

PLAN: South Boston Dorchester Avenue Transportation Plan

Virtual Public Meeting

July 29, 2020 and
July 30, 2020



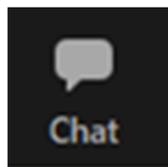
**boston planning &
development agency**



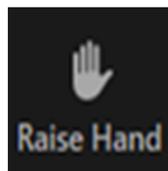
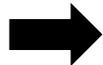
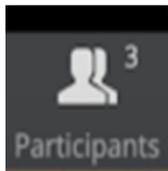
Photo Taken by Project Team

ZOOM TIPS

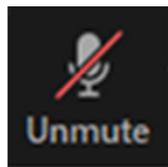
Your controls are at the bottom of the screen:



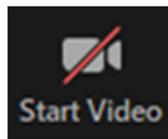
Use the chat to type a comment or ask a question at any time – Joe Blankenship and Charlotte Ong from the project team will moderate the chat



To raise your hand, click on “Participants” at the bottom of your screen, and then choose the “Raise Hand” option in the participant box



Mute/unmute – Participants will be muted during the presentation – the host will unmute you during discussion if you raise your hand and it is your turn to talk



Turns your video on/off

MEETING FORMAT

- We will be asking you to participate interactively through polls throughout, and have time for Q&A at the end of the presentation
- To ask a question during the discussion, raise your hand and the presenter will unmute your microphone
- You can also ask a question or make a comment at any point by using the chat function

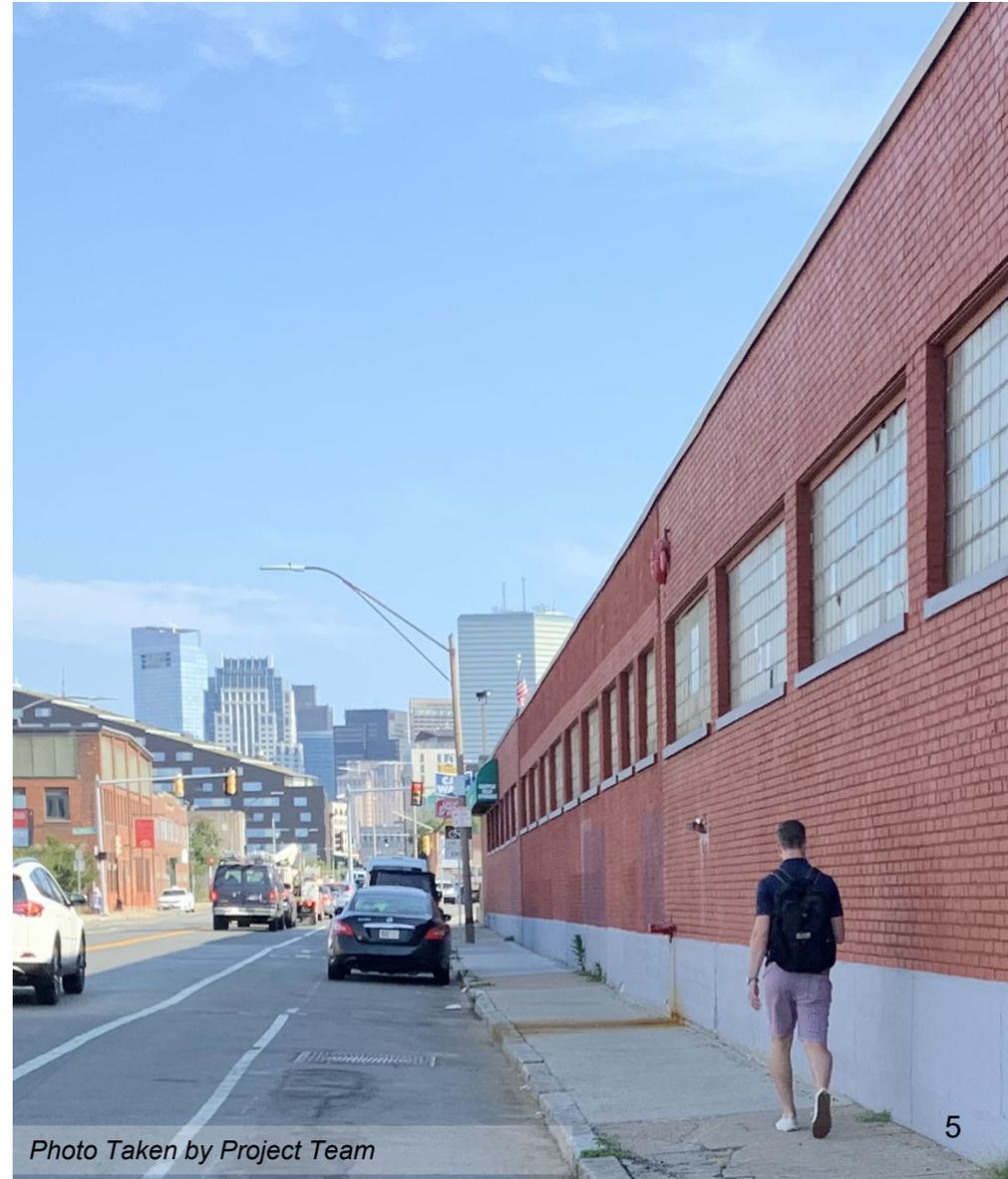
MEETING RECORDING

The BPDA will be recording this meeting and posting it on the PLAN: South Boston Dorchester Avenue project webpage at web: bit.ly/plandotave for those who are unable to attend the Zoom meeting live. The recording will include the presentation, Q&A, and public comments afterwards. Also, it is possible that participants may be recording the meeting with their phone cameras or other devices. **If you do not wish to be recorded during the meeting, please turn off your video camera and leave your microphone muted.**

WELCOME!

The purpose of this Virtual Open House is to:

- Describe the connection between this effort and the 2016 PLAN South Boston Dorchester Avenue Plan
- Share what we have found out so far with our existing conditions transportation analysis
- Hear from you about what is most important to consider as we look at the future transportation network



WORTH NOTING

The Existing Conditions analysis presented today reflects a point in time (Fall/Winter 2019/20)

- We understand these are pre-COVID conditions
- In addition, the proposed Amazon development is not reflected in Existing Conditions
- Our next tasks explore transportation investments for two future time horizons
 - **Short-Term Recommendations** look at the Year 2025. This condition incorporates assumptions around COVID, and assumes that the Amazon development is in place
 - **Long-Term Recommendations** look at the Horizon Year 2040. We assume that buildout and travel demand in 2040 is consistent with PLAN South Boston Dorchester Avenue

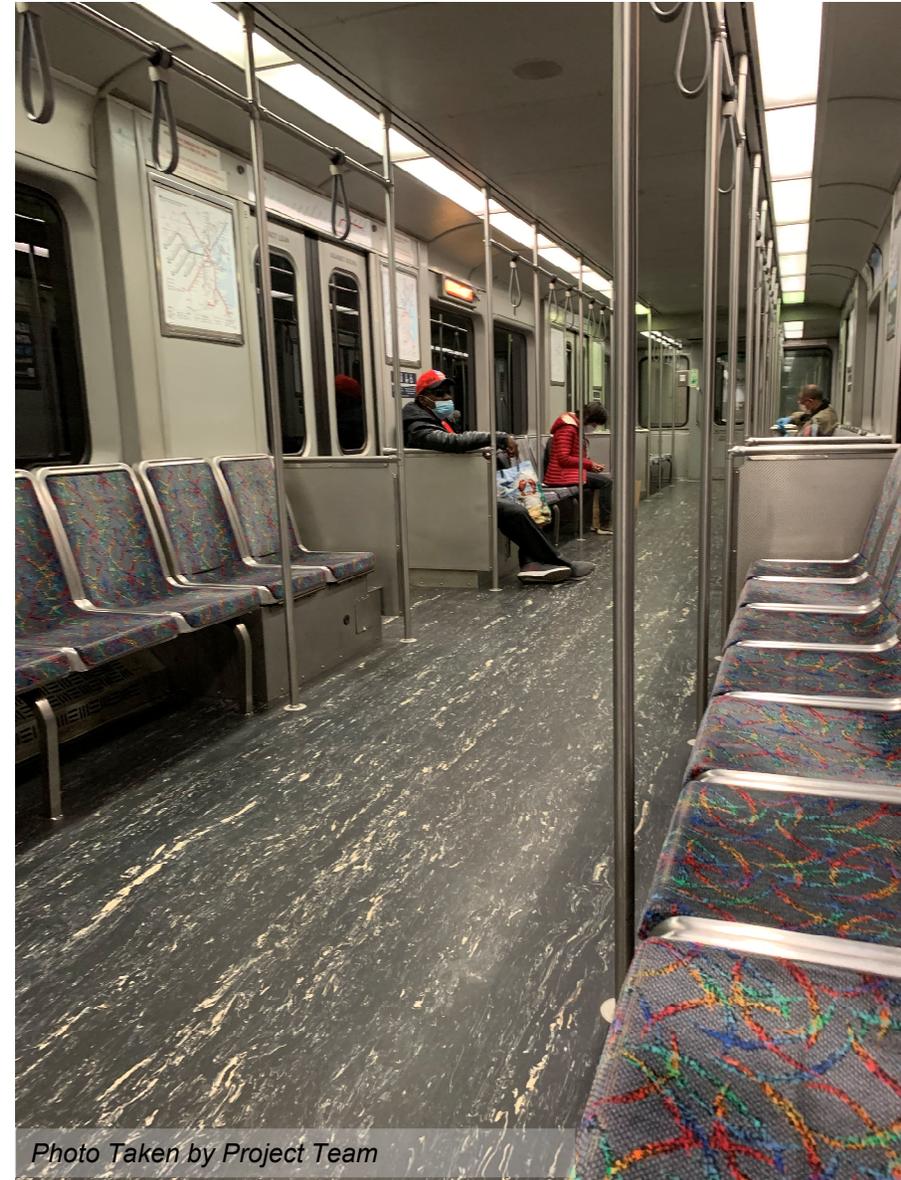
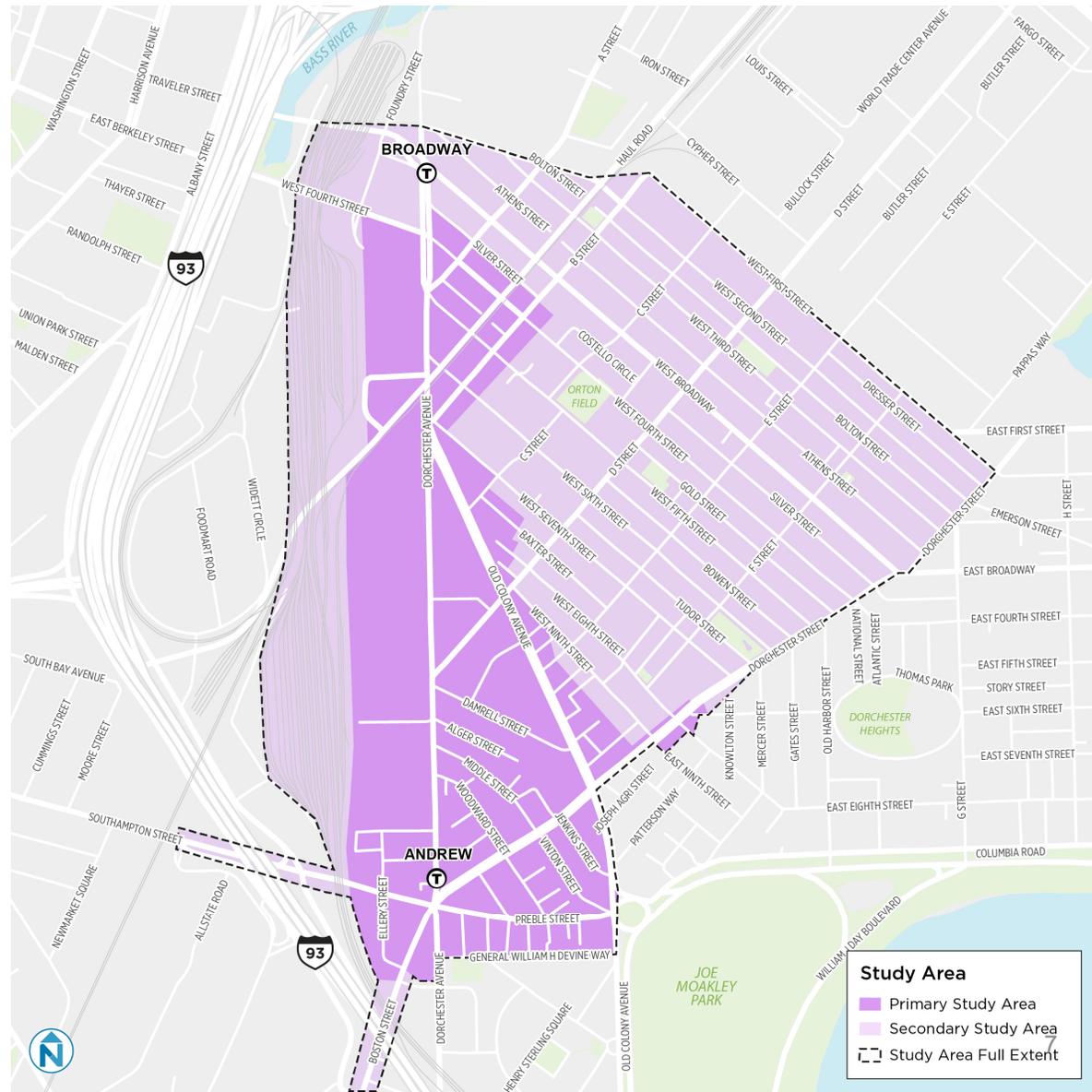


Photo Taken by Project Team

PROJECT STUDY AREA

Purple shaded area shows the project study area

- **Primary study area** is consistent with PLAN: South Boston Dorchester Avenue
- **Secondary study area** is slightly larger and includes influence areas on the transportation network



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PROJECT TIMELINE

2019

Fall/Winter

- Mobilize the team
- Collect data
- Review results of previous plans and other efforts underway
- Conduct site visits

Spring

- Analyze existing conditions
- Identify goals and objectives
- Create evaluation framework
- Prepare future forecasting methods

We intended to host Public Meeting #1 in March but had to postpone due to COVID-19

2020

Summer

- Host public meeting #1
- Analyze future conditions
- Evaluate previous PLAN ideas
- Develop short-term recommendations
- Develop a long list of long-term recommendations

We are here

Fall/Winter

- Host public meeting #2
- Refine immediate-term recommendations
- Develop long-term recommendations
- Host public meeting #3
- Document findings and recommendations into the Plan

Project Team

City of Boston Project Team

Boston Planning and Development Agency (BPDA)

- Jim Fitzgerald – Transportation & Infrastructure Planning
- Joe Blankenship - Transportation & Infrastructure Planning
- Mary Knasas – Neighborhood Planning
- Charlotte Ong - Neighborhood Planning
- Mark McGonagle - Neighborhood Planning
- Prataap Patrose - Neighborhood Planning
- Matt Martin – Urban Design
- Chris Busch – Climate Change & Environmental Planning
- Stephen Harvey – Development Review
- Raul Duverge – Development Review

Boston Transportation Department (BTD)

- Pat Hoey – Transportation Planning
- Matt Moran – Transit Team
- Stefanie Seskin – Active Transportation
- Amy Cording - Engineering

Boston Public Works Department (PWD)

- Zach Wassmouth – Engineering Division

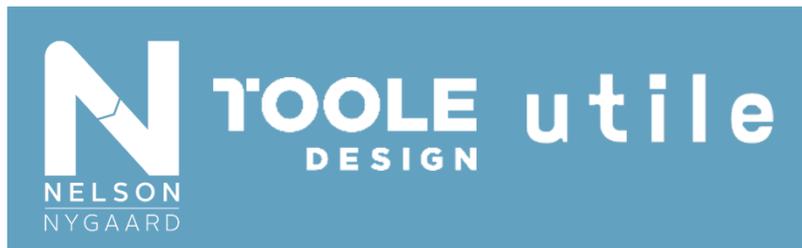
Boston Water & Sewer Commission (BWSC)

- Irene McSweeney
- Charlie Jewel

Mayor's Office of Neighborhood Service (ONS)

