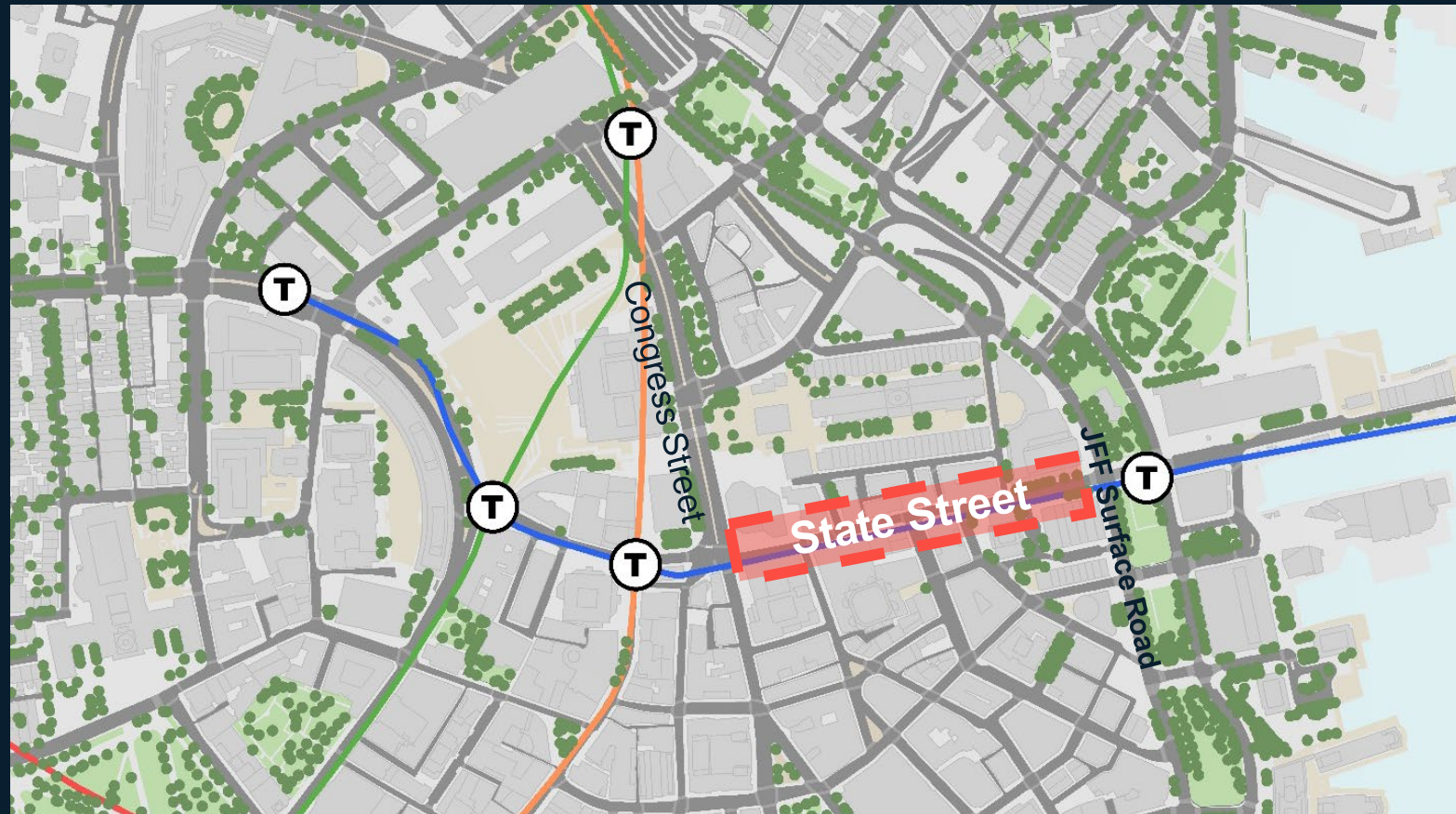


Reimagining State Street

Advisory Group

November 18, 2020



Boston Public Works
Department



AGENDA

1. WELCOME

2. PROJECT UPDATES

- Phase 2 Pilot
- November 5th Outdoor Open House
- Input from Public Meeting #2

3. NEXT STEPS

4. 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

October 7, 2020

DESIGN CONCEPTS

PROJECT UPDATES



PILOT PROJECT: Update



Lane Striping October 20 – 21

Flex Posts Installed November 15th**

Data Collection will Resume after 'Adjustment' Period

Pilot Online Survey:

<https://www.boston.gov/departments/public-works/public-works-engineering-division-projects/state-street>

PILOT PROJECT: Changes Having an Impact



We did not see these types of users prior to the pilot

November 5th Outdoor Open House:



PUBLIC FEEDBACK



Public Outreach Events



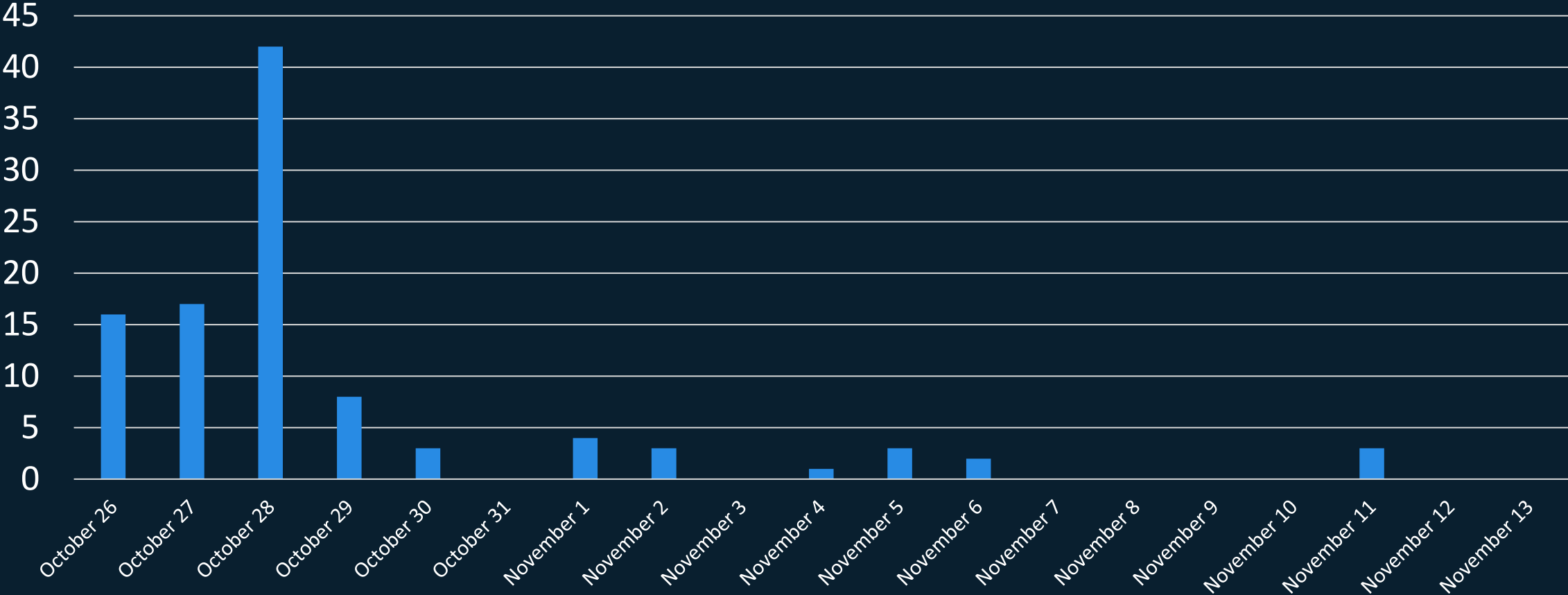
Virtual Public Meeting #2 – October 2020

Outdoor Open House – November 5, 2020

Abutters Group – Monthly Meetings

Survey Results – Public Presentation #2

Survey Responses by Date

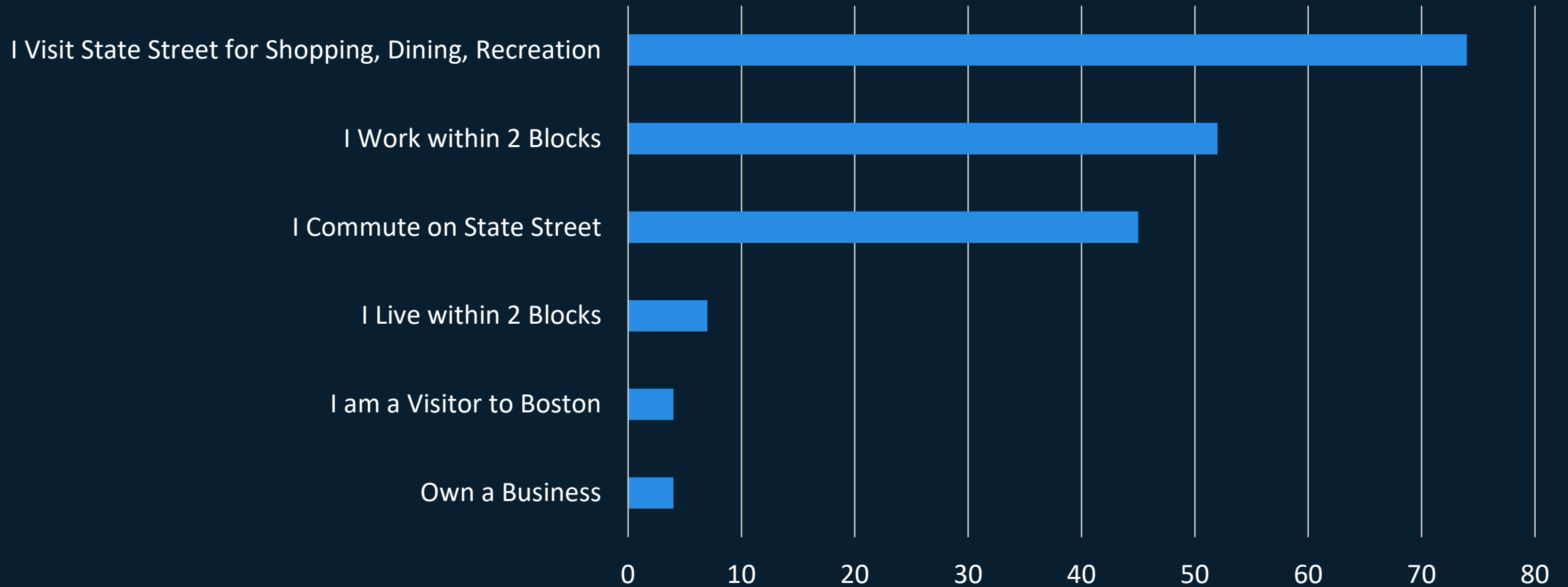


104 Responses to date -
Survey is still open

<https://www.boston.gov/departments/public-works/public-works-engineering-division-projects/state-street>

