

Melnea Cass Boulevard

Community Meeting
March 6, 2013

presented by
**Boston Transportation
Department**

with

Howard/Stein-Hudson
Crosby | Schlessinger | Smallridge
Toole Design Group
GLC Development Resources
Charles River Watershed Association

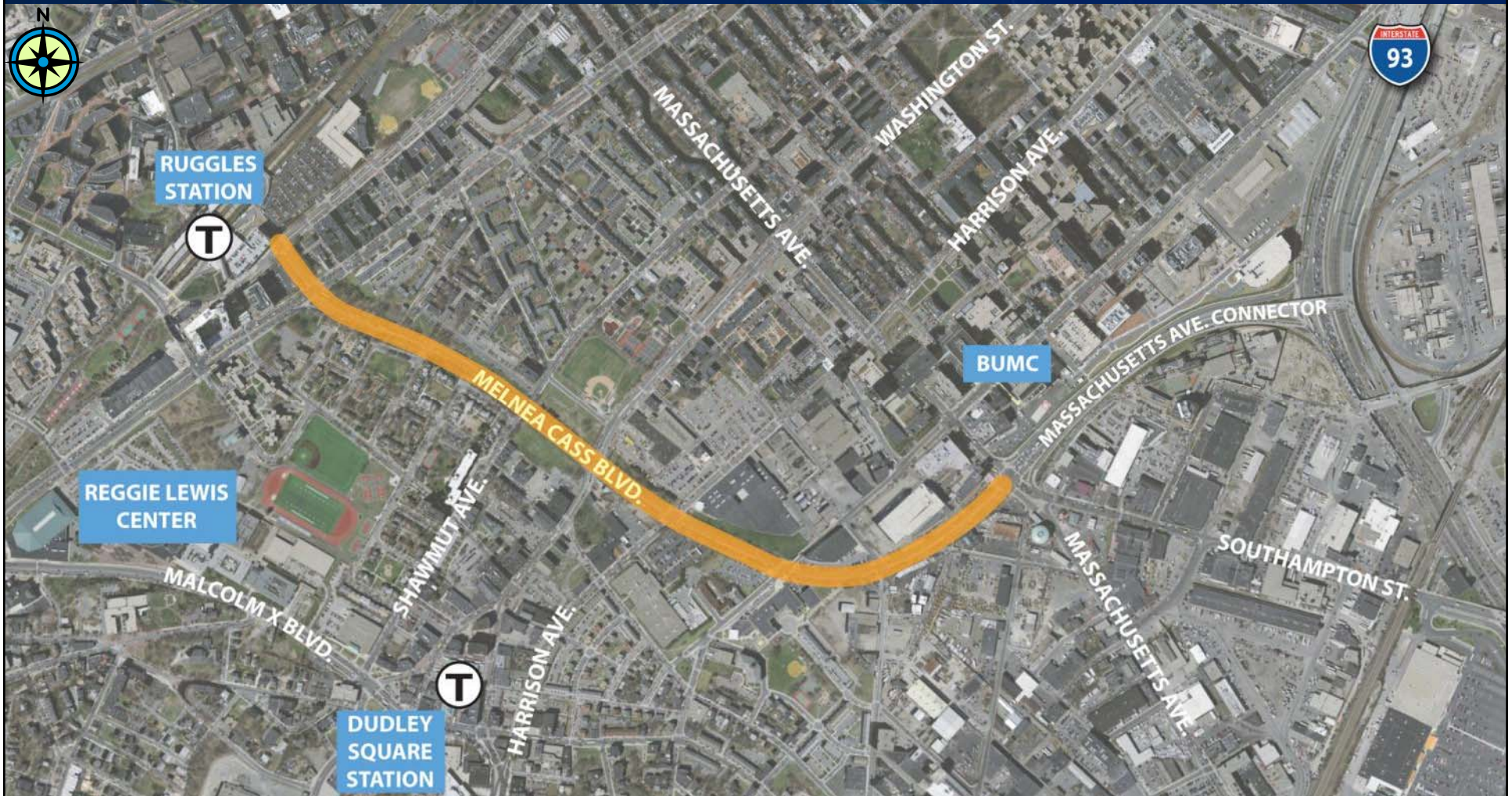


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BOULEVARD
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Project Area



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Project Timeline

- Initial Public Meeting – 10/11/2011
- Community Visioning Meeting – 12/14/2011
- Design Objectives Meeting – 3/15/2012
- Sharing Initial Concepts – 5/30/2012
- Developing Refined Concept – Summer/Fall 2012
- Sharing Revised Concept with Community
– March 2013

