



RE-IMAGINING BROADWAY

Presented by: Nelson\Nygaard

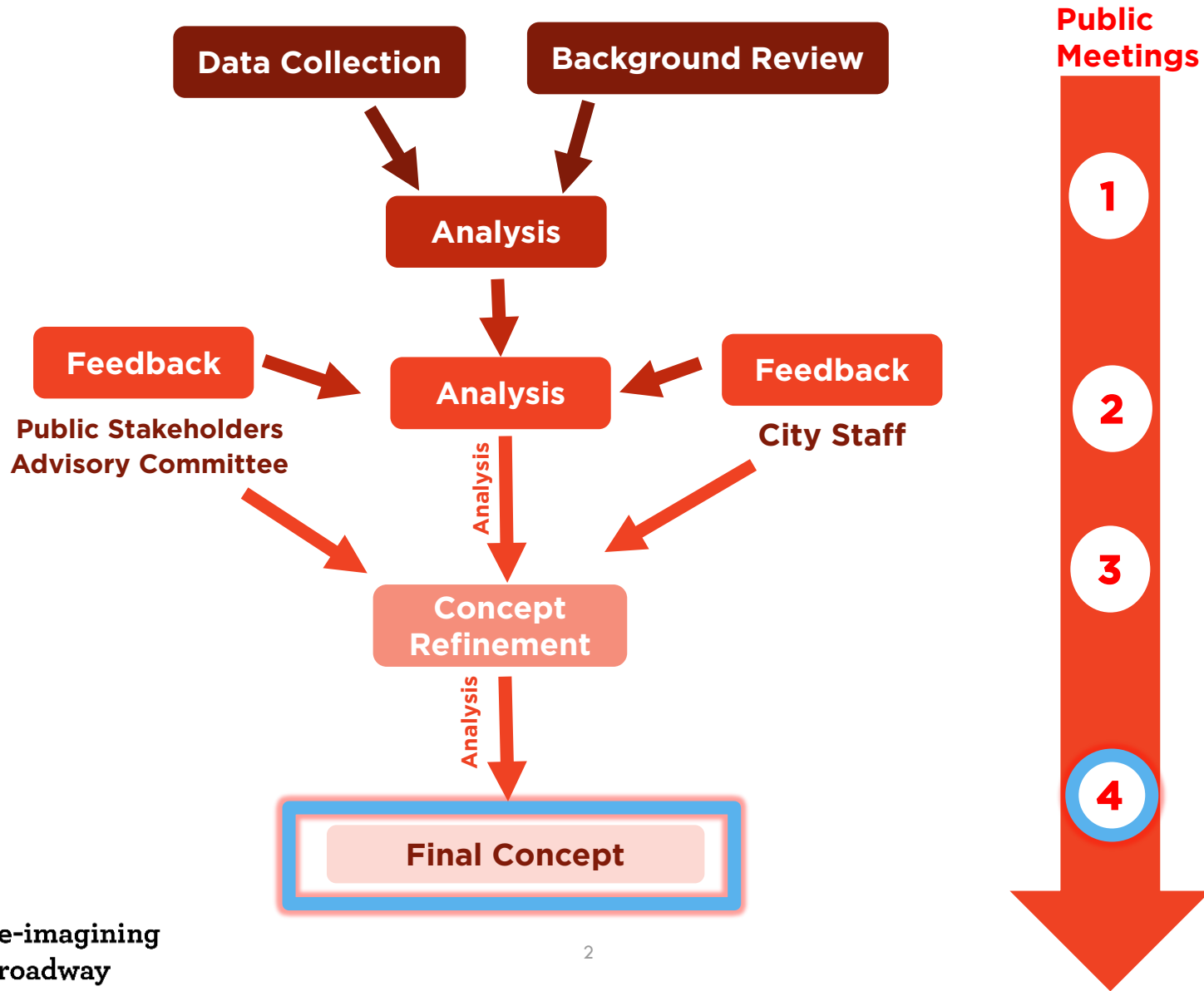
March 2018

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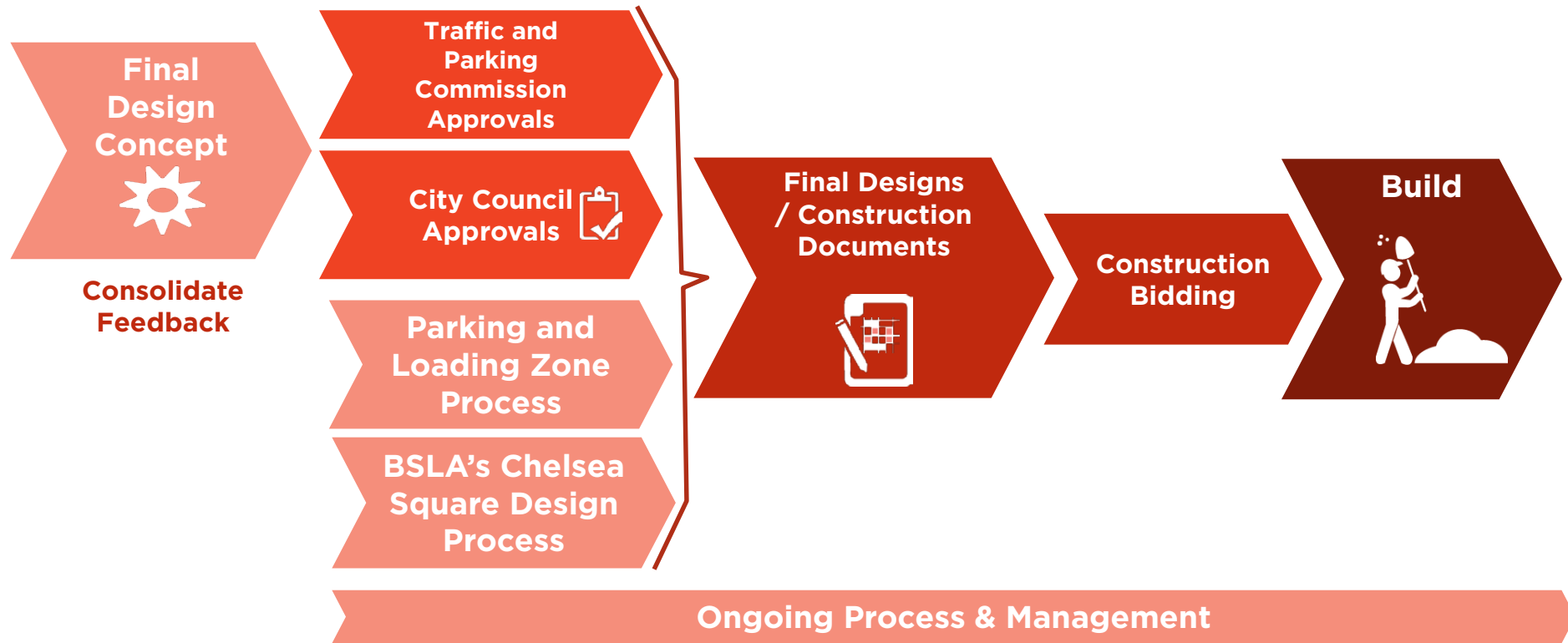


Re-imagining
Broadway

Re-imagining Broadway Process



What is the Process From Here?



What We Will Talk About Tonight

- Reimagining Broadway Process Recap
- Final Concept Options Overview
- Next Steps
 - Traffic and Parking Commission Adoption
 - City Council Approval
 - Loading Zone and Curbside Management Initiative
 - Broadway Design / Engineering
 - Chelsea Square Redesign
 - On-going District Management and Event Planning
 - Construction Documents and Bidding
- Feedback



Re-imagining Broadway

Process Recap

■ Build on existing momentum

Washington Street Bridge Reopening

Silver Line Gateway, Chelsea Greenway, and Broadway Bike Lane Plans

CTPS Safety and Operations Study

Hiring of a Downtown Coordinator

Broadway Corridor Action Plan

CBA Landscape Architects: Bellingham and Fay Square Design Charrettes

■ How should Broadway look?

