

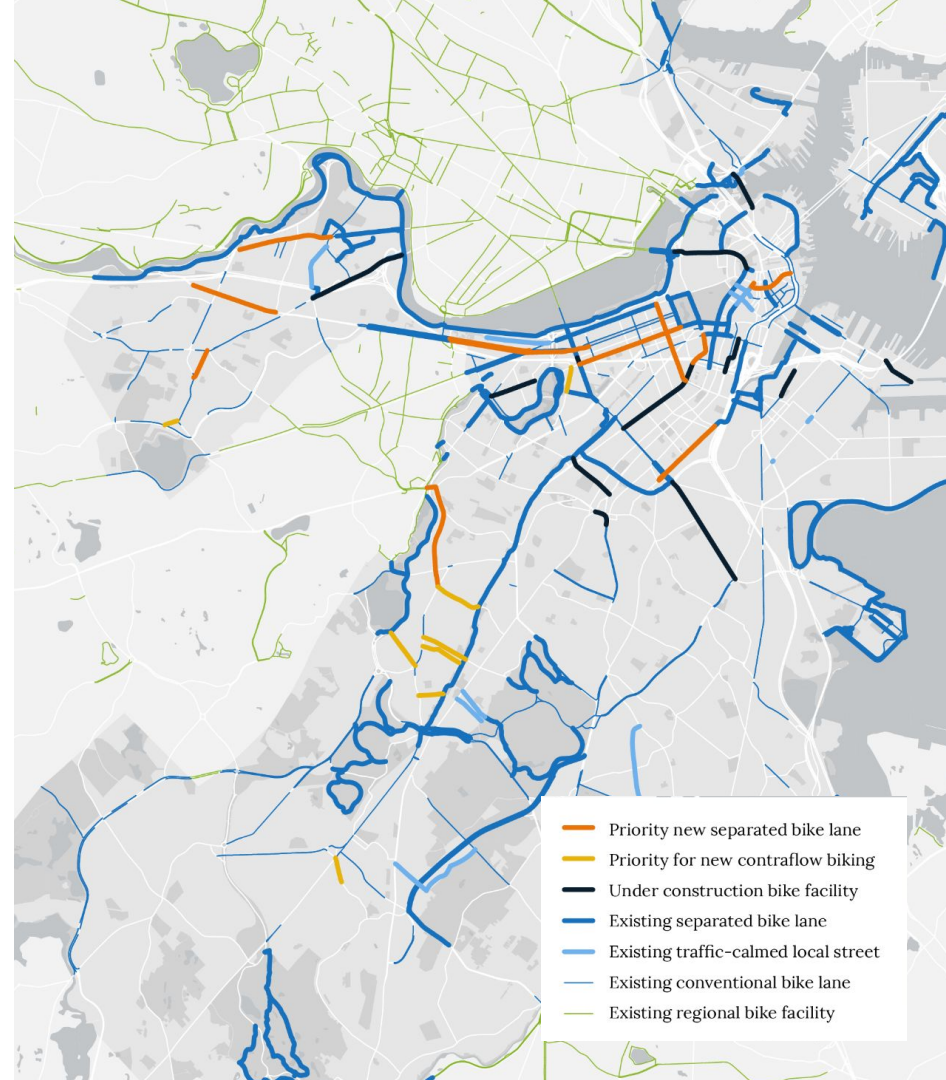


# A safer Charles Street South and Tremont Street

*Bay Village Neighborhood Association Update  
August 14, 2023*

**This year, we're working with stakeholders to expand the citywide bike network.**

**[boston.gov/bike-lanes](https://boston.gov/bike-lanes)**



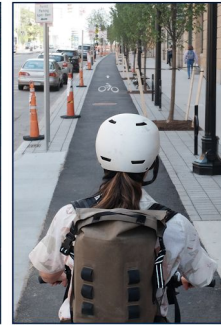
# We'll focus on safe, comfortable streets

- ▶ These are types of bike facilities that make the most people feel comfortable
- ▶ They also provide safety benefits for people walking, driving, and rolling.



