

Reimagining State Street

Advisory Group

October 7, 2020



Boston Public
Works Department



AGENDA

1. WELCOME

2. PROJECT UPDATES

- Pilot Project Update
- Survey Response Update

3. PRELIMINARY DESIGN CONCEPTS

4. NEXT STEPS

5. DISCUSSION

AG MEETING RECAP

February 6, 2020

PROJECT OVERVIEW

- Policy and Project Context
- Existing Conditions

March 4, 2020

TRAFFIC CONDITIONS

- Multi-modal Characteristics
- O & D Information
- Video of State/Surface Rd.

April 1, 2020

CURBSIDE USES

- Existing Regulations and Usage
- State Street Alternatives

May 6, 2020

DESIGN IDEAS

- Existing Challenges / Design Opportunities

September 2, 2020

PROJECT UPDATE

- Pilot
- Public Feedback – Public Presentation #1 and Pilot

PROJECT UPDATES



PHASE 1 PILOT:






AUG 26,
2020



SEPT 17,
2020

PHASE 1 PILOT: Data Collection - Daily Volumes

	<u>2019</u>	<u>2020</u>	<u>% CHANGE</u>
	29,000	5,900	- 80%
	10,700	4,600	- 60%
	350	240	- 30 %

*Travel times and queue observations taken in Aug 2020 for future comparison.

PILOT PROJECT UPDATE:

Phase 2 Pilot: Early October

- Better Definition of Pedestrian and Bike Zones
 - Flex Posts
 - Striping and Signage
 - Surface Paint for Pedestrian and Bicyclist Zones
- Curbside Use Regulation Changes

SURVEY RESPONSE UPDATE



Public Meeting #1 (July 2020):	108 Responses (+15)
Pop-Up (October 2019 – Closed):	1,190 Responses

Overall themes remain constant.

PUBLIC FEEDBACK THEMES



Near unanimous agreement to **place a priority on pedestrians** (i.e. wider sidewalks and safer crossings) (Very Important 90+% of responses).

Strong support for street **beautification, traffic calming, bicycle improvements, flexible design** (Very Important 50-70% of responses).

Strong support for **improving curb regulations** to reduce loading /parking/double parking which exacerbates congestion (Very Important 60% of responses).

Debate about accommodating vehicles. A desire to reduce/eliminate vehicles on State Street vs. identification of State Street as a vital link for vehicles. **Concern about accommodating vehicles at the expense of others.** (Very Important 46% of responses) .

CONCEPTUAL DESIGN



STREET DESIGN ELEMENTS



DEFINE SINGLE TRAVEL LANE

- Increase Safety for Pedestrians and Bicyclists
- Increase Space for Pedestrians and Bicyclists
- Eliminate Confusion for Drivers
- Reduce Temptation to Double Park / Pass other Cars
- Capacity Flows from Pinch Point

STREET DESIGN ELEMENTS

PROVIDE WIDER SIDEWALKS and SAFER CROSSINGS

- Increase Space for Pedestrians
- Improve Visibility of Crosswalks
- Improve Accessibility (sidewalk width, cross slope, stable surface and crossings)



STREET DESIGN ELEMENTS



PROVIDE PROTECTED BIKE LANE

- Increase Safety for Bicyclists
- Formalize Key Link in Boston's Network – Connect Historic Boston and Connect Downtown

STREET DESIGN ELEMENTS



DIRECT LOADING AWAY FROM STATE STREET

- To reduce congestion and improve overall mobility

STREET DESIGN ELEMENTS

FLEXIBLE DESIGN



- Increase opportunities for special events and outdoor activity
- Allow the roadway to respond to changing transportation needs

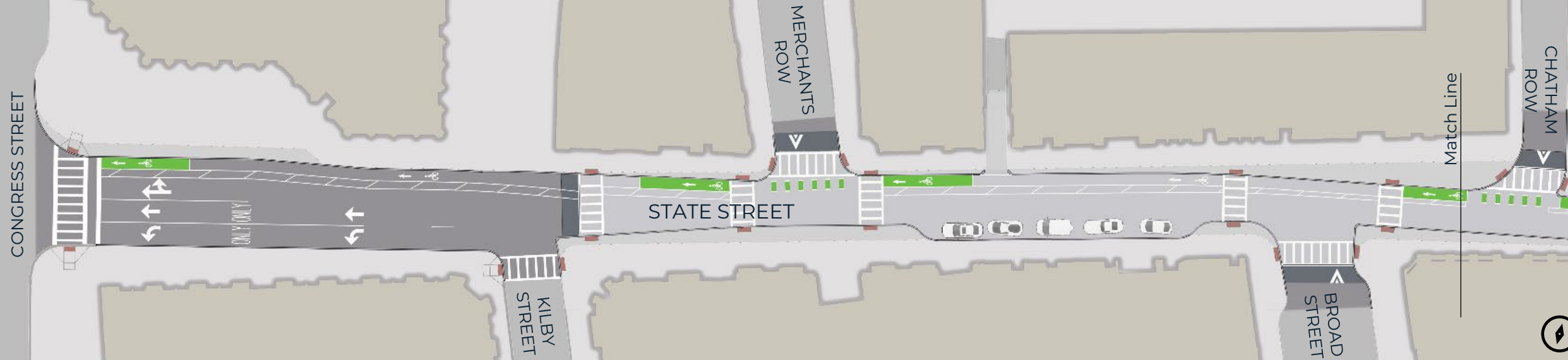
STREET DESIGN ELEMENTS



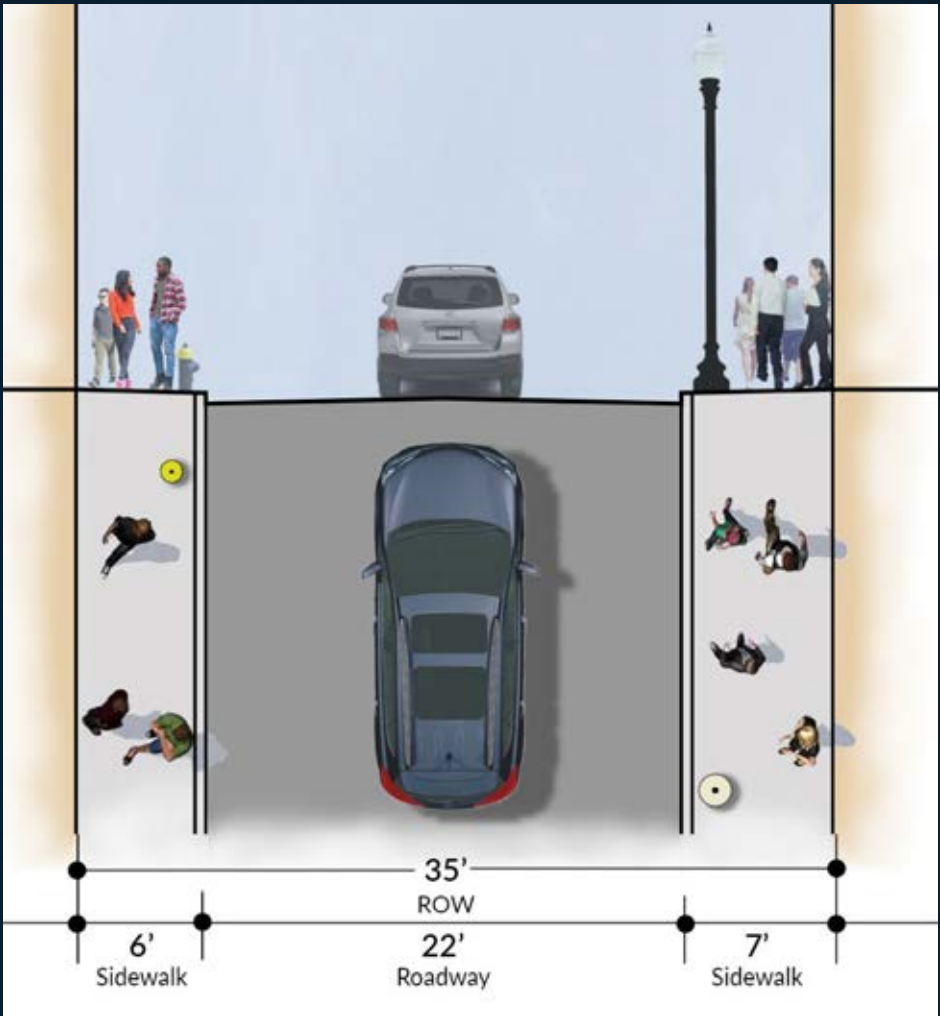
RECONFIGURE INTERSECTIONS

- Improve safety for all users
 - Calm Turning Vehicles
 - Signalization Modifications (Lead Pedestrian Interval (LPI))
 - Bike Accommodations
 - Improve Visibility at Pedestrian Crossings
 - Lane Striping