Art

Landscaping

Sidewalks Lighting

■ Examine broad-based circulation changes

Street Directionality

Bus Routing

Traffic Signals

Intersections

■ Develop a Concept Design

Finalize a design vision and move towards implementation



What We Heard from You

The street should **balance all transportation modes.**

- Walkable, bus-friendly, and accommodates people biking

Broadway should have more:

- Places to gather
 - **Winnisimmet as a shared street** is “a great idea”
- Open space/amenities like street trees and plantings, parklets and benches
- Lighting and bus shelters
- Better **public safety** for people walking and at specific locations.



Key Guiding Design Principles

- Integrating with other ongoing efforts
- Streets are for people
 - Balancing needs and safety of all users
 - Streets are the primary public open space that allow for social interaction
 - Improve walking and retail atmosphere
 - Streets support retail
 - Streets connect people to transit and parking
 - Parking process
 - Better more reliable transit service and bus stops



Design Concept Overview

Reimagining Broadway Goals



Balance Needs of All Users



Support Retail



Connect People to Transit



Improve Public Open Space



Properly Manage Parking



Improve Walking Atmosphere



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Summary of What's Changing

- Improved Traffic Flow
 - New signals
 - City Hall Ave becomes two-way, gets two signals
- Enhanced Public Open Spaces
- Enhanced Placemaking & Sidewalk Retail Atmosphere
- Improved Walking Safety
- Improved Understanding of Parking Issues
 - Fits with Ongoing Parking and Loading Zone Management Process
- Improved Bus Stops and Bus Service
- Improved Network for Safer Biking
- Improved Atmosphere on Alley Side Streets