What We Heard: Vision

- Safe, clean and beautiful
- Well-maintained – snow and litter consistently removed
- All parcels owned and cared for
- Safe for cyclists and pedestrians
- Providing safe, effective transit service
- Moving calmed vehicular traffic effectively
- Fully integrated with its surrounding neighborhood
- A catalyst for neighborhood economic development



What We Heard: Design Direction

- **Transportation should work well for all modes:**
 - Safe, efficient, calmed traffic
 - Lower speeds
 - Good bicycle and pedestrian connections
 - Effective transit



What We Heard: Design Direction

■ Soften the Boulevard – reduce “highway feel”

- Heightened safety for non-vehicle users – safe crossings
- Walking/cycling connections
- Make it clear drivers are in a neighborhood
- Use greenery to soften BRT stations
- Use greenery to reduce speeds



What We Heard: Design Direction

■ BRT is a part of this project. As such:

- Center BRT preferred
- Improve existing transit
- Creates a corridor for emergency vehicles
- Provides pedestrian refuge at crossings
- Consistent with RSMP and Urban Ring planning



What We Heard: Design Direction

■ A green boulevard:

- Save as many trees as possible
- Native, low maintenance plants and trees
- Broad tree canopy for shade
- Use center BRT for additional planting area
- Ensure trees are well-trimmed
- Avoid blocking signage



What We Heard: Design Direction

- Fully integrate with cross streets and the neighborhood
 - Provide a gateway to Dudley Square
 - Design buildings for active street life
 - Safe and family-friendly
 - Design that invites people to use neighborhood businesses



Center Transit Comparison: Huntington Avenue

- Sidewalks – 10-14 feet
- Transit reservation – 33 feet
- Southbound lanes – 23 feet
- Northbound lanes – 32 feet



Huntington Avenue at MFA



Huntington Avenue at MFA

- Total crossing distance – 126 feet
- Melnea Cass crossing distance – 91-95 feet

Design Team's Challenge

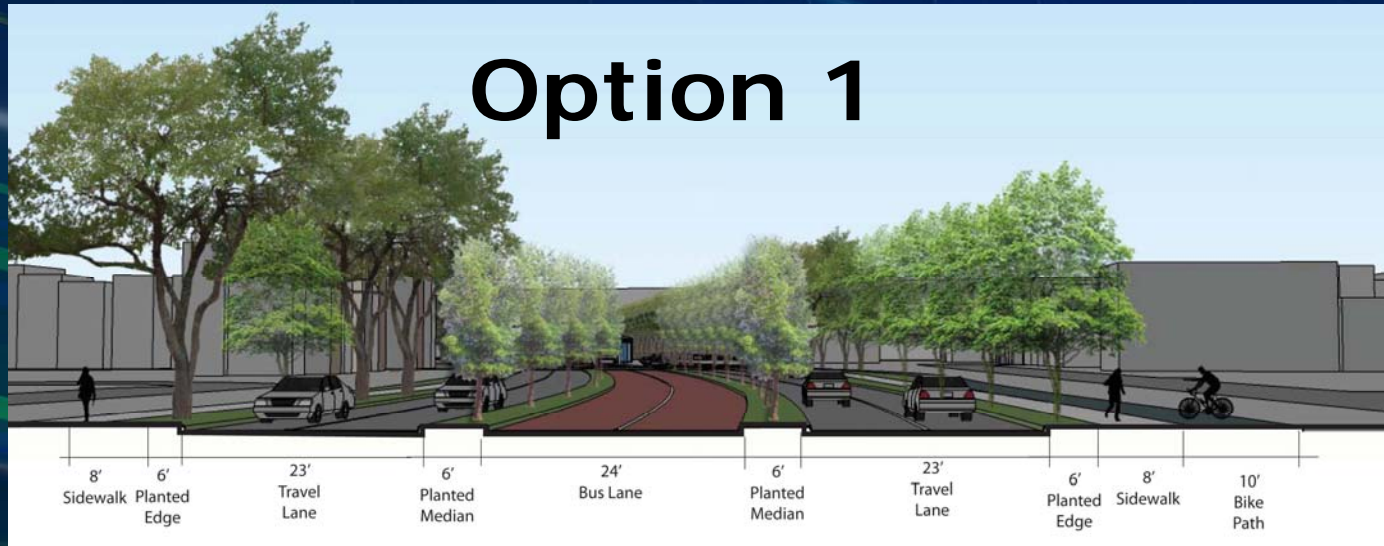
■ Effectively integrate community desires for:

