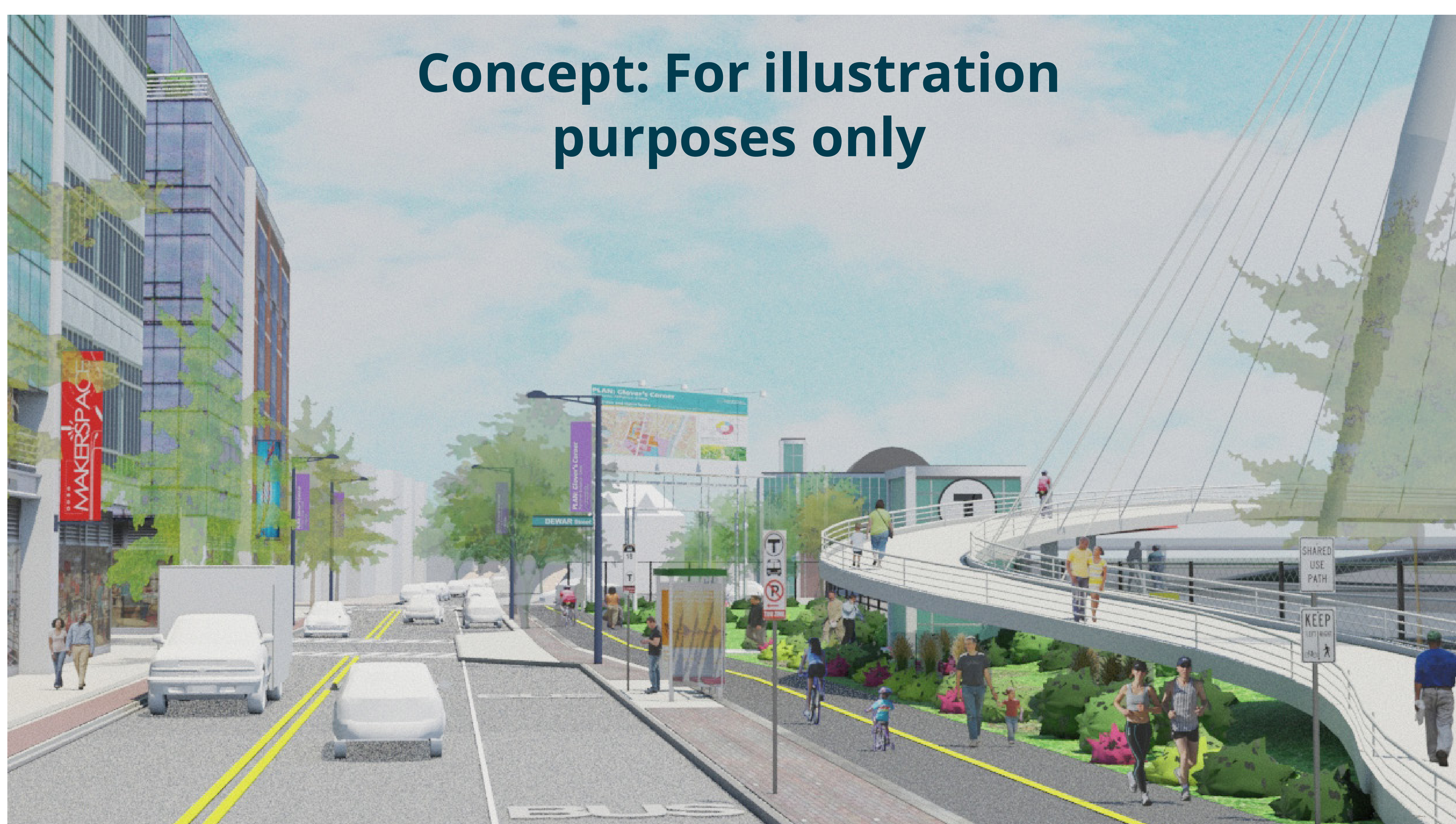


Welcome!

Transportation Ideas & Recommendations

Sign in here and grab an agenda.
Presentation will start at
beginning of meeting.



McConnell Park Bridge Concept

Introduction

Transportation & the PLAN: Glover's Corner Process

Mobility & Transportation Context

Transportation: What We Have Learned

Mobility & Transportation: Background & Goals

PLAN: Glover's Corner

Preserve. Enhance. Grow.

Mobility & Transportation Đi Lại và Chuyên Chở / Mobilidadi & Transpórti



Study Area Context and Transportation Map

Source: BPDA Research

Bản Đồ Khu Vực Nghiên Cứu

Mapa di Ária di Studu

Fast Facts: Transportation

Tra Cứu Nhanh: Chuyên Chở
 Alguns Informason: Transpórti

8 bus routes pass through or near the

8 tuyến xe buýt đi qua hoặc gần Khu Vực Nghiên Cứu
 8 línha di otokaru ta pasa déntu o pértu di Ária di Studu

Study Area served by two stops on the MBTA Red Line

MBTA Tuyến Đỏ / MBTA Lính Burmedju

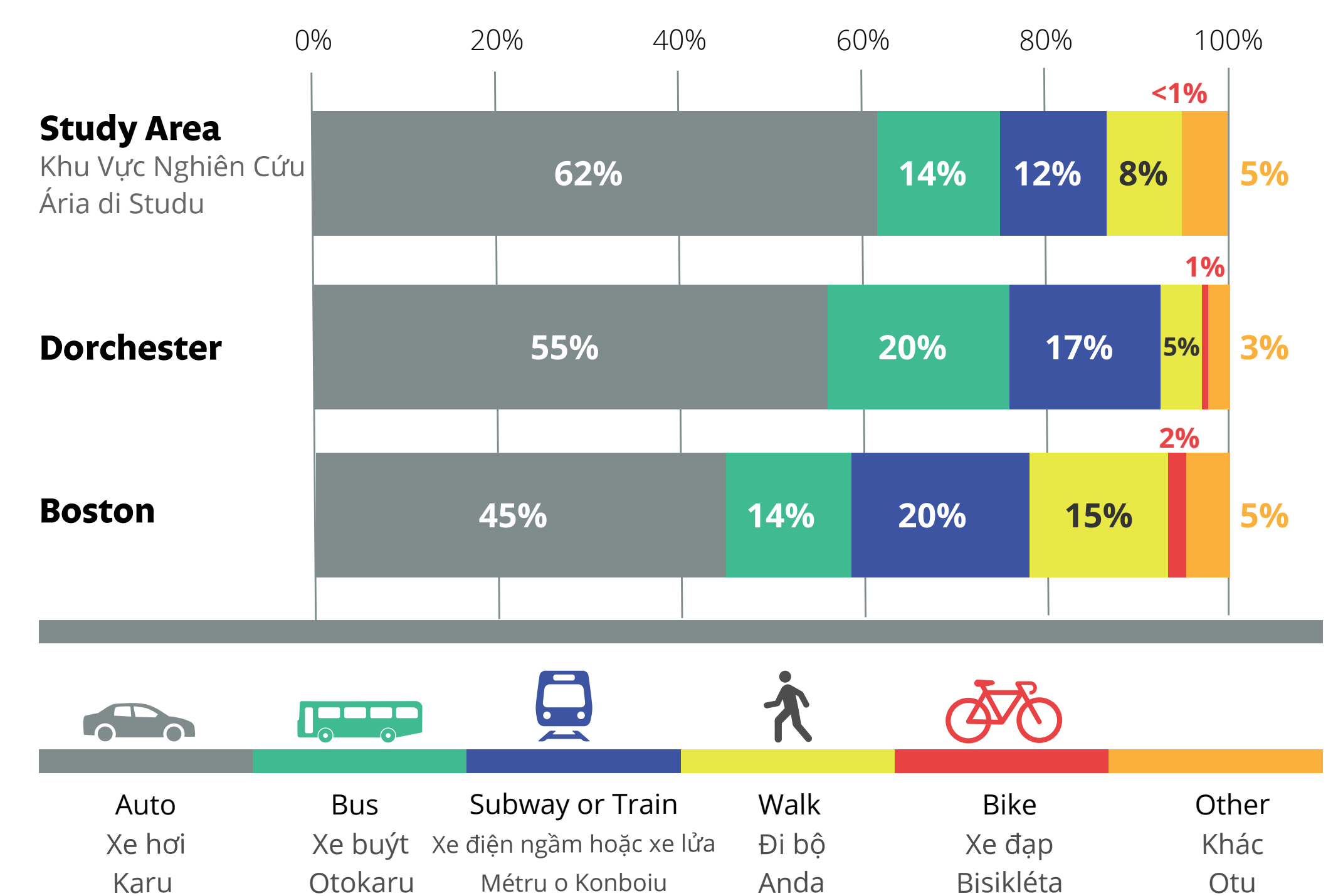
Go Boston 2030 is a City of Boston initiative to envision a bold transportation future for the city. [Learn more at goboston2030.org](http://goboston2030.org)

Go Boston đến năm 2030 là một hoạch định của Thành Phố Boston để phát triển chuyên chở trong tương lai cho thành phố. Tìm hiểu thêm tại goboston2030.org

Go Boston 2030 é un inisiativa di Sidadi di Boston pa imajina un futuru di transpórti vibranti pa sidadi. Vizita goboston2030.org

