

# DARTMOUTH STREET SAFETY AND MOBILITY IMPROVEMENTS

*Concept Design Report  
August 2024*

CITY of **BOSTON**



Transportation

# GOALS

- ▶ *Put pedestrians first.* Safer pedestrian crossings will support a walkable, thriving, mixed residential and commercial district
- ▶ Create a *low-stress* bicycle network connection between Copley Square and the Esplanade to serve residents, commuters, shoppers, and tourists
- ▶ Keep vehicle traffic moving, safely.
- ▶ Maintain and manage curbside access and parking.



# TIMELINE

## THIS YEAR

**July - September 2024:** Community engagement

**August - September 2024.** Curb ramp work\*

- ▶ Some ramps will be possible to rebuild this year, while others will need engineering plans and will be rebuilt in a future construction season.

**Fall 2024:** Repaving and design changes north of Comm. Ave\*

- ▶ Repave Dartmouth St. between Back St. and Comm. Ave
- ▶ Install bike lane and other pavement markings, signage, and signal timing.
- ▶ We'll announce a construction start date and detailed work plan 1 - 2 weeks in advance.

\* Construction schedules are subject to change based on weather and other factors.

## NEXT YEAR

- ▶ National Grid will replace gas mains beneath several Back Bay streets, including Dartmouth Street between Comm. Ave and Boylston St.
- ▶ We're coordinating with National Grid to streamline their work schedule and manage traffic during construction.
- ▶ After that, we can repave Dartmouth Street between Comm. Ave and Boylston St. and finish installing the bike lane.



# TALK WITH US!

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We're talking with community members about this project. We'll be taking feedback through mid-September.

- ▶ [Virtual office hours](#)
- ▶ Virtual public meeting. Tuesday, September 10, 6:00 p.m. [Register to attend](#).
- ▶ One-on-one conversations with businesses, institutions, and stakeholders.

# WHAT YOUR FEEDBACK CAN INFLUENCE

## WE WANT YOUR FEEDBACK ABOUT:

- ▶ Configuration of parking
  - Do you prefer it on the east or west side of Dartmouth Street?
- ▶ Curb regulations
  - Do you want more short term-parking or loading zones?
  - Are there other specific uses we should consider?
- ▶ Have we missed anything?

We value your input and will do our best to incorporate it into the final design.

## CORE ELEMENTS NOT SUBJECT TO CHANGE:

- ▶ Separated bike lanes
  - Identified in Go Boston 2030
  - Based on City policy to create a connected bike network
- ▶ General travel lane configuration
  - Based on traffic data analysis
  - Accommodating emergency access
- ▶ Any design elements subject to engineering guidelines and accessibility requirements

# DARTMOUTH STREET AT STUART STREET

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*Pedestrian safety improvements*