Reimagining Broadway

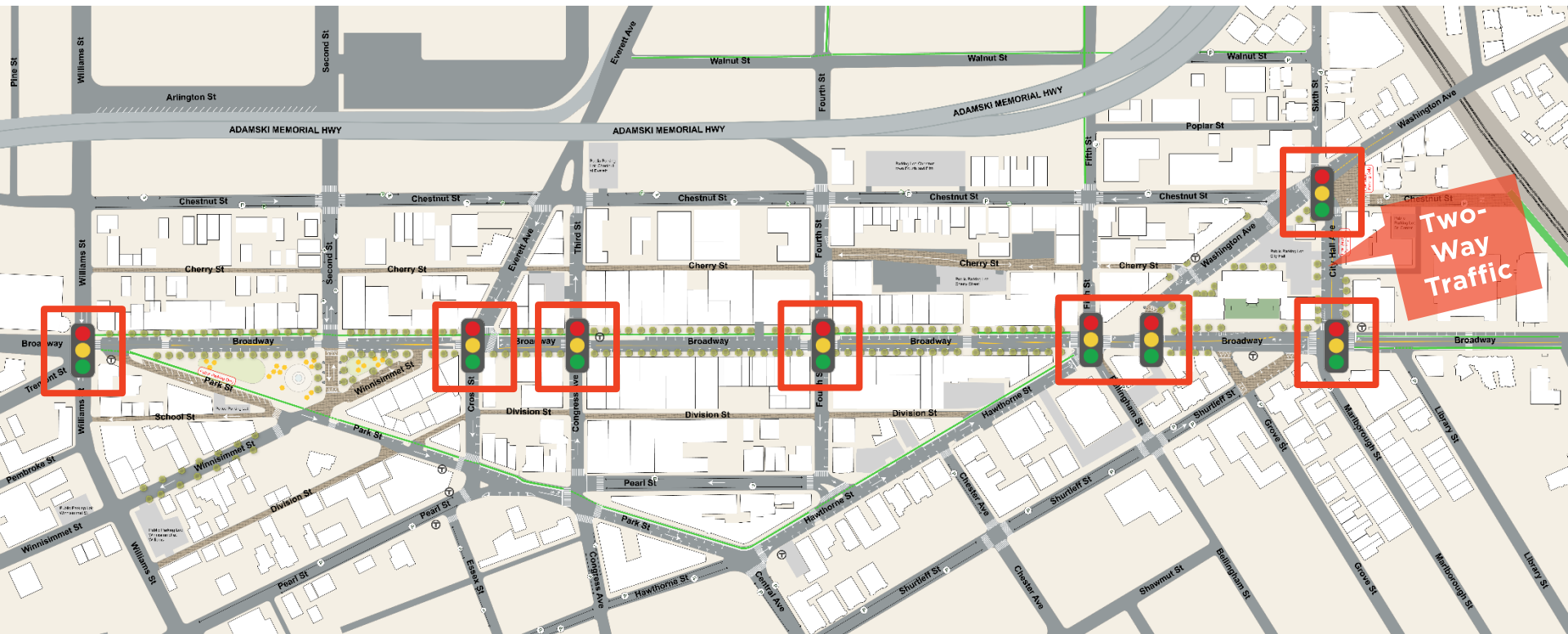
Improved Traffic Circulation

Key Elements

- Two-way City Hall Ave
- New traffic signals

Benefits

- Improved Traffic Flow
- Consistent Pedestrian Crossings
- Increased safety
- Improved visibility