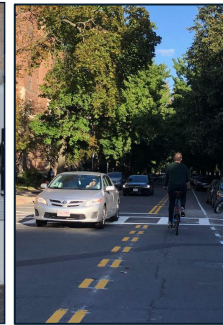
**QUICK  
BUILD**

**SEPARATED BIKE LANES**

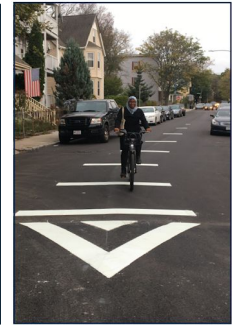


**FULL-BUILD**

**SEPARATED BIKE LANES**




**CONTRAFLO  
W  
BIKE LANES**

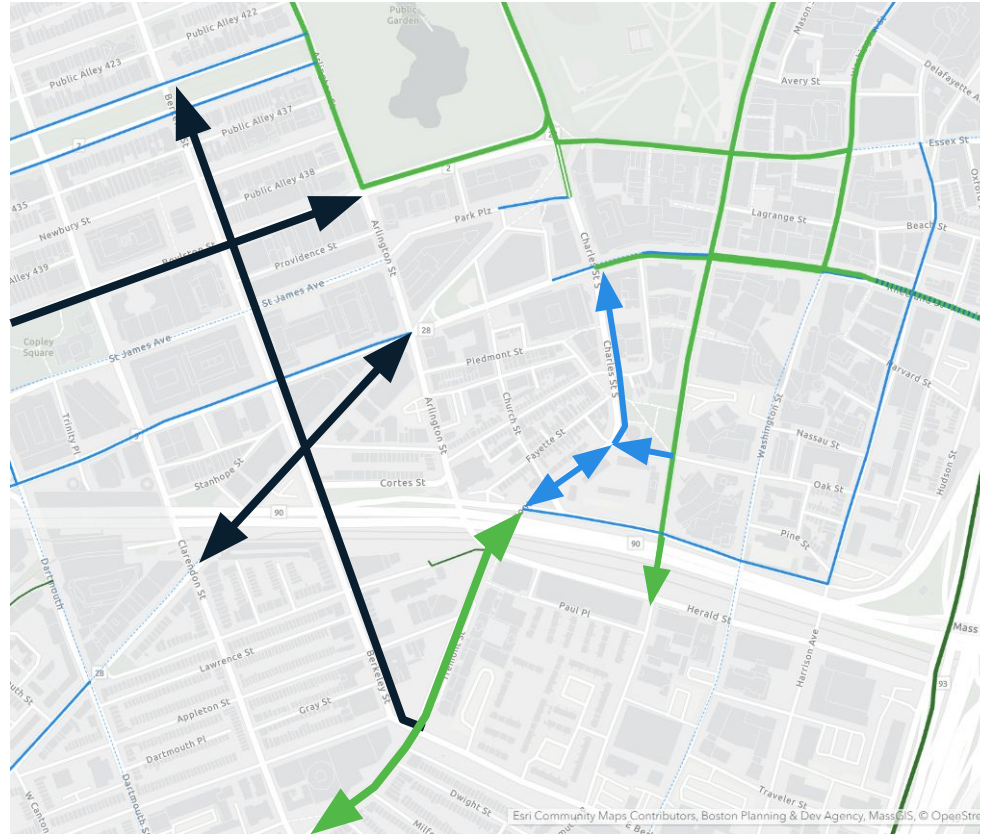


**TRAFFIC-  
CALMED  
LOCAL  
STREETS**

# Project location

- ▶ Tremont Street between Marginal Road and Charles Street
- ▶ Charles Street South between Tremont Street/Jefferson Street and Stuart Street

-  Bike lane
-  Separated bike lane (existing or under construction)
-  New separated bike lane (2023-2024 construction)
-  **This project**



# Our vision for the corridor

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- ▶ **Pedestrian safety.** We want to improve safety and comfort for people crossing Charles Street South and Tremont Street.
- ▶ **Accessible curb ramps.** We will rebuild curb ramps that do not meet accessibility standards.
- ▶ **Connected bicycle network.** We want to add separated bike lanes on Tremont Street and Charles Street South between Marginal Road and Stuart Street. This will close the gap between [Tremont Street south of Herald Street](#), where separated bike lanes are currently under construction, and the existing separated bike lanes on Stuart Street.