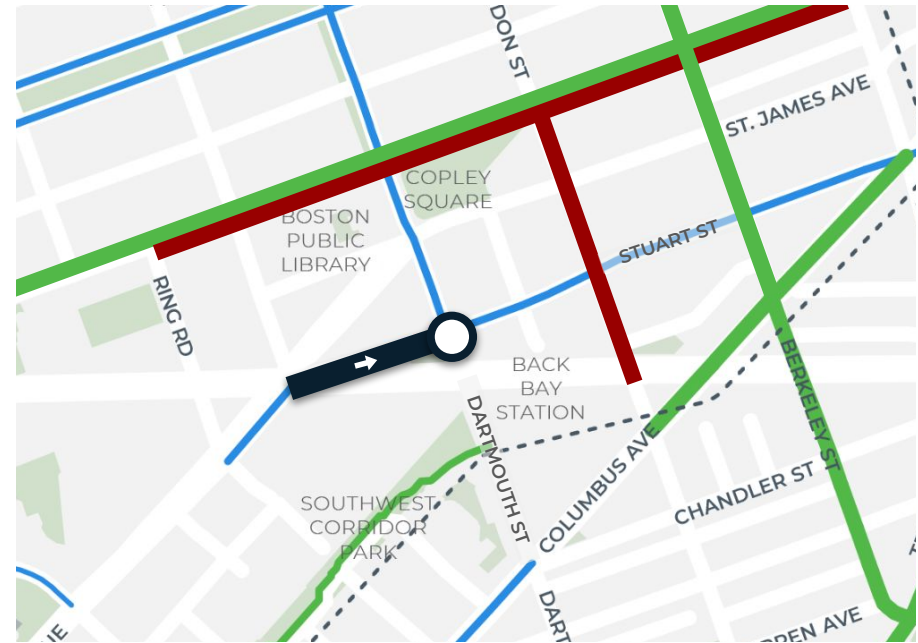
# PROJECT OVERVIEW

## 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

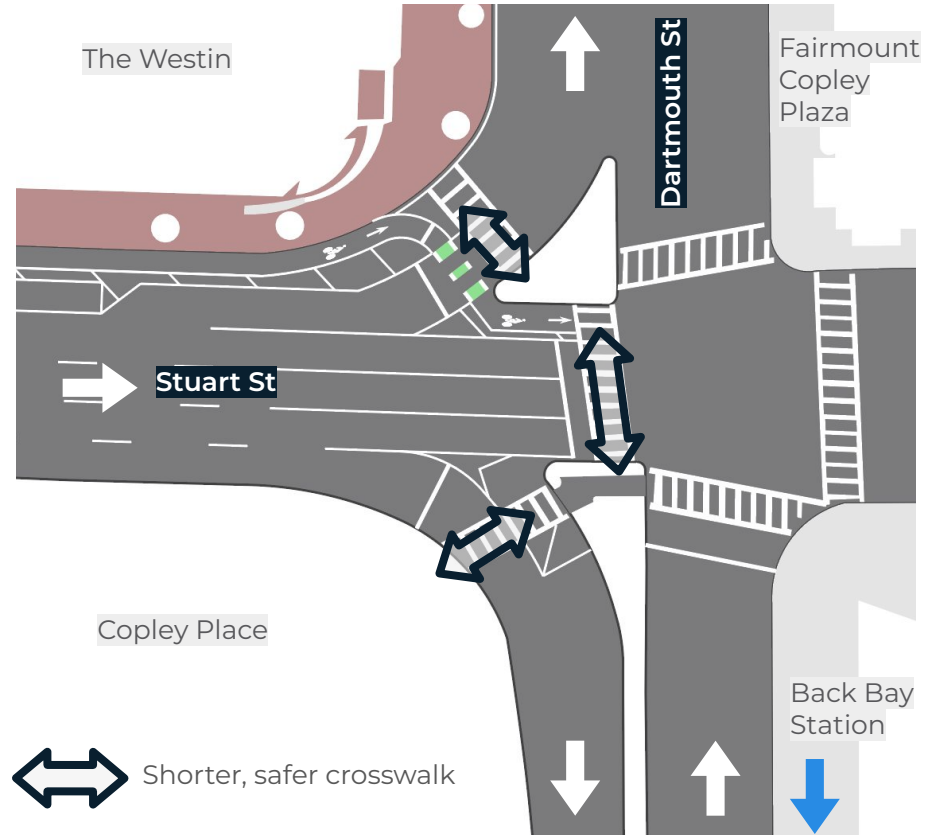
- Safer intersection
- ▬ Separated bike lane

### Existing & other planned facilities

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

# DESIGN PREVIEW

- ▶ Use “quick-build” materials
- ▶ Shorten pedestrian crossings
- ▶ Slow turning vehicles





# DARTMOUTH STREET BETTER BIKE LANE

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*Boylston Street to Back Street*