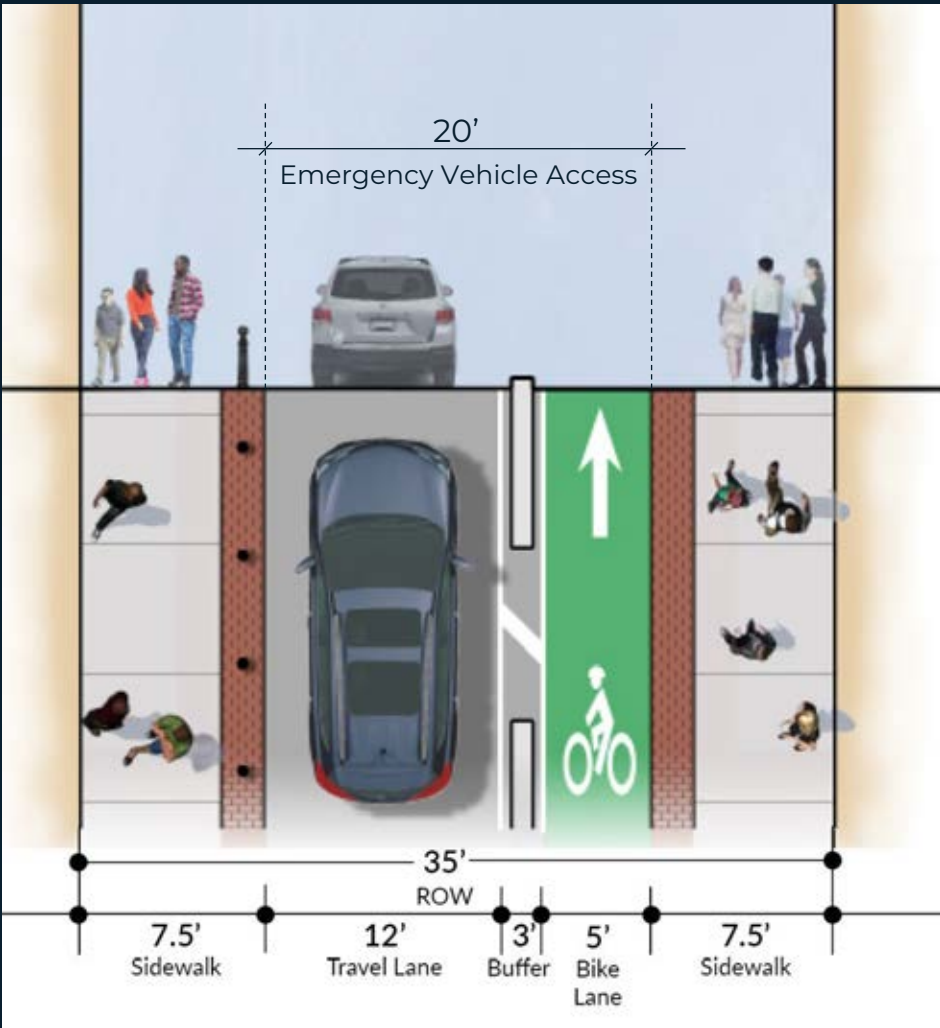
CONCEPTUAL DESIGN



CONCEPTUAL DESIGN: Conceptual Section at Pinch Point



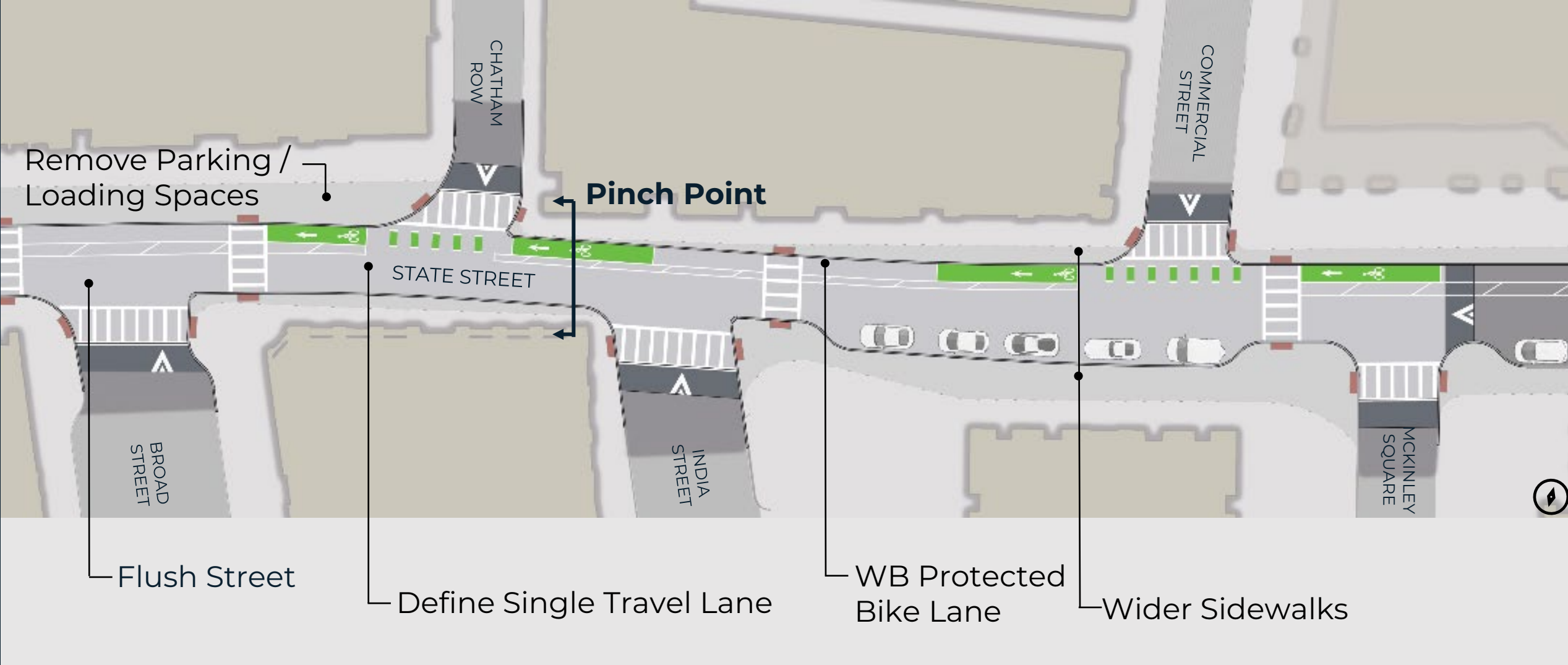
Existing



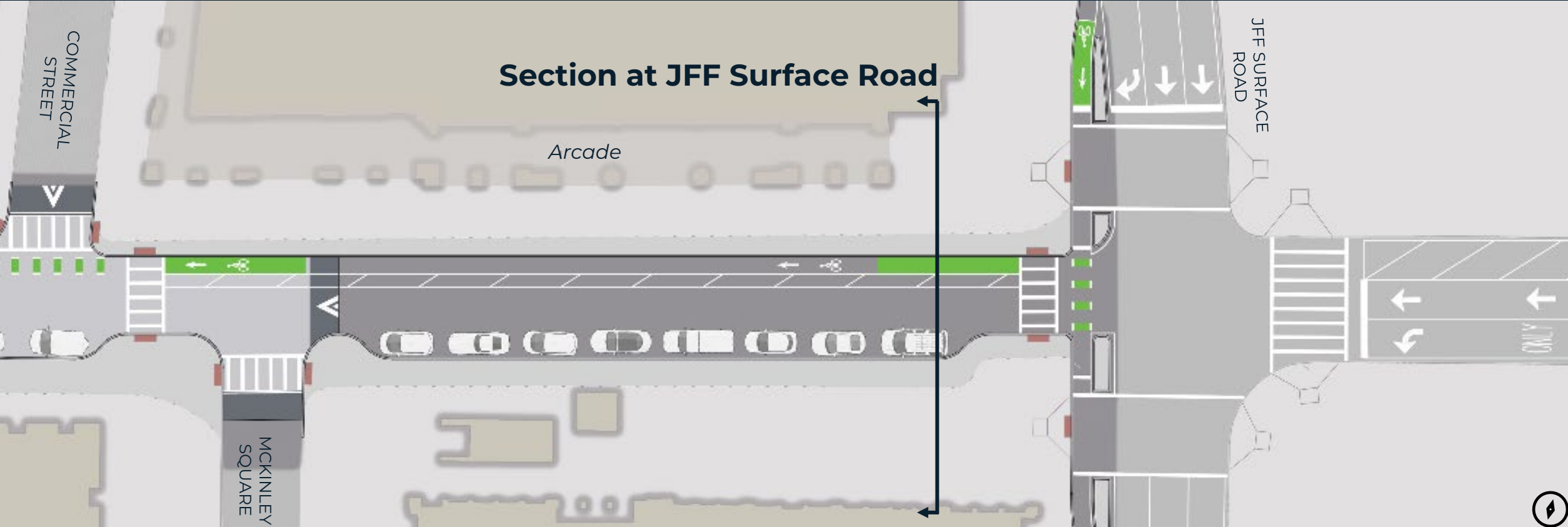
Proposed

- Narrowed Travel Lane
- Sidewalks +2 Feet
- Protected WB Bike Lane

CONCEPTUAL DESIGN: Conceptual Plan at Pinch Point

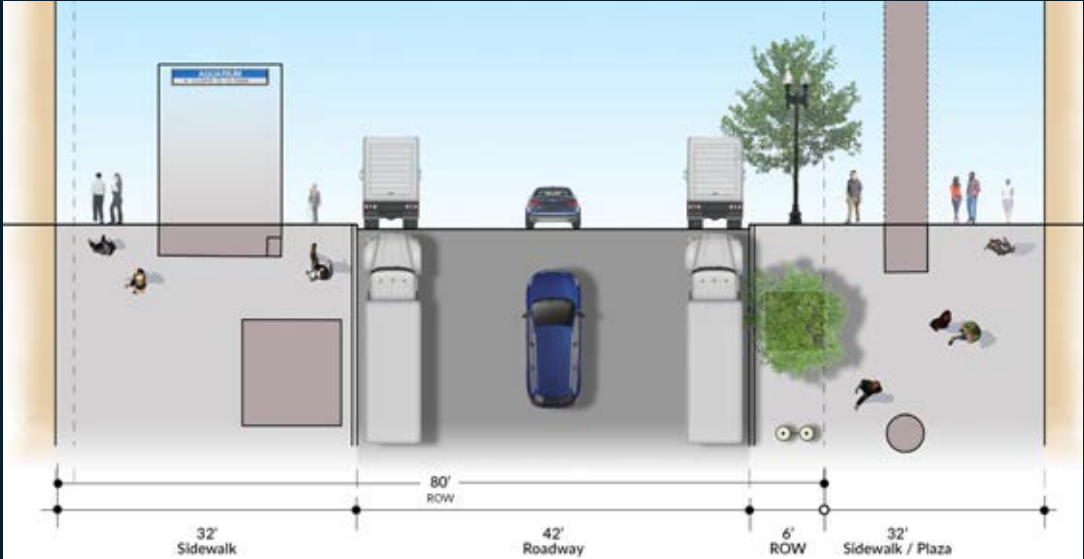


CONCEPTUAL DESIGN: Conceptual Section at Surface Road



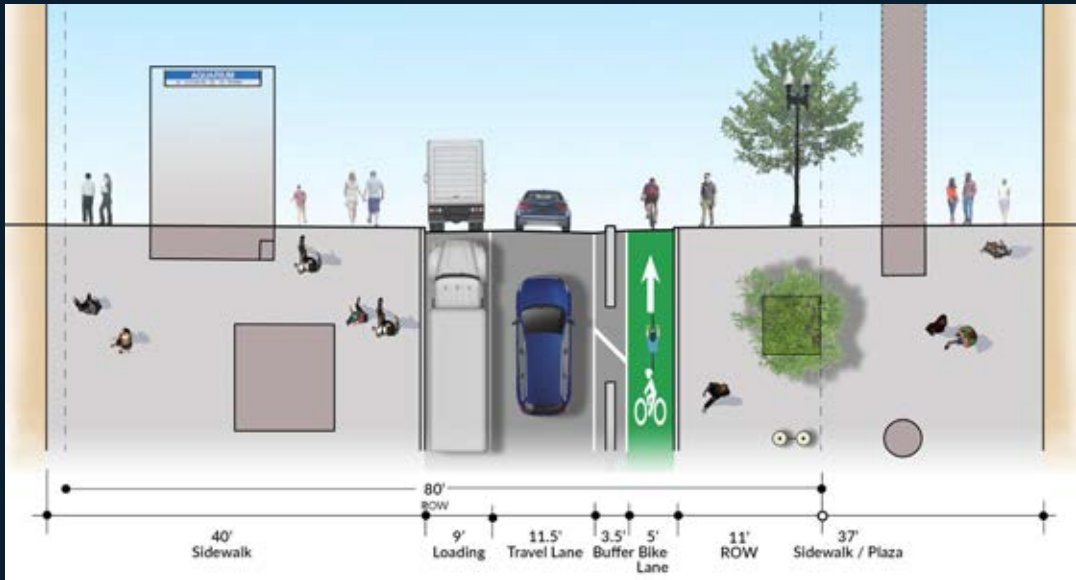
CONCEPTUAL DESIGN: Conceptual Section at Surface Road

