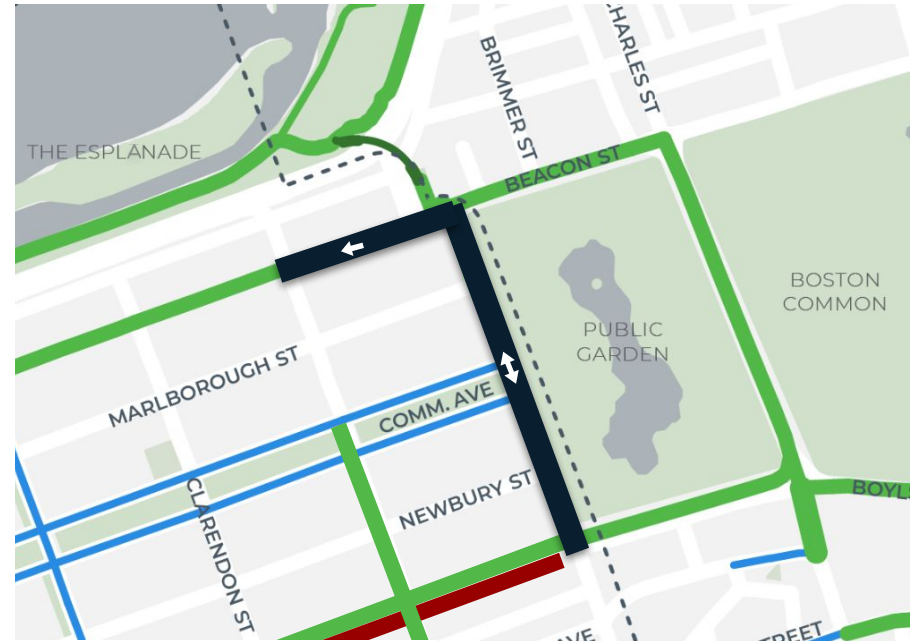


CLOSING A KEY BIKE NETWORK GAP

Following last year's proposal to add separated bike lanes on Beacon Street and Berkeley Street, we received valuable feedback from you:

- ▶ How can we improve safety at Berkeley/Beacon?
- ▶ Can we maintain parking for residents and institutions?
- ▶ Can the road surface be improved?
- ▶ Are there alternative routes for bicyclists?

We revised the design to address your concerns while creating a connected bike network.