# Work completed to date

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- ▶ Data collection and analysis
- ▶ Concept design development
- ▶ Onboarding design consultant and collecting survey
- ▶ Preliminary design and signals work
- ▶ Stakeholder engagement
  - Postcards (2,104 address in Chinatown and Bay Village) (April 2023)
  - Flyering addresses on the corridor (April 2023)
  - Talking to ground floor businesses (Spring and summer 2023)
  - Community walk (April 29, 2023)
  - Drop-by office hours at the corner of Warrenton Street and Charles Street South (June 27 and July 22)
  - Virtual office hours (ongoing)

# What we've heard from you so far

- ▶ Charles Street South is "like a highway that has no traffic." Drivers go too fast and the street is wider than it needs to be.
- ▶ It should feel easier and safer to cross the street, especially at the crosswalk at Melrose Street and Warrenton Street.
- ▶ Changes to the number of parking spaces should be minimized as much as possible.
- ▶ Preference for "[Starter idea #2](#)" for Charles Street South between Tremont Street and Melrose Street: one general travel lane going northbound, a one-lane pedestrian crossing, and parking protected bike lane.

Thank you to everyone who has shared their experiences and goals for Charles Street South & Tremont Street.



# Existing conditions

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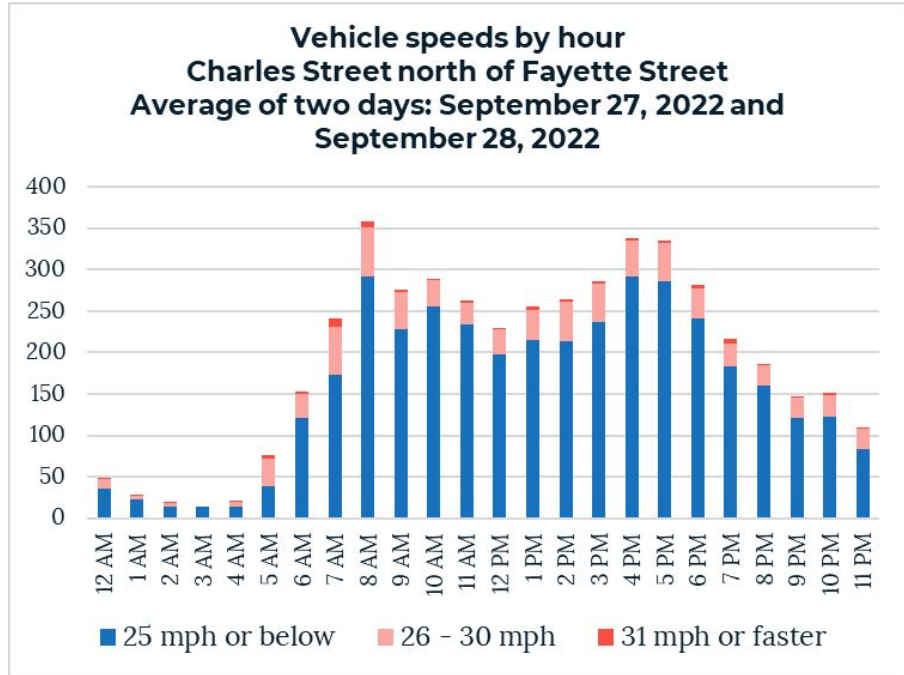
# Motor vehicle volumes and speeds

Vehicle volumes are moderate.

- ▶ Daily auto volumes were ~4,600 on Charles Street South north of Fayette Street.

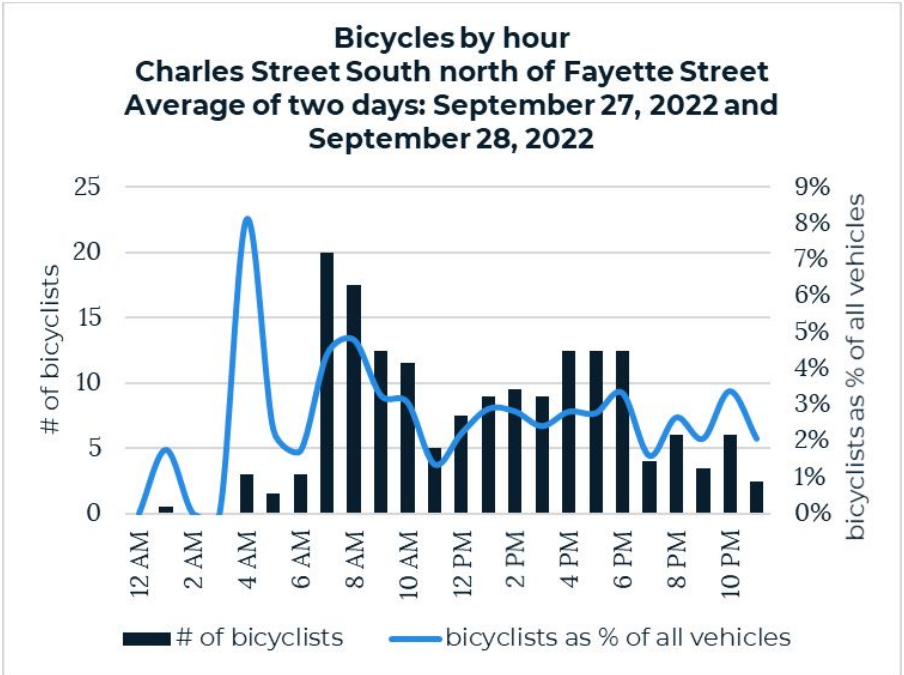
Speeds are too high.