Existing



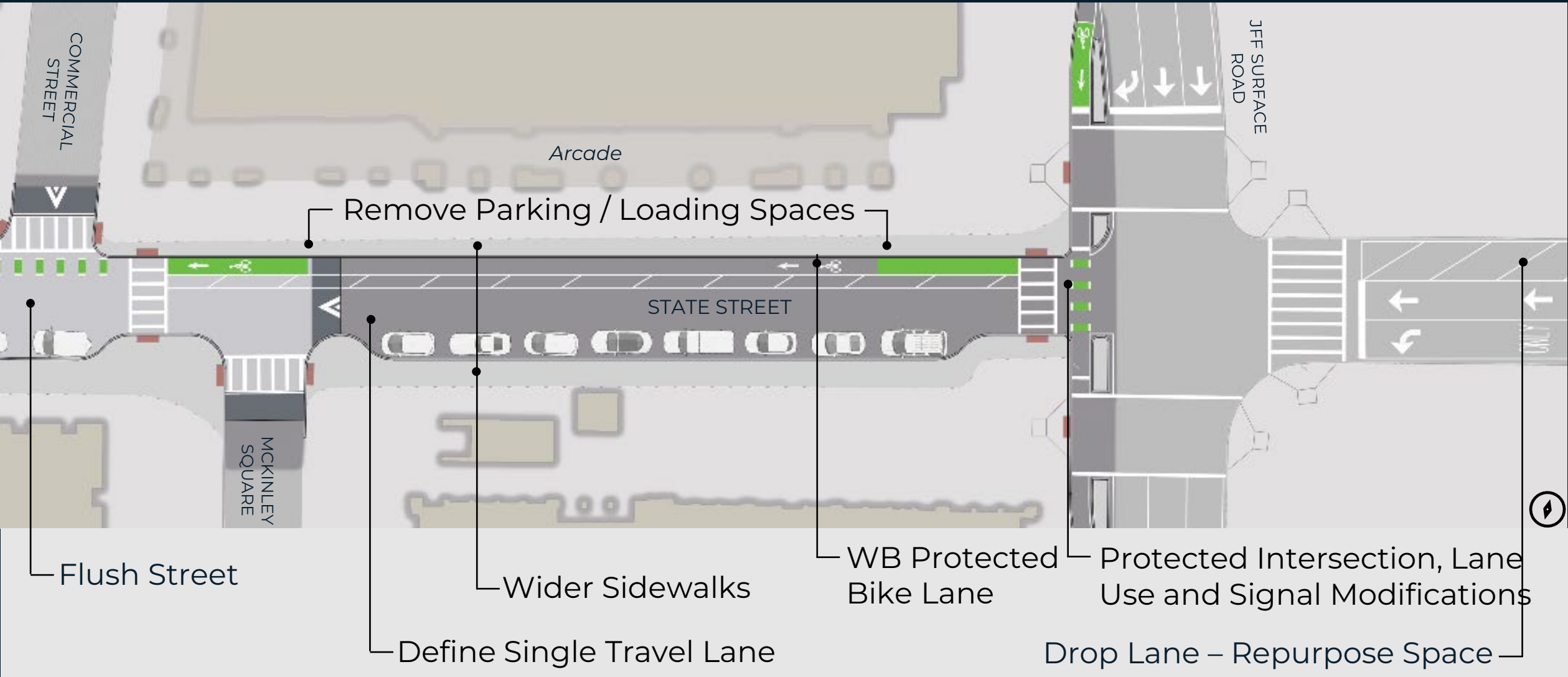
- One Travel Lane
- One Loading / Parking Lane