- Haley Dillon – South Boston Liaison

Consultant Team



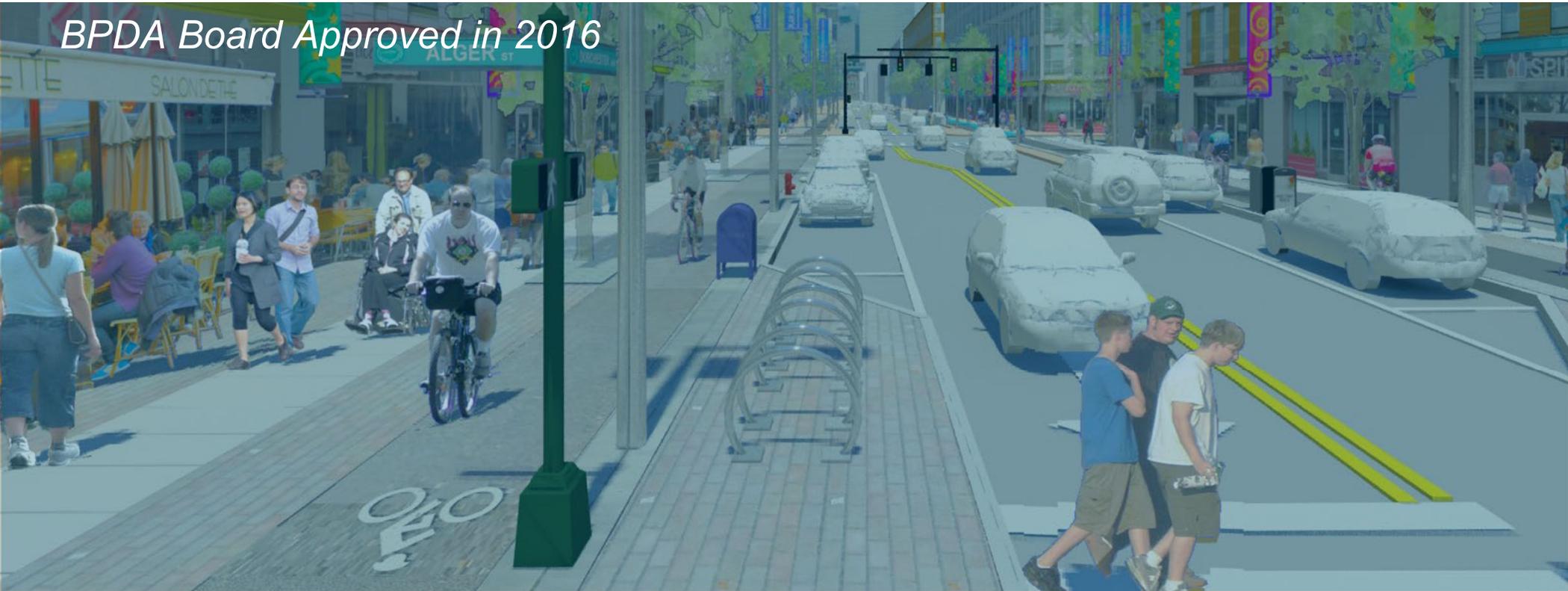
Agency Partners





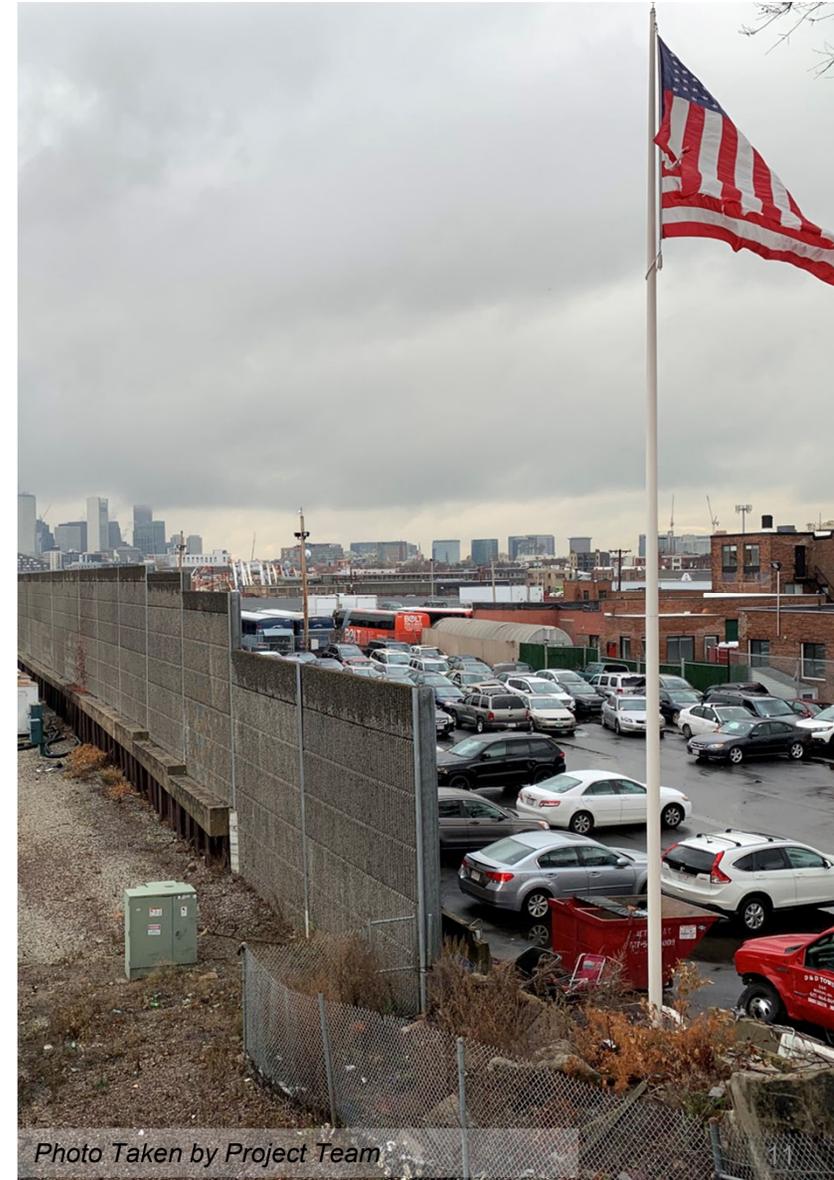
CONNECTION TO PLAN: SOUTH BOSTON DOT AVE

BPDA Board Approved in 2016



POLL # 1

- Did you participate in the development of PLAN South Boston Dorchester Avenue?
 - Yes
 - No
 - I don't remember!



PLAN: SOUTH BOSTON DOT AVE STUDY VISION

Study Vision

- Based on Shared Priorities

A walkable neighborhood with improved public transportation

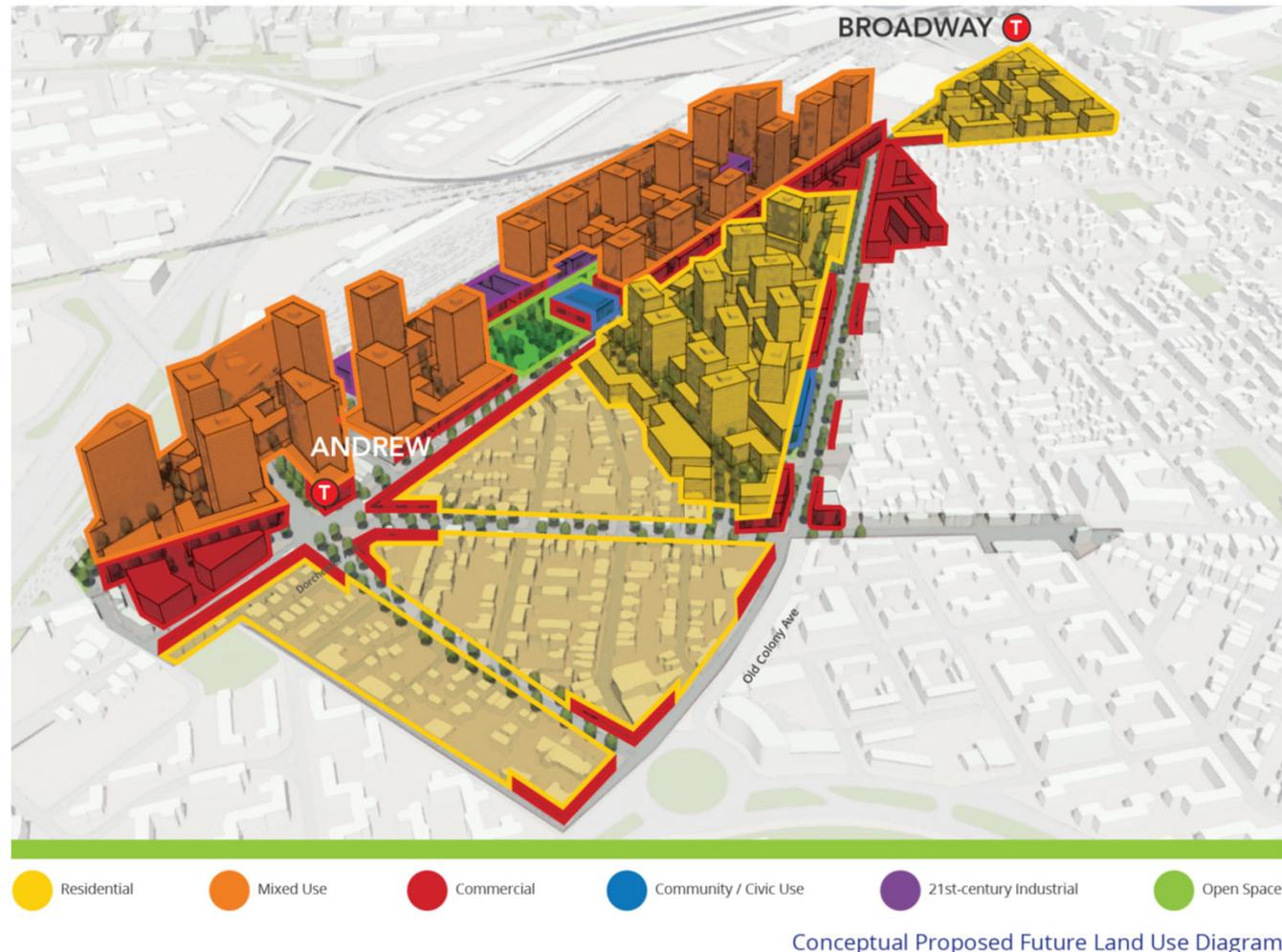
- Walkable sidewalks and bikeable streets
- Less traffic congestion
- Cycling opportunities for people of all ages

A neighborhood with amenities

- Retail and other services
- Civic/Cultural/Art spaces
- New and varied open spaces

A diversity of housing types

- Live/work opportunities
- Tall apartment buildings
- Smaller housing units preserving existing character



Conceptual Proposed Future Land Use Diagram



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THE STUDY'S MAIN RECOMMENDATIONS

Conceptual Buildout 2030

Land Uses and Population

| TYPES OF USES | AREA |
|---|------------------|
| Residential Uses | ~6-8M sf |
| Other (Office, 21st-century Industrial) | ~5-7M sf |
| Ground Floor Retail and Cultural Uses | ~0.5-1M sf |
| Total | 12-16M sf |
| Open Space | ~8-12 acres |
| Roads and Sidewalks | ~30-50 acres |

*The square footage (sf) and acreage ranges are only intended to convey ranges and are not absolute minimums or maximums.

6 - 8 M sf of residential uses



6,000 - 8,000 residential units



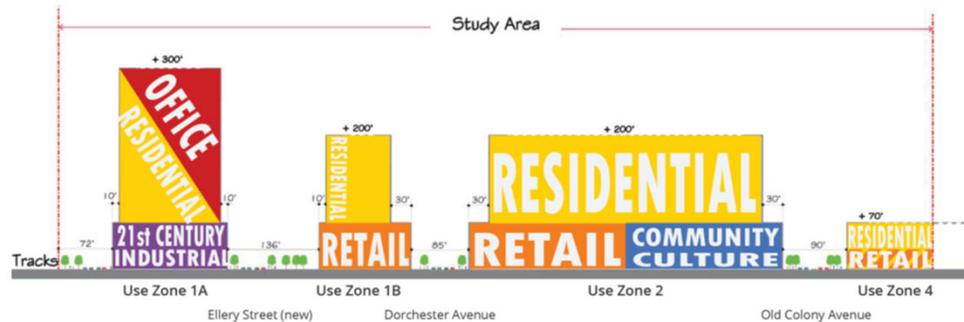
2.3 persons per household



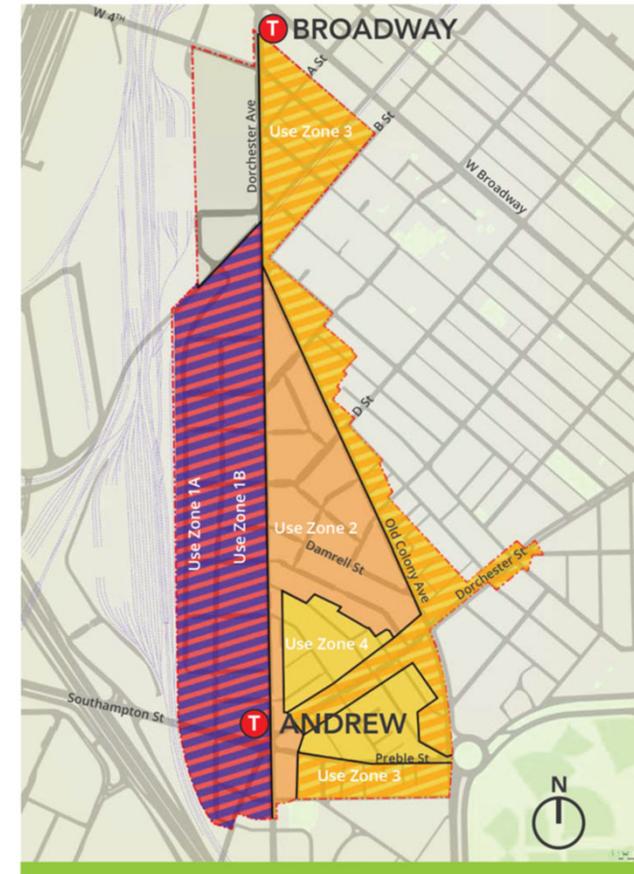
~ 14,000 - 16,000 people

What is "21st Century" Industrial?

- **Green and clean technologies** - renewable energies, smart grid, fuel cells
- **Creative industries** - artist work studios, architectural and industrial design, game development
- **Incubators** - shared maker spaces for inventors of all kinds and combinations, small scale commercial kitchen space, contract or partner brewing



Conceptual Land Use Section Diagram



- Use Zone 1A & 1B: Mixed Use + 21st-century Industrial
- Use Zone 2: Residential + 1st Floor Retail
- Use Zone 3: Residential + select 1st Floor Retail
- Use Zone 4: Residential, existing H2-40

Proposed Conceptual Land Use Diagram

FUTURE DESIRED NEIGHBORHOOD CONNECTIONS



Future Desired Connections



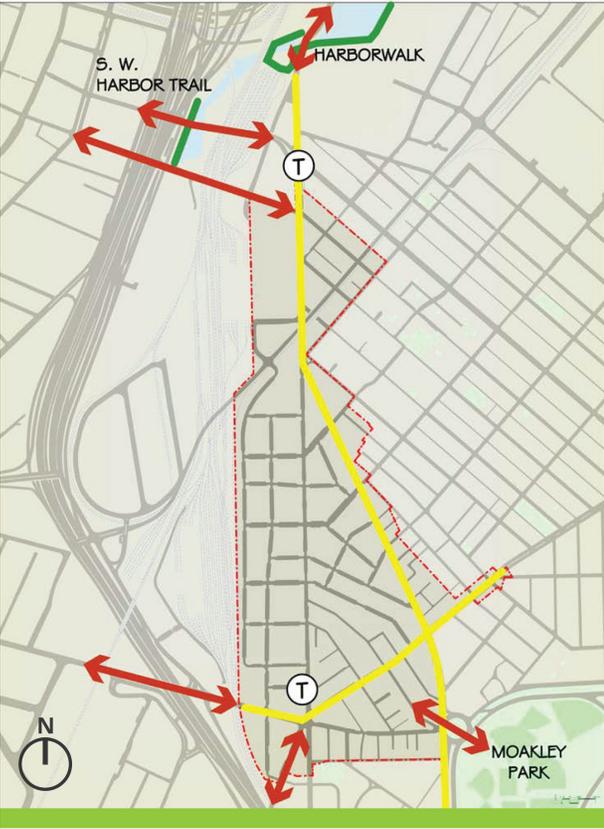
Existing Street Grid Conditions

-  Interstate/Tunnel
-  Major Connections
-  Secondary Connections
-  New Connections

FUTURE NETWORK DESIGN

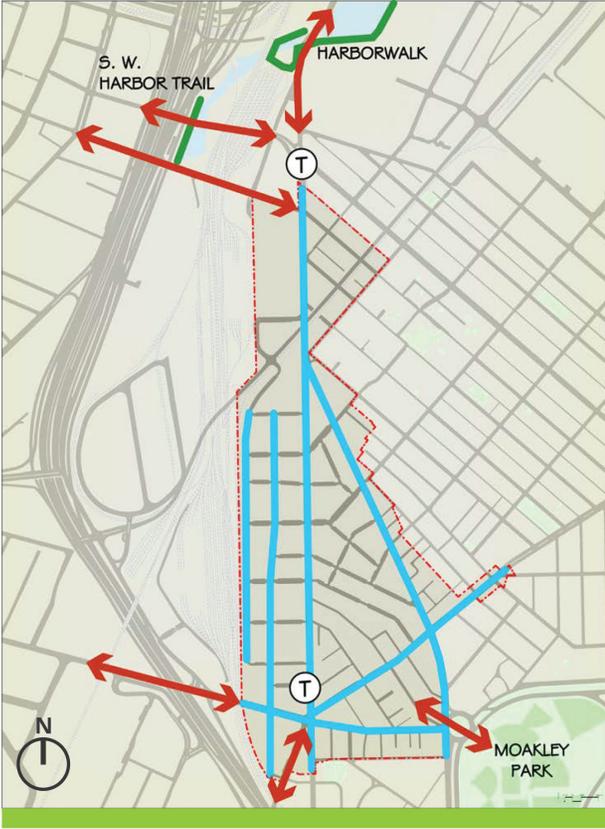


DISTRICT-WIDE CONNECTIONS: WALK, BIKE, TRANSIT



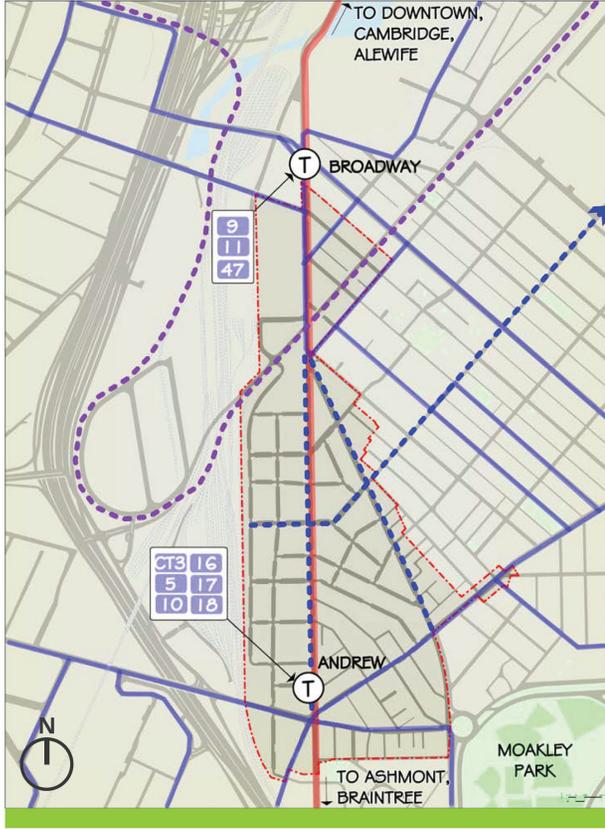
↔ Major Connections to be Improved
 — Street being Redesigned to Knit Neighborhood Together

Future Pedestrian Connections



↔ Major Connections to be Improved
 — Minimum Protected Cycle Track Network

Future Bike Connections



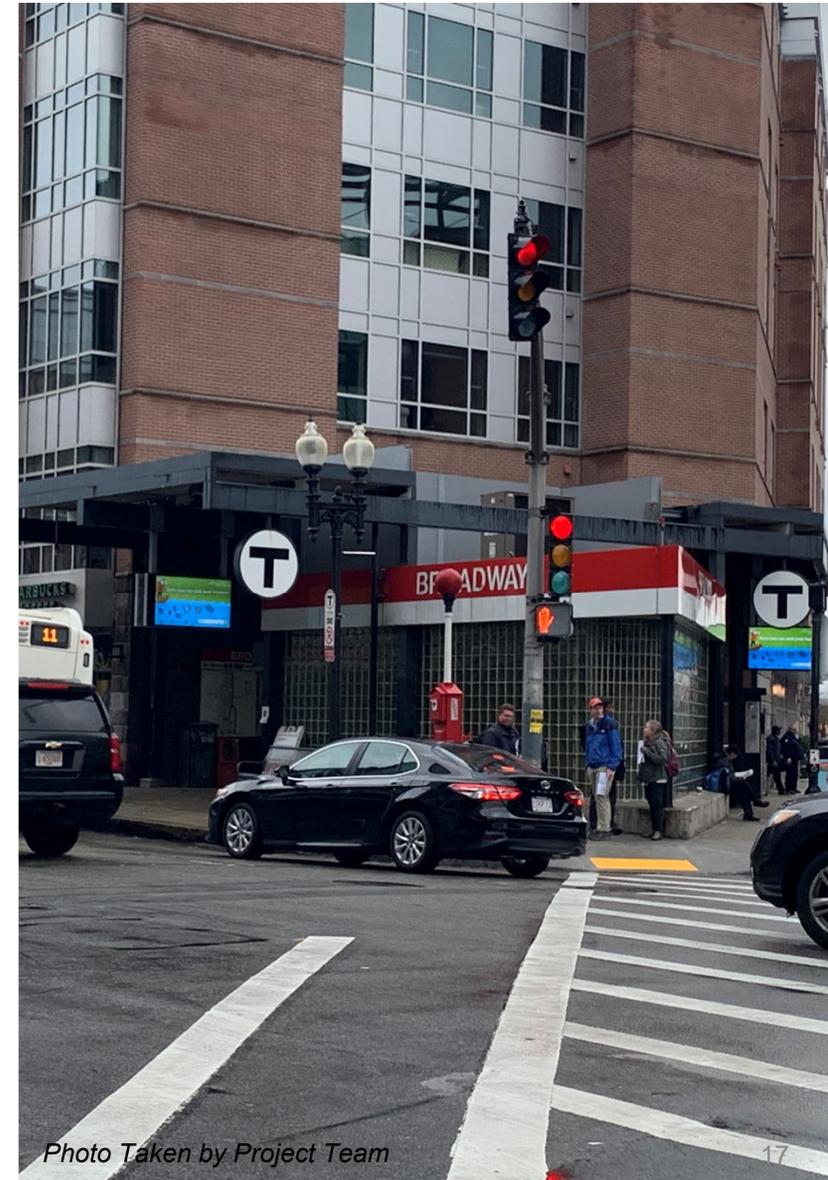
- - - Potential Bus Route
 - - - Track 61

Future Transit Connections

THE TRANSPORTATION PLAN

The current effort picks up where PLAN South Boston Dorchester Avenue left off, and addresses the following questions:

- What has changed between 2016 and today?
- Will the recommended transportation network accommodate future growth?
- How do we best maintain safety, access, and neighborhood vitality in this environment of change?





GOALS, OBJECTIVES, AND EVALUATION FRAMEWORK

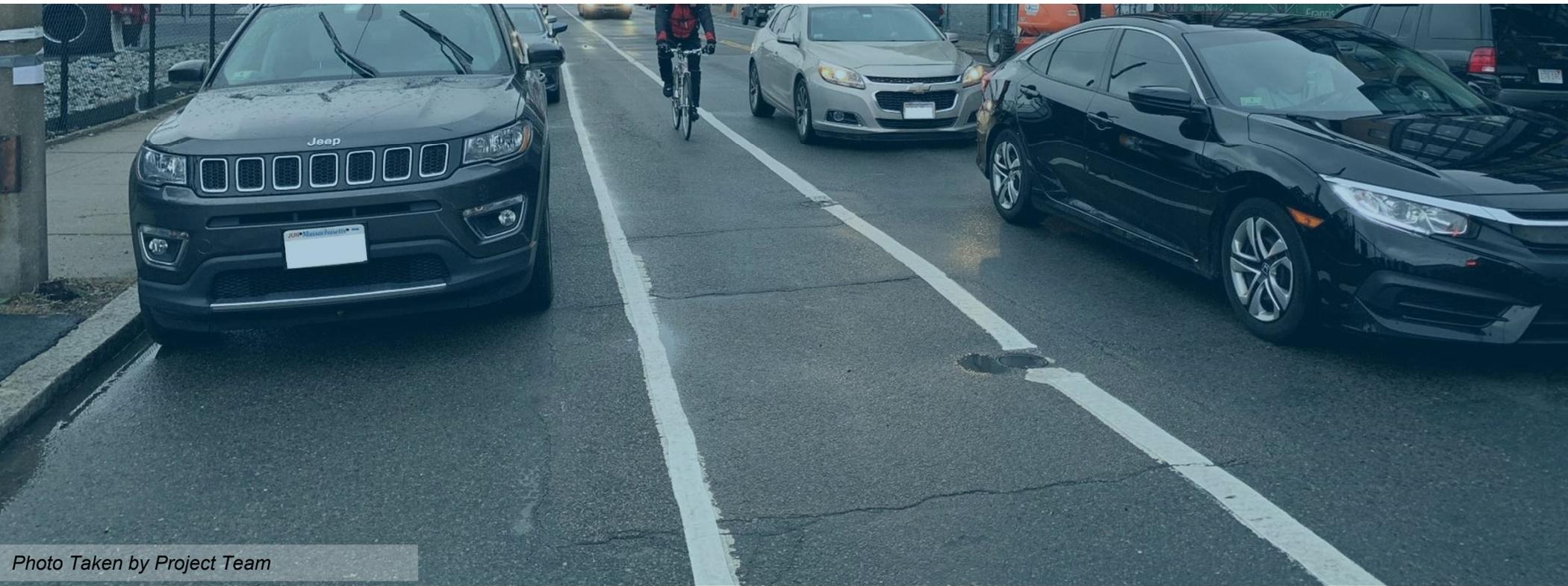


Photo Taken by Project Team

EVALUATION FRAMEWORK

Goal Area

- Ties to PLAN South Boston
Dorchester Avenue Plan
- Main areas of importance that
ties to the PLAN's vision

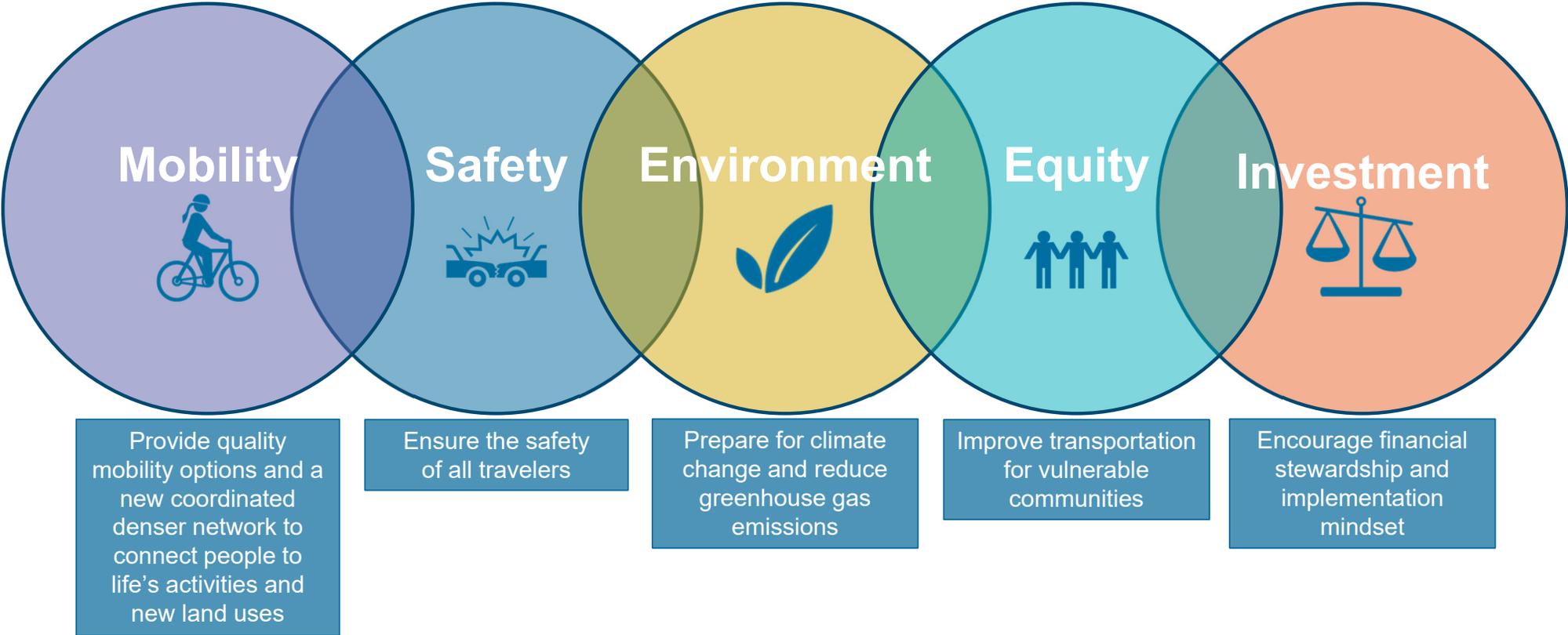
Objective

- If we are successful, the
outcome that we will achieve
- Ties to each goal area above

Metric

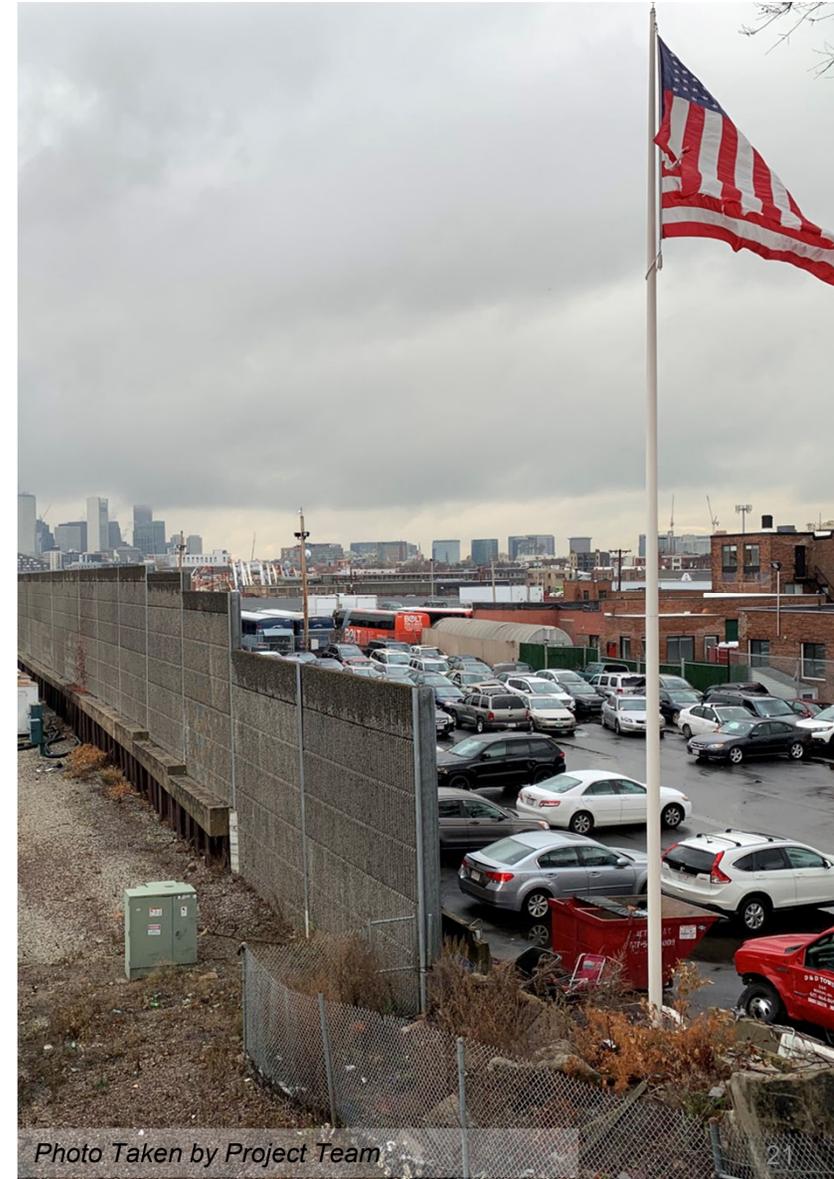
- Using known data sources,
what we will look for each
proposed transportation
solution to do
- Quantitative when possible

PROJECT GOAL AREAS



POLL # 2

- If you had to choose one goal area that you consider to be most important, which one would it be?
 - Mobility
 - Safety
 - Environment
 - Equity
 - Investment
 - Other (list in chat box)





SUMMARY OF EXISTING CONDITIONS



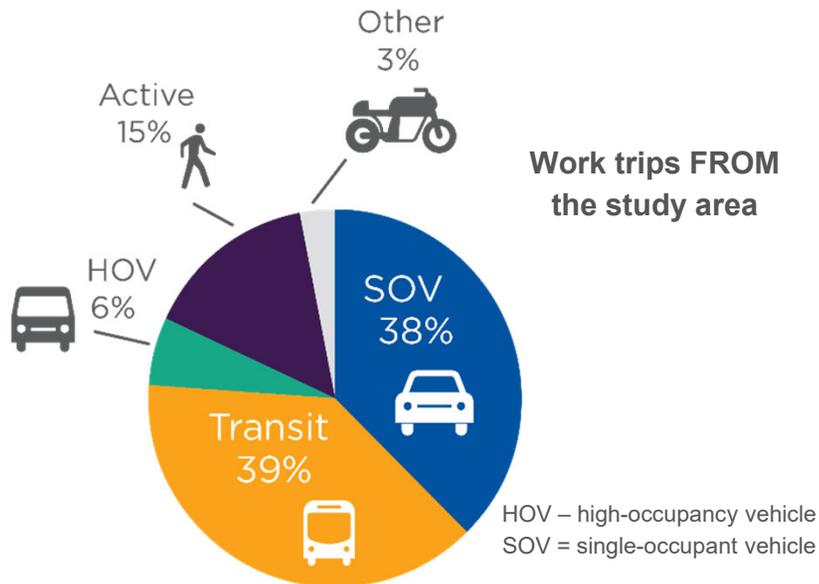
Photo Taken by Project Team

MOTOR VEHICLES:

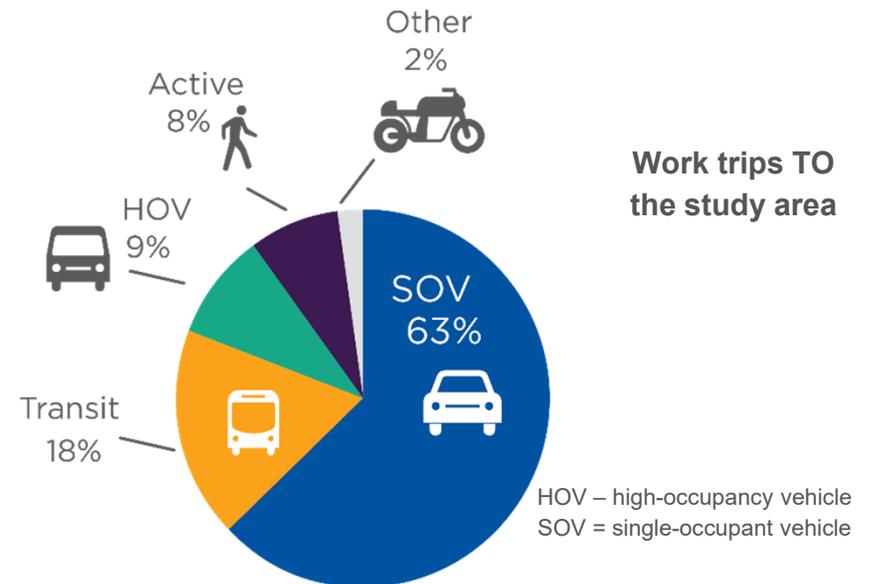
The study area sees heavy traffic volumes and rush hour congestion

MODE SPLIT

Commuter trips **starting** in the study area are consistent with mode splits seen elsewhere in Boston



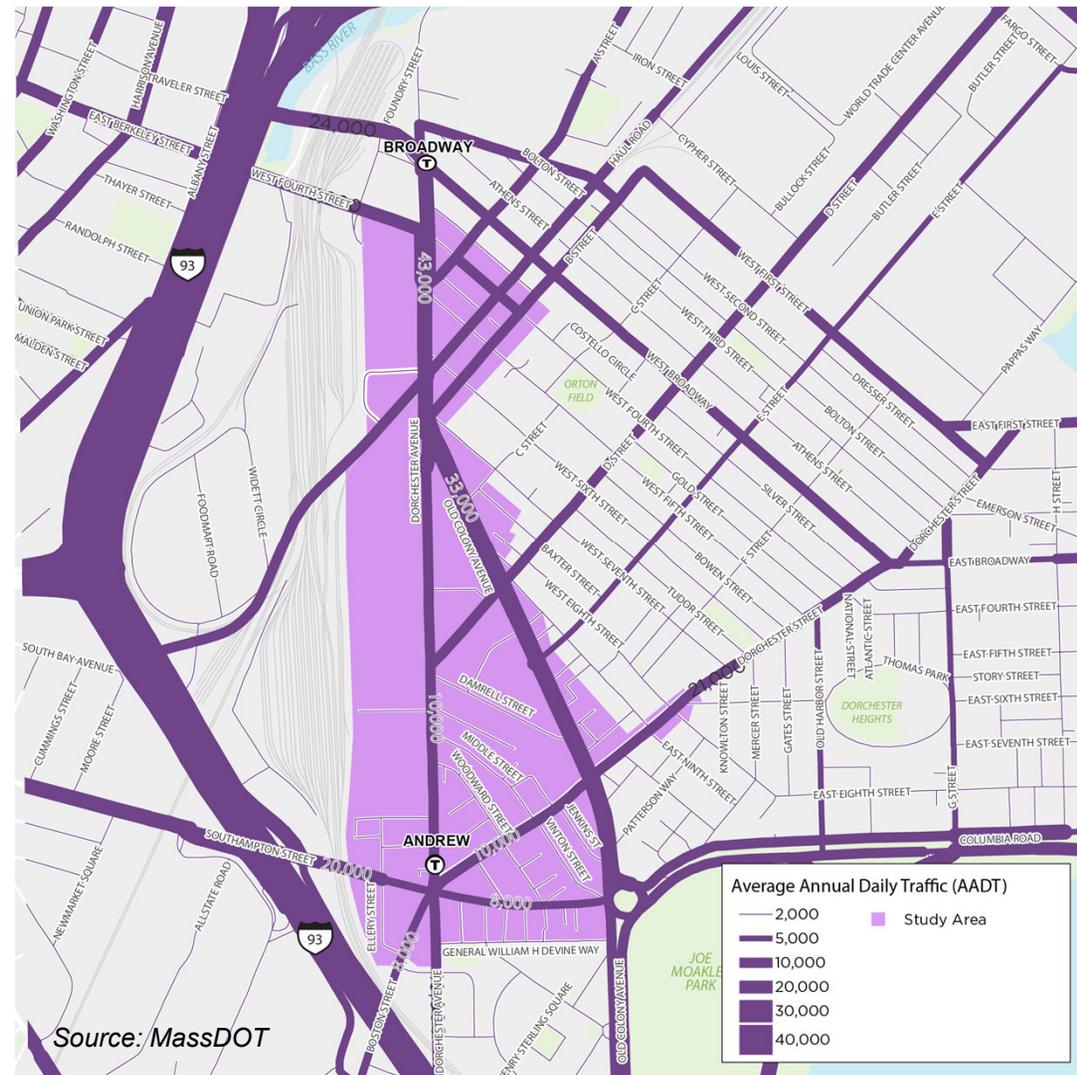
Commuter trips **ending** in the study area have a much higher drive-alone share (63%) than Boston overall (39%)



TRAFFIC VOLUMES

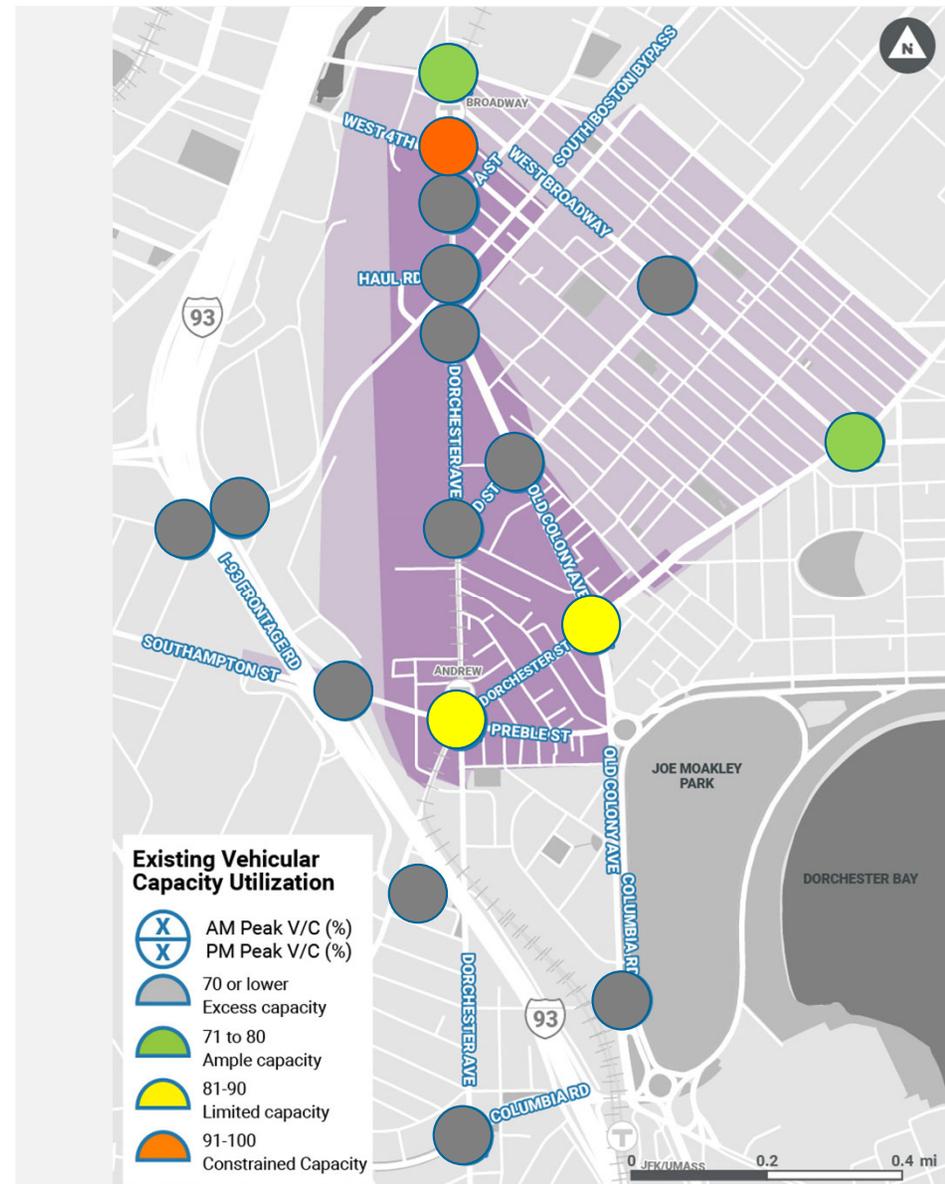
- Low traffic levels on Dot Ave south of Old Colony
- Andrew Square is congested due to its complexity, NOT heavy traffic volumes

| Roadway | Cars/Day |
|--|----------|
| Dot Avenue – north of Old Colony | 43,000 |
| Old Colony Avenue | 33,000 |
| Dot Avenue – south of Old Colony | 10,000 |
| Southampton Street | 20,000 |
| Preble Road – Andrew Sq | 8,000 |
| Dorchester Street – Andrew Sq | 10,000 |
| Dorchester Street – east of Old Colony | 21,000 |



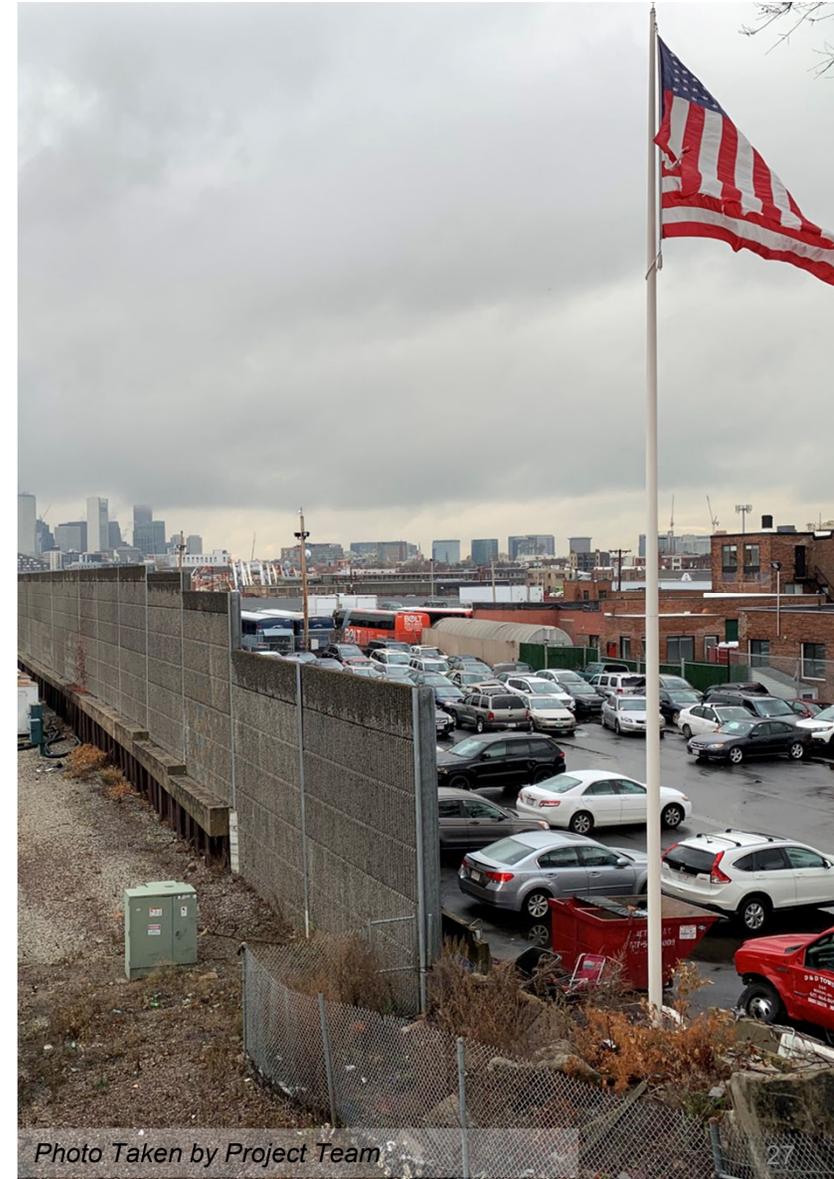
CONGESTION LEVELS

- Measured by V/C
 - V/C compares *observed* (V) traffic to intersection *capacity* (C)
- Observed during morning and afternoon rush hours (AM and PM Peak)
 - Target is 60-80% capacity
- Concerns are at
 - Dot Ave at W 4th St
 - Andrew Square
 - Dorchester St at Old Colony also experience delay



POLL # 3

- Where do you experience the most traffic congestion in this study area?
 - Andrew Square
 - Old Colony and Dorchester St
 - North end of the study area near W 4th St
 - Somewhere else (list in chat box)

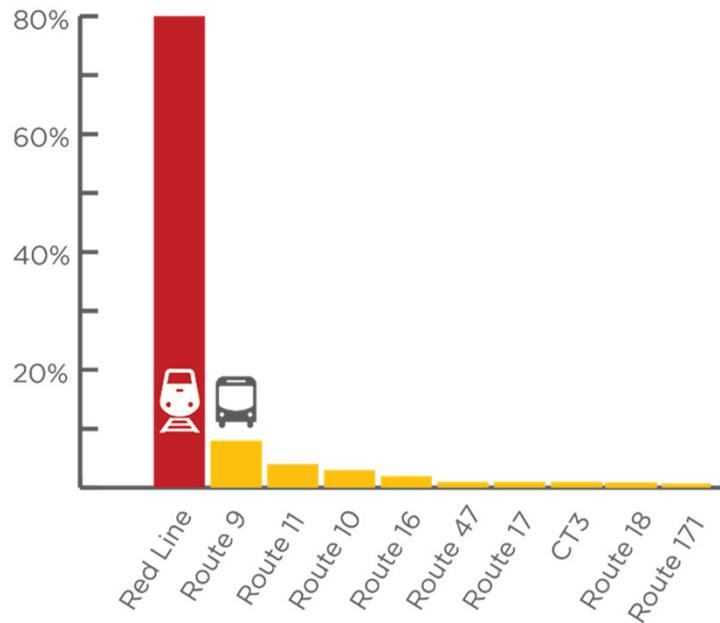


TRANSIT ACCESS:

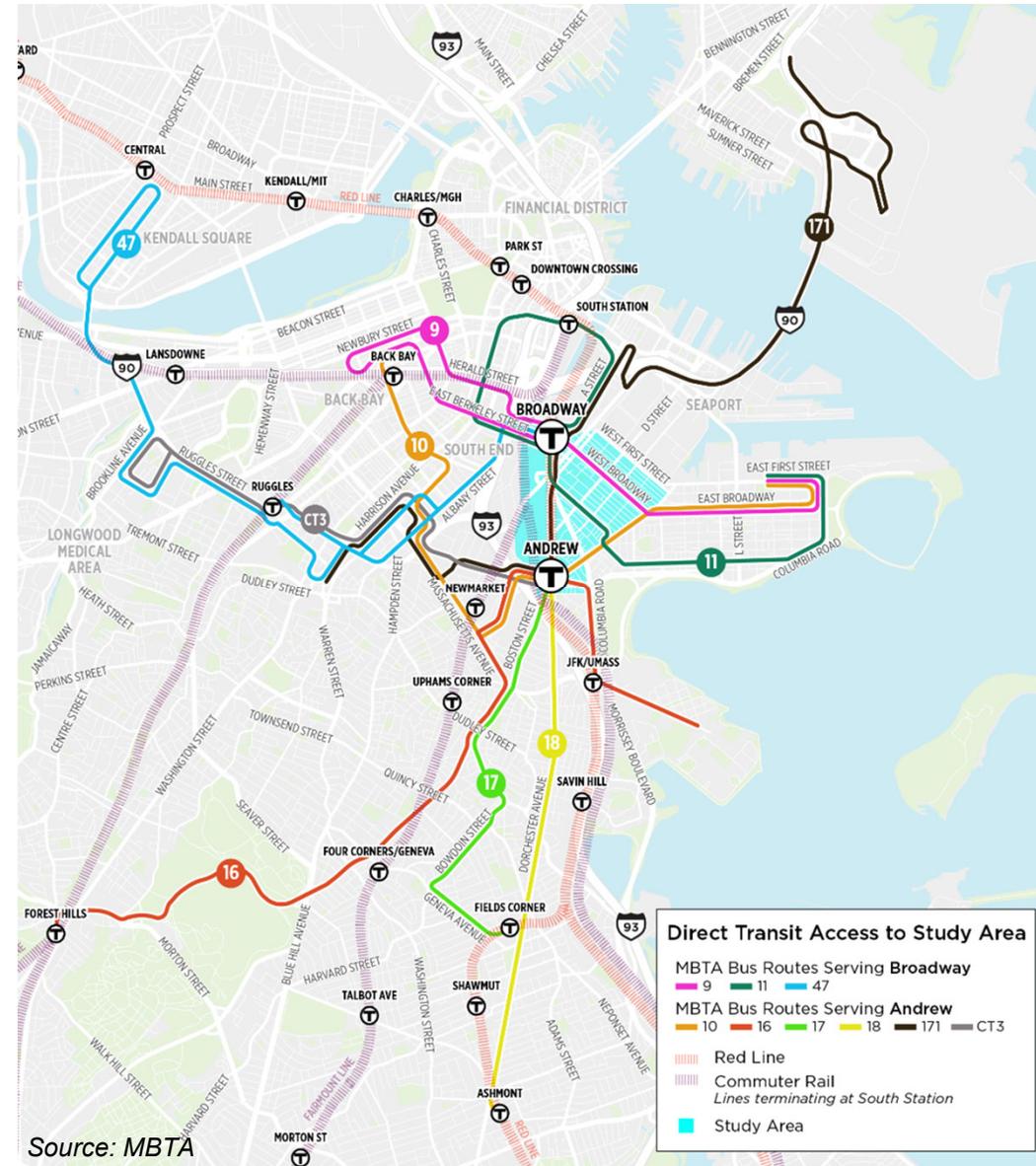
The study area has good transit access, with tremendous potential

TRANSIT SERVING THE STUDY AREA TODAY

More than 8 out of every 10 transit trips in the study area is on the Red Line

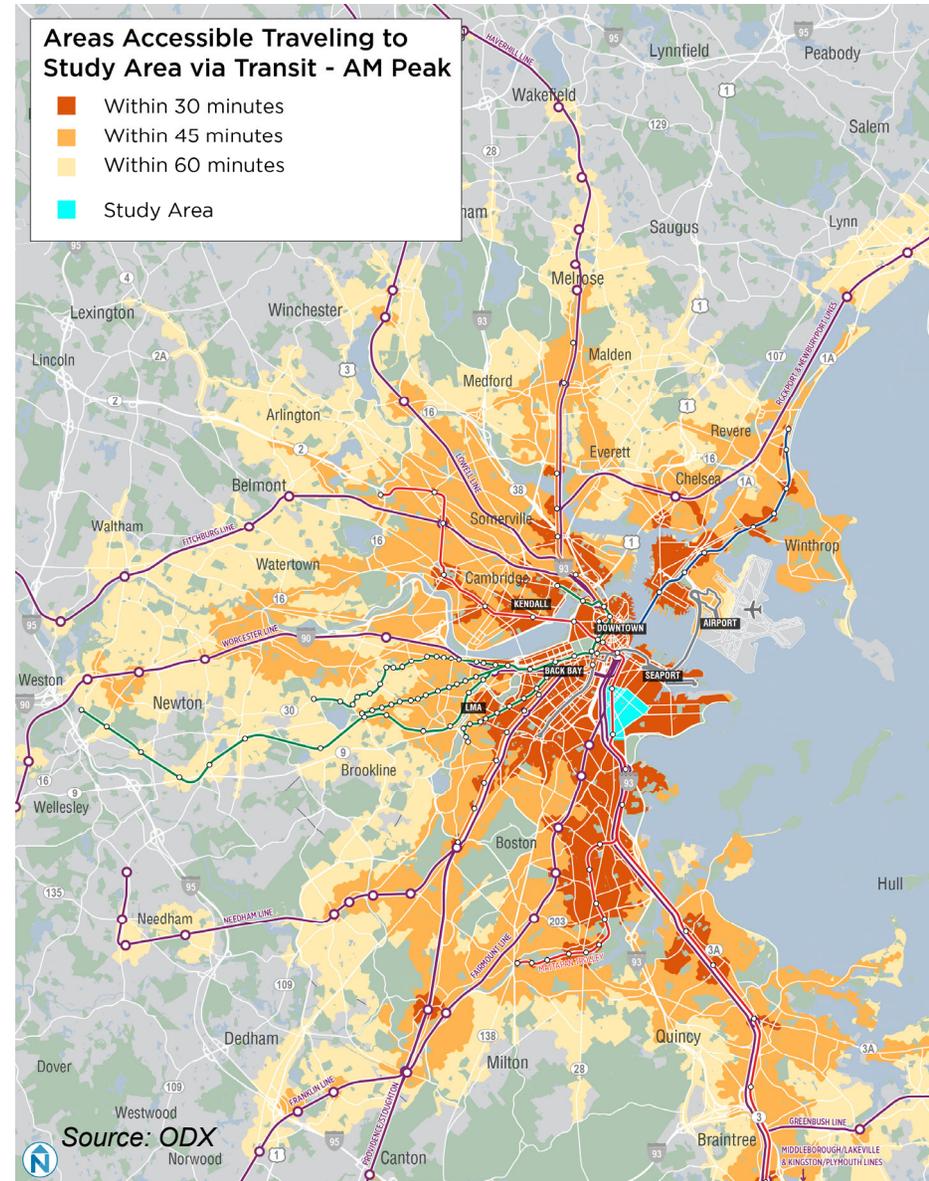


Existing Conditions Analysis – Uses Data from Winter 2019/2020



TRANSIT ACCESSIBILITY

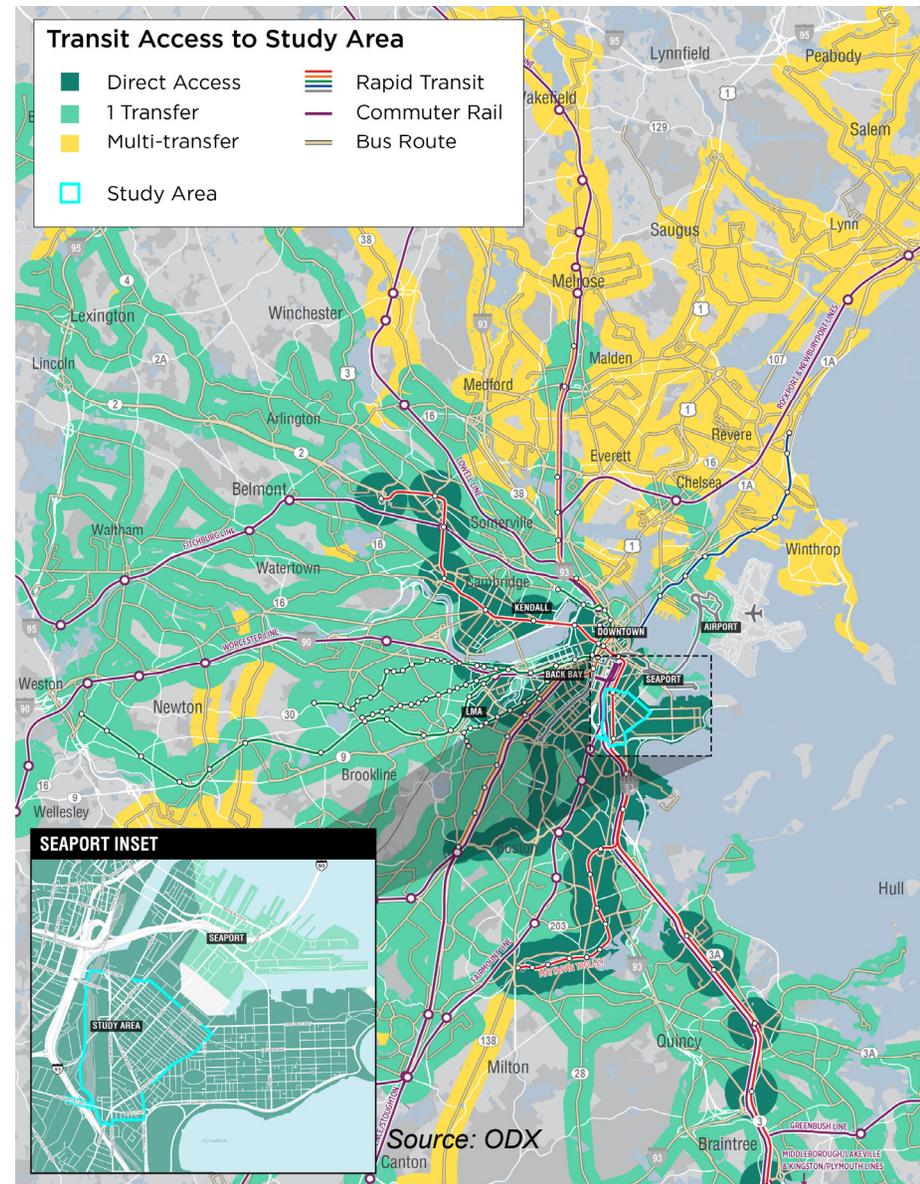
Almost all of the major employment centers in the metro Boston area are accessible within a 60-minute transit trip from the study area



DIRECT TRANSIT ACCESS

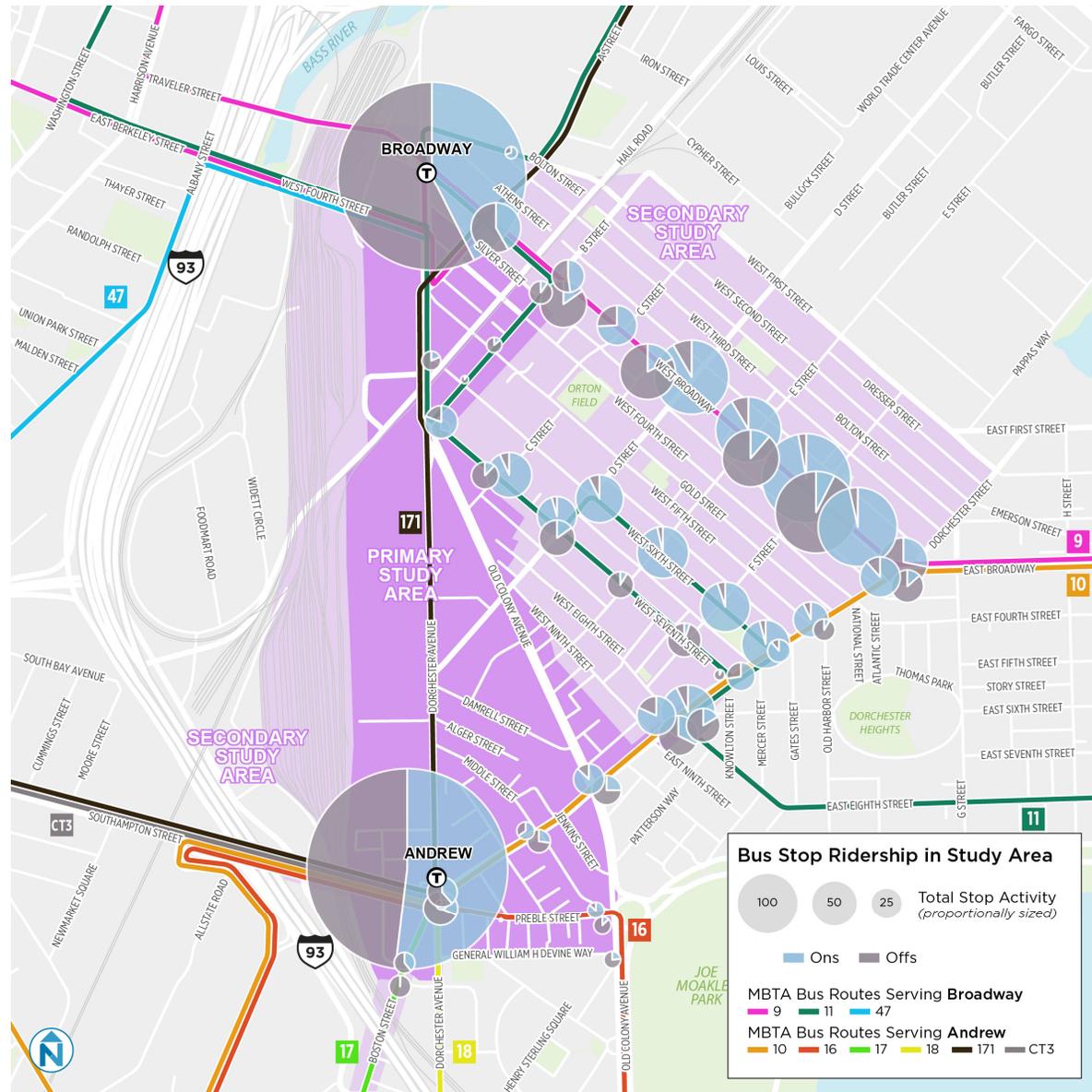
The Red Line and the MBTA's robust bus network provides a direct transit connection to most of the major employment districts

Notable gap is the lack of a one-seat ride to much of the Seaport



BUS STOP ACTIVITY

- Many bus riders transfer to the Red Line at Broadway or Andrew
- These riders only continue for a few stops
- This impacts capacity on the Red Line



TRANSIT PERFORMANCE:

Transit in the study area struggles with reliability and overcrowding

RED LINE CONSTRAINTS: CAPACITY

During the morning rush hour, the **most crowded part of the red line** is the section between Andrew, Broadway, and South Station

On a typical day, pre-COVID, we see crowded red line trains in the morning rush hour

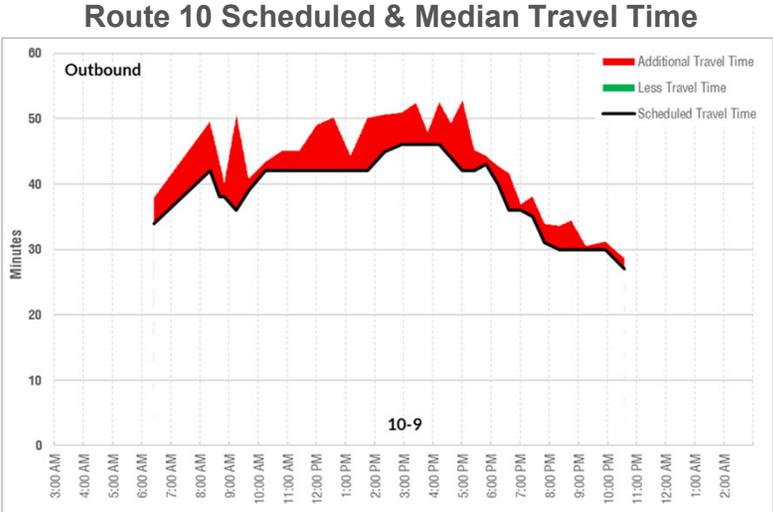
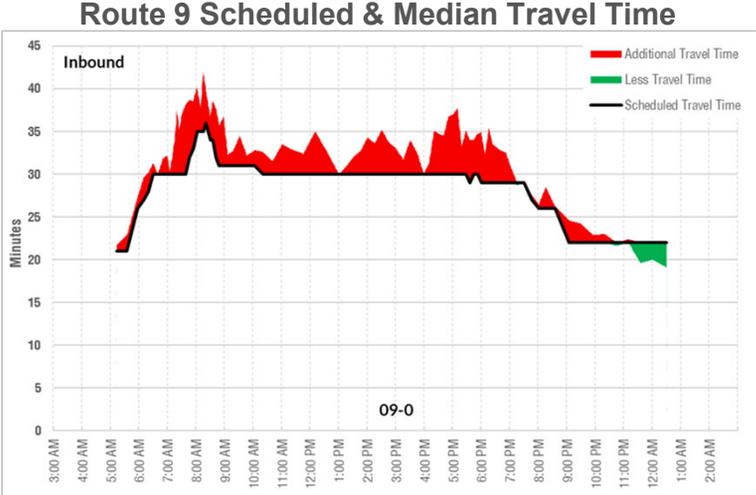


Photo Credit: Dorchester Reporter

BUS CONSTRAINTS: RELIABILITY



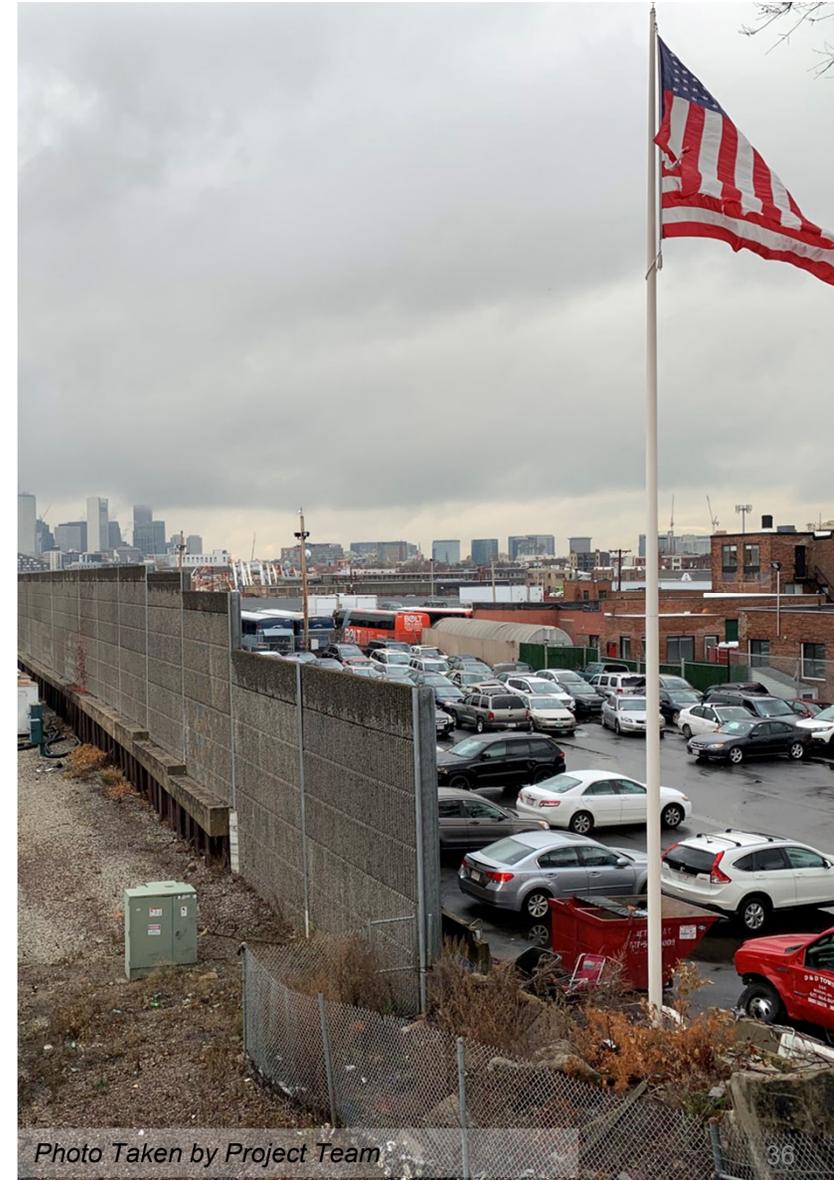
Photo Credit: Google Maps



Source: Better Bus Project

POLL # 4

- What in your opinion is in the most need of improvement when it comes to transit service?
 - Service frequency
 - Service hours
 - Reliability/on-time performance
 - Comfort
 - Other (list in chat box)



BICYCLING:

Lack of a connected bike network and an existing high stress environment holds bicycling back from achieving its potential

GAPS IN BIKE NETWORK

Bicycle mode share to/from the study area is currently low because there are crucial gaps in the existing network of bicycle infrastructure

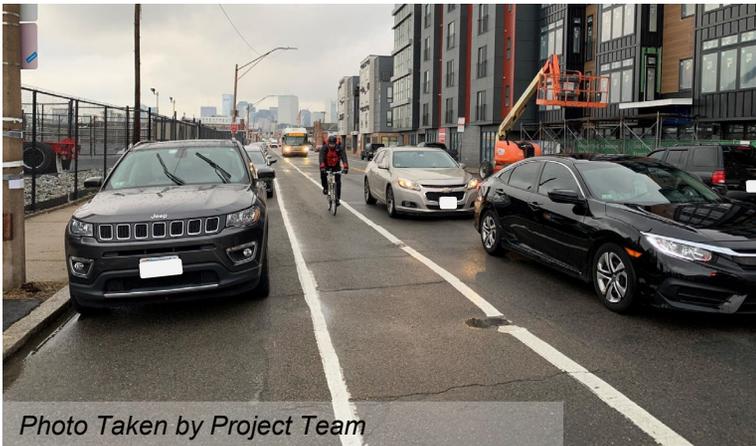
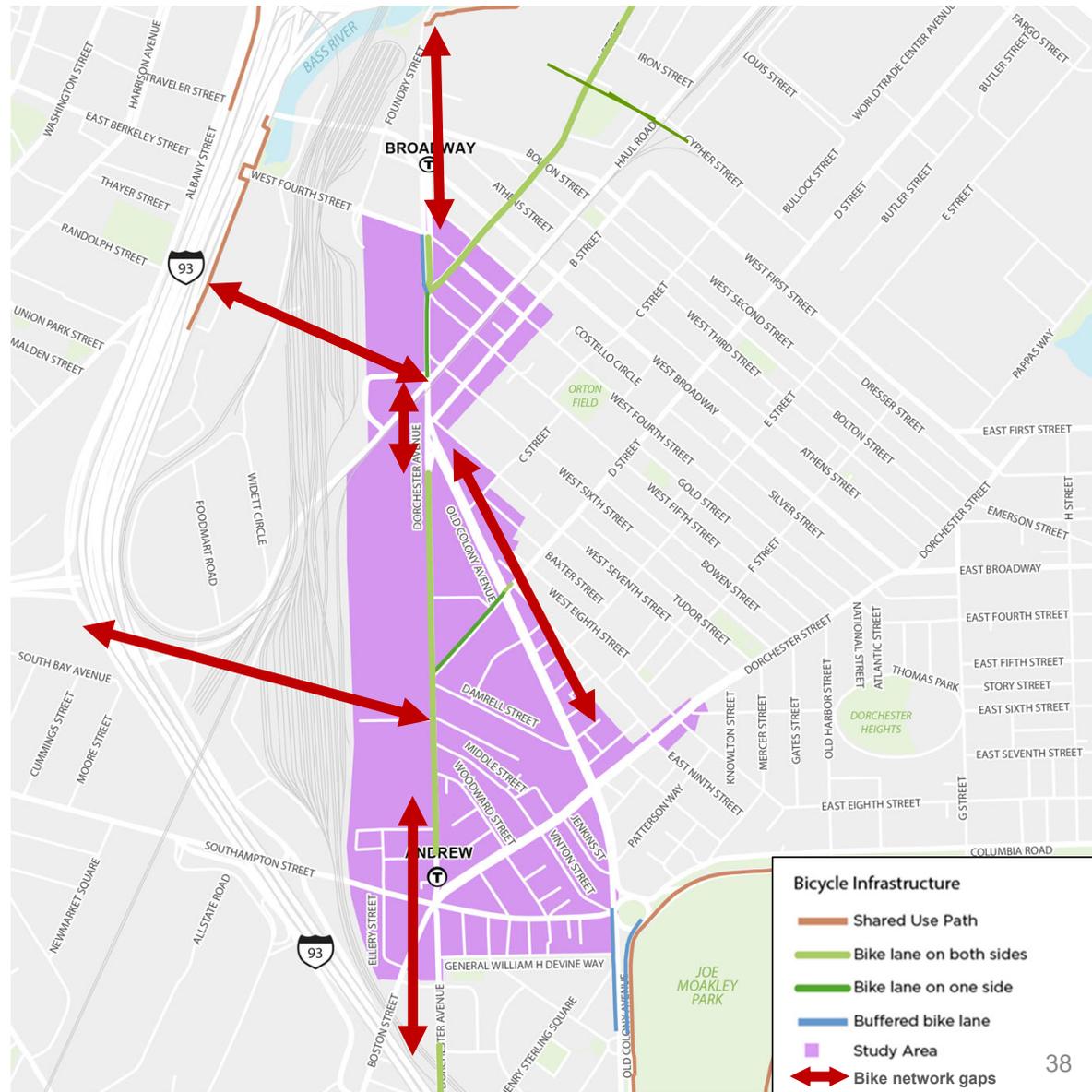


Photo Taken by Project Team



BICYCLE LEVEL OF TRAFFIC STRESS

Level of traffic stress is an indication of how comfortable bicyclists are on the roadways, depending on traffic volumes, speeds, and physical separation of bikes from traffic

The study area is a high-stress environment for bicyclists



Photo Taken by Project Team



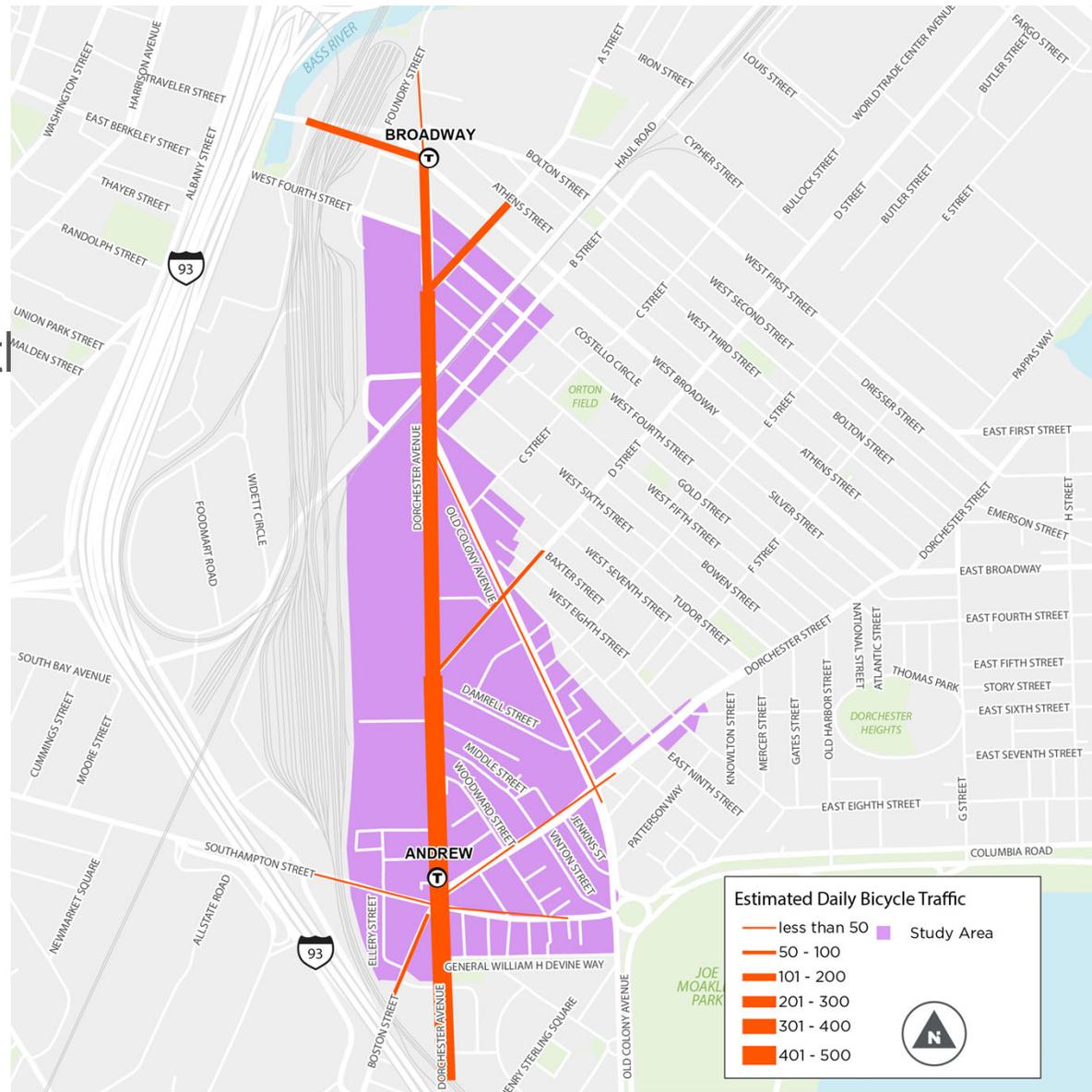
BICYCLE TRAVEL PATTERNS

Bike travel along Dorchester Avenue is highly directional with commuting

Dorchester Avenue is by far the primary north-south travel route

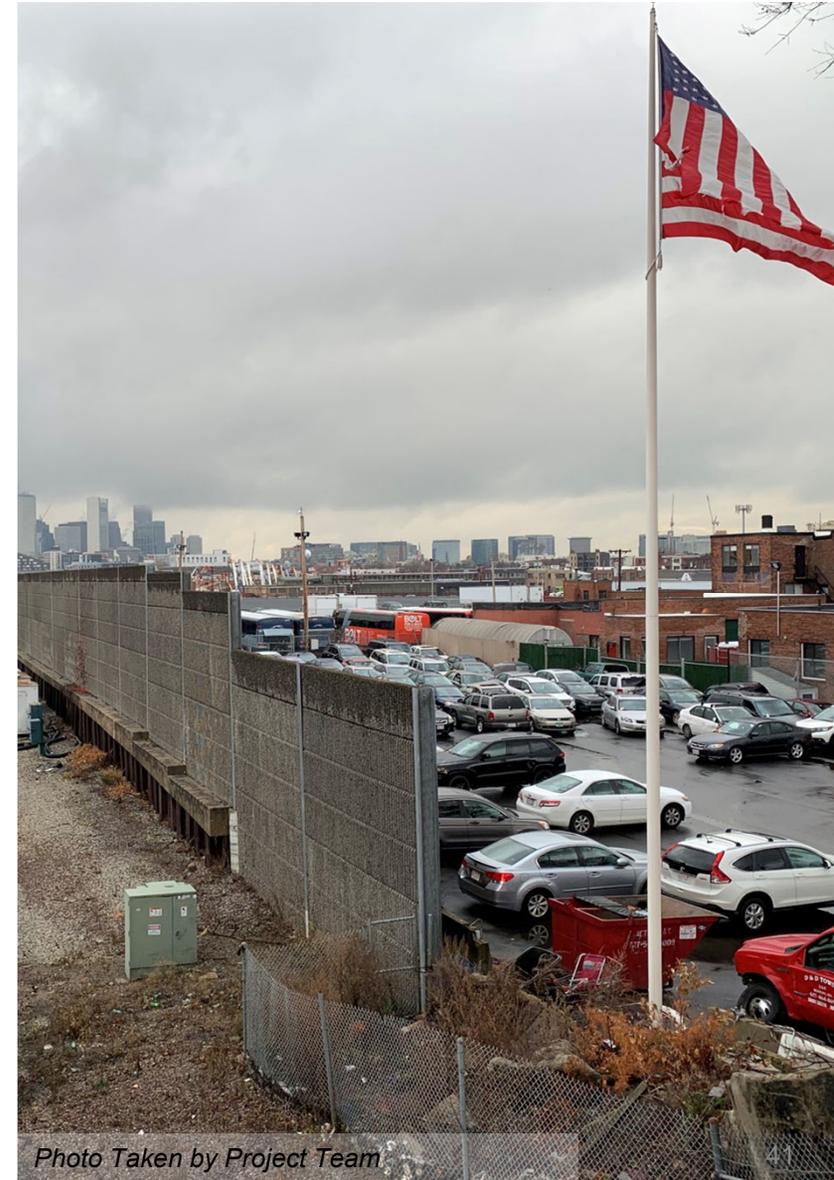
A Street and West Broadway are important connections to downtown

There is minimal bike travel on all other streets



POLL # 5

- Which of the identified bike network gaps do you think should be addressed first, as the top priority?
 - Continuous bike lanes on Dorchester Avenue
 - Continuous bike lanes on Old Colony Avenue
 - Focus north of Broadway (connection to Seaport and/or Financial District)
 - Connection to South Bay Center
 - Connection to South End
 - Something else (list in chat box)

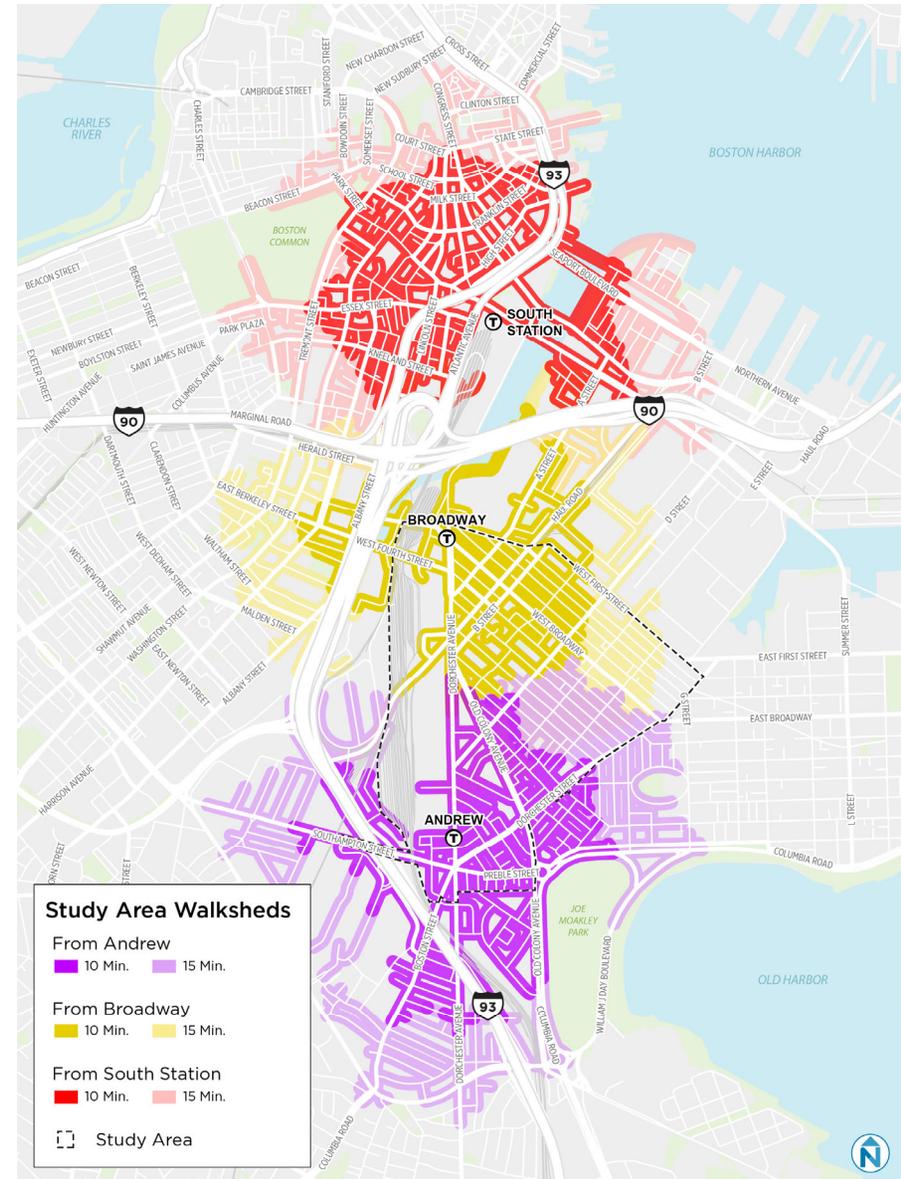


WALKING:

The study area has good walking access to transit, but the quality of the pedestrian experience could be improved

WALKSHEDS TO TRANSIT

The vast majority of the study area is within a 10- to 15-minute walk from a Red Line station



PEDESTRIAN CROSSING VOLUMES

Greatest pedestrian crossing volumes are at the Red Line stations

Andrew Square has highest volume of pedestrians – **and this is an undercount** because it only counts crossings in the marked crosswalks



Photo Taken by Project Team



EXISTING SIDEWALK CONDITIONS

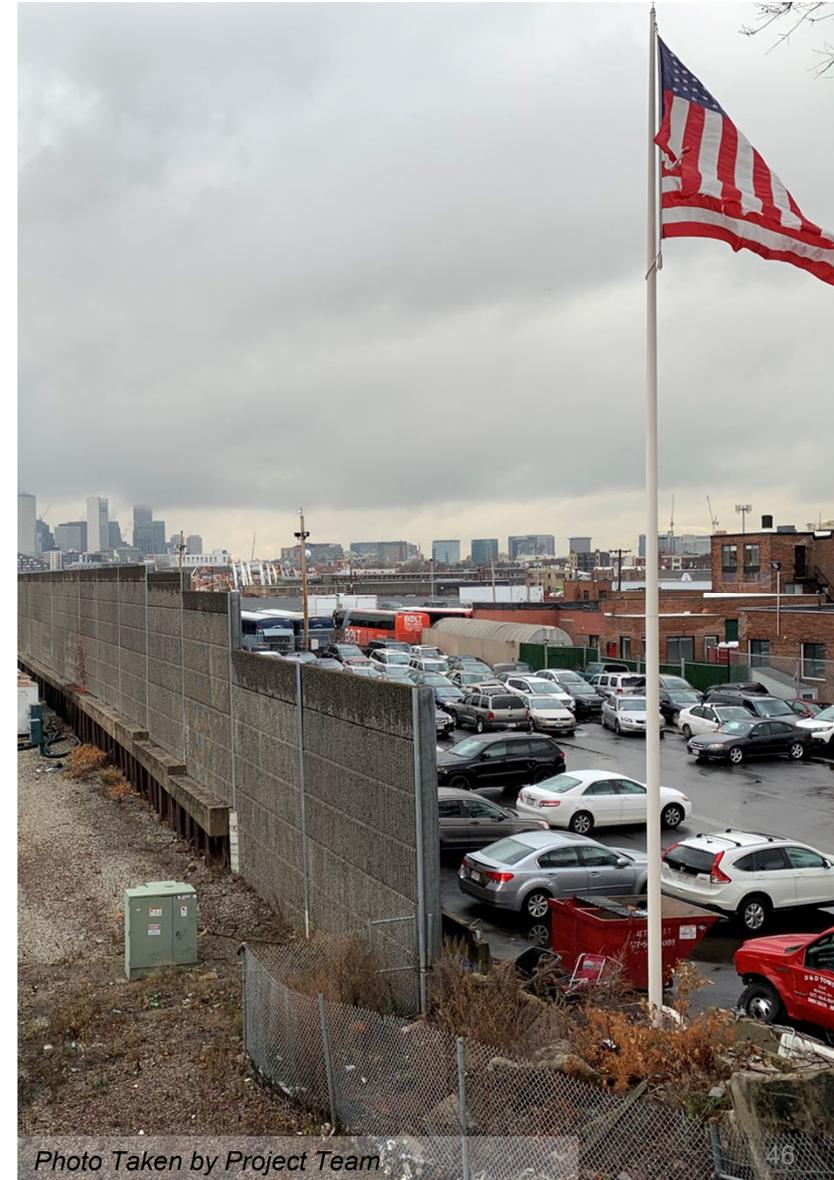
Sidewalk conditions are poor throughout the study area, discouraging walking and compromising ADA accessibility



Photo Taken by Project Team

POLL # 6

- Which of the types of identified pedestrian deficiencies do you think should be addressed first, as the top priority?
 - Consistent sidewalks
 - Curb ramps
 - Safe street crossings
 - Aesthetics of the walk environment (street trees, benches, lighting)
 - Other (list in chat box)

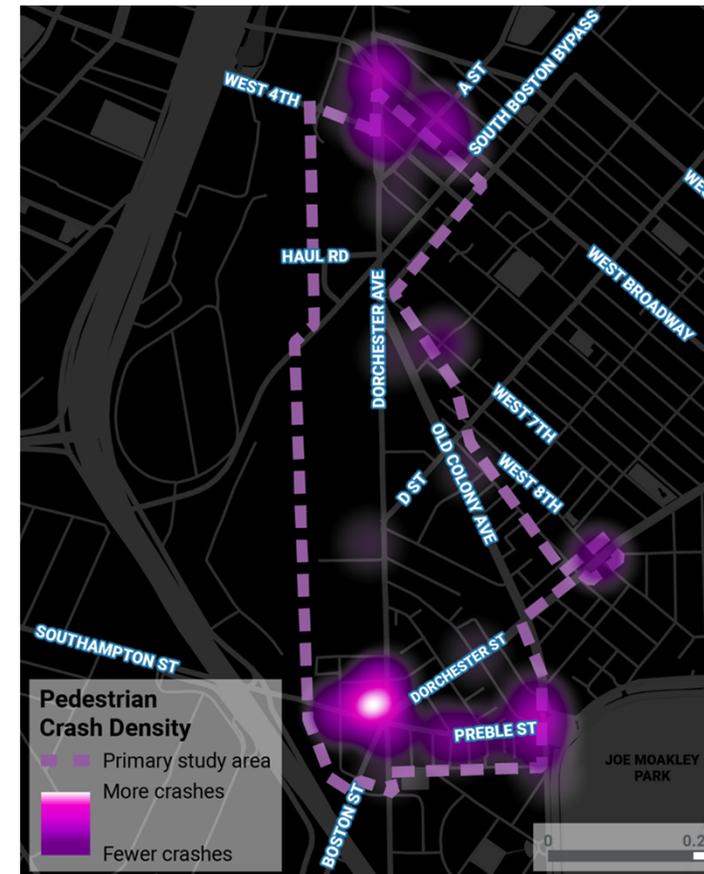
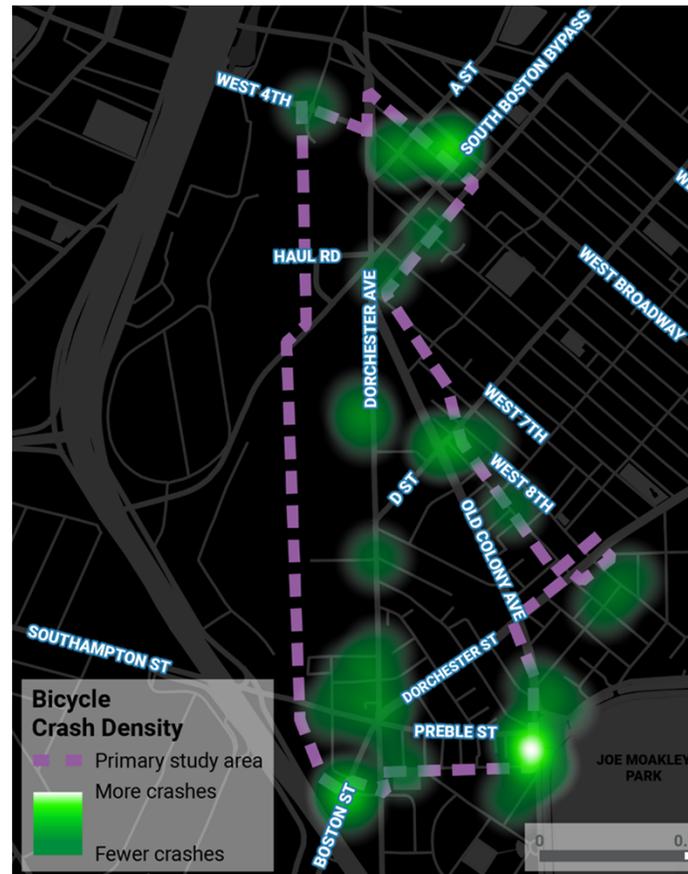


SAFETY:

Crashes of all types are concentrated at the gateways to the study area, but specific hotspots differ by mode

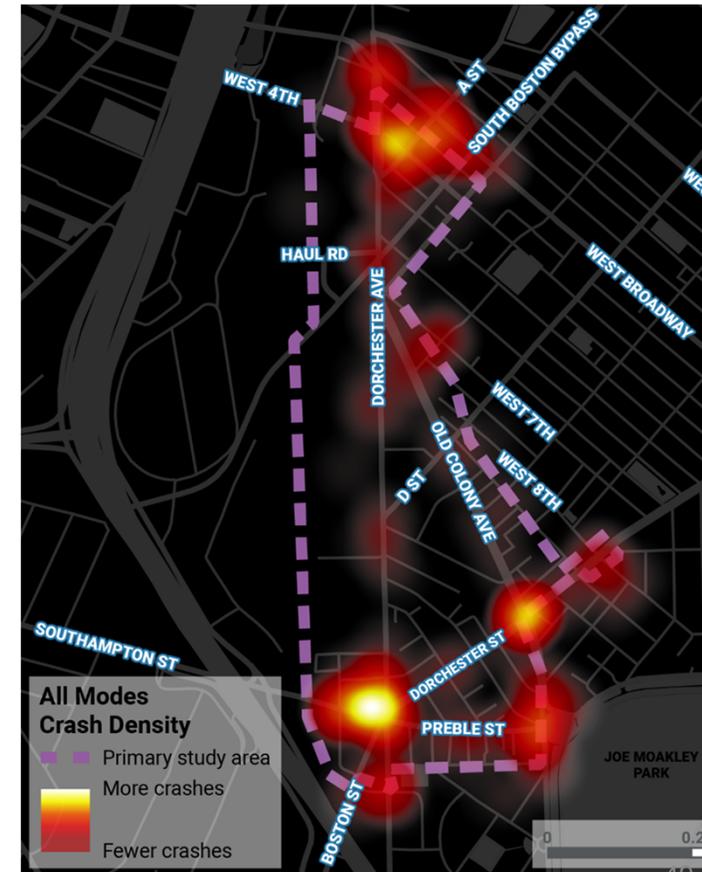
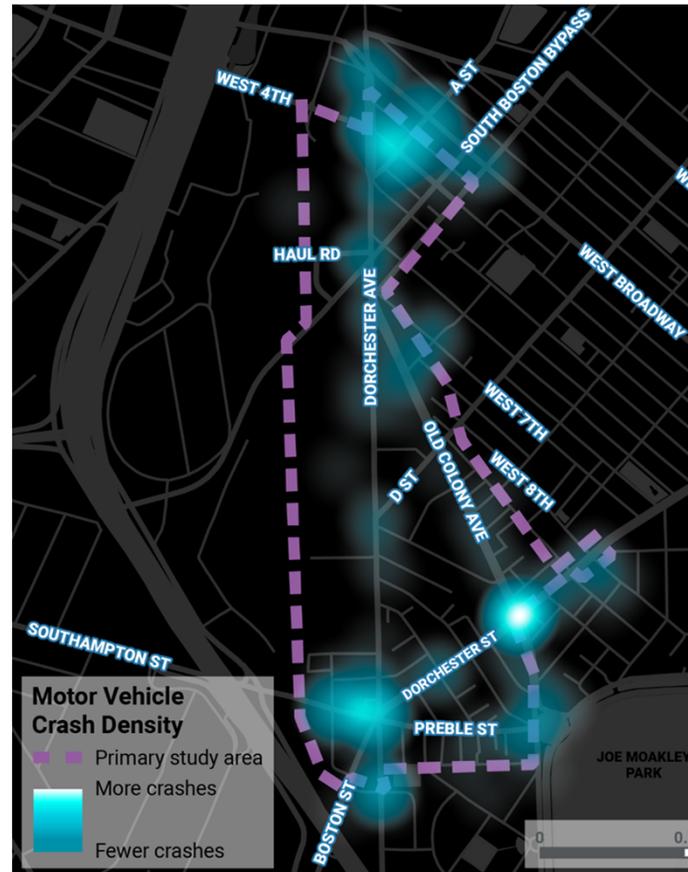
CRASH HISTORY 2015-2019 – BICYCLES, PEDESTRIANS

- Bicycle and pedestrian crashes also involve vehicles
- Bicycle crashes are highest (5 crashes) at Preble Circle
- Pedestrian crashes are highest on Dot Ave just north of Andrew Square (7 crashes), at the Andrew T station



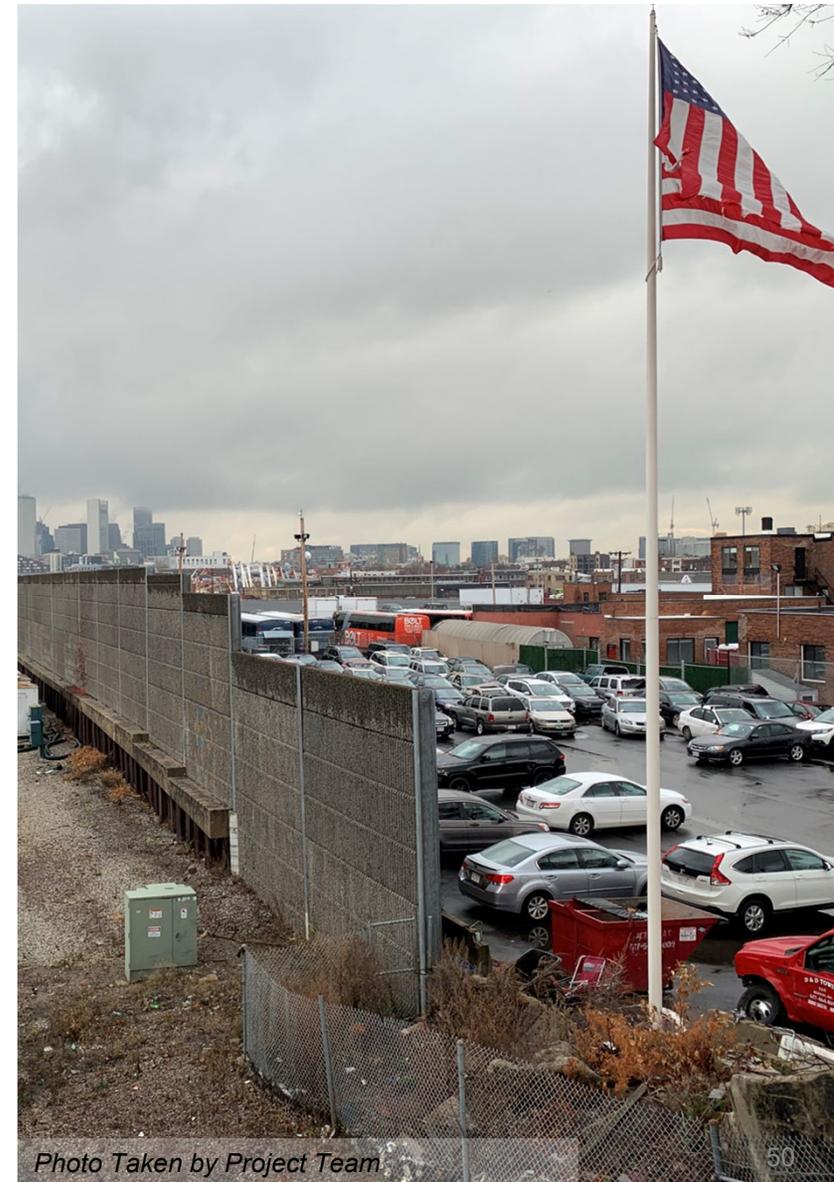
CRASH HISTORY 2015-2019 – ALL MODES, MOTOR VEHICLES

- Vehicle crashes are highest at the intersection of Dorchester St and Old Colony (20 crashes)
- Overall, crashes are concentrated at the gateways to the study area



POLL # 7

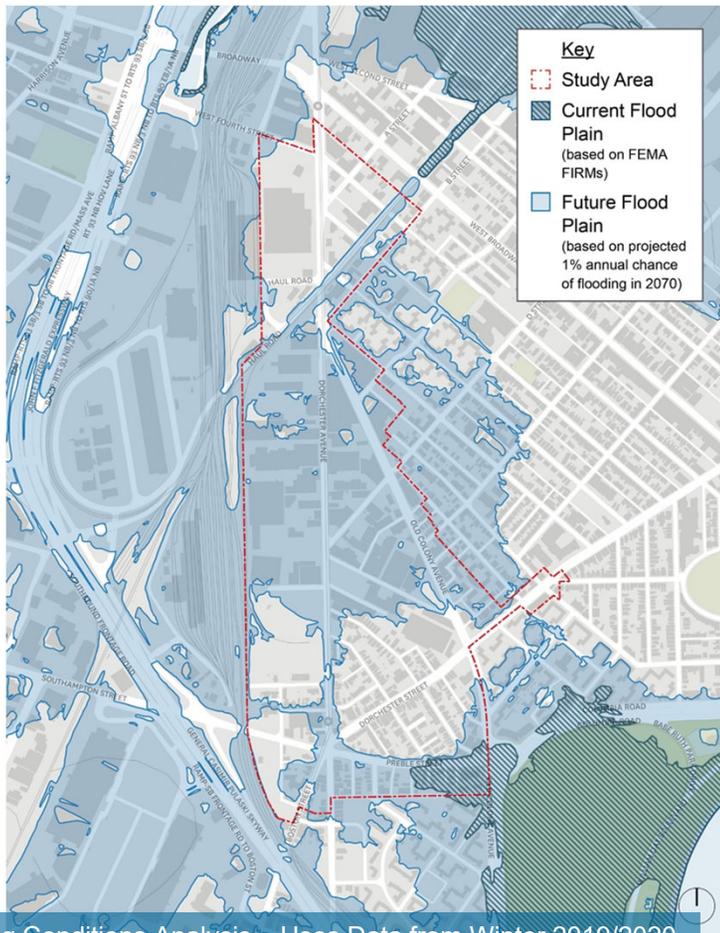
- In addition to the crash histories documented in our analysis, where have you most witnessed “near crashes” in the study area?
 - Andrew Square
 - Dorchester Street/Old Colony Ave
 - Preble Circle
 - Along Dot Ave
 - Along Old Colony
 - North End of Study Area (near W Broadway and A Street)
 - Other (list in chat box)



CLIMATE CHANGE:

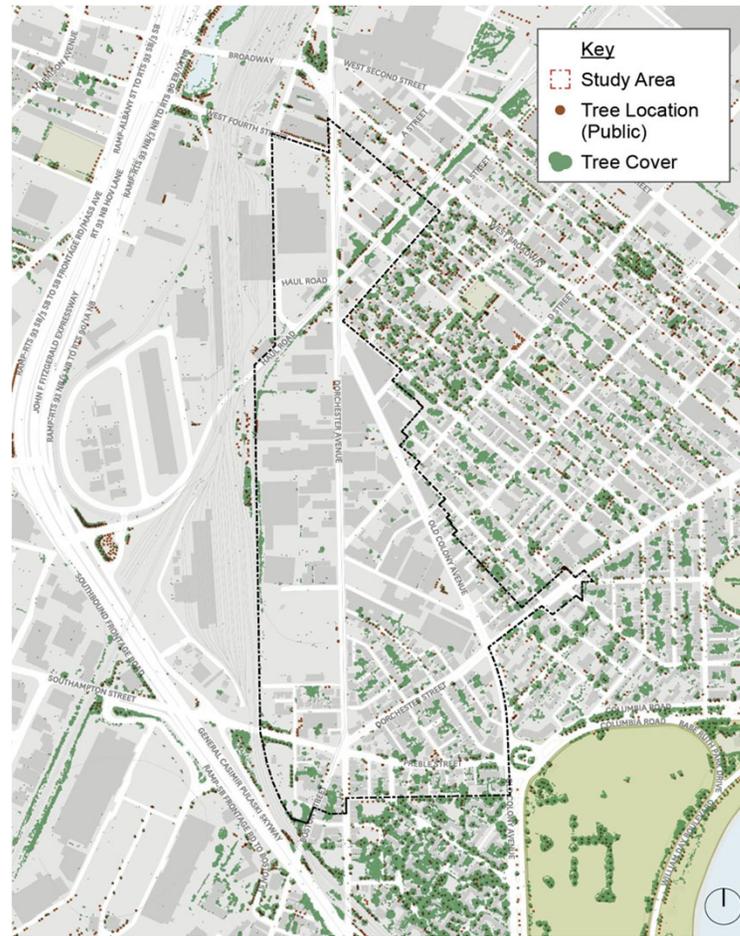
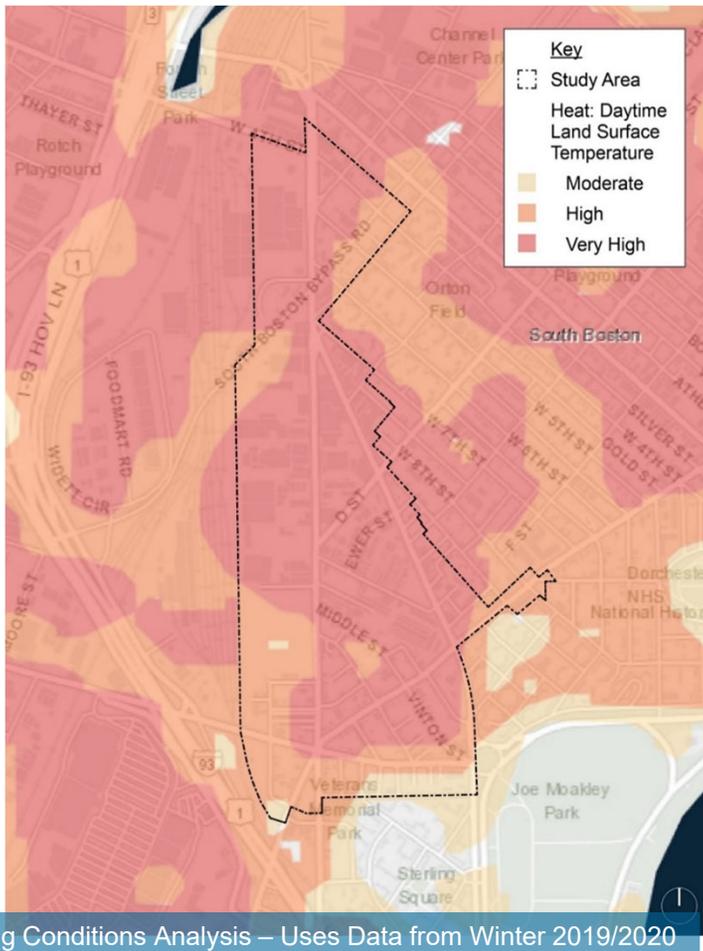
The study area faces a number of climate-related hazards that infrastructure improvements and new development must address

THE STUDY AREA WILL BE AFFECTED BY BOTH COASTAL AND STORMWATER FLOODING



Existing Conditions Analysis – Uses Data from Winter 2019/2020

THE STUDY AREA IS ALSO AFFECTED BY EXTREME HEAT, EXACERBATED BY A LACK OF TREE COVER

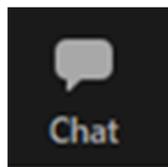


DISCUSSION:

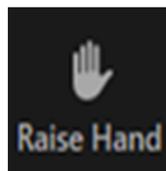
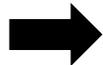
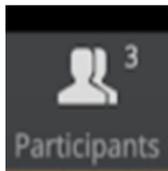
Existing Conditions is only a point in time, but serves as a baseline reference against which the plan's recommendations will sit

ZOOM TIPS

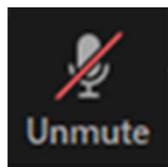
Your controls are at the bottom of the screen:



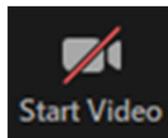
Use the chat to type a comment or ask a question at any time – Joe Blankenship and Charlotte Ong from the project team will moderate the chat



To raise your hand, click on “Participants” at the bottom of your screen, and then choose the “Raise Hand” option in the participant box



Mute/unmute – Participants will be muted during the presentation – the host will unmute you during discussion if you raise your hand and it is your turn to talk



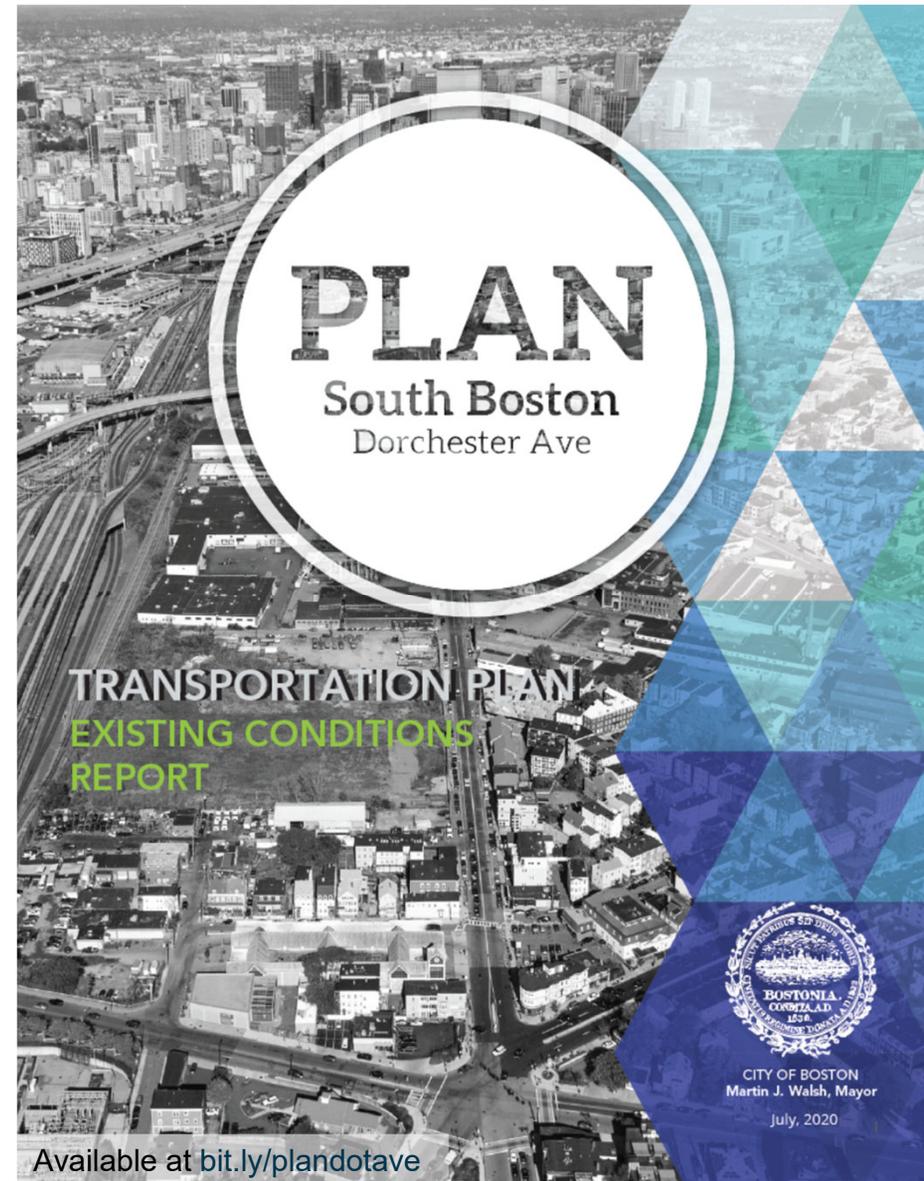
Turns your video on/off

DISCUSSION

- Do these existing conditions make sense to you, does it reflect your day-to-day experiences?
- Was anything surprising?
- What questions come to mind?



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A wide-angle photograph of a city street. On the right, there are modern multi-story buildings with large windows and balconies. An orange scissor lift is visible near one of the buildings. In the center, a cyclist is riding down the street. Several cars are parked or driving on the road. The sky is overcast.

NEXT STEPS IN THE TRANSPORTATION PLAN

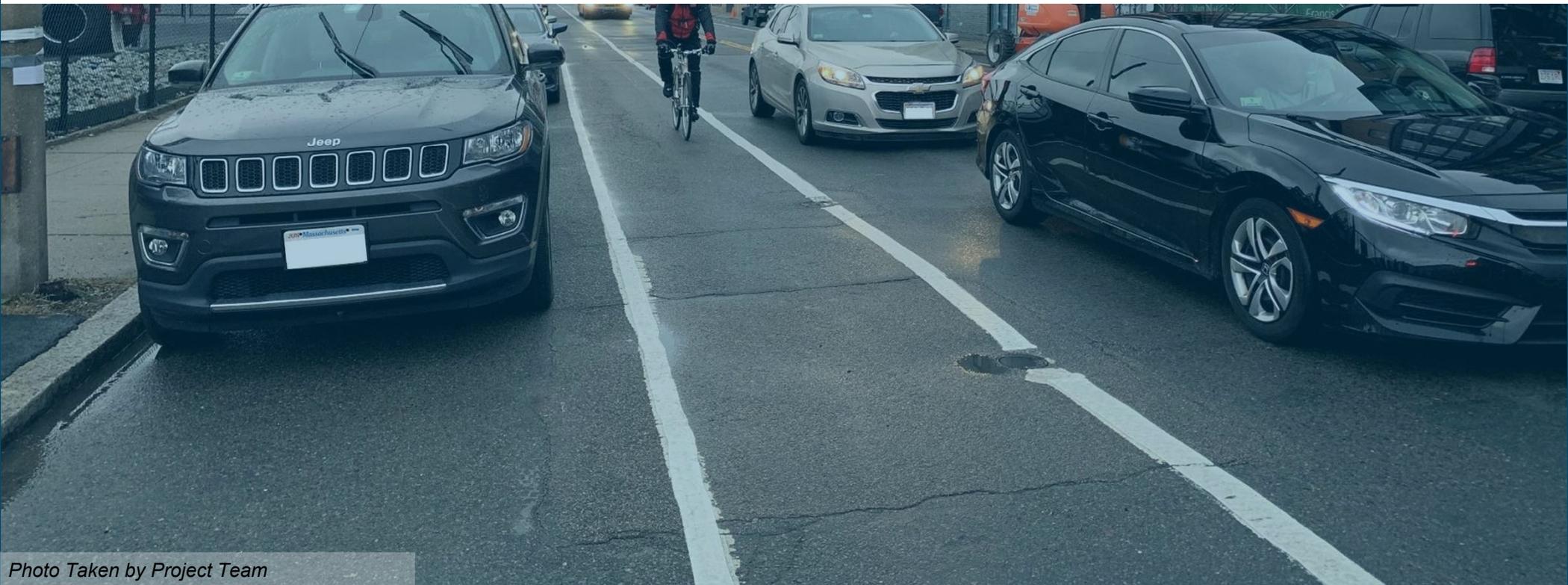


Photo Taken by Project Team

PROJECT TIMELINE

2019

Fall/Winter

- Mobilize the team
- Collect data
- Review results of previous plans and other efforts underway
- Conduct site visits

Spring

- Analyze existing conditions
- Identify goals and objectives
- Create evaluation framework
- Prepare future forecasting methods

We intended to host Public Meeting #1 in March but had to postpone due to COVID-19

2020

Summer

- Host public meeting #1
- Analyze future conditions
- Evaluate previous PLAN ideas
- Develop short-term recommendations
- Develop a long list of long-term recommendations

We are here

Fall/Winter

- Host public meeting #2
- Refine immediate-term recommendations
- Develop long-term recommendations
- Host public meeting #3
- Document findings and recommendations into the Plan

ANALYZE SHORT-TERM RECOMMENDATIONS

Short-term recommendations will all meet the following criteria

- Implementable within the next 5 years
- Within City control to build
- Relatively low cost
- Improves safety
- Fits within current right-of-way with minimal impact to utilities or signals
- Compatible with and complimentary to longer-term efforts
- Could be implemented or advanced by development teams

Example Short-Term Recommendation Projects

Low-stress bike lanes



Bus lane pilots



Pedestrian crossings



ANALYZE FUTURE CONDITIONS

- Build out the forecasted land uses in the PLAN as well as an alternative land use scenario based on current market trends (higher level of commercial vs residential land uses)
- Determine demand and impacts on the multi-modal network
- Are refinements/additions to the PLAN's transportation network needed?

We are mid-way through this work, and will present findings at future public meetings



A

Conceptual Drawing of Future Dorchester Avenue:
"Amenities Corridor"

NEXT STEPS

We are planning two additional public meetings for later this year

Late Summer/ Early Fall

- Future conditions results
- Immediate-term recommendations
- Long list of long-term recommendations

Late Fall/ Early Winter

- Refined immediate-term recommendations
- Refined long-term recommendations
- Draft Plan

2020 Census Update & Reminder

Key Dates:

- August 11 - Doorknocking begins.
- October 31 - Last day to respond.

Quick Facts:

- As of 7/7, 52.2% (about 175,800) of Boston's households have responded.
- In 2010, the final response rate was 64.4%.



The Census has never been more accessible. You can respond:

- Online (my2020census.gov)
- Over the phone, or by mail.
- 13 different languages available.

Boston depends on your household to respond. For every person not

counted, **nearly \$2,400** per year for the next ten years is **lost** in federal funding.

COVID-19 Updates

Stay up-to-date with COVID-19 related announcements, City of Boston reopening plans, and resources for you and your community at:

boston.gov/coronavirus

THANK YOU

For More Information:

bit.ly/plandotave

plandotave@boston.gov



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