

NEW PROJECT

DARTMOUTH STREET AT STUART STREET

Pedestrian safety improvements

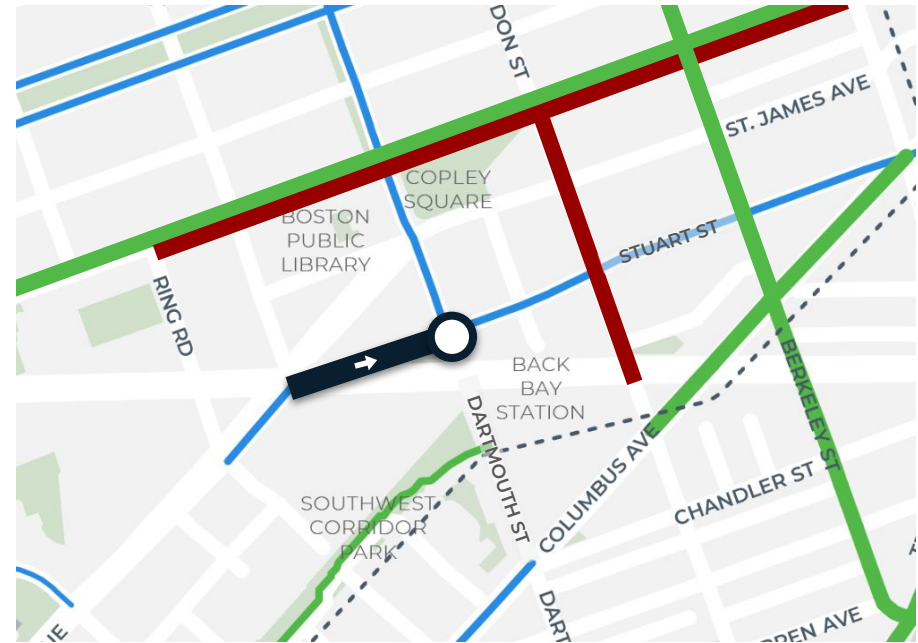
PROJECT OVERVIEW

Project origin

- ▶ Your feedback
 - Uncomfortable pedestrian crossing
 - High turning speeds
- ▶ Data
 - Injury crash history for all modes ([Boston Vision Zero](#))

Timeline

- ▶ 2024-2025 construction



This project

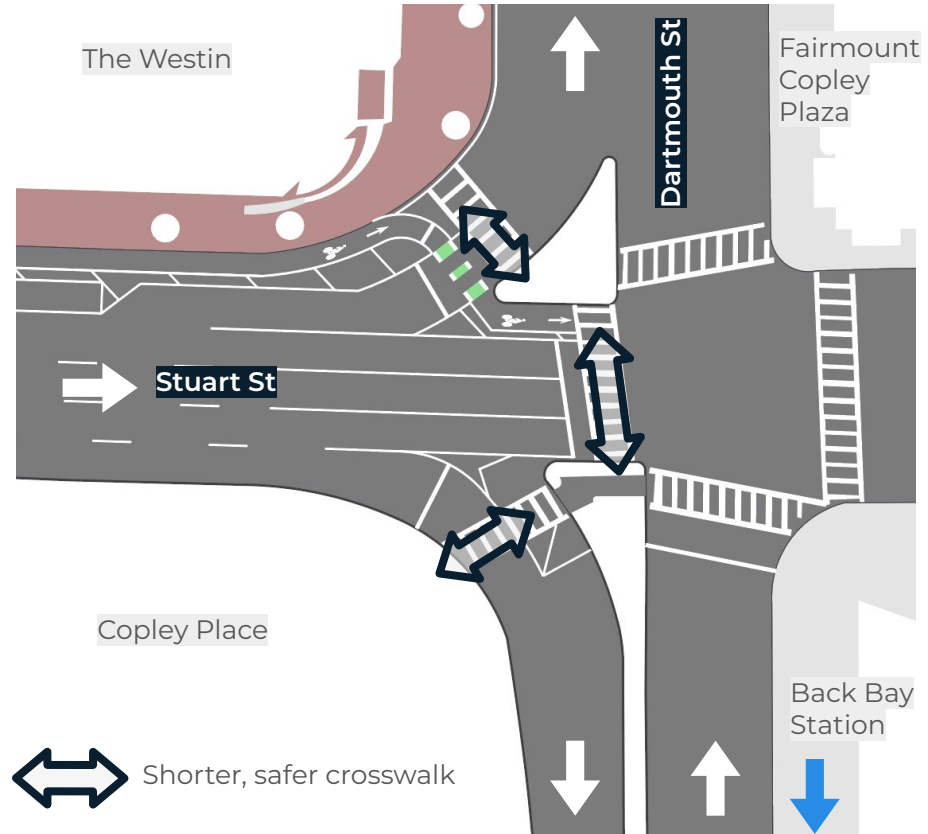
- Safer intersection
- ▬ Separated bike lane