Proposed

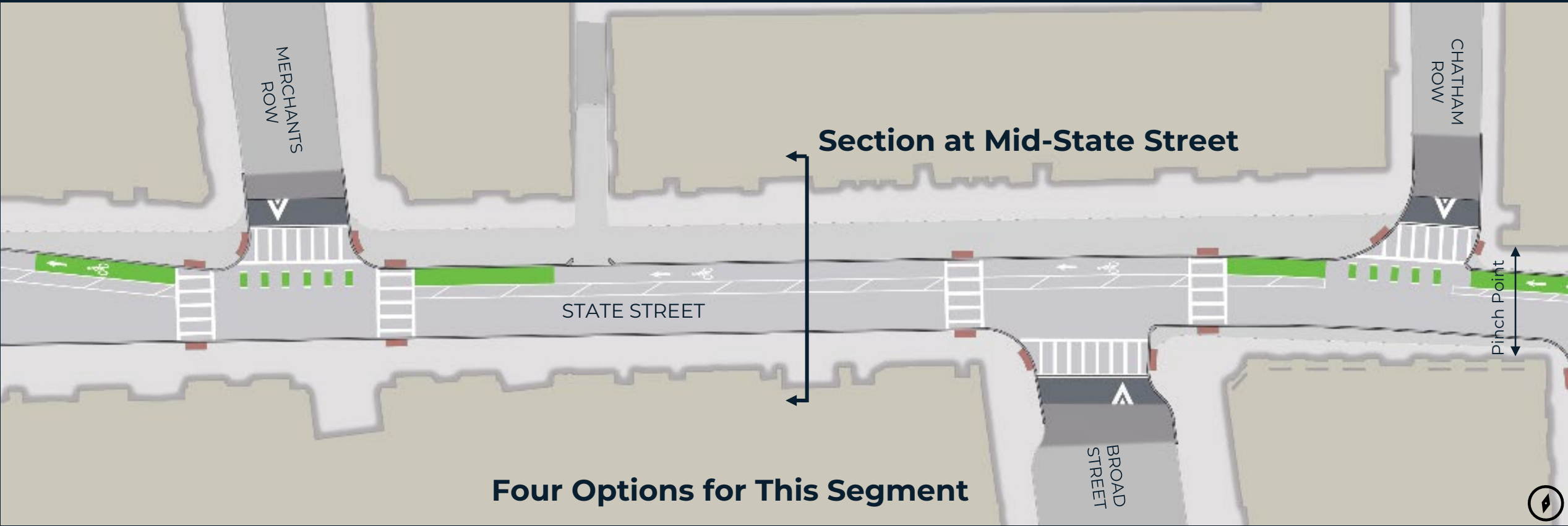


- Sidewalks + 13 feet
- Protected WB Bike Lane

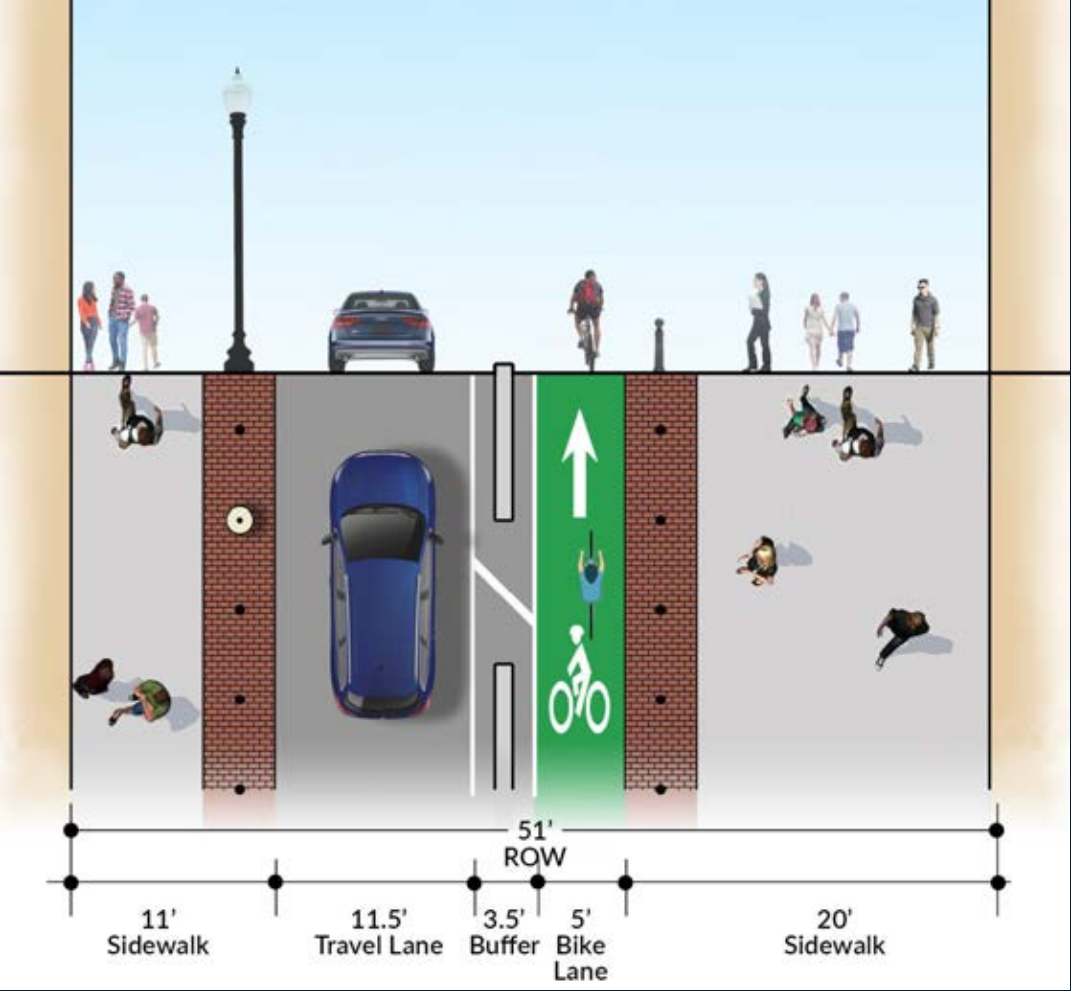
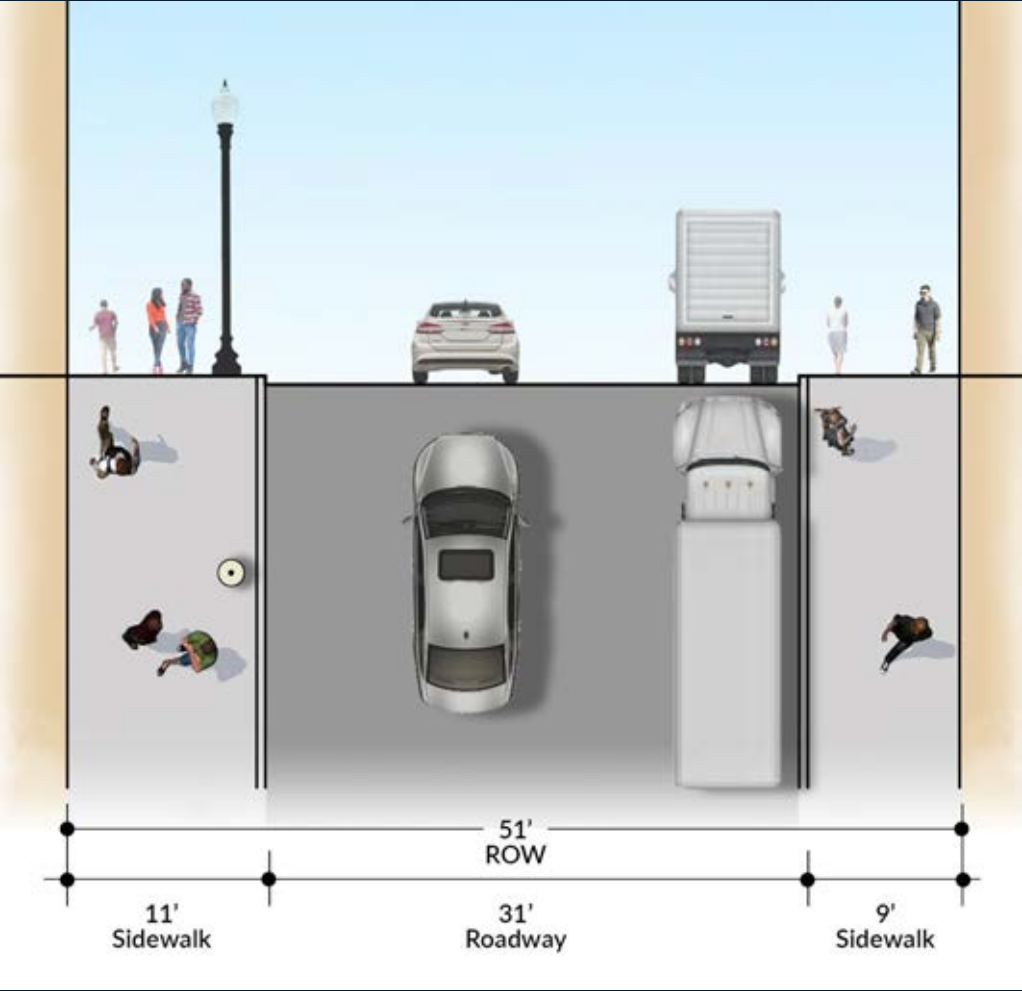
CONCEPTUAL DESIGN: Conceptual Plan at Surface Road



CONCEPTUAL DESIGN: Conceptual Section at Mid-State St.