This project

■ Separated bike lane

Existing & other planned facilities

■ Path or separated lane

■ Footbridge

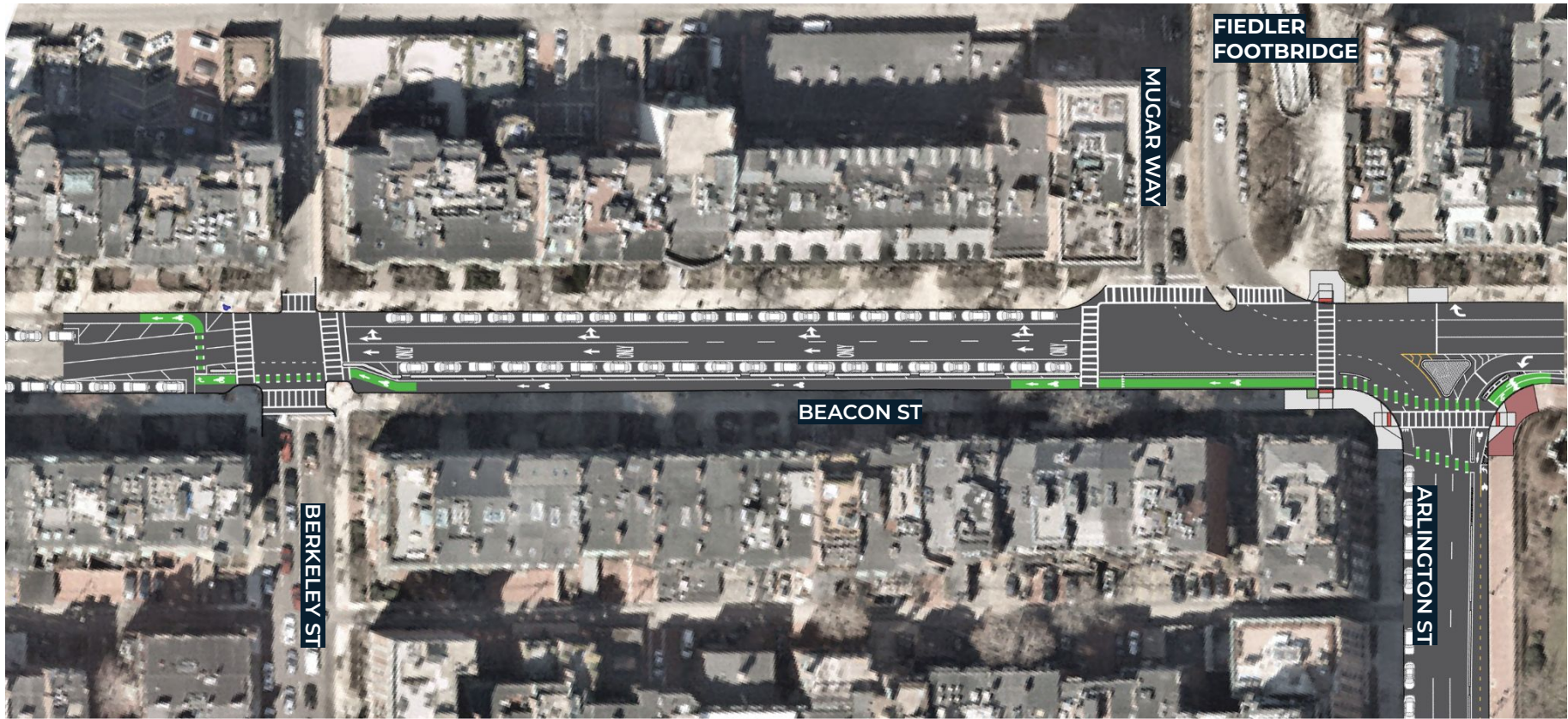
■ Bike lane

■ Bus lane

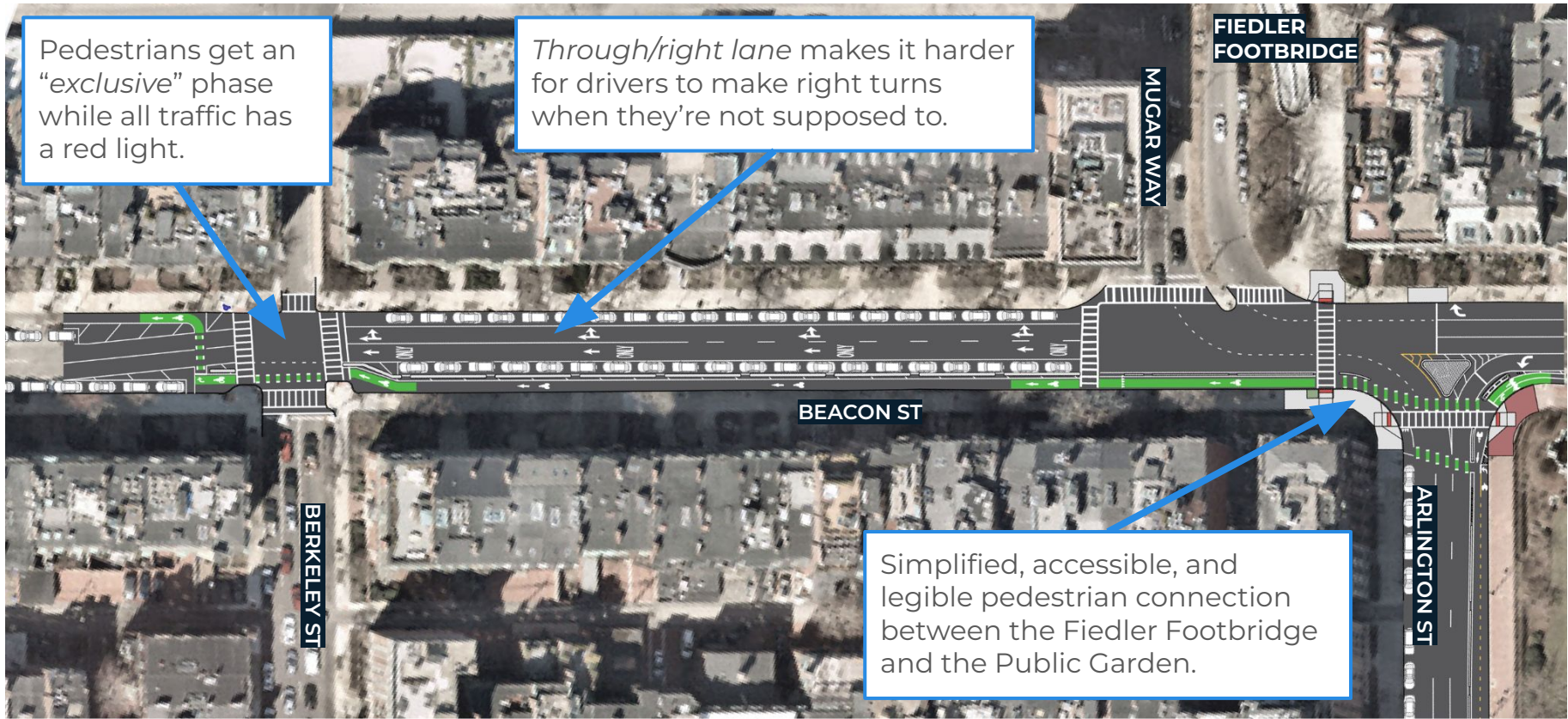