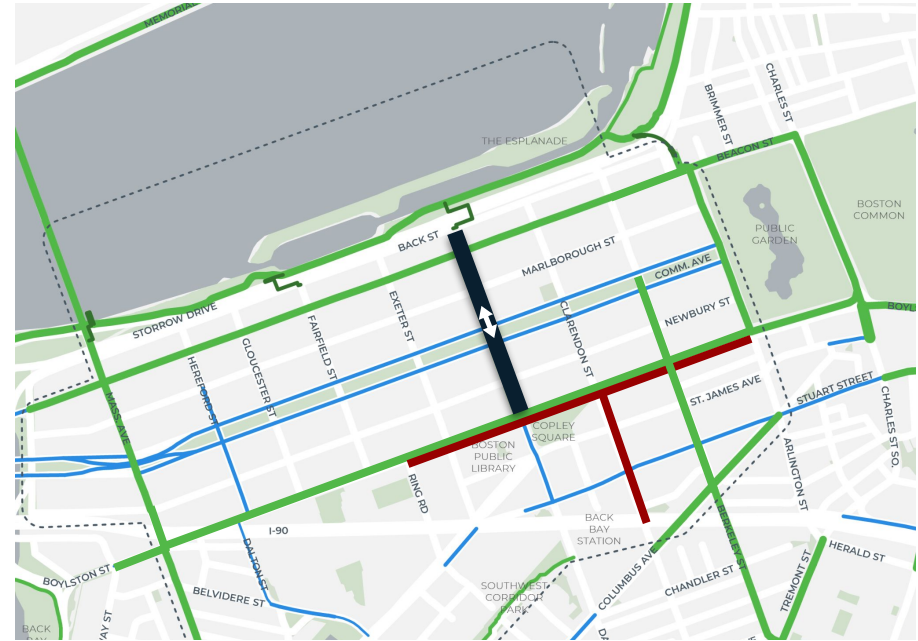
# PROJECT OVERVIEW

## Project origin

- ▶ Go Boston 2030 Bike Corridor
- ▶ Funded for repaving in 2024
- ▶ Community feedback:
  - Dartmouth Street is a natural connection between the Back Bay and the Esplanade
  - Encourage Bluebikes riders to use bike lanes and avoid sidewalks
  - Minimize the impact on parking spaces neighborhood wide

## Location

- ▶ Dartmouth Street between Boylston Street and Back Street



### This project

- Separated bike lane

### Existing & other planned facilities

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

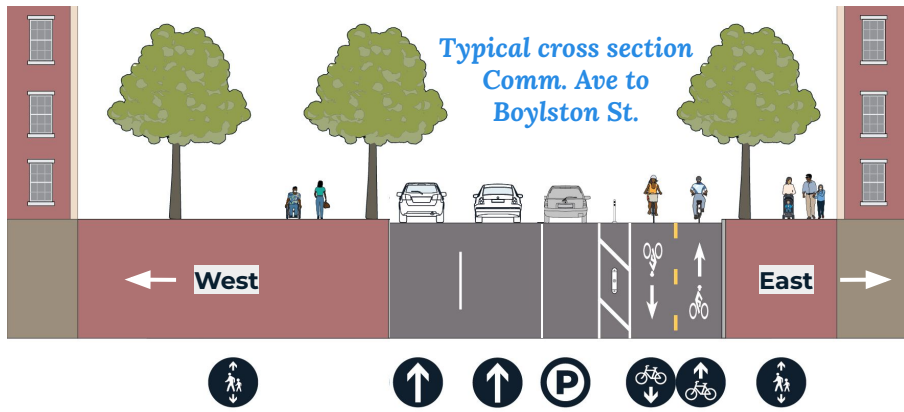
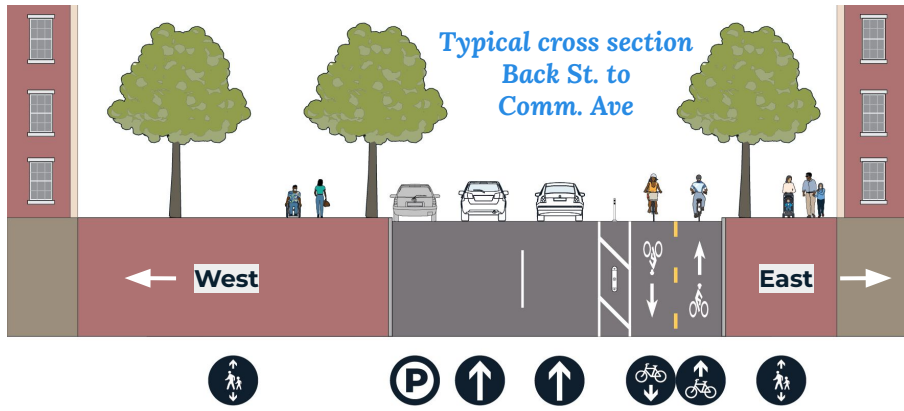
# DESIGN OVERVIEW