CONCEPTUAL DESIGN: Conceptual Section At Mid- State 1A



One
Travel
Lane

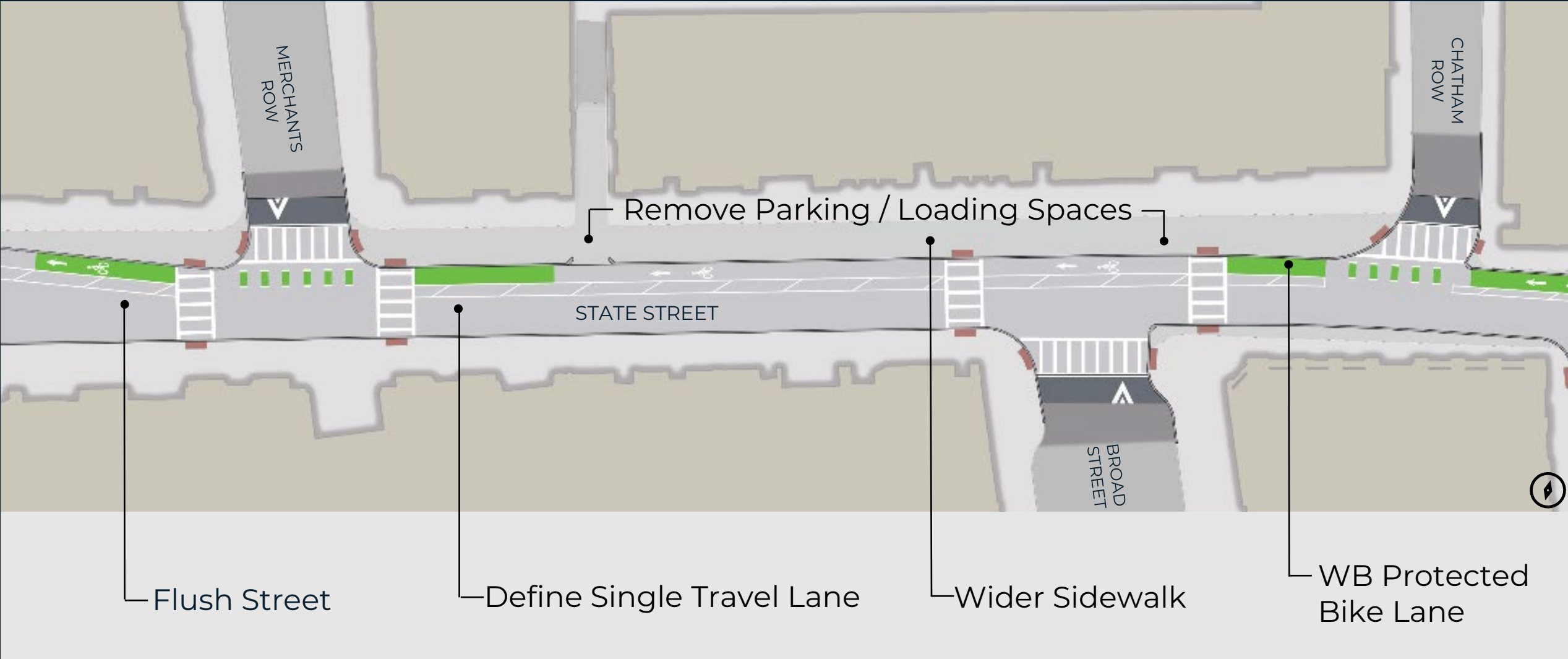
Sidewalks
+ 11 feet

Protected
WB Bike
Lane

Existing

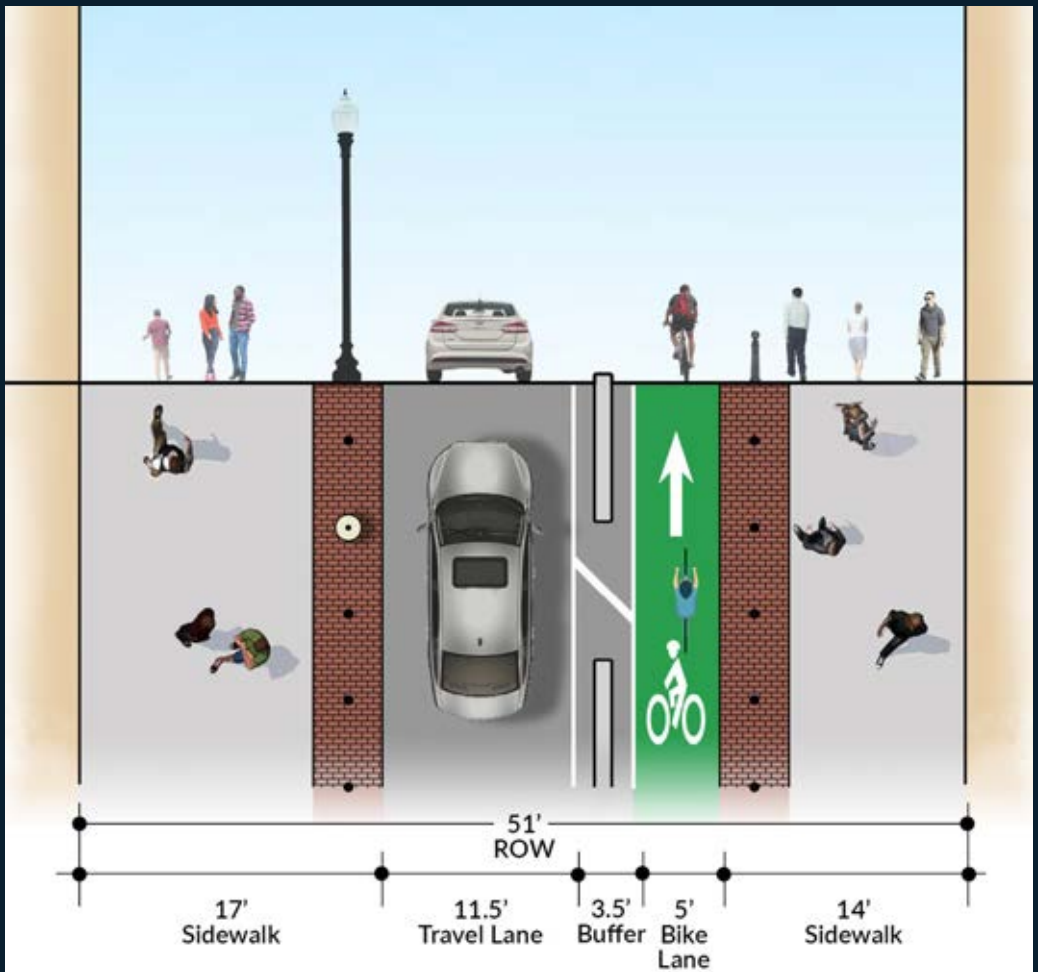
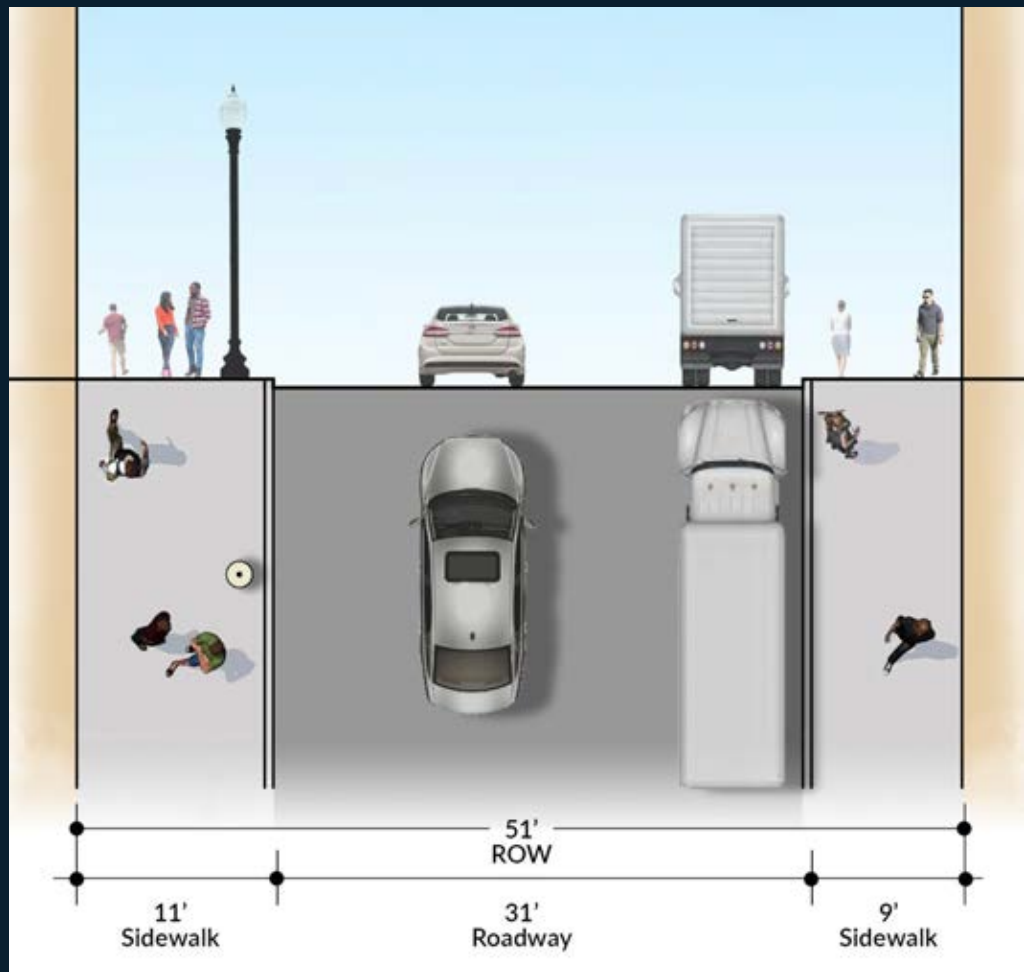
Proposed

CONCEPTUAL DESIGN: Conceptual Plan At Mid- State 1A



CONCEPTUAL DESIGN: Conceptual Section At Mid- State 1B

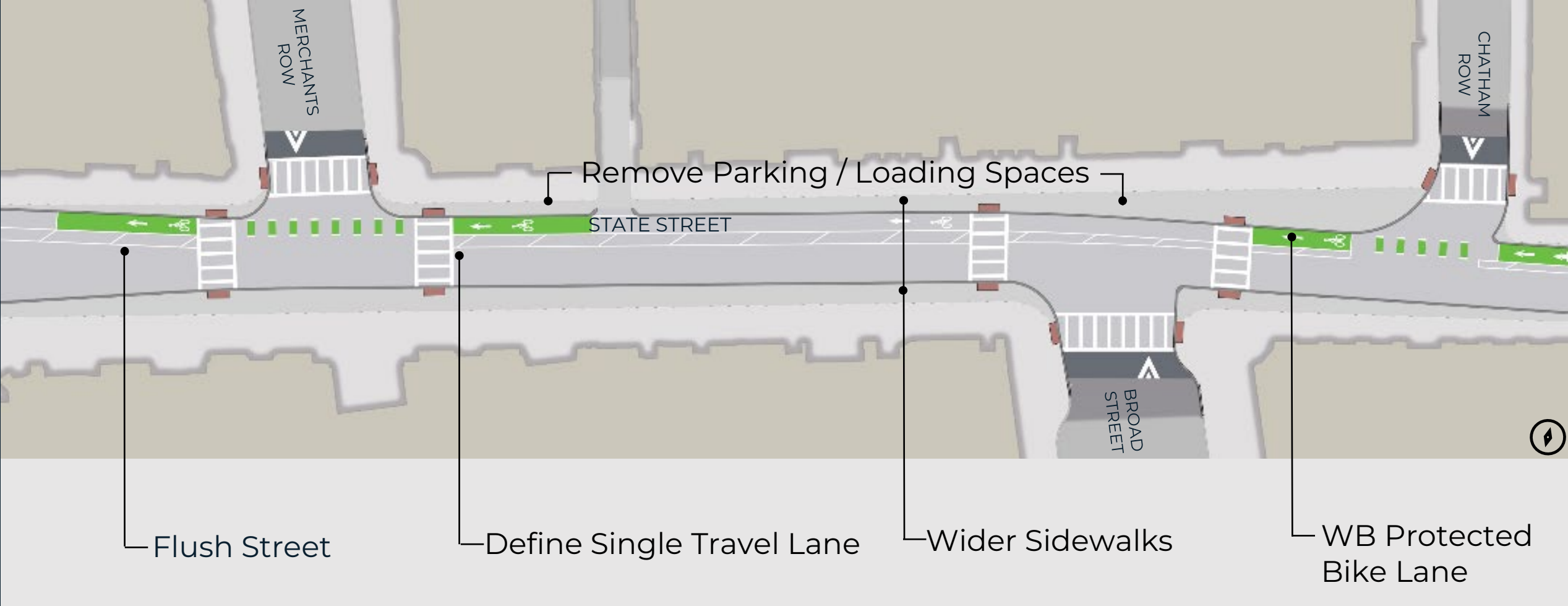
- One Travel Lane
- Sidewalks + 11 feet
- Protected WB Bike Lane