2023 PROPOSED DESIGN



REVISED DESIGN



REVISED DESIGN: PEDESTRIANS

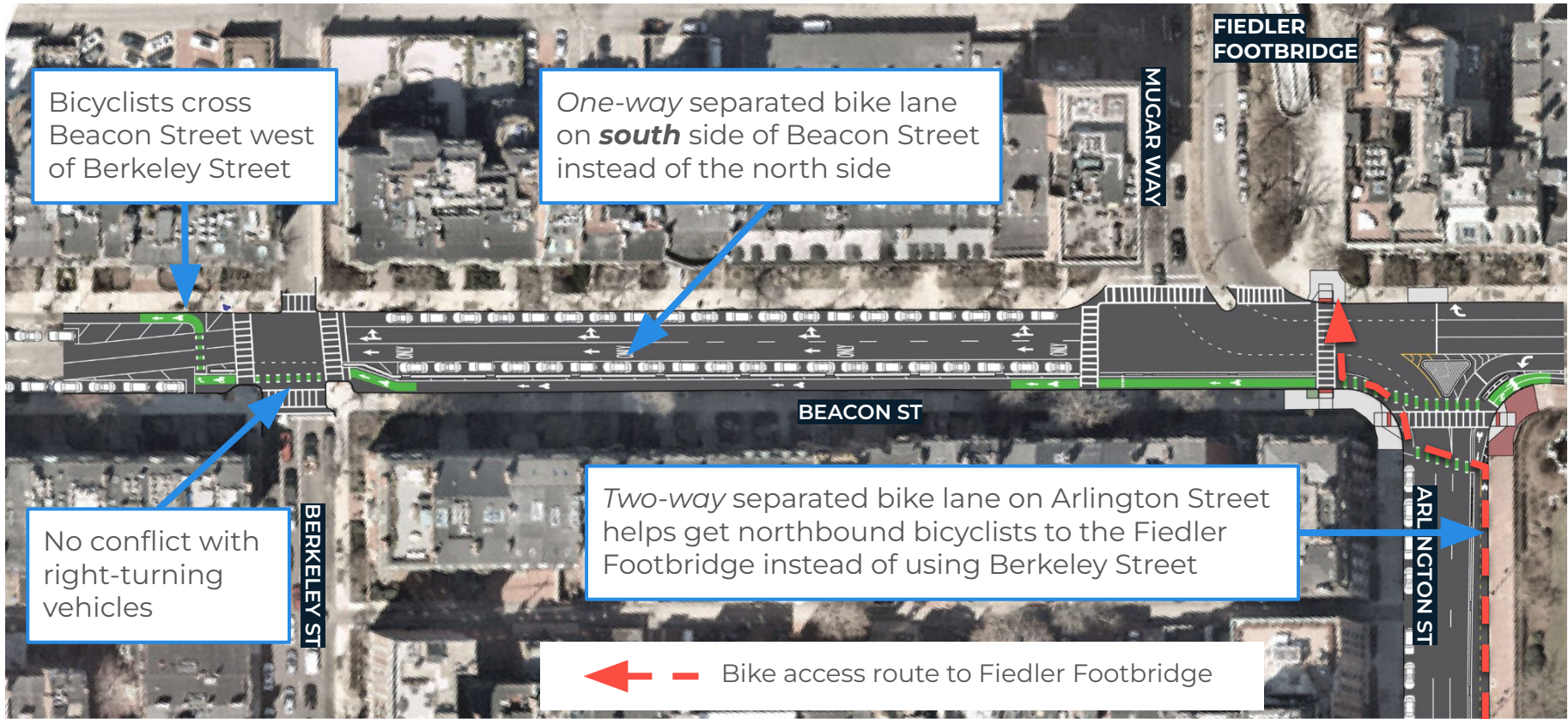


Pedestrians get an "exclusive" phase while all traffic has a red light.