**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**

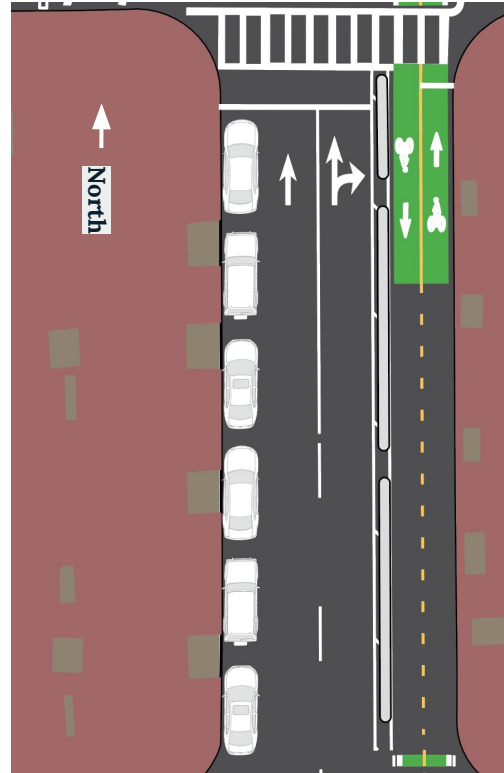
- ▶ Two general travel lanes from Boylston and Marlborough
- ▶ One general travel lane from Marlborough to Beacon



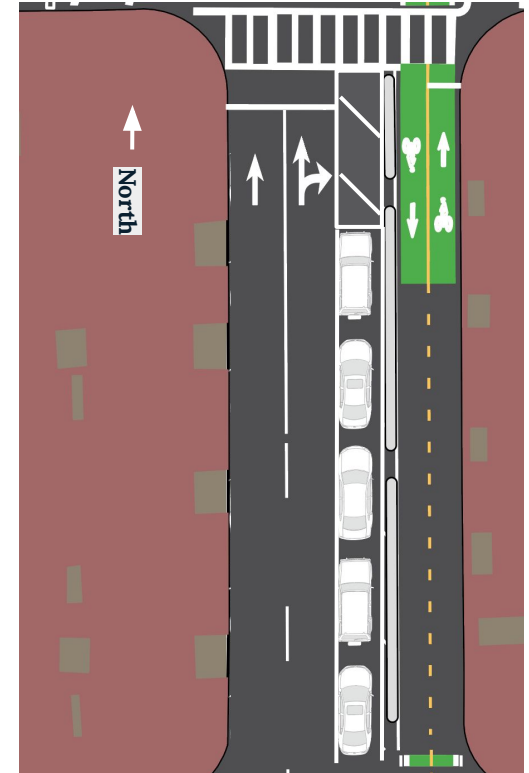
# PARKING

- ▶ Compared to 2023 plan, fewer spaces removed
- ▶ **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**

