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

6:00-6:45 (includes Q&A)

6:45-7:25

7:25-7:45
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

[Logos of various companies]
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

- Conceptual Design
  - Oct 2012
- Detailed Design
  - Spring 2013
- Construction
  - Fall 2013

- Meeting #1: Intro/Problem ID/History
- Meeting #2: Improvement Ideas
- Meeting #3: Concept Design
- Multiple Public Meetings
- Ongoing Coordination
Coordination with Other Projects
Coordination with Stakeholders
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)

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DUDLEY SQUARE COMPLETE STREETS DESIGN PROJECT

COMPILATION OF IDEAS/RECOMMENDATIONS FROM PREVIOUS STUDIES AND 10/22/12 PUBLIC MEETING

<table>
<thead>
<tr>
<th>Recommendation</th>
<th>Area</th>
<th>Type of Improvement</th>
<th>Alt 1- Existing Circulation</th>
<th>Alt 2- Bus Circulation</th>
<th>Alt 3- Maximum Circulation</th>
</tr>
</thead>
<tbody>
<tr>
<td>More Highway bus stops at Dudley Square</td>
<td>Dudley Station</td>
<td>Bicycle Accommodation</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Provide free transfers from Dudley Station to Dudley Station</td>
<td>Dudley Station</td>
<td>Bus Circulation</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Crosswalks from both ends of Dudley Street at Dudley Station at Washington and Marion Street</td>
<td>Dudley Station</td>
<td>Pedestrian Accommodations</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Improve pedestrian access from Dudley Stations to Franklin Street</td>
<td>Dudley Station</td>
<td>Pedestrian Accommodations</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Expand use of bus travel priority for transit vehicles from Dudley Station</td>
<td>Dudley Station</td>
<td>Traffic</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Bicycle accommodations on Malcolm X (Protested Path)</td>
<td>Dudley/Malcolm X</td>
<td>Bicycle Accommodation</td>
<td>X</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Cycle Track on Malcolm X (Blex) on the sidewalk</td>
<td>Dudley/Malcolm X</td>
<td>Bicycle Accommodation</td>
<td>X</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Provide bicycle lanes in both directions and Dudley Street between Shawmut Avenue and Marion Street and on Marion Street southbound to St. James Street northbound on Dudley Street between Marion Street and Franklin Avenue</td>
<td>Dudley/Malcolm X</td>
<td>Bicycle Accommodation</td>
<td>X</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Have bicycle stops on the west side of Dudley Street front of old Police Station</td>
<td>Dudley/Malcolm X</td>
<td>Bus Circulation</td>
<td>X</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Expand Dudley Station across Dudley Street with a barrier incremental access Dudley Street to reduce accidents</td>
<td>Dudley/Malcolm X</td>
<td>Bus Circulation</td>
<td>X</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Lengthen stop at Dudley St 8. Shawmut Ave by placing a larger sign and pedestrian crossing</td>
<td>Dudley/Malcolm X</td>
<td>Bus Circulation</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Relocate bike stop on Dudley Street between Franklin Ave and Marion</td>
<td>Dudley/Malcolm X</td>
<td>Bus Circulation</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Add a sign next Dudley Street at the Dudley Station busway entry to allow buses to turn left out of the station</td>
<td>Dudley/Malcolm X</td>
<td>Bus Circulation</td>
<td>X</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>There is also room in front of GoPro Station to determine appropriate use of HOV</td>
<td>Dudley/Malcolm X</td>
<td>Cross-Section</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Door zone Malcolm X (Blex) to appear to have a school zone design</td>
<td>Dudley/Malcolm X</td>
<td>Cross-Section</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Road Diet on Malcolm X (Blex) Dudley St</td>
<td>Dudley/Malcolm X</td>
<td>Cross-Section</td>
<td>X</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Installation of Urban League needs assessment</td>
<td>Dudley/Malcolm X</td>
<td>Cross-Section</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Remove existing four-lane cross-section on Dudley St, but eliminate median and add bicycle lane to reduce pedestrian crossing distance</td>
<td>Dudley/Malcolm X</td>
<td>Cross-Section</td>
<td>X</td>
<td>X</td>
<td>✓</td>
</tr>
</tbody>
</table>

Addressed Differently in Concept Design
Outside Scope
Not Included in Concept Design
Will Be Considered in Design
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

<table>
<thead>
<tr>
<th>Pros</th>
<th>Cons</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Maintain Existing Circulation for All Modes of Travel</td>
<td>• Maintain Existing Circuitous Bus Circulation</td>
</tr>
<tr>
<td>• Upgrade Existing Infrastructure &amp; Signal Equipment</td>
<td>• Does Not Take Advantage of Opportunities for Off-Street Bicycle Facilities</td>
</tr>
</tbody>
</table>
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 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

<table>
<thead>
<tr>
<th>Pros</th>
<th>Cons</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Improved Bus Circulation:</td>
<td>• Potential of Bus Queues on Dudley St.</td>
</tr>
<tr>
<td> 180 Less Miles per day</td>
<td>• Need to keep a 3 lanes on Dudley St. EB at Warren:</td>
</tr>
<tr>
<td> Related air quality improvements</td>
<td> Less space in front of library and new development</td>
</tr>
<tr>
<td>• Reduction in buses waiting for traffic lights</td>
<td>• Eliminates 8 spaces on Roxbury St.</td>
</tr>
<tr>
<td>• Off-Street Cycle Track on Dudley Street</td>
<td></td>
</tr>
</tbody>
</table>
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

<table>
<thead>
<tr>
<th>Pros</th>
<th>Cons</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Alternative 2 benefits plus:</strong></td>
<td><strong>Same as Alternative 2 plus:</strong></td>
</tr>
<tr>
<td>• More direct traffic flow:</td>
<td>• Harrison SB traffic is detoured:</td>
</tr>
<tr>
<td>➢ Less traffic on Dudley St.</td>
<td>➢ Right onto Dudley</td>
</tr>
<tr>
<td>➢ Keeps NB traffic on Washington St.</td>
<td>➢ Left onto Warren</td>
</tr>
<tr>
<td>• Increase Business Visibility &amp; Access on Washington St.</td>
<td>• Silver Line and other buses must cross NB traffic to enter station</td>
</tr>
<tr>
<td>• Eliminate crisscross at Harrison &amp; Warren St.</td>
<td></td>
</tr>
</tbody>
</table>
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:
  - Merchants & Customers
  - Motorists
  - Transit Users
  - Pedestrians & Bicyclists

• 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

- Conceptual Design: Oct 2012
- Detailed Design: Spring 2013
- Construction: Fall 2013

- 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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617-635-2454
Patrick.Hoey@cityofboston.gov

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