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Improved Public Open Space



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Improved Public Open Space



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Improved Public Open Space



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Improved Public Open Space



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Improved Street Feel



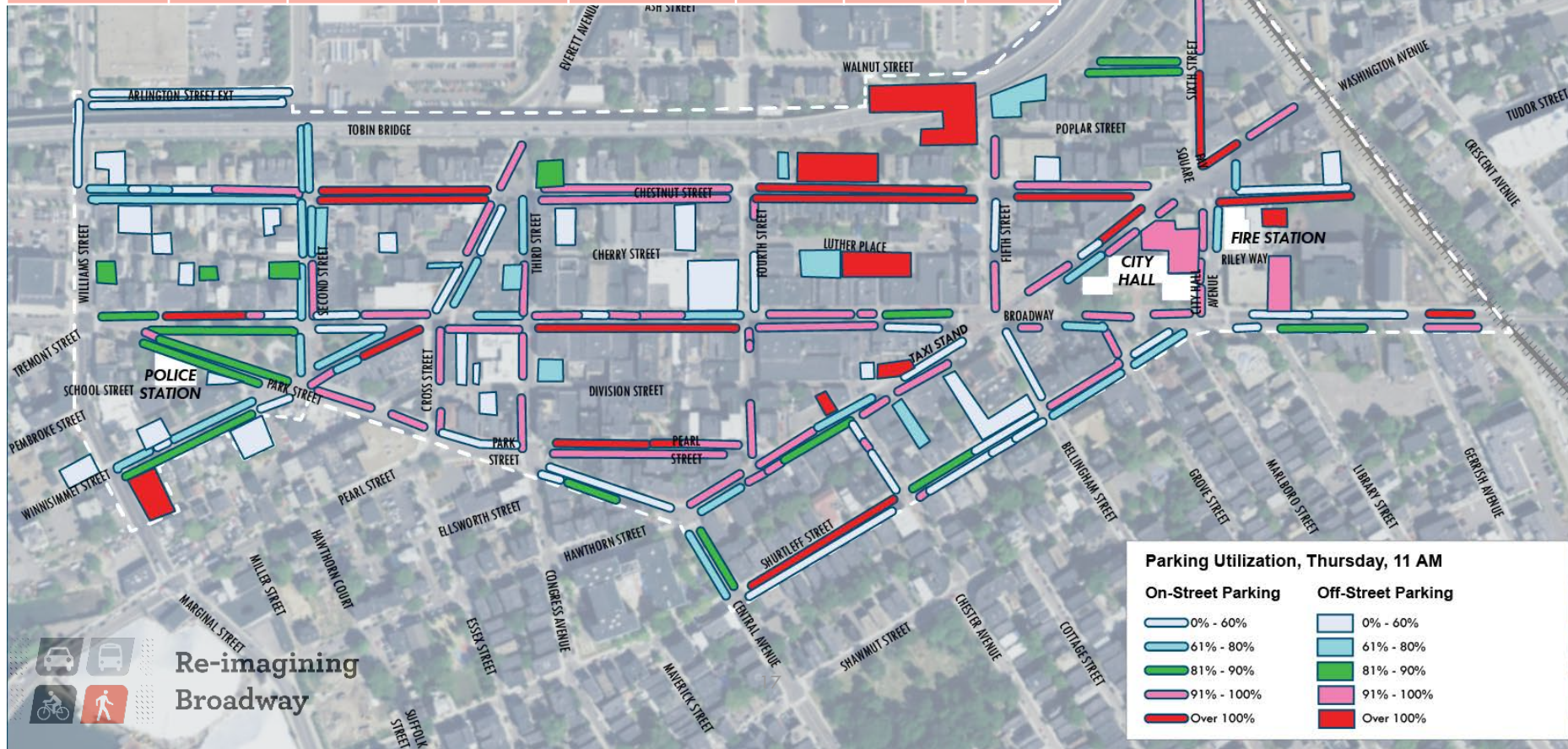
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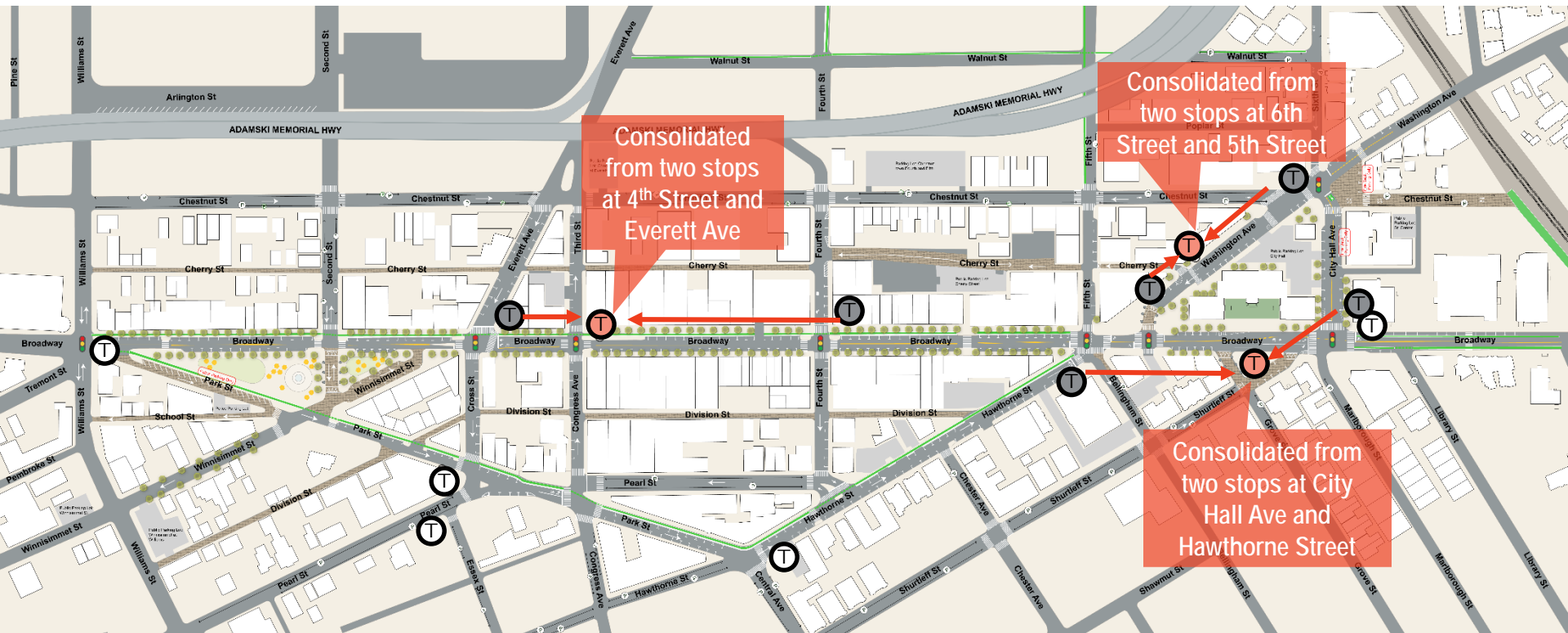
Updated Parking Inventory and Improved Management