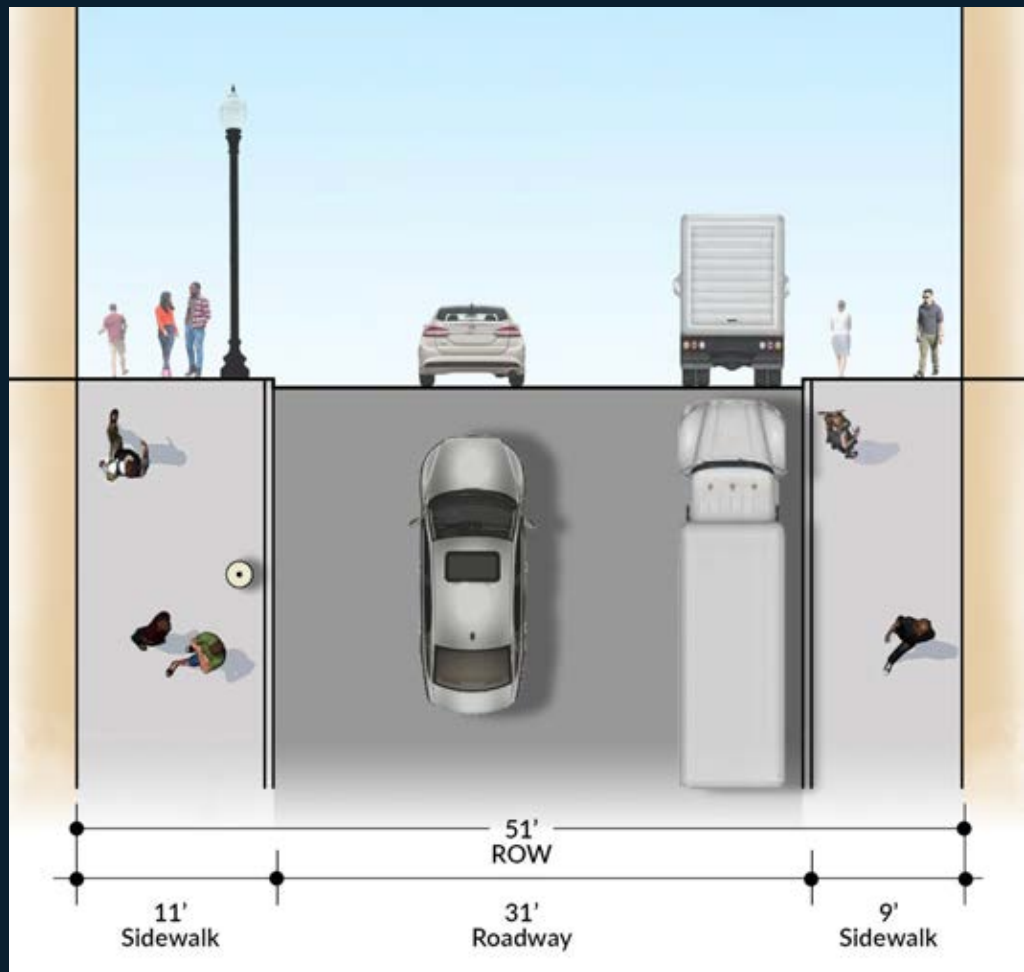
Existing

Proposed

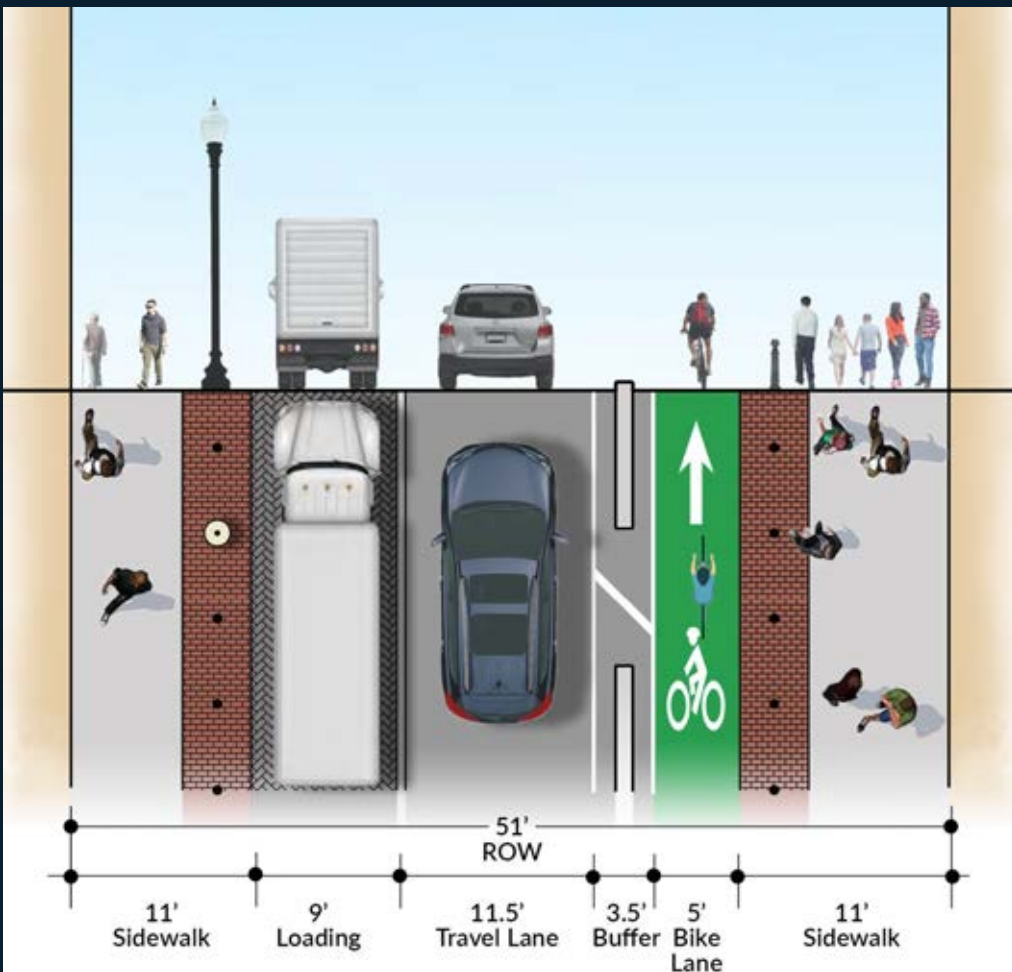
CONCEPTUAL DESIGN: Conceptual Plan At Mid- State 1B



CONCEPTUAL DESIGN: Conceptual Section At Mid- State 2A



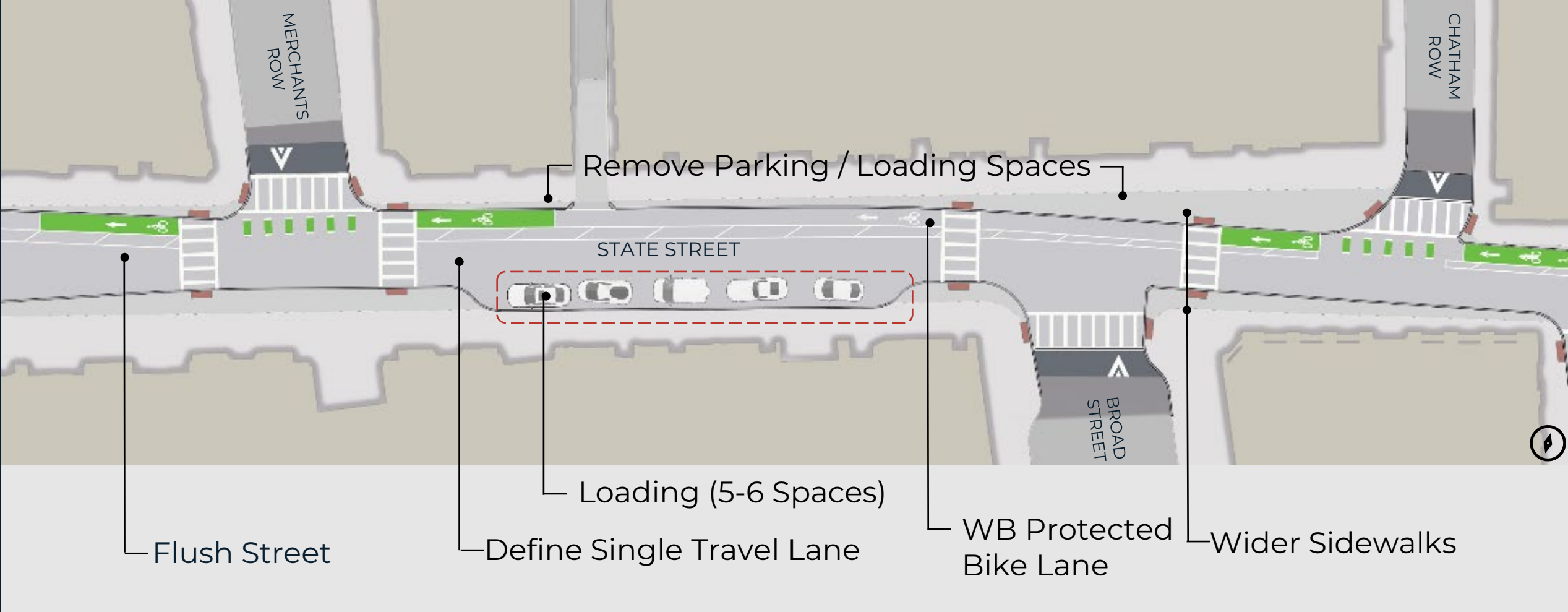
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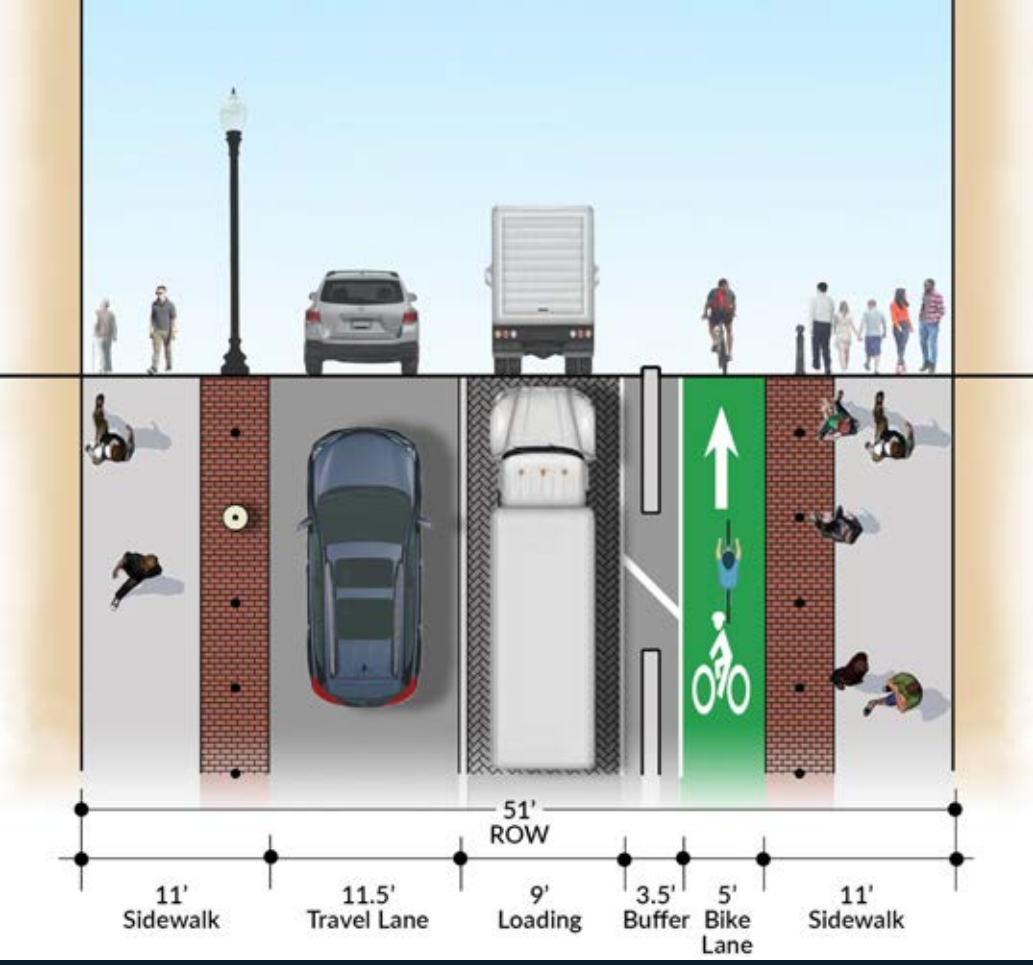
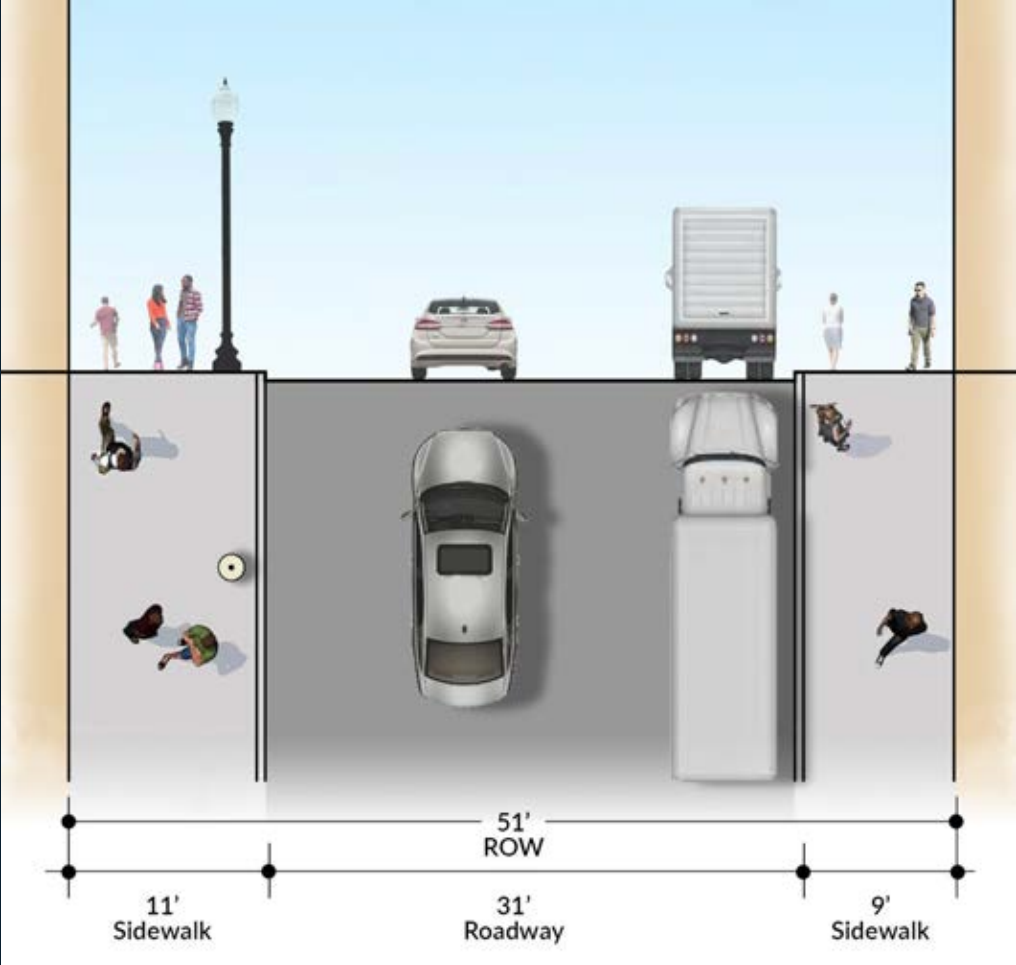
Proposed

- One Travel Lane
- Sidewalks +2 feet
- Protected WB Bike Lane

CONCEPTUAL DESIGN: Conceptual Plan At Mid- State 2A



CONCEPTUAL DESIGN: Conceptual Section At Mid- State 2B

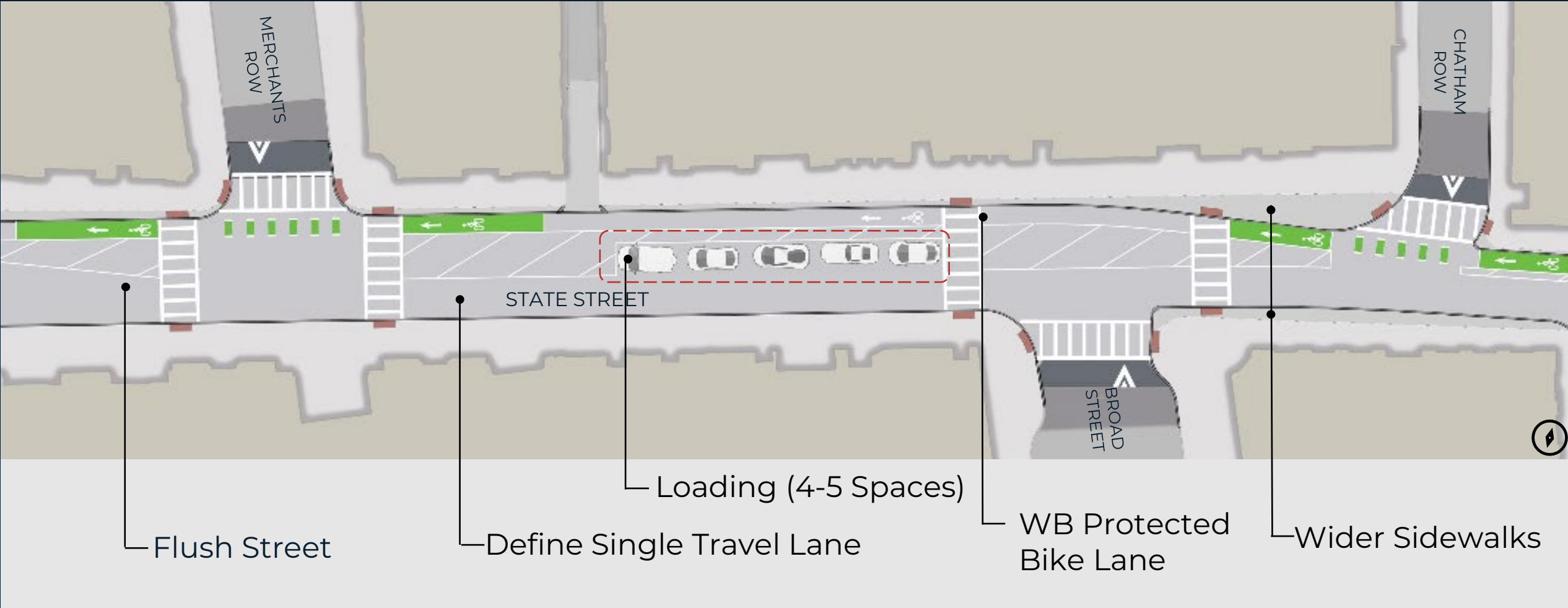


- One Travel Lane
- Sidewalks +2 feet
- Protected WB Bike Lane

Existing

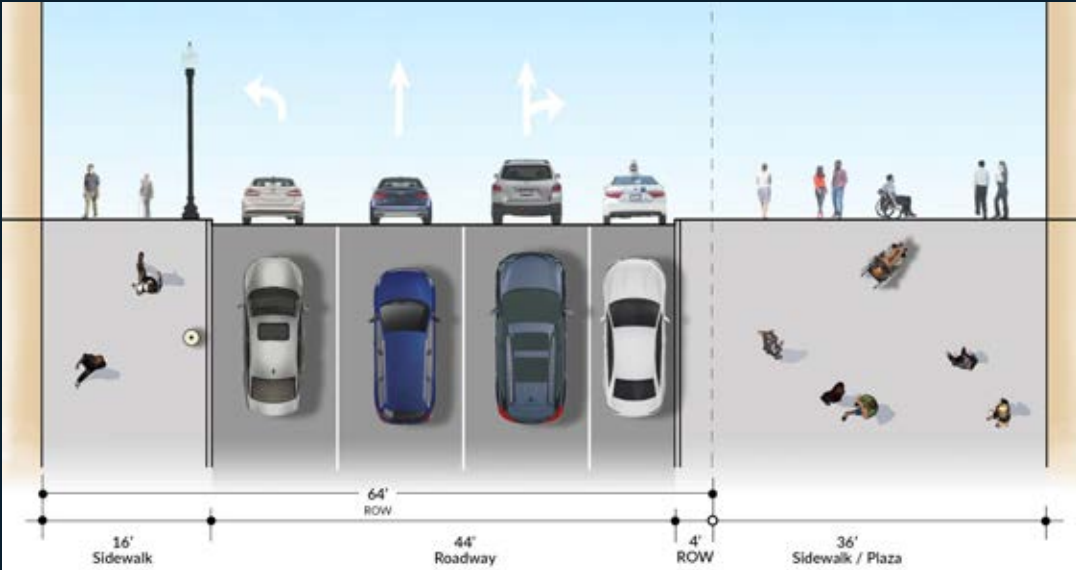
Proposed

CONCEPTUAL DESIGN: Conceptual Plan At Mid- State 2B

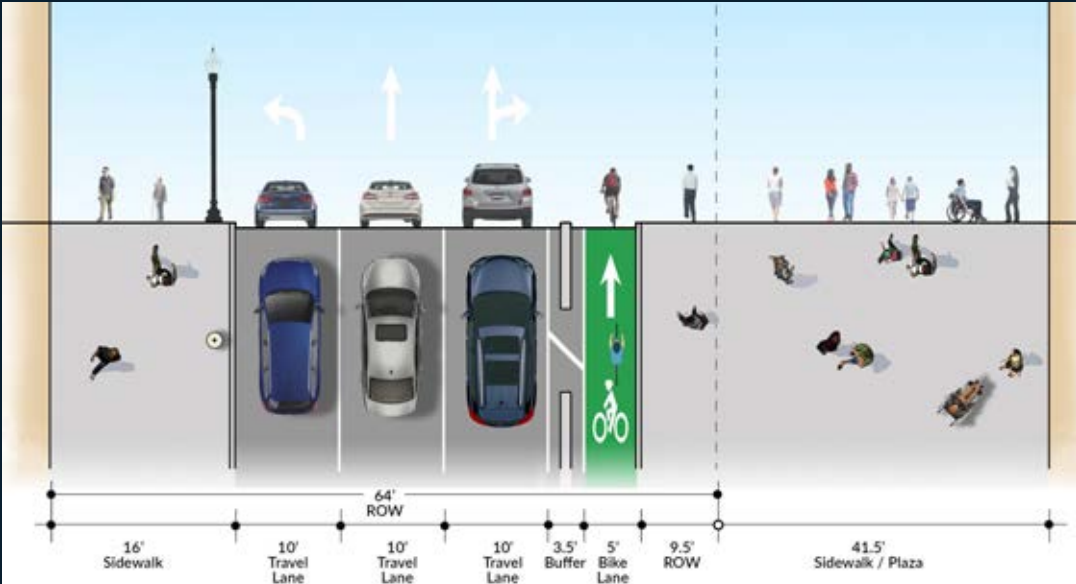


CONCEPTUAL DESIGN: Conceptual Section at Congress St.