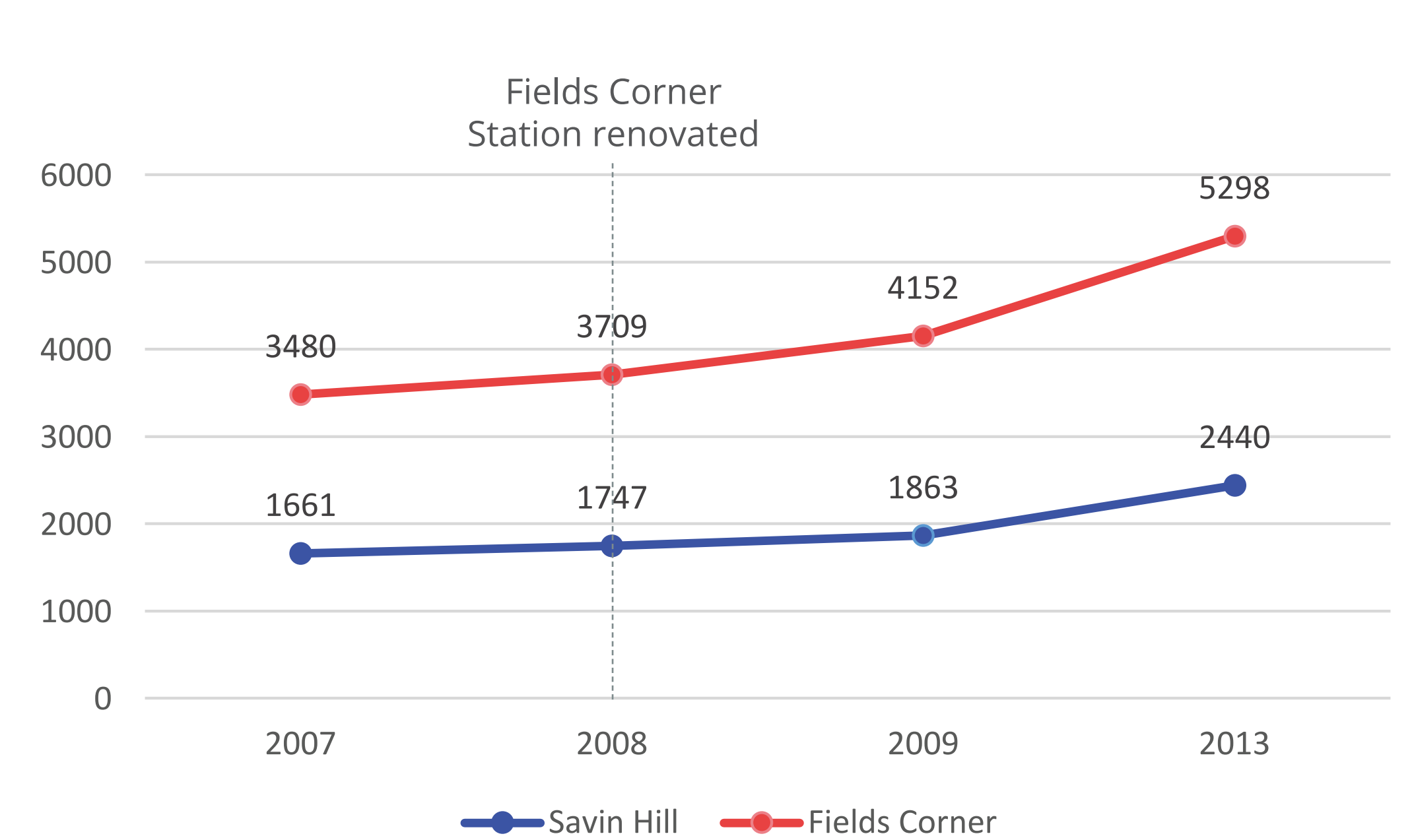
Resident Journey to Work

Phương Tiện Chuyên Chở cho Người Đi Làm
 Meius di Transpórti pa Trabadju



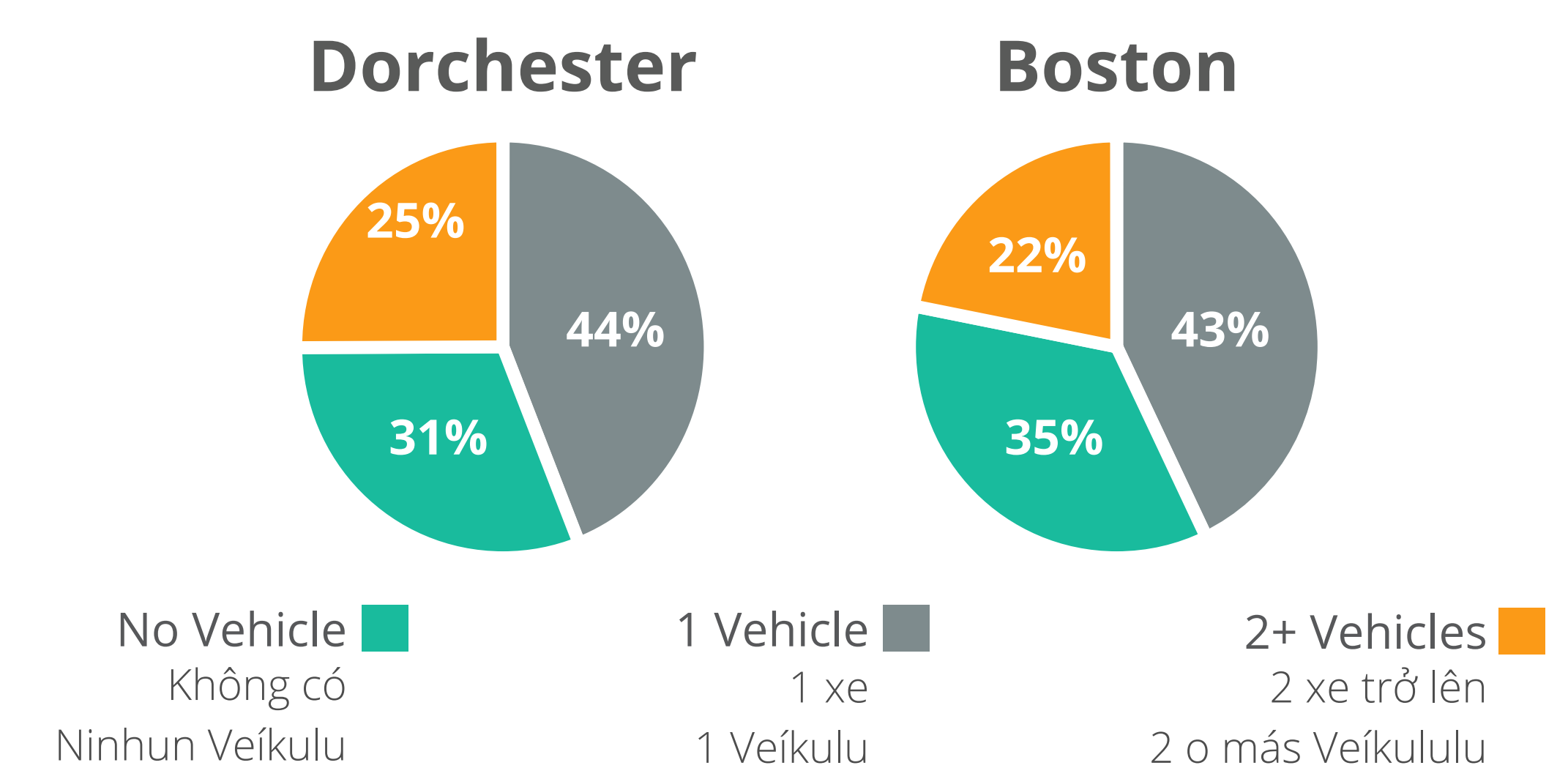
Station Entry Count Trends

Xu Hướng Sử Dụng Trạm Ngừng
 Tendências di Kontajen di Entrada na Stason



Household Car Access

Xe Hơi của Gia Hộ
 Asésu di Familia a Karu



Source: U.S. Census Bureau, 2011-2015 American Community Survey, BPDA Research Division Analysis

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Transportation: What We Have Learned

Transportation Study Timeline

May 2017

Begin to analyze existing transportation conditions for all modes of getting around Glover's Corner

February 2018

Analyze existing transportation conditions with community input. Begin to identify immediate improvement recommendations

Late Spring 2019

Include transportation improvement recommendations in Glover's Corner plan report

November 2017

PLAN: Glover's Corner: Mobility & Connectivity Workshop and Visioning Session

Summer 2018

Model future multi-modal grid for Glover's Corner Study Area

December 2018

Present transportation improvement recommendations and future grid for community input

Ongoing

Transportation study coordination with PLAN: Glover's Corner community planning and engagement timeline

What We Have Heard and Observed

Biking



- Limited bike facilities
- Existing bike facilities are not comfortable for most due to parking conflicts and heavy traffic

We have heard:

- A desire for safer and more comfortable bike accommodations and connections

Driving



- Local and regional traffic from I-93 create congestion on Dorchester Avenue
- Traffic flow is often blocked by turning vehicles and double parking
- Congestion leads to cut-through traffic and speeding on side streets

We have heard:

- Concerns that new development will create even more traffic but agreement that a new network of streets could alleviate traffic on Dorchester Avenue and the rest of the area

Walking



- Narrow and obstructed sidewalks on many side streets
- Crossing Dorchester Avenue is often unsafe and inconvenient

We have heard:

- A desire for a vibrant, walkable Dorchester Avenue, improved safety, and more connections to transit

Transit



- Certain bus routes are unreliable and infrequent
- No bus routes connect directly to Savin Hill Station
- Red Line stations are difficult to access by foot from certain parts of the Study Area

We have heard:

- A desire for better access to transit stations and improved bus service

Mobility & Connectivity Workshop

At this workshop, we discussed the existing conditions for pedestrians, bicyclists, transit riders, and drivers.

During the group activity, participants thought a new street network could help reduce existing congestion. They also expressed the need for improved external connections. Conversations emphasized that any new network should allow everyone to easily walk and bike around and have better access to public transit.



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Mobility & Transportation: Background & Goals

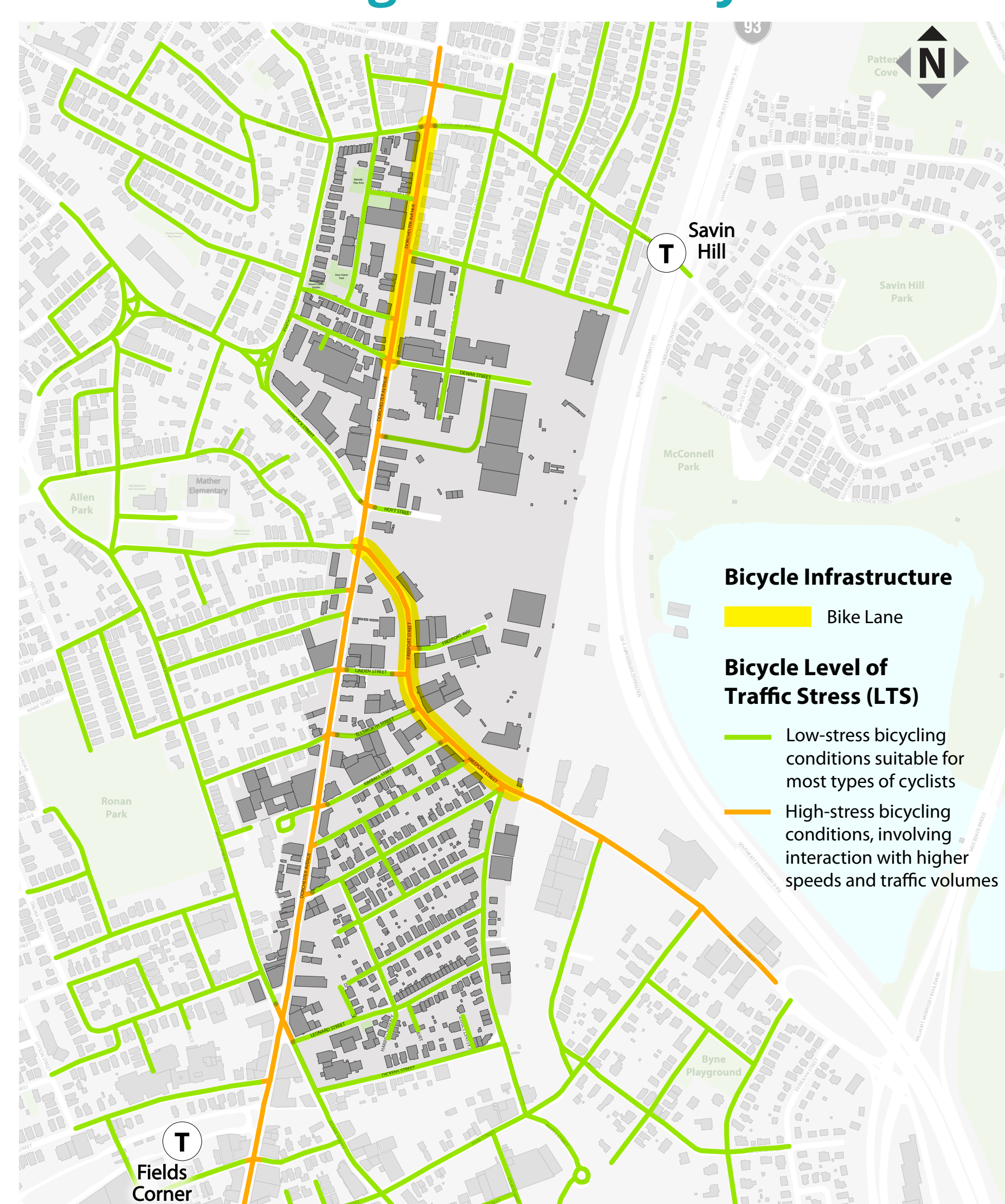
Active Mobility Recommendation:

Ensure safe and comfortable streets that promote walking and biking in the neighborhood and improve access to transit.

Existing Issues

- Many key connections feel uncomfortable to walk or bike
- Lack of wayfinding
- Comprehensive sidewalk network, but many side street sidewalks are too narrow or frequently obstructed
- Insufficient pedestrian crossings along Dorchester Avenue
- Lack of regional bike connections
- Existing bike lanes are uncomfortable and unsafe due to high car traffic and conflicts with parking