Existing & other planned facilities

- ▬ Path or separated lane
- ▬ Footbridge
- ▬ Bike lane
- ▬ Bus lane

DESIGN PREVIEW

- ▶ Use “quick-build” materials
 - We’ll also explore longer-term fixes
- ▶ Shorten pedestrian crossings
- ▶ Slow turning vehicles
- ▶ Add a separated bike lane



NEW PROJECT

DARTMOUTH STREET BETTER BIKE LANE

Boylston Street to Back Street

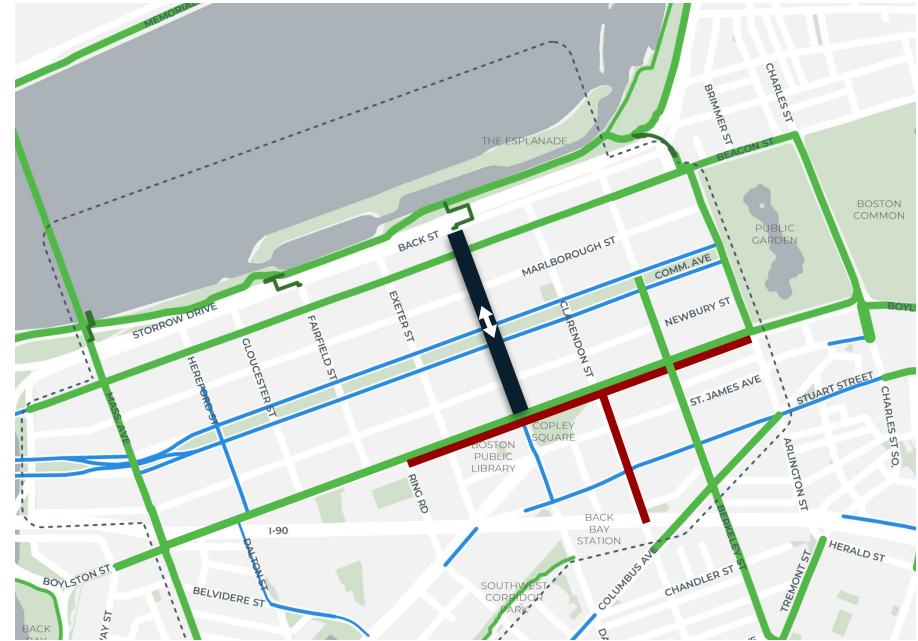
PROJECT OVERVIEW

Project origin

- ▶ Your feedback:
 - Is Dartmouth Street a better route to connect the neighborhood to the Esplanade compared to Berkeley Street?
 - How can we encourage Bluebikes riders to use bike lanes and avoid sidewalks?
 - Can we minimize the impact on parking spaces neighborhood wide?
- ▶ Create a **direct, legible** connection between Copley Square and the Esplanade to serve tourists, shoppers, and commuters

Timeline

- ▶ 2024-2025 construction



This project

- Separated bike lane

Existing & other planned facilities

- Path or separated lane
- Footbridge
- Bike lane
- Bus lane

DESIGN PREVIEW: BOYLSTON TO BEACON

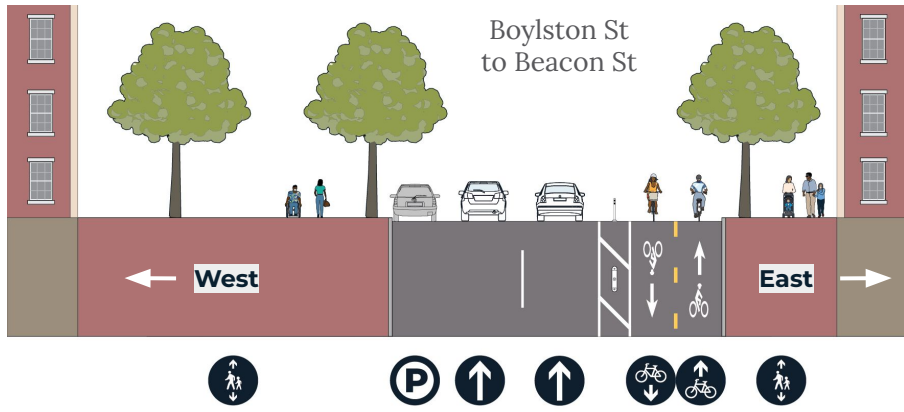
Two-way separated bike lane on the east side of Dartmouth Street between Boylston Street and Beacon Street

- ▶ Most direct connection from the footbridge to Copley Square
- ▶ Fewer conflicts with turning vehicles on the east side
- ▶ Easier connection to Boylston Street separated bike lane

No change to vehicle capacity

- ▶ Two general travel lanes from Boylston and Marlborough
- ▶ One general travel lane from Marlborough to Beacon

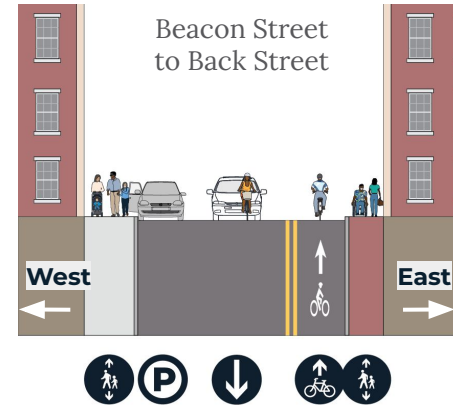
Typical cross section



DESIGN PREVIEW: BEACON TO BACK

Between **Beacon Street** and **Back Street**:

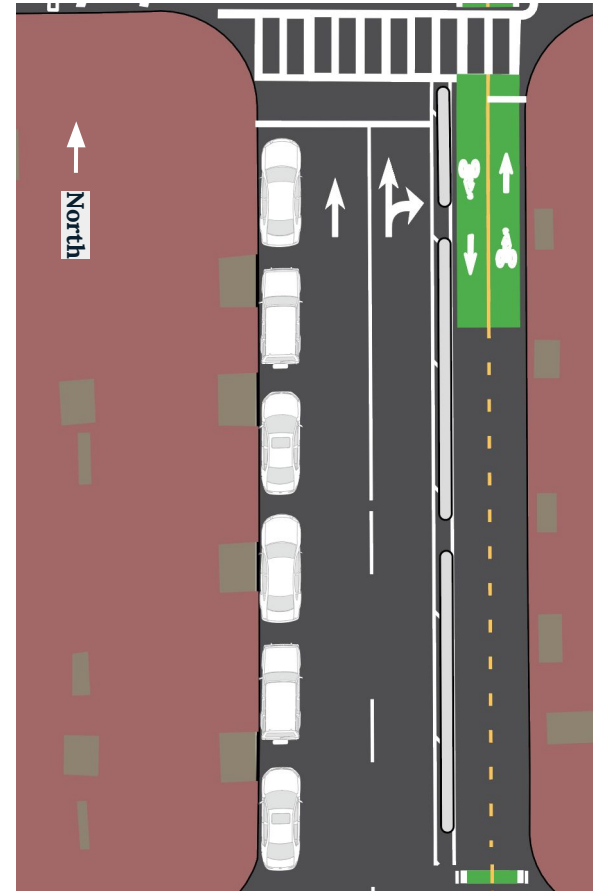
- ▶ Northbound **contraflow bike lane** (towards footbridge)
- ▶ One southbound **general travel lane**



PARKING

- ▶ Compared to 2023 plan, fewer spaces removed
- ▶ Parking remains on the **west** side of Dartmouth Street
- ▶ **Preliminary** estimate of parking impact: **31 - 39 spaces**
 - 16 spaces between Boylston and Comm Ave
 - 15 - 23 spaces between Comm Ave and Back Street
 - These figures are **subject to change** as we refine the design
 - We will work with you to fine-tune curb regulations
- ▶ We also considered a pair of one-way separated bike lanes on Dartmouth Street and Exeter Street. That would impact **63 parking spaces**

Typical block overhead view



WHAT DO YOU THINK?

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

Upcoming virtual office hours and other ways to talk with us.

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

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