Existing

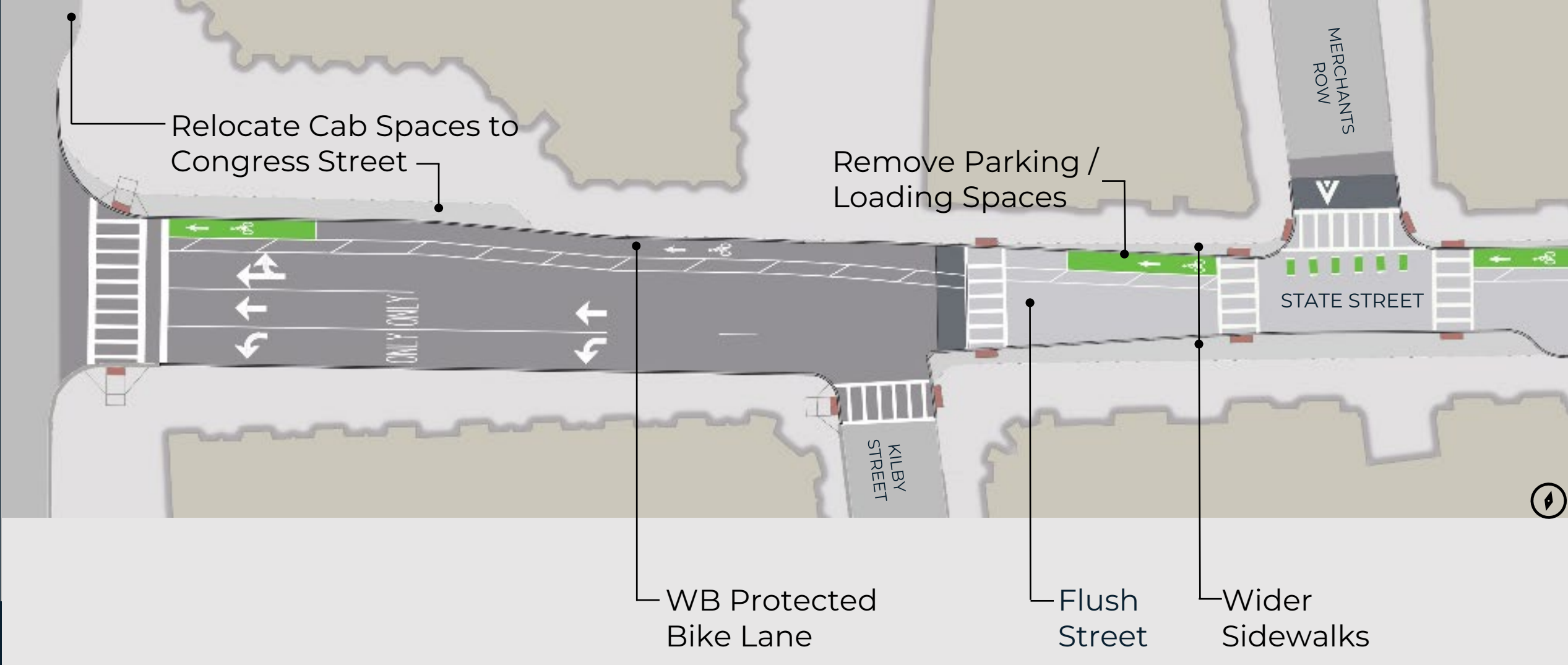


Proposed

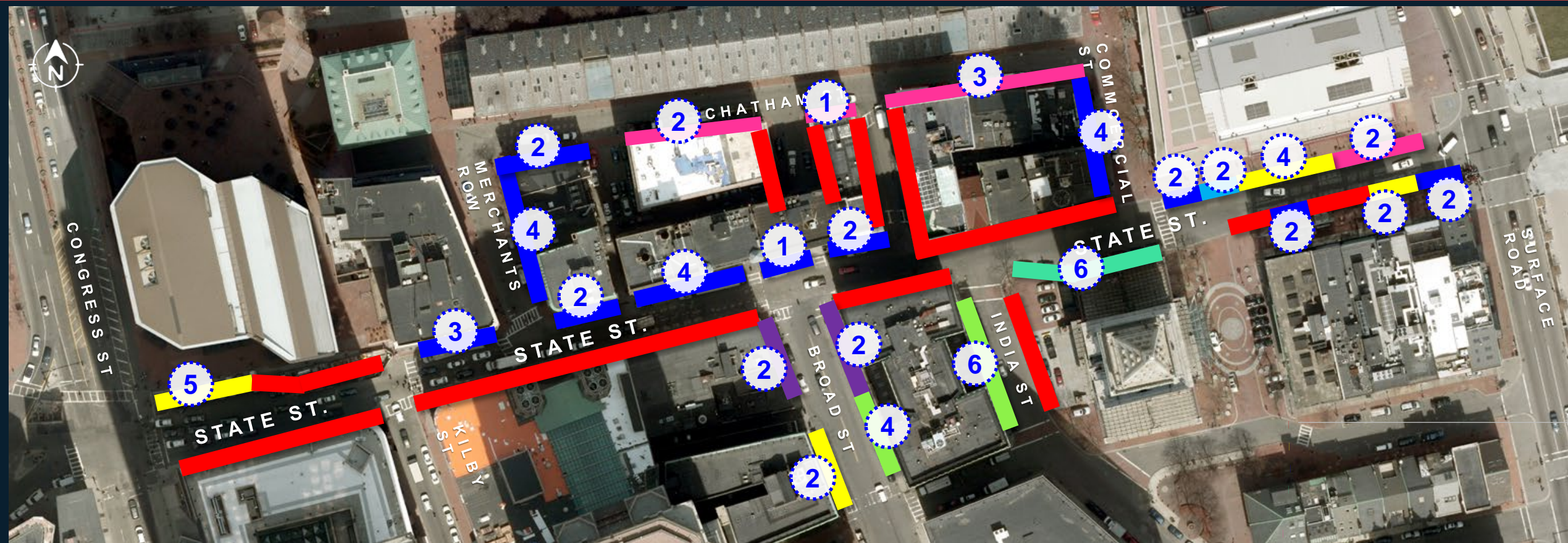


- Move the Cab Stand
- Protected WB Bike Lane
- Sidewalks + 5.5 feet

CONCEPTUAL DESIGN: Conceptual Plan At Congress St.



CONCEPTUAL DESIGN: Existing Curb Regulations

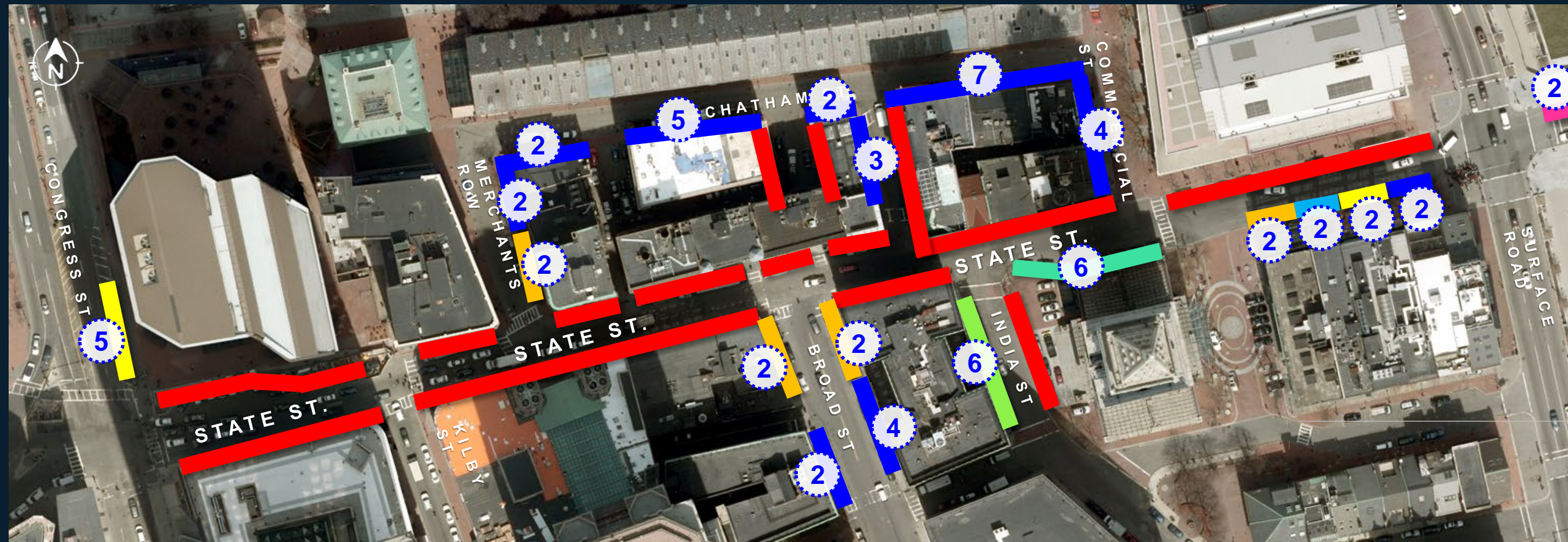


LEGEND

	No Stopping			Tour Bus Parking	8 Spaces
	Cab Stand/Valet	13 Spaces		Commercial / General	4 Spaces
	Commercial Vehicles	28 Spaces		Private	6 Spaces
	General Metered	10 Spaces		Handicap	2 Spaces
			TOTAL		71 Spaces

1 space = 20-feet
1 tour bus space = 40 feet

CONCEPTUAL DESIGN: Curb Regulation Concept



LEGEND

ZONE	# of SPACES	CHANGE	ZONE	# of SPACES	CHANGE
	No Stopping	-6 Spaces		Tour Bus Parking	2 Spaces
	Cab Stand/Valet	+7 Spaces		Commercial / General	0 Spaces
	Commercial Vehicles	+33 Spaces		Private	6 Spaces
	PUDO 5 Minutes	+8 Spaces		Handicap	2 Spaces
	General Metered	-4 Spaces	TOTAL	64 Spaces	

1 space = 20-feet
1 tour bus space = 40 feet

PROJECT SCHEDULE: Next Steps



Loading / Curbside User Outreach



Meet with Abutters Group



Video Public Presentation #2

Announce Phase 2 Pilot

Conceptual Sections and Plan

Surveys on Pilot and Preliminary Design Concepts



Socially Distant Open House on the Street



Phase 2 Pilot and Data Collection

DISCUSSION POINTS

- Comments on the street design concepts?
- Planned outreach suggestions/feedback?

Next AG Meeting: November 4, 2020