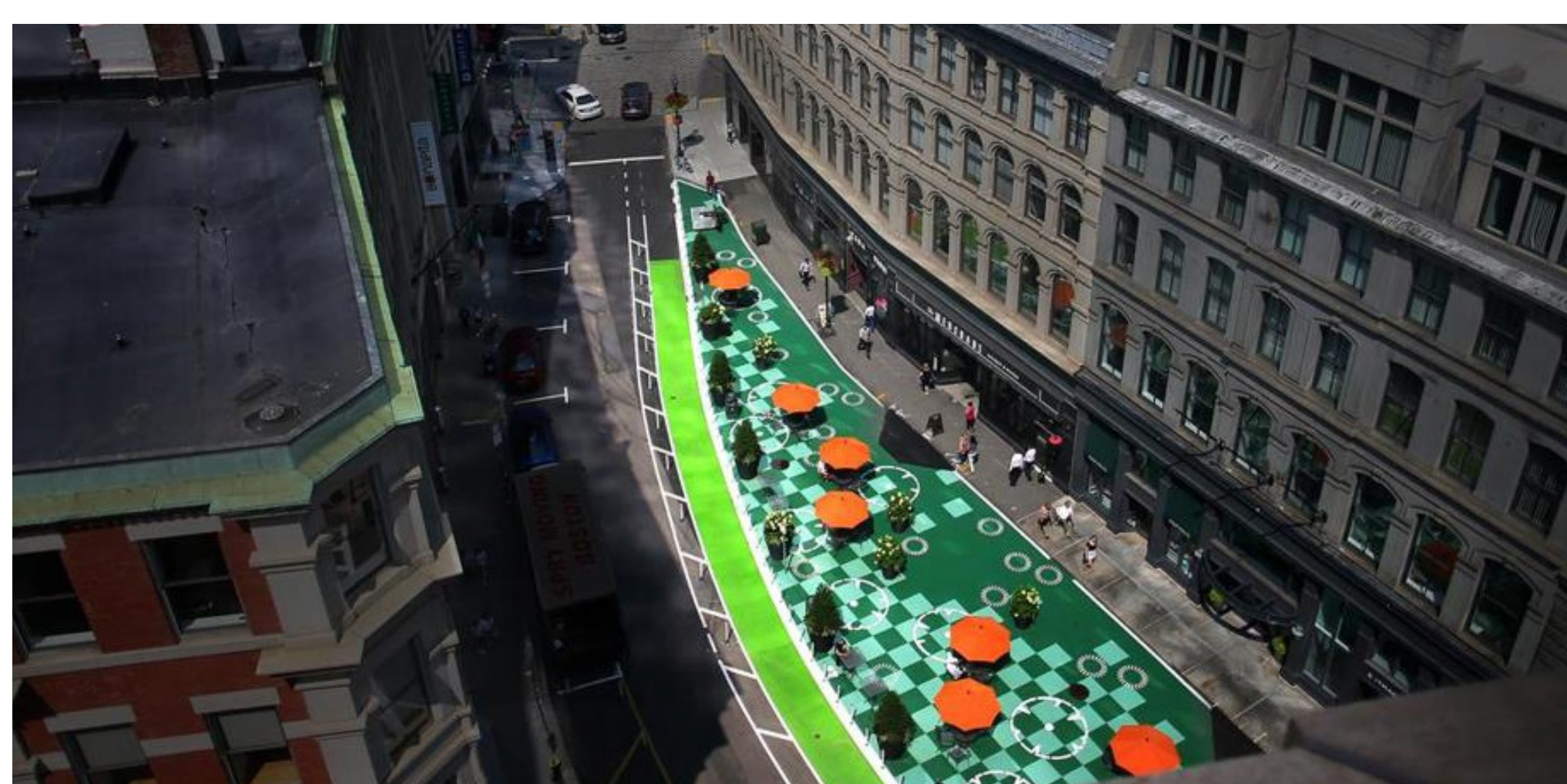
Level of Biking Stress: Study Area



Recommendations Overview

Sidewalk and Public Realm Improvements

- Widen and repair sidewalks in key areas
- Create new public open spaces including plazas and parks
- Improve lighting and add trees, planters, benches, and public art with community maintenance agreements



Improved Bike Network

- Create better bike lanes such as parking-protected lanes or separated cycle-tracks
- Create new bike connections for a more comprehensive bike network
- Expand bike share stations to meet demand



Traffic Calming

- Potential ideas for residential streets include signage, curb bump-outs at intersections, narrower streets, and raised crossings or intersections



Improved Transit Access

- New entrances improve access to stations
- Wide sidewalks, crosswalks, and bike lanes to stations make transit connections comfortable and safe



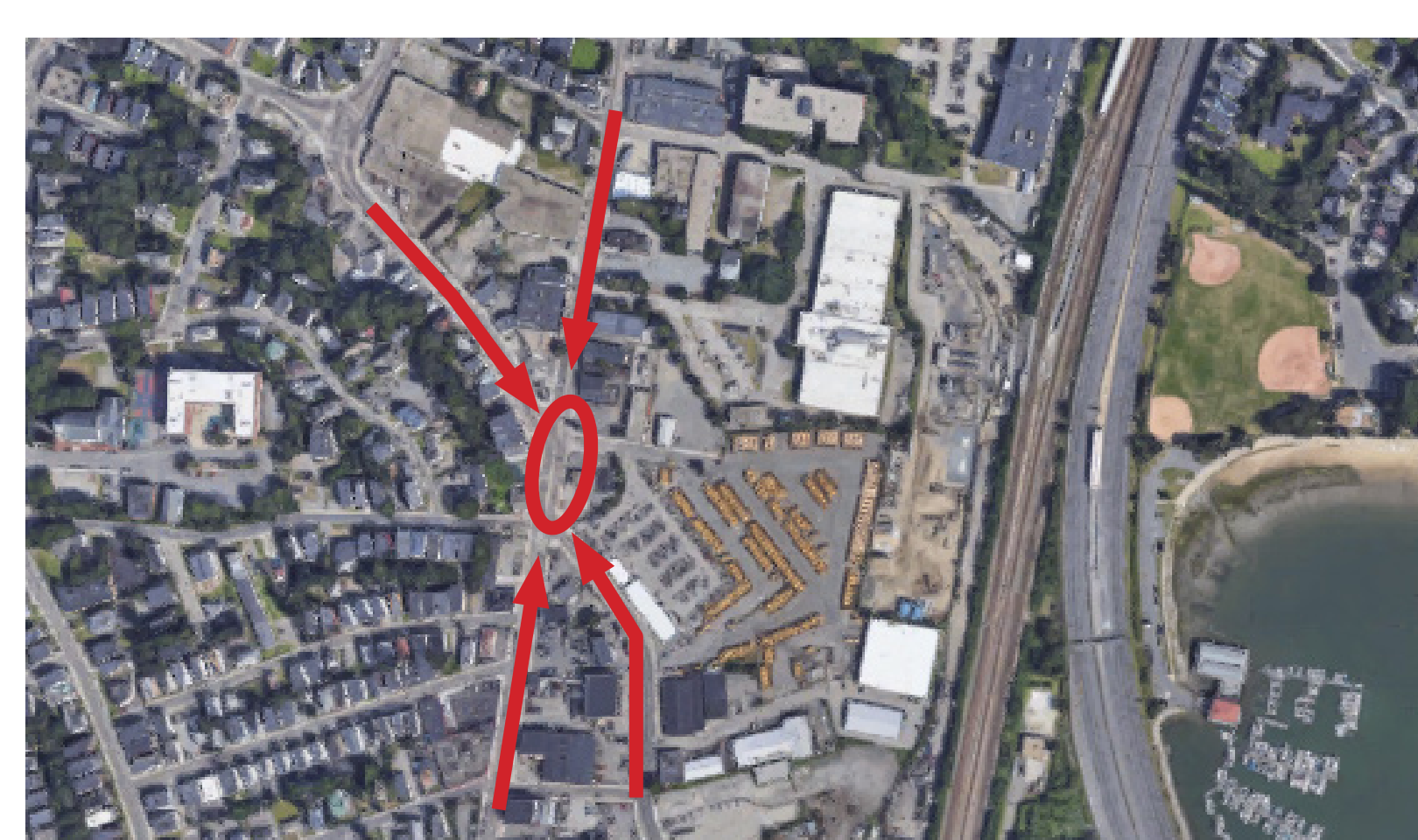
Traffic Management Recommendation:

Create a new network of streets to disperse traffic and implement small interventions to improve curb-side management and intersection operations.

Existing Issues

- Existing geographical strength as the "Crossroads of Dorchester" also funnels both local and regional traffic on Dorchester Avenue, creating congestion
- Traffic congestion is due to a number of other factors:
 - Lack of alternative north-south connections
 - Narrow streets and high-speed cut-through
 - Parking management
 - Misaligned roads

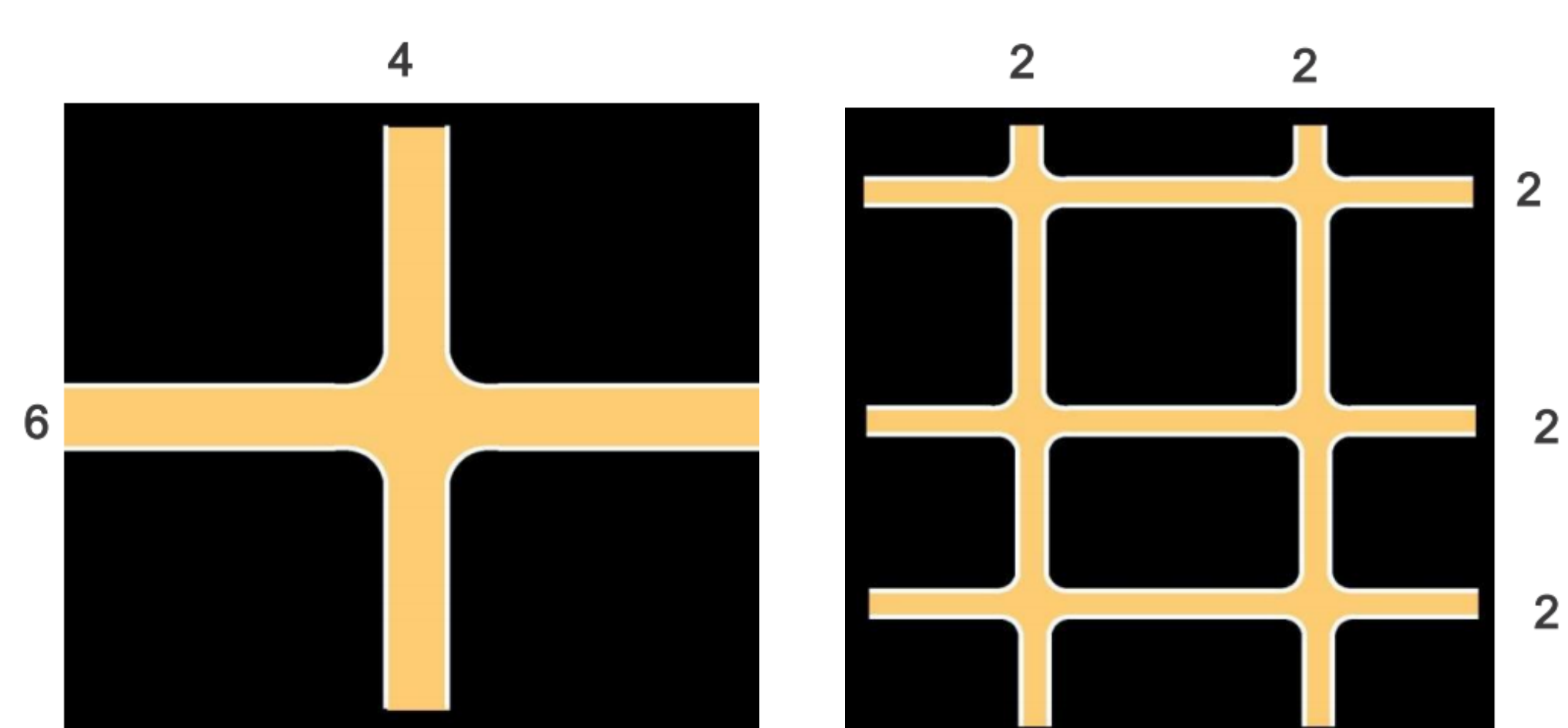
Glover's Corner Pinch Point



Recommendations Overview

Distribute Traffic with Grid Networks

- New streets will alleviate traffic on Dorchester Avenue and create alternative routes to help eliminate bottle-necks



These two street networks each have the same amount of lanes, but the dispersed grid on the right provides more options to drivers and decreases congestion at each individual intersection.

Intersection Improvements

- Turning lanes reduce impacts on flow caused by turning cars
- Sightline improvements, so all users are more visible around corners

Flexible Curb-side Management

- Flexible curbside areas to better manage pick-up and drop-off of passengers or deliveries and help reduce congestion
- Peak-time parking restrictions can give additional roadway space during times of heavy traffic flow

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Implementation of Transportation Improvements

Background

As new development projects are proposed, we work with developers to identify existing transportation-related needs in the surrounding communities. Then, we often ask developers to build, pay for, or contribute to improvements that address these needs. These improvements help to reduce, or mitigate, the impacts of development. These include intersection improvements, traffic studies, enhanced bike facilities, bus shelters, and more.

