



Community Meeting

February 27, 2007



Dorchester Avenue Transportation & Streetscape Improvements Action Plan

February 27, 2007



Tonight's Agenda

6:00

- Introductions
- South Boston/Dot Ave Improvement Study Background

6:15

- Consultant Introductions
- Review of Scope and Schedule
- Review of Proposed Corridor Wide Guidelines

6:45

- Andrew Square Intersection Improvement Concepts

7:30

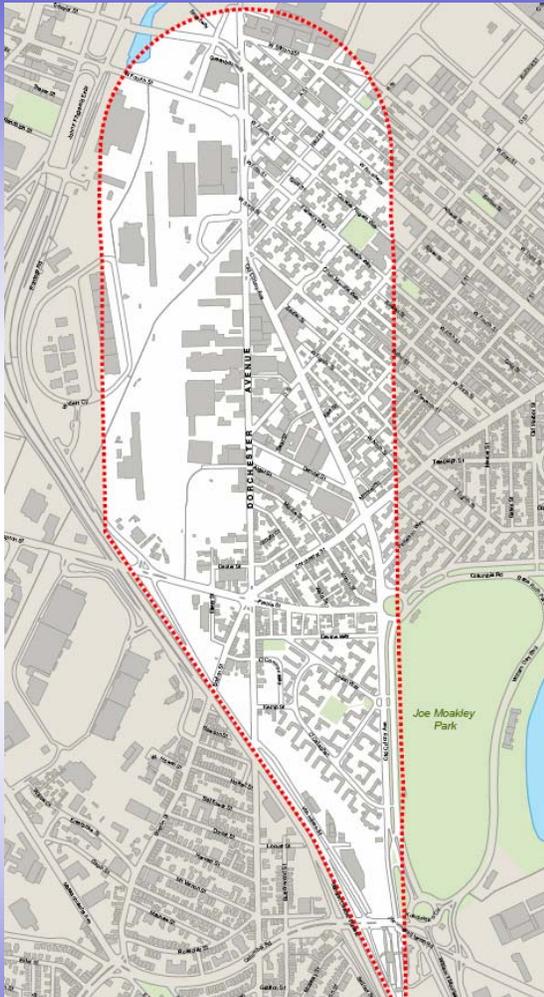
- Q&A
- Next Steps



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South Boston/Dot Ave Improvement Study Background



- The South Boston/Dorchester Avenue Improvement Study stretches approximately 1 mile, from Andrew Square to the Broadway T Station
- Focusing on improvements to transportation, streetscapes, and neighborhood businesses
- Since the Summer of 06', the Study has included:
 - *Dot Ave Transportation & Streetscape Action Plan*
 - * *Community Charrettes*
 - * *Task Force Meetings*
 - * *Hired a Consultant Team to assist with the Action Plan*
 - *Business Inventory (in process)*
 - *Business Workshop (upcoming)*



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Next Steps

- Review comments about Andrew Square improvement concepts, and prepare a single revised concept
- Begin work on TSM at Old Colony intersection
- Refine intersection improvement concepts
- Public meeting in April to review intersection improvement concepts
- Public meeting in May to review Draft Action Plan
- Public meeting in June to review Final Action Plan



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Action Plan – Scope and Schedule

- Data collection, existing conditions
- Corridor-wide guidelines
- Three key locations to implement guidelines -
 - Andrew Square
 - Freeport Street / Hancock Street
 - Fields Corner
- Five intersection improvement (TSM) locations

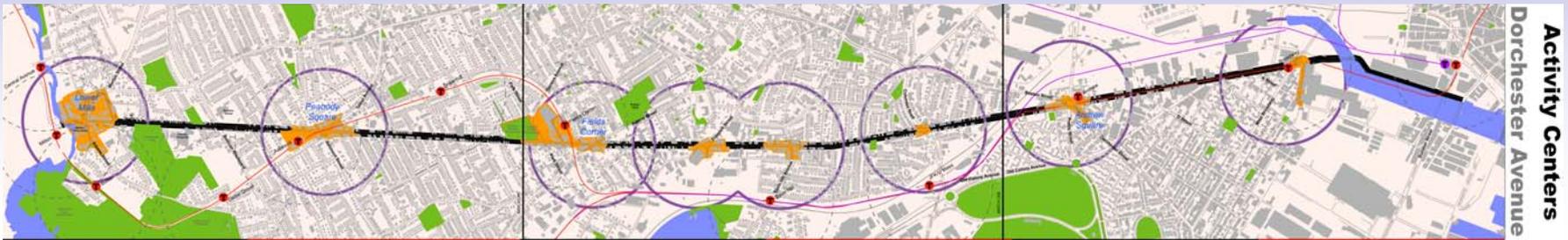


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Project Progress to Date

- Existing conditions/analysis phase



- Create Corridor-wide Streetscape Guidelines
- GENERATE AND DISCUSS CONCEPTS



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Corridor-Wide Streetscape Guidelines

Why are corridor-wide guidelines important?

- A consistent look for the corridor strengthens the image of a district or neighborhood
- A coordinated palette of elements is more visually pleasing
- Guidelines allow for variations within a set of limits



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Corridor-Wide Streetscape Guidelines

Process

- Analyze existing conditions
- Look at techniques used elsewhere
- Develop draft guidelines
- Review/input

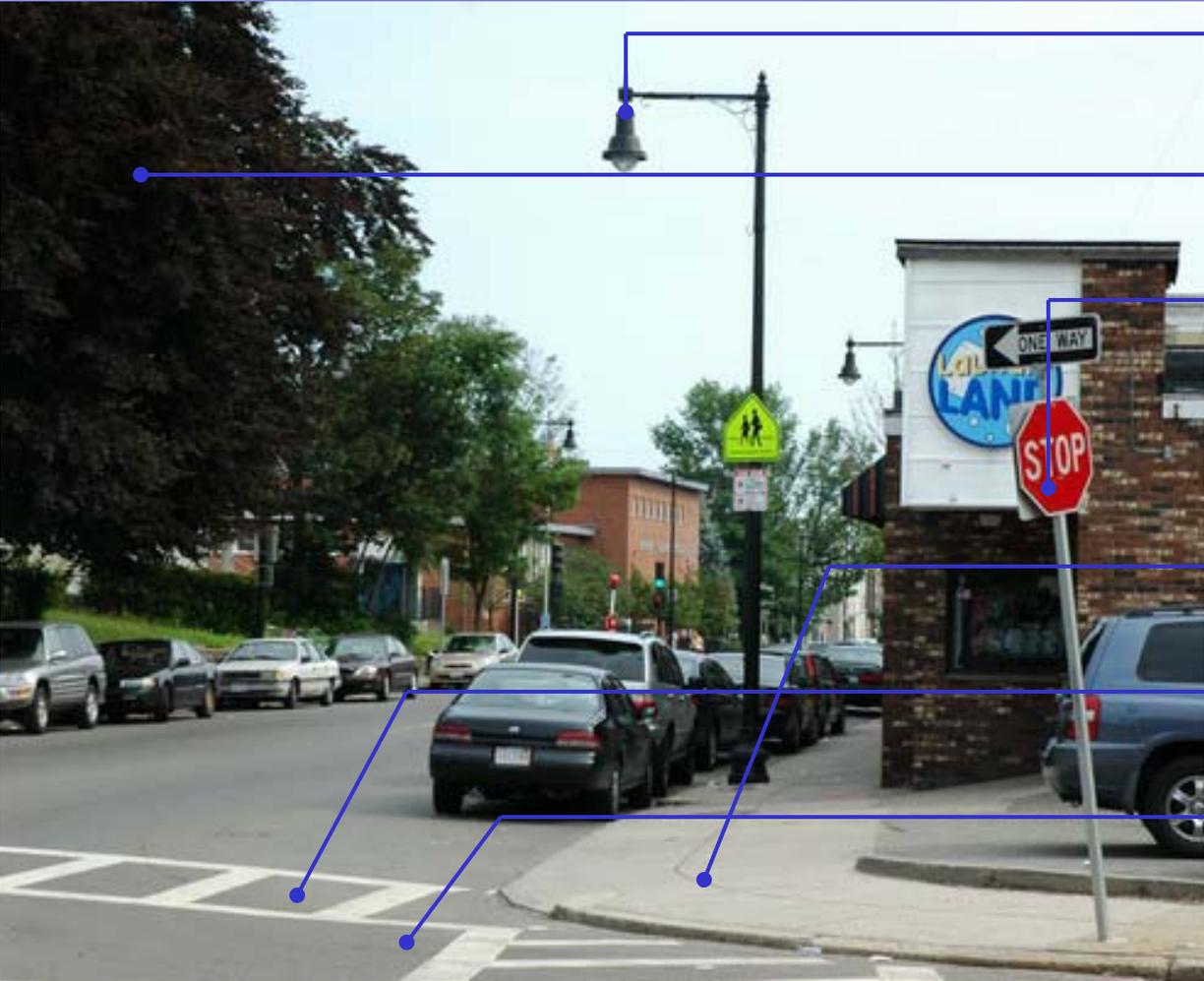


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Range of Streetscape Elements

Primary - Secondary



Street lights

Street trees

Signs

Furniture

Sidewalk paving

Crosswalks

Roadway paving

Art



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Streetscape Guidelines Review: RECOMMENDED PALETTE

- **Streetlights:**
 - **New: Continuous Pendant**
 - **Limited space: Acorn**
 - *Fields Corner*
 - **Maintain the “family”**



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Streetscape Guidelines Review: RECOMMENDED PALETTE

- **Sidewalk Pavement:**
 - High-quality concrete
 - Accent strip where possible at activity centers



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Streetscape Guidelines Review: RECOMMENDED PALETTE

- **Street trees emphasized outside of activity centers**
 - Maintained and trimmed
 - 4' clear sidewalk width maintained
 - Address empty tree pits
 - Regular spacing between commercial districts
 - In islands and open space in commercial districts



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Streetscape Guidelines Review: RECOMMENDED PALETTE

- **Other furnishings:**
 - **Black-painted metal**
 - **Pedestrian-scaled lighting**
 - **Wall bus shelters**
 - **Landscapeforms benches**
 - **Neighborhood signs and banners**
 - **Arts at the nodes**
 - **Edge and buffer standards**



Art

- Sculptures in a public space
- Orientation
- Character
- Furnishings designed by artist
- May be one of a kind or mass-produced
- Benches, signs, manhole covers, etc.

Traditional



Contemporary

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Buffer guidelines

- Shrubs and trees
- Landscape wall (fencing may be effective too) set back from sidewalk
- Furnishings
- Berming



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Overall Goals for Andrew Square

- Better Place for People
- Better Neighborhood Business District
- Better Gateway to South Boston



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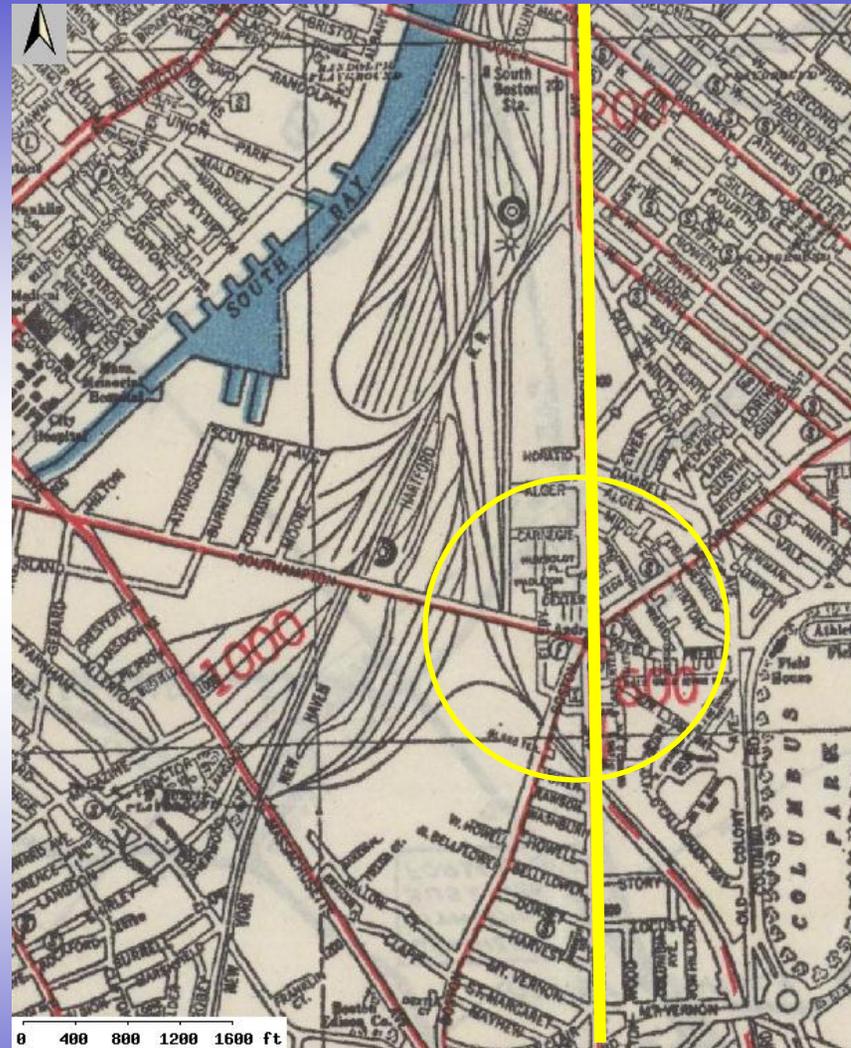
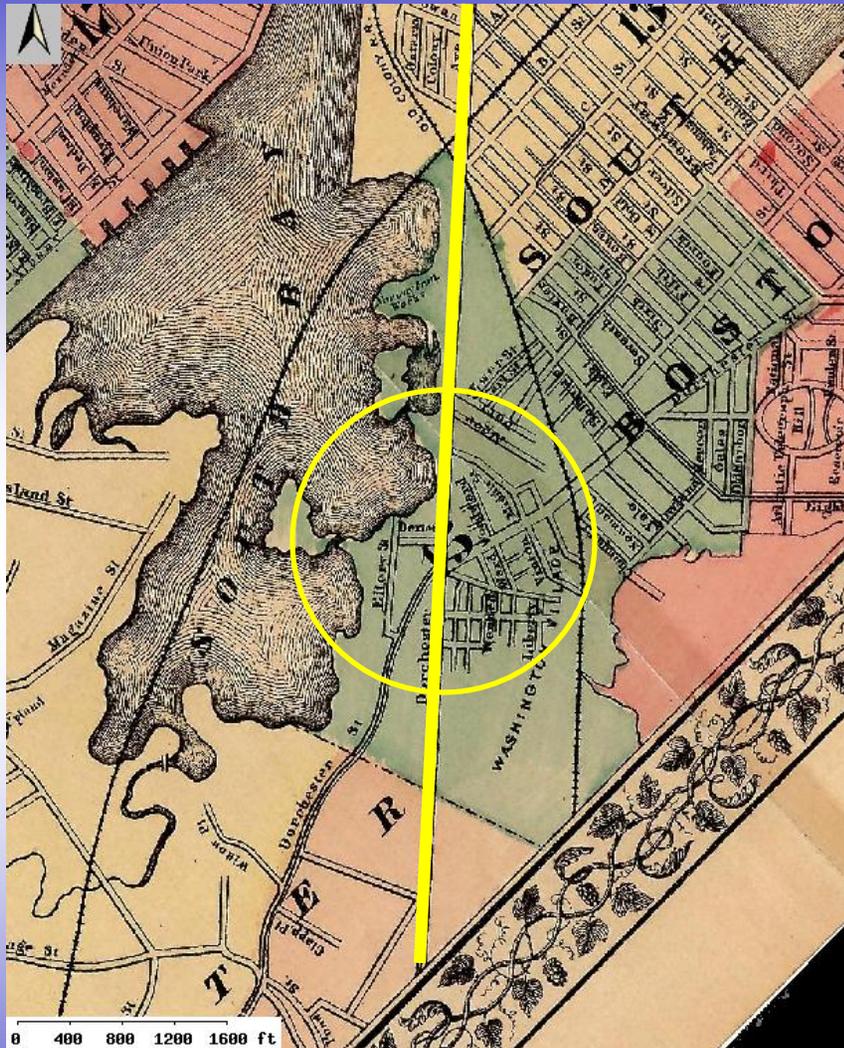
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Andrew Square

1880

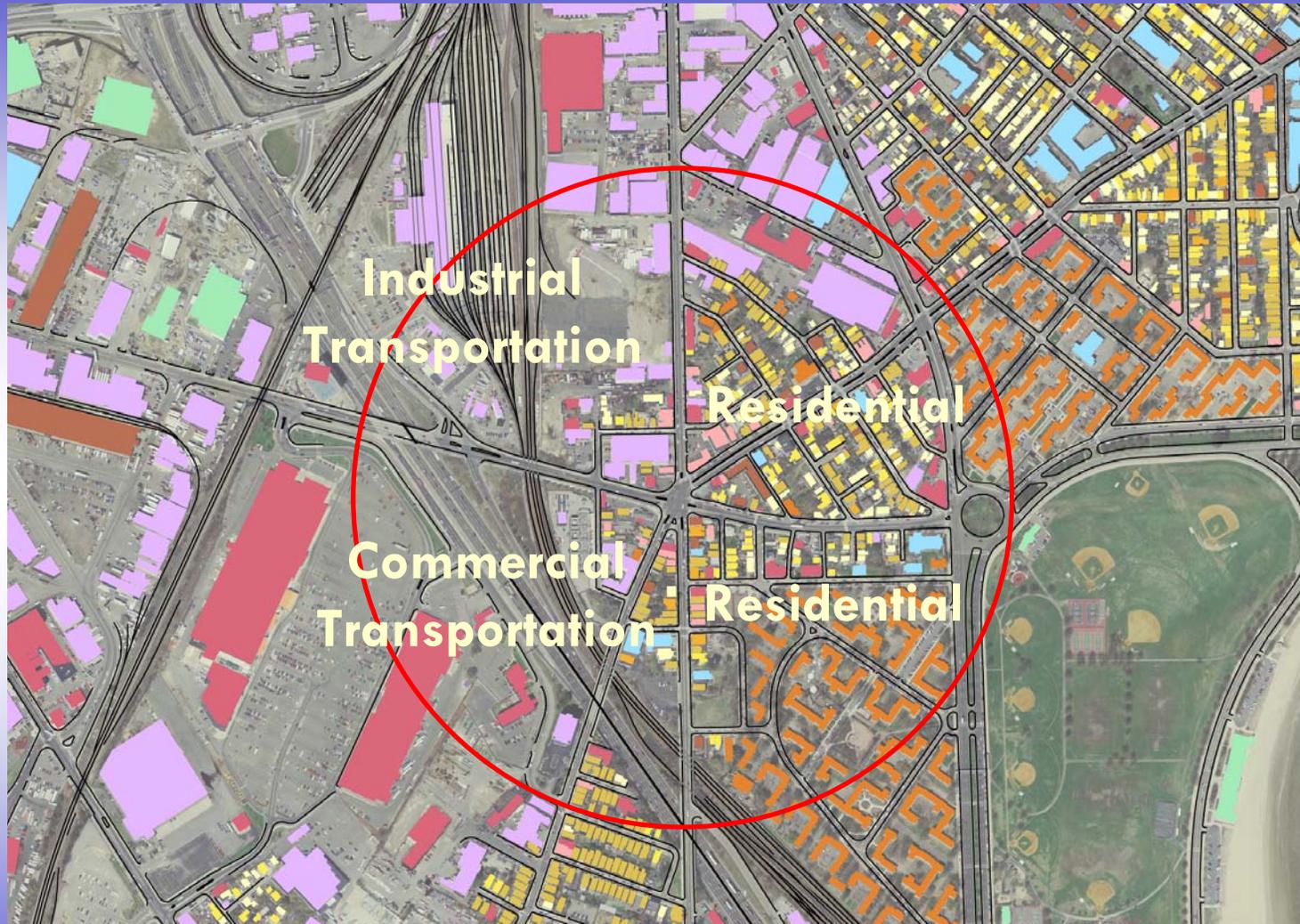
1930



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Andrew Square: *Land Use*

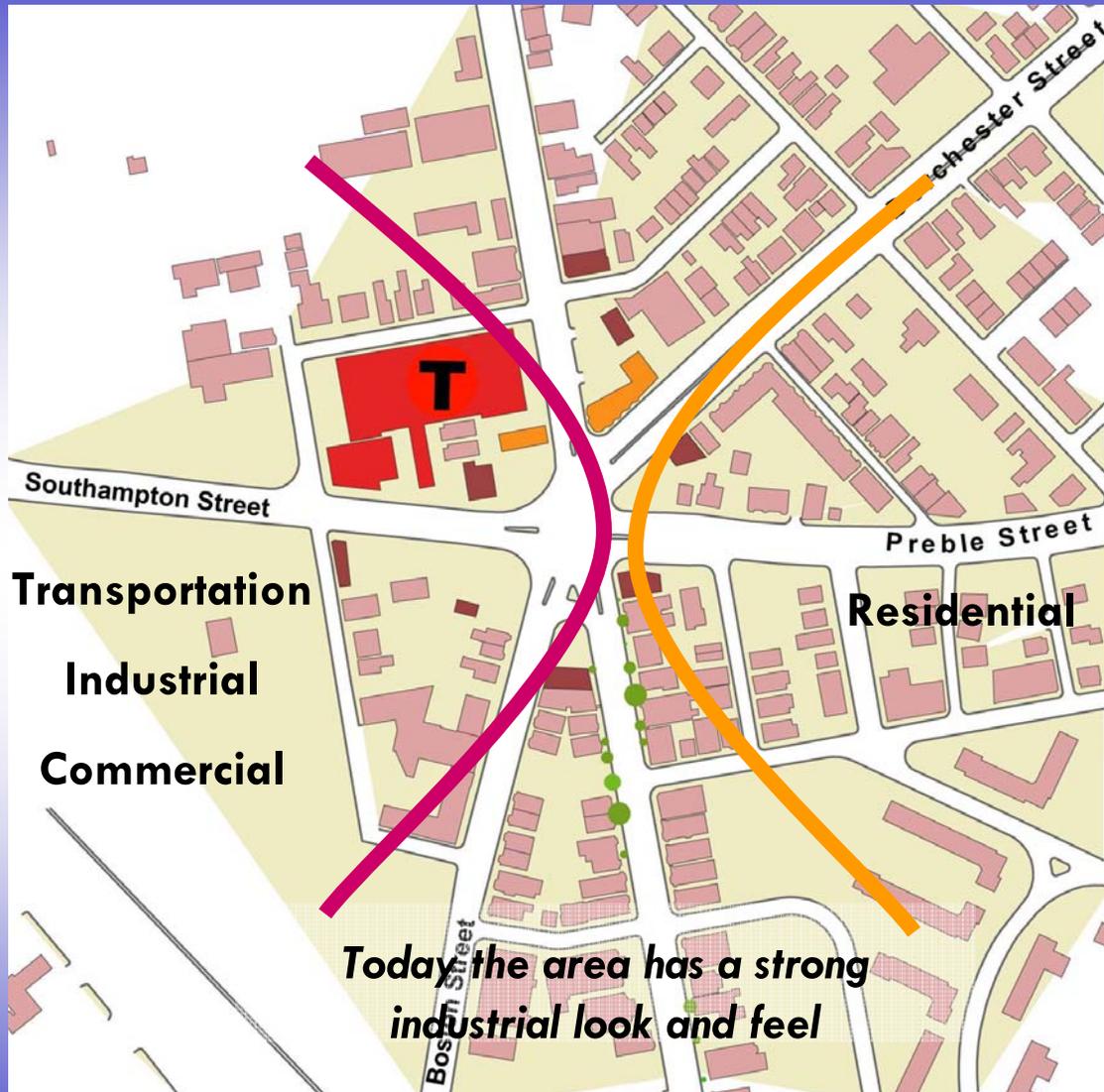


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Andrew Square: Land Use

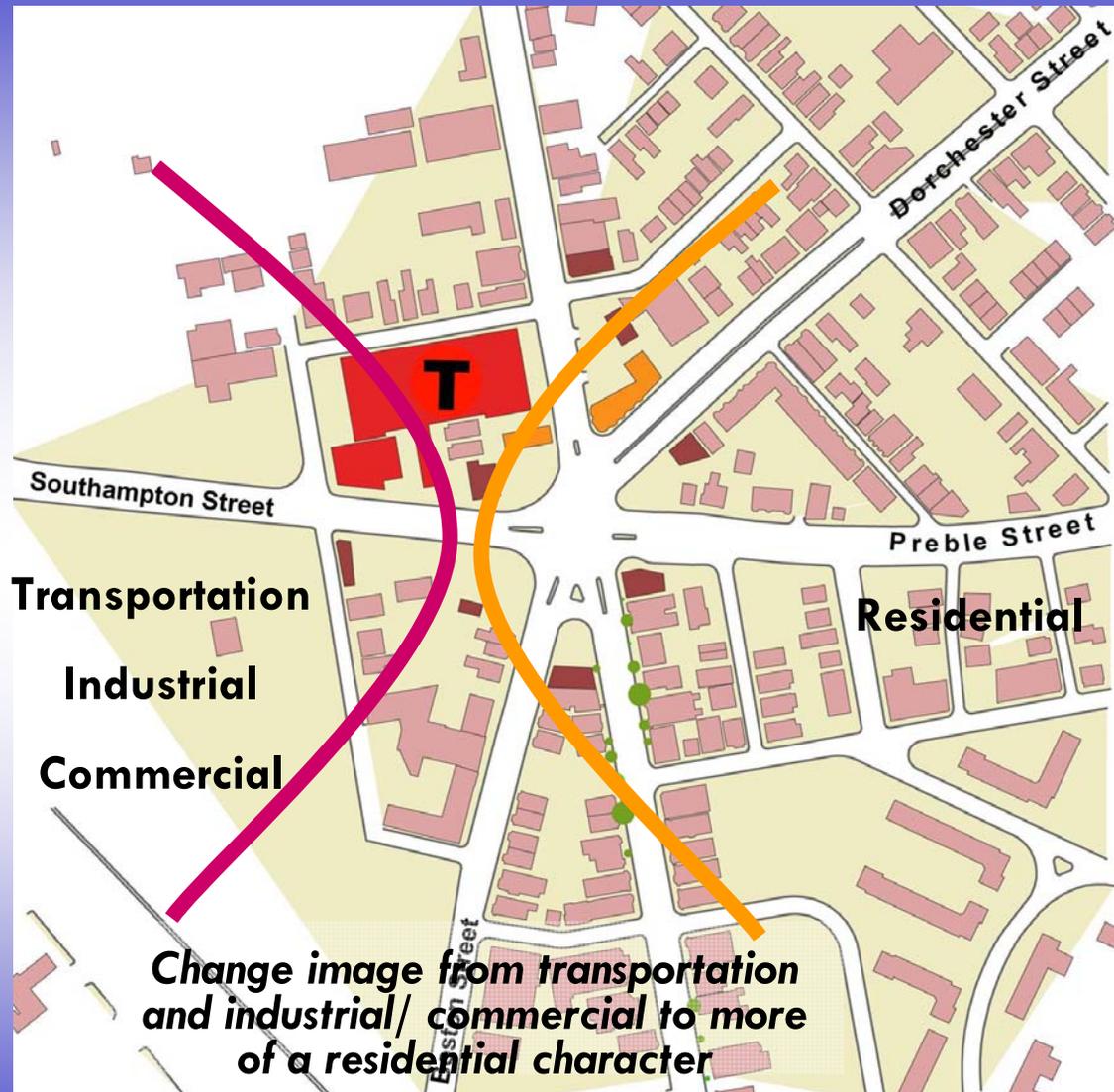


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Andrew Square: Land Use



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Three Steps

1. Organize traffic
2. Move curb lines, shorten crosswalks
3. Create people spaces, add landscape/streetscape



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Concepts for Andrew Square

- Not “either A or B”
- Mix-and-match best ideas
- Drop other ideas



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Step 1: How Do We Organize Traffic to Support the Goals?

- Make the intersection more orderly.
- Provide lane assignments that match traffic volumes.
- Revise traffic signal phasing.
- Address little-used moves that interfere with the majority of traffic.



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Step 2: How Do We Move Curbs to Make Room for “People Improvements”?

- Consider what traffic really needs
 - Excess pavement
 - Oversize turning radii
 - Little-used moves
- Move curbs: shorter crosswalks
- Use the space to create:
 - Wider sidewalks with room for trees
 - Bigger public spaces at corners
 - Medians



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Step 3: People and Streetscape Improvements

- Expand sidewalks, reduce pavement
- Preserve and enhance memorial
- “Green” the area
 - Street trees
 - Planted pocket plazas
 - Planted medians
- Wayfinding and gateway elements, especially Dot Ave
- Access Management



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Andrew Square Traffic

- Many traffic moves
- Traffic moves in conflict
- Some moves very low volume
- Many pedestrians crossing



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SOUTHAMPTON ST

ELLERY STREET

BOSTON ST

DORCHESTER AVE

DORCHESTER AVE

PREBLE ST

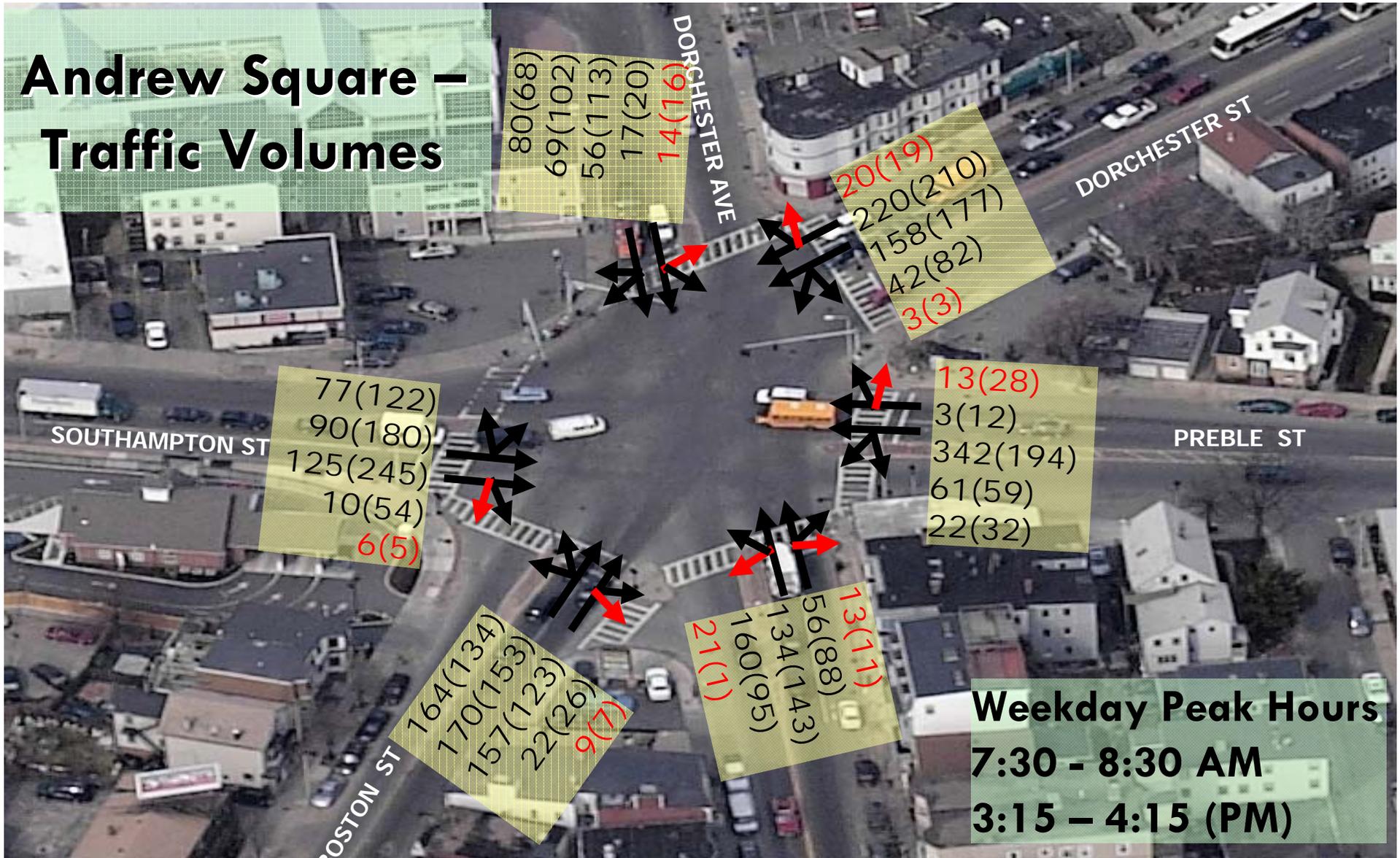
CARPENTER STREET

MOHAWK STREET

GEN. DEVINE WAY

DORCHESTER

Andrew Square - Traffic Volumes



Weekday Peak Hours
7:30 - 8:30 AM
3:15 - 4:15 (PM)

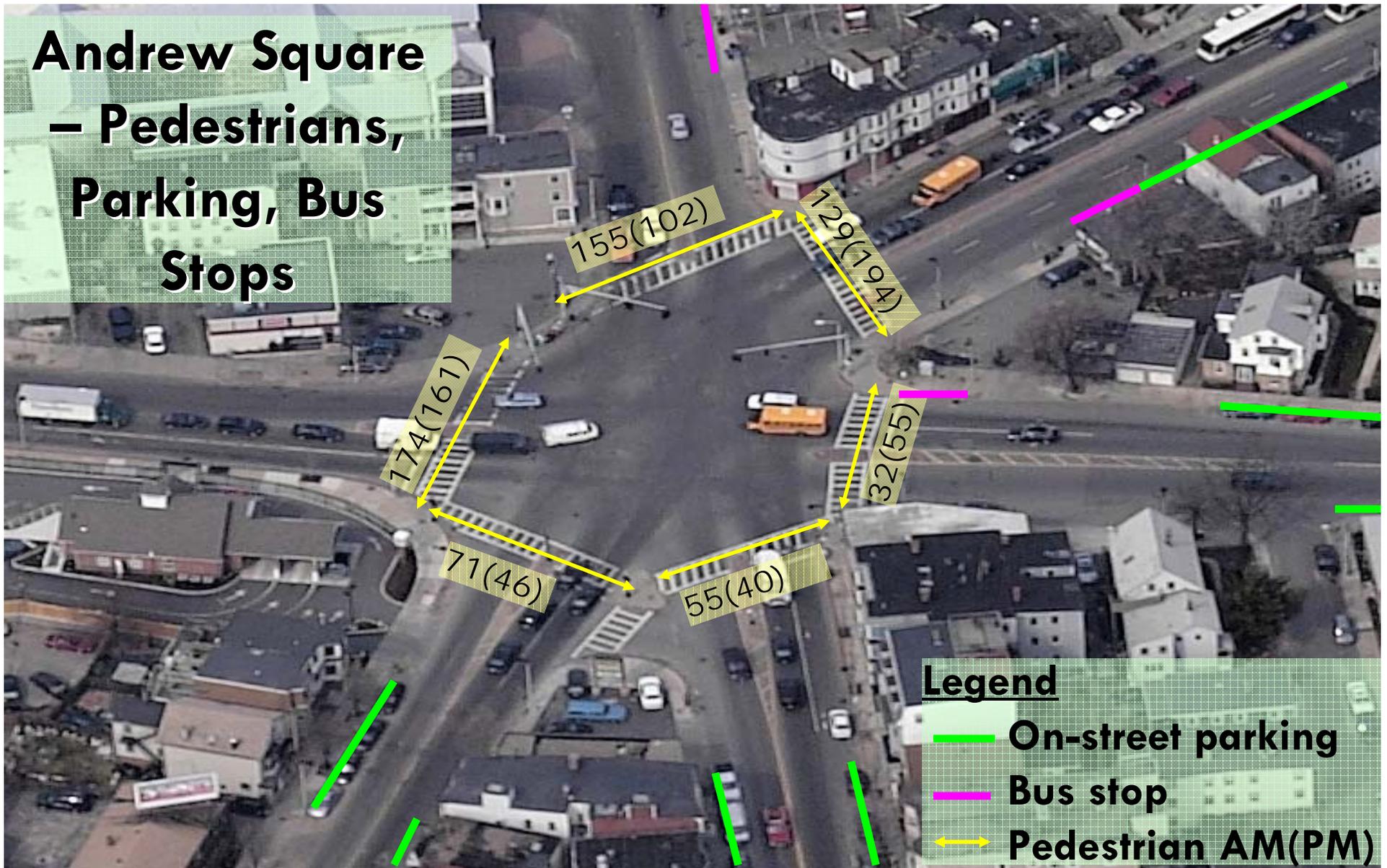


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Andrew Square – Pedestrians, Parking, Bus Stops



Legend

- On-street parking
- Bus stop
- Pedestrian AM(PM)



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Andrew Square Peak Hour Traffic Before and After Changes

- **2006 Existing** operations =
LOS F (average **4 minutes delay**)
- **2016 with No Changes** =
LOS F (average **7.5 minutes delay**)
- **2016 with Improvements** =
LOS F (average **4 minutes delay**)



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Andrew Square: *Median Concept*

- Shorten crosswalks
- Provide 6-foot medians on all approaches
- Wider sidewalks at intersection corners



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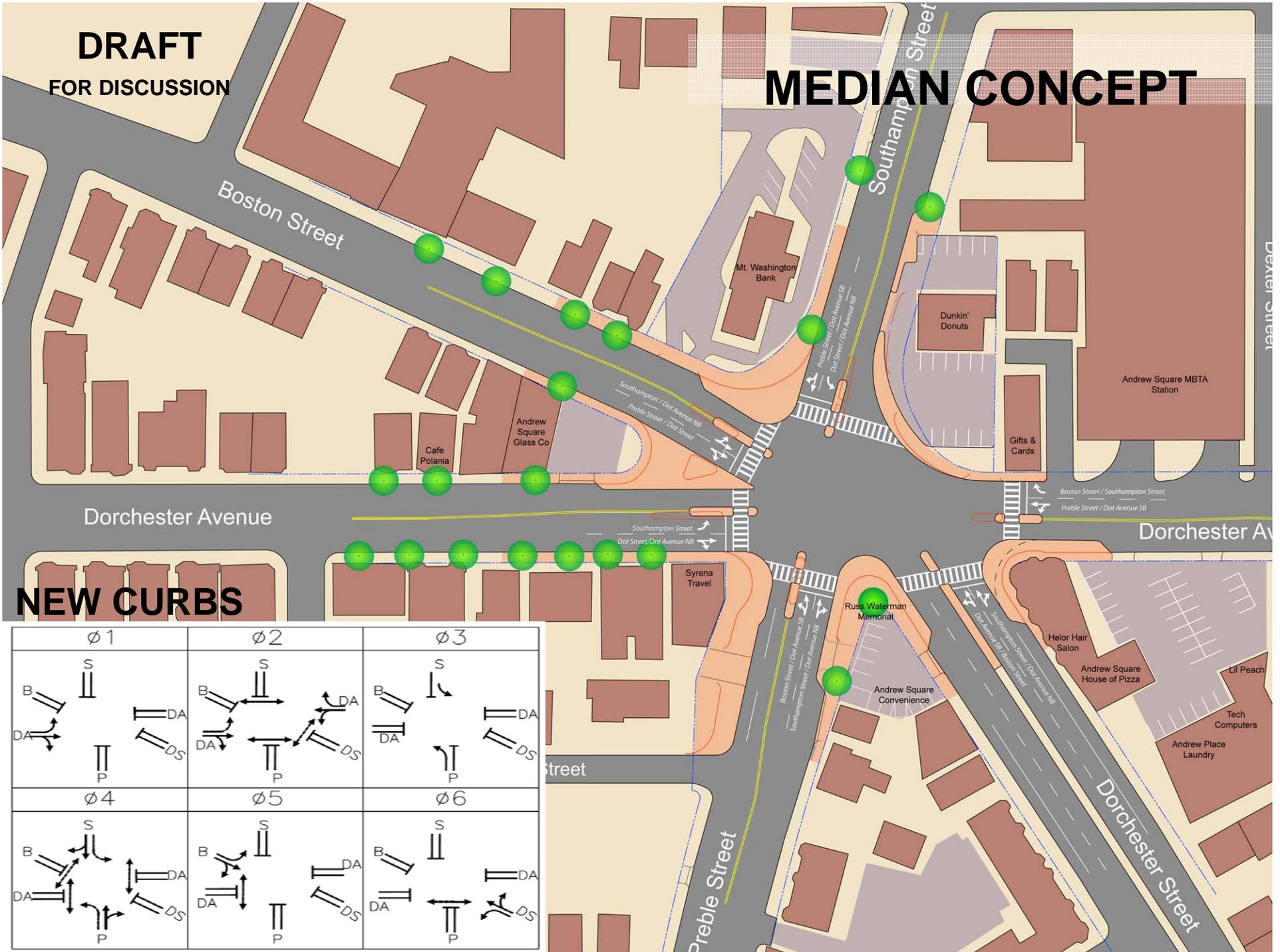


EXISTING CONDITIONS

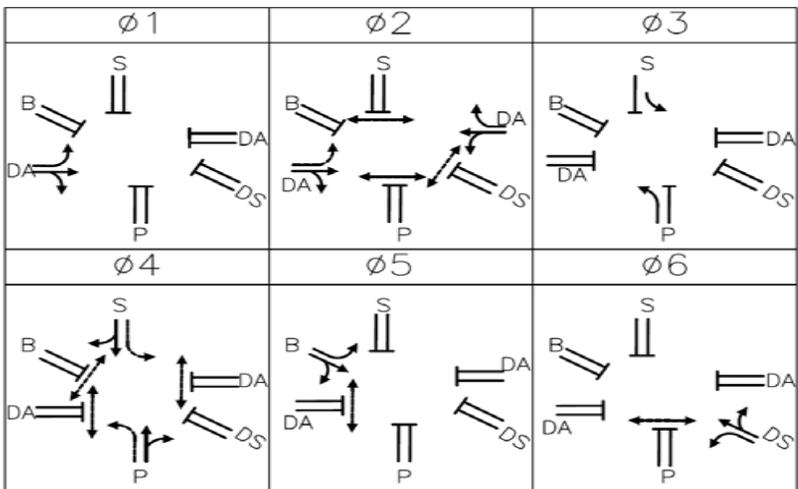


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FOR DISCUSSION**

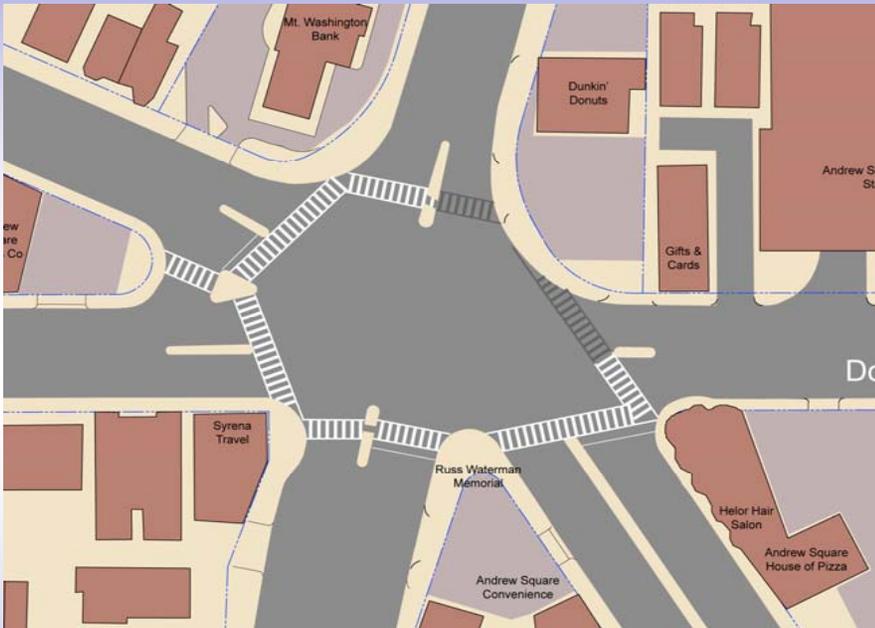
MEDIAN CONCEPT



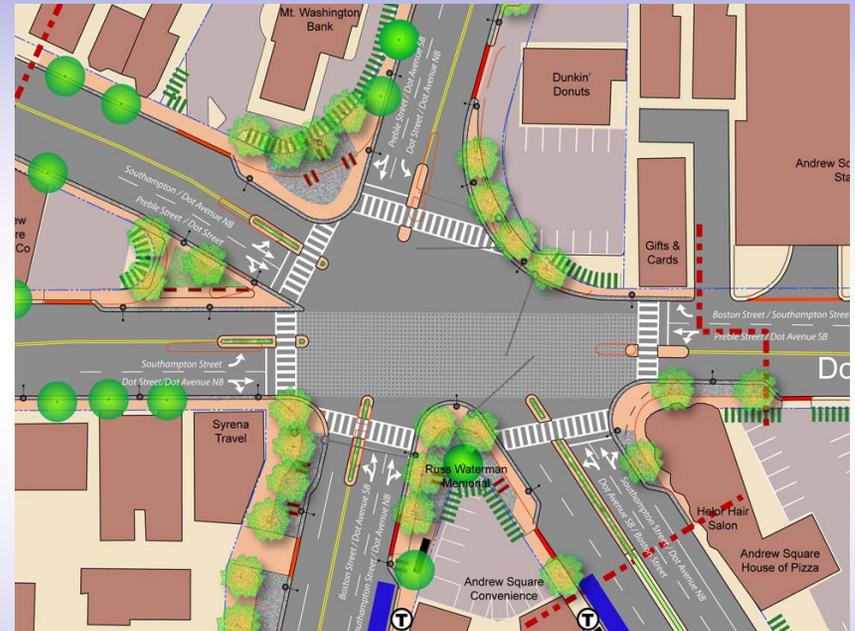
NEW CURBS



MEDIAN CONCEPT



EXISTING



NEW CURBS



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CROSSWALK DISTANCES



EXISTING

MEDIAN CONCEPT



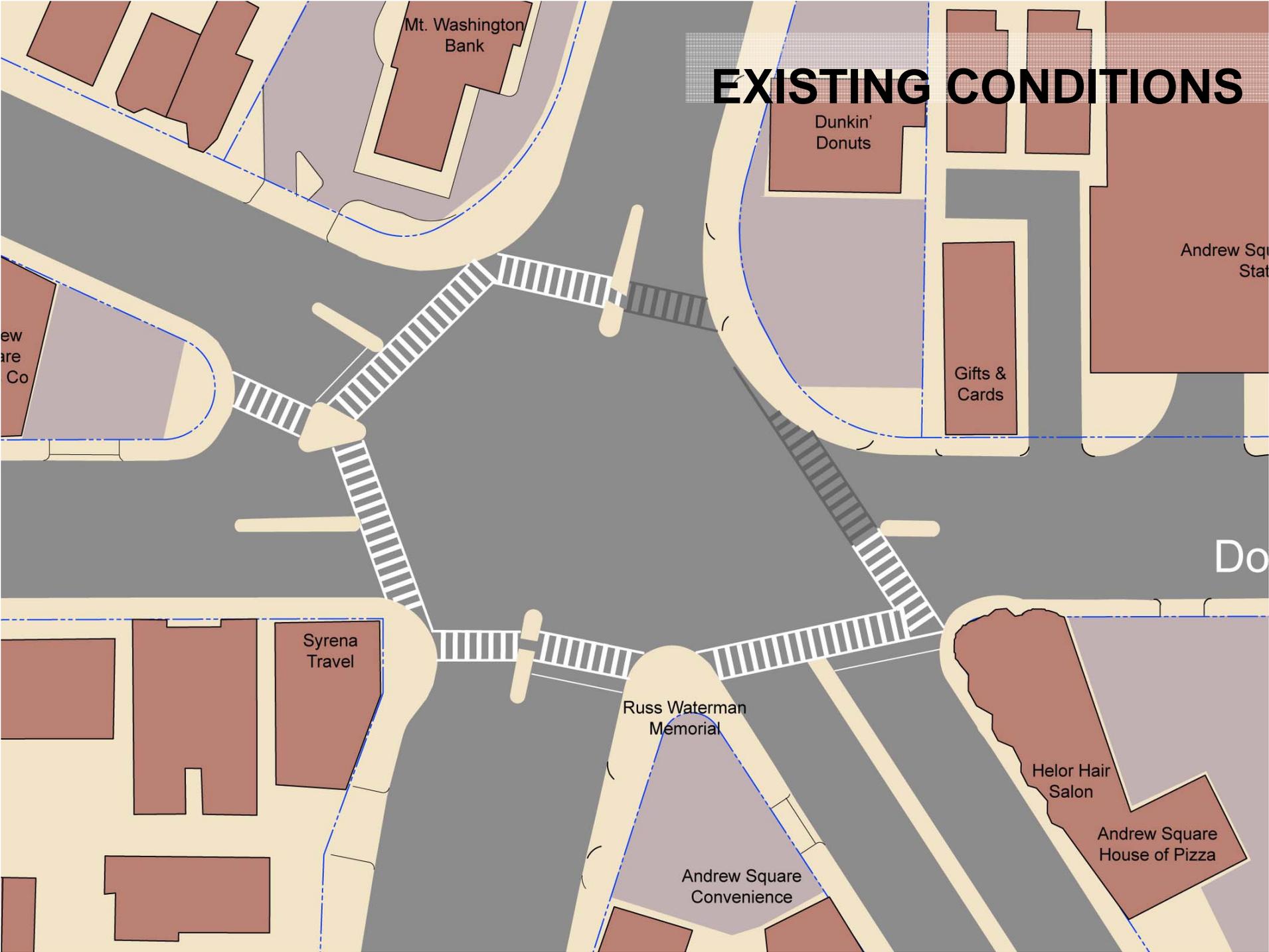
NEW CURBS



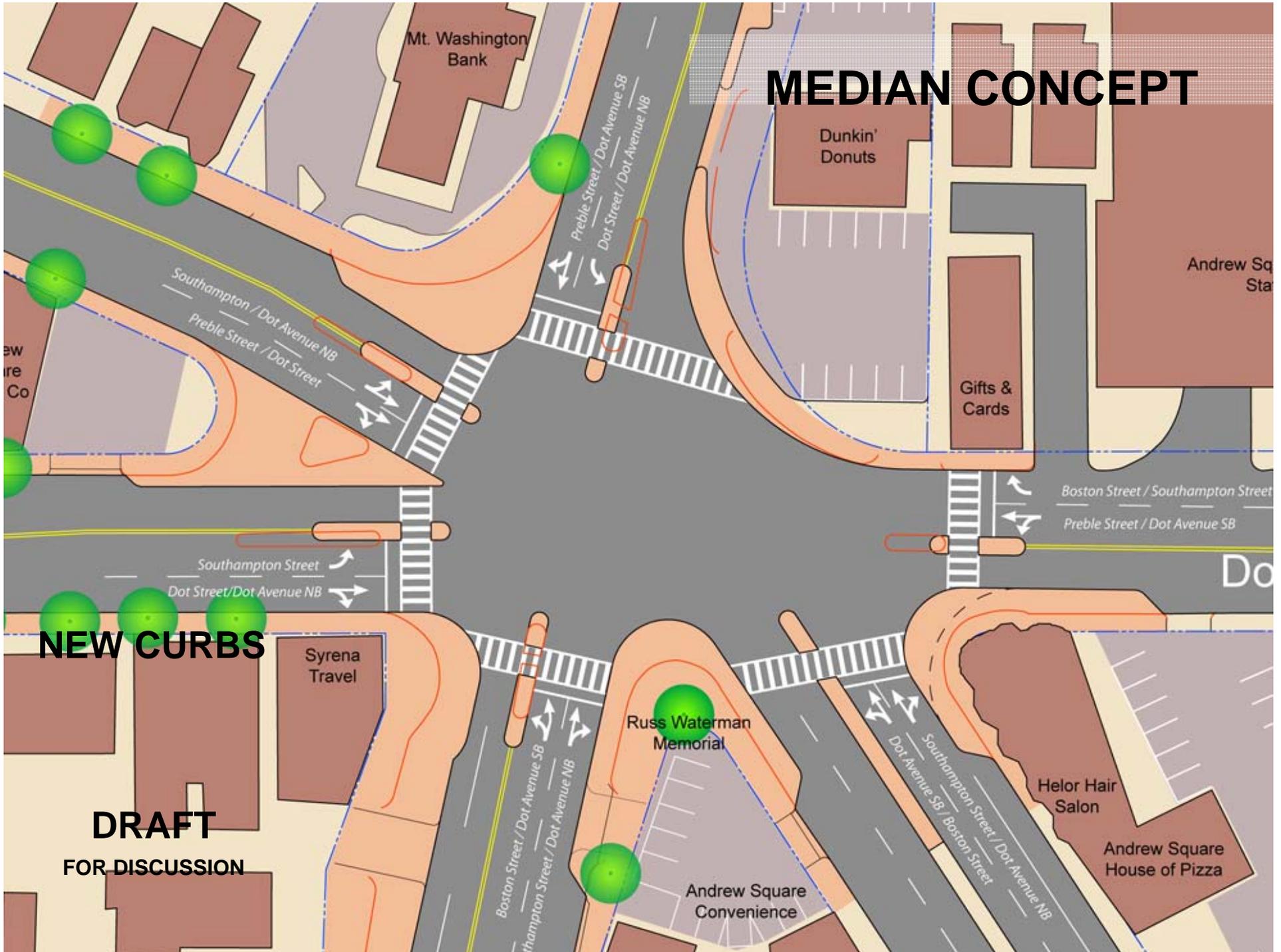
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EXISTING CONDITIONS



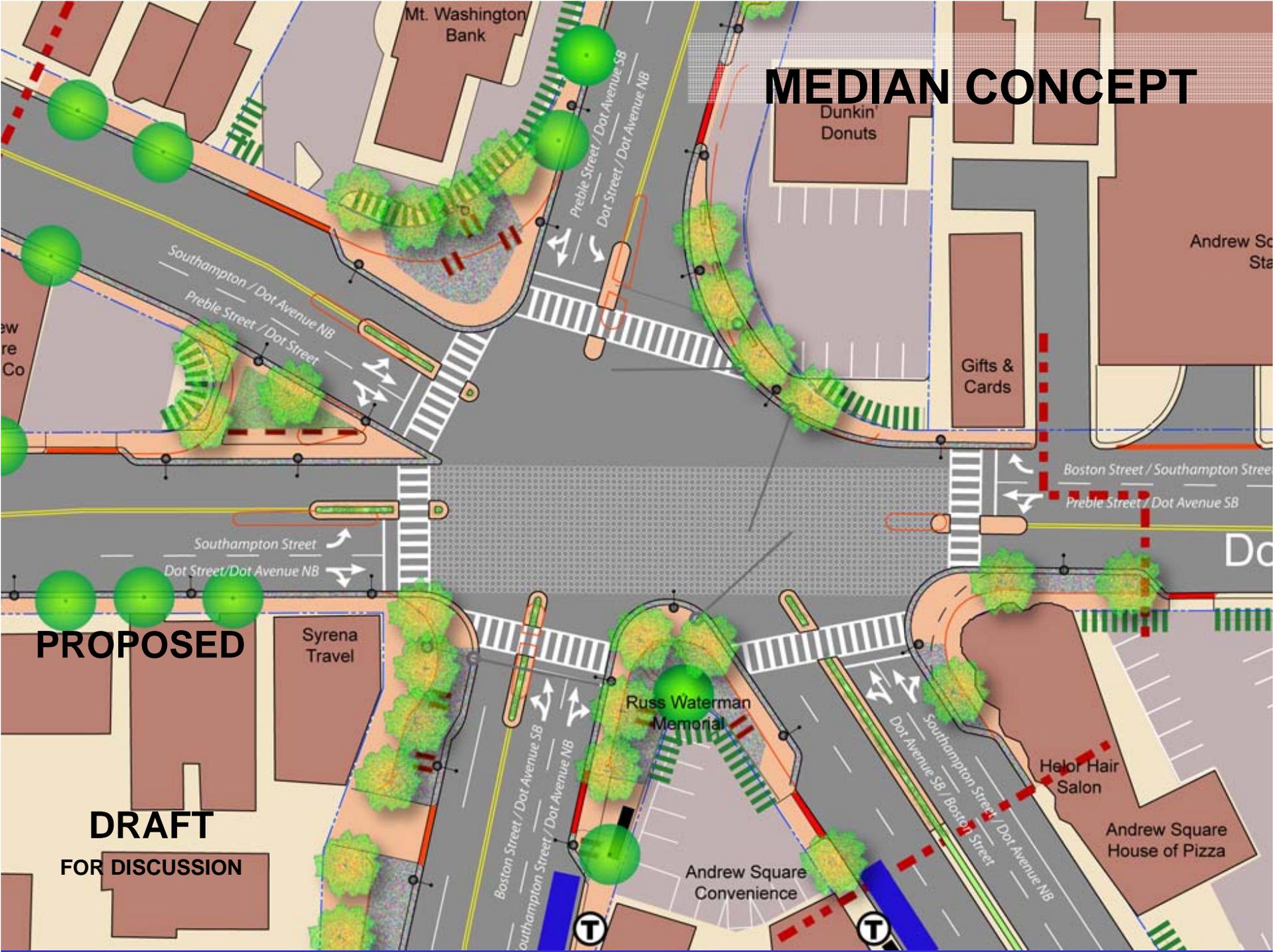
MEDIAN CONCEPT



NEW CURBS

**DRAFT
FOR DISCUSSION**

MEDIAN CONCEPT



PROPOSED

**DRAFT
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Andrew Square: *Sidewalk/Walls Concept*

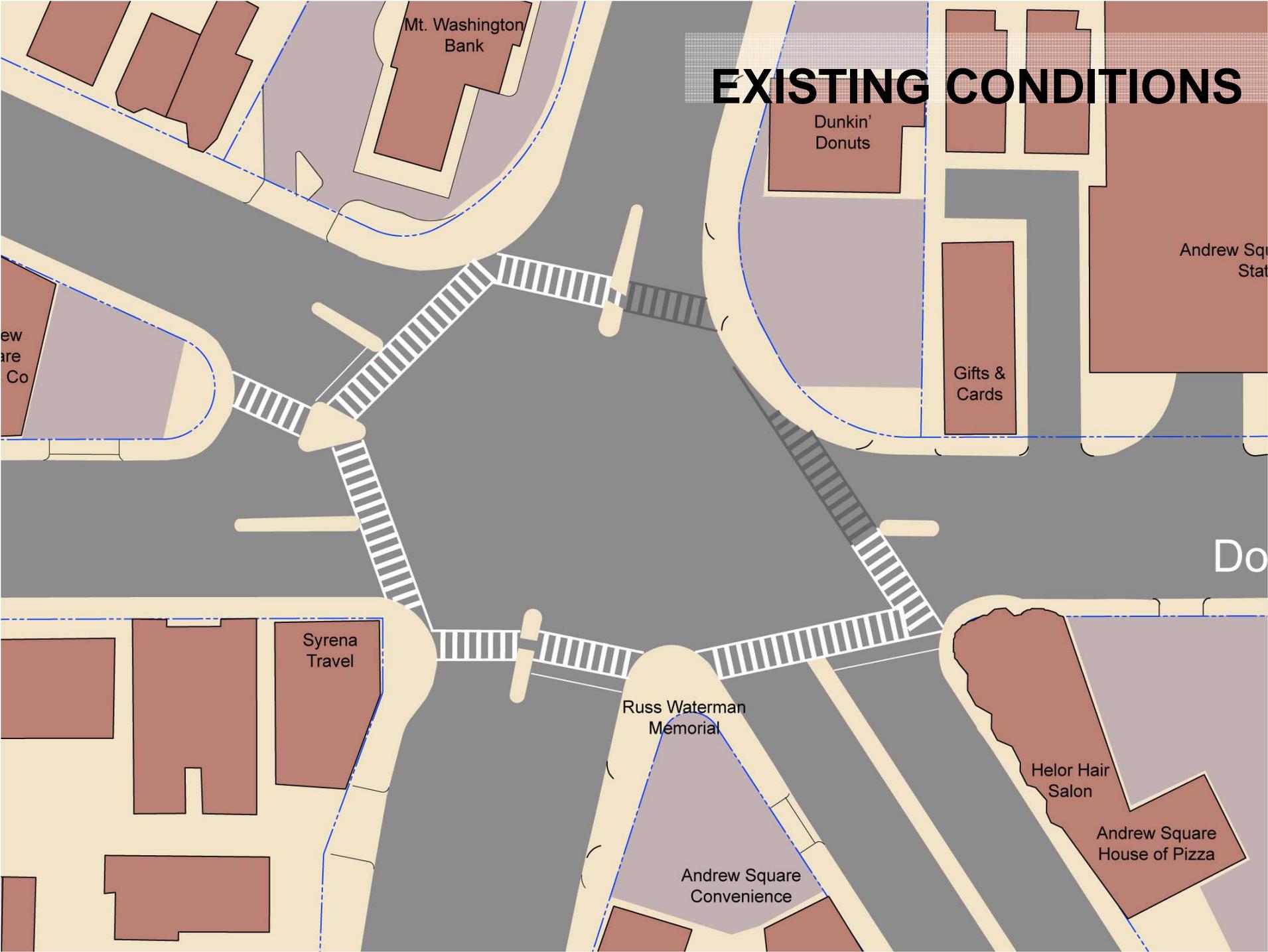
- Shorten crosswalks
- **Remove medians** except on Dorchester Street
- Wider sidewalks at intersection corners



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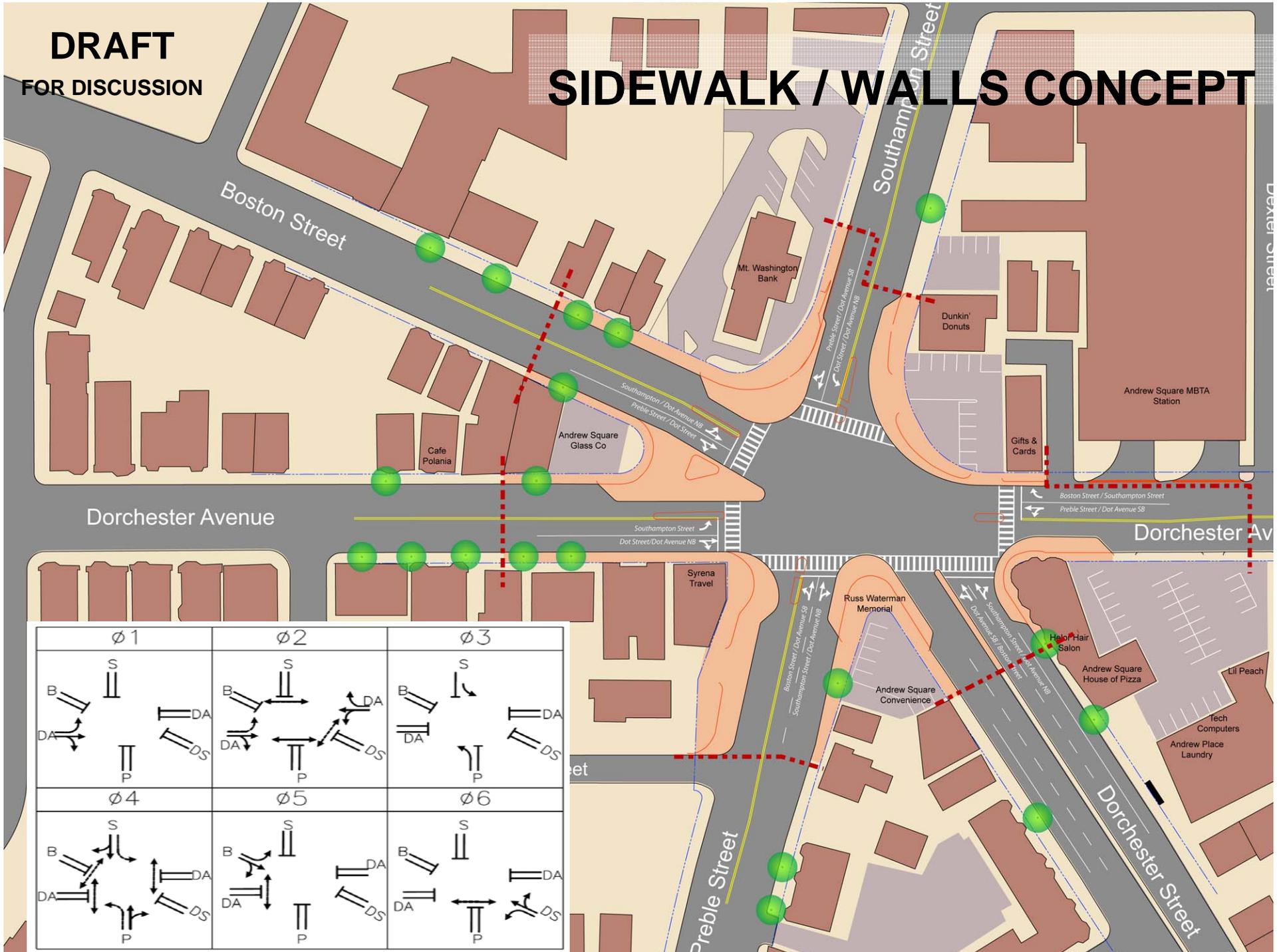


EXISTING CONDITIONS



**DRAFT
FOR DISCUSSION**

SIDEWALK / WALLS CONCEPT



SIDEWALK/WALLS CONCEPT



Dorchester Avenue

Carpenter Street

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Preble Street

Southampton Street

Dorchester Av

Dorchester Street

Boston Street

Mt. Washington Bank

Dunkin' Donuts

Andrew Square Glass Co

Cafe Polonia

Syrena Travel

Russ Waterman Memorial

Andrew Square Convenience

Andrew Square House of Pizza

Andrew Place Laundry

Andrew Square MBTA Station

Gifts & Cards

Lil Peach

Tech Computers

Helix Hair Salon

CROSSWALK DISTANCES

SIDEWALK/WALLS CONCEPT



EXISTING



NEW CURBS

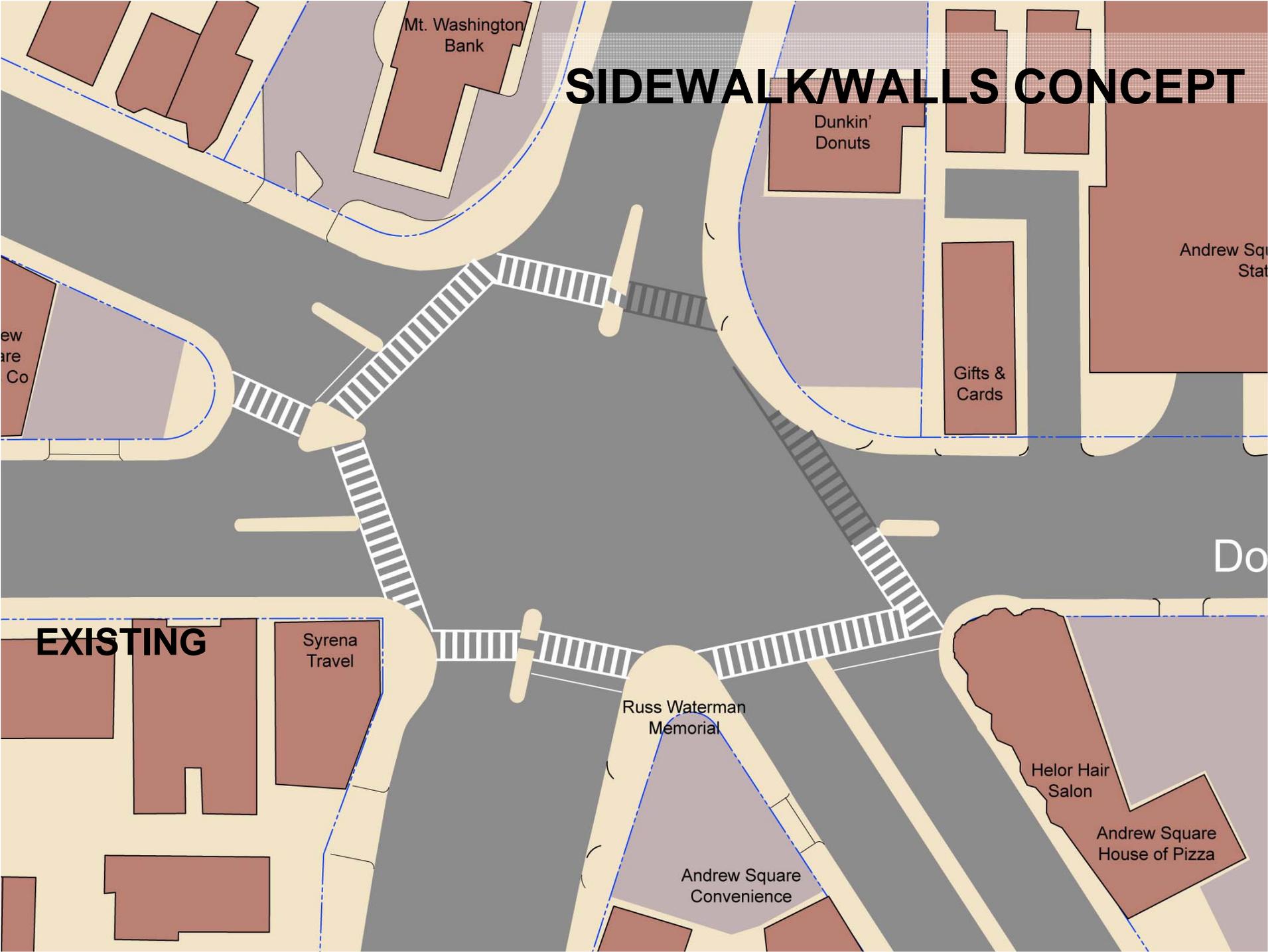


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SIDEWALK/WALLS CONCEPT



SIDEWALK/WALLS CONCEPT



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SIDEWALK/WALLS CONCEPT



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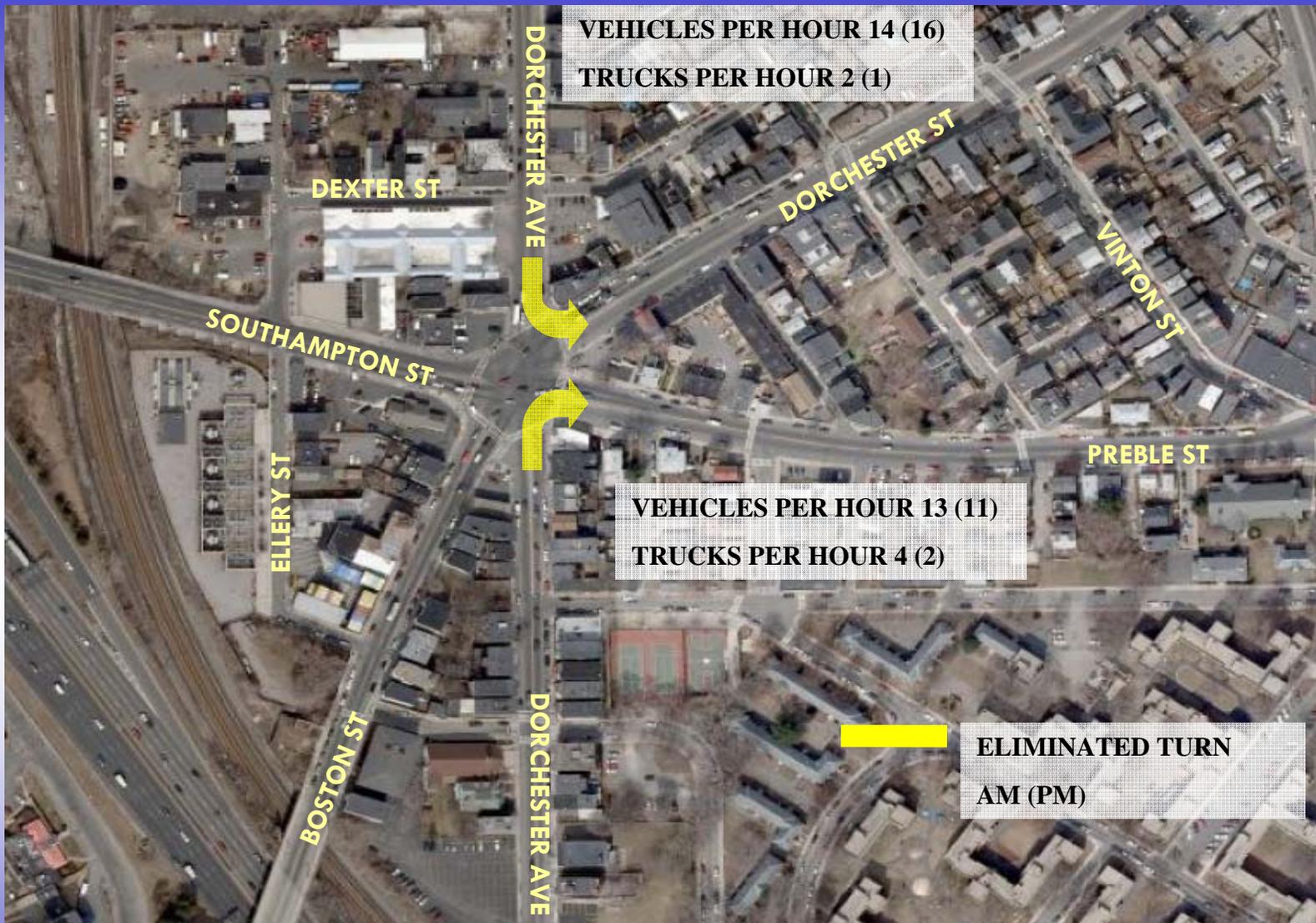
Prohibiting Little-Used Turns

- Small numbers, even in peak hour
 - 3 per hour = 1 every 20 minutes
 - 28 per hour = 1 every 2 minutes
- Prohibiting them improves traffic flow
- Allows more people-friendly, shorter cross-walks
 - Especially true for sharp right turns
- But... these moves will end up on other streets



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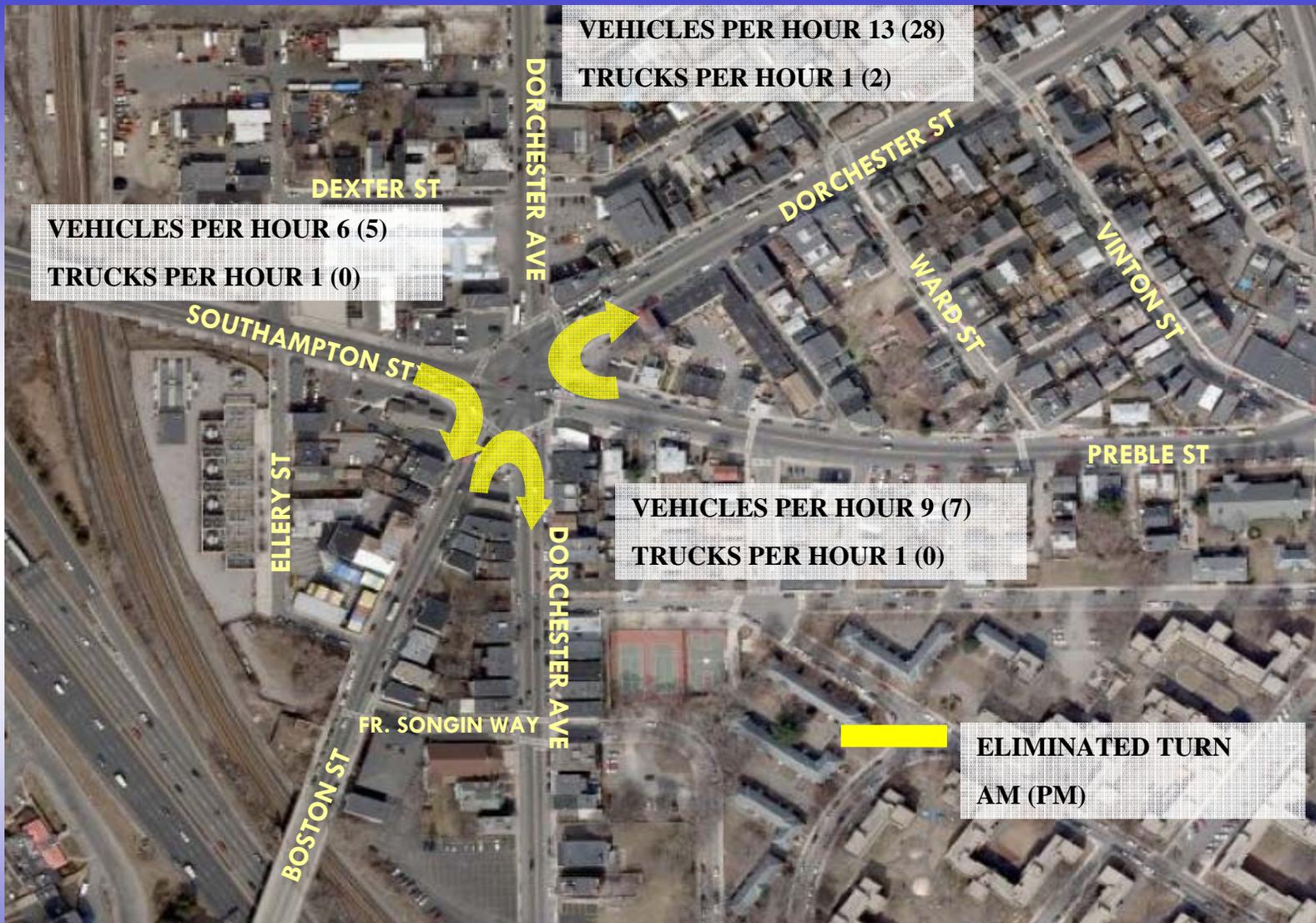




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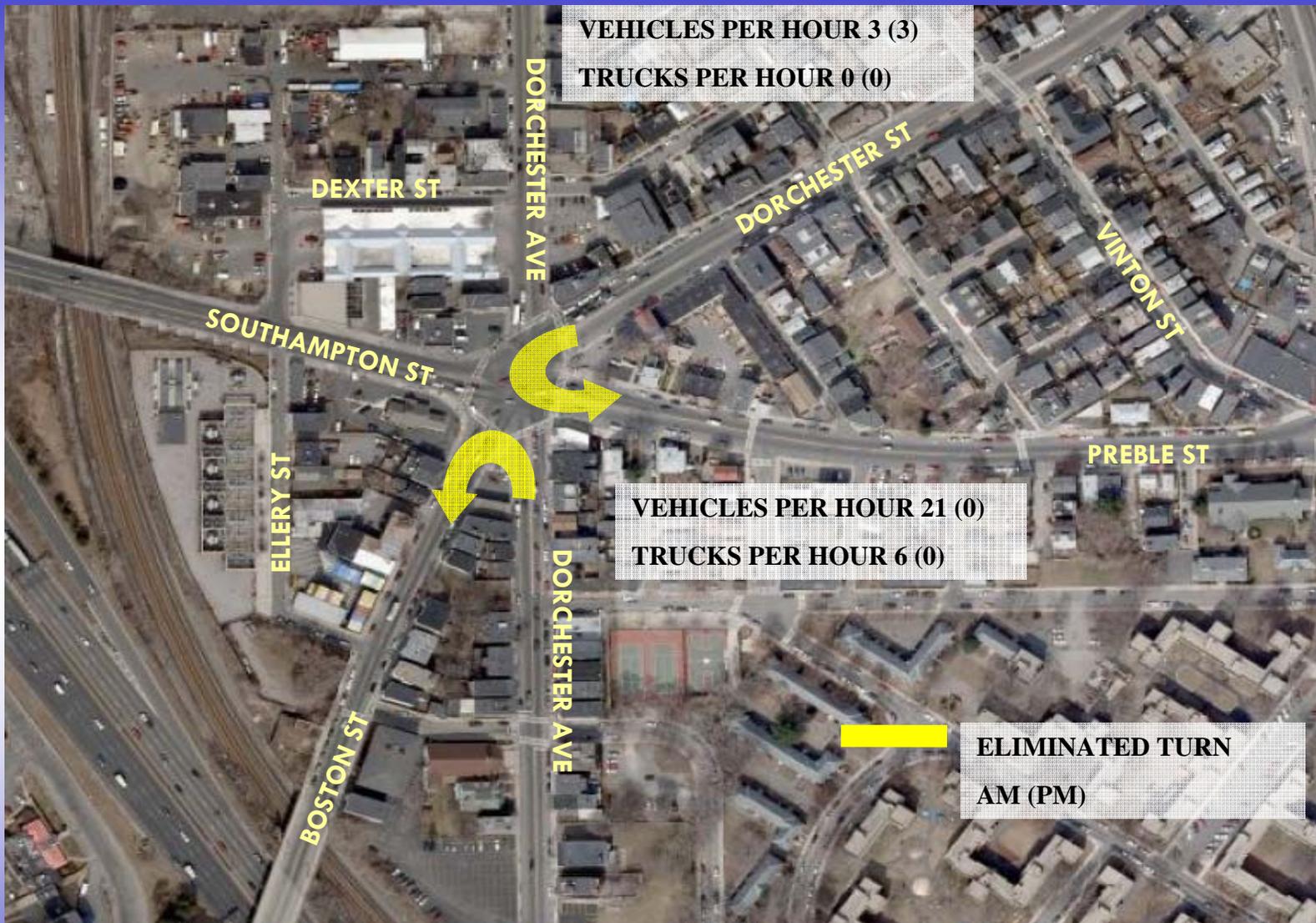




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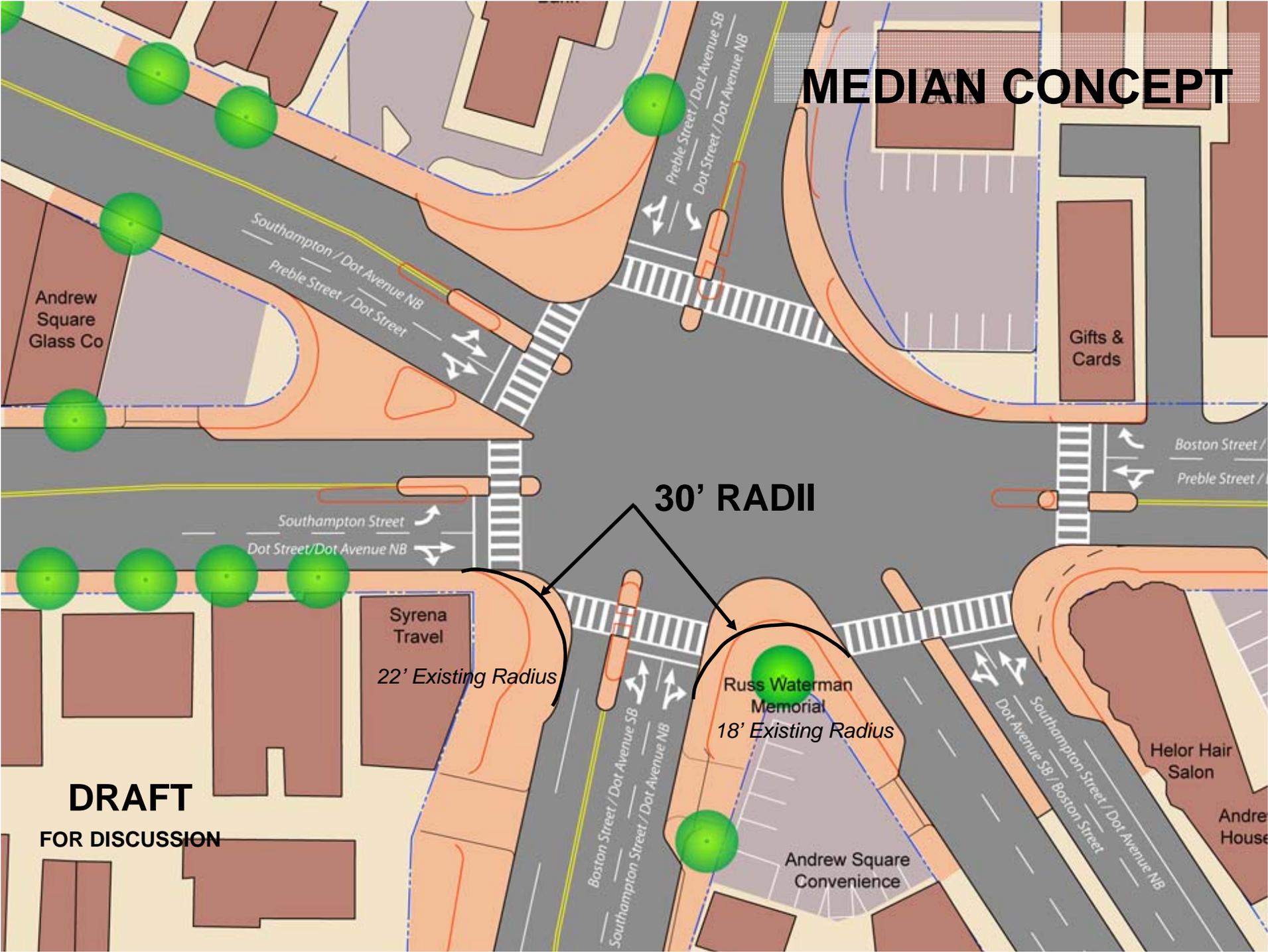


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MEDIAN CONCEPT



30' RADII

22' Existing Radius

Russ Waterman Memorial
18' Existing Radius

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FOR DISCUSSION

Median Strip Planting Possibilities



Median with planters

Lower Mills



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Median Strip Planting Possibilities



This street planting in downtown Boston shows how narrow planting beds can be used for grasses, shrubs or trees. Maintenance could be private, public, or a civic organization.

Tall grasses can be used in medians.



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Other Planter Ideas

Planters within sidewalk add interest, softness



Peabody Square



San Francisco

Large planters can be combined with seating to make space for residents and shoppers to relax; in combination or as an alternative to street trees.



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Other Elements of the Plan

- Wayfinding signage
- TSM improvements – Old Colony Avenue
- Preliminary cost estimate of preferred concept



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Next Steps

- Carefully consider the comments about concepts
- Prepare a single revised concept
- Begin work on Dorchester Avenue/Old Colony Avenue intersection
- Wayfinding signage



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The End

Comments?

Questions?



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Extra slides for Q&A



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Andrew Square – Safety

- 23 accidents in 3 years (2003-2005)
- 35 percent angle collisions
- 26 percent injury accidents
- No fatalities
- No pedestrian accidents
- 74% occurred 6 PM – 9 AM
- 50% occurred under dry, daylight conditions



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What is Transportation System Management (TSM)?

- An approach to congestion mitigation
- Techniques that:
 - Improve traffic flow
 - Improve air quality
 - Improve movement of vehicles and goods,
 - Enhance system accessibility
 - Enhance safety
- Low-cost but effective



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Elements of TSM

- Signal timing optimization
- Signal hardware upgrades
- Vehicle detector repair/replacement
- Communication with central system
- Turning lanes
- Pavement striping
- Lane assignment changes
- Signing



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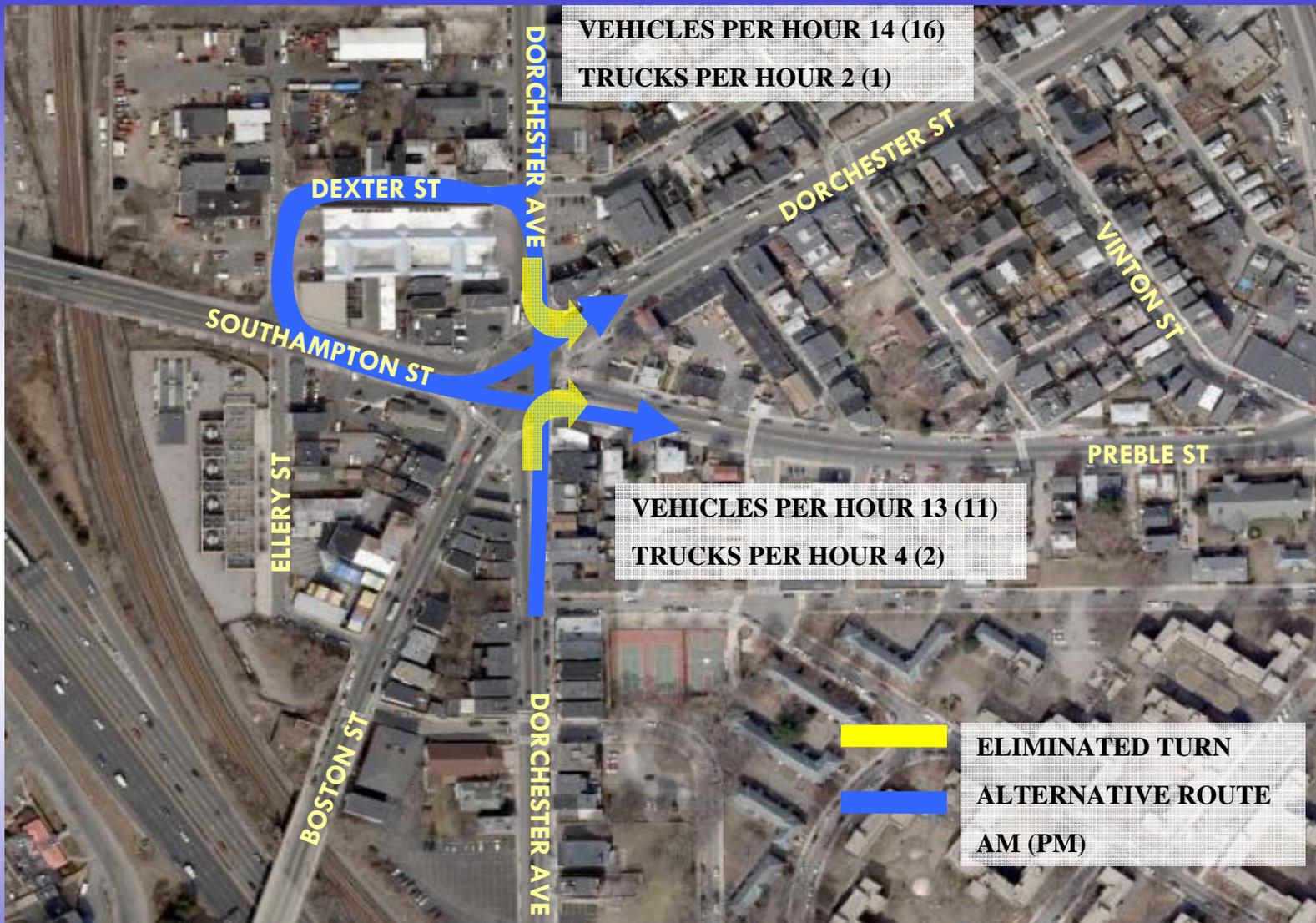
Criteria for TSM Improvements

- Operational issues
 - Congestion behind turning vehicles
 - Long queues on one approach
- Safety issues
 - History of similar-type accidents correctable with TSM
 - Restricted line of sight at corners
- Outdated signal equipment



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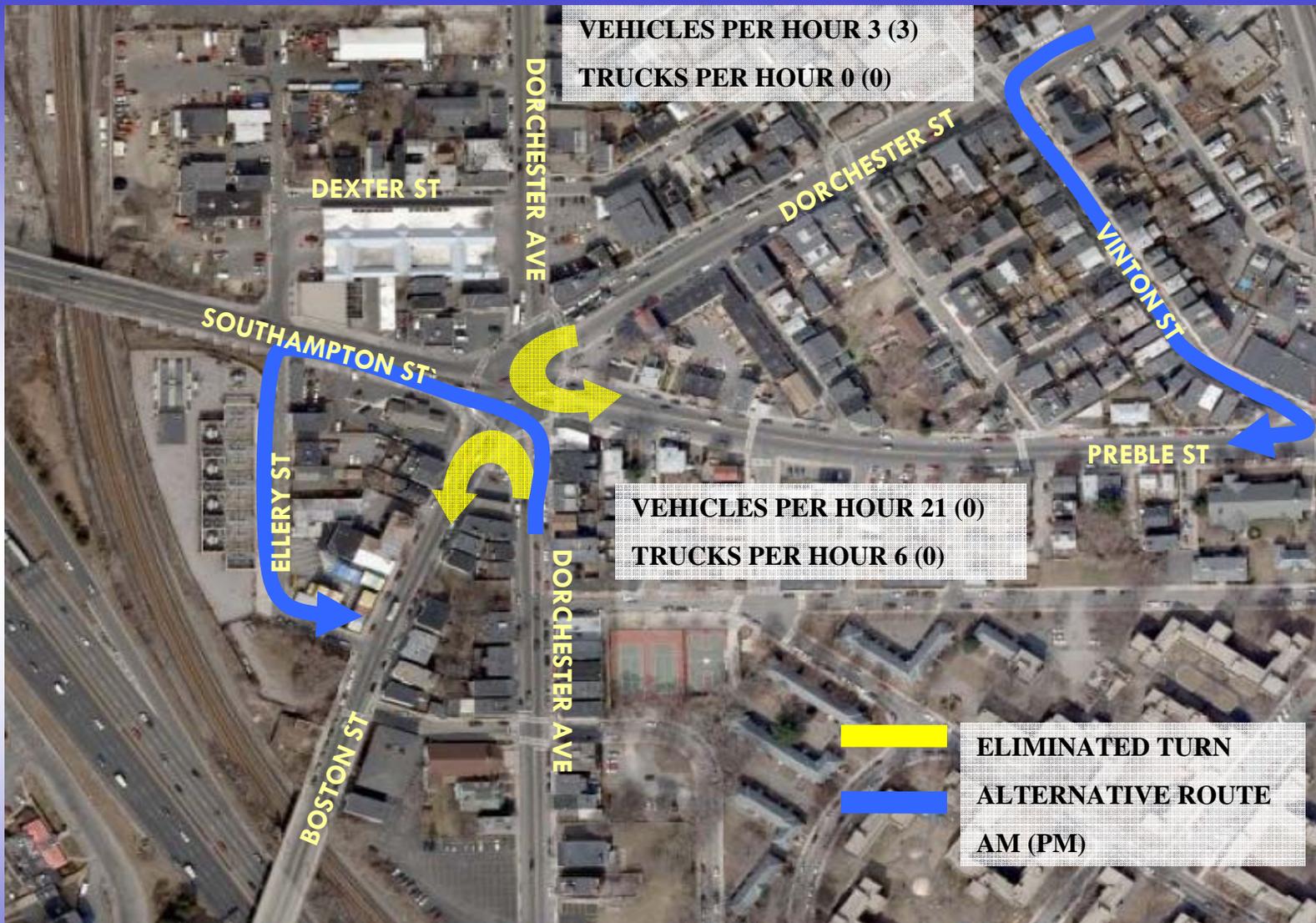




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