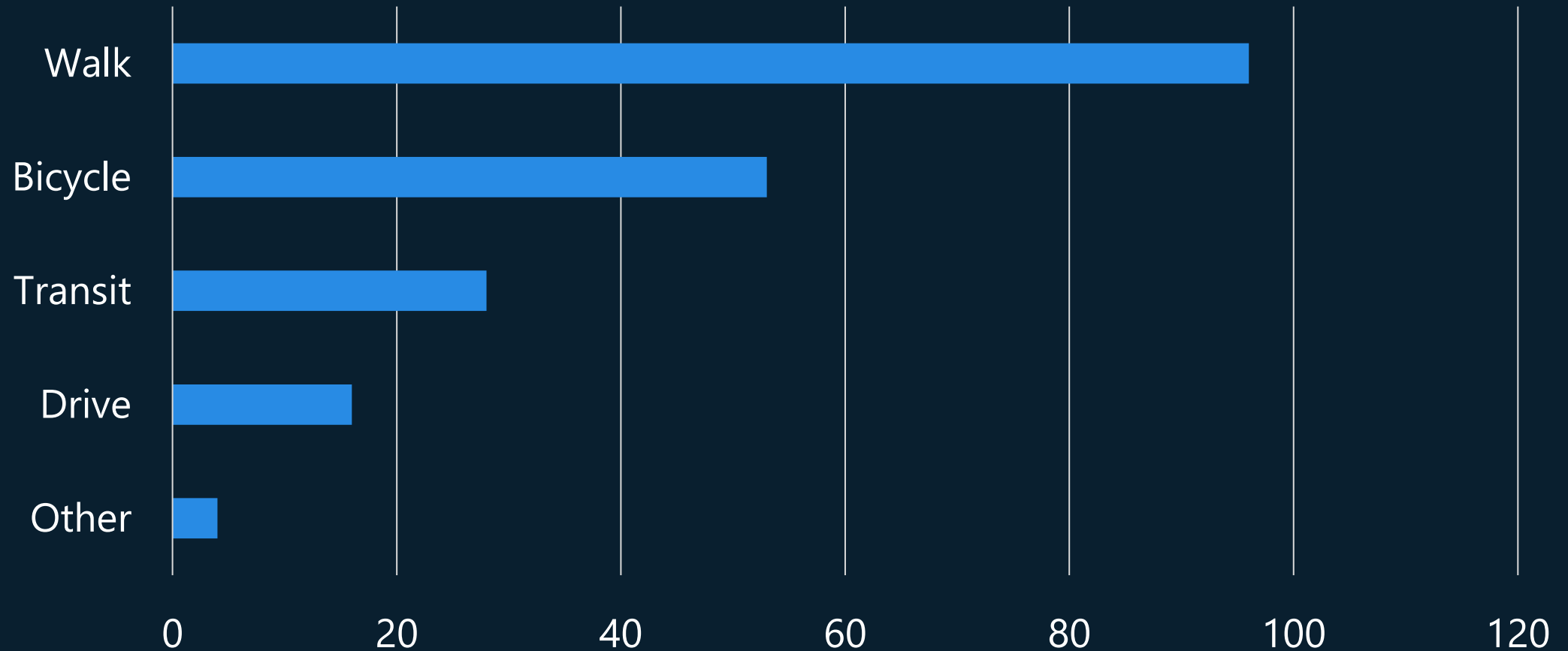
Survey Results – Public Presentation #2

My Interest in State Street



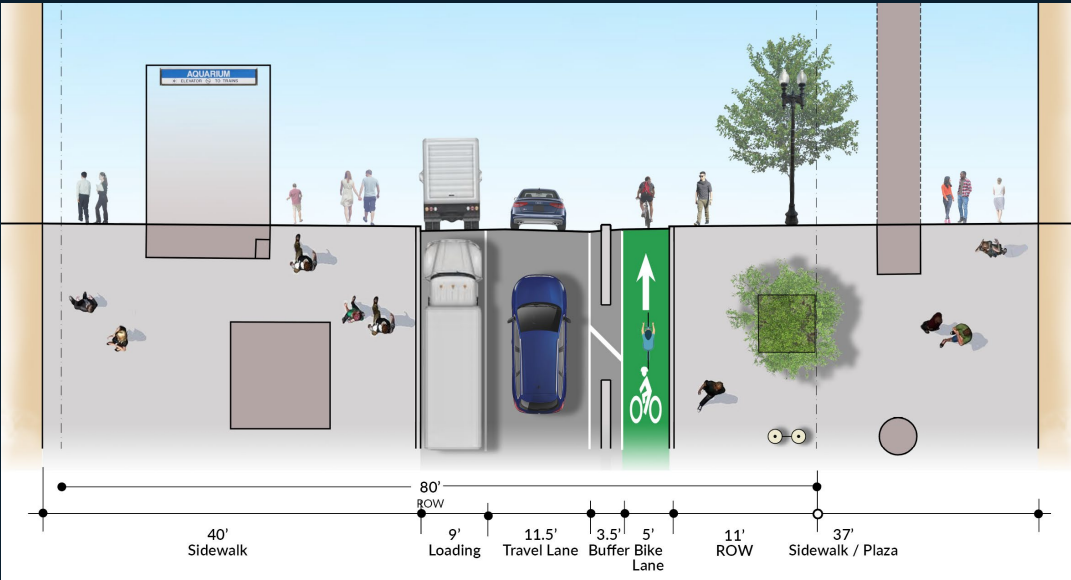
Survey Results – Public Presentation #2

How do you Travel on State Street

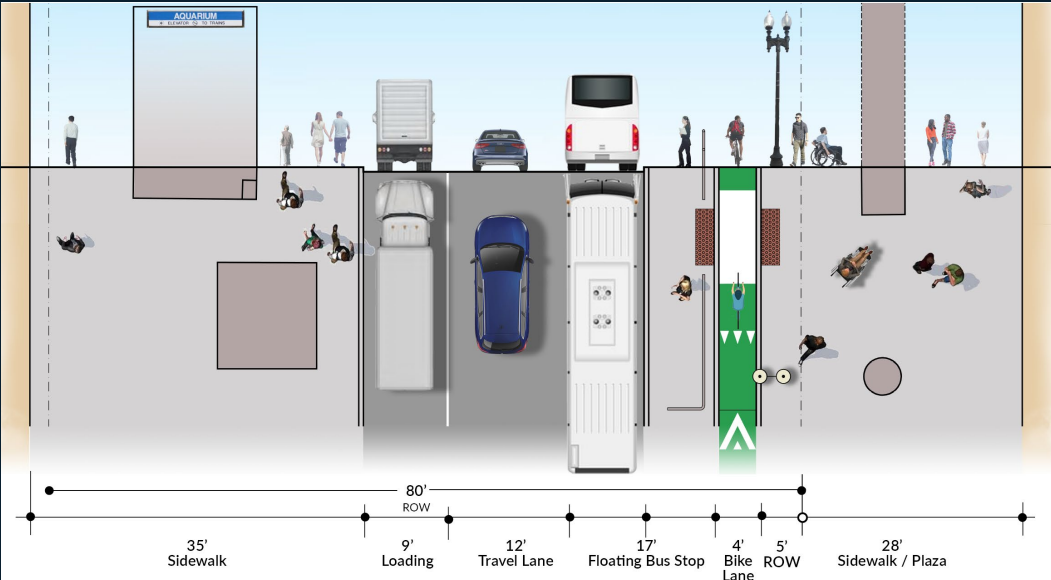


CONCEPTUAL DESIGN: Conceptual Section at East End

Option 1

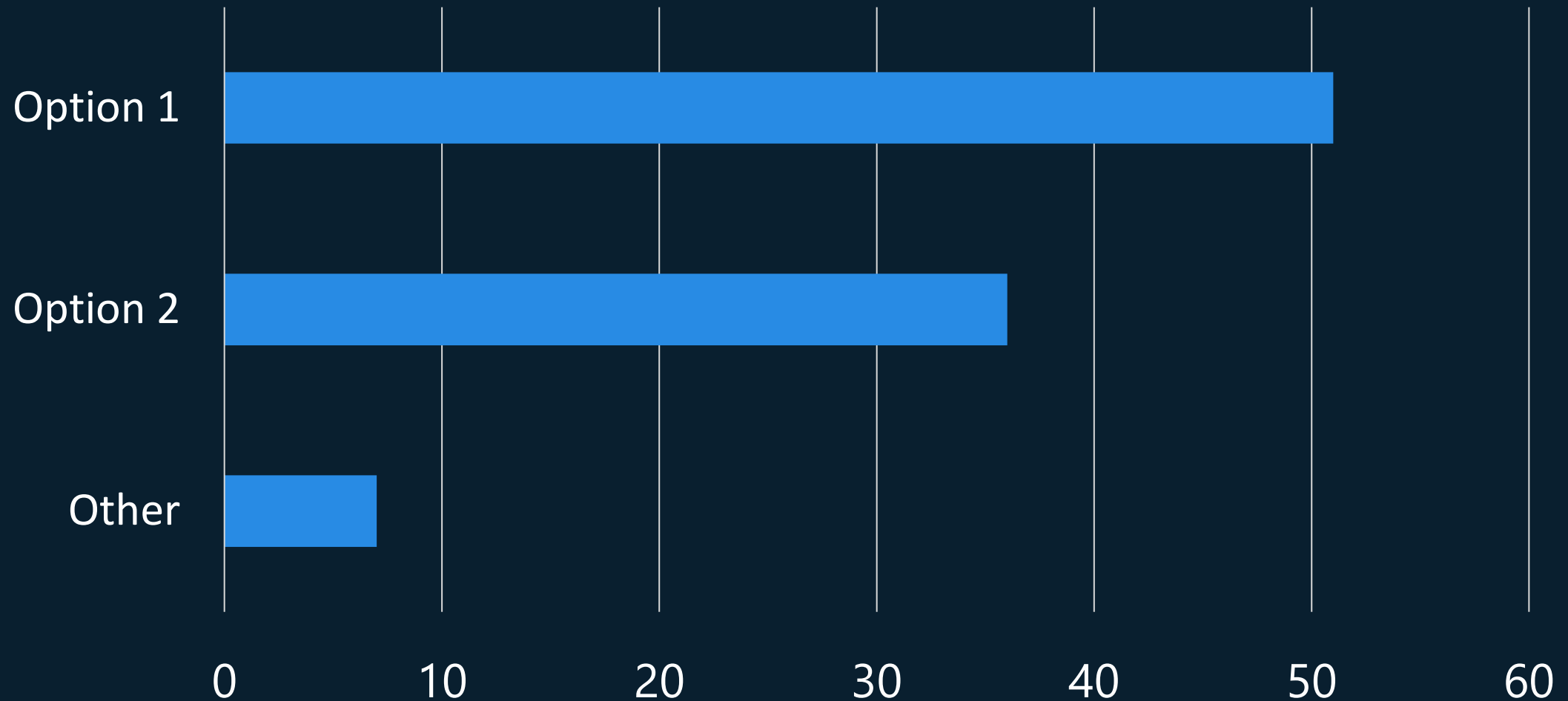


Option 2



Survey Results – Public Presentation #2

Which Option do you Prefer (East End)?



PUBLIC FEEDBACK THEMES: East End

Reasons for Option 1:

- Strong preference for a wider sidewalk.
- Question whether tour buses are appropriate at this location.

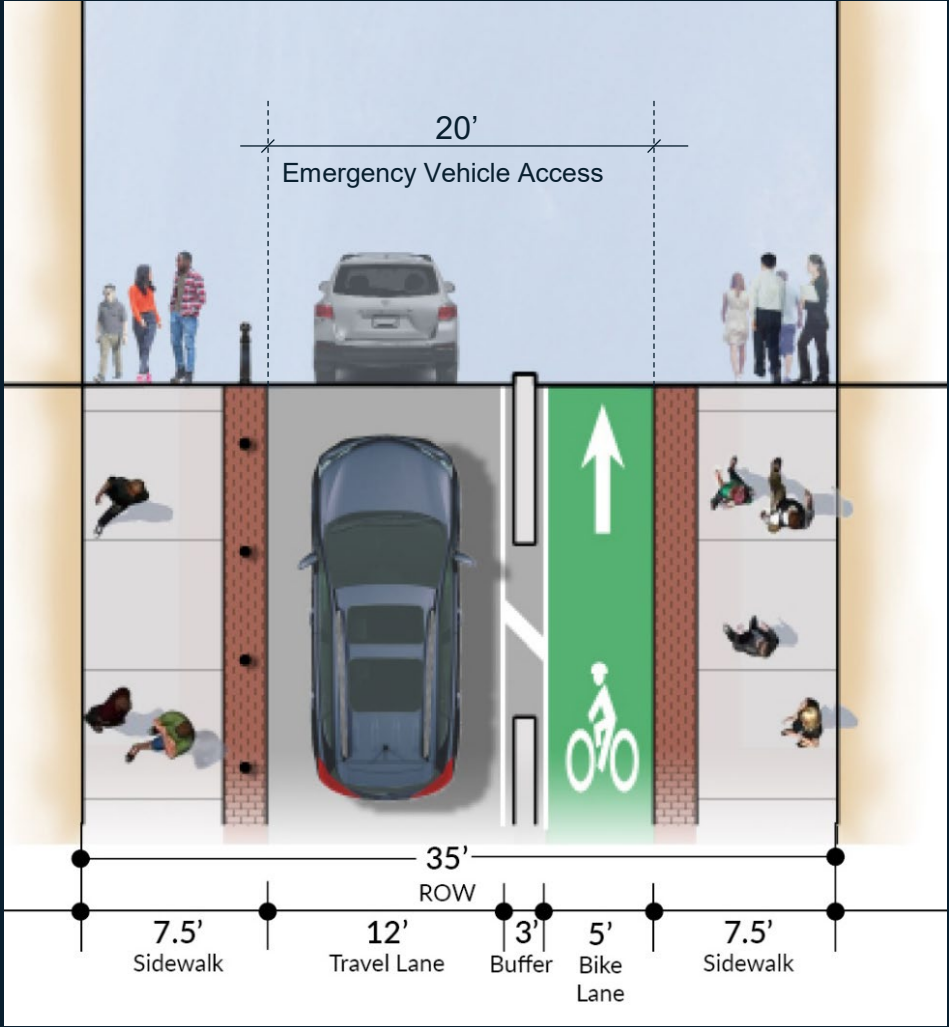
“The more pedestrian space the better in this street. Tour buses should not be the top priority here...”