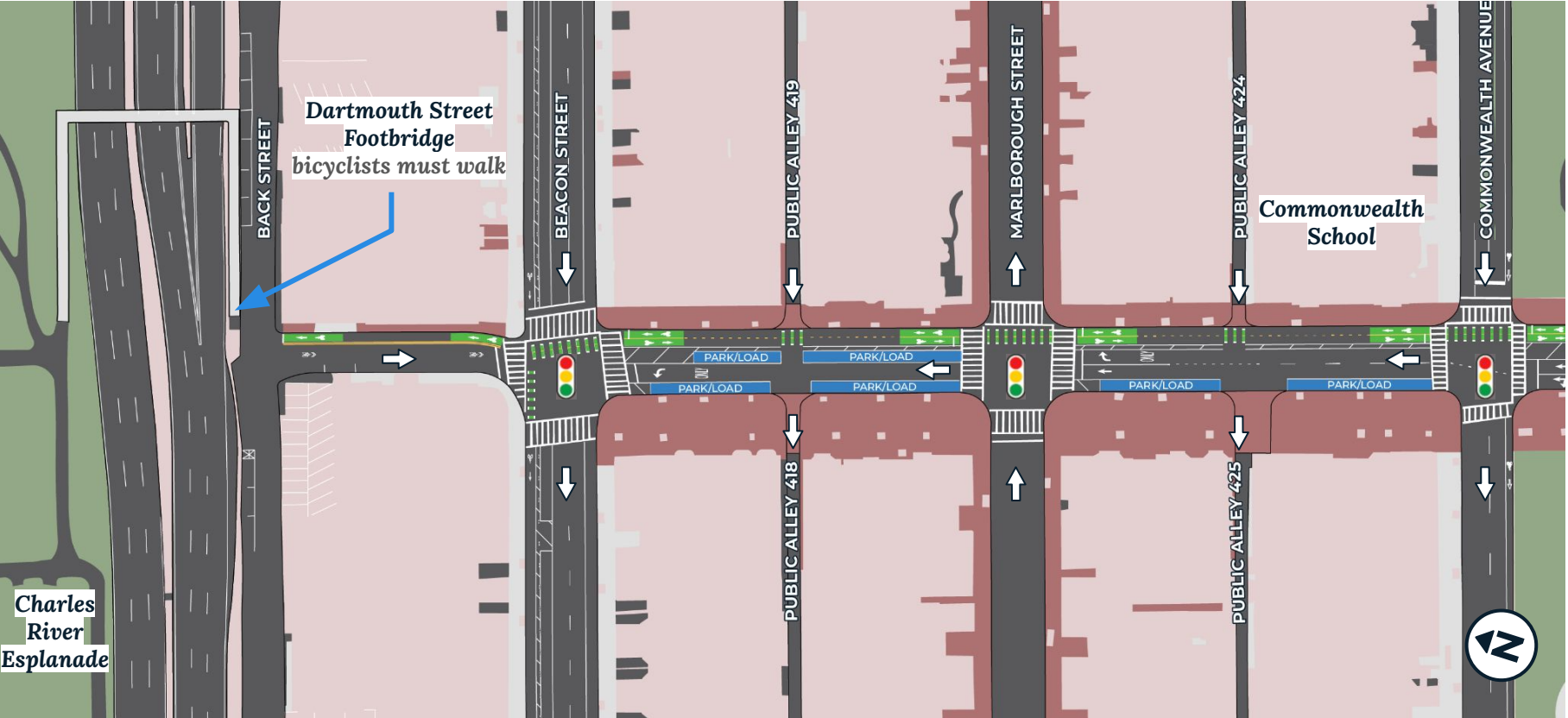
Back St. to Comm. Ave



Comm. Ave to Boylston St.

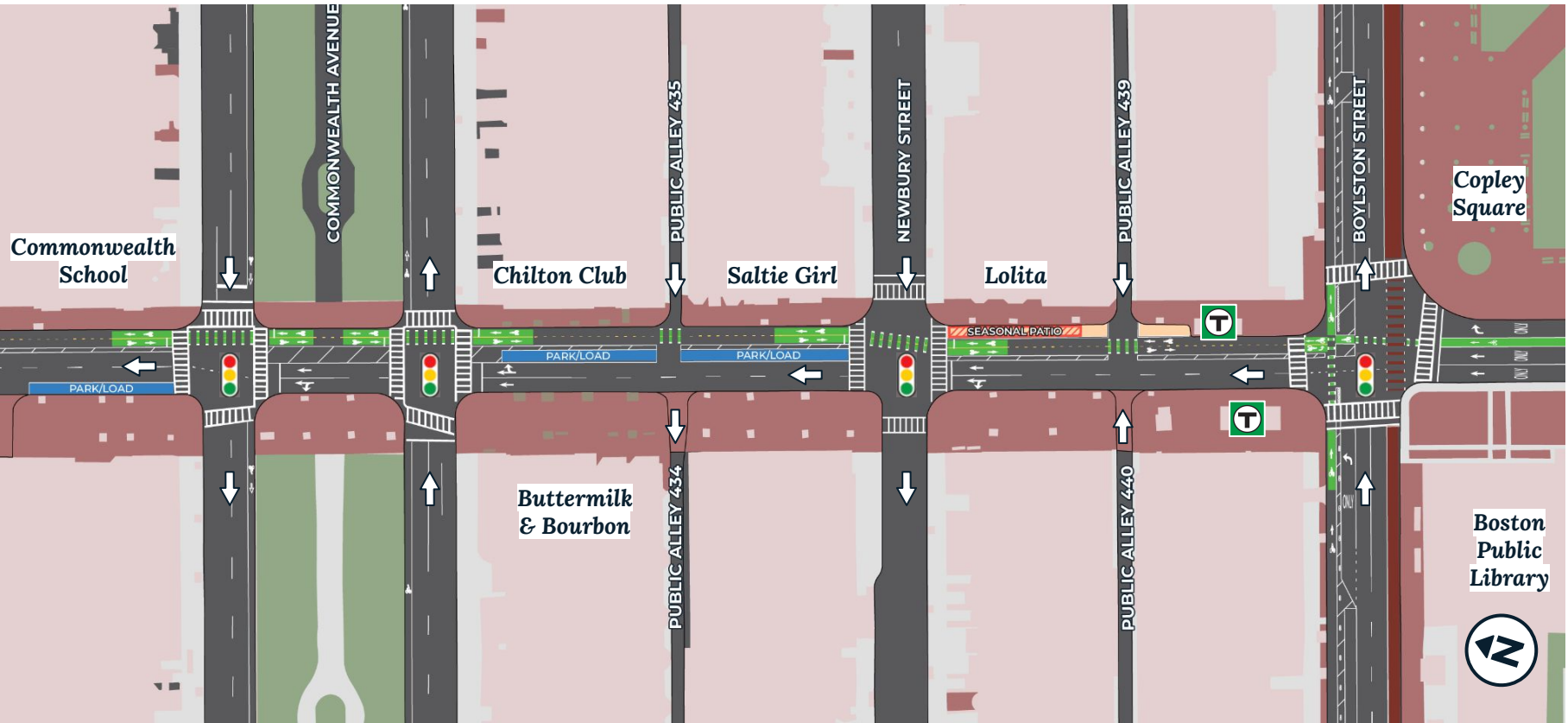


# DESIGN: BACK STREET TO COMM. AVE





# DESIGN: COMM. AVE TO BOYLSTON ST.



# GET IN TOUCH

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*What do you like about the proposed design?*

*What are your questions?*

Send us feedback at [better-bike-lanes@boston.gov](mailto:better-bike-lanes@boston.gov)

Learn more on the [project website](#).