Location	Public Access	Restricted Access	Metered Spaces	Unmetered Spaces	2-Hour Spaces	10-Hour Spaces	All
On-Street	860	26	372	514	280	92	886
Off-Street	279	348	48	579	15	33	627
Total	1,139	374	420	1,093	295	125	1,513



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Improved Bus Service Proposals



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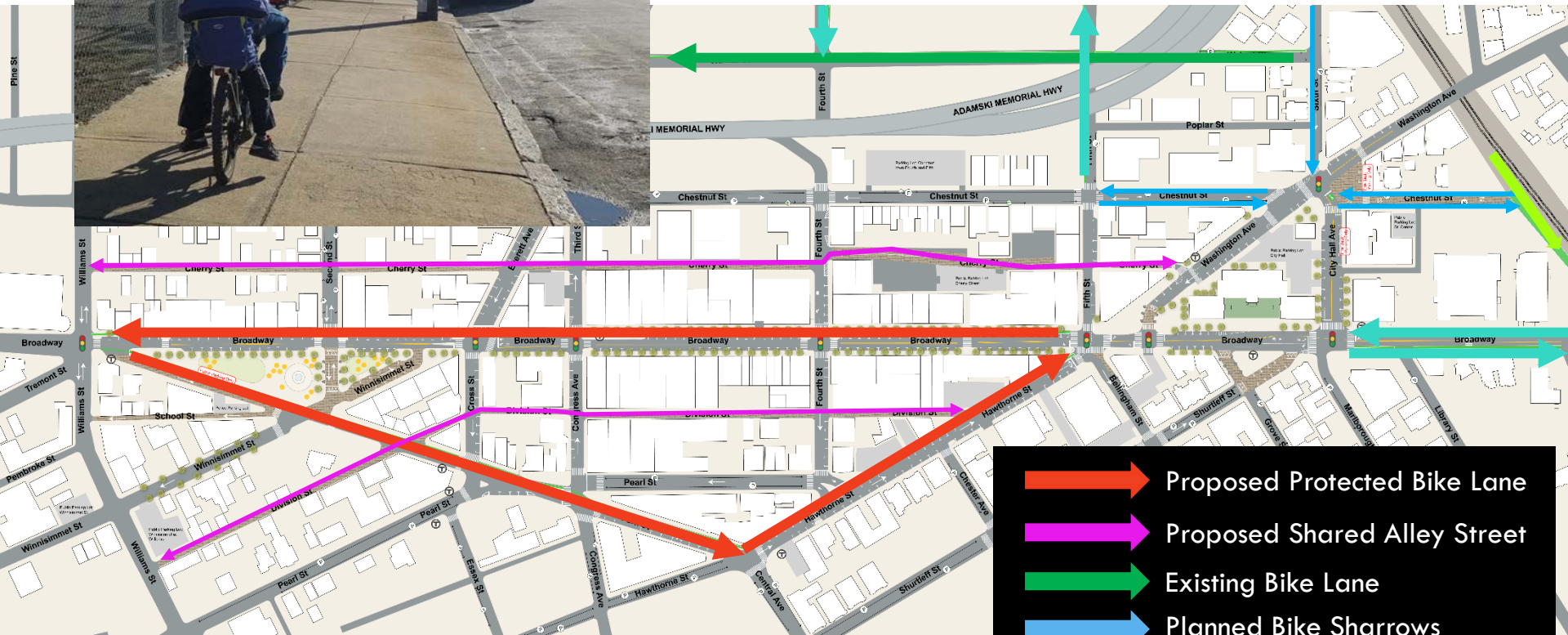
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Improved Safety for Biking

PROTