



Dudley Square Complete Streets Design Project

Public Meeting #2

March 11, 2013

6:00pm – 8:00pm

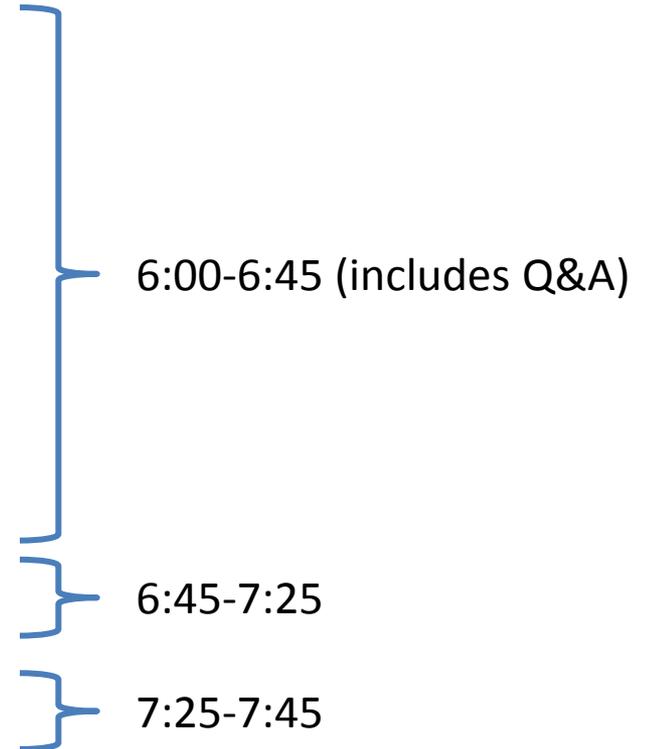
Dudley Branch Library

65 Warren St., Boston, MA



Agenda

- Welcome and Introductions
- Study Overview
- Recap of First Public Meeting
- Complete Streets Overview
- Review of Concept Design Alternatives
- Small Group Discussions
- Wrap-Up and Next Steps





Meeting “Ground Rules”

- Keep Time in Mind
- Be Respectful of Your Neighbors
- Listen to the Moderator
- Focus on Design Issues
- Use the Leprechaun’s Pot
- Success is a Shared Responsibility





Dudley Square Complete Streets Design Project

- Recognize the history of the square
- Build on foundation of work done to date
- Coordinate with ongoing and future projects
- Develop solutions that address identified transportation problems
- Integrate Boston Complete Streets guidelines
- Design for improvements that will get built

Dudley Square Complete Streets Design Project Project Area





Project Team



BOSTON
TRANSPORTATION
DEPARTMENT





Building on a Strong Foundation

- Dudley Square Transportation and Air Quality Study (Nov '01)
- Dudley Square Vision Initiative Transportation Action Plan (Dec '09)
- Madison Park Development Corporation Neighborhood Walk & Bike Audits (May '12)
- Nuestra Comunidad Work
 - Placemaking in the Warren Street Corridor (June '12)
 - Complete Streets Workshop with EPA (Aug '12)
- Roxbury/Dorchester/Mattapan Transit Needs Study (Sept '12)
- MBTA Projects
 - Key Routes Study on #15, #23, and #28 buses
 - MBTA Dudley Station Improvements
- CTPS Dudley Bus Station Circulation Analysis



Outreach Will Be Ongoing



○ Meeting #1: Intro/Problem ID/History

● Meeting #2: Improvement Ideas

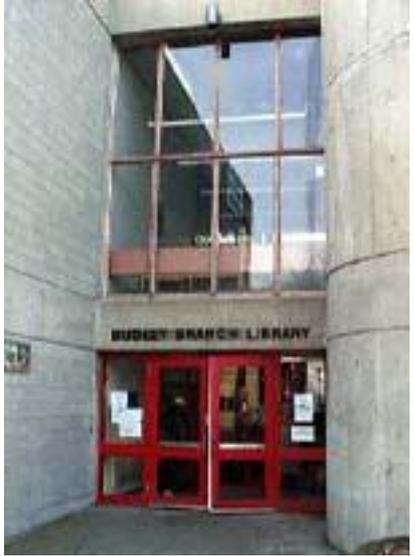
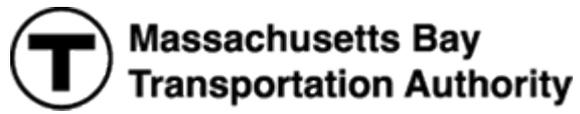
● Meeting #3: Concept Design

Multiple Public Meetings

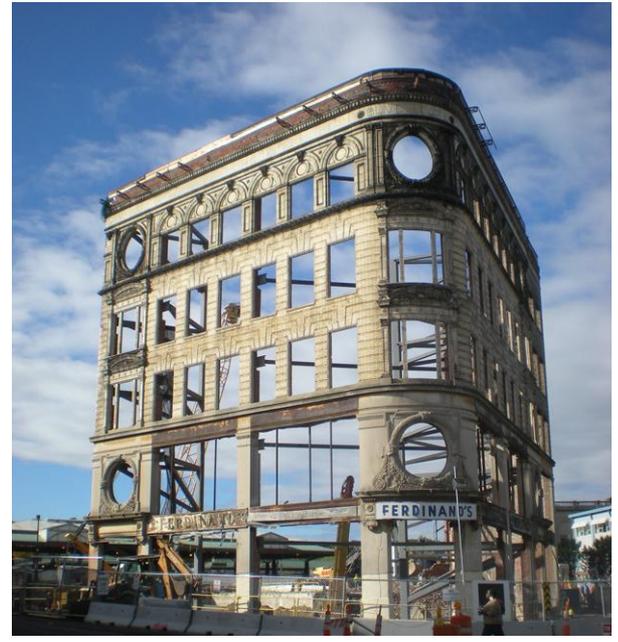
Ongoing Coordination



Coordination with Other Projects

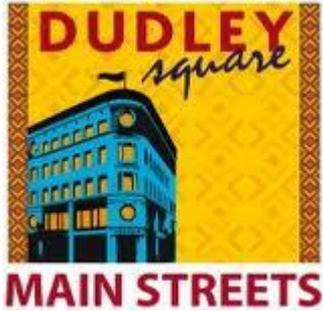


**MELNEA CASS
BOULEVARD
DESIGN PROJECT**





Coordination with Stakeholders



**BOYS & GIRLS CLUBS
OF BOSTON**



The Black Ministerial Alliance of Greater Boston, Inc.



**PARSONS
BRINCKERHOFF**





Complete Streets Objectives



- Create vibrant public spaces
- Respect and foster a “sense of place”
- Create opportunities for healthy living and physical activity
- Support economic development
- Improve safety for vulnerable users



Complete Streets: Multimodal



- Complete Streets are designed and operated to enable safe access for all users/stakeholders.
- Pedestrians, bicyclists, motorists and transit riders of all ages and abilities must be able to safely and comfortably move along and across a complete street.



Complete Streets: Multimodal

- Pedestrians
 - Comfortable, accessible sidewalks
 - Safe, convenient crossings
- Bicyclists
 - Dedicated space/lower vehicle speeds
 - Bicycle-friendly intersections
- Transit Users
 - Safe and accessible stops & connections
 - Minimal delays in service
- Motorists
 - Designs that reduce conflicts and the severity of crashes,
 - Improved efficiency and coordinated signal timings





Complete Streets Principles

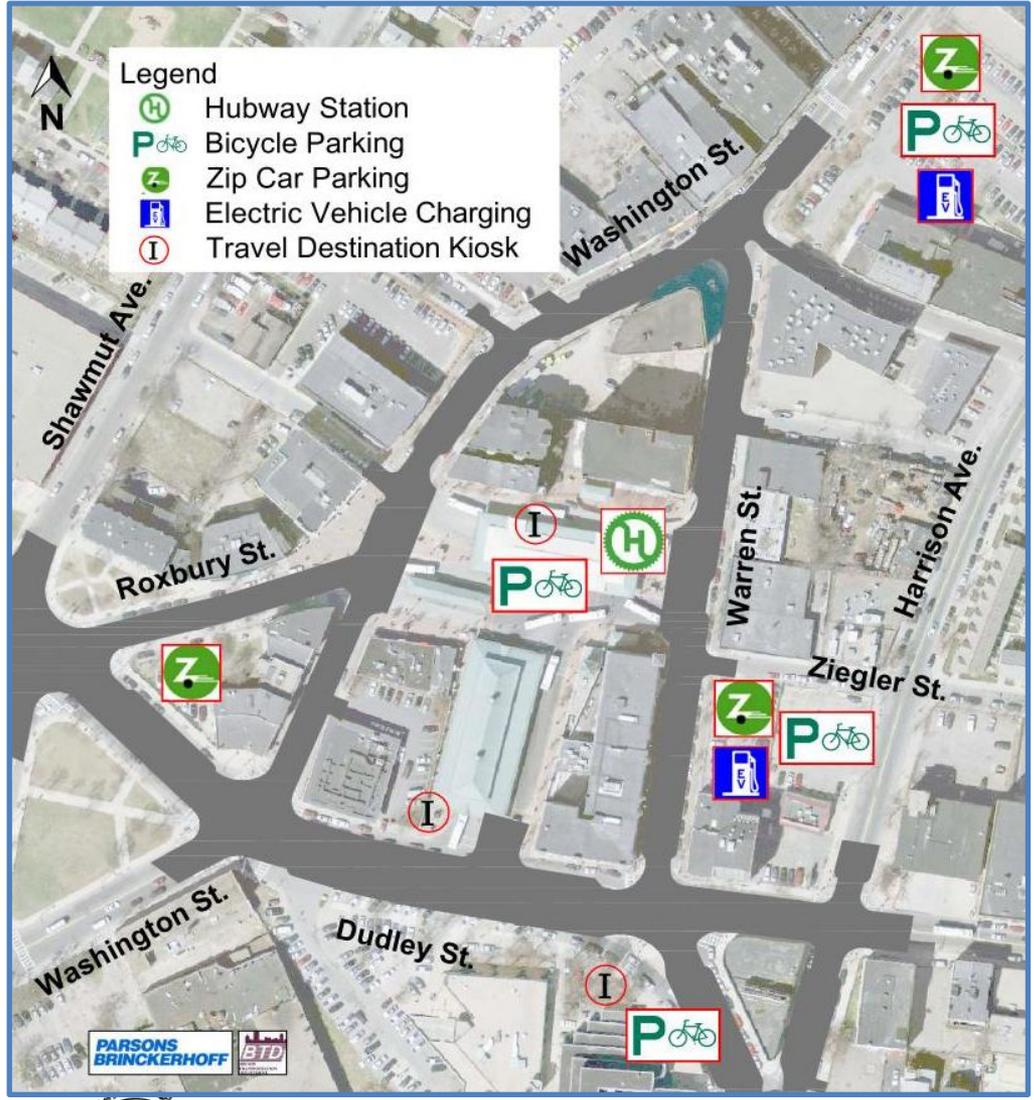
- Multimodal
 - Safe, comfortable, and accessible to all users
- Green
 - Reduce energy use, sustainable and low-maintenance
- Smart
 - Use technology to improve efficiency and provide travelers real time information





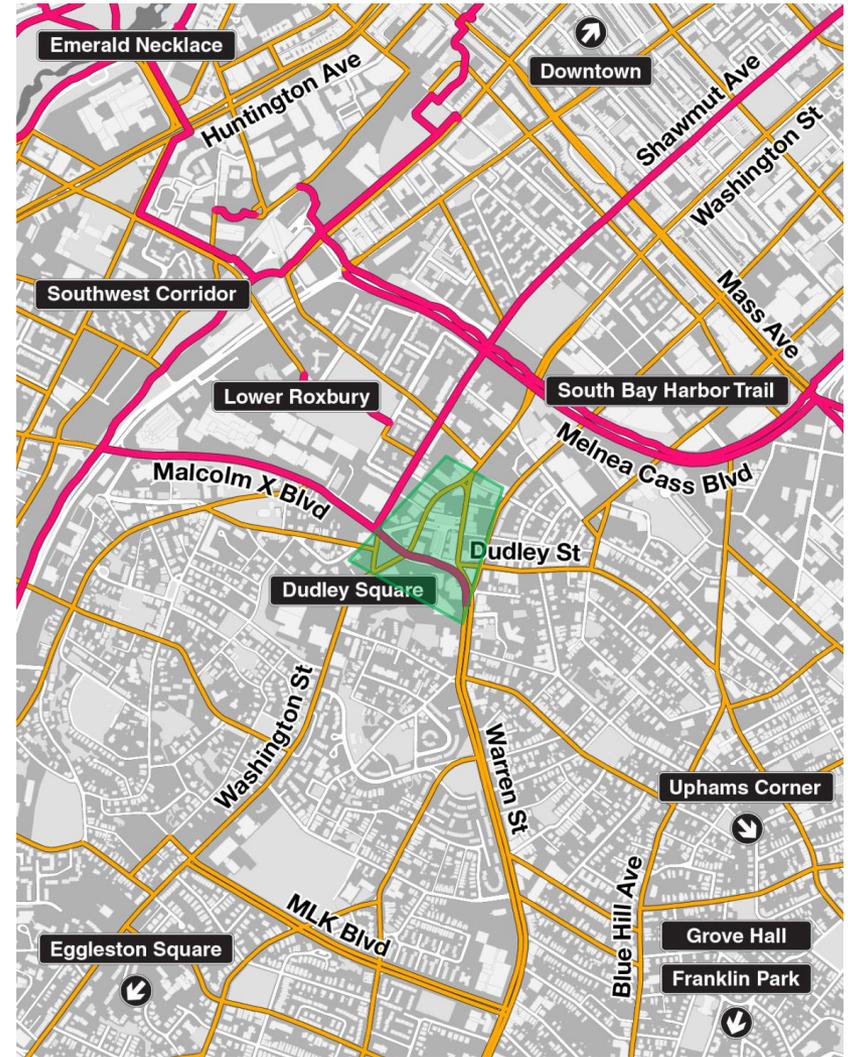
Multi-Modal/ Alternative Vehicle Accommodations

- Hubway Station
- Bicycle Parking
- Zip Car Parking
- Electric Vehicle Charging Station
- Travel Destination Kiosks





Bike Network Overview





Public Meeting #1 Recap

140 Ideas :

- Collected from 1st Public Meeting
- Collected from 9 Previous Studies

Initial Screening:

- Within or without the scope of this project
- Already implemented (e.g., lower emissions buses)

DUDLEY SQUARE COMPLETE STREETS DESIGN PROJECT					
COMPILATION OF IDEAS/RECOMMENDATIONS FROM PREVIOUS STUDIES AND 10/22/12 PUBLIC MEETING					
					Addressed Differently in Concept Design
					Outside Scope
					Not Included in Concept Design
					Will be Considered in Design
Recommendation	Area	Type of Improvement	Alt 1- Existing Circulation	Alt 2- Bus Circulation	Alt 3- Maximum Circulation
Move Hubway back next to station	Dudley Station	Bicycle Accommodation	✓	✓	✓
Provide free transfers from Ruggles Station to Dudley Station	Dudley Station	Bus Circulation			
Crosswalks from both ends of Silver Line berth at Dudley Station at Washington and Warren Street	Dudley Station	Pedestrian Accommodations	✓	✓	✓
Improve pedestrian access from Dudley Station to Ferdinand Site (make connection clear)	Dudley Station	Pedestrian Accommodations			
Expanded use of bus transit priority for transit vehicles toll from Dudley Station	Dudley Station	Traffic			
Bicycle accommodations on Malcolm X (Protected Path)	Dudley/Malcolm X	Bicycle Accommodation	X	✓	✓
Cycle Track on Malcolm X Blvd on the school side	Dudley/Malcolm X	Bicycle Accommodation	X	✓	✓
Provide 5-foot bike lanes in both directions on Dudley Street between Shawmut Avenue and Warren Street and on Warren Street southbound to St. James Street; install "sharrows" on Dudley Street between Warren Street and Harrison Avenue	Dudley/Malcolm X	Bicycle Accommodation	X	✓	✓
Have 28/etc stop on the south side of Dudley St in front of old Police Station.	Dudley/Malcolm X	Bus Circulation	X	✓	✓
Expand Dudley Station across Dudley Street with a raised crosswalk across Dudley Street to reduce circuitous bus	Dudley/Malcolm X	Bus Circulation	X	✓	✓
Lengthen stop at Dudley St & Shawmut Ave by relocating rear sign and add pavement marking	Dudley/Malcolm X	Bus Circulation	✓	✓	✓
Relocate bus stop on Dudley St between Harrison Ave and Warren	Dudley/Malcolm X	Bus Circulation	✓	✓	✓
Add a signal on Dudley Street at the Dudley Station busway exit to allow buses to turn left out of the station	Dudley/Malcolm X	Bus Circulation	X	✓	✓
There is a lot of room in front of Old Police Station; determine appropriate use of ROW	Dudley/Malcolm X	Cross-Section	✓	✓	✓
Downsize Malcolm X Blvd to appear to have a "school zone" design speed	Dudley/Malcolm X	Cross-Section	X	✓	✓
Road Diet on Malcolm X Blvd./Dudley St	Dudley/Malcolm X	Cross-Section	X	✓	✓
Island in front of Urban League needs realignment	Dudley/Malcolm X	Cross-Section	✓	✓	✓
Maintain existing four-lane cross-section on Dudley St, but eliminate median island and add exclusive left turn lane to reduce pedestrian crossing distance	Dudley/Malcolm X	Cross-Section	X	X	✓



Recurring Themes from Public Comments

- Reduce Circuitous Bus and Vehicular Circulation
- Improve Bicycle Accommodation (Bicycle Facilities, Parking, Amenities)
- Determine Appropriate Use of width of Dudley Street
- Shrink/Improve Intersections to Reduce Pedestrian Crossing Distance/Time
- Add/Improve Crosswalks
- Improve Street Trees and Lighting to Make Public Spaces Inviting
- Improve Signal Timing & Coordination



From Ideas to a Plan: Start with the Big Picture

Opportunity to Rethink Dudley Square

1. Start with the “big picture” - overview of circulation:
 - General Traffic
 - Bus Circulation
 - Bikes
 - Pedestrians
2. Then, the details follow



Existing Traffic

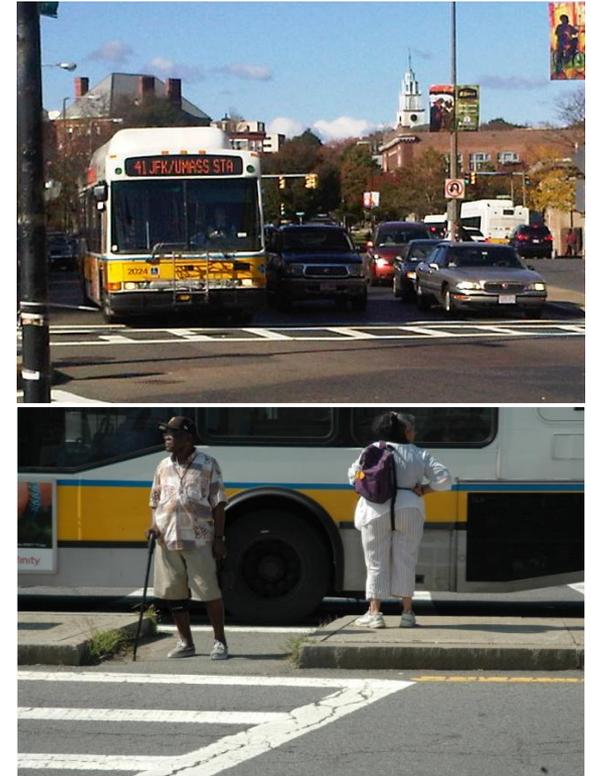
- New traffic counts in Fall 2012
- Traffic model (SYNCHRO) obtained from City
- Observations by Design Team
- Existing traffic issues identified in public comments





Identify Deficiencies

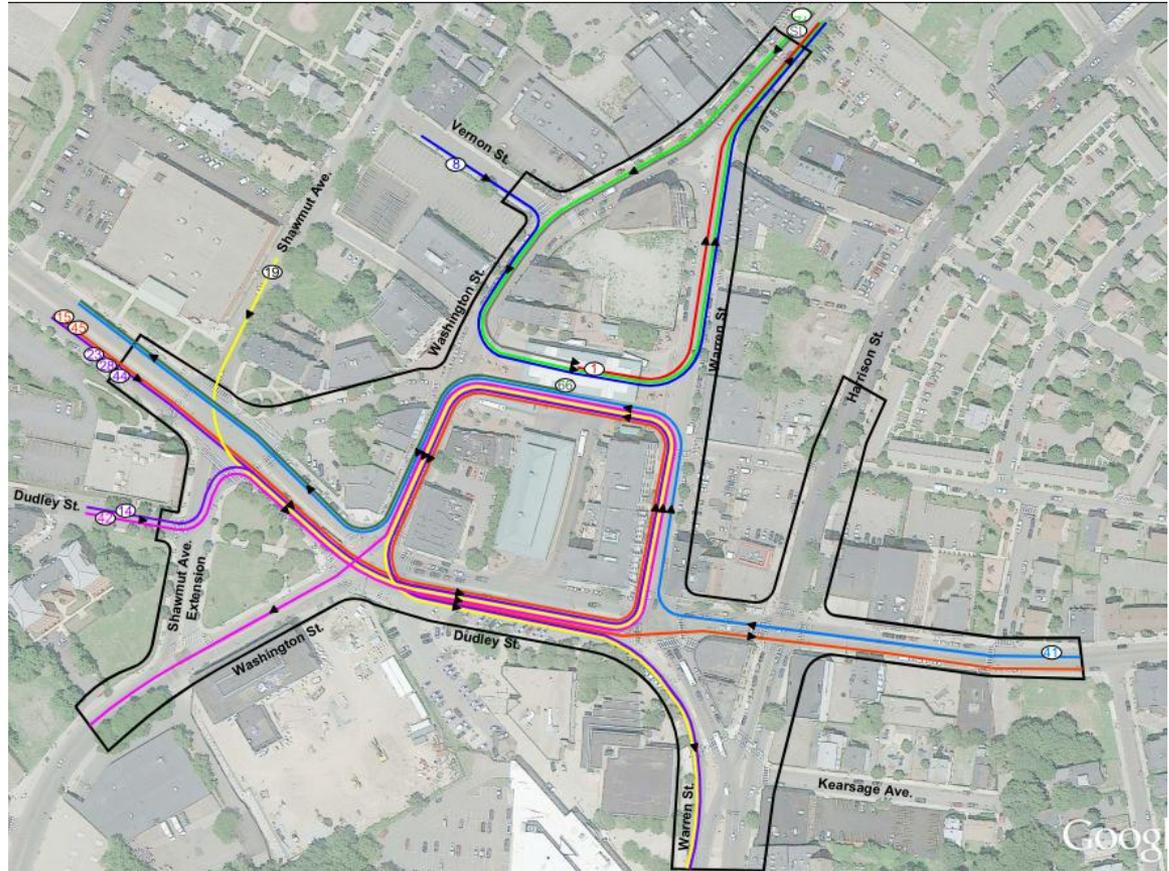
- Circulation deficiencies:
 - Circuitous bus routing
 - Indirect access to businesses on one-way streets
 - Though traffic detouring to Warren Street northbound
 - Minimal bike accommodations
 - Difficulty crossing streets





Circuitous Bus Routing

- Outbound buses circling the square
 - Routes 15, 23, 28, 44, 45
- Delays at intersections
- Air quality impacts





Concept Design Alternatives

Opportunity to Rethink Traffic Circulation

- Input from previous studies
- Input from Public Meeting #1 (Oct. 22, 2012)
- Input from MBTA/MassDOT/CTPS on bus circulation improvements
- Input from traffic analysis
- Application of Complete Streets Principals



Concept Design Alternatives

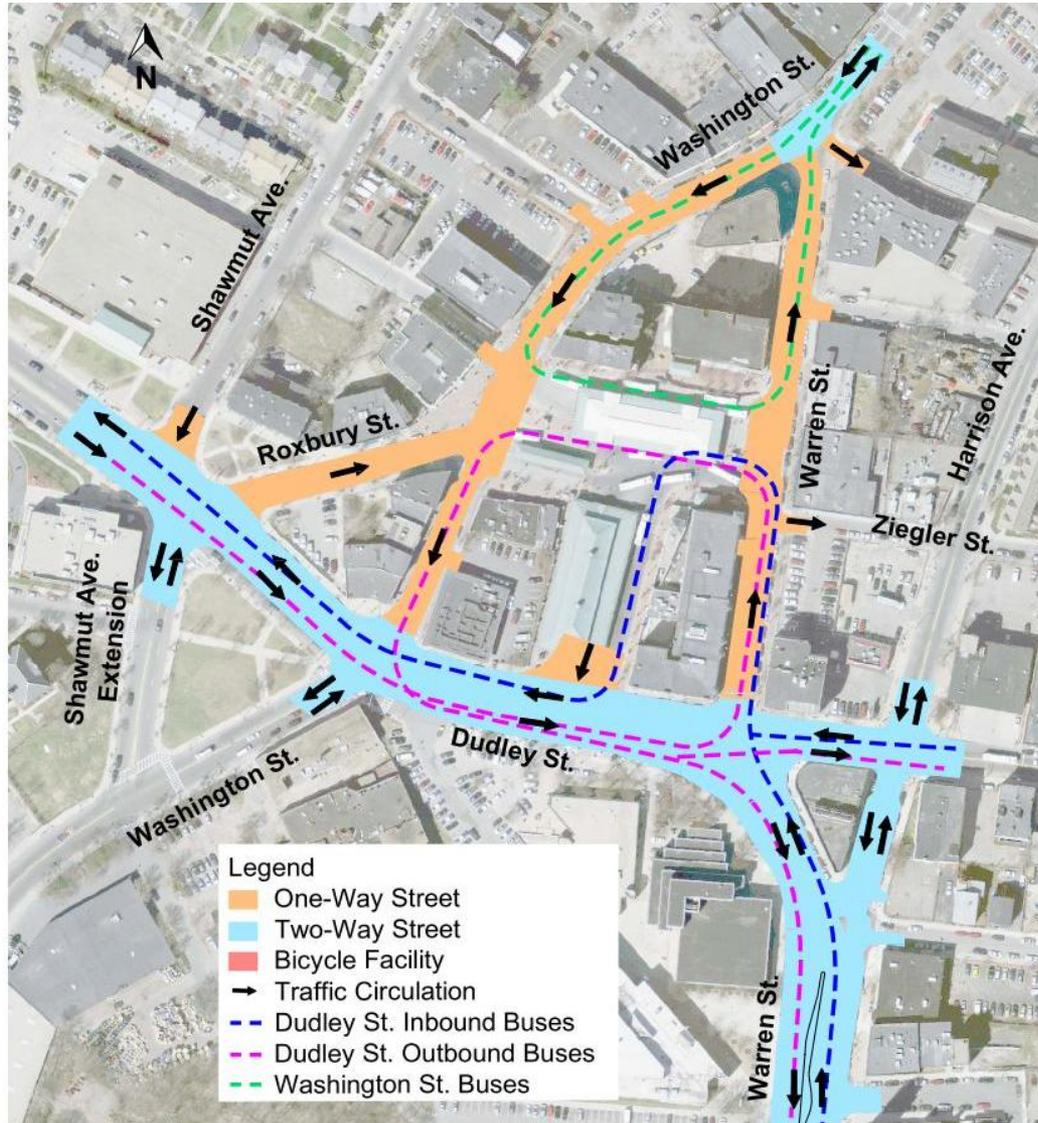
Opportunities to Rethink Traffic Circulation

- Alternative 1- Existing Circulation
- Alternative 2- Improved Bus Circulation
- Alternative 3- Maximum Circulation Improvements





Alternative 1



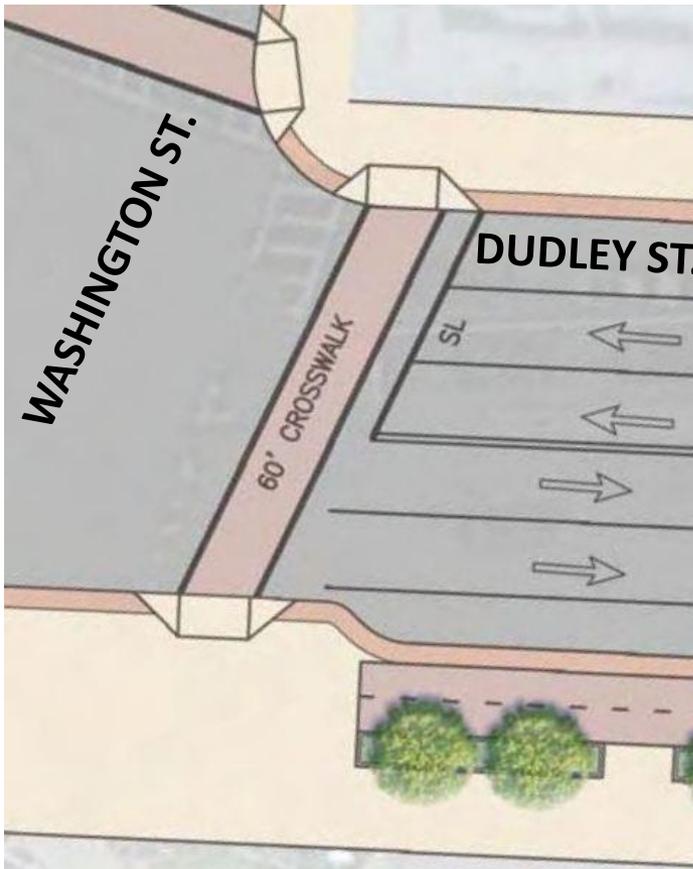


Alternative 1

- Maintain Existing Circulation for Vehicles
- Maintain Existing Bus Circulation
- Upgrade Sidewalks & Paving; ADA Compliance
- Install Bump-outs at Intersections to Reduce Crossing Distances
- Shared-Use Vehicle/Bicycle Lanes
- Improve Signal Equipment & Timing
- Upgrade Streetscape



Shortening Crosswalks



Crossing Dudley St. at Washington St.:

- Existing Crosswalk: 85 ft.
- Proposed Crosswalk: 60 ft.
- 29% shorter
- 7 to 8 sec. shorter



Alternative 1- Pros & Cons

Pros

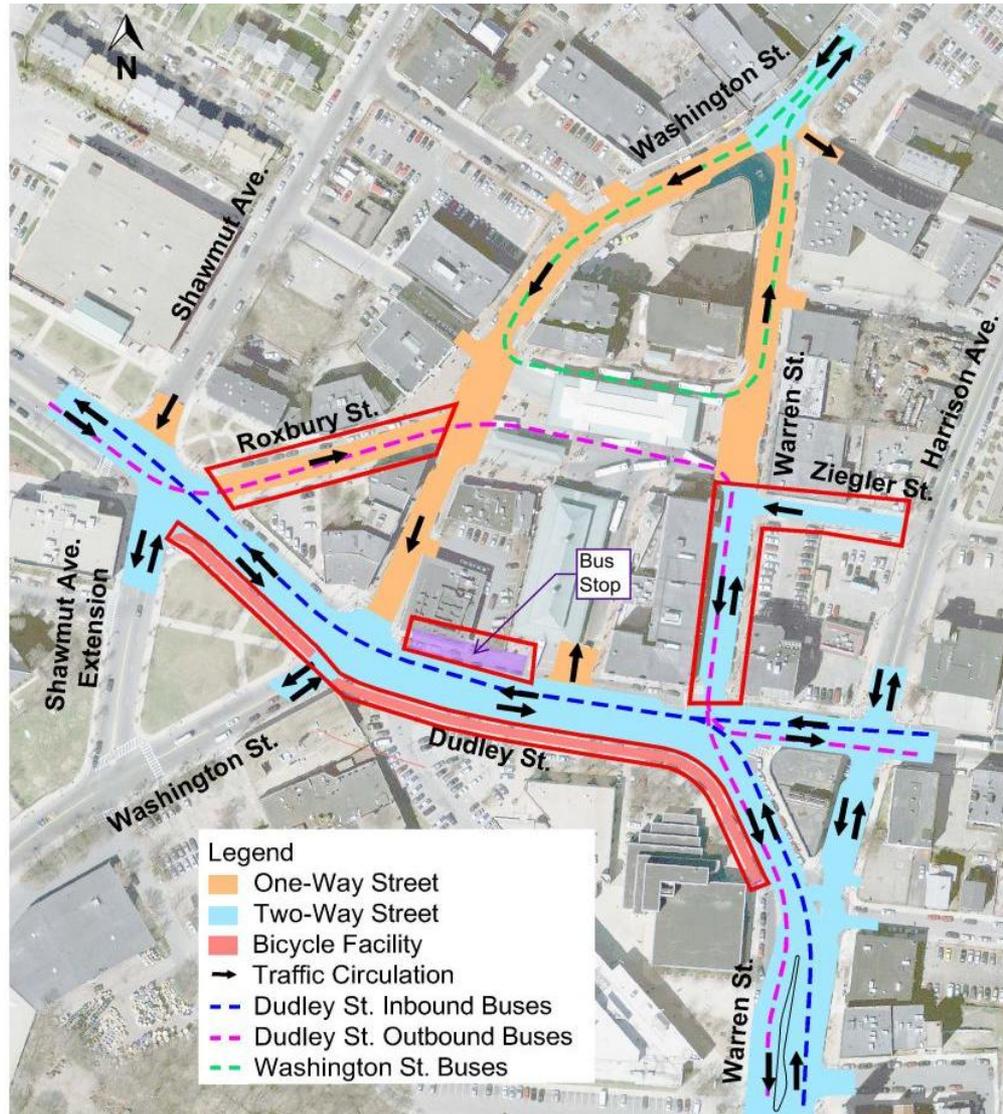
- Maintain Existing Circulation for All Modes of Travel
- Upgrade Existing Infrastructure & Signal Equipment

Cons

- Maintain Existing Circuitous Bus Circulation
- Does Not Take Advantage of Opportunities for Off-Street Bicycle Facilities



Alternative 2

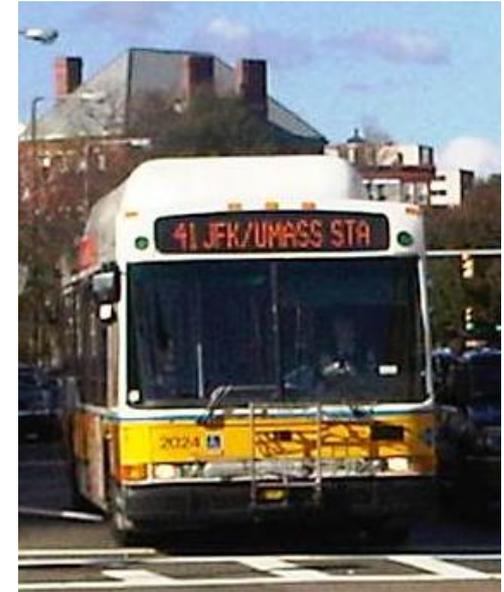




Concept Design- Alternative 2

Improved Bus Circulation

- Baseline Improvements
- Modified Inbound & Outbound Bus Circulation
- Cycle Track on South Side of Dudley Street
- Eliminate Traffic Signal at Washington St. & Vernon St.
- Add add Traffic Signal on Washington St. at Roxbury St. & Dudley Station Entrance





Dudley Street with Cycle Track



- Four Travel Lanes with On-Street Parking
- Bus Stop on Street (In Front of Bank of America)
- Cycle Track and Wide Sidewalks



Dudley Street Existing





Dudley Street Proposed





Two-Way Warren Block Rendering





Two-Way Warren Block Rendering





Alternative 2- Pros & Cons

Pros

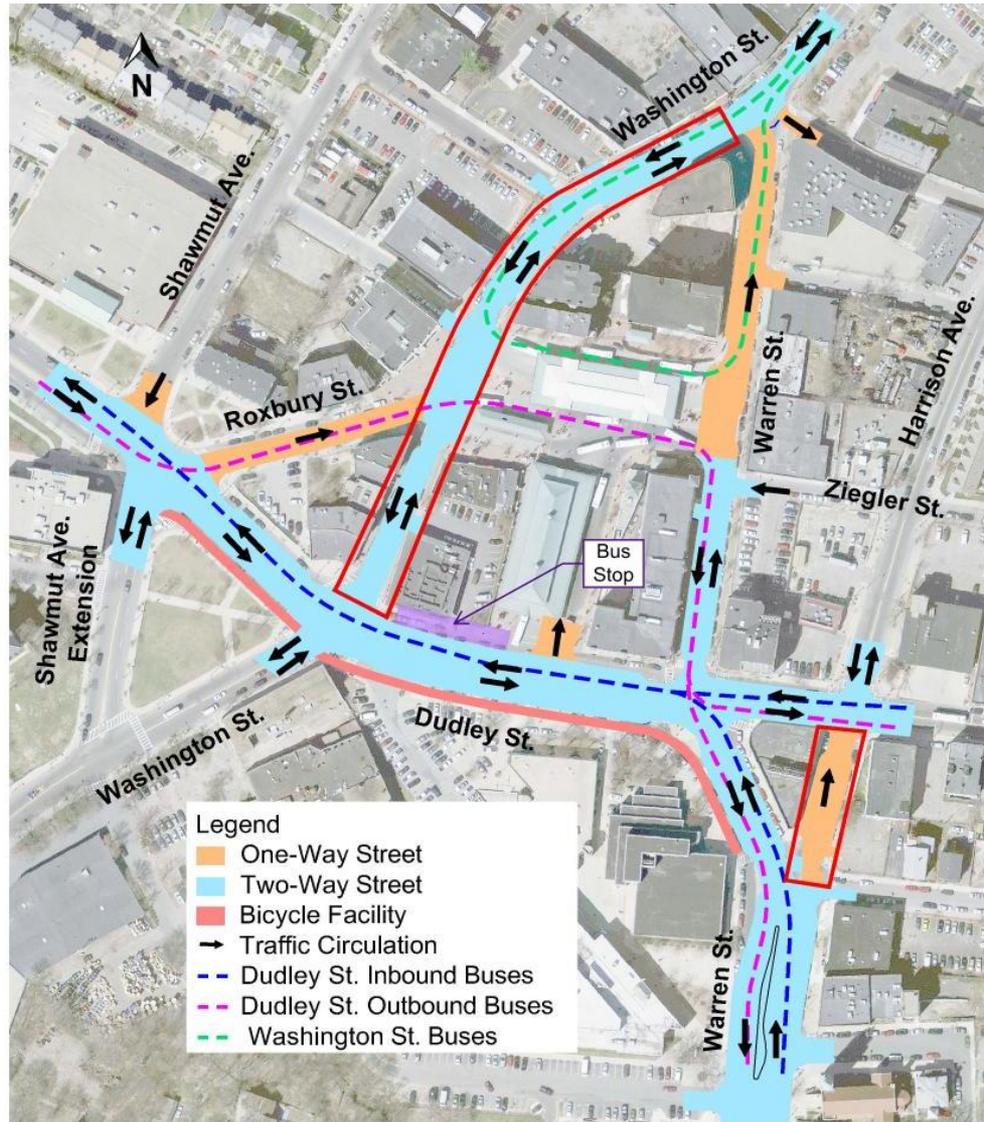
- Improved Bus Circulation:
 - **180 Less Miles** per day
 - Related air quality improvements
- Reduction in buses waiting for traffic lights
- Off-Street Cycle Track on Dudley Street

Cons

- Potential of Bus Queues on Dudley St.
- Need to keep a 3 lanes on Dudley St. EB at Warren:
 - Less space in front of library and new development
- Eliminates 8 spaces on Roxbury St.



Alternative 3





Concept Design- Alternative 3

Maximum Circulation Improvements

Alternate 2 plus:

- Two-Way Washington Street
- Harrison Avenue One-Way NB from Street & Warren St. to Dudley St.



Alternative 3- Pros & Cons

Pros

Alternative 2 benefits plus:

- More direct traffic flow:
 - Less traffic on Dudley St.
 - Keeps NB traffic on Washington St.
- Increase Business Visibility & Access on Washington St.
- Eliminate crisscross at Harrison & Warren St.

Cons

Same as Alternative 2 plus:

- Harrison SB traffic is detoured:
 - Right onto Dudley
 - Left onto Warren
- Silver Line and other buses must cross NB traffic to enter station



Washington Street Existing





Two-Way Washington Street



- Two Travel Lanes with On-Street Parking



Do the Alternatives Incorporate the Ideas Suggested?

Based on the 107 of the 140 Ideas that are in the purview of this project:

- 3 are implemented
- 15 are tabled for a more detailed consideration later in the design process.
- Of the remaining 92 ideas:
 - **Alt. 1: 62%** of ideas incorporated
 - **Alt. 2: 91%** of ideas incorporated
 - **Alt. 3 92%** of ideas incorporated



Break-Out Group Discussions

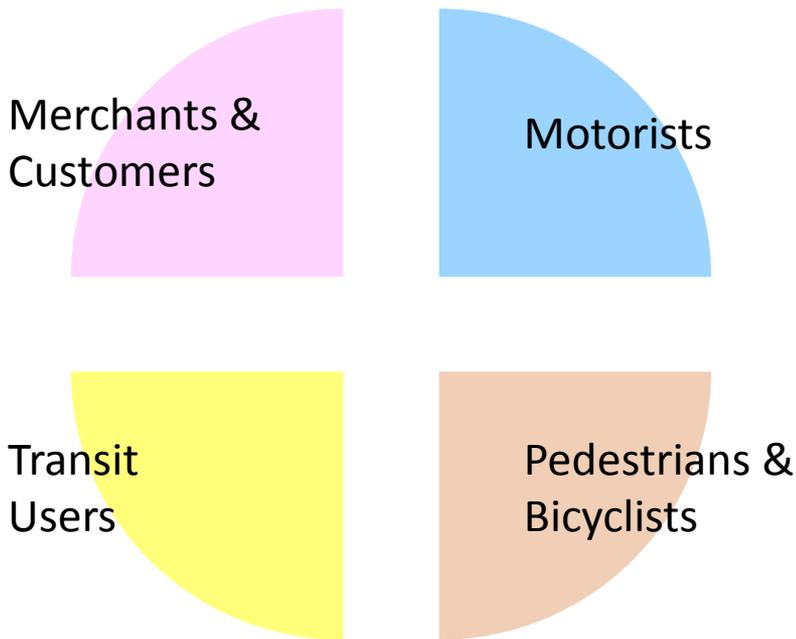
Purpose: Discuss Issues as seen from Stakeholder Perspectives

1. Count off
2. Move to your table
3. Moderator will describe what we are going to be talking about
4. Volunteer to take notes and report back
5. DISCUSS!!
6. Report back



Issues to Consider

- Stakeholder Groups to Consider:



- Reminders:

- This is about the streets and sidewalks
- We want this to work in the long term
 - Needs to be buildable
 - Needs to be maintainable



Group Discussions

Until 7:25pm



Report Back





Next Steps

- Compile Comments/Concerns from Community on Concept Alternatives
- Continue Coordination with Adjacent Projects
 - Ferdinand Building Design
- Work with the Community to Finalize Preferred Design Alternative



Future Outreach



○ Meeting #1: Intro/Problem ID/History

● Meeting #2: Improvement Ideas

● Meeting #3: Concept Design

Multiple Public Meetings

Ongoing Coordination



Contact

Boston Transportation Department

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<http://bostoncompletestreets.org/whats-new/dudley-square-complete-streets-design-project-2/>