

South Boston Transportation Action Plan

Draft Recommendations Public Meeting

Thursday, June 27, 2024, 6:00 PM - Tynan School Cafeteria

Agenda

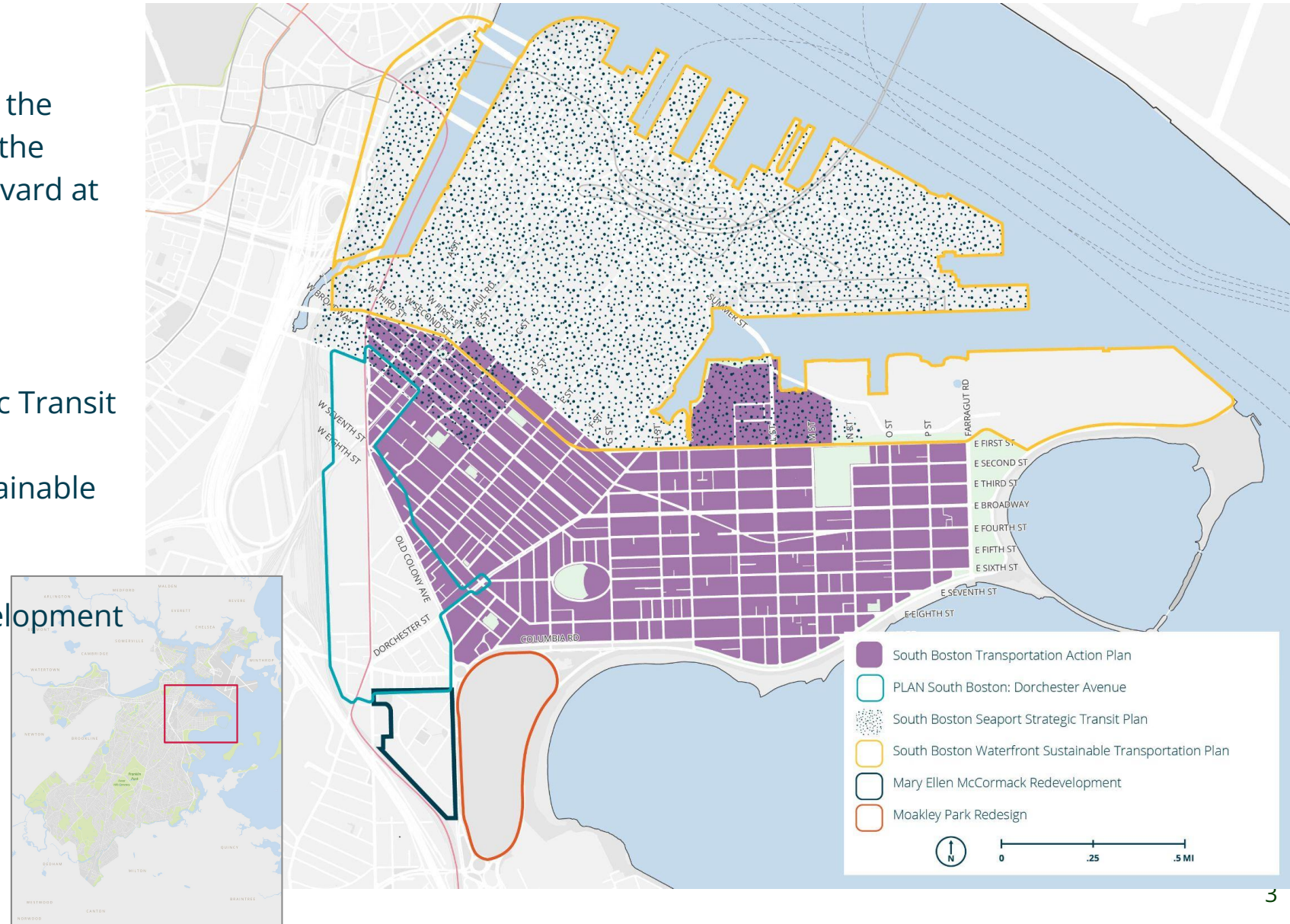
South Boston Transportation Action Plan Update

- Study Area, Timeline, Goals and Priorities
- Implementation Timelines
- Response to Feedback We Heard 4/4
- Question & Answer



SBTAP Study Area

- Extends from Old Colony Avenue at the western extent to Farragut Road at the eastern extent, and from Day Boulevard at the south to 1st Street at the north
- Adjacent plans include:
 - PLAN: Dorchester Avenue Transportation Plan
 - South Boston Seaport Strategic Transit Plan
 - South Boston Waterfront Sustainable Transportation Plan
 - Moakley Park
 - Mary Ellen McCormack Redevelopment



Project Timeline



Goals and Priorities



Safety of All Modes

Design for slow speeds, safe crossings, and safe turns at intersections.



Access to Transportation

Connect all parts of the neighborhood to the city.



Comfort and Reliability

Make sustainable modes of transportation a feasible option.



Equitable Distribution of Space and Access

Serve all ages, abilities, and modes of transportation.



Resilience

Proactively plan and implement a resilient transportation system.



Accountability

Provide updates on implementation.

Recommendation Timelines & Implementation Mechanisms

Recommendations will be implemented through a variety of resources.

- BTD and PWD design and rebuild City-owned public streets.
 - Improvements with materials like pavement markings and flexposts can be more quickly implemented through existing contracts and materials.
 - Full reconstructions with granite curb and concrete require intersections and corridor redesigns to be filtered and prioritized amongst the improvements needed across the City through the BTD Capital Improvement Selection Criteria process.
- MassDOT and DCR do the same for Commonwealth-owned public streets
- The MBTA helps design and rebuild public streets to make buses more reliable.
- Developers design new streets or make changes to existing streets.
- Privately owned streets are the responsibility of abutting property owners
- Cost categories include:
 - **\$** <\$100,000
 - **\$\$** \$100,000 - \$500,000
 - **\$\$\$** \$500,000 - \$2,000,000
 - **\$\$\$\$** >\$2,000,000
- The implementation timeframes include:
 - Near-term
 - Subject to COB Streets Cabinet Selection Criteria
 - Subject to developers timelines

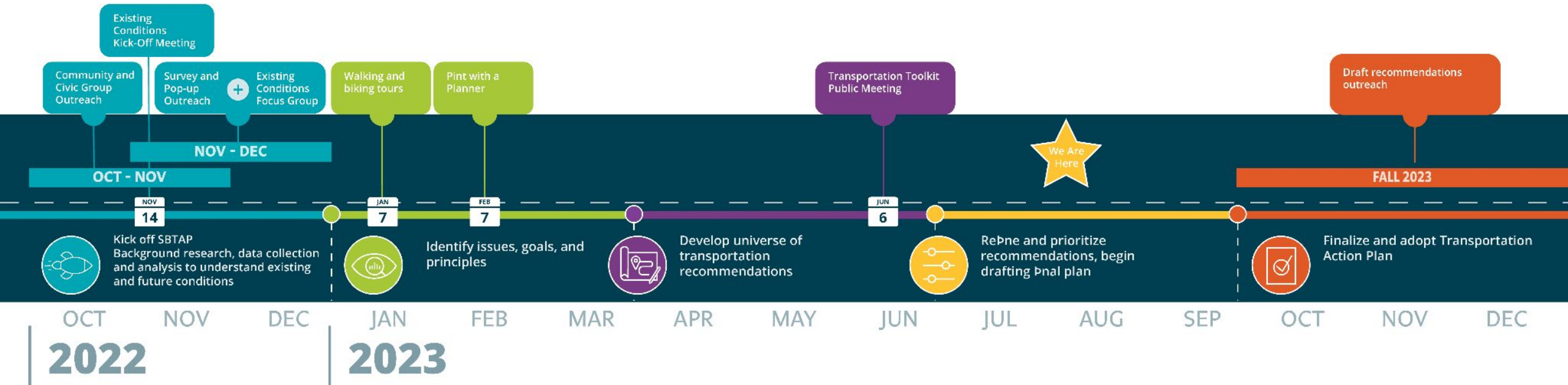
Context of Plan

- This is an action plan.
 - We have a clear set of **near term recommendations to address immediate safety concerns**
 - Temporary materials require less time, contracting, money, materials and design work
 - Temporary materials also offer the opportunity to test solutions and get feedback as they can be removed
 - Near-term improvements to make crossings safer and right-size streets include:
 - Cleared corners, Hardened centerlines, Crossing islands, Pedestrian warning signs, Painted median, Parklets
- We have created a **longer-term vision for the future**
 - Permanent corridor redesigns are not funded
 - Full reconstructions with granite curb and concrete require intersections and corridor redesigns to be filtered and prioritized amongst the improvements needed across the City through the BTD Capital Improvement Selection Criteria process
 - Corridor redesigns will require a **full community process** to determine design details and elements

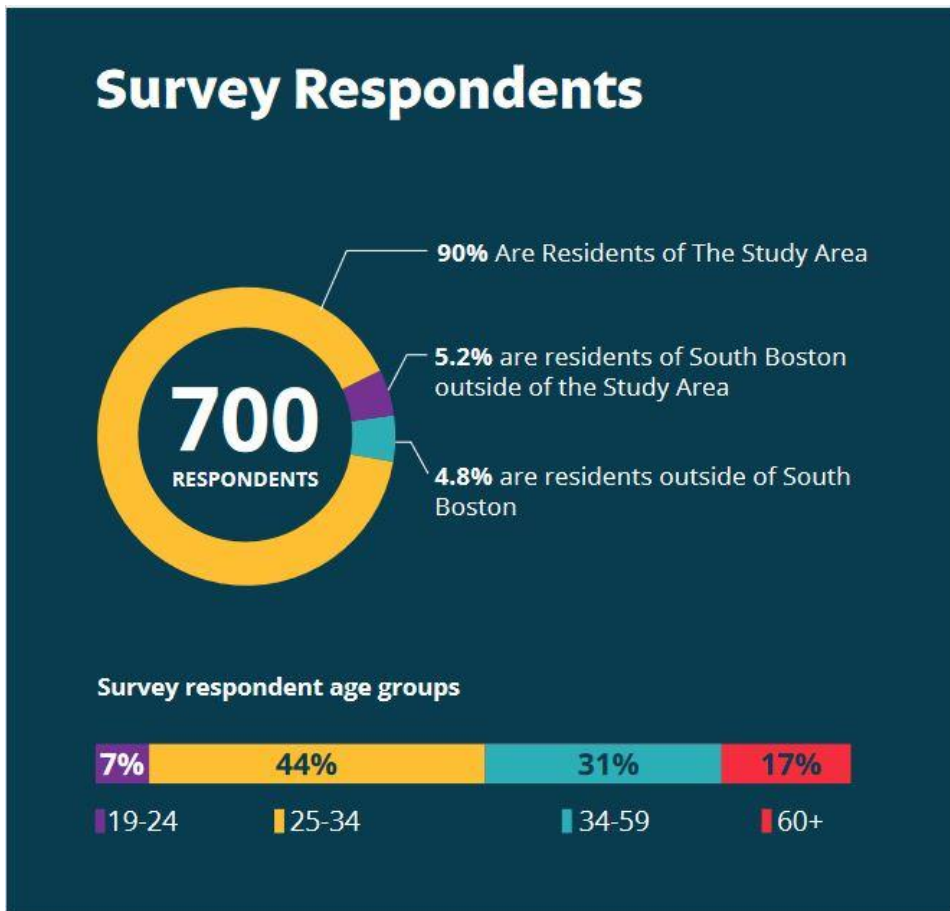




SBTAP Timeline 2022-2023



Survey Information



65% of respondents have 1 car available for use.
15% have more than 1 car.
20% do not have a car.



48% of the Study Area households have 1 car.
28% have a more than 1 car.
24% do not have a car



Top 3 among car owners



- Ability to find parking (60%)
- Infrequent or slow transit service (48%)
- Speeding or aggressive driving (37%)

Top 3 for non-car owners



- Infrequent or slow transit service (68%)
- Speeding or aggressive driving (43%)
- Limited or no transit service where I want to go (41%)

Top 3 for bicyclists



- Lack of safe and comfortable bike lanes (64%)
- Speeding or aggressive drivers (62%)
- Infrequent or slow transit service (42%)

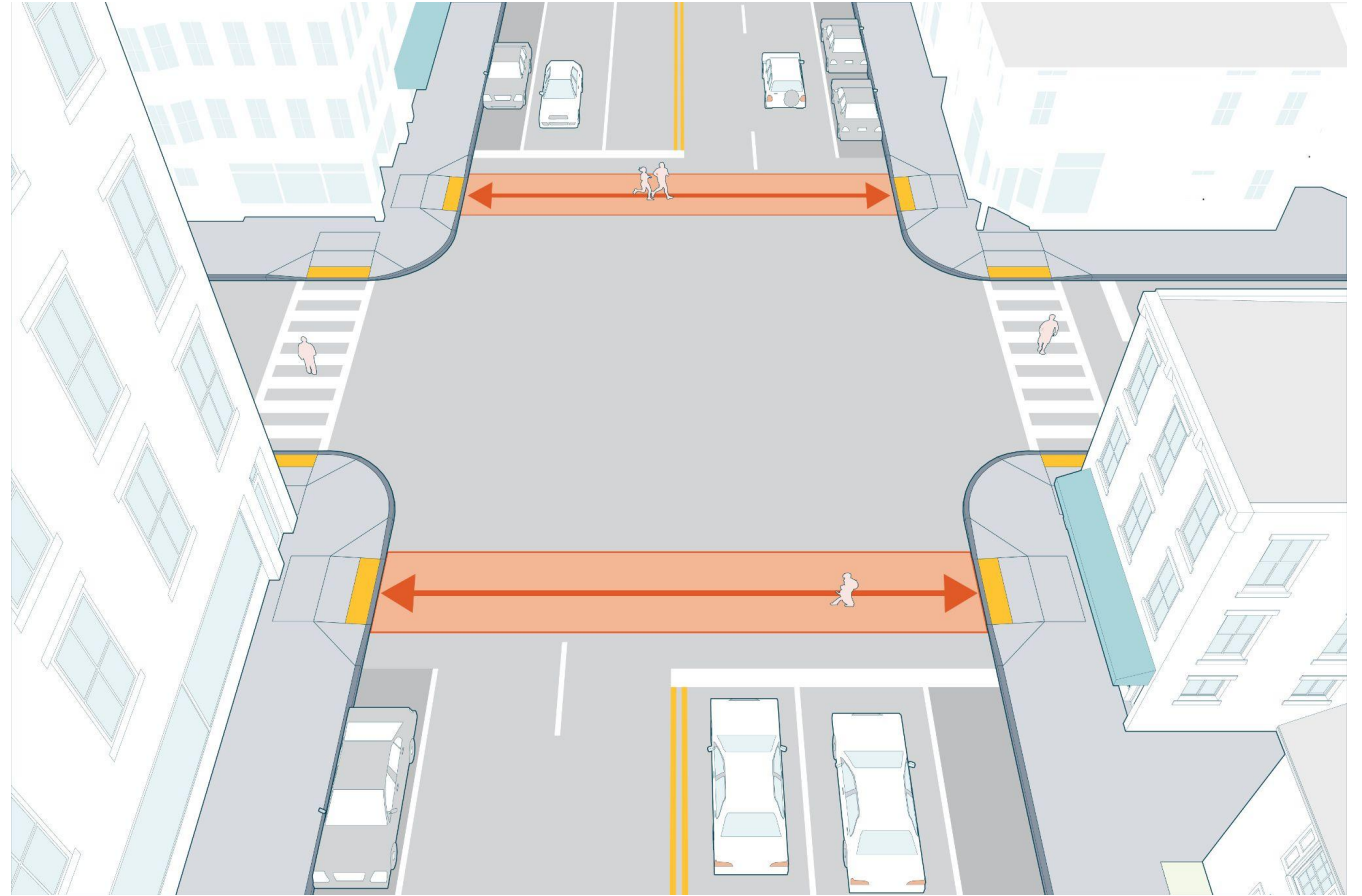
Top 3 for transit users



- Infrequent or slow transit service (76%)
- The ability to find parking (51%)
- Limited or no transit service where I want to go (48%)

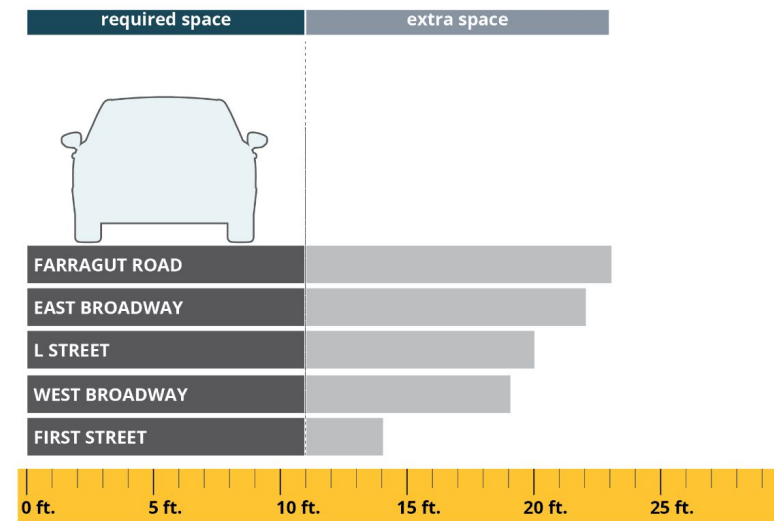
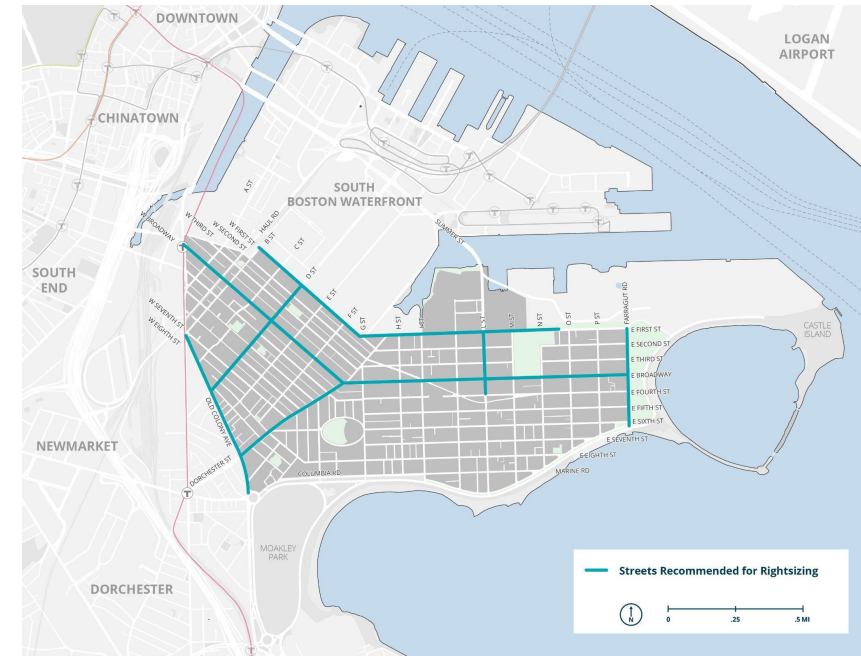
We plan to make crossings safer

- We heard pedestrian safety and making crossings safer was a priority throughout the community engagement process
- Crosswalks on certain streets are longer than necessary due to wide travel lanes and more travel lanes than necessary
- Longer crosswalks mean pedestrians spend more time in the path of cars, increasing the risk of crashes



We plan to right-size streets

- We are addressing the long-term vision for our streets which will have implications on near-term solutions
 - We need to right-size and balance the streets for all modes of transportation to create more safe conditions for everyone
- We analyzed future traffic conditions including additional growth and demand to confirm that the locations where we identified right-sizing could still accommodate future network demands
- Thoughtful reallocation of space on our streets will calm speeding traffic, improve safety, reduce unpredictable travel patterns (double parking), create safer crossings, improve the comfort and safety of biking, widen sidewalks, expand green infrastructure and more
- 9 streets are recommended for right-sizing including Farragut Road, portions of L Street, East Broadway, West Broadway, Old Colony Avenue, Dorchester Street, First Street, and D Street

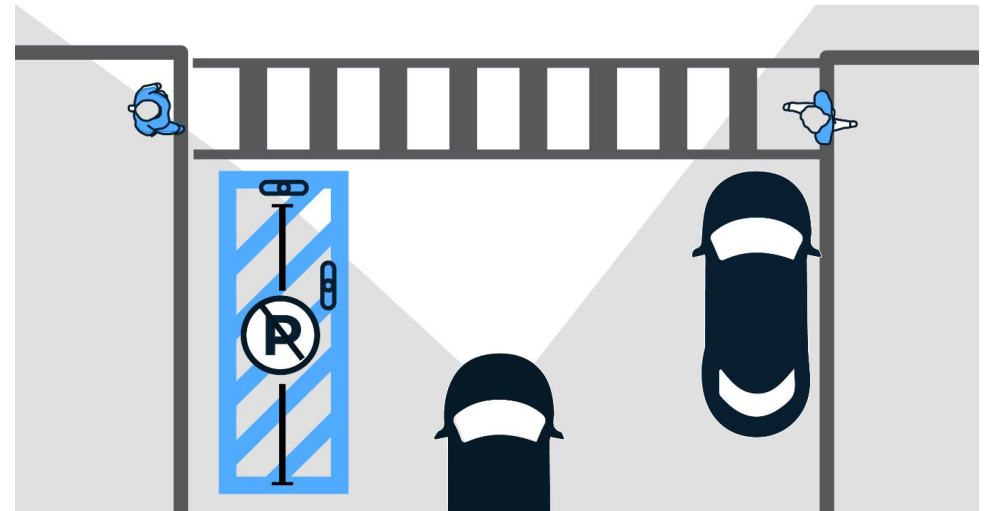


More details including what reclaimed vehicular space will be used for will be discussed at the time of corridor redesigns

- None of the 9 corridors are funded presently. When funding is secured, all corridor projects will have their own planning process to determine:
 - Decisions on design details and how to utilize reclaimed vehicular street dimension:
 - Options could include: wider sidewalks, bus lanes, green infrastructure, vs. bike accommodations
 - Plans for effective enforcement
 - Finding solutions for small business loading needs
 - Solutions for better utilization/turnover and enforcement of curbside parking

There are pedestrian safety improvements needed on Broadway in the near-term

- There are options for near-term safety improvements on West Broadway at unsignalized intersections. These include:
 - **Cleared corners:**
 - We restrict some parking at intersections to make it easier for people driving, walking, and bicycling to see each other.
 - Parked vehicles or other obstructions can block views of other people waiting to cross, driving, or bicycling.
 - They give more room for fire trucks and other larger vehicles to turn.
 - Clear corners can be installed on many types of streets.



Options for near-term improvements for unsignalized intersections on West Broadway

- There are options for near-term safety improvements on Broadway. These include:
 - **Hardened Centerlines:**
 - A row of flexible bollards installed on the yellow centerline discourages drivers from cutting turns at higher speeds.
 - Drivers have to turn a bit slower. They can only turn into their intended lane.
 - Hardened centerlines are used on connector streets.



Hardened centerline in Chinatown.