- ▶ The 95th percentile speed was 28 mph. 18% of drivers were exceeding the speed limit of 25 mph.



# Biking on Charles Street South

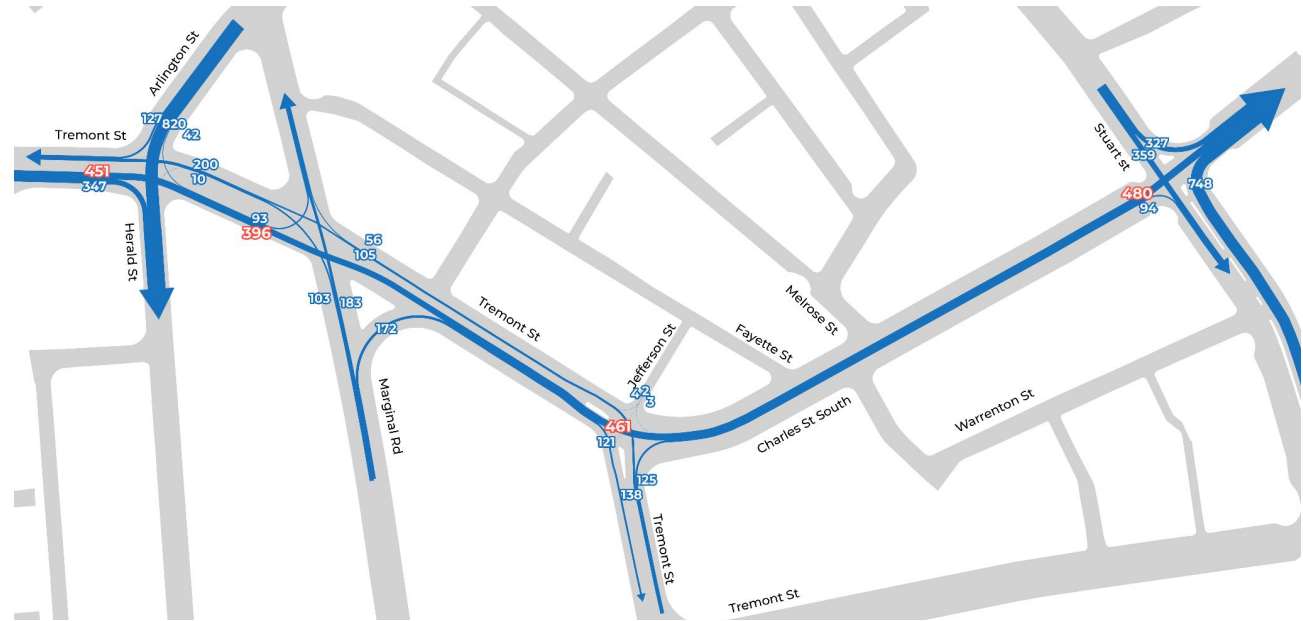
- ▶ People biking were around 5% of morning peak hour traffic.
- ▶ Bicycle traffic shows morning and afternoon peaks similar to auto traffic.
- ▶ With construction ending soon on Tremont Street south of Herald Street, the Tremont/Charles South project will connect a gap in the high-comfort bike network



# Lane capacity and demand

Some sections might have more lanes than they need for the amount of auto traffic they carry.

- ▶ For instance, there were 582 northbound autos during the busiest hour on Tremont Street approaching Jefferson Street. That section has only one lane.
- ▶ Further north, there were 480 northbound autos during the busiest hour on Charles Street South approaching Stuart Street, a section with three lanes.
- ▶ Charles Street South and Tremont Street carry about half the number of autos compared to the nearby busy streets like Stuart Street and Arlington Street.