Reasons for Option 2:

- People felt this would give buses a way to get out of traffic.
- Several liked the curb protected / raised bike lane with this option.

“I like that the floating bus stop provides a more fully protected bike lane that won't conflict with buses/will be harder to vehicles to pull over into illegally. I worry that the paint only buffered bike lane in option 1 would be filled with drop off/pick up and illegally parked vehicles making it unsafe to bike through. “

CONCEPTUAL DESIGN: Conceptual Section at Pinch Point



Proposed

PUBLIC FEEDBACK THEMES: Pinch Point

Many Comments and Design Suggestions:

- Support for the flush street design, some concerns about mixed traffic. Desire to keep outdoor dining.
- Concern about how narrow the sidewalks are.
- Many concerns about adequately protecting the bike lanes from vehicles.
- Some desire for a car-free design.

“The sidewalks are REALLY narrow here at the "pinch point." Need to be much wider. Currently I have to walk in the street to pass people ...”

“Please include some form of physical separation for the bike lane to prevent cars and trucks from using it as a parking/loading lane..”

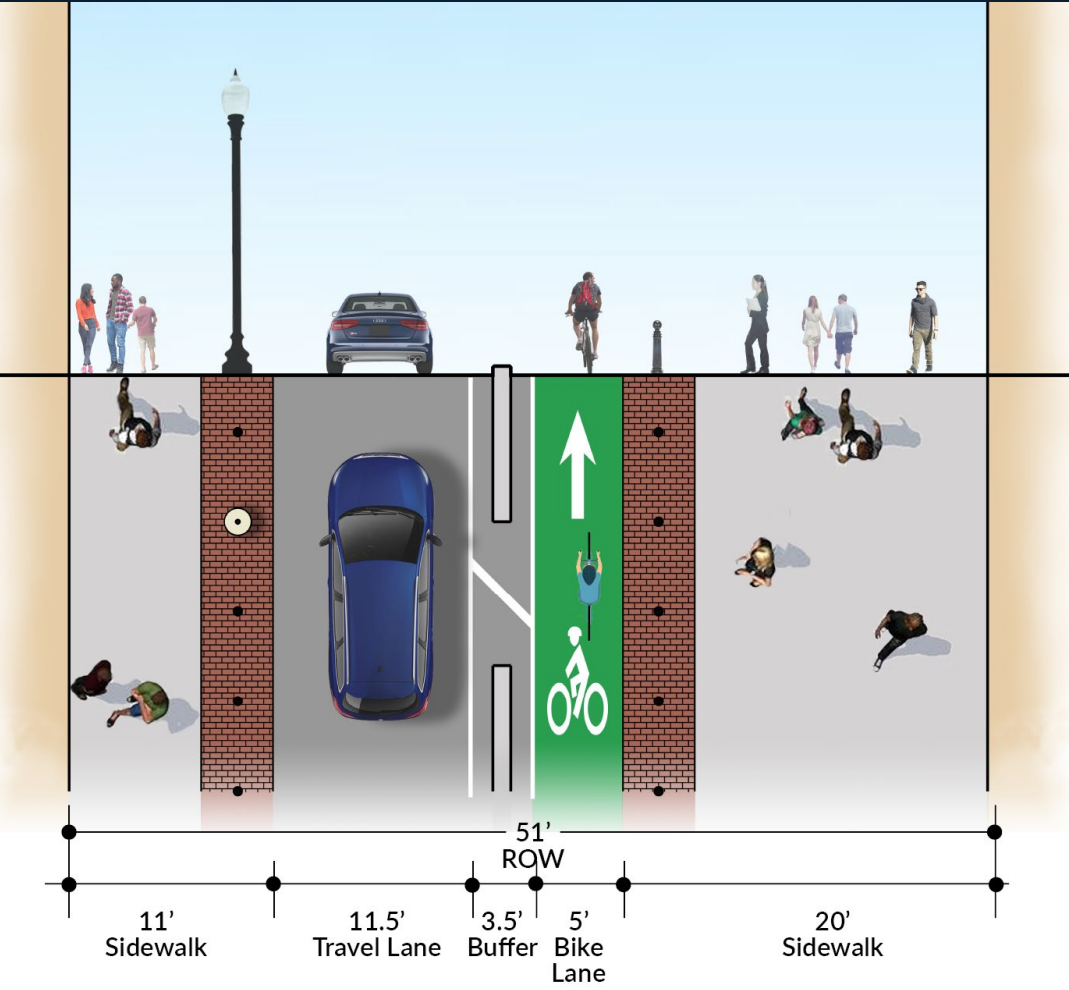
“I'm a fan of the flush street treatment here. I highly recommend sharing images of Long Acre next to Covent Garden in London...”

PUBLIC FEEDBACK THEMES: Pinch Point

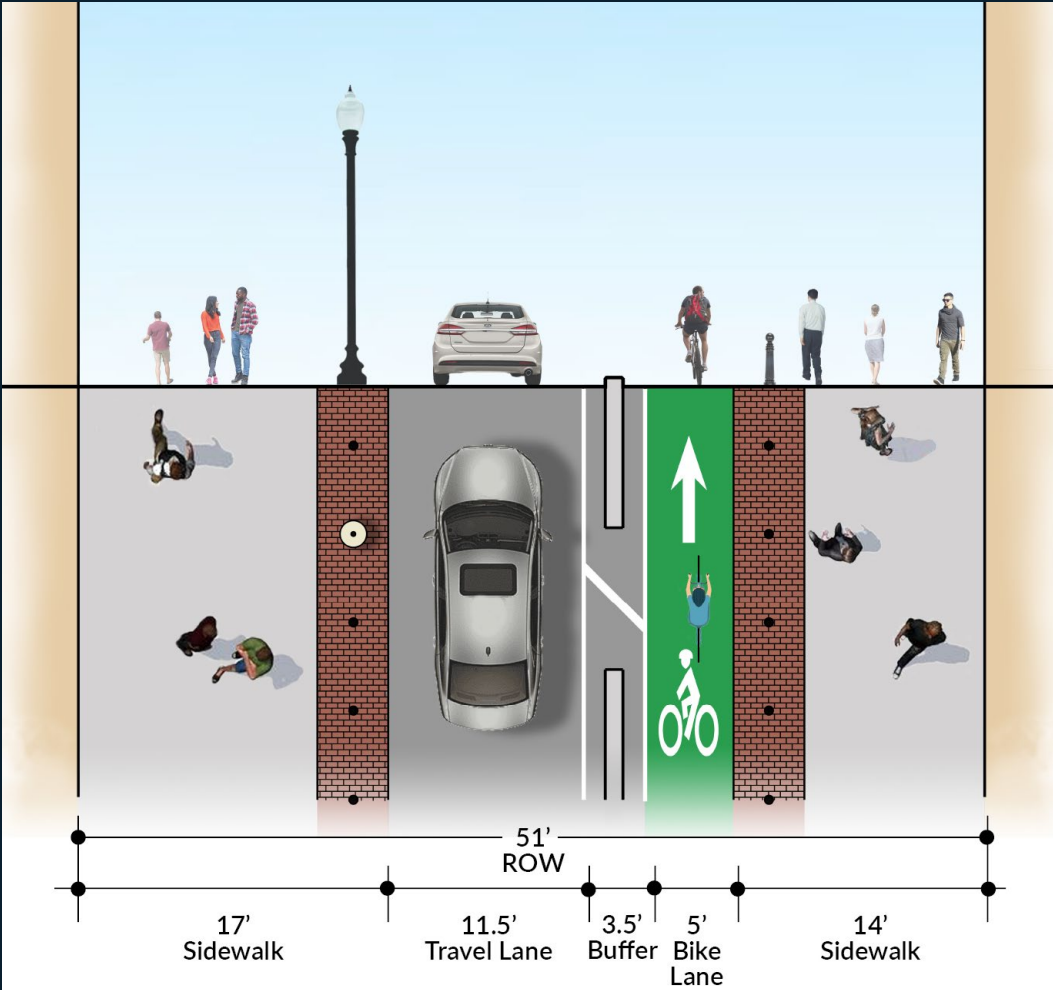


Long Acre Street, London

CONCEPTUAL DESIGN: Conceptual Sections at Mid-State: No Loading

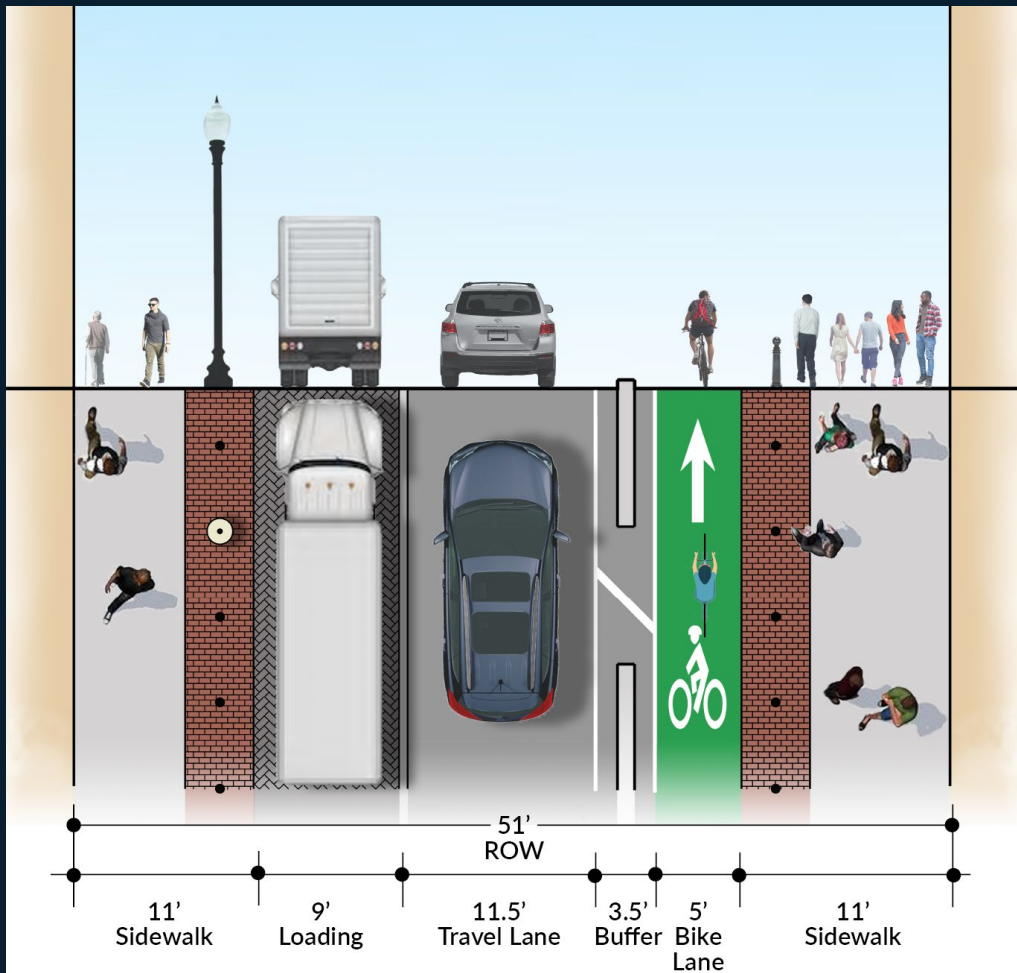


Option 1

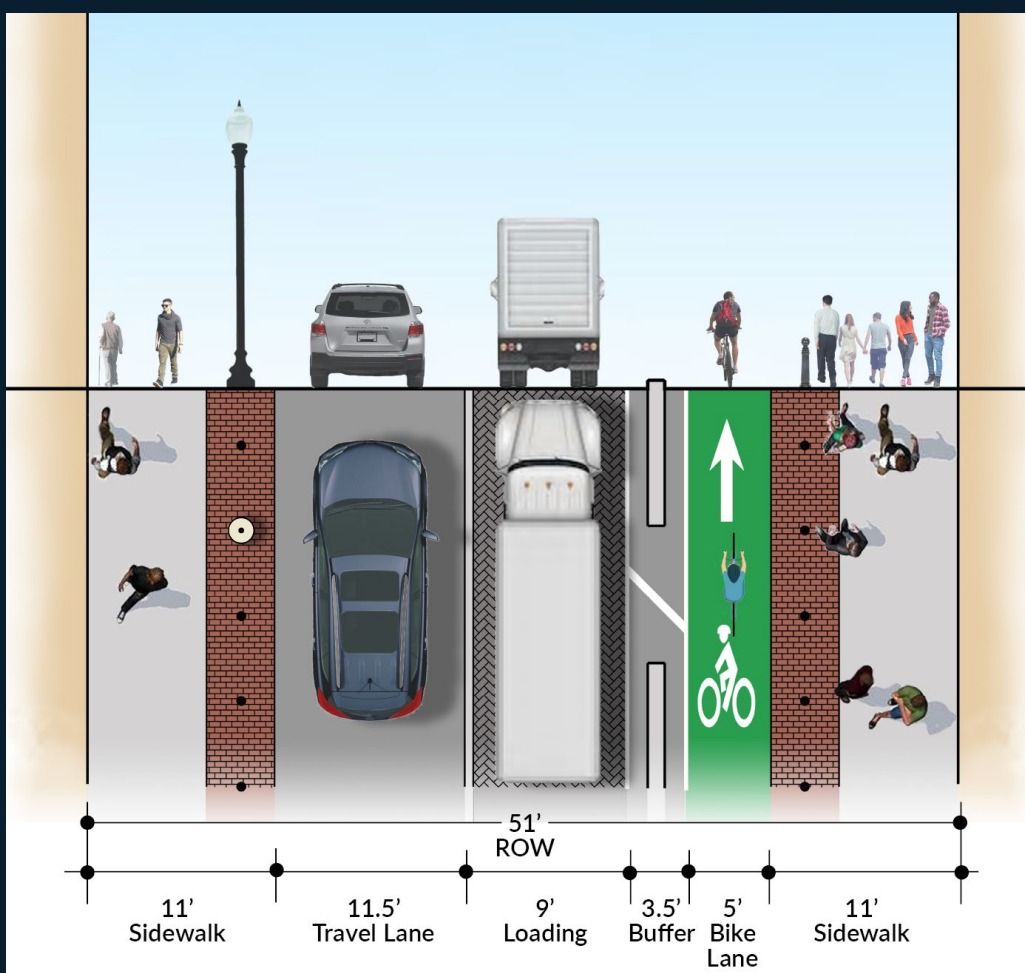


Option 2

CONCEPTUAL DESIGN: Conceptual Sections at Mid-State: No Loading



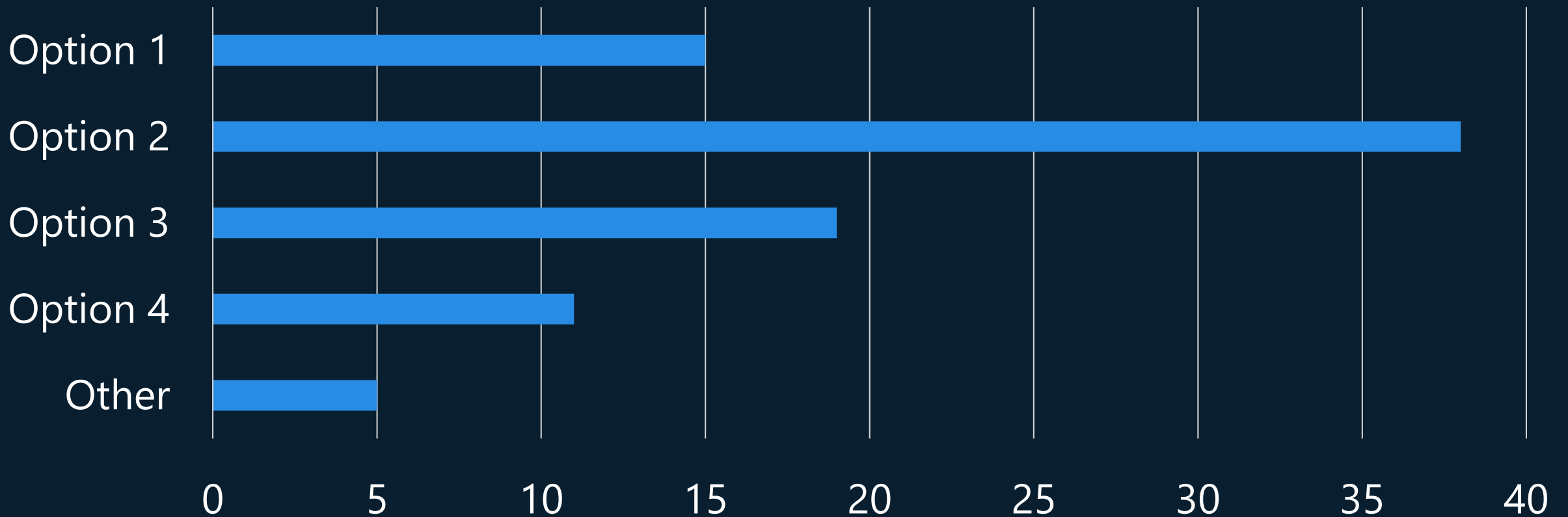
Option 3



Option 4

Survey Results – Public Presentation #2

Which Option do you Prefer (Mid-State Street)?



PUBLIC FEEDBACK THEMES: Mid-State Street

Option 2:

Desire for wider sidewalks on both sides of the street because there are a lot of pedestrians and restaurants on both sides of the street.

Option 3:

Felt loading space probably needed and preferred location away from the bike lane.

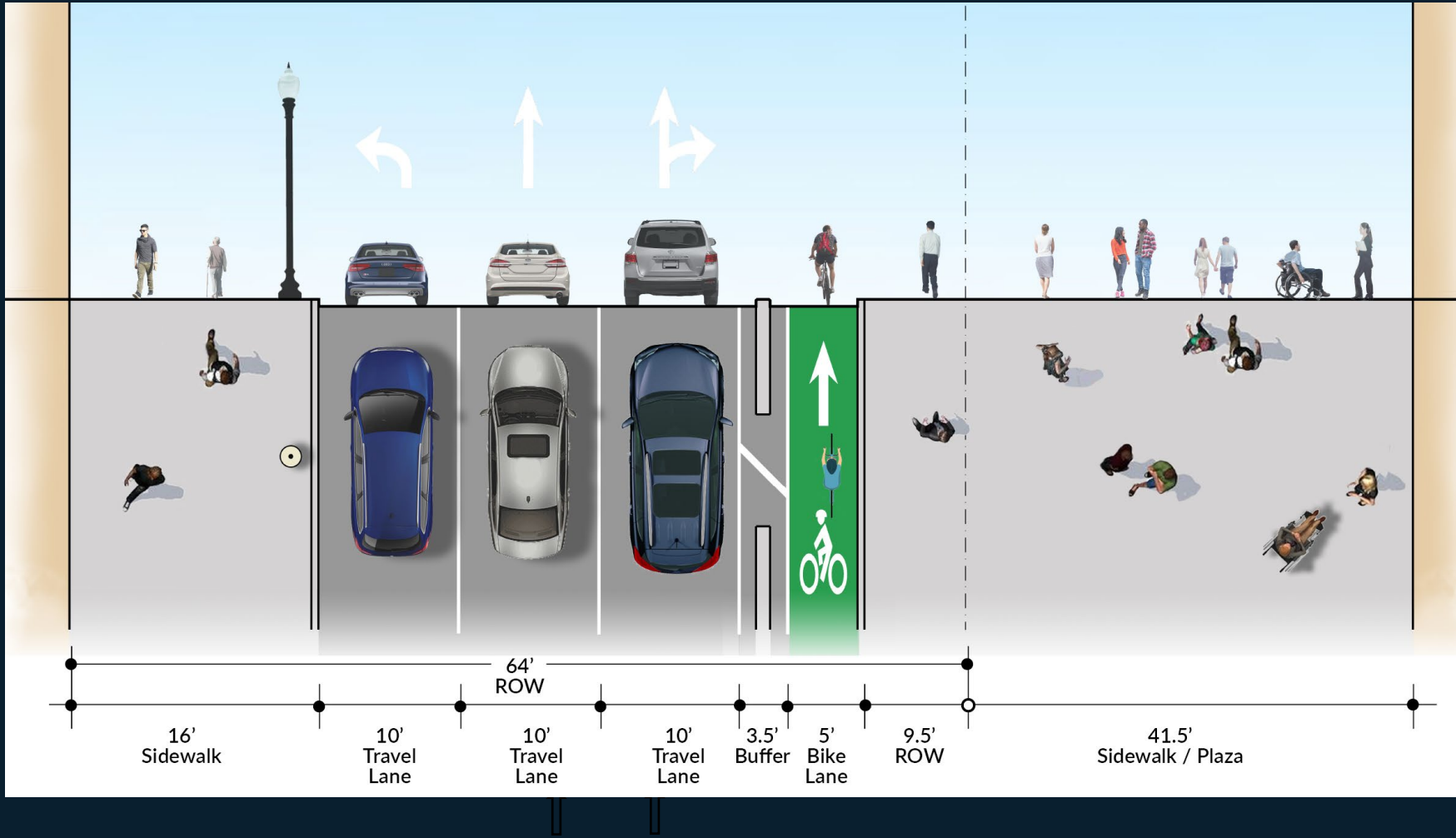
Option 1:

Provides more sidewalk space and perhaps amenities like street trees. Worried about loading conflicting with pedestrians.

Option 4:

Some felt the parking protected bike lane was preferable.

CONCEPTUAL DESIGN: Conceptual Section at Congress St.




PUBLIC FEEDBACK THEMES: West End (Congress St. Approach)

Many Comments and Design Suggestions:

- **Several respondents questioned whether 3 lanes were necessary or desirable at this location.**
- **Many suggestions regarding bike accommodations through the intersection.**
- **Range of comments on the relocation of the cab stand – some support for relocating it to Congress Street, some concern about relocating it to Congress Street.**
- **Concern about confusion regarding lane use approaching this intersection.**

PROJECT SCHEDULE: Next Steps

 Phase 2 Pilot and Data Collection - Ongoing

 Plan Refinement - November / December

 Public Presentation #3 - January 2021

DISCUSSION

Next AG Meeting: TBD, December 2020