Through/right lane makes it harder for drivers to make right turns when they're not supposed to.

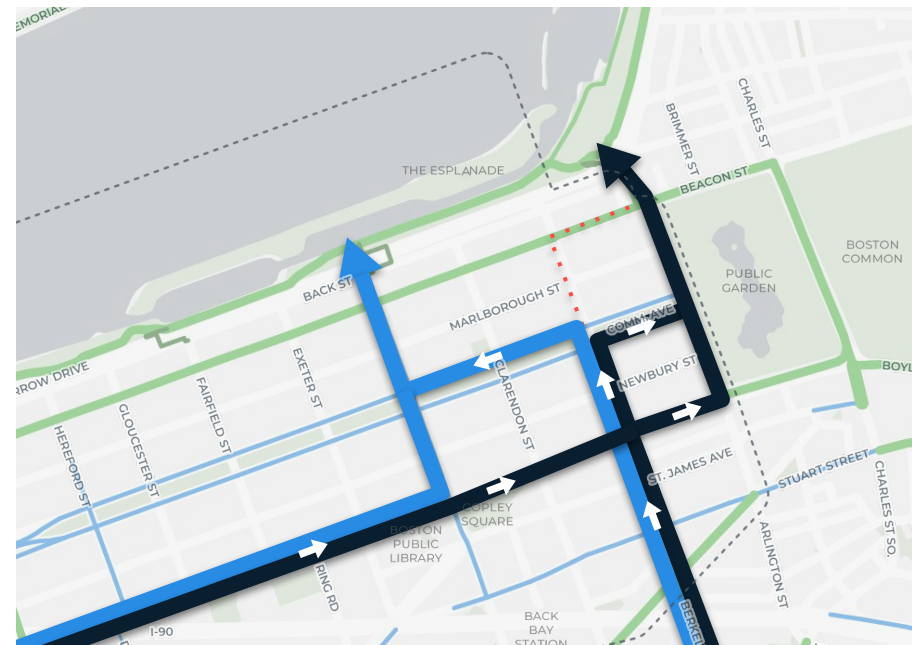
Simplified, accessible, and legible pedestrian connection between the Fiedler Footbridge and the Public Garden.

REVISED DESIGN: BIKES



CONNECTING YOU TO THE ESPLANADE

- ▶ Our revised plan provides better connections to the Charles River path system compared to the previous plan.
- ▶ New and revised projects can form a more connected bike network:
 - Boylston Street
 - Berkeley Street
 - Dartmouth Street
 - Arlington Street



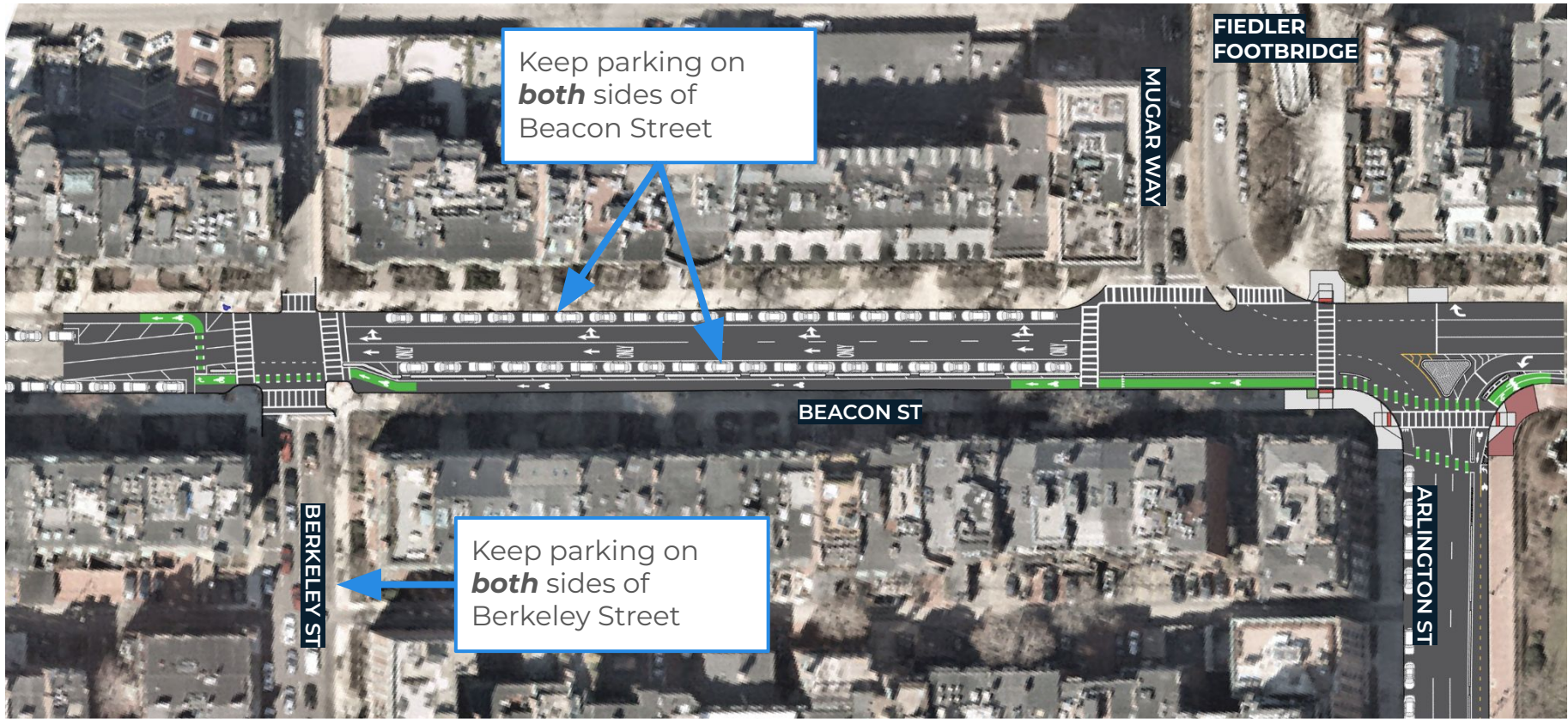
New connections

- ▶ To Fiedler Footbridge
- ▶ To Dartmouth Street Footbridge
- ⋯ Previously planned route

Existing & other planned facilities

- Path or separated lane
- Footbridge
- Bike lane

REVISED DESIGN: PARKING



Keep parking on **both** sides of Beacon Street

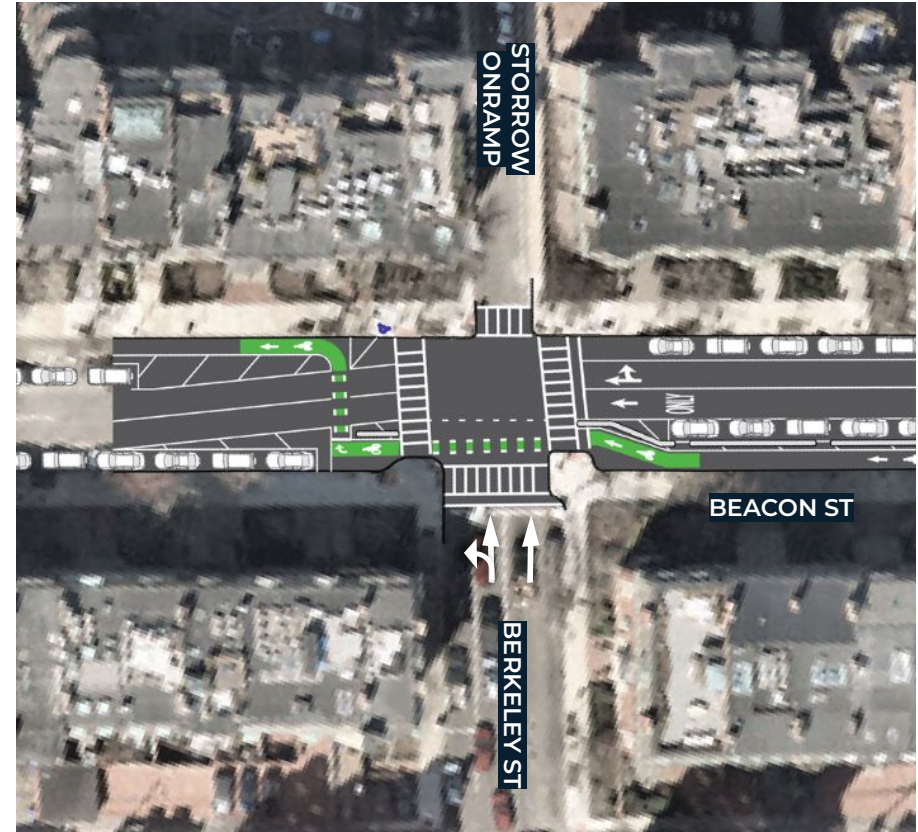
Keep parking on **both** sides of Berkeley Street

REVISED DESIGN: TRAFFIC CAPACITY

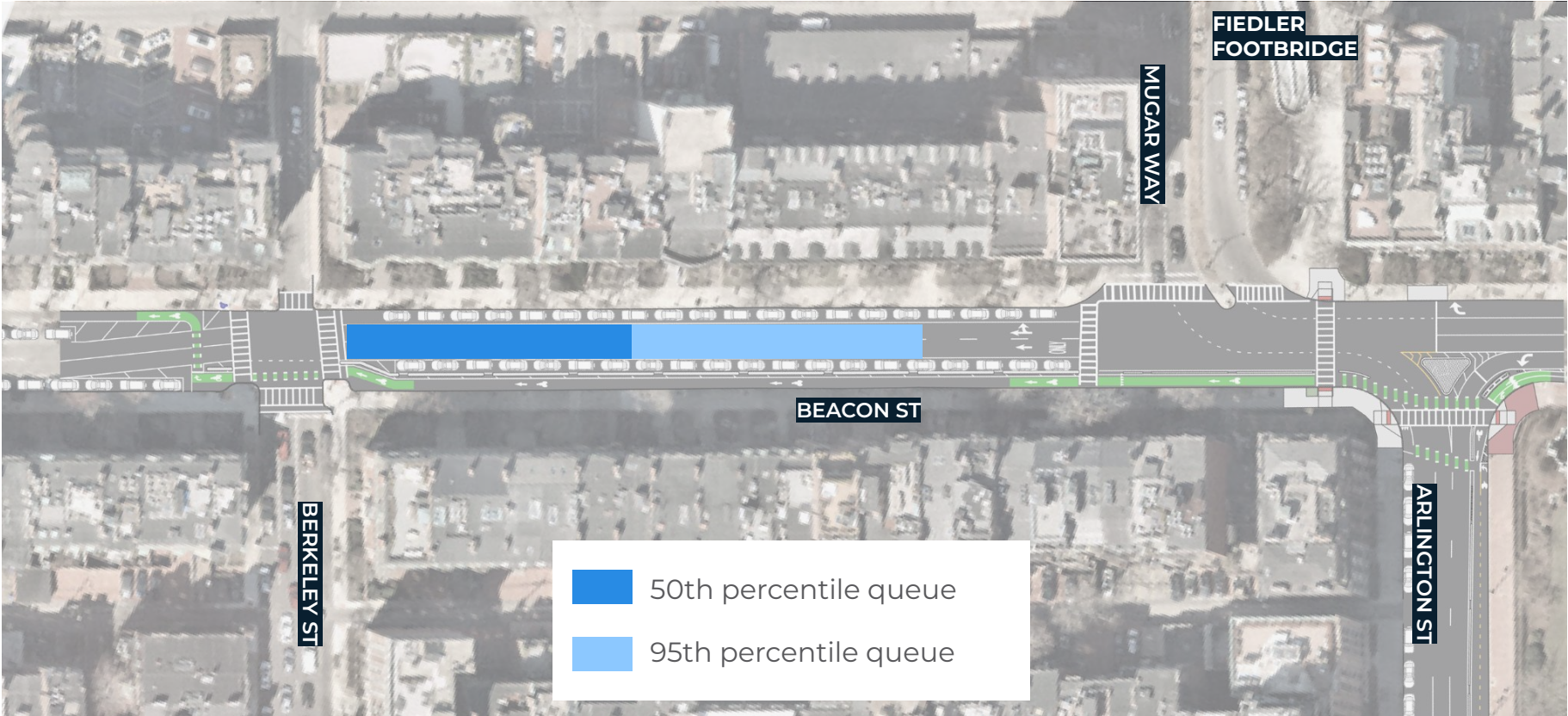
- ▶ **Two lanes** on Beacon Street approaching Berkeley Street:
 - **Right lane:** for continuing straight and turning right.
 - **Left lane:** for continuing straight only.
- ▶ Berkeley Street: No lane changes planned.

How we design traffic signals:

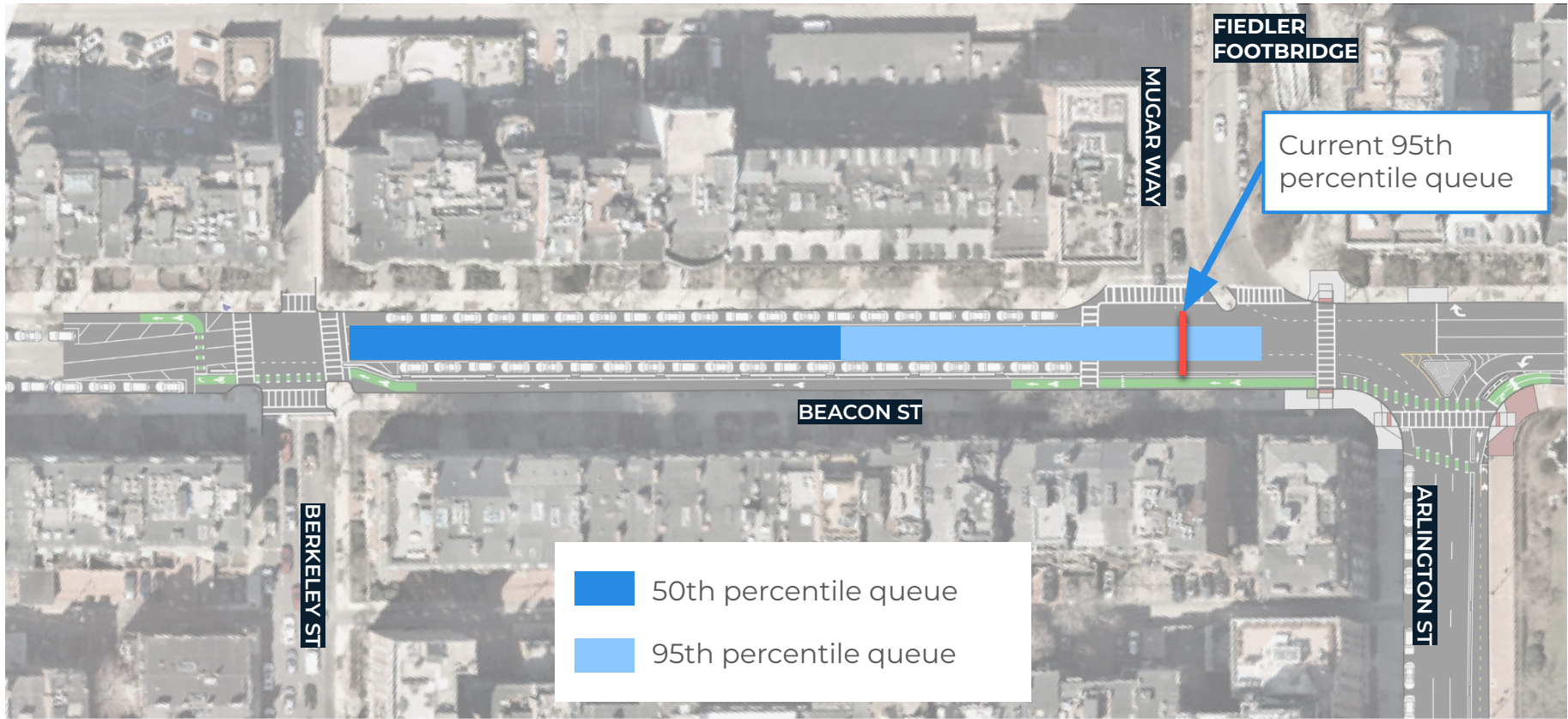
1. Gather traffic data to understand current conditions.
2. Use traffic modeling software to test different designs.
3. Our goal is to find a balance between safety, access, and keeping traffic moving smoothly for everyone.



REVISED DESIGN: AM PEAK QUEUE

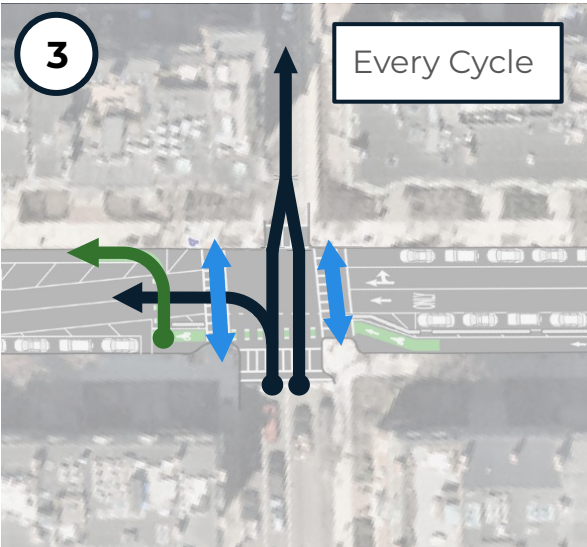
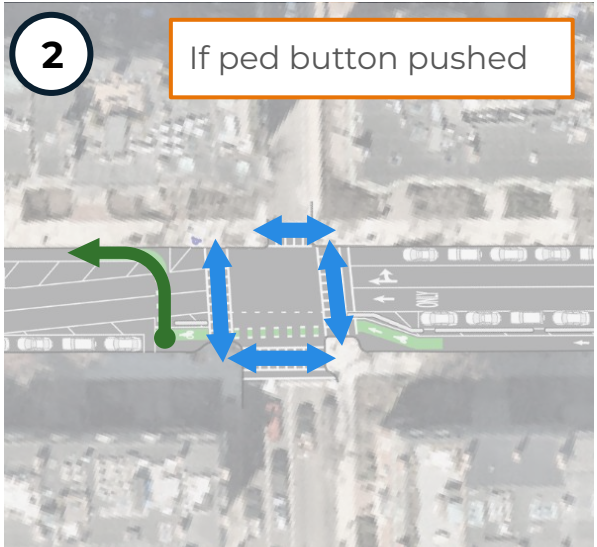
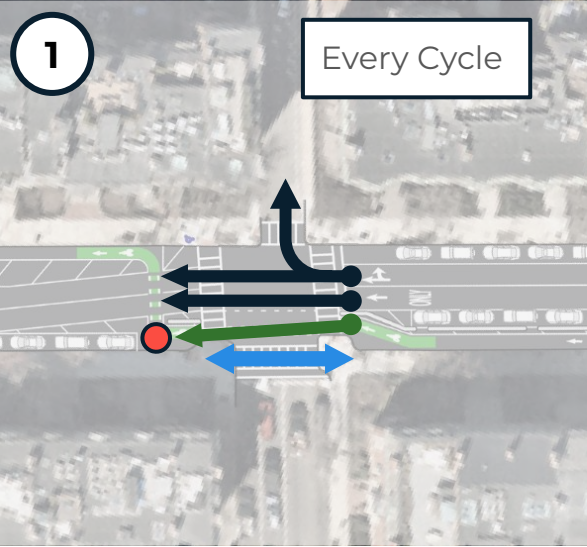


REVISED DESIGN: PM PEAK QUEUE



■ 50th percentile queue
■ 95th percentile queue

HOW THE INTERSECTION WILL WORK



Phase 1: Beacon St westbound gets a green light, including those going straight, turning right, and bicycles. Bikes wait on the west side of the intersection to cross during the next phase.

Phase 2: If the button is pressed, pedestrians cross in all directions. Bikes cross Beacon St outside the crosswalk, continue westbound.

Phase 3: Pedestrians and bikes get a head start before vehicles proceed. Berkeley St northbound gets a green light, including those going straight and turning left.

Legend

←● General traffic

↔ Pedestrians

←● Bicyclists

ARE WE ON THE RIGHT TRACK?

- ▶ *What do you like about this revised design?*
- ▶ *What are your questions?*

We'll continue to fine-tune the design based on your feedback

Potential construction timeline:

- ▶ **This year or early next year:** Beacon Street from Mugar Way west
- ▶ **Next year:** Reconstruct Beacon/Arlington/Mugar intersection with *Public Garden Crossings* project

GET IN TOUCH & LEARN MORE

- ▶ Email us at better-bike-lanes@boston.gov
- ▶ Website will be updated with more info
 - boston.gov/back-bay-streets
 - Virtual office hours will be posted here
- ▶ [Mayor's Neighborhood Coffee Hour](#) for Back Bay and Beacon Hill is June 18