- An attractive, safe neighborhood main street
- Active local business
- Connectivity between neighborhoods
- Effective, safe transportation for all modes
- Center BRT
- Saving existing trees

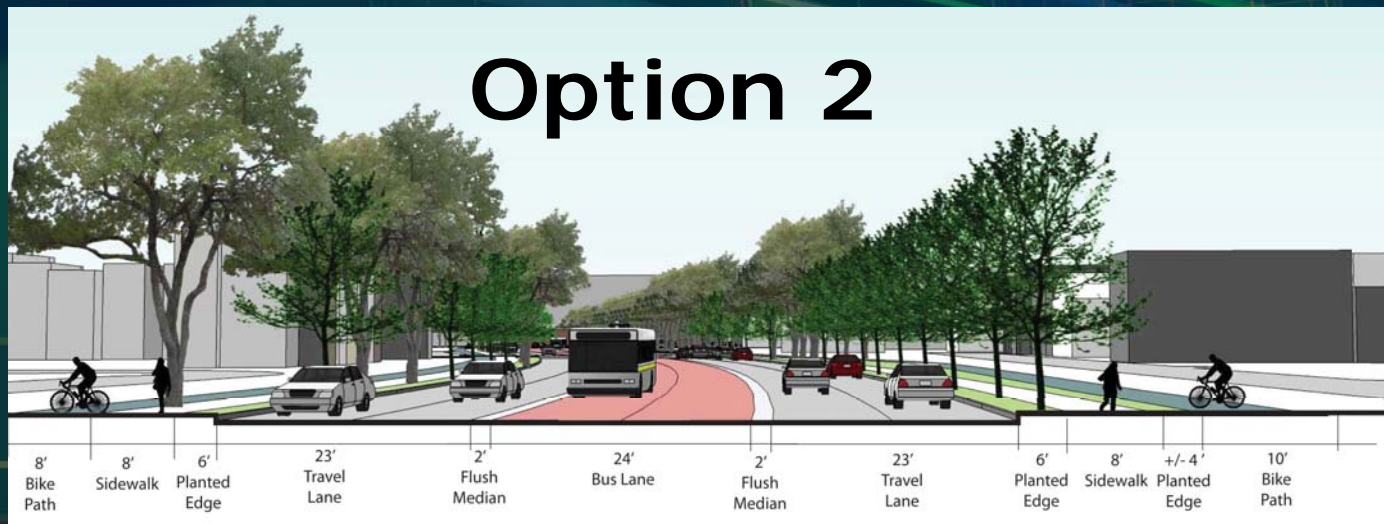


Two Approaches to the Road Layout

Option 1



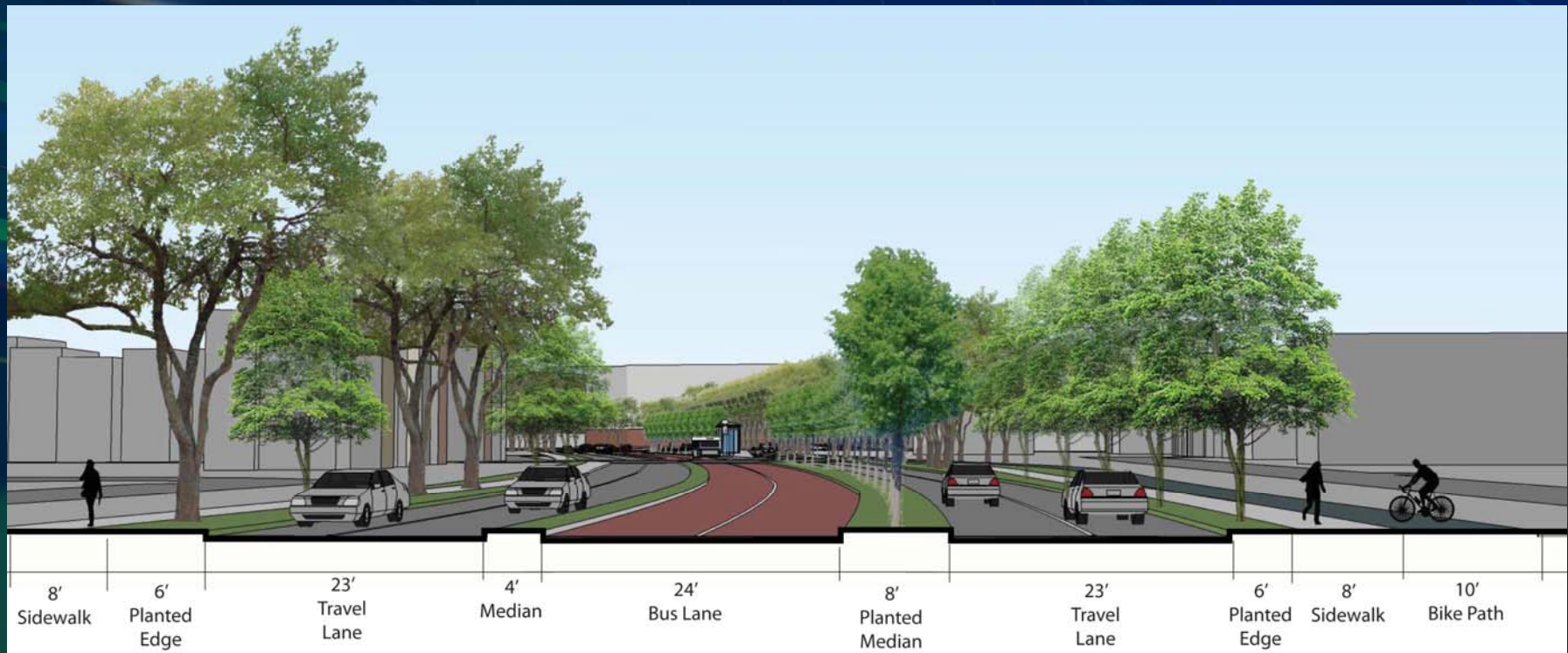
Option 2



Benefits and Challenges

Option	Benefits	Challenges
Tree-lined center median	<ul style="list-style-type: none"> • 2 extra rows of trees • Additional shade • Pedestrian islands • Breaks up pavement • Median lighting • Net tree gain 	<ul style="list-style-type: none"> • Impacts existing trees • Narrower greenscape at edges • Longer crosswalks
Minimal median treatment	<ul style="list-style-type: none"> • Shorter crosswalks • Wider greenscape at edges • Saves more mature trees 	<ul style="list-style-type: none"> • Impacts existing trees, though saves +/- 50 trees over Tree-lined center approach • Pedestrian islands at stations only • Trees at edges only • No median lighting • Perception of more pavement

Revised Tree-Lined BRT Road Layout



Benefits and Challenges

Option	Benefits	Challenges
Revised Tree-lined BRT Option	<ul style="list-style-type: none">• 1 extra rows of trees• Additional shade• Pedestrian islands• Breaks up pavement• Median lighting• Net tree gain (105 additional trees)• Reduces impacts on existing trees. Saves approximately the same number trees as the Minimal Median approach• Maintains greenscape at edges	<ul style="list-style-type: none">• Longer crosswalks• The transitions in/out of the exclusive bus lanes are more complex at corridor ends, but can be managed through signal timing and phasing.• Pedestrians will have to cross to the sidewalk from the median after getting off a bus and vice versa