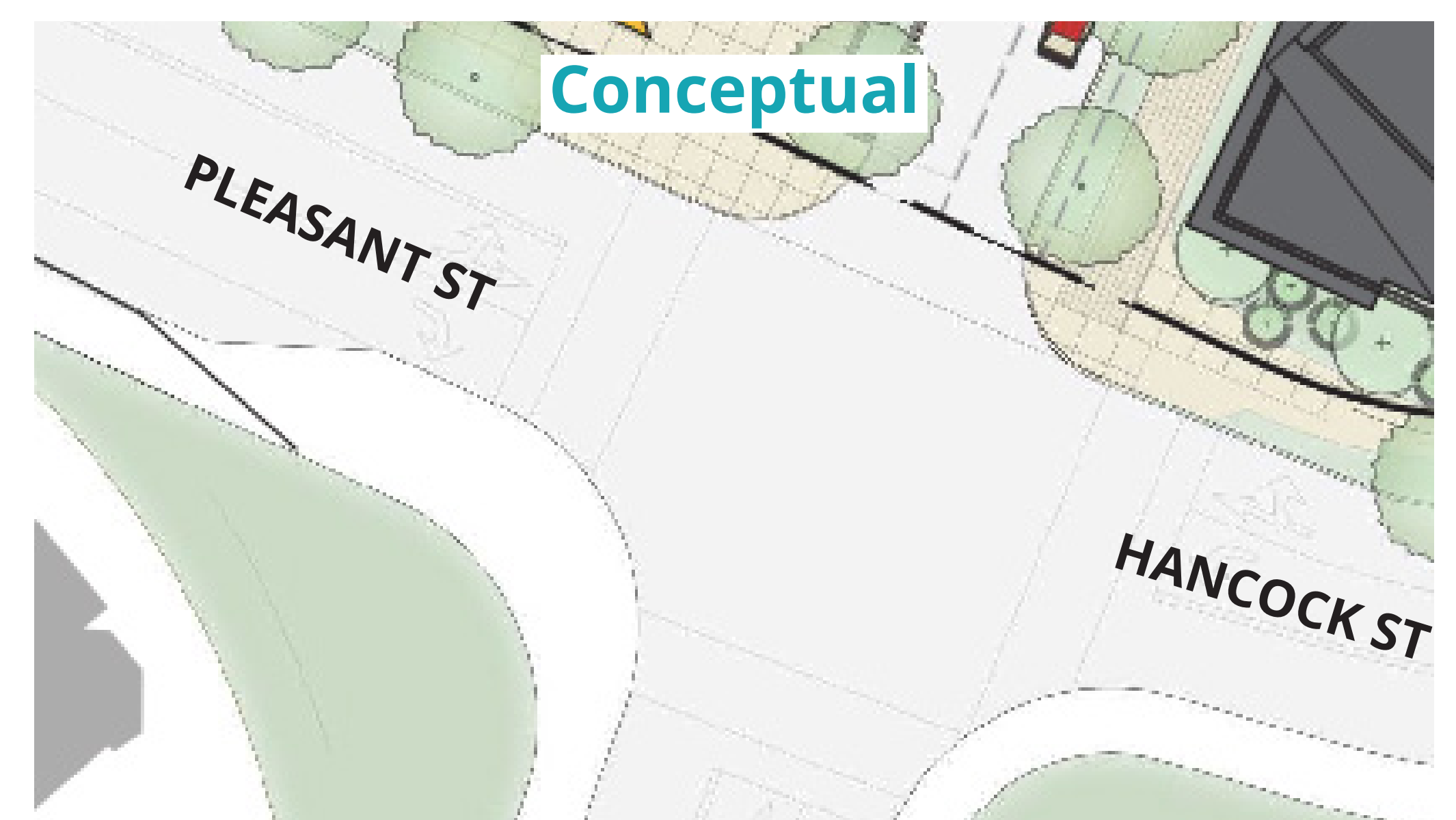
Boston Landing Station

Following the Guest Street Planning Study, the New Balance project built significant improvements, including an improved road network on previously underutilized industrial land and the new Boston Landing Commuter Rail Station.



Pleasant St/Hancock St

As part of the Dot Block redevelopment project, the intersection of Pleasant Street and Hancock Street will be realigned, normalized, and made safer for all users. The redesign includes new open space and shorter pedestrian crossings.



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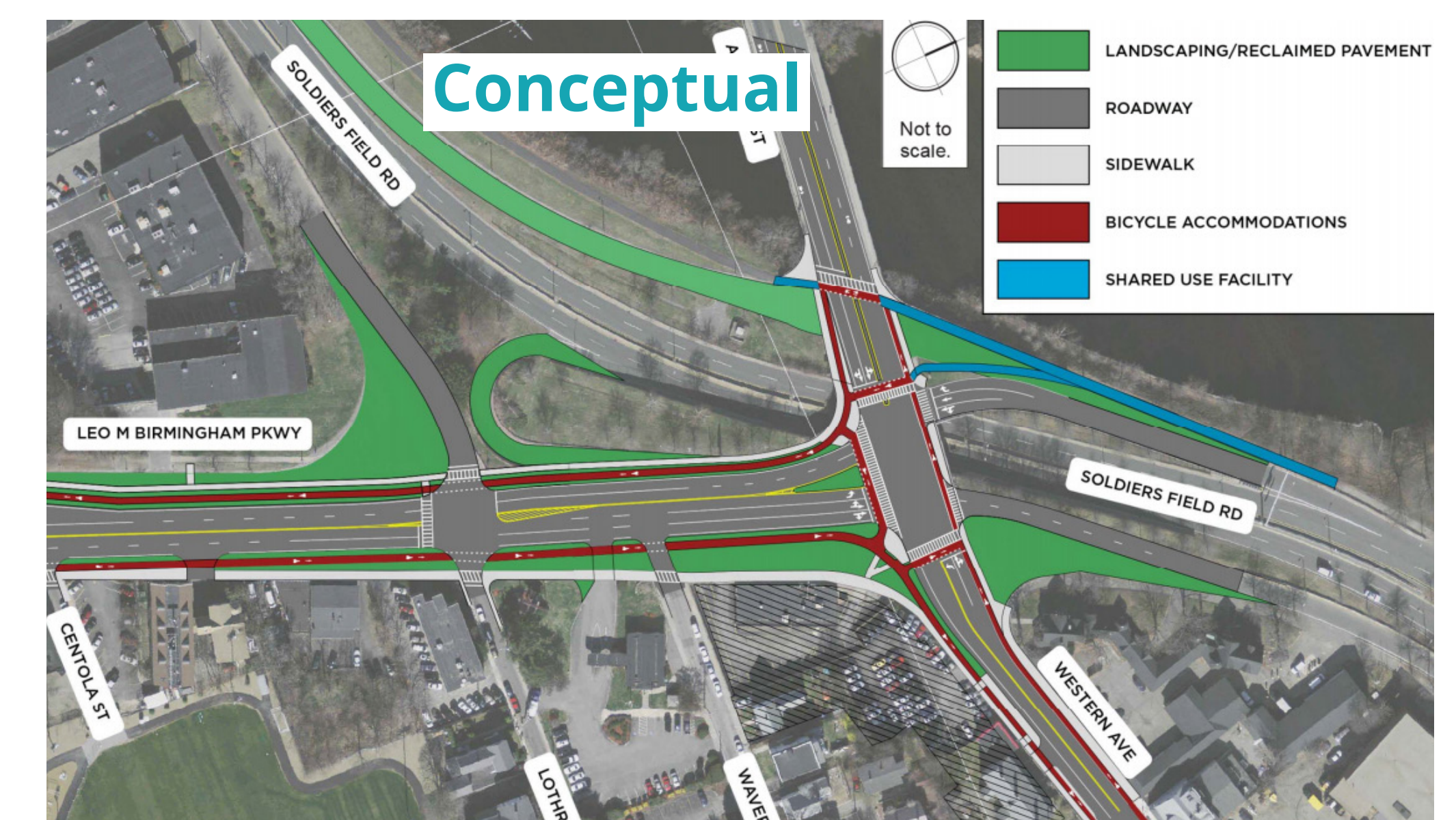
JFK/UMass Station

The development project at 135 Morrissey Boulevard will fund a public realm study of the JFK/UMass Station to enhance and improve operations and access. The development mitigation will also include several immediate action items to be implemented with the study.



Pooled Improvement Funds

In Allston-Brighton, redesign ideas at Western Avenue, Soldiers Field Road, and the Birmingham Parkway are being explored. This effort involves the City, State, and private developers working in collaboration to maintain traffic operations and improve bike and pedestrian safety and connections.



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Improvement Recommendations

Improvements to Getting Around Glover's Corner for All Modes

Go Boston 2030

Near-Term Improvement Recommendations

Long-Term Improvement Recommendations

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Go Boston 2030



Go Boston 2030 is the City of Boston's long-term transportation action plan from 2017 that envisions a bold transportation future for the next 5, 10, and 15 years.

The plan proposes 58 transportation projects and policies that are designed to expand access to connected transportation options, improve safety, and provide high-quality transportation for all.

These **projects and policies** address needs throughout Boston. Many will benefit Dorchester and Glover's Corner specifically, including the following **Action Plan Projects**:

- Red Line service improvements (1)
- Walk- and bike-friendly main streets (2)
- Development-financed funds for multimodal transportation improvements (3)
- Vision Zero: Safe crossings and slow streets (4)
- Smart signals on Dorchester Avenue
- Bus service reliability improvements
- Better bike corridors & bikeshare expansion
- Climate adaptation requirements
- Neighborhood mobility micro-HUBs

3. Transportation Improvements Supported by Development



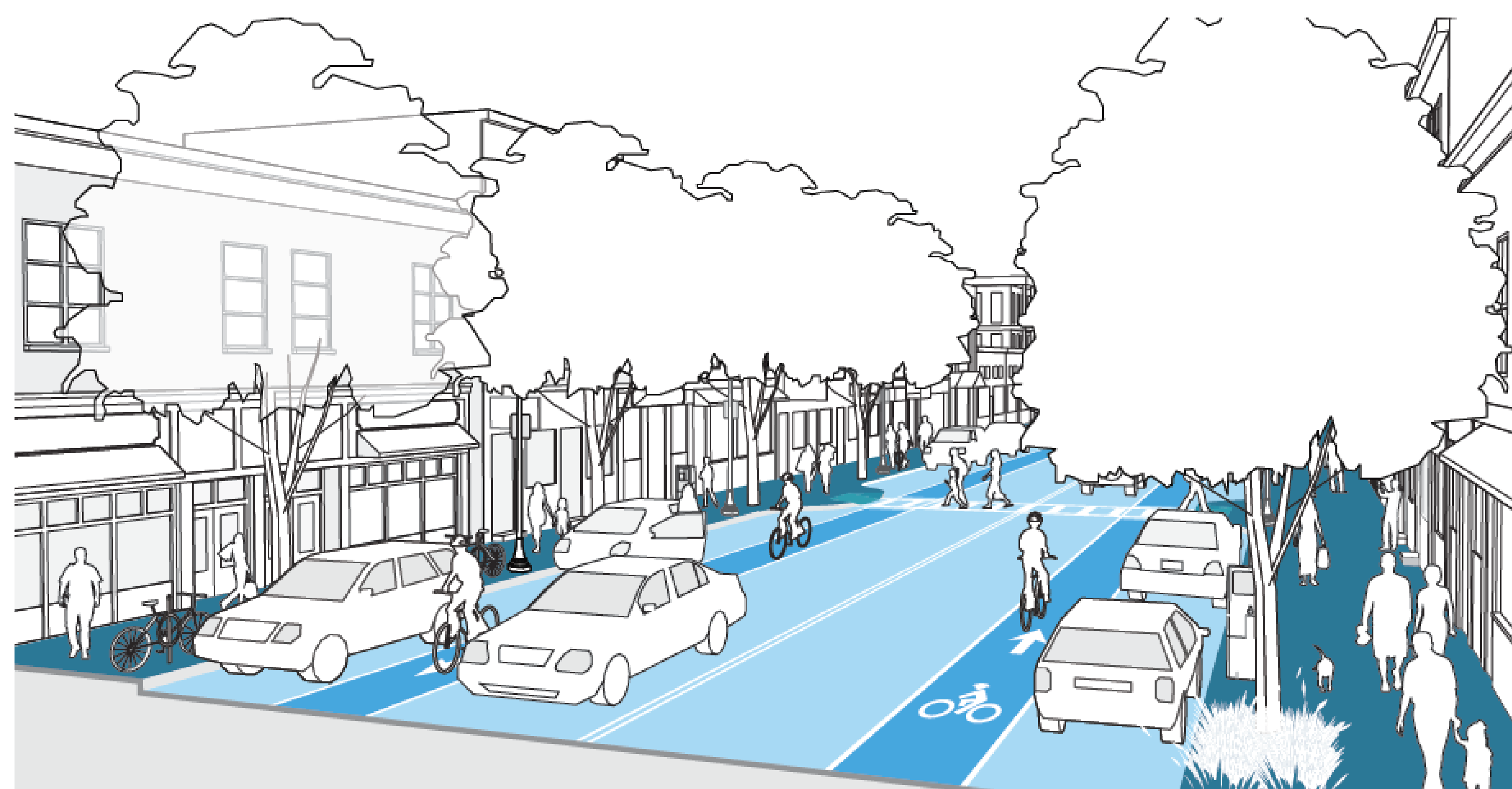
Action Plan Project to incentivize more non-auto travel and infrastructure as part of new land developments. Working with developers to create transportation improvements alongside building projects can improve how Bostonians get around throughout the city.

1. Red Line Service Improvements



Action Plan Project to increase capacity, service, and reliability along the entire line. New cars, tracks, and signal improvements will allow the Red Line to accommodate more transit riders during peak hours and reduce delays.

2. Walk/Bike-Friendly Main Streets



Action Plan Project to incentivize walking and biking in local business districts throughout the city. Improved safety and comfort can encourage active and vibrant uses along these priority corridors for urban placemaking.

4. Vision Zero Safety Initiative



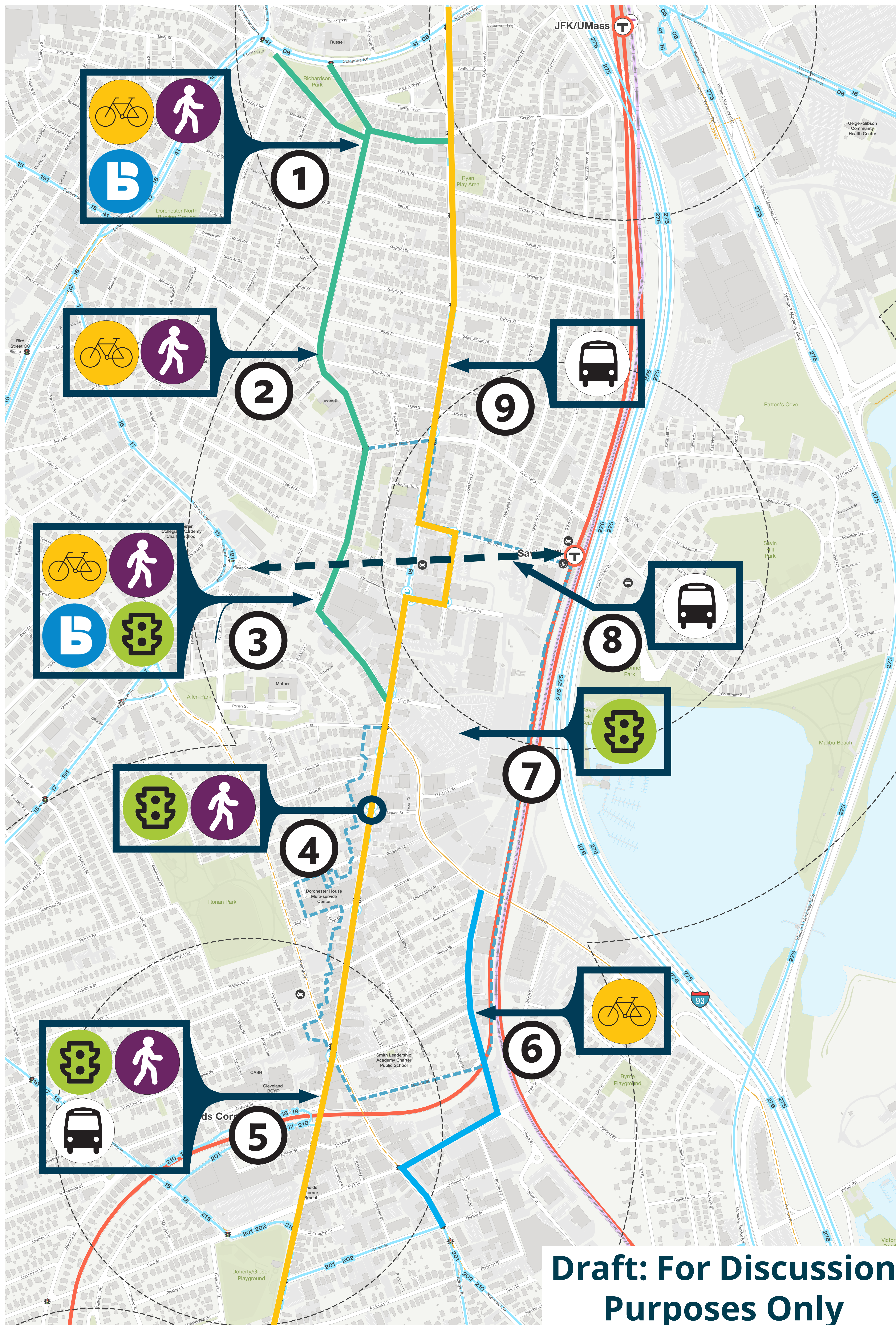
Action Plan Project to prioritize vulnerable road users along corridors with significant safety concerns. These improvements are carried out with the goal of eliminating all traffic fatalities and injuries across Boston.

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Near-Term Improvement Recommendations

Map of Draft Recommended Near-Term Improvements



1. Pleasant Street/Pond Street/ East Cottage Street intersection improvements

Recommendations include an intersection realignment to reclaim public space, shorten pedestrian crossings, and improve bike safety.

2. Pleasant Street corridor improvements

Recommendations include traffic calming to reduce high-speed cut-through traffic, improve visibility, and accessibility improvements. Pleasant Street bike improvements and links to Columbia Road and Dorchester Avenue would improve bike connectivity.

3. Dot Block development

Development mitigation through the Dot Block project includes a new Bluebikes Station on site, as well as intersection safety improvements at the Pleasant/Hancock Street intersection.

4. Traffic signal at Linden Street/ Dorchester Avenue

This would improve traffic flow and allow for a safe pedestrian and bike crossing at this intersection.

5. Fields Corner multimodal improvements

Recommendations for redesigning the intersection include relocating bus stops, introducing turn restrictions and turn lanes, and creating new pedestrian connections to the Fields Corner Station.

6. East Dorchester bike connections

Recommendations include new bike lanes on Clayton Street, Park Street, and Adams Street to connect existing lanes on Neponset Avenue and Freepoint Street.

7. New school bus connection pilot

This recommendation would re-route some school buses to avoid the Glover's Corner intersection in the near-term.

8. Route #15 extension to Savin Hill Station

Extending this bus to connect at the Savin Hill Station would connect a key cross-town bus to the Red Line.

9. MBTA route #18 improvements

This recommendation would realign the route, such as staying on Dorchester Avenue instead of looping around Fields Corner Station, and reconsider other stop placement to improve reliability and service.

10. Wayfinding (throughout study area)

Improved wayfinding helps to reinforce the character of the neighborhood by pointing out key landmarks and connections.

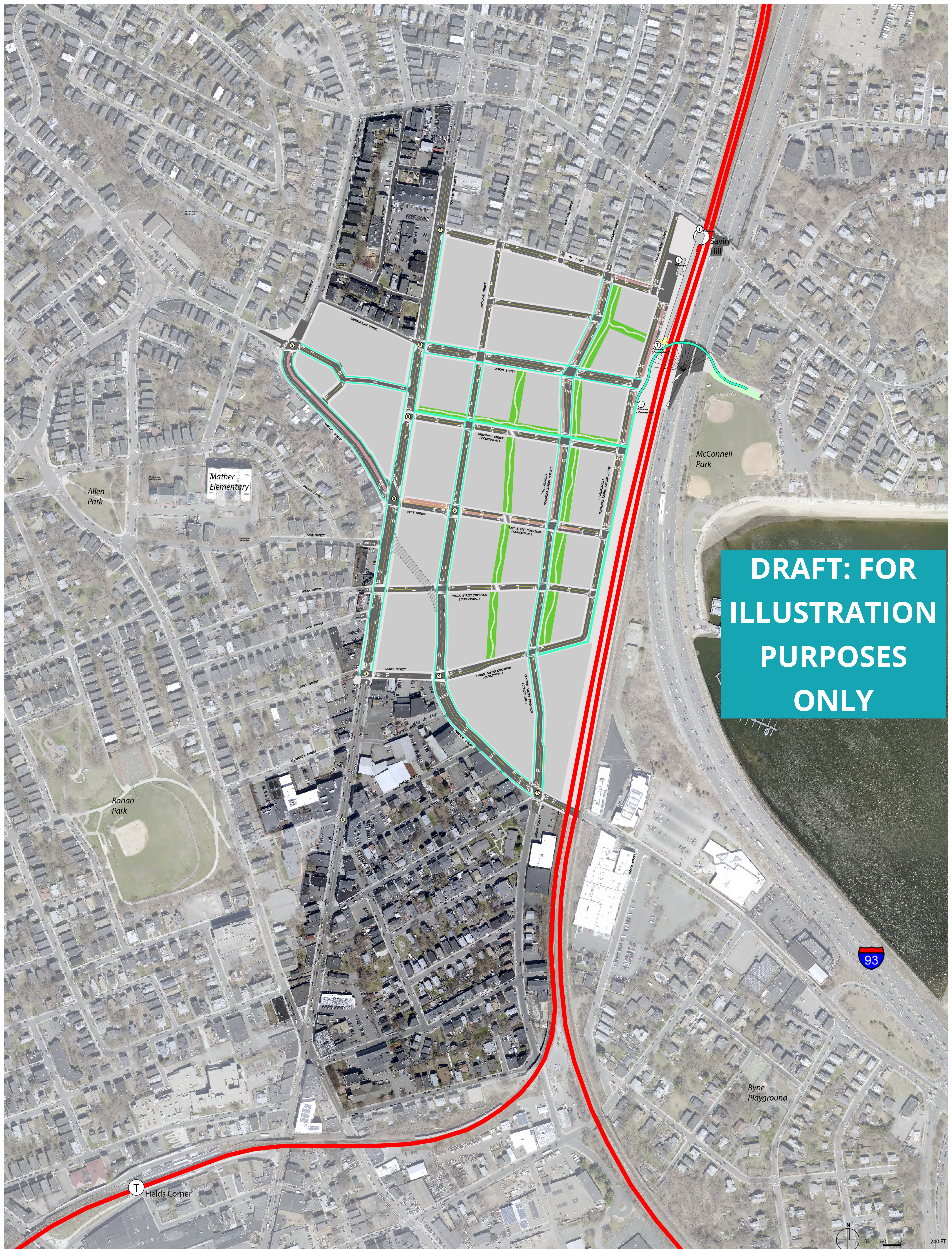
Legend

- | | |
|--|--|
|  Transit Improvement |  Pedestrian Improvement |
|  New BlueBikes Station |  Intersection Improvement |
|  Bike Improvement |  Corridor Improvements |

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Long-Term Improvement Recommendations



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Conceptual Glover's Grid: Key Features

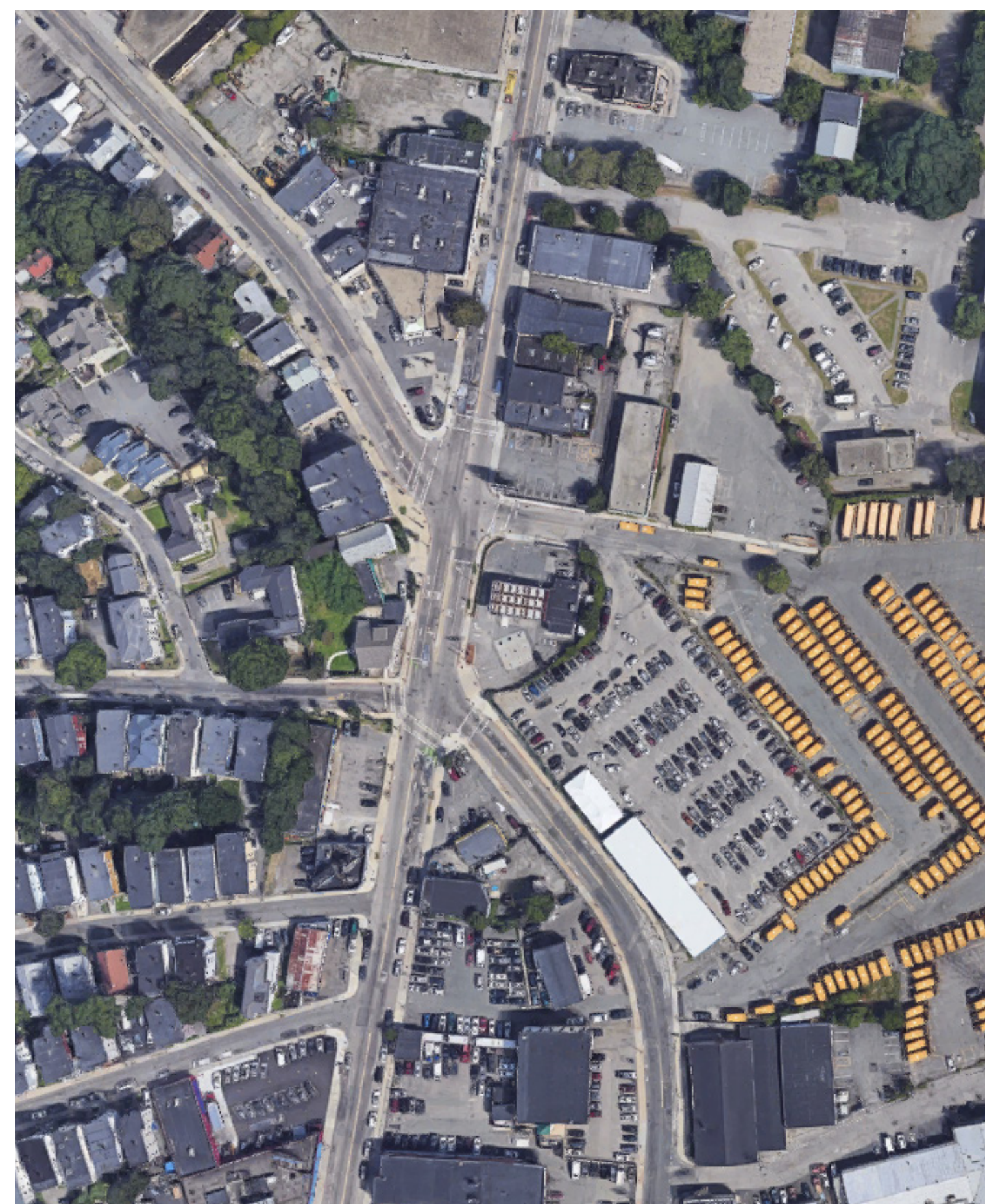
Glover's Corner

Glover's Corner build-out includes a realigned Dorchester Avenue/Hancock Street/Hoyt Street/Freeport Street intersection.

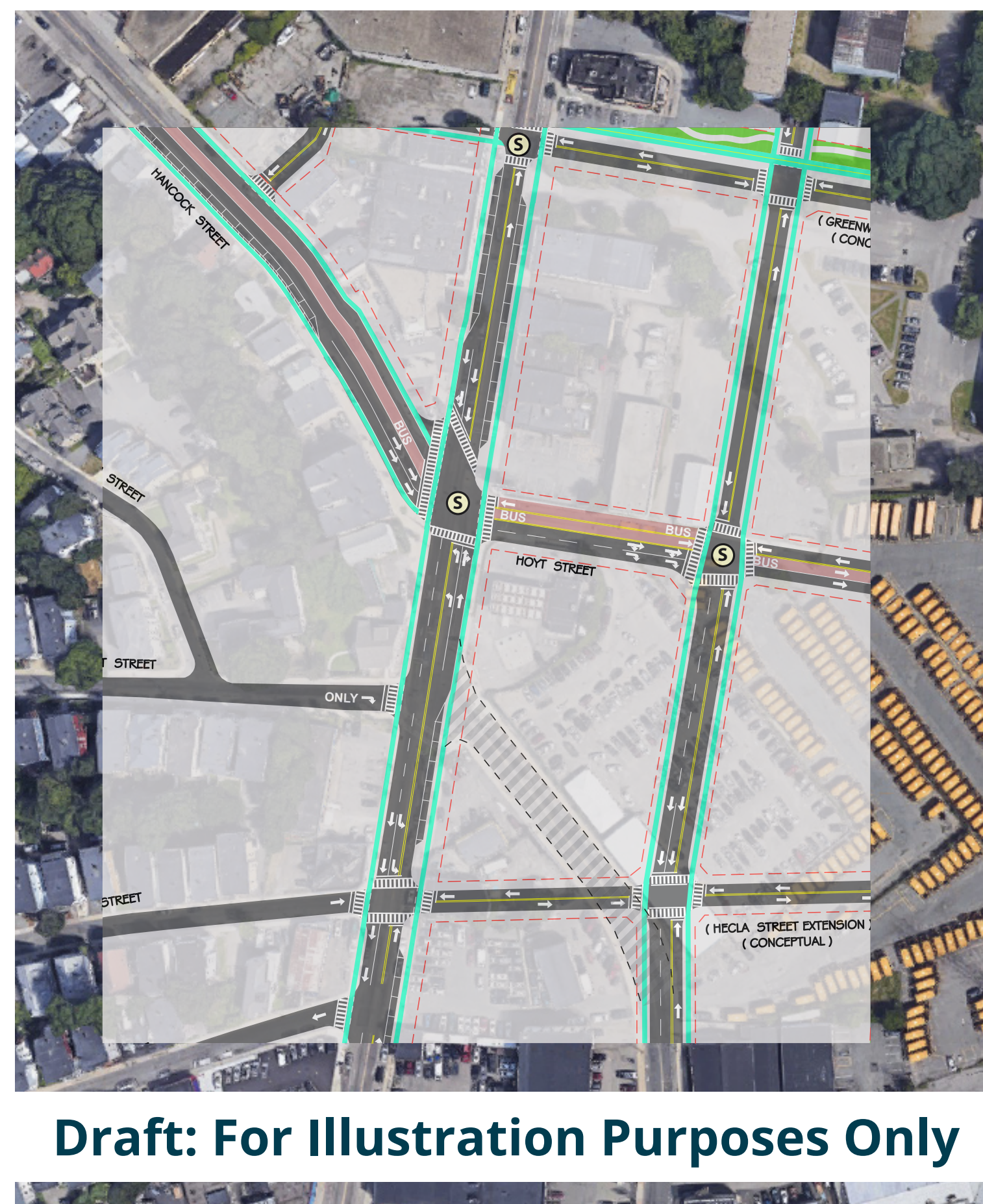
This realignment simplifies traffic conditions, improves safety significantly for all users, and reduces congestion. Modeled conditions show measurable operational improvements with coordinated growth.

Additionally, safe bike and pedestrian conditions are prioritized through the realigned intersection.

Conceptual Realigned Glover's Corner Intersection



Existing Condition



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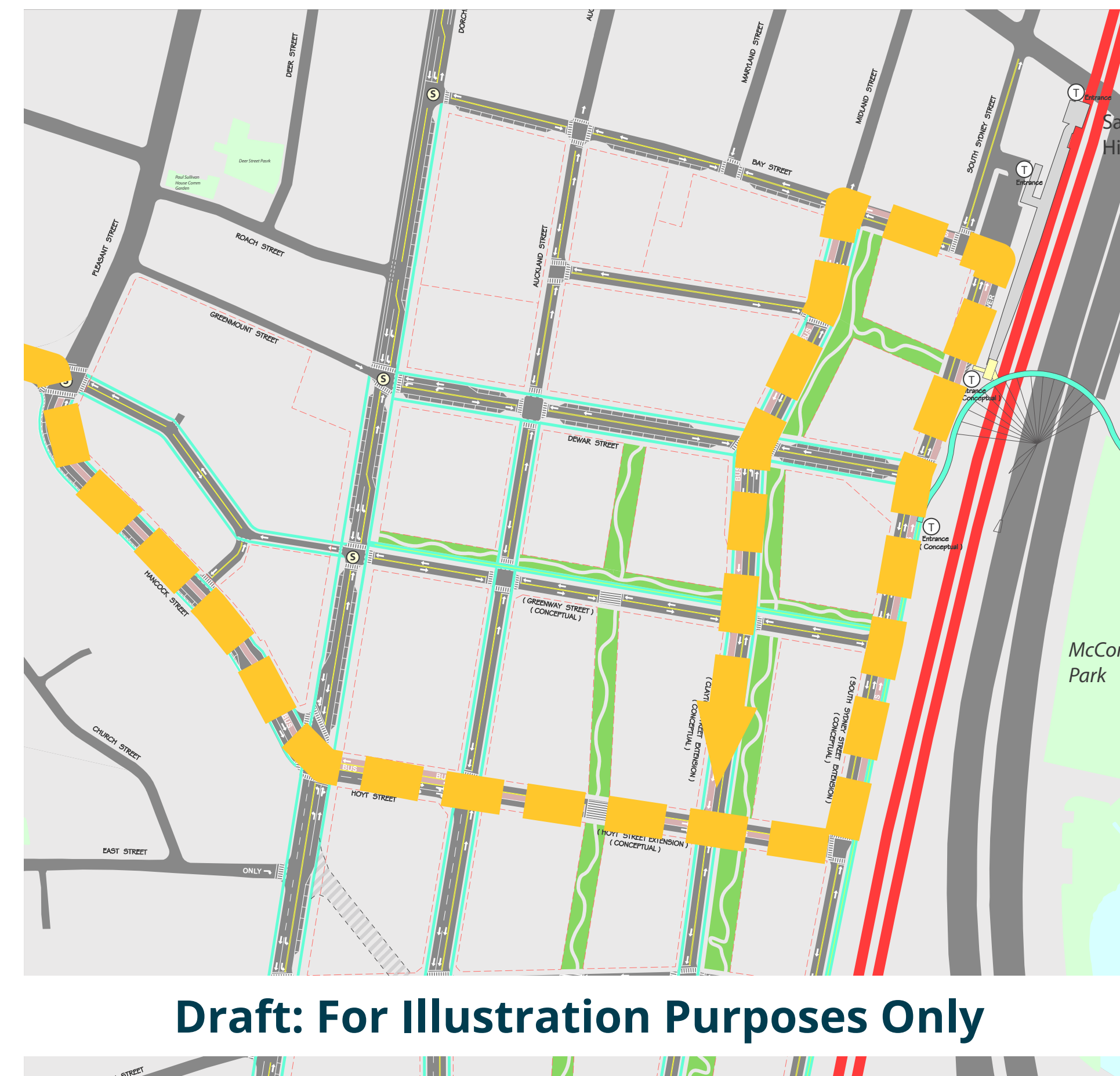
Conceptual Realignment

Transit

The conceptual Glover's Corner grid build-out includes bus-only lanes on Hancock Street, Hoyt Street, Clayton Street Extension, Bay Street, and South Sydney Street.

These lanes will provide reliable connectivity on the MBTA Key Bus Route #15 from the Red Line at Savin Hill Station cross-town to the Orange Line at Ruggles Station. This will connect the Orange Line, Silver Line, Commuter Rail, and other local and key bus routes to Dorchester and Glover's Corner.

Conceptual Bus-Only Lanes to Savin Hill Station



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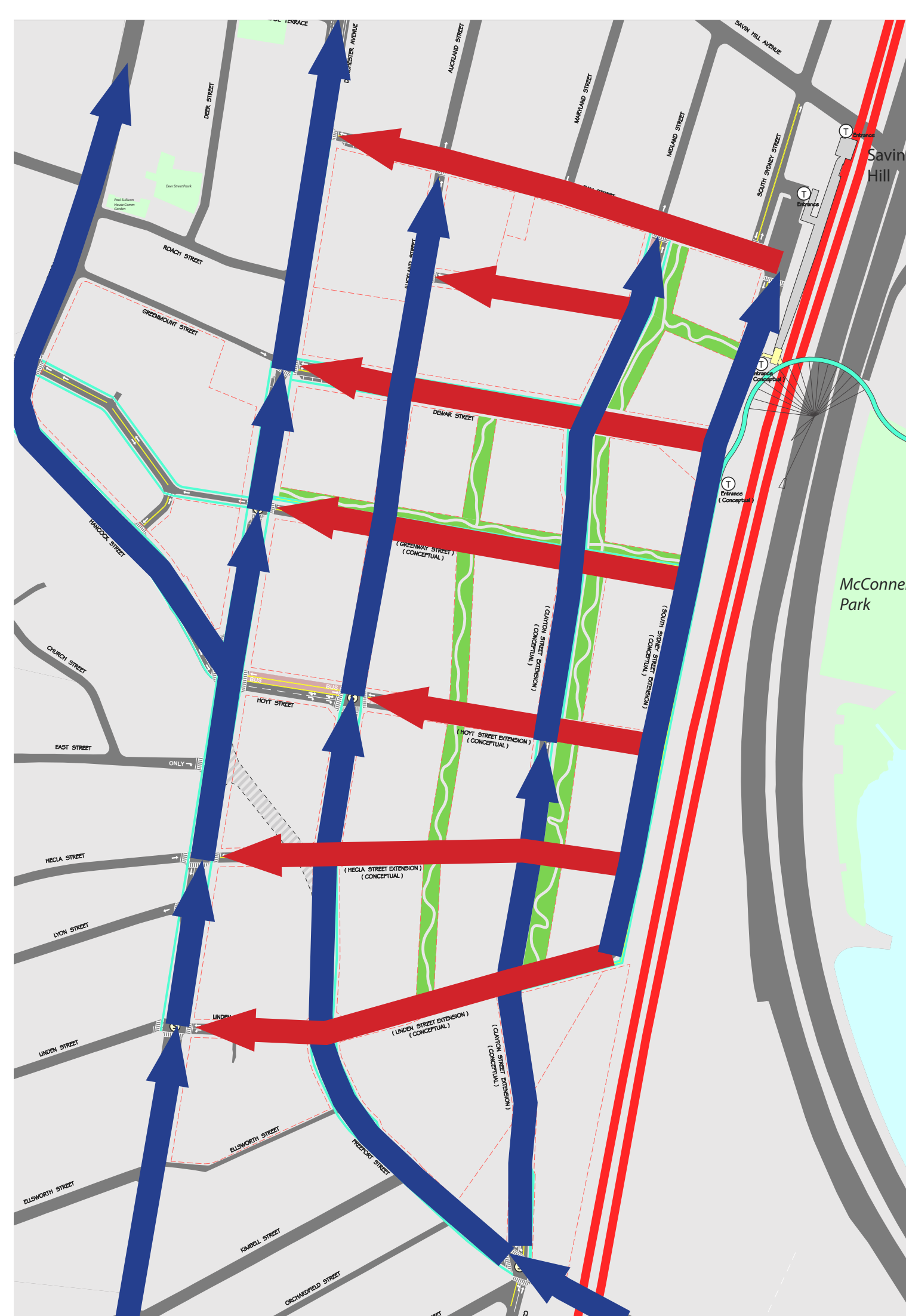
Traffic

Traffic is able to disperse more with a grid configuration. The conceptual Clayton Street Extension and a realigned conceptual Freeport Street take pressure off Dorchester Avenue with new North-South options.

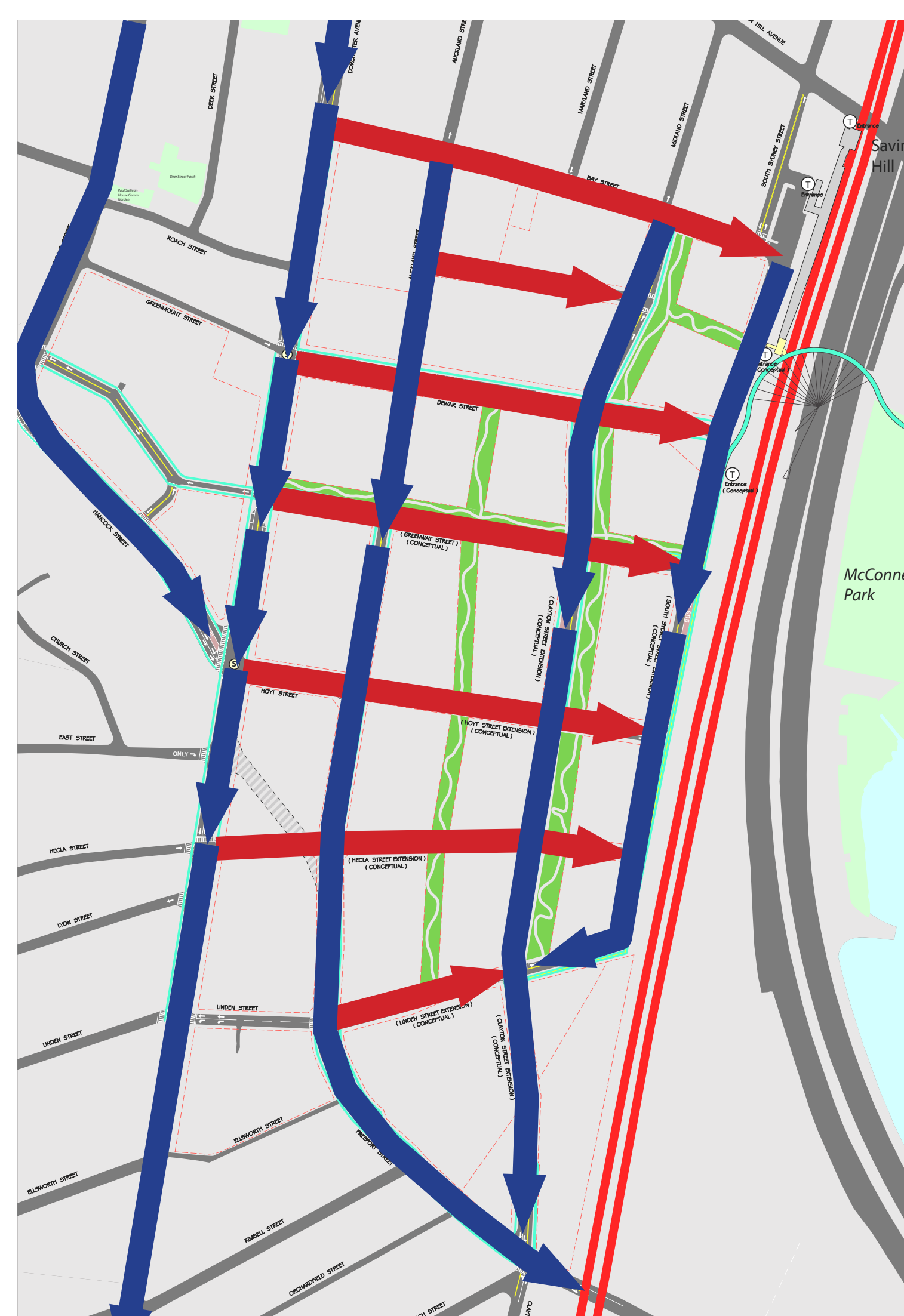
Many turning options disperse impacts from any one intersection.

Modeled grid shows traffic and safety improve from today's conditions, including managing anticipated growth efficiently and safely.

Conceptual North (left) and South (right) Traffic Distribution



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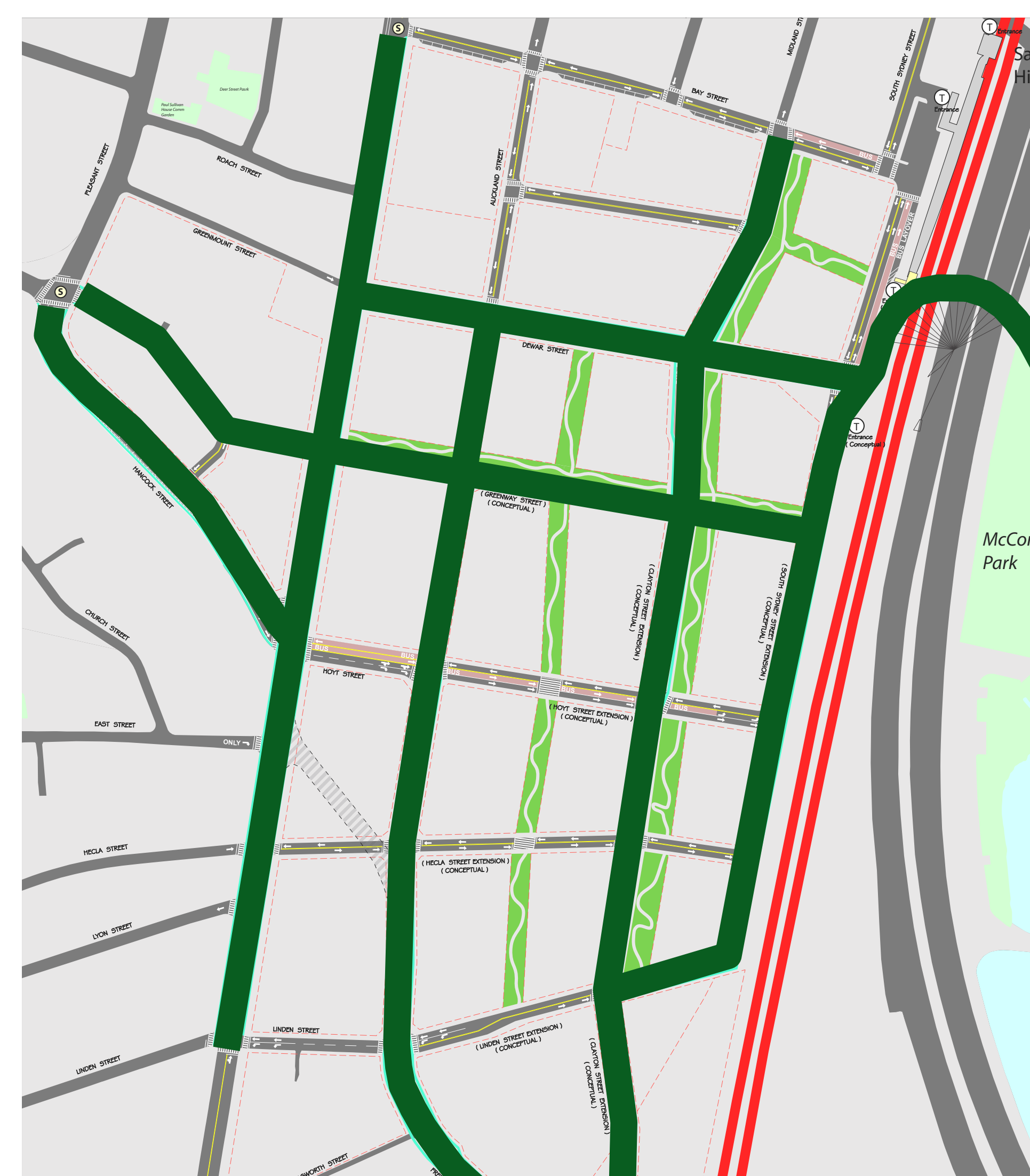
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Walk & Bike

The conceptual Glover's Corner grid will follow Boston's Complete Streets Guidelines. Wide, comfortable sidewalks are planned, as well as a connected network of separated bike lanes.

Additionally, walking and bicycling connections to the Savin Hill Station will be direct and comfortable.

Conceptual New Bike & Green Connections



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Envisioning the Glover's Corner Grid

1. Clayton Street Extension



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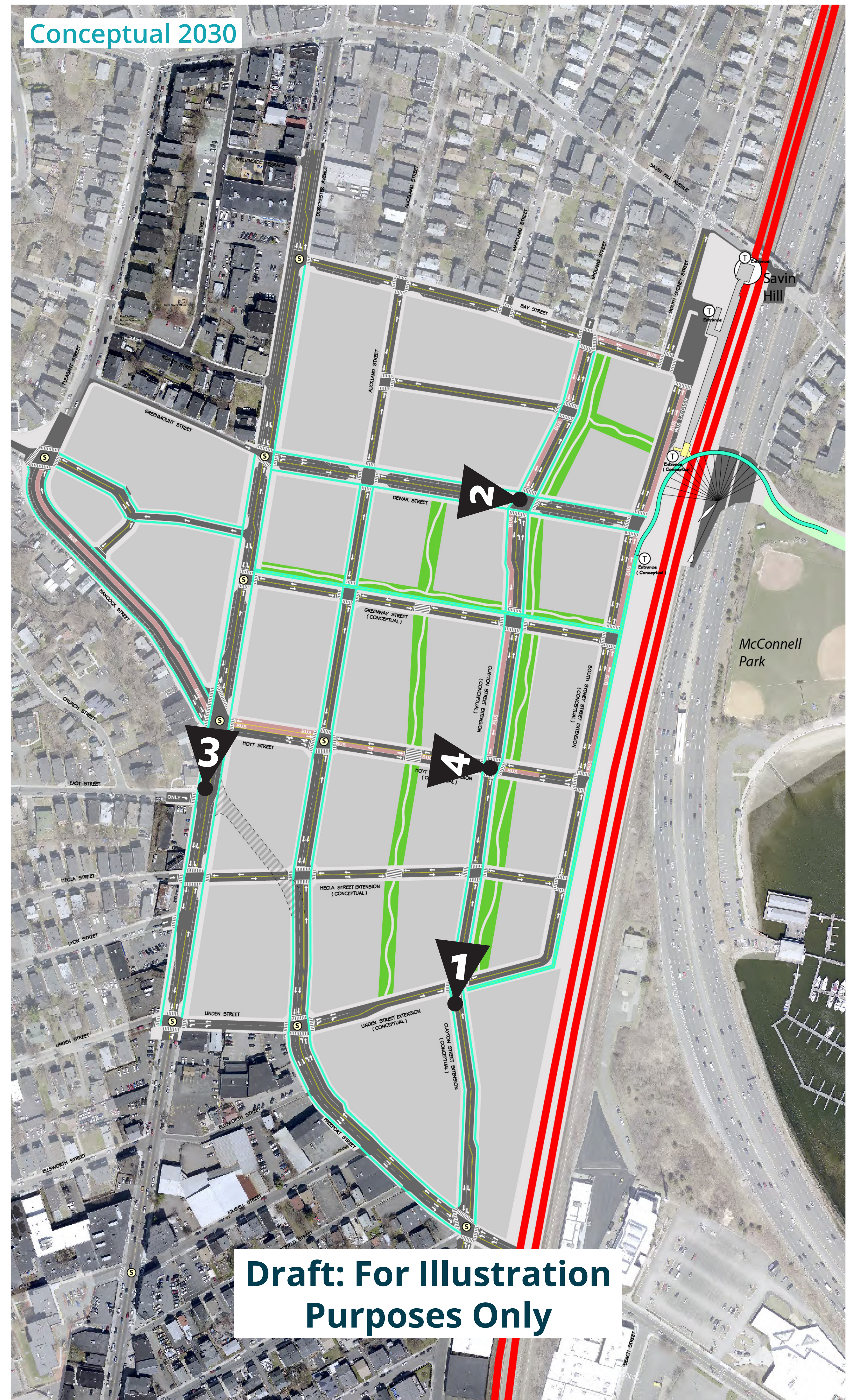
Study Area Over Time: 1921, 2014, conceptual 2030



2. Dewar Street



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3. Dorchester Avenue



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4. Hoyt Street



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PLAN: Glover's Corner

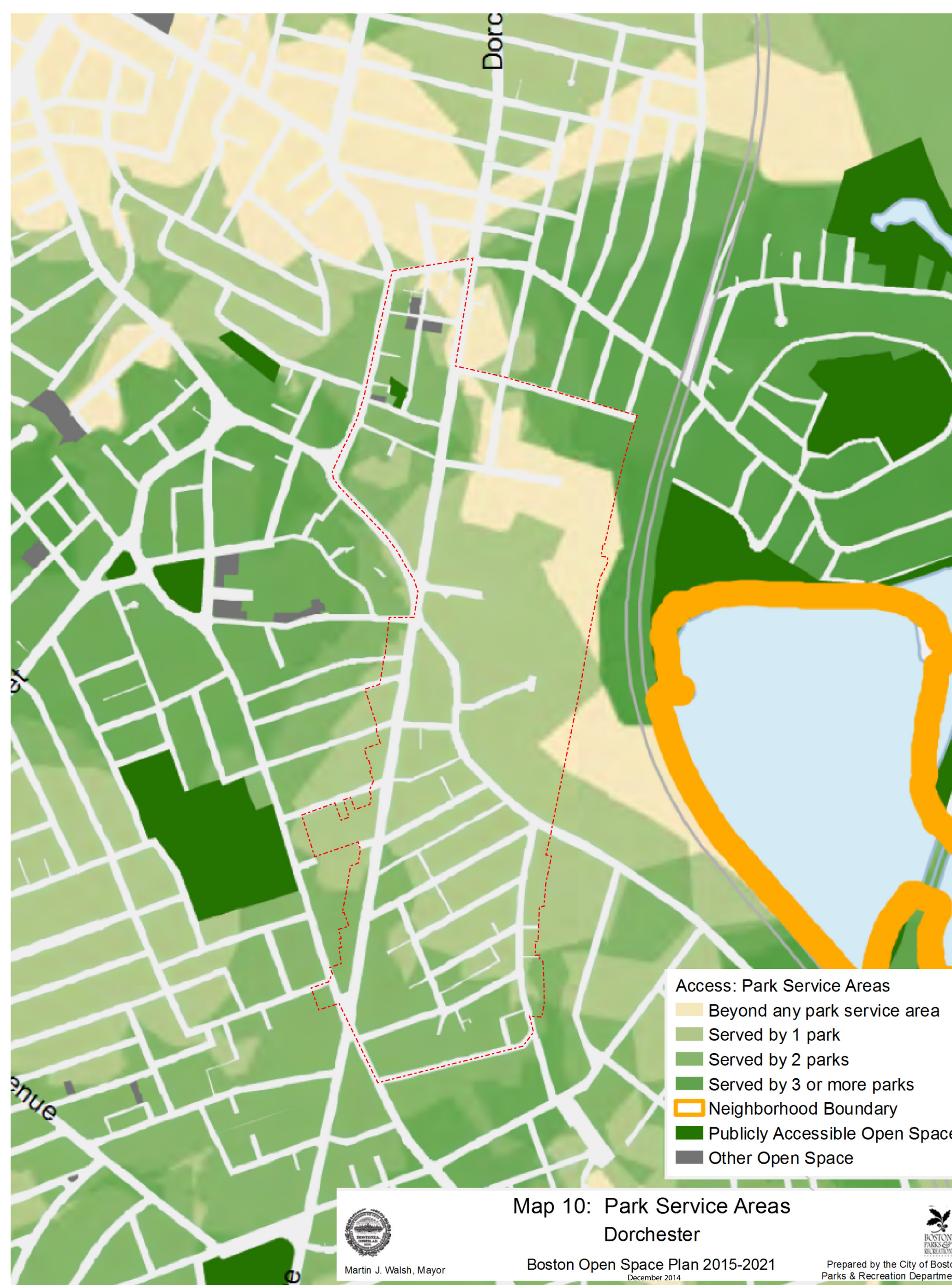
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McConnell Park Bike and Pedestrian Bridge

What We Have Learned

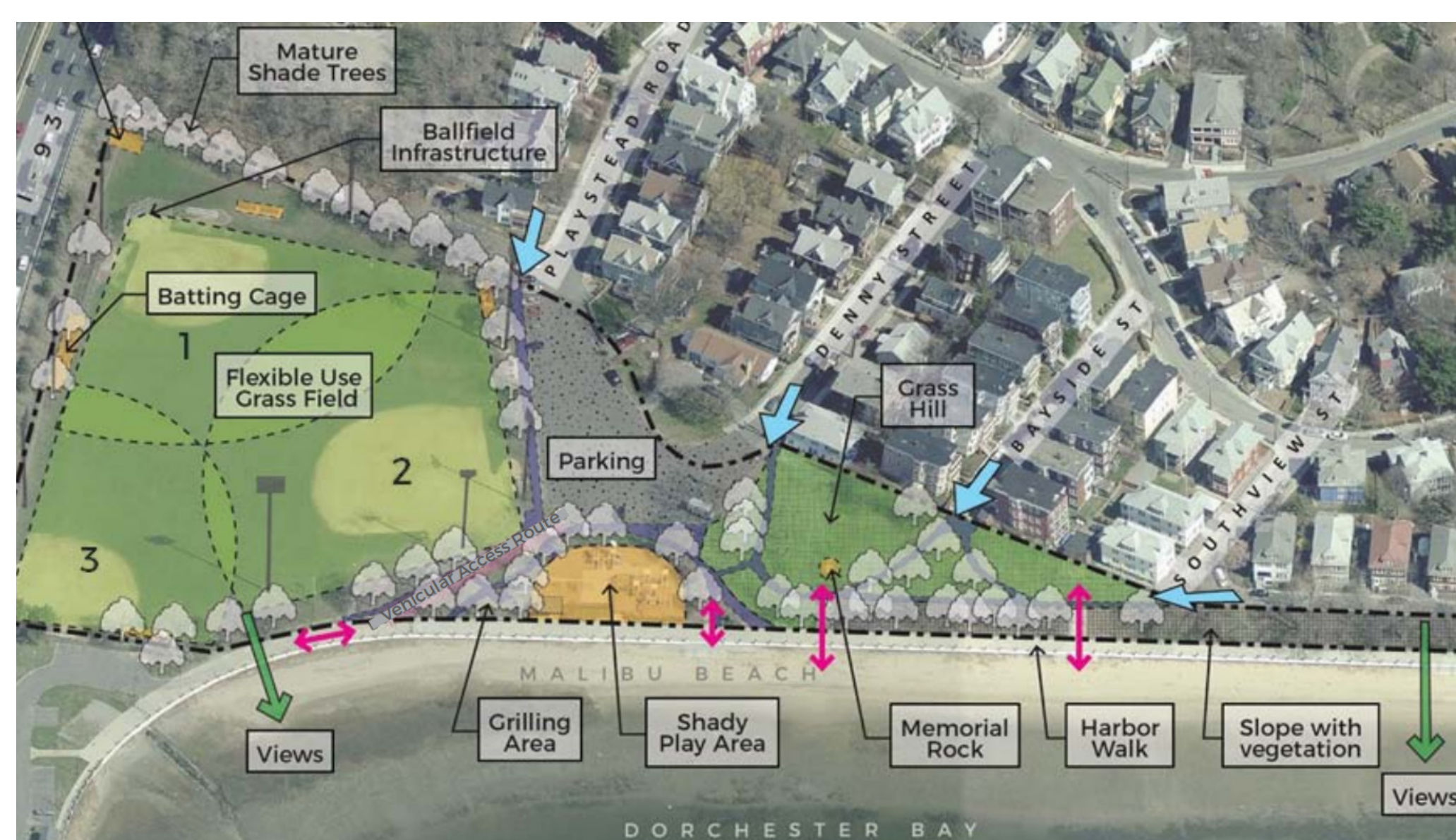
- Parts of the Glover's Corner Study Area are far from existing parks and open space
- Access to the McConnell Park and the Harbor Walk is limited for bikers and pedestrians
- The community would like to see additional connections to existing open space
- Current planning efforts by the Department of Parks and Recreation include several million dollars of improvements and enhancements at McConnell Park

Park & Open Space Access



McConnell Park Improvement Plans

Boston Parks and Recreation Department



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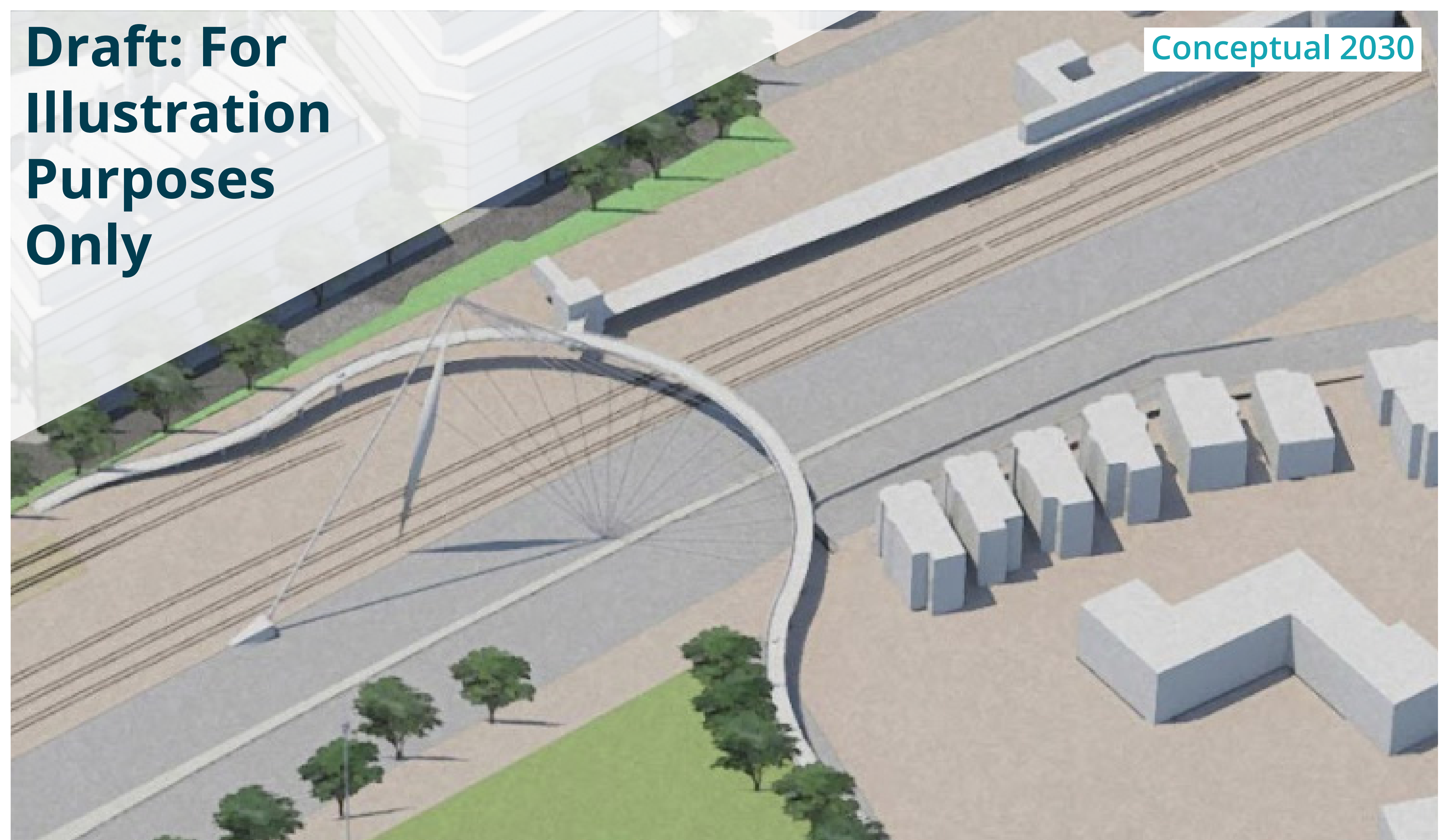
Improvement Recommendation: Bike and Pedestrian Green Links & New Bridge Connection

- Conceptual Glover's Corner grid includes major green corridors and links
- New bike and pedestrian bridge over the Red Line tracks and highway can connect bikers and pedestrians to parks along the water more comfortably
- Bridge can add new access point to Savin Hill Station at the southern end of the platform
- Creates a signature gateway from Dorchester to open space and the waterfront

McConnell Park Bike and Pedestrian Bridge - Conceptual Street View



McConnell Park Bike and Pedestrian Bridge - Conceptual Overview



Your Ideas

**What else should we
consider for transportation
improvements?**

Think creatively and share your ideas for the future of transportation in Glover's Corner!

Imagine:

How could the way you get around be improved?

Think creatively!

We want you to help shape the transportation recommendations for Glover's Corner.

Instructions:

Do you have a geographically specific idea?

1. Get a set of numbered sticky dots from a staff member
2. Place the dot on the *Idea Map*
3. Take a sticky note, label it with the **same number**, and write your idea down
4. Place your sticky note on the outside of the *Idea Map*

Do you have a non-geographically specific idea?

1. Take a sticky note and write your ideas down
2. Place your note on the *Idea Board*

**Imagine: How else could the way
you get around the Glover's Corner
Study Area be improved?**