**Red** numbers show the northbound through volumes on Charles Street South and Tremont Street. Data collected October 20, 2022. The numbers above show the busiest hour of traffic in the afternoon at each intersection, the busiest time of day for auto traffic. Line thickness is scaled relative to volume.

# Crossing demand

- ▶ You have told us, and we have also observed, that many people cross Charles Street South between Eliot Norton Park and Fayette Street
- ▶ ~3,500 pedestrian movements at **Tremont Street/Marginal Road** between 7 a.m. and 7 p.m.
- ▶ ~1,900 - 2,354 pedestrian movements at **Charles Street South/Tremont Street/Jefferson Street** between 7 a.m. and 7 p.m.



# Accessibility and ramp condition

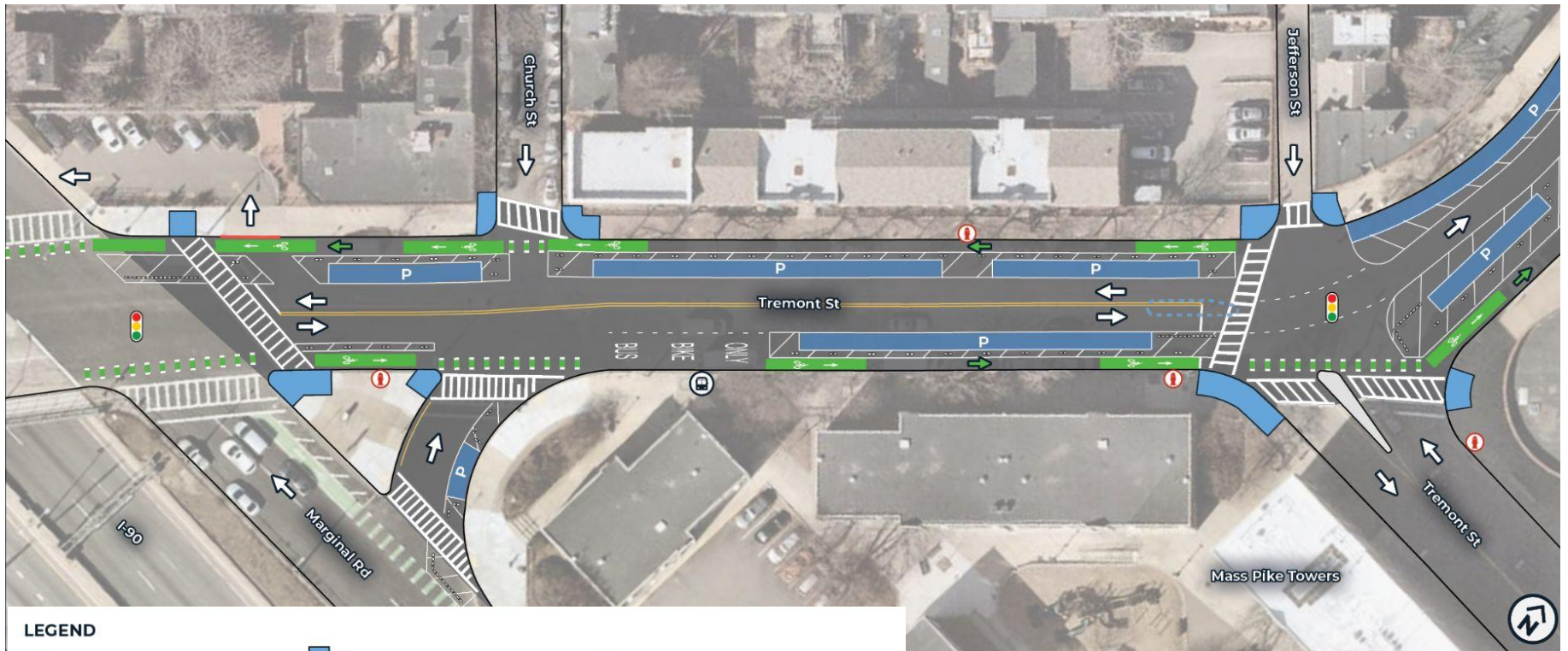
- ▶ Many curb ramps in the project area don't comply with accessibility standards.
- ▶ We'll redesign and rebuild those ramps as part of the project.
  - Change “apex” to “directional” curb ramps where possible.
  - Use red cast iron truncated dome panels.



# Concept Design

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# Marginal Road to Jefferson Street

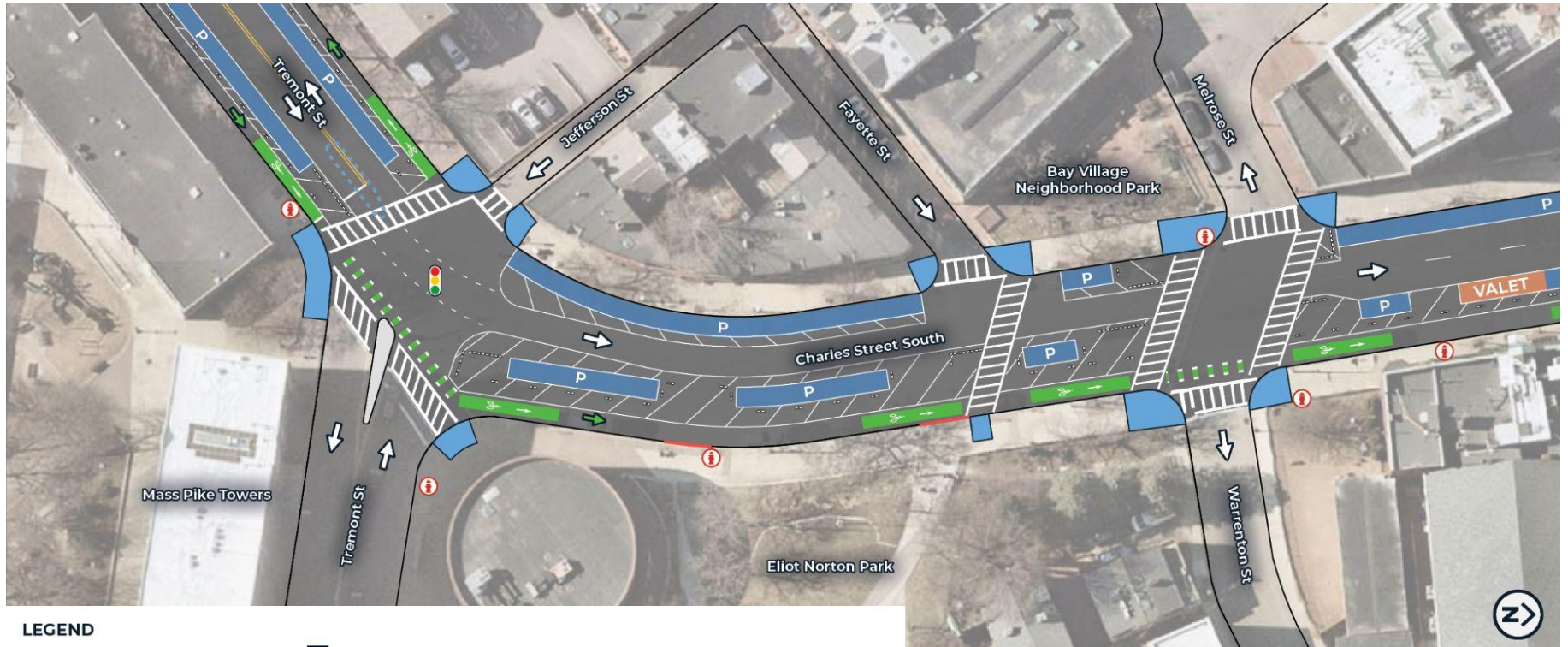


- LEGEND**
- Fire hydrant
  - Curb ramp to be redesigned
  - Direction of travel: all vehicles
  - Parking
  - Direction of travel: bicycles only
  - MBTA bus stop
  - Driveway
  - Existing signaled intersection
  - Flexible plastic bollard










**Design concept for discussion only.  
All details subject to change pending community  
feedback and further engineering work.**



# Jefferson Street to Warrenton Street



## LEGEND

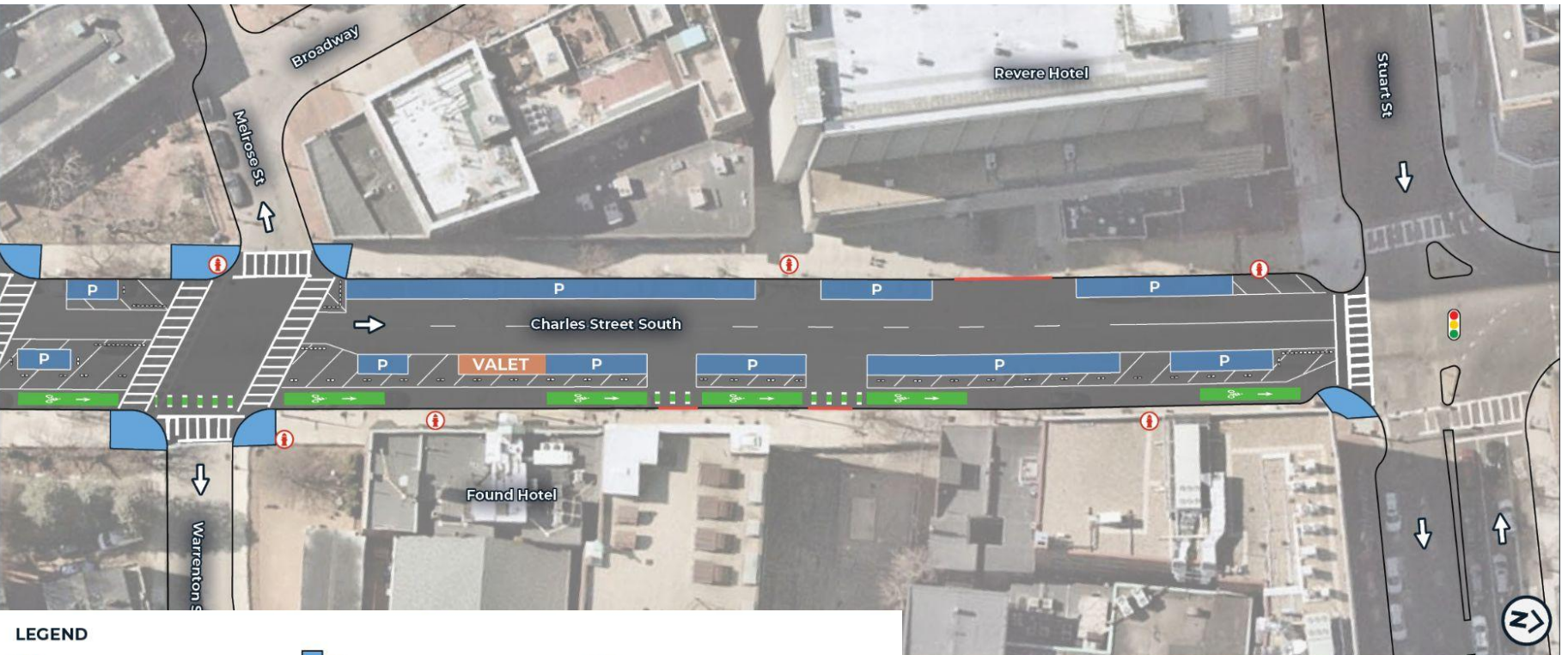
- |   |                                  |   |                            |   |                                    |
|---|----------------------------------|---|----------------------------|---|------------------------------------|
|    | Fire hydrant                     |    | Curb ramp to be redesigned |    | Direction of travel: all vehicles  |
|   | MBTA bus stop                    |   | Parking                    |   | Direction of travel: bicycles only |
|  | Existing signalized intersection |  | Driveway                   |  | Flexible plastic bollard           |

**Design concept for discussion only.  
All details subject to change pending community  
feedback and further engineering work.**














# Warrenton Street to Stuart Street



**LEGEND**

-  Fire hydrant
-  MBTA bus stop
-  Existing signaled intersection
-  Curb ramp to be redesigned
-  Parking
-  Driveway
-  Direction of travel: all vehicles
-  Direction of travel: bicycles only
-  Flexible plastic bollard

**Design concept for discussion only.  
All details subject to change pending community  
feedback and further engineering work.**



# Next Steps

- ▶ Continue stakeholder conversations and fine tune the details based on what we hear
  - We're looking at additional office hours dates in the fall.
- ▶ Design curb ramps and roadway layout with engineering consultant
- ▶ Aim to have construction plans ready for 2023 or 2024 installation
- ▶ Installation will happen after BWSC work currently underway



# Discussion

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*What do you have questions about?  
What do you like about the concept design?*

*Email feedback to [connect-downtown@boston.gov](mailto:connect-downtown@boston.gov)*