South Boston Transportation Action Plan

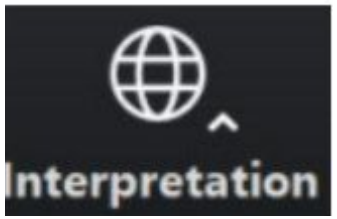
Public Meeting #1: Project Kickoff

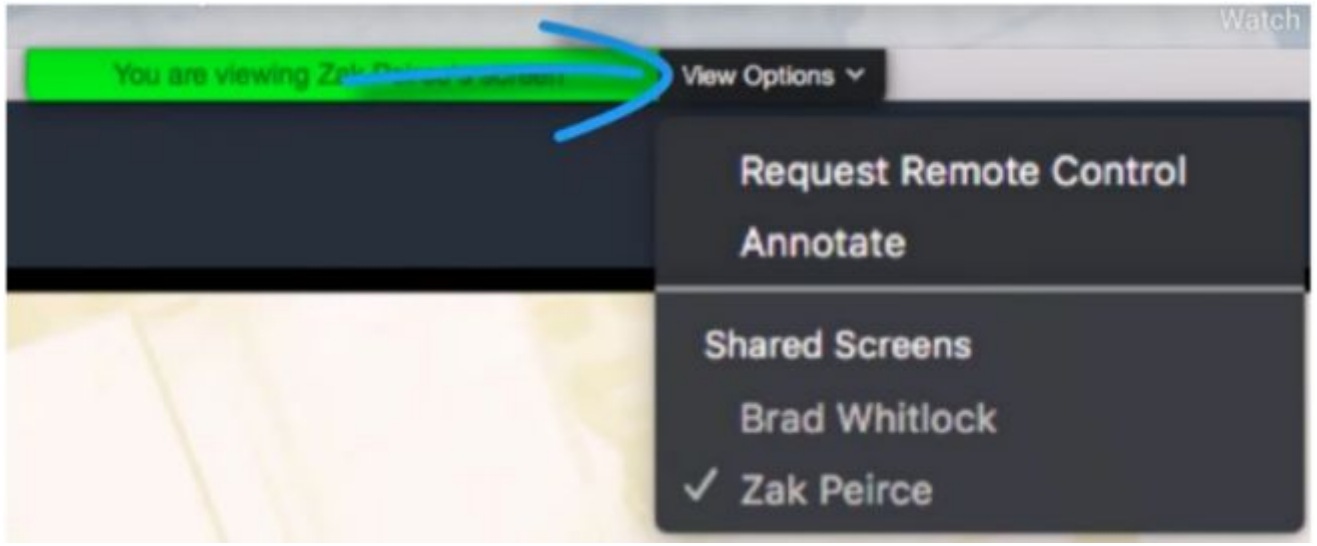
boston planning & development agency

November 14, 2022

Welcome! ¡Bienvenidos!

- Si hablas español y prefieres escuchar la reunión en esta lengua utiliza el botón de “Interpretation” (Interpretación) para acceder al canal de audio en español.

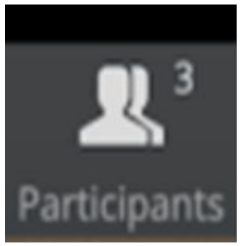




Zoom tips

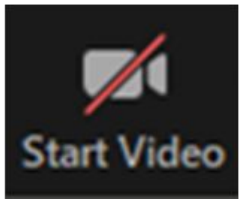
Your controls are at the bottom of the screen:

Use the chat to type a comment or ask a question at any time – Anna White and Mark McGonagle from the project team will moderate the chat



To raise your hand, click on “Participants” at the bottom of your screen, and then choose the “Raise Hand” option in the participant box

Mute/unmute – Participants will be muted during the presentation – the host will unmute you during discussion if you raise your hand and it is your turn to talk



Turns your video on/off

Meeting Recording

The BPDA will be recording this meeting and posting it on the South Boston Transportation Action Plan project webpage for those who are unable to attend the Zoom meeting live. The recording will include the presentation, Q&A, and public comments afterwards. Also, it is possible that participants may be recording the meeting with their phone cameras or other devices. **If you do not wish to be recorded during the meeting, please turn off your video camera and leave your microphone muted.**

Meeting Format

- We will be asking you to participate interactively through polls throughout the presentation, and we will have time for Q&A at the end of the presentation
- To ask a question during the Q+A discussion, raise your hand and the presenter will unmute your microphone
- You can also ask a question or make a comment at any point by using the chat function

Welcome!

Our goal this evening is to welcome you to the South Boston Transportation Action Plan effort. The main components of our presentation are:

- An overview of the project
- Our schedule
- What we've learned so far - conditions today
- Discussion / Questions & Answers

We Want to Hear From You!

- We set aside the last ½ hour of our meeting tonight to specifically hear from you, the community
- In addition to answering your questions about our work so far, we are hoping you will share your experiences
- The next phase of our work will benefit from your input

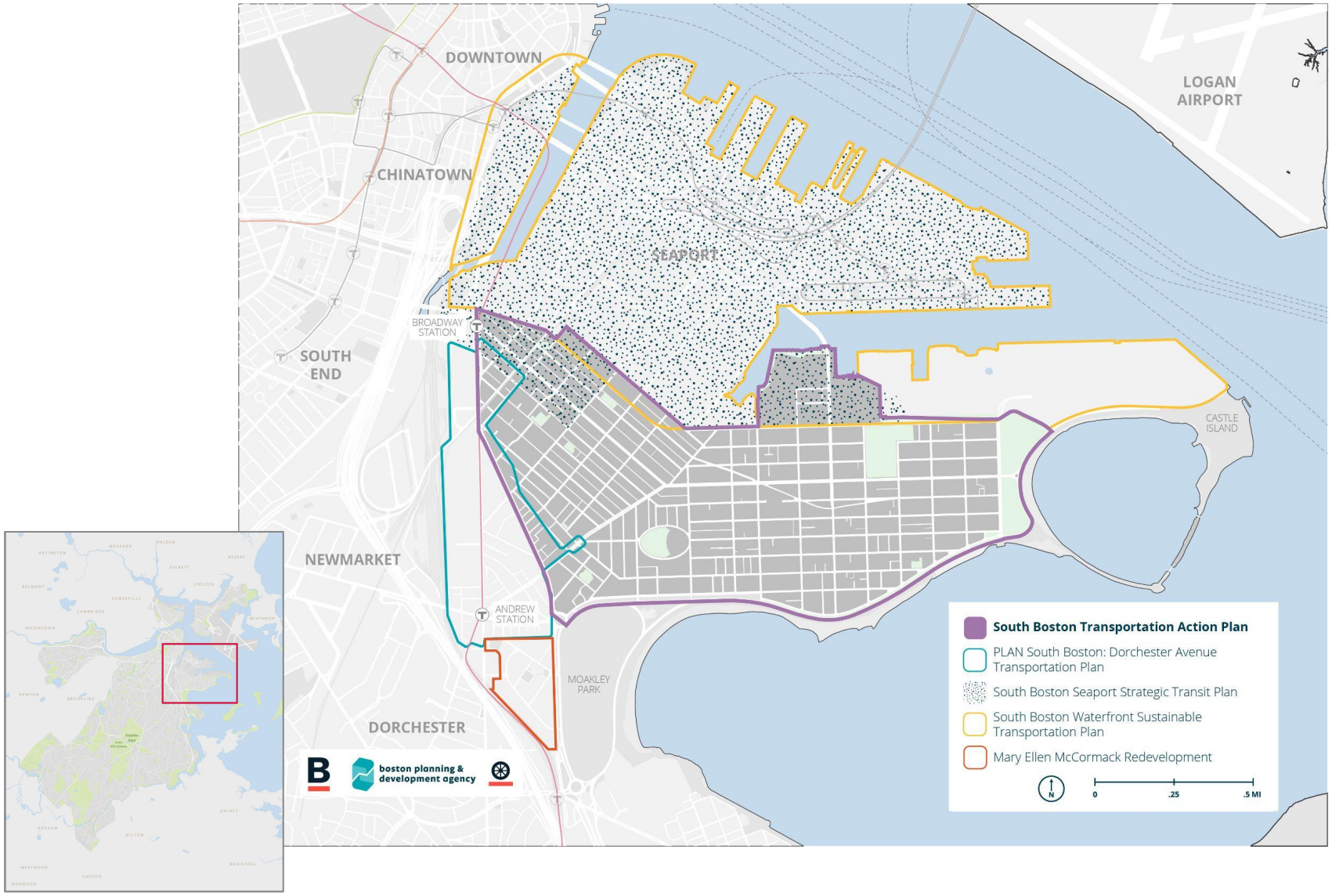
THANK YOU!

Our Project Purpose

This plan will address safety concerns in the South Boston study area. We have heard your concerns. Our goal is to dig into these areas of concern and consider holistically how to improve safety and access between the South Boston study area and the rest of Boston (and beyond)

NOTE: South Boston Transportation Action Plan is shortened to **SBTAP** throughout this presentation

SBTAP Study Area and Context



Project Team

Boston Planning and Development Agency (BPDA)

- Jim Fitzgerald – Transportation & Infrastructure Planning
- Sam Roy - Transportation & Infrastructure Planning
- Eileen Michaud – Neighborhood Planning
- Mark McGonagle - Community Engagement
- Prataap Patrose - Neighborhood Planning
- Adam Johnson – Urban Design
- Chris Busch – Climate Change & Environmental Planning
- Travis Anderson – Climate Change & Environmental Planning
- Amber Galko – Climate Change & Environmental Planning
- Mike Christopher – Development Review

Boston Transportation Department (BTD)

- Pat Hoey – Transportation Planning
- Matt Moran – Transit Team
- Stefanie Seskin – Active Transportation
- Amy Cording - Engineering

Mayor's Office of Neighborhood Service (ONS)

- Anna White – South Boston Liaison

Boston Water & Sewer Commission (BWSC)

- Irene McSweeney
- Charlie Jewel

Boston Public Works Department (PWD)

- Jeff Alexis – Engineering Division

Consultant Team

NELSON NYGAARD

TOOLE DESIGN

Agency Partners

massDOT Massachusetts Department of Transportation

dcr Massachusetts

massport

Project Schedule

Summer to Fall 2022
Kick off SBTAP; Background research, data collection and analysis to understand existing and future condtions

Fall to winter 2022
Identify issues, goals, and principles

Winter to spring 2023
Develop universe of transportation recommendations

Spring to summer 2023
Refine and prioritize recommendations, begin drafting final plan

Summer to fall 2023
Finalize and adopt Transportation Action Plan

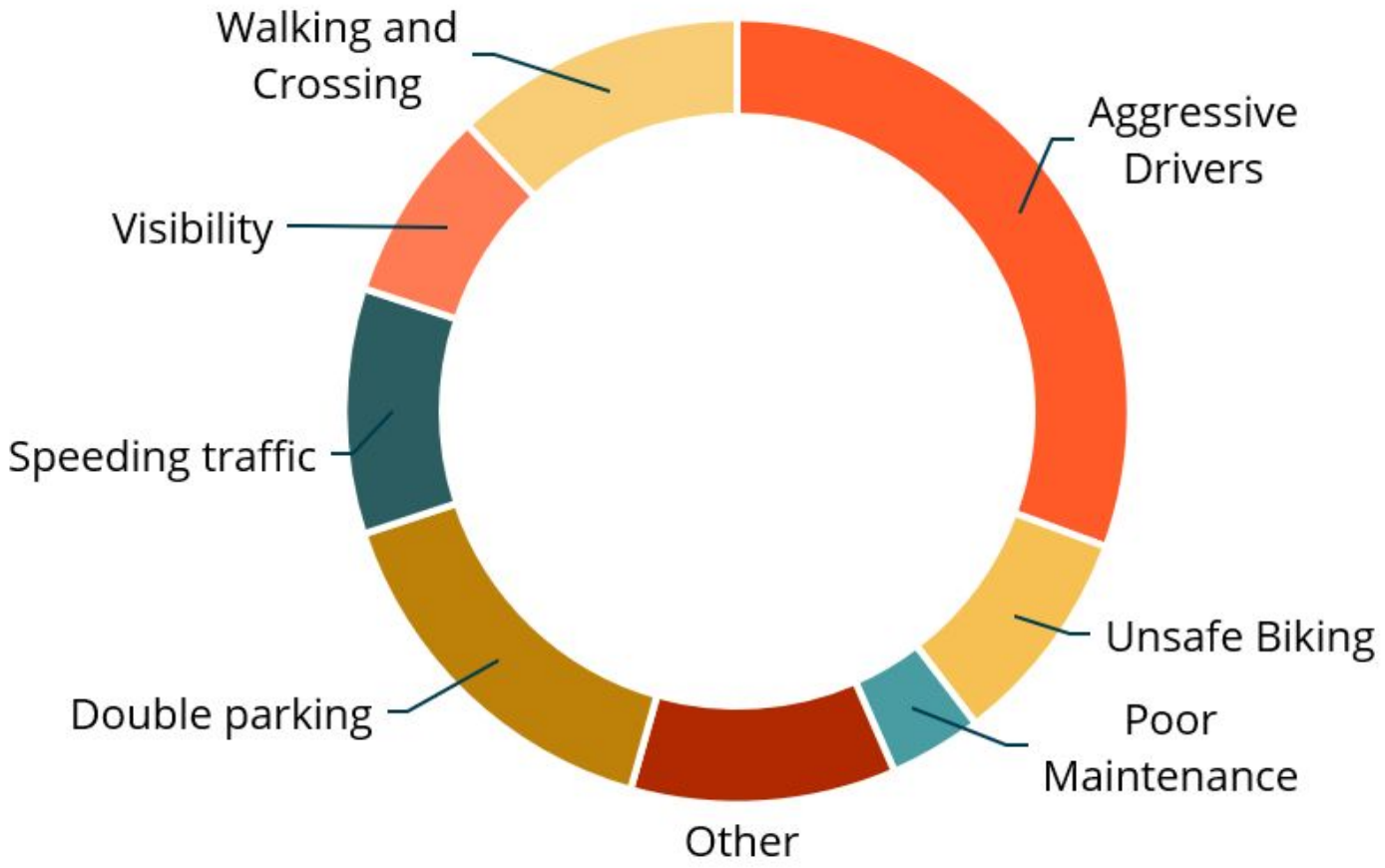
Community Concerns

Concerns raised by the community provide early guidance to the team.

Boston's 311 and BTD Safety Concerns Maps both provide an opportunity for crowdsourced input. These data can provide substantive information on the perceptions of safety, though these data are likely biased.

The Safety Concerns map received 354 public concerns over the past five years. Top concerns raised were:

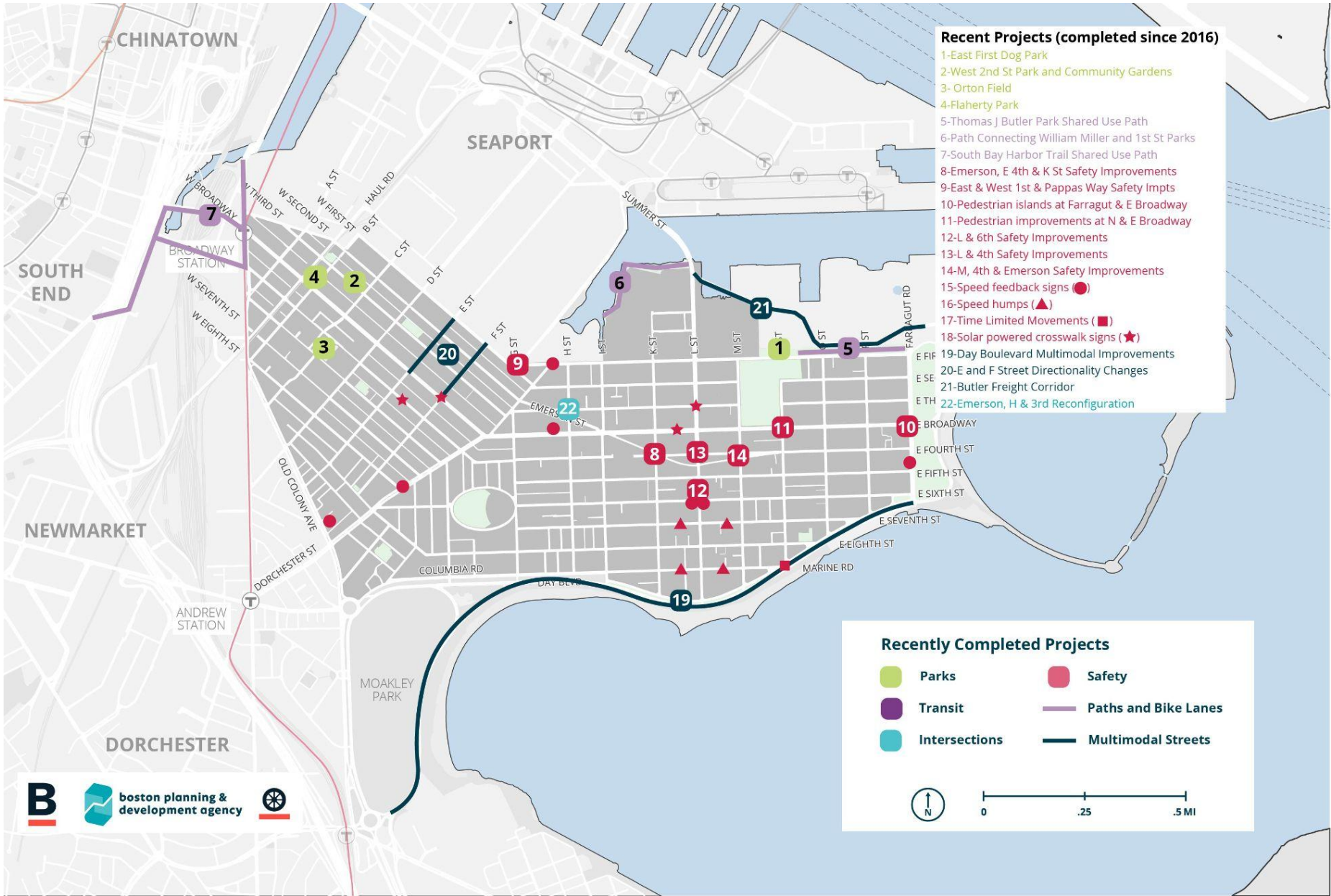
- Aggressive driving behavior
- Double parking
- Speeding
- Pedestrian safety



Infrastructure Context

There have been more than 20 projects completed in this study area in the last 6 years. These include:

- Parks
- BTD tactical safety improvements
- Freight corridor mitigation
- Investment in better bike lanes and off street paths just outside the perimeter of the study area



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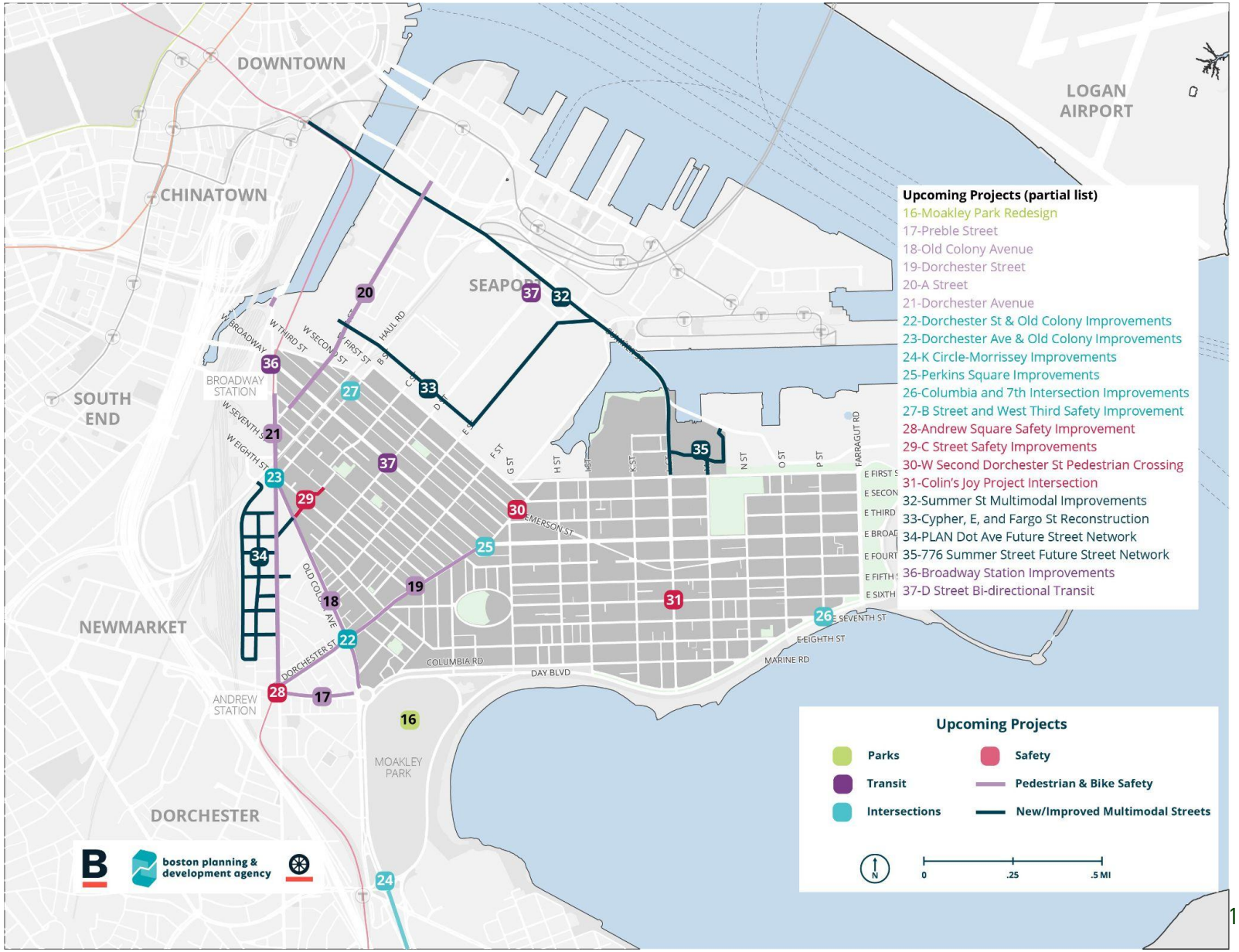
Upcoming Planned Projects

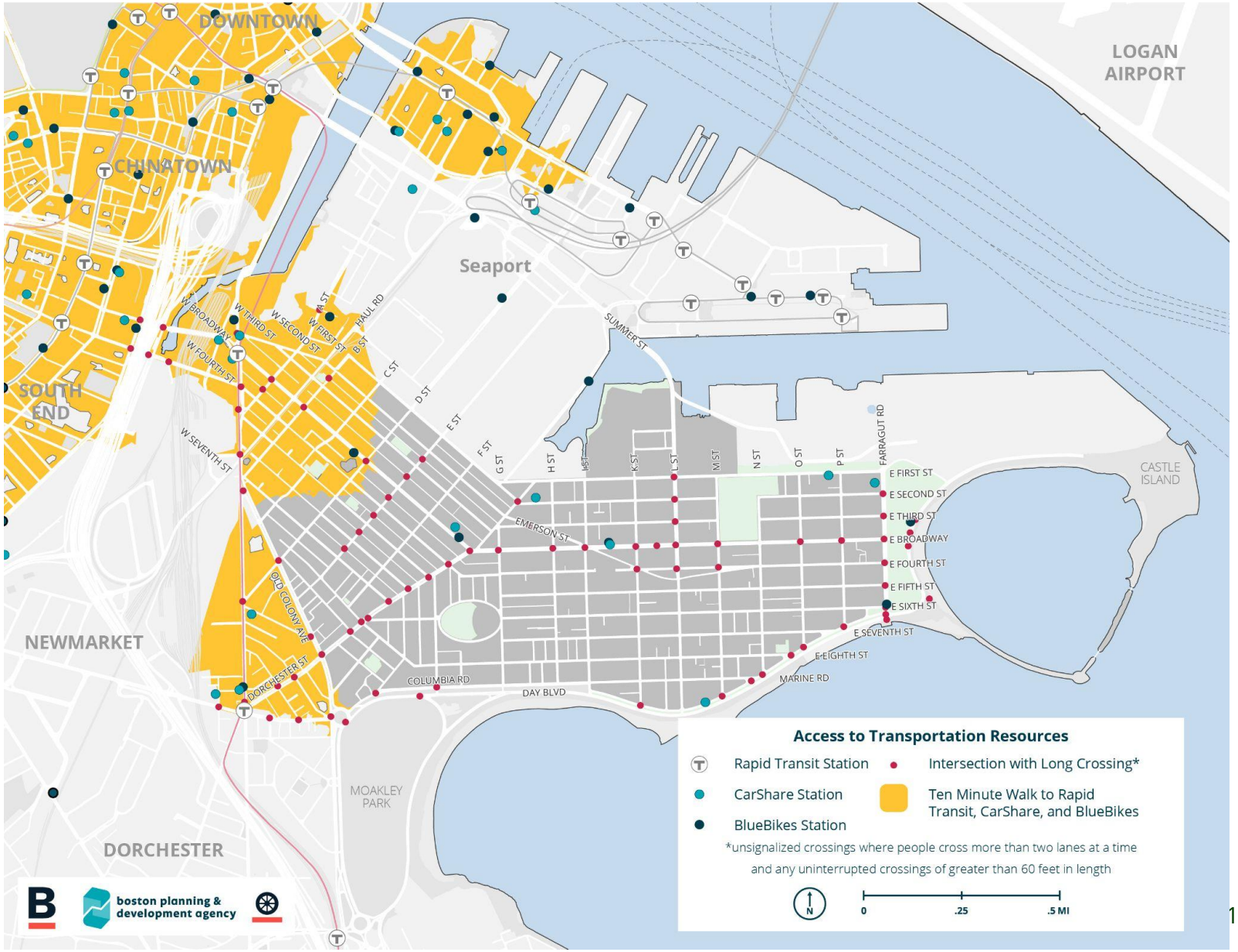
There are many planned infrastructure projects in the area:

- **Intersection investments** to improve safety via developer mitigation and BTD capital funds
- **Street projects** - such as Summer Street, Dorchester Street, Cypher, A Street - in coordination with partner agencies
- Integration with **new streets** from development (Dorchester Avenue, 776 Summer)
- **Transit improvements and changes** through coordination with MBTA and station access improvements



Access to Transportation Resources

Less than a fifth of residents in our Study Area live within a comfortable 10-minute walk to all three of the following resources: a frequent rail transit stop, a Bluebikes station, and a carshare station

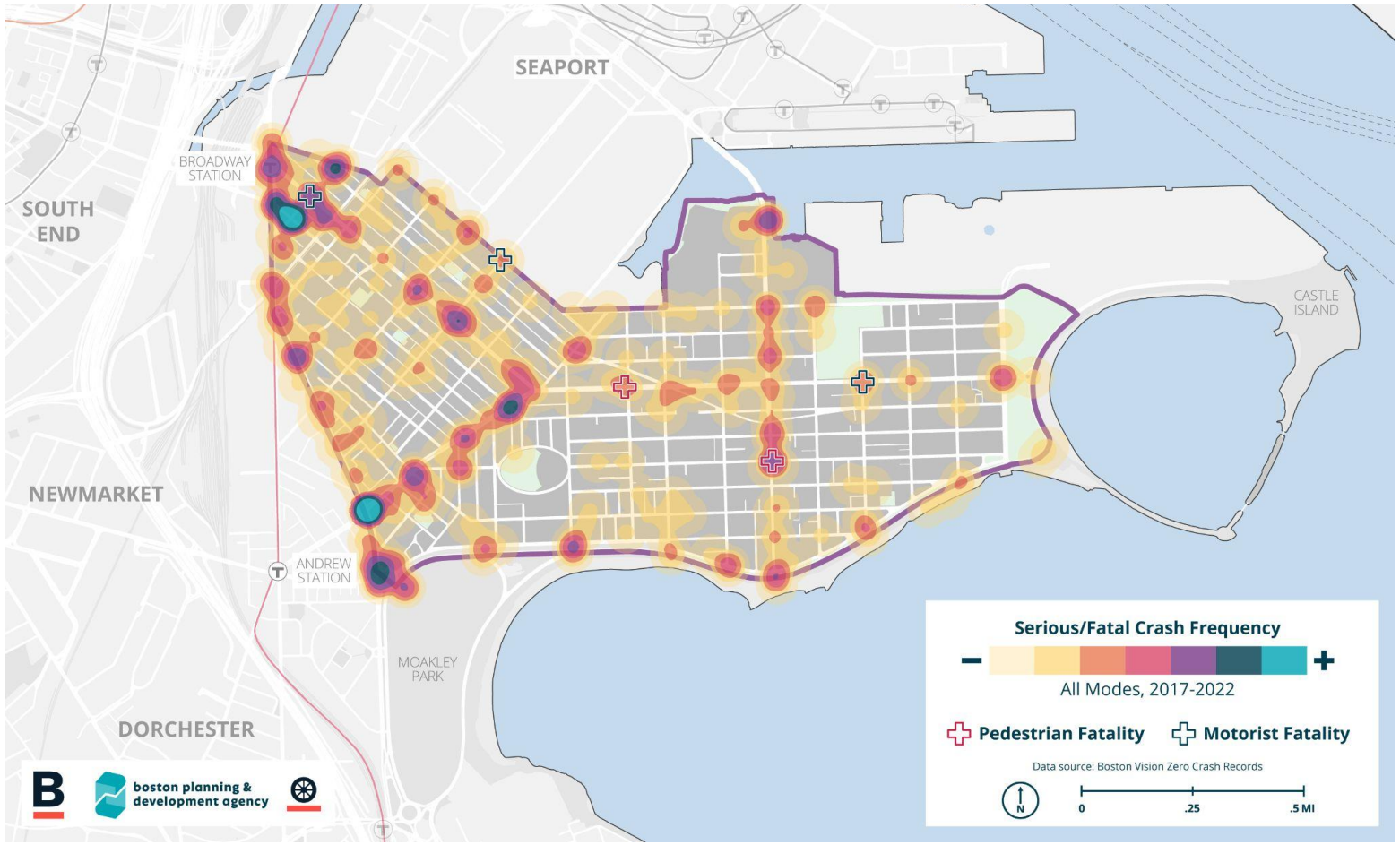


Safety Concerns are the Center of our Study

This map shows serious and fatal crashes that have occurred for all modes over the past 5 years

The highest number of crashes, and the most severe, are along the primary corridors:

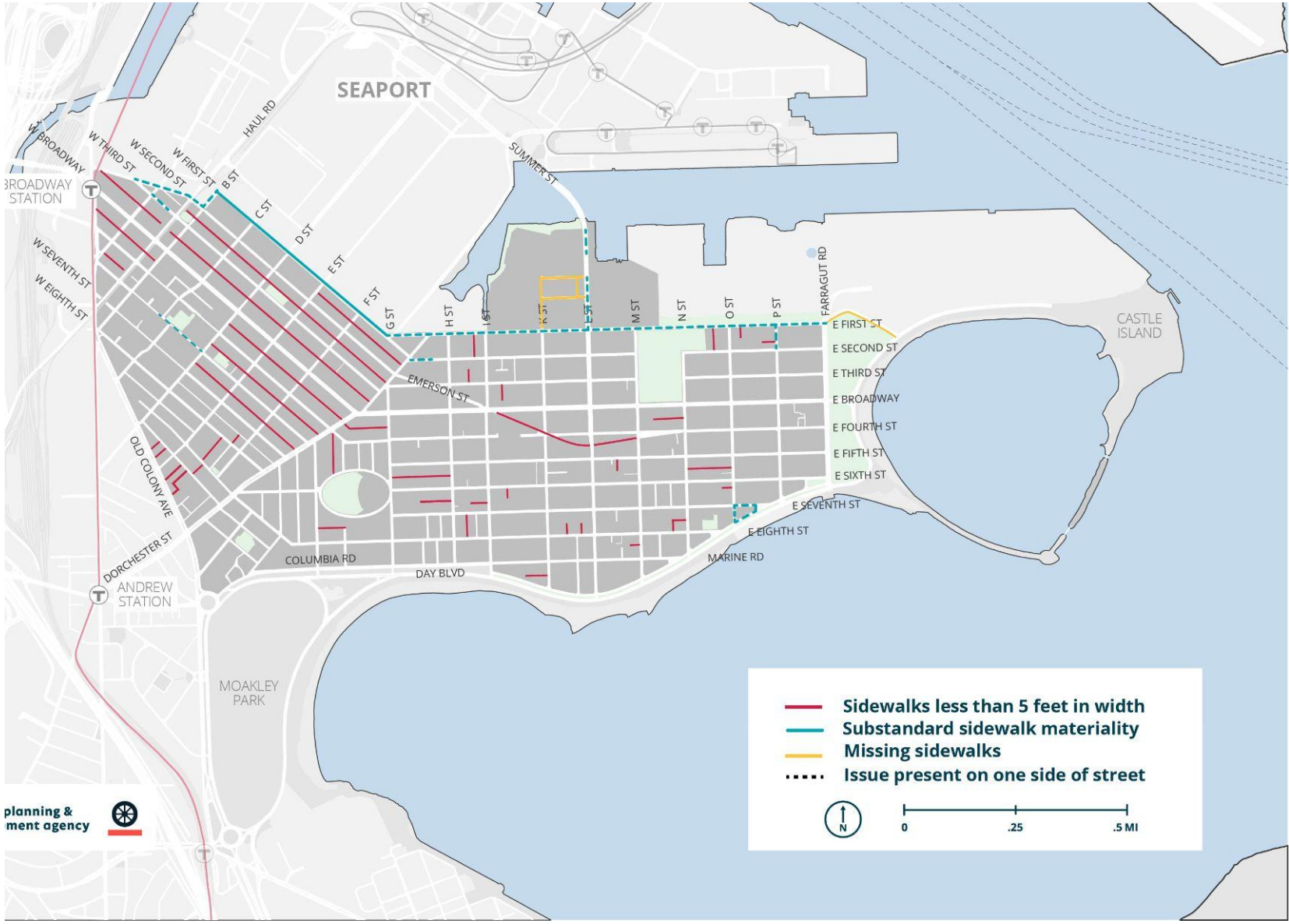
- Summer/L Street
- Broadway
- Dorchester Street
- and Old Colony



PEDESTRIAN NETWORK

Inaccessible and Constrained Sidewalks

- In general, South Boston is a walkable neighborhood
- Sidewalks are prevalent!
- The problem is that the *condition* of these sidewalks presents a challenge - width, quality, and surface material
- This is especially true for people with mobility challenges, children in strollers, and those carrying bags
- Also, many streets were intended to be alleys but now operate as front doors



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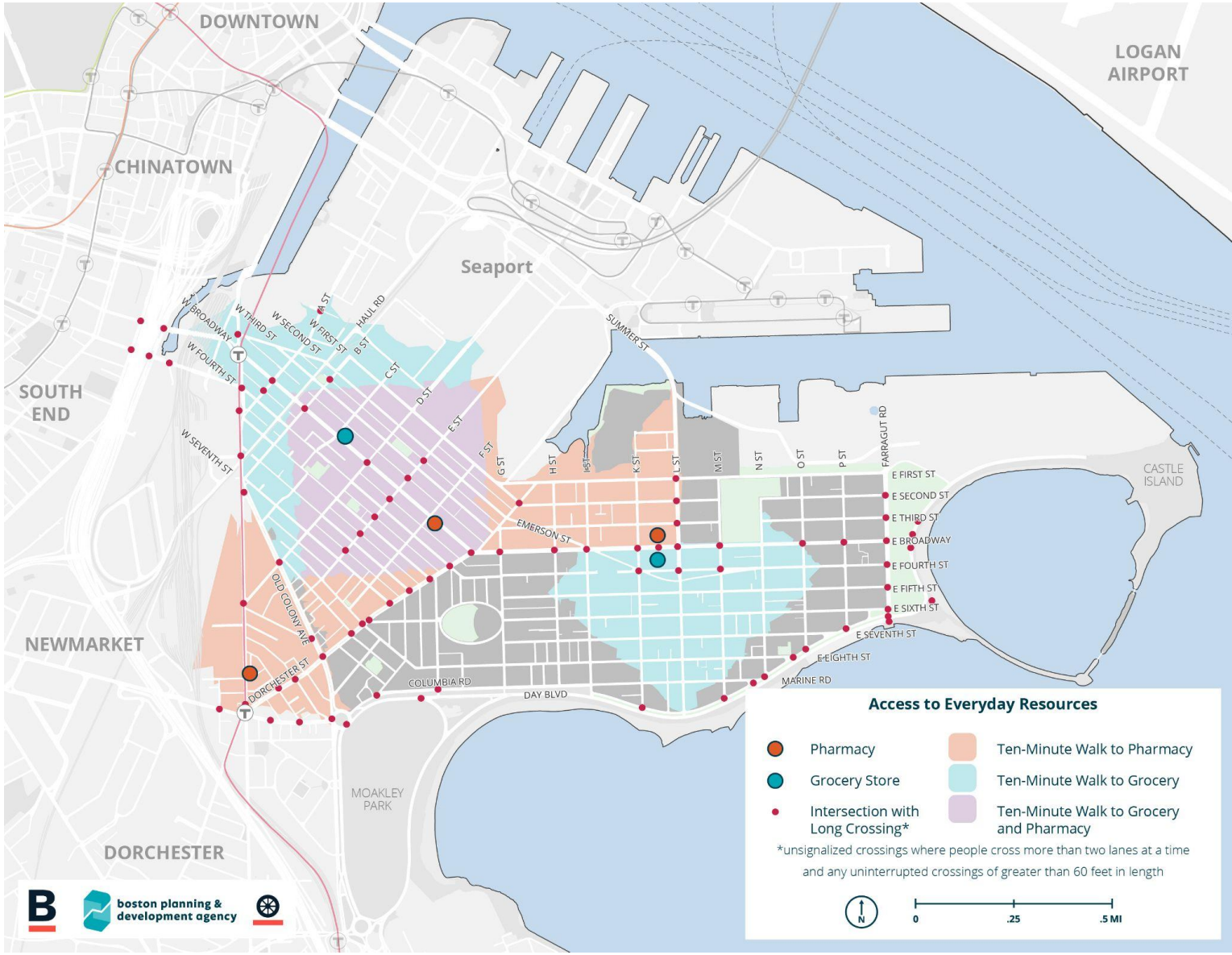
Accessing Everyday Resources Can Be Challenging

- Many streets also have crosswalks where people must cross multiple wide lanes of traffic
  - “Double threats”
- Many intersections in the Study Area including Dot Ave/Old Colony Ave and 1st St/Pappas Way, are complex and irregularly shaped
- Major corridors act as barriers to the pedestrian realm



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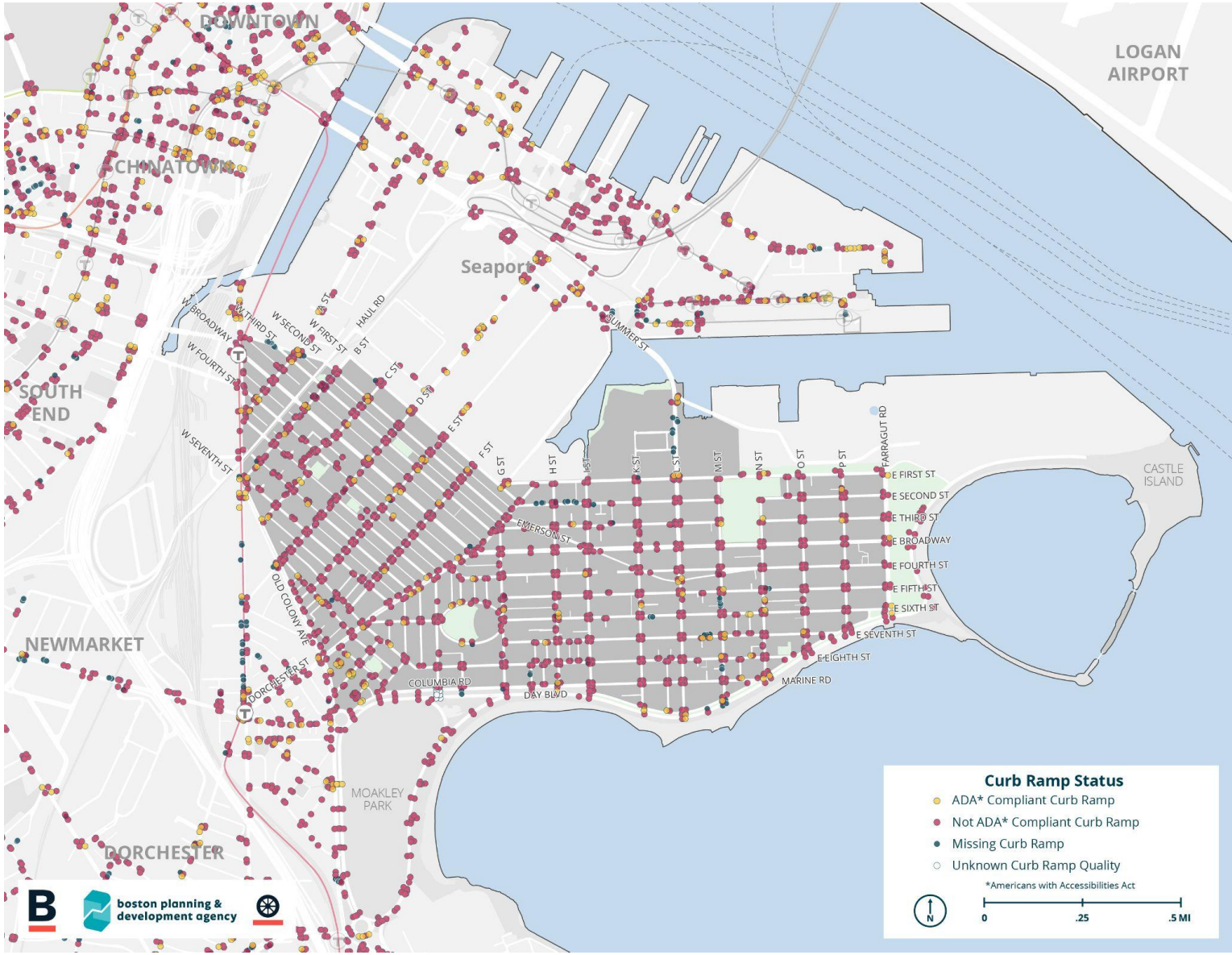
Curb ramps

Where the curb meets the street

- Steep ramps can result in a fall backward
- The grading of a street can result in a fall forward
- Wheels can get stuck

Accessibility Challenges in South Boston

- 90% of ramps are not compliant with ADA
- Many uneven sidewalks that create tripping hazards and are not possible to traverse in a mobility device



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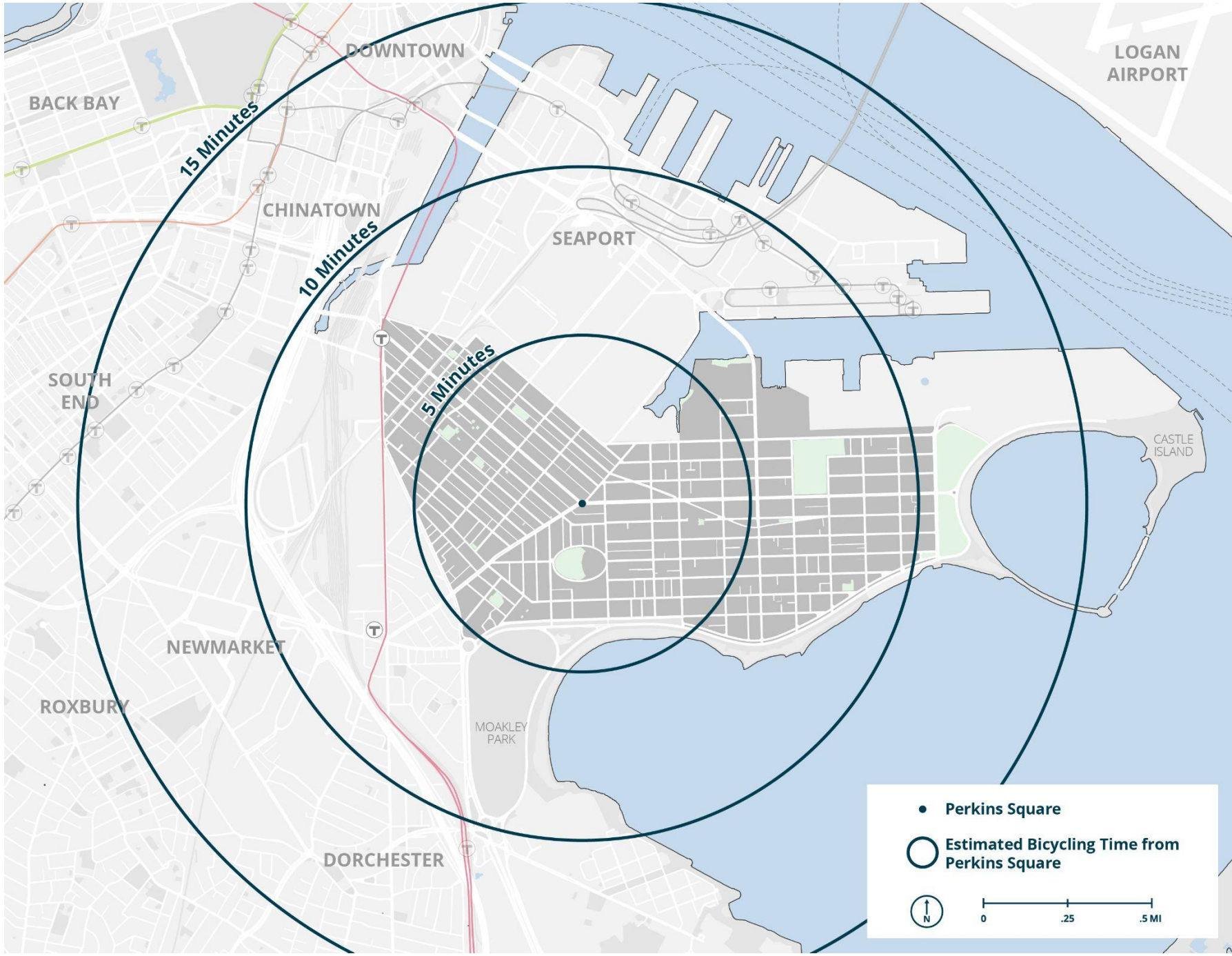
BIKE NETWORK

Bikeable Distances

Within a mile and a half (roughly 15 min bike ride) of Perkins Square, a vast range of the City is within reach.



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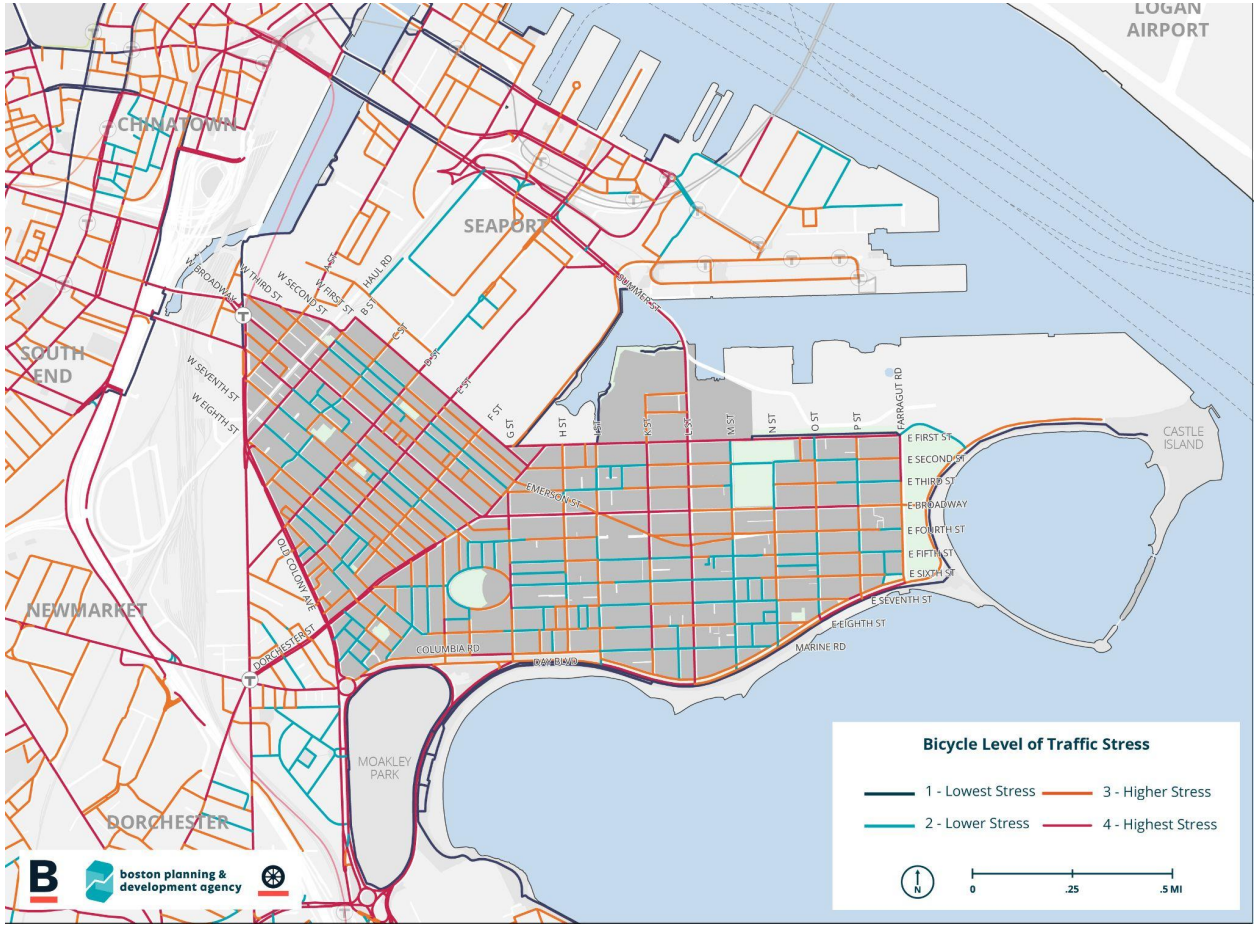
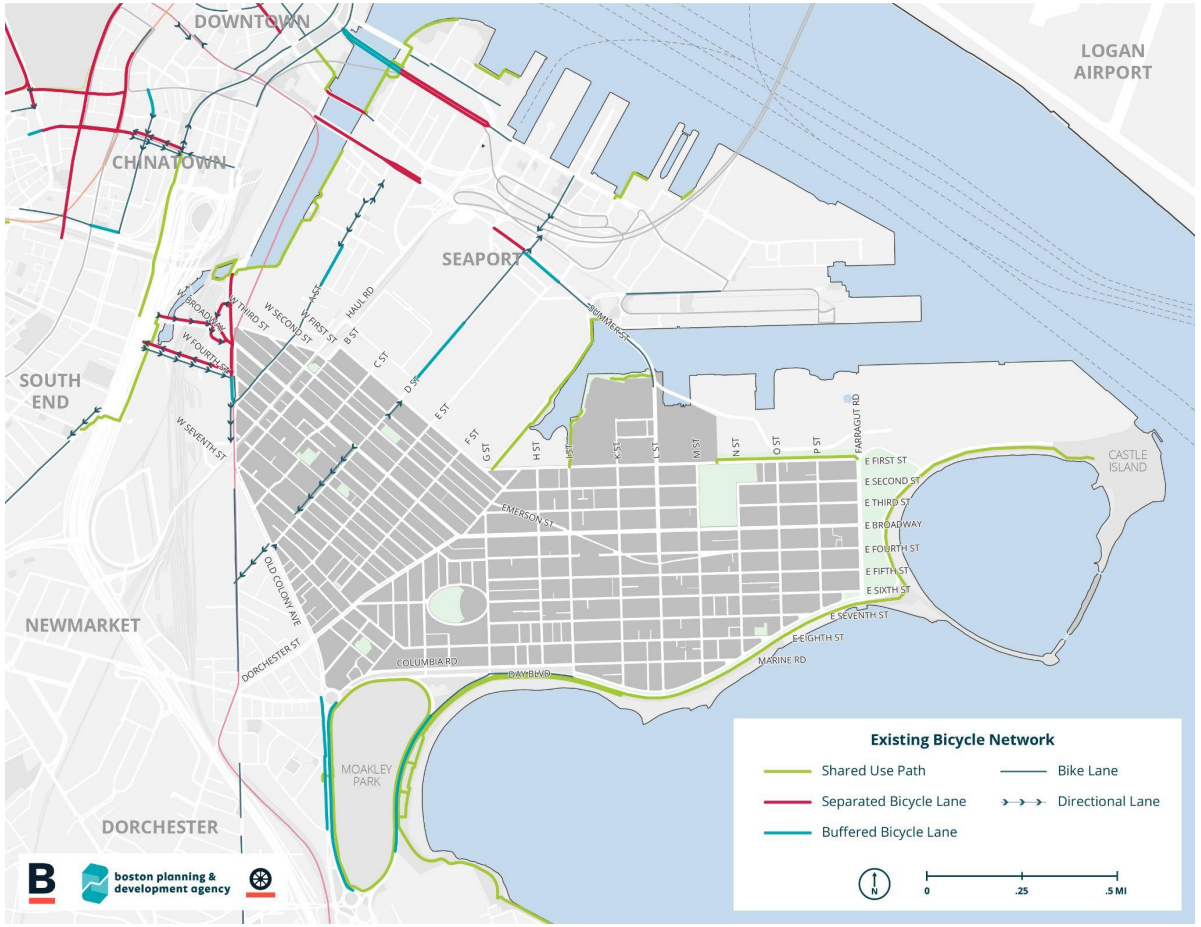
Bike Network: stressful arterials, no protection



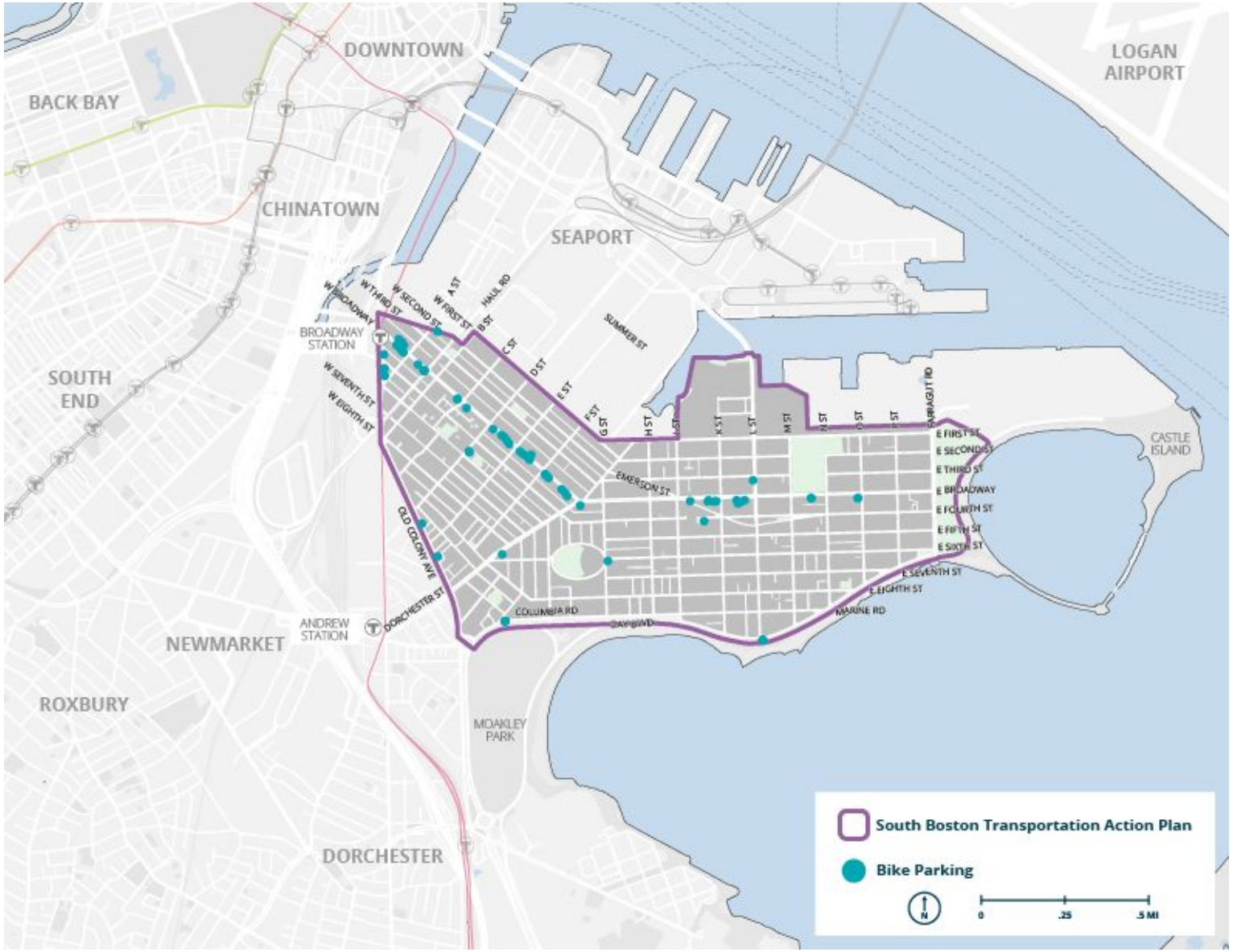


Bike Network: stressful arterials, no protection

Bike Parking

The study area is deeply underserved by short-term bike parking

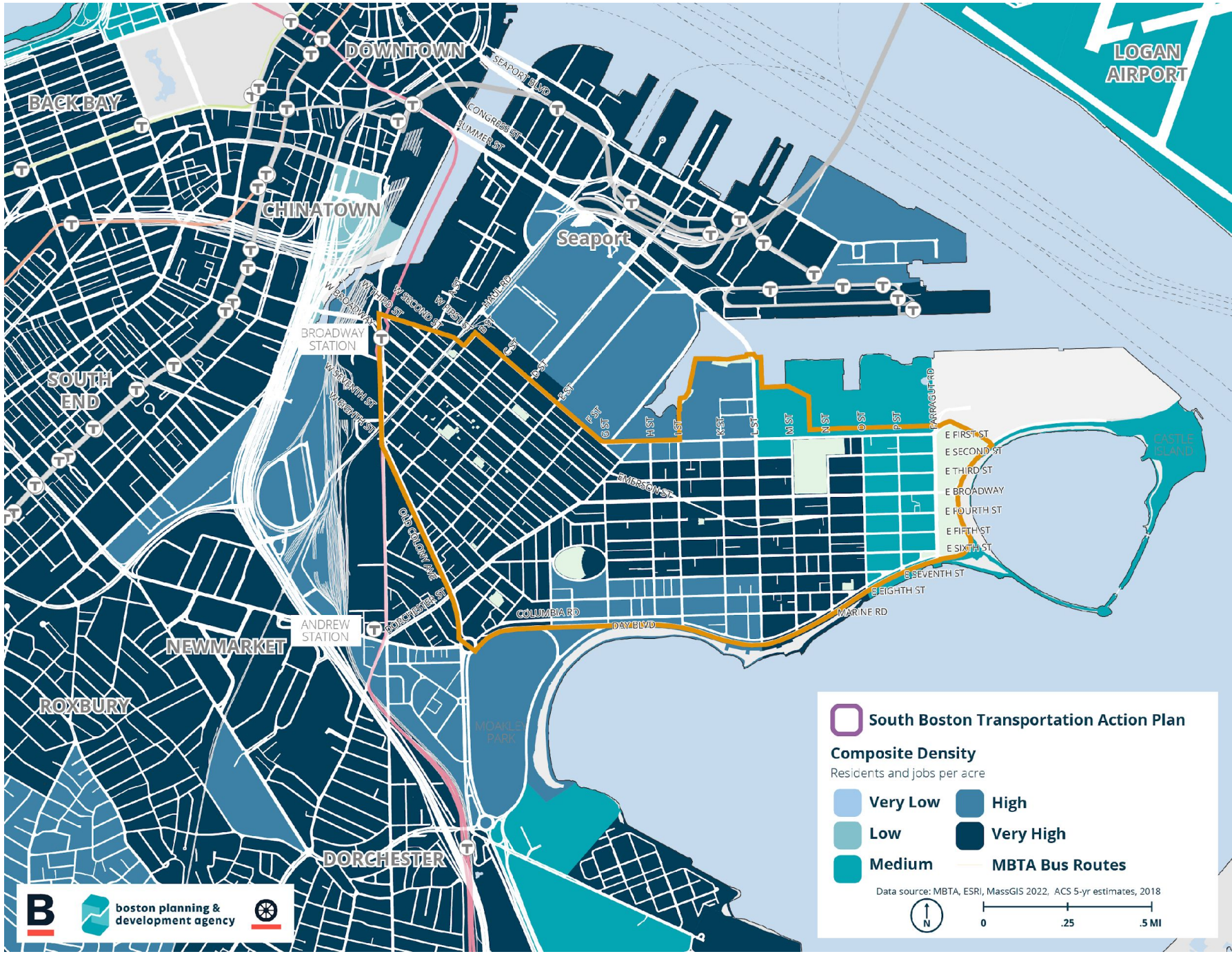
Currently, there are 146 public short-term bike parking spaces in the Study Area, primarily concentrated on West Broadway



BUS AND RAIL TRANSIT NETWORK

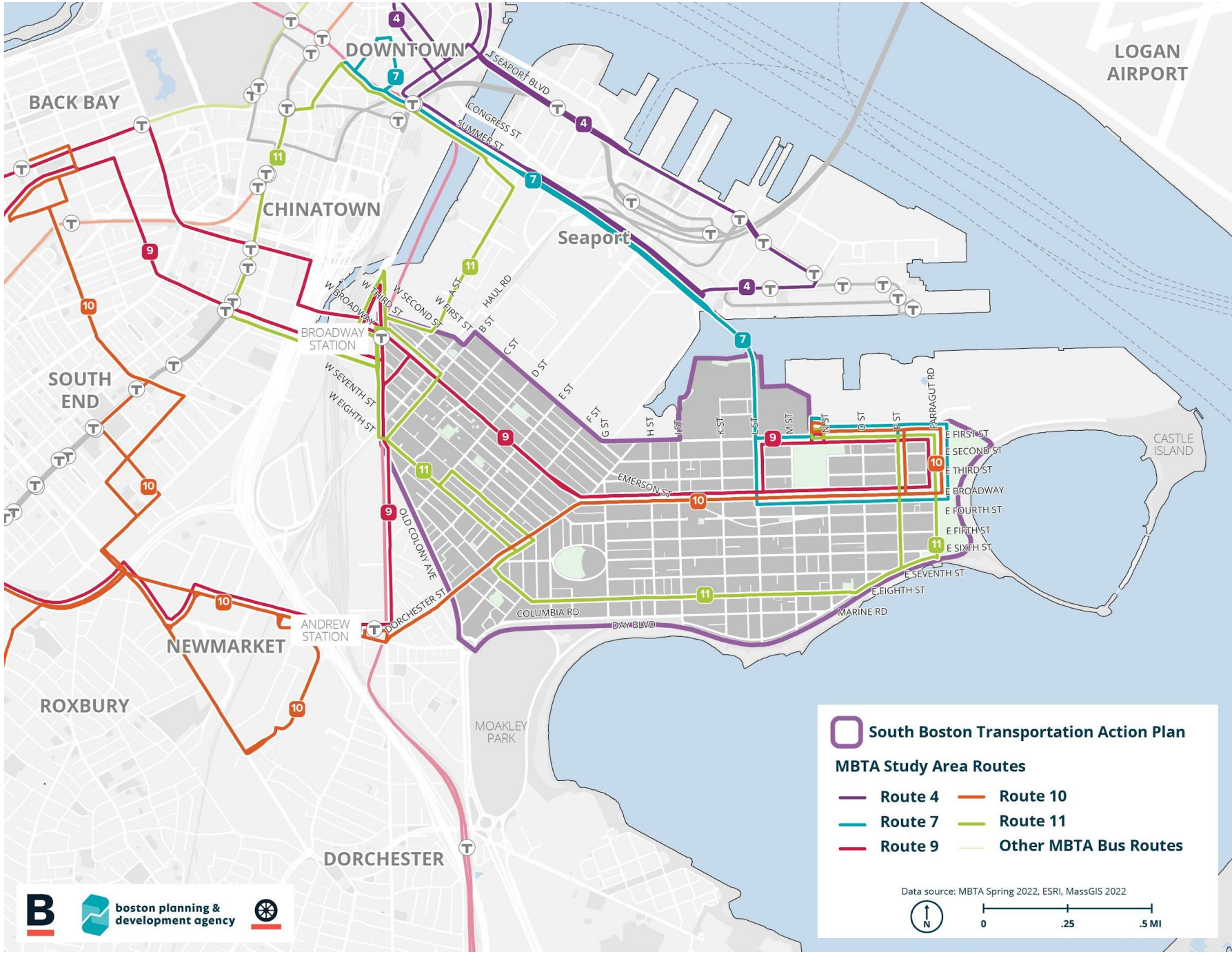
Underlying Demand for Transit

Underlying demand in most of the study area could support 5 to 10 minute bus service all day– based on high residential density and mixed-use corridors



Transit Service

The study area is connected to downtown, the Back Bay, LMA, and the South End via the Red Line and several bus routes - notably the 4 (not technically in the study area, but within a 10-minute walk of parts of the study area), 7, 9, 10, and 11

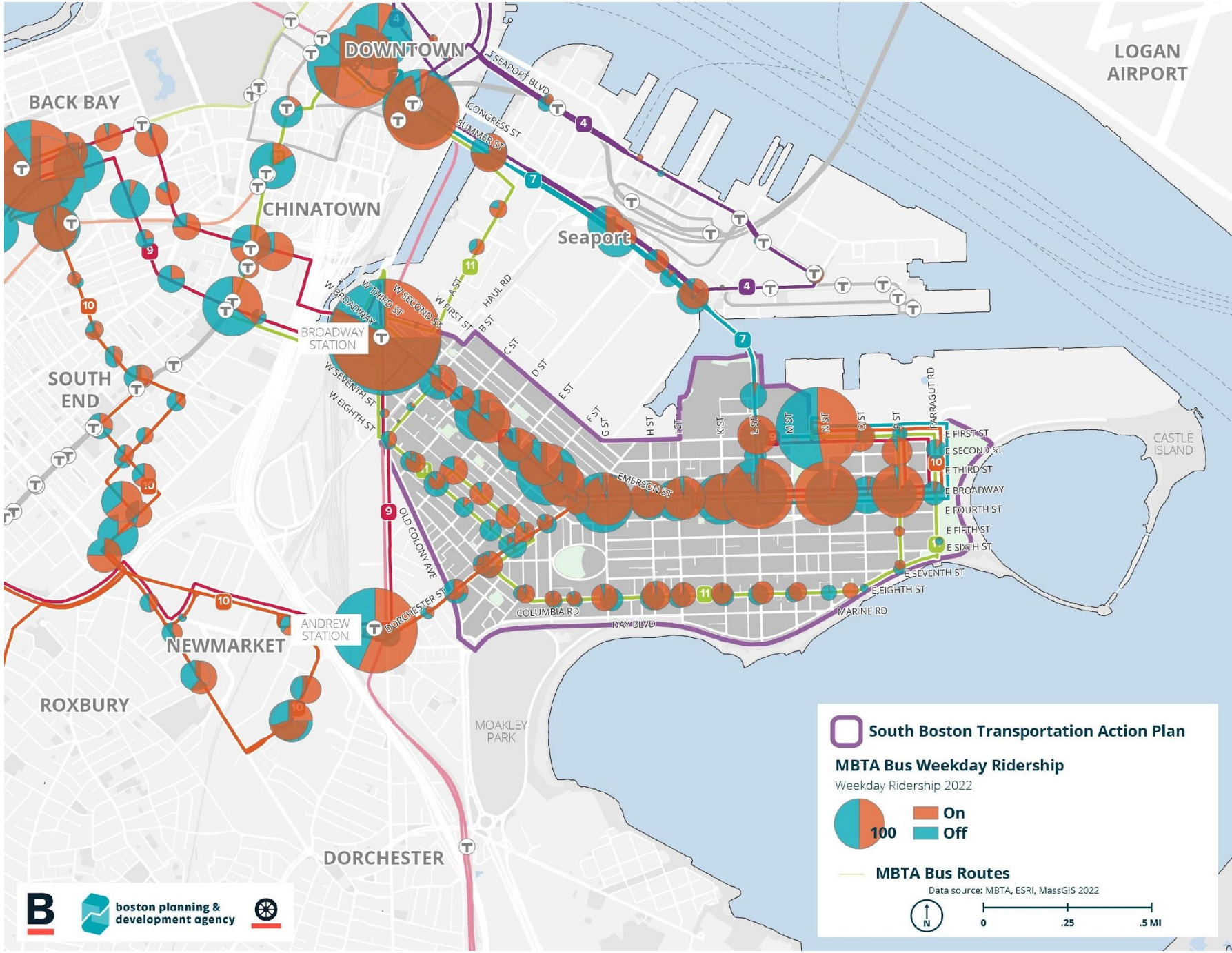


Ridership & Frequency

Service runs every 30 minutes or better during rush hours with 3 routes (7, 9, & 11) operating every 10 minutes or faster

In the study area, ridership is highest along Broadway, at Broadway Station, and at City Point Terminal

Routes 10 and 11, although lower in overall ridership, has high ridership midday



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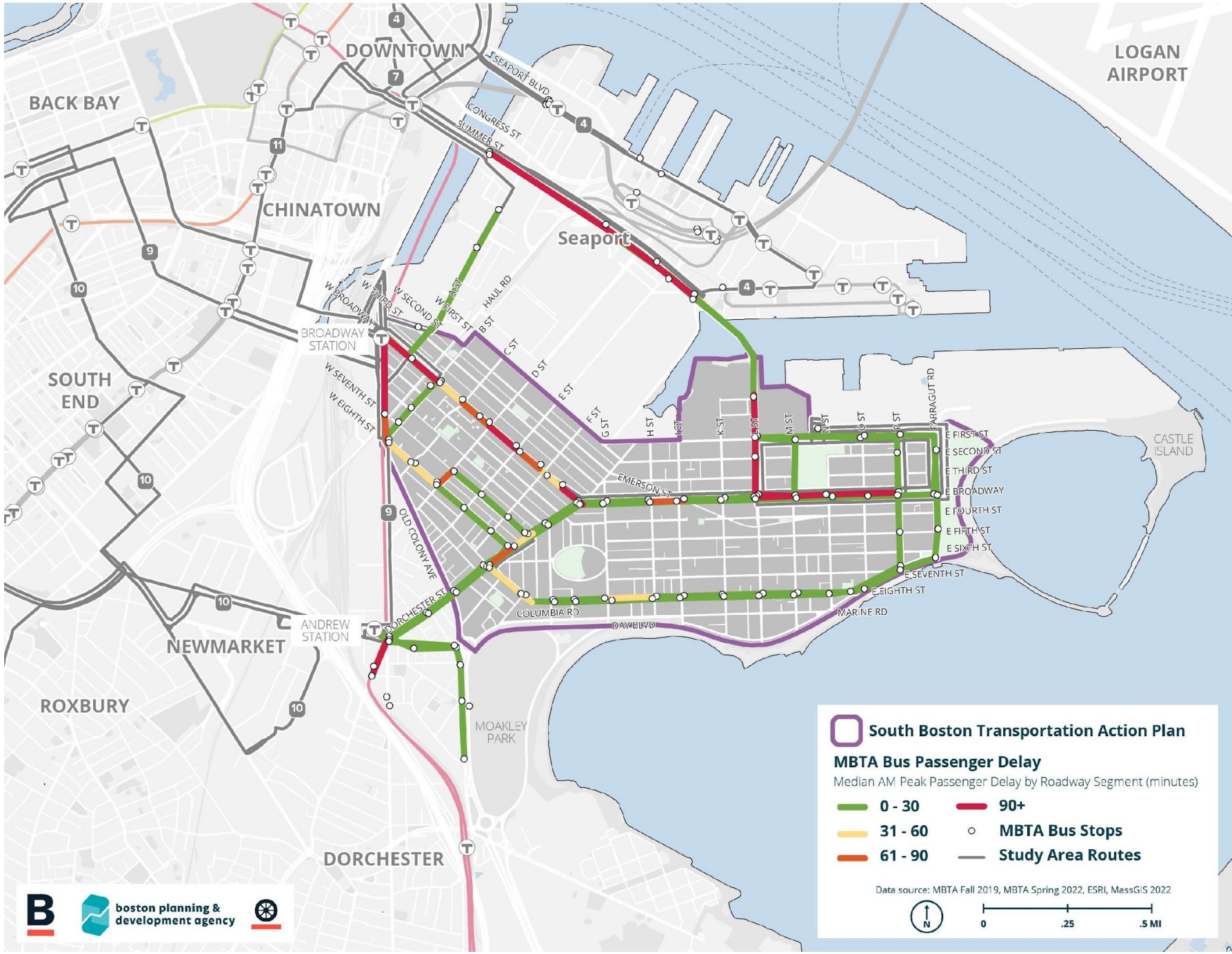
Passenger Delay

Passenger delays are highest on West Broadway near Broadway Station, East Broadway as well where Routes 7, 10, and 11 converge and continue on to the City Point Bus Terminal.

Excessive delays also occur on Summer St in Seaport via Route 7

Route 7 experiences the highest number of missed trips in the morning of any route in the study area



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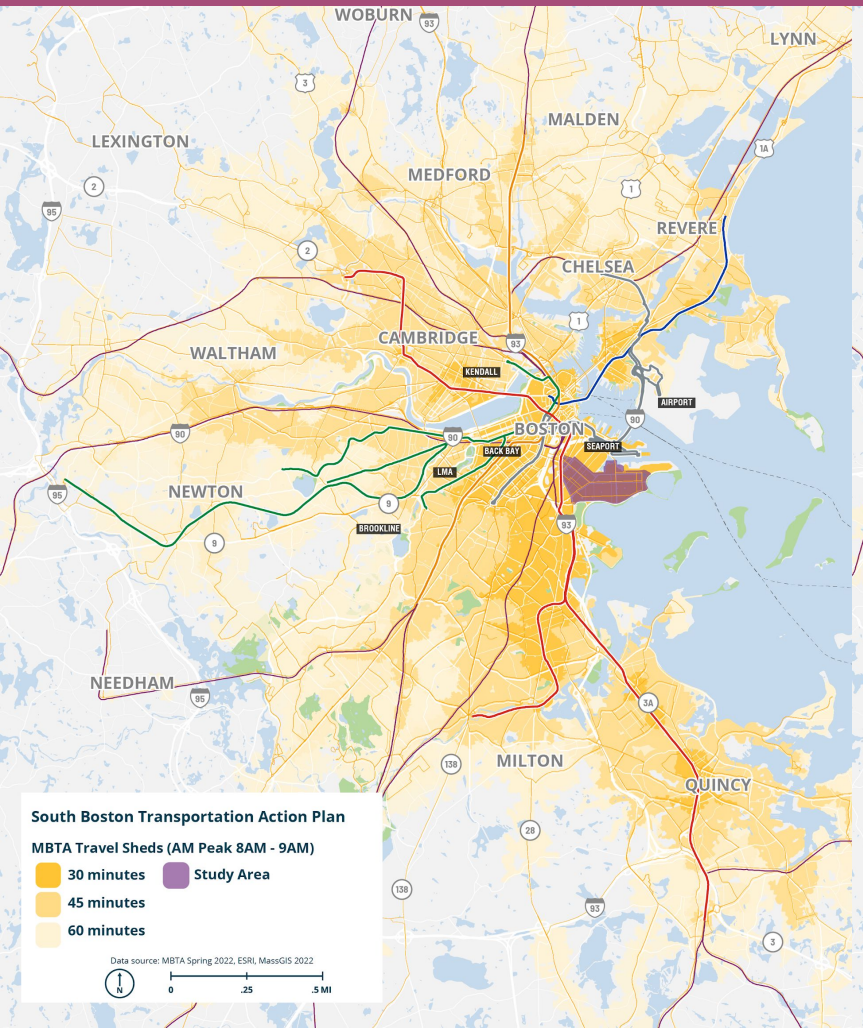
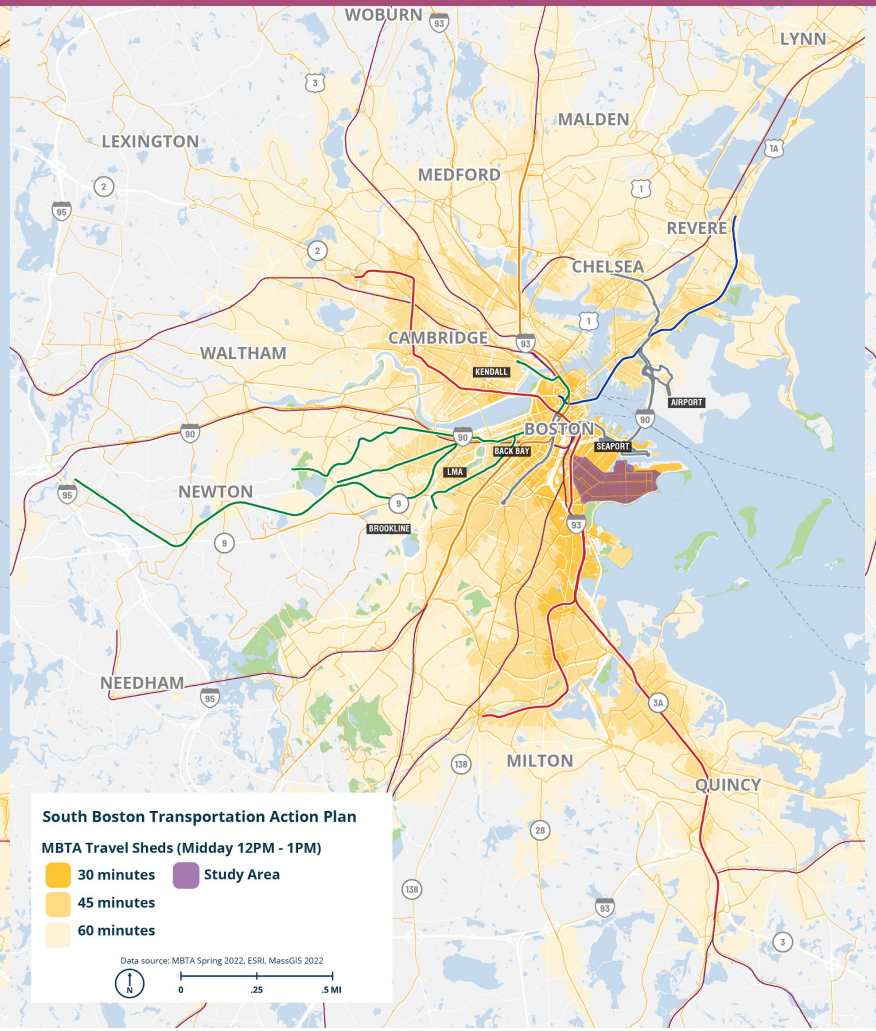
Areas Accessible within a 30-, 45-, or 60-Minute Transit Trip

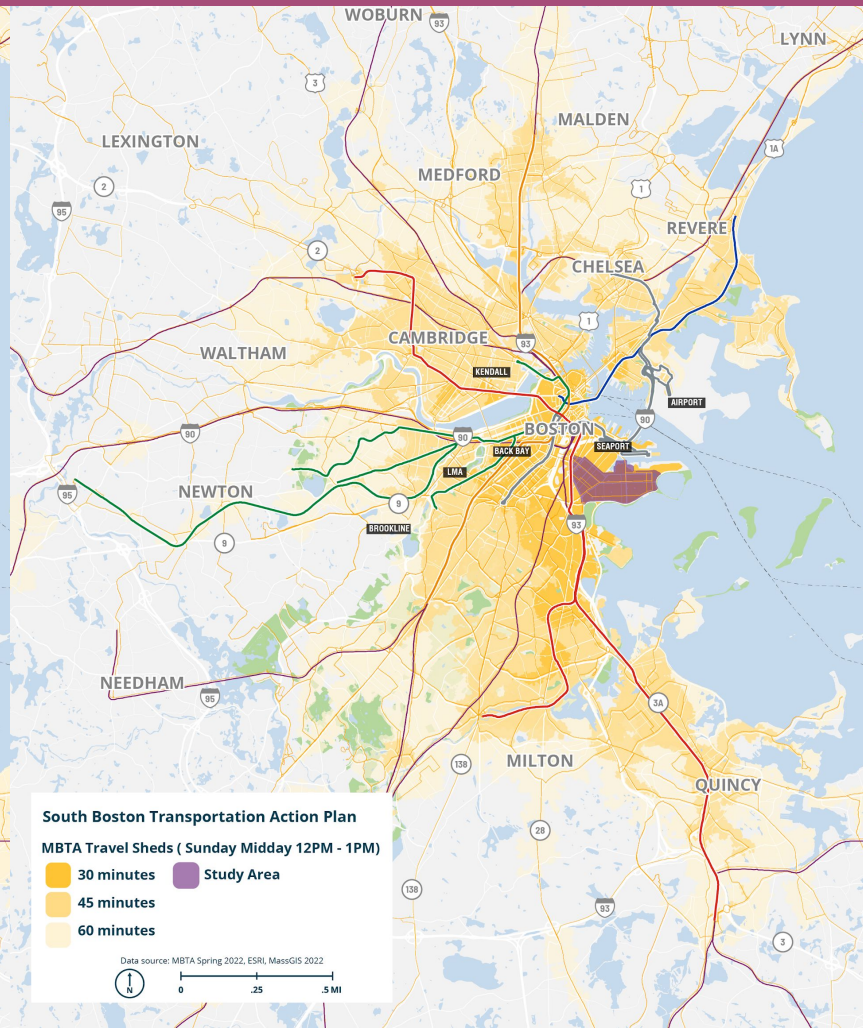
During the Weekday Morning Rush Hour



During the Weekday Midday



On Weekends (Sunday Midday)



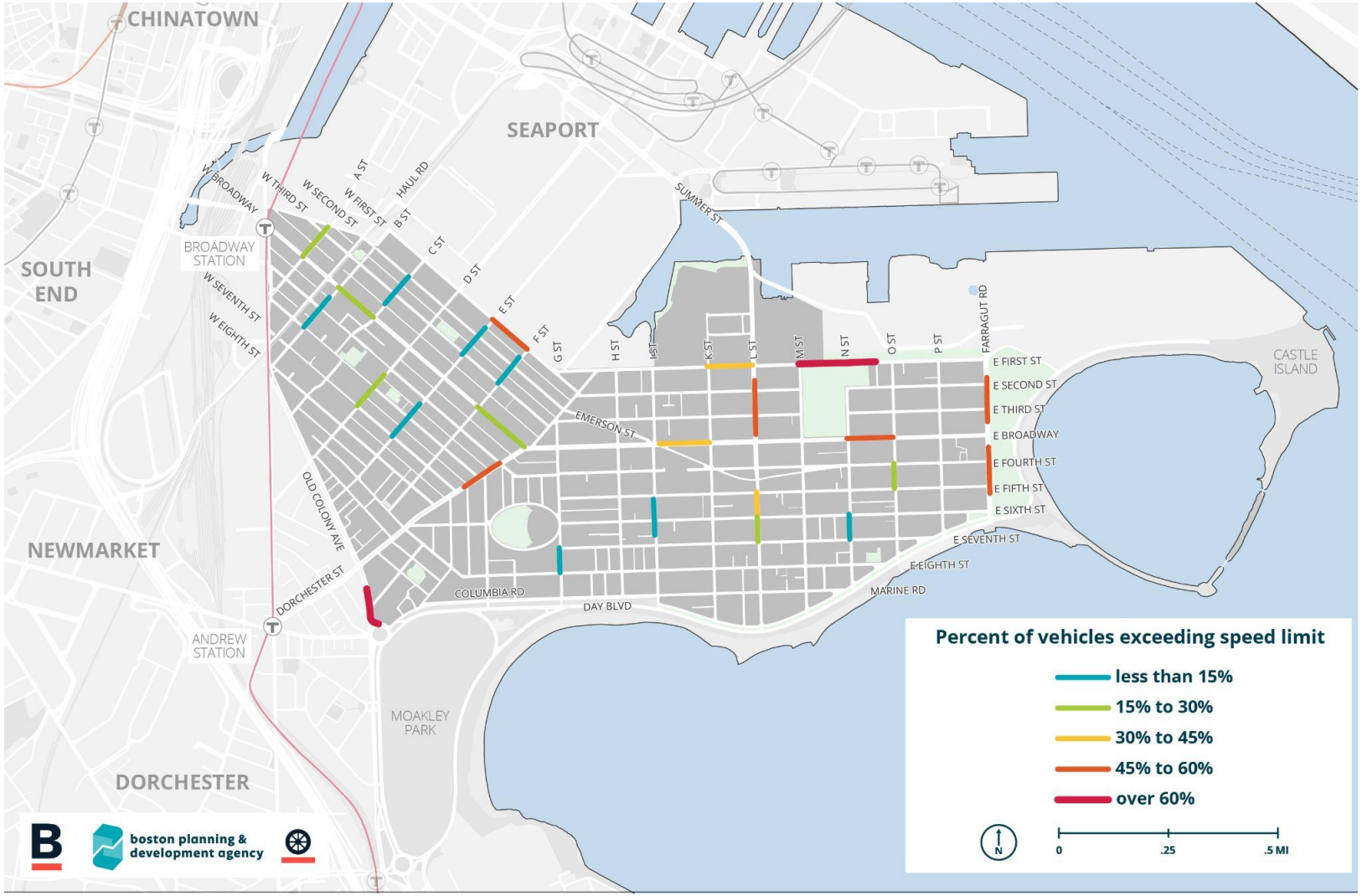
VEHICLE NETWORK

Speeding Concerns

Our team collected speed data only on the segments shown on the map in July of 2022

We found that:

- Drivers are *on the whole* driving the speed limit on more narrow residential streets
- Streets with wide travel lanes, or more than 1 lane in each direction, are seeing speeding problems



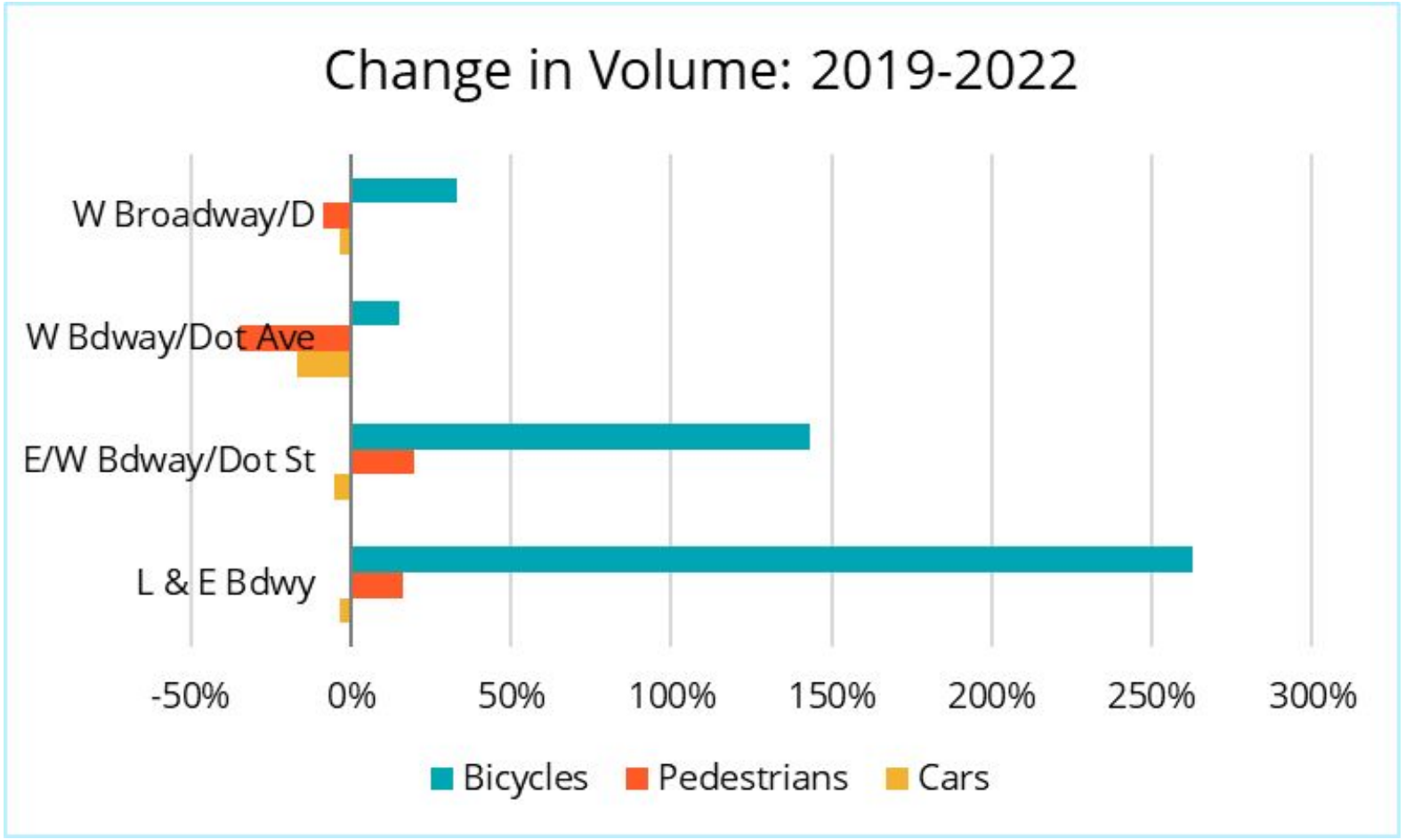
Traffic Volumes

Traffic volumes have largely returned to pre-pandemic levels, but they follow a different pattern

Vehicle traffic is lower

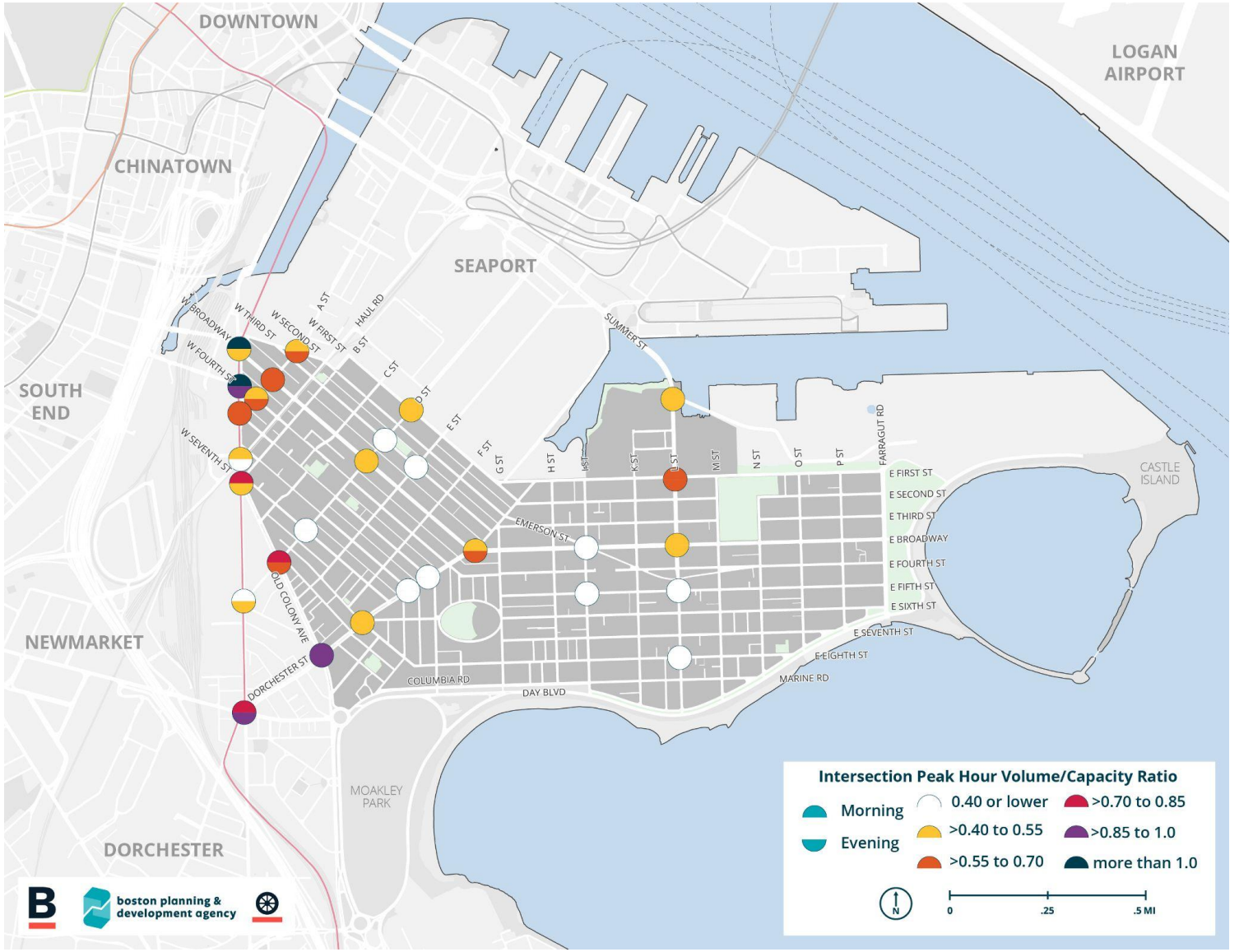
Bicycle traffic is higher

Foot traffic is higher in residential areas, but lower near MBTA stations



Street Network Capacity

- We count how many people are driving, walking, and biking at an intersection
  - How many people are turning, continuing through, and making u-turns
  - What types of vehicles are using the intersection
  - how many people are using each crosswalk
- We must be careful not to overbuild our streets.
- Analyzed for morning and afternoon “rush hours” (AM and PM Peak)
  - Over this level may be congested
  - Under this level indicates excess capacity and can lead to speeding



PARKING AND THE CURBSIDE

Resident Permit Parking

Just over 10,600 spaces in the Study Area

Weekday daytime parking spaces

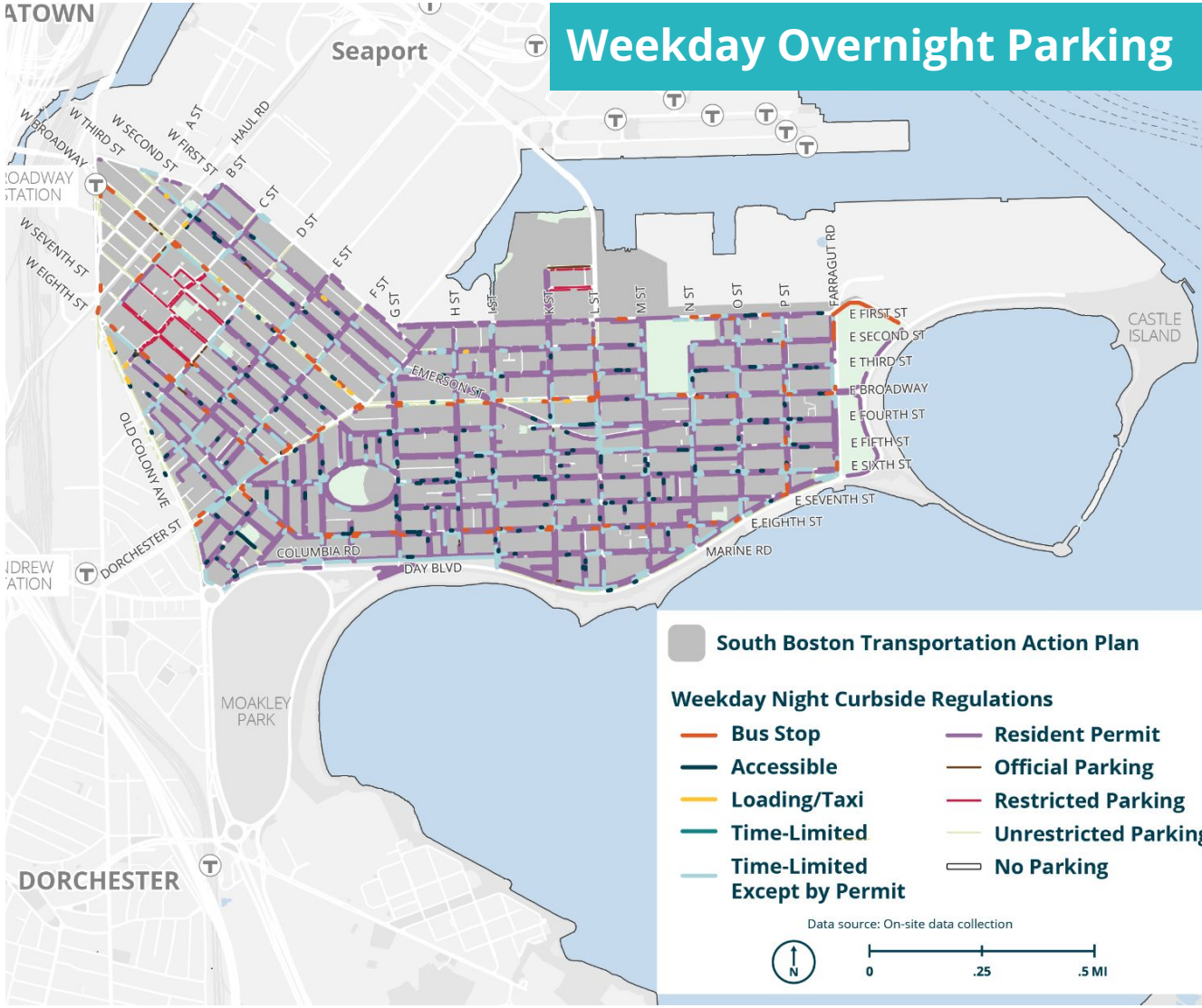
- About 87% unrestricted during the day
- There are extremely few accessible and commercial loading spaces
- Street cleaning displaces 500 daytime spaces at a time

Weekday overnight parking spaces

- About 70% are permit-only
- About 15% are visitor spaces with a 2-hour time limit, except by permit
- About 10% are unrestricted

Active resident permits: ~30,500

- That equates to about 3 permits to every space (or 4.1 permits per permit-only space)
- Majority (about 70%) of parking spaces and permits are east of Dorchester St.

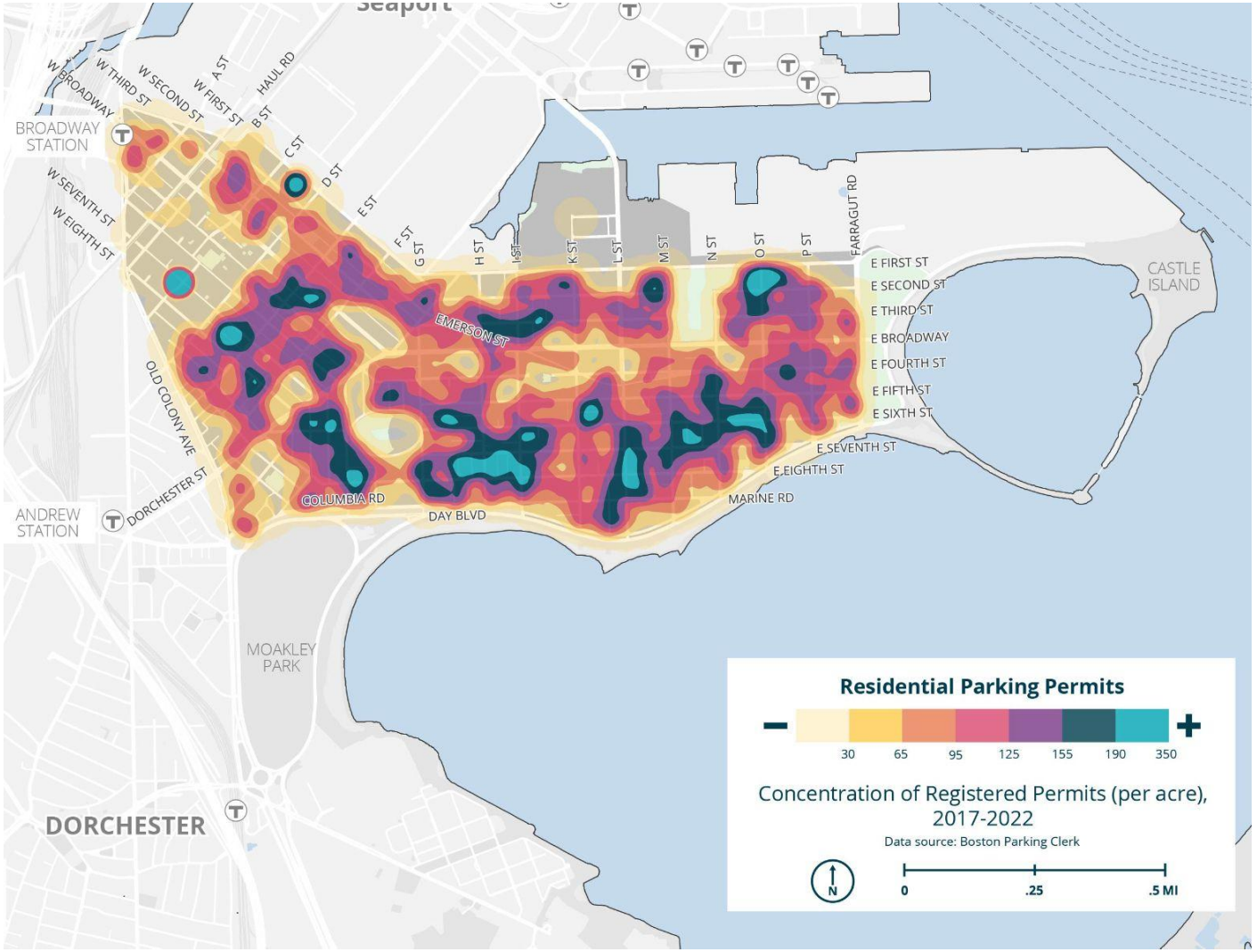


Multiple Residential Permits

About 25% of Southie households do not have a car or a parking permit

Over half (60%) of Southie's 30,500 permits are registered to addresses with multiple (>1) permits

- Almost 3,700 addresses have 2 permits (28%)
- About 2,000 hold 3 permits (15%)
- Over 2,300 addresses have 4 or more permits (17%)

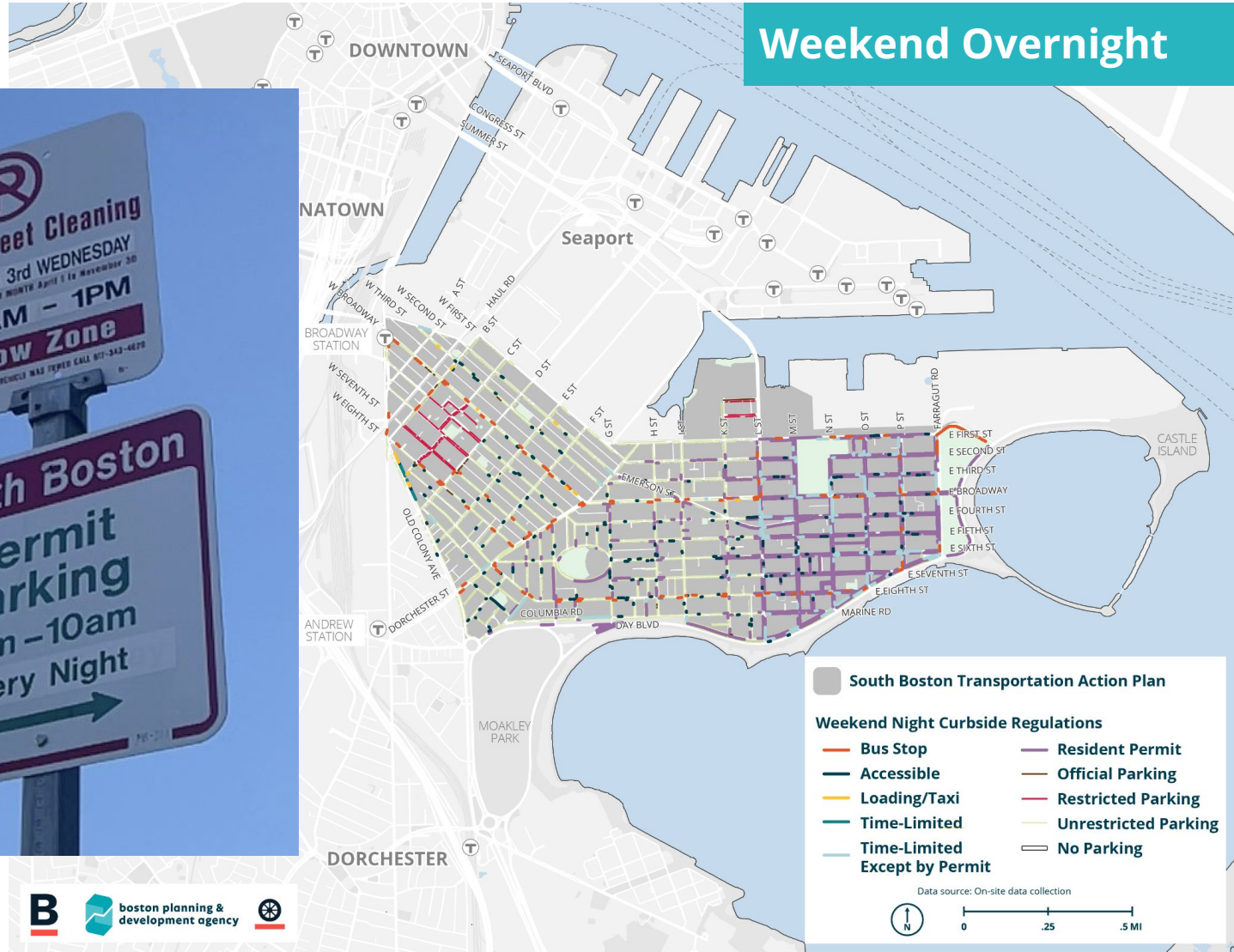


City Point Resident Permit Parking "Pilot" for Weekend Overnight Parking

On weekends, permits are required for some overnight parking spaces in City Point.

There are about 3,100 parking spaces included in the pilot that require permits overnight on the weekends.

This represents just under 30% of the total parking supply in the study area.



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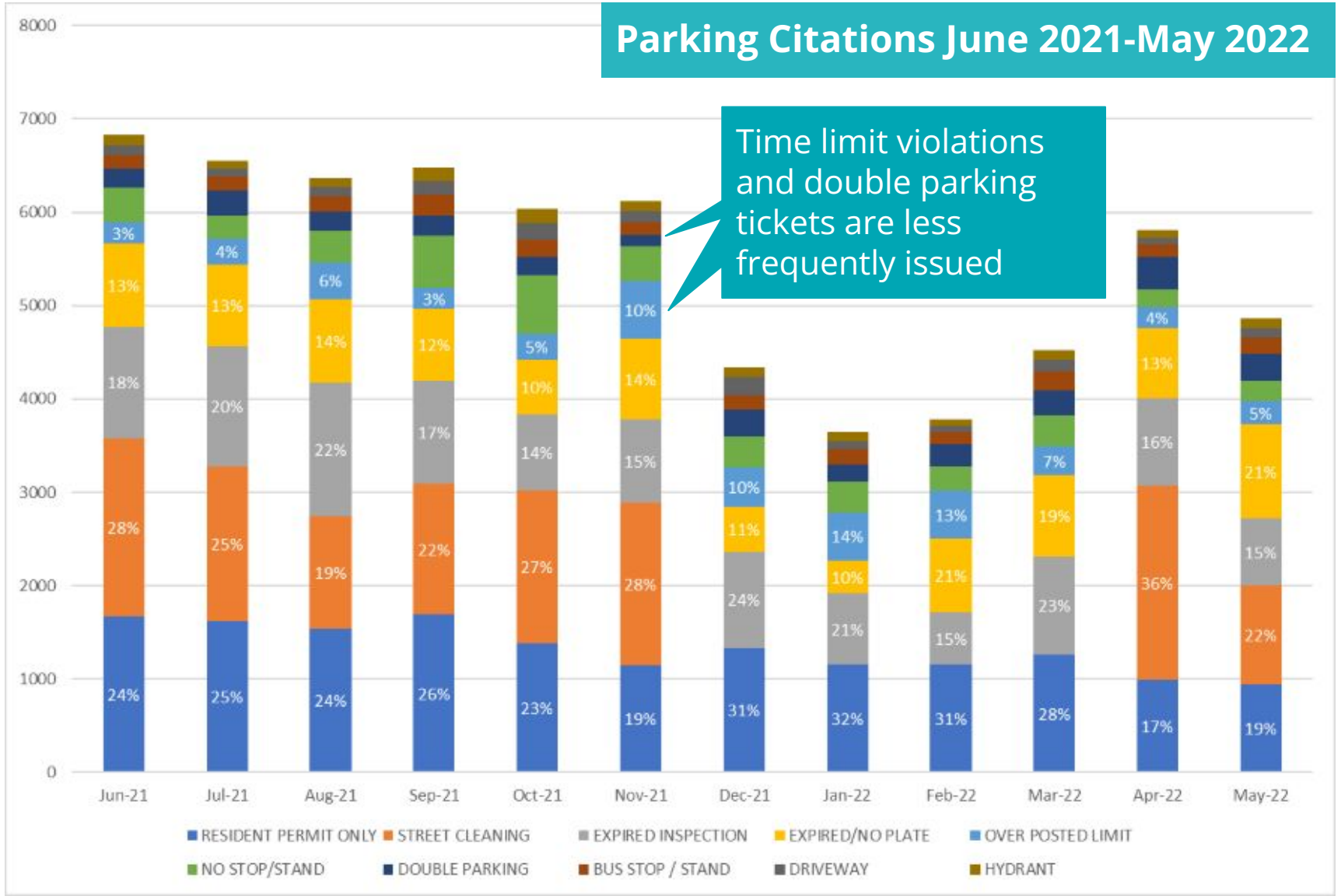
Recorded Parking Violations

Parking illegally in resident permit parking areas was the most common citation, followed by street cleaning (note decrease in overall citations over winter months)
Dangerous behaviors (double-parking, hydrant, expired inspection) are not as frequently ticketed as annoying behaviors (non-resident, street cleaning)



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RESILIENCE TO CLIMATE CHANGE

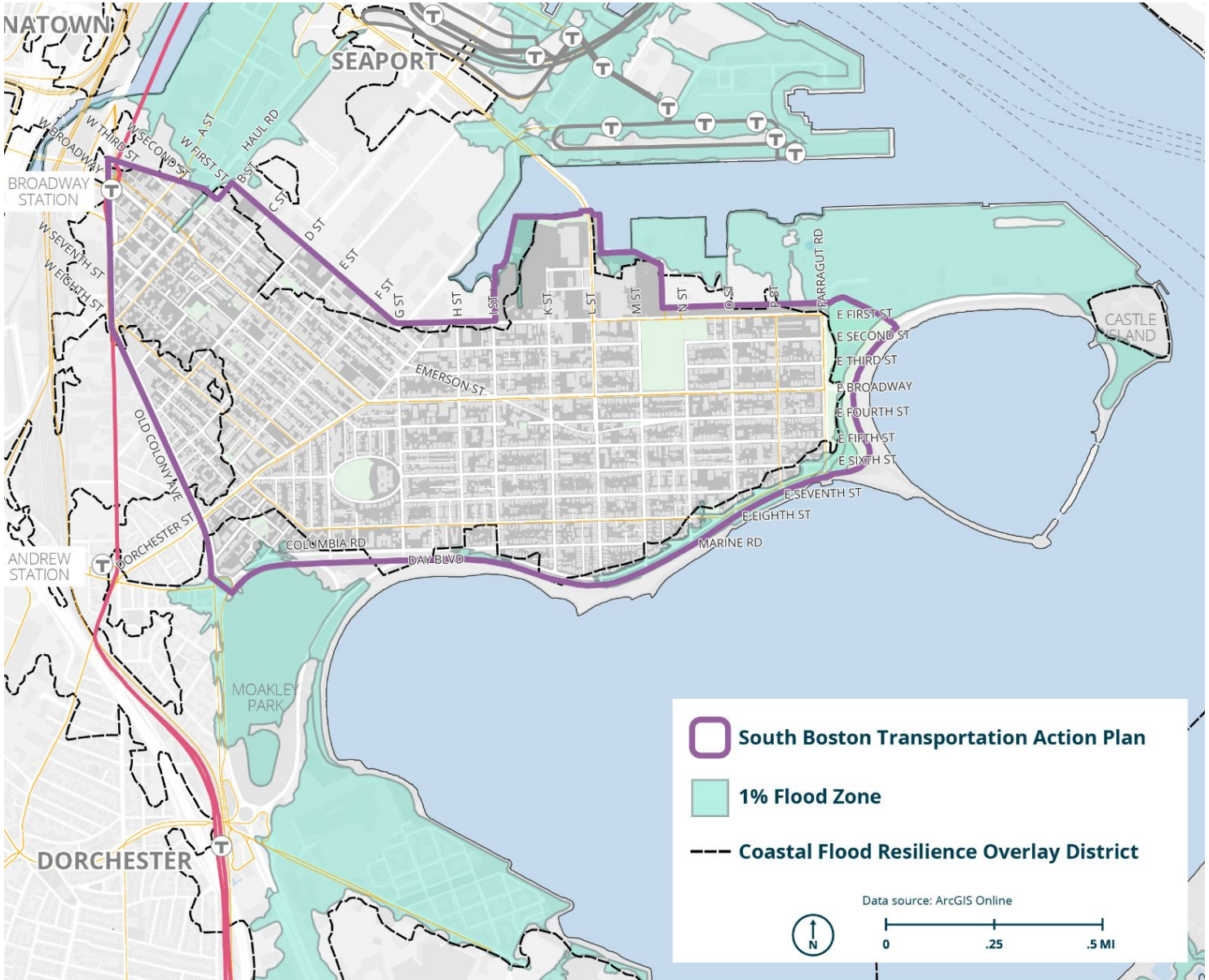
Flooding: too much pavement

Increased risk of stormwater flooding

Flooding risk is based on high levels of impervious surface (such as pavement), lack of drainage, limited green infrastructure, and proximity to the coast

Streets near Old Colony Avenue and D Street are at an increased risk of flooding

Day Blvd flooding could disrupt evacuation on vehicles and redirect bus routes



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Extreme heat

Increased risk of stormwater flooding

Flooding risk is based on high levels of impervious surface (such as pavement), lack of drainage, limited green infrastructure, and proximity to the coast

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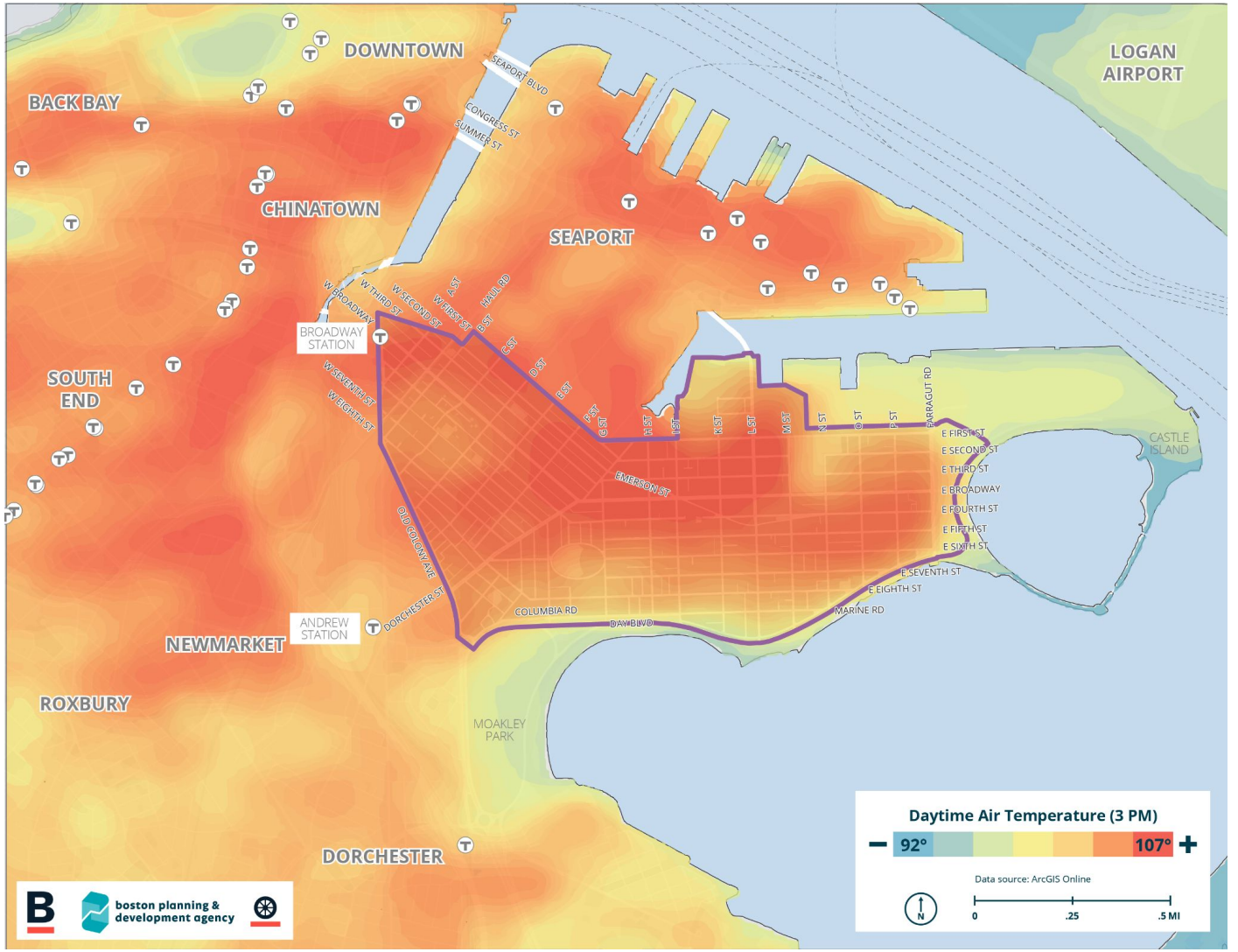
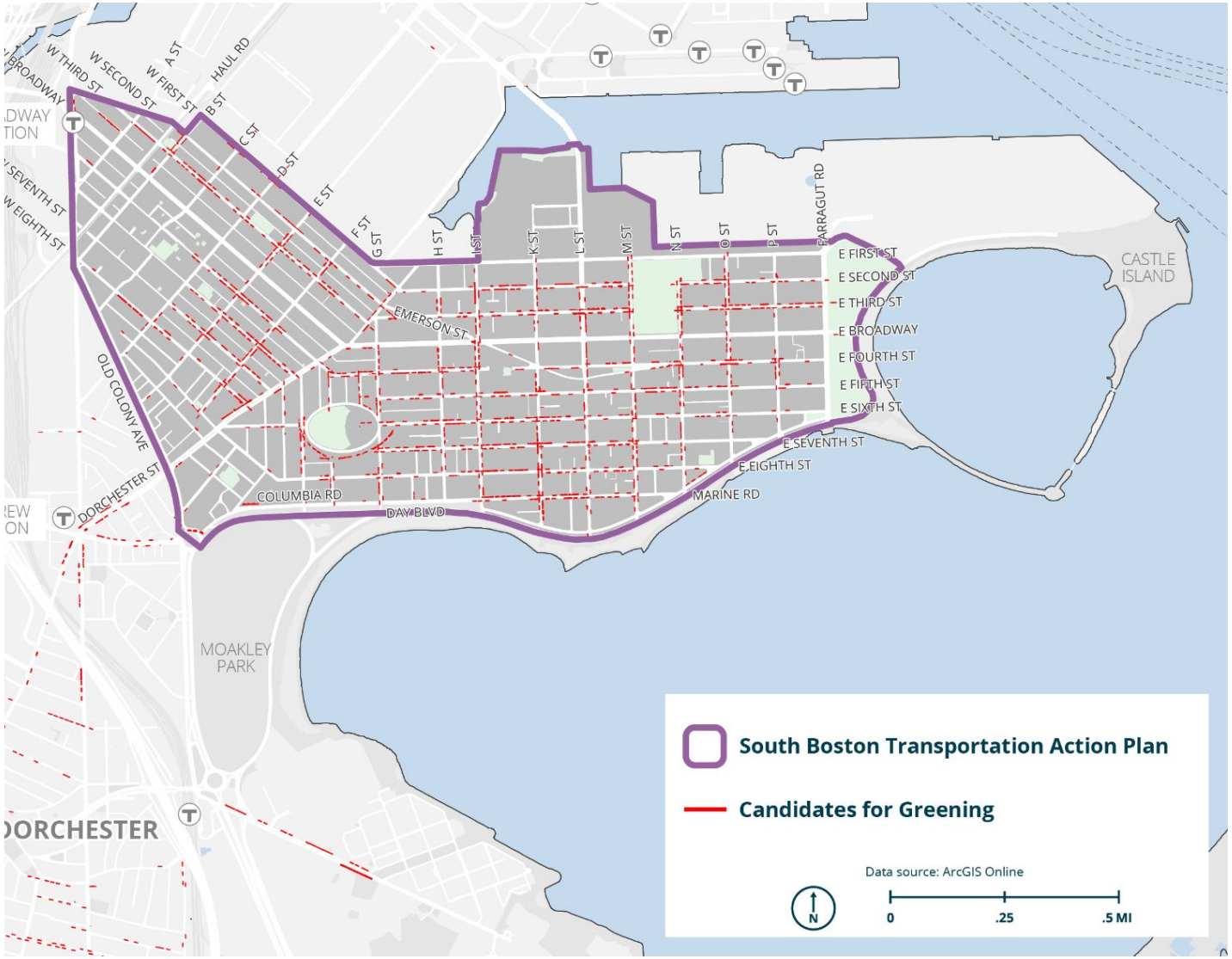


Opportunities for greening

Impervious surfaces cover 75% of the Study Area and greenspace accounts for most of the non-impervious surface

There are bus stops and sidewalk segments that are not shaded by trees and are candidates for green infrastructure to address extreme temperatures and stormwater management

Candidates for greening: Where sidewalks are wider than 7 feet and there is more than 15 feet from a light pole or other tree



DISCUSSION

Discussion

- What questions do you have for us about the project, the work we have done so far, or the work we have ahead of us?
- What are your experiences and insights? Are they aligned with what we have learned so far, or are they a bit different?
- Remember our work is a combination of technical data and talking to you - our next phase of work will benefit from hearing about your experiences
- Please share your thoughts on transportation in South Boston. Please take the 5–10 minute survey by December 15, 2022.
    - bostonplans.org/SBTAP-Community-Survey

Thank you!

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