Hybrid Approach to the Road Layout

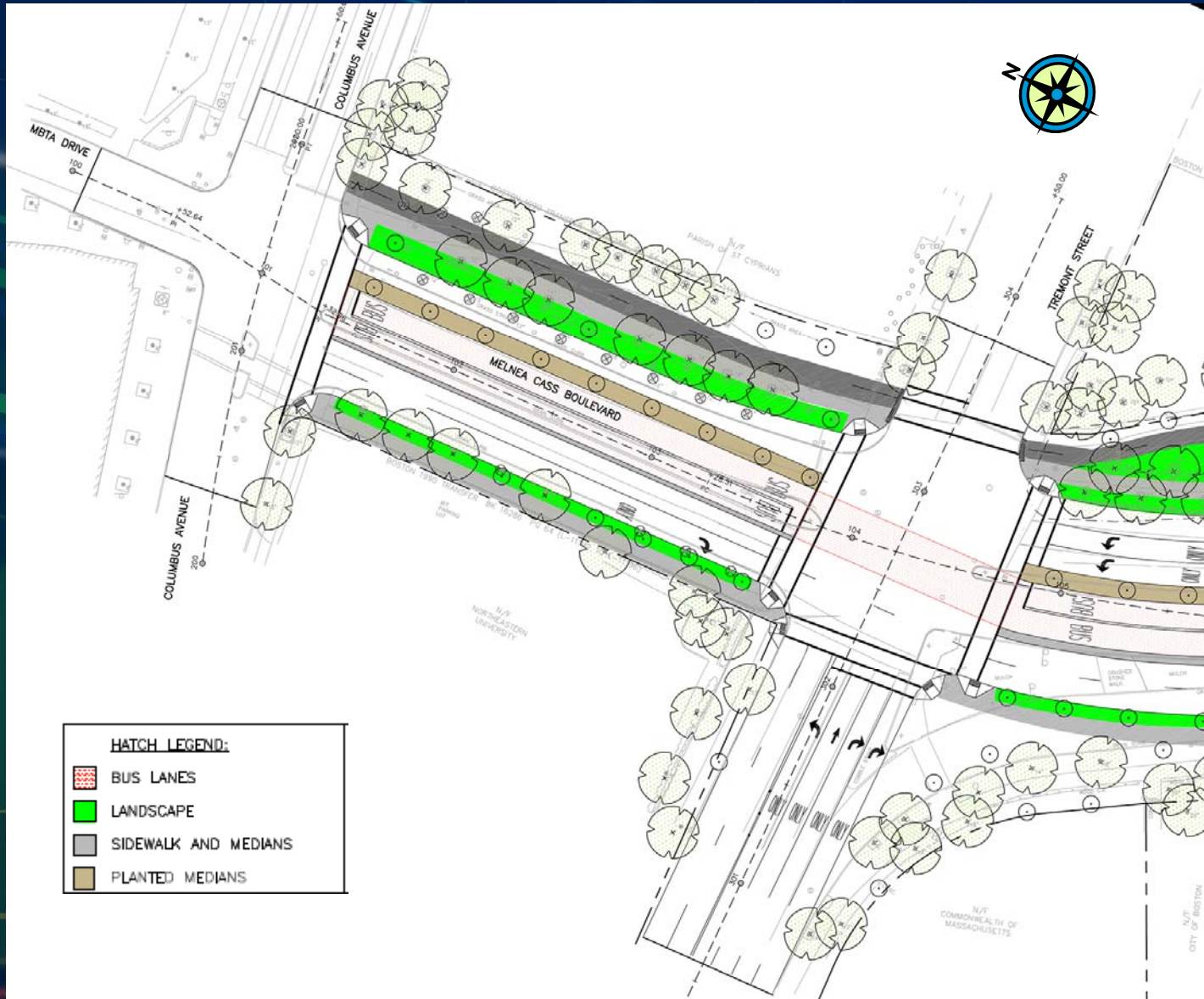


Refined Concept:

- Center BRT
- Hybrid of the 2 concepts presented on 5/30/12:
 - Minimal Median Treatment
 - Tree-Lined Center Medians
- Aligned to maximize trees saved
 - Transplant younger existing trees
- Parking for local merchants where safe
- Better pedestrian/cycle accommodations
- Better vehicle accommodations



Columbus Avenue to Tremont Street



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Tremont Street to Kerr Way

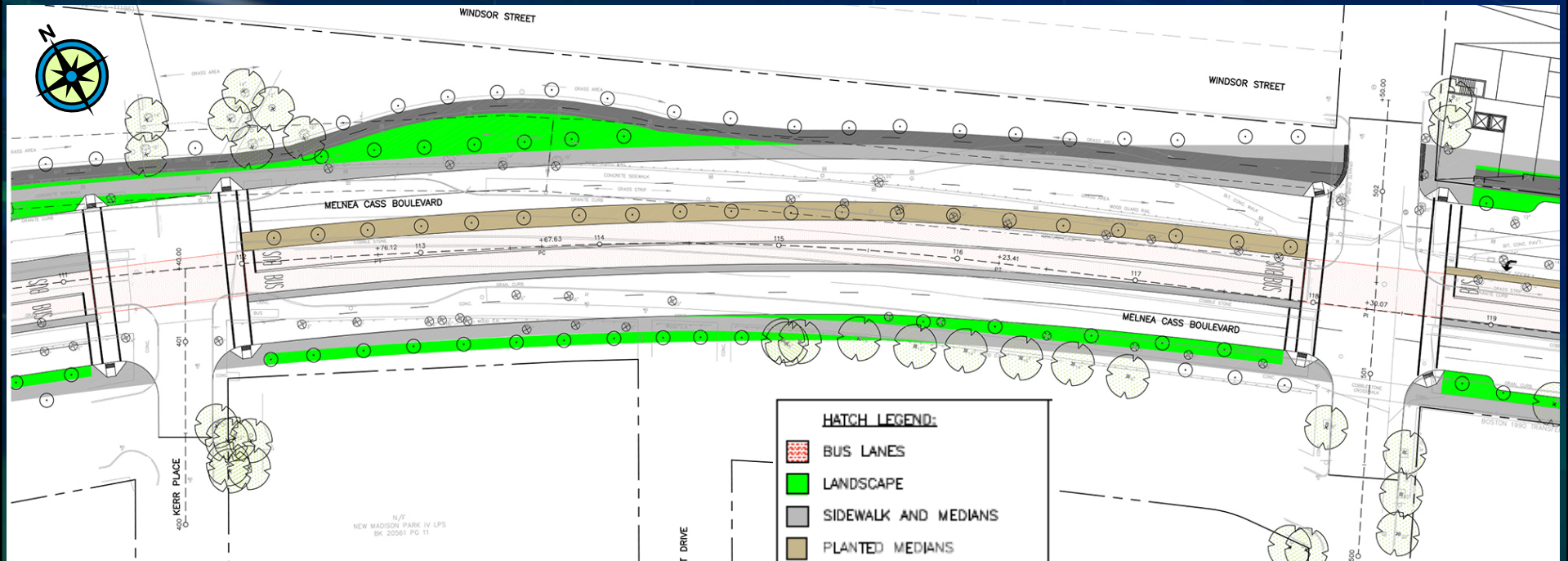


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Kerr Way to Shawmut Avenue





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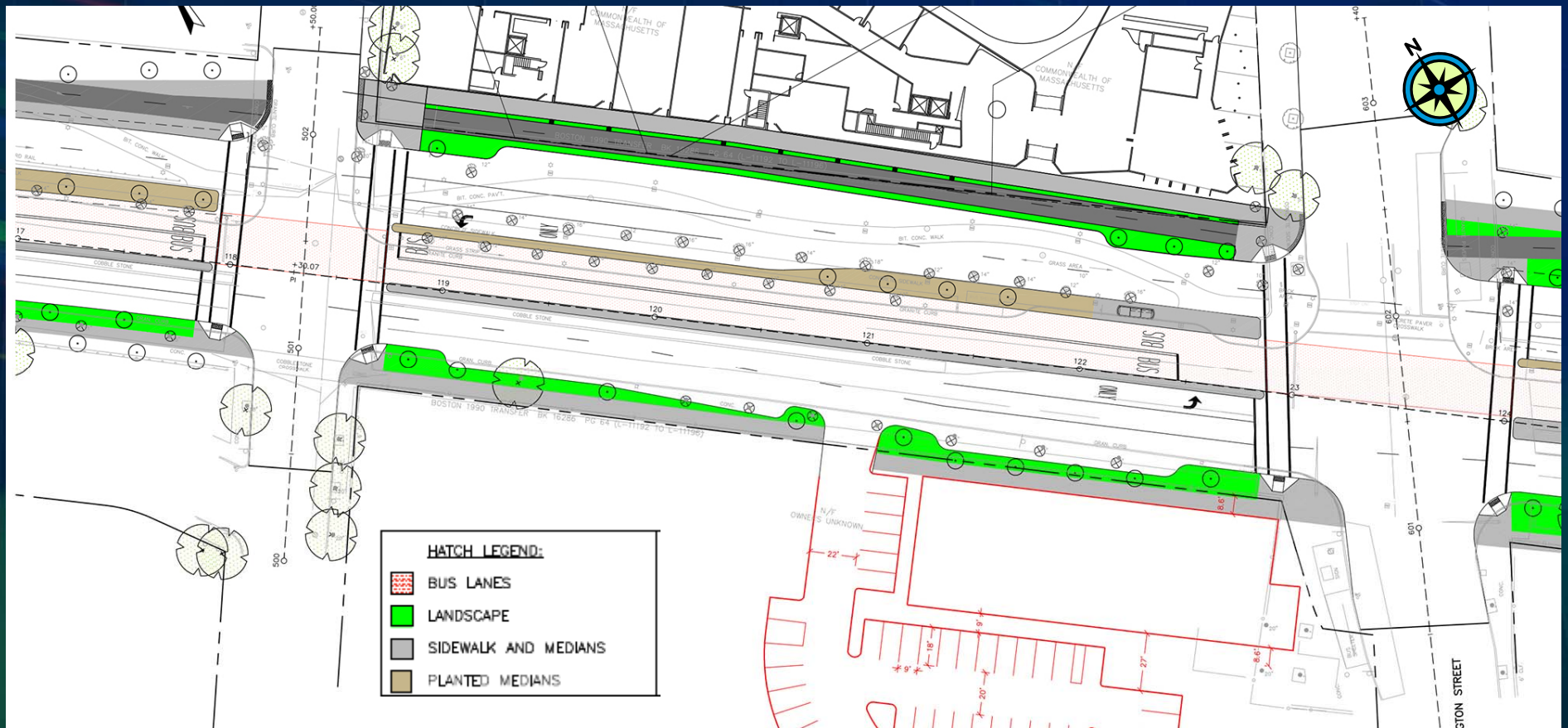


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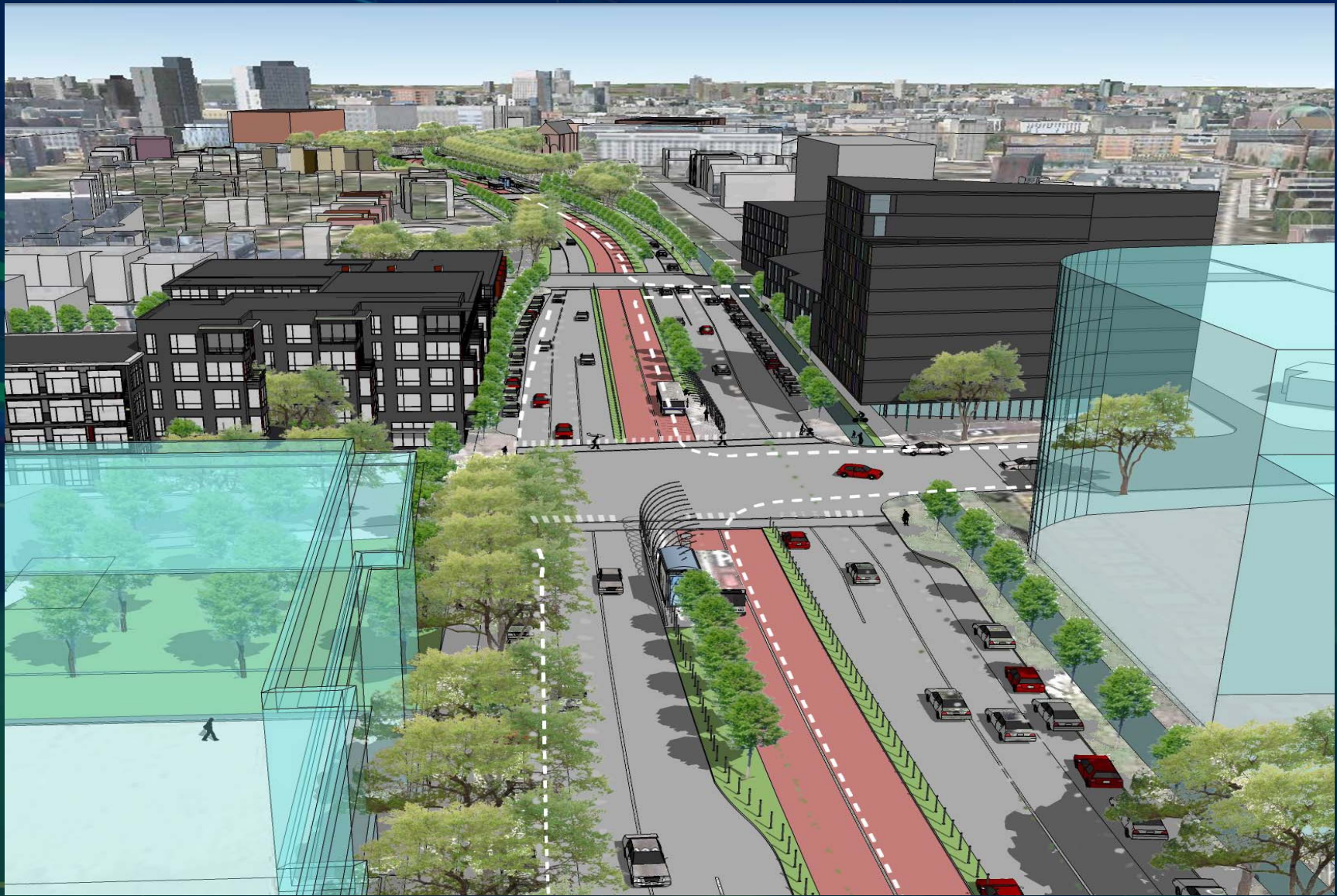


Shawmut Avenue to Washington Street





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HATCH LEGEND:

	BUS LANES
	LANDSCAPE
	SIDEWALK AND MEDIANS
	PLANTED MEDIANS



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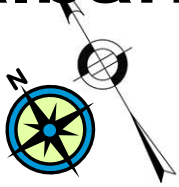






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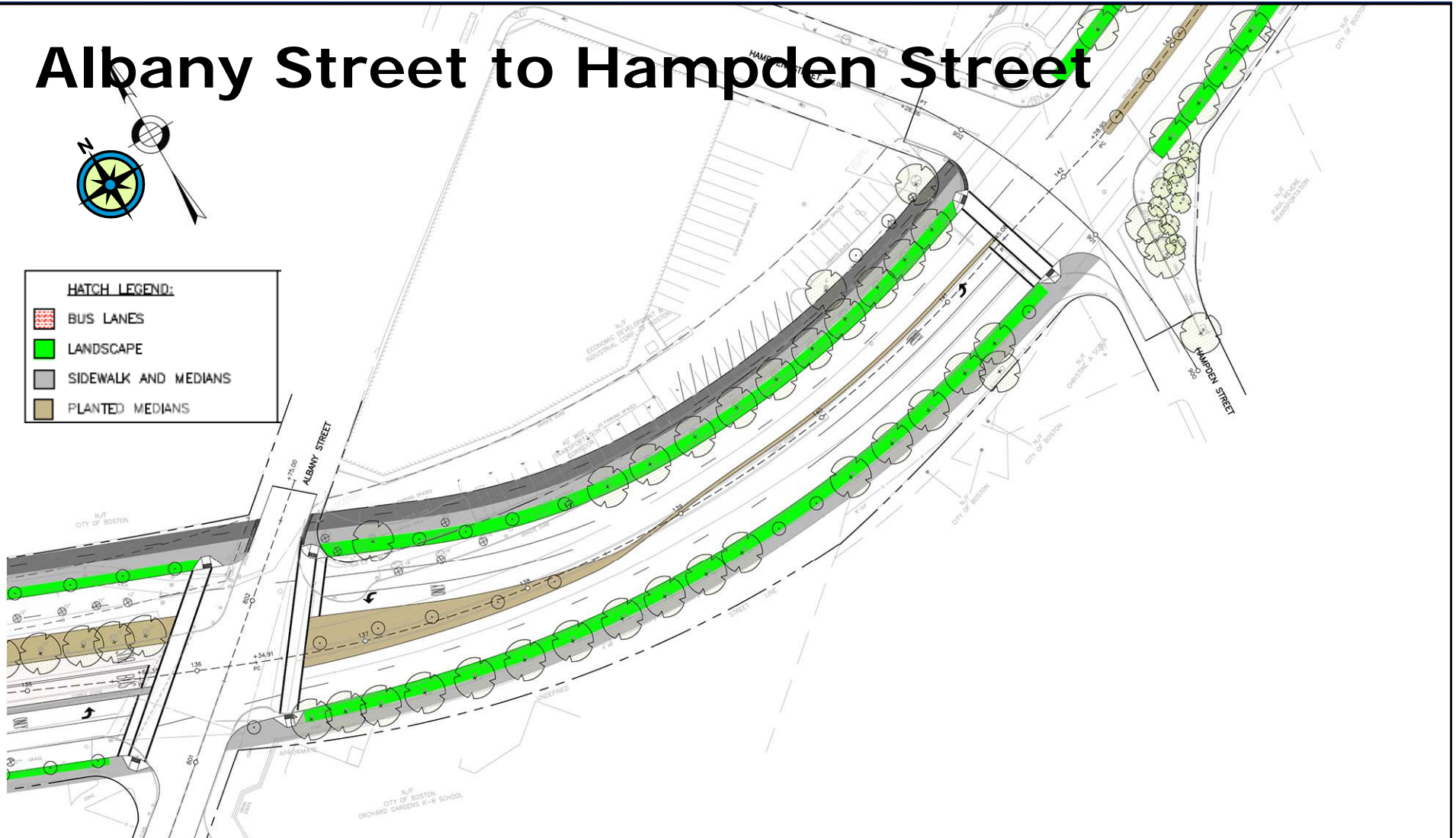
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Albany Street to Hampden Street



HATCH LEGEND:	
	BUS LANES
	LANDSCAPE
	SIDWALK AND MEDIANS
	PLANTED MEDIANS





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Hampden Street to Massachusetts Avenue





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Next Steps

- **Revise concept based on feedback received**
- **Make 25% Design Submittal to City and MassDOT
– Spring 2013**
- **Continue to refine design towards construction**