Options for near-term improvements for unsignalized intersections on West Broadway

- **Crossing Islands:**

- A crossing island gives space in the middle of a crosswalk for people to pause while crossing multi-lane streets.
- We can create crossing islands with pavement markings and vertical flexible bollards. With more time and resources, we can also build them with concrete and granite.
- Crossing islands are used on connector streets.



GoogleMaps

Options for near-term improvements for unsignalized intersections on West Broadway

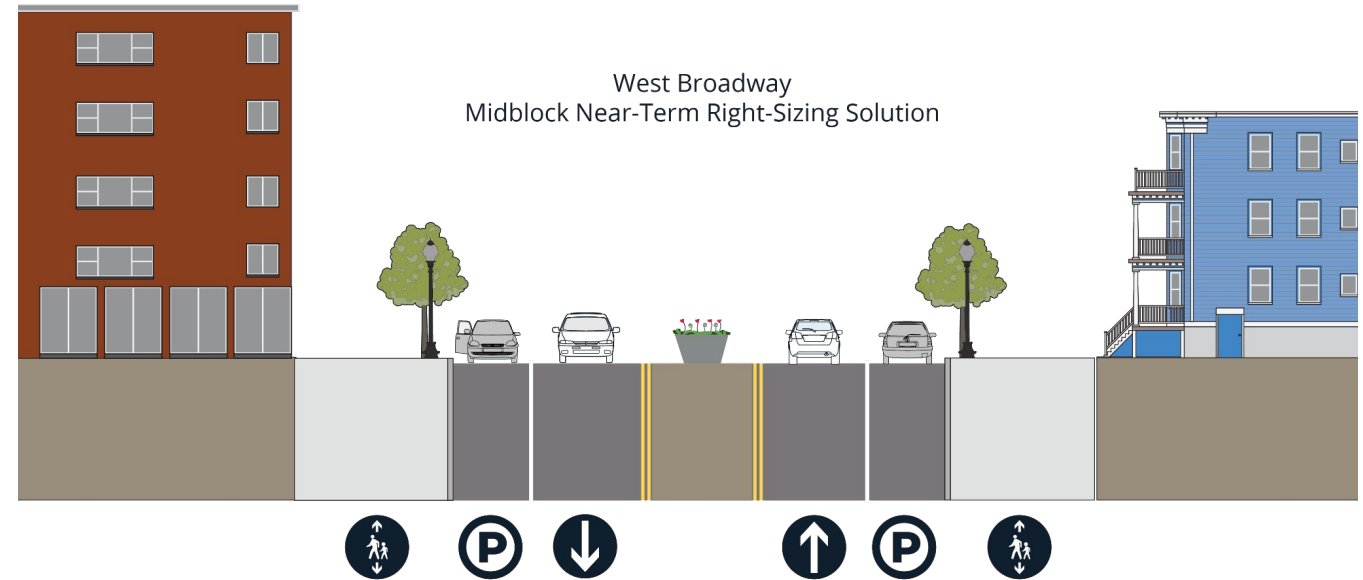
Pedestrian warning signs notify drivers that a crosswalk is ahead. They are used crosswalks without traffic signals.

- Signs are only effective if drivers observe the signs and change their behavior.
- In some locations, we add 24/7 flashing LED lights. These signs do not have significant research demonstrating their effectiveness.
- Pedestrian warning signs can be used on many types of streets.



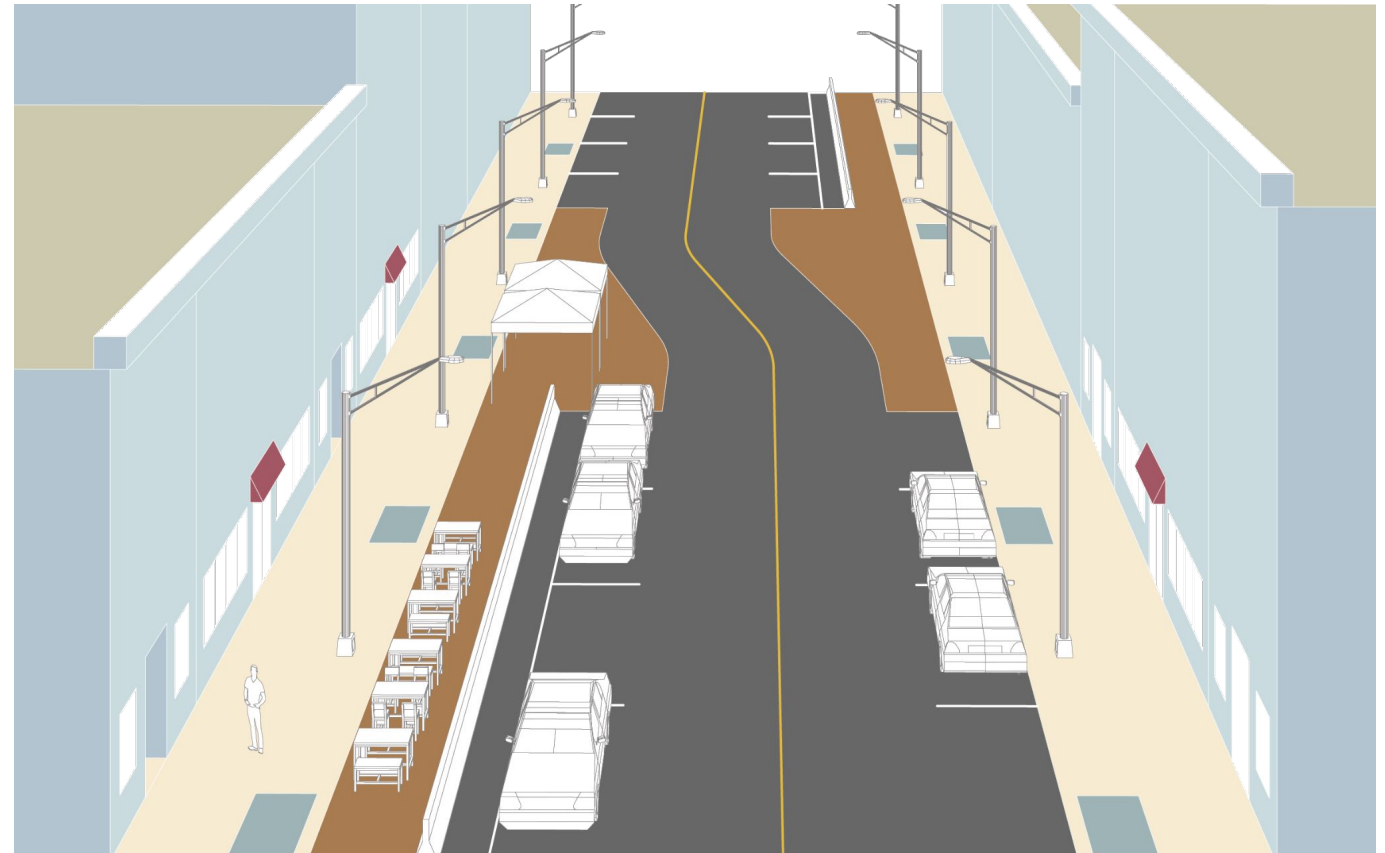
Solutions for near-term better utilization of the corridor and slow down traffic midblock on West Broadway

- Right-size travel lanes through a painted median between travel lanes
- Add planters to restrict ability to drive/park in this space
- Any corridor-wide near-term rightsizing will include a commitment to better curbside utilization to address loading challenges, and more frequent turnover for businesses
- This solution would require changes to better foster loading activity



Solutions for near-term better utilization of the corridor and slow down traffic midblock on West Broadway

- Proposed parklet on one side of the street consolidating excess vehicular dimension
- Chicaning street to slow speeds around parklet
- Similar to outdoor dining concept, but preserving on-street parking
- Additional engineering standards and snow removal considerations are required to fully design this concept as it has not been deployed elsewhere
- This solution would require changes to better foster loading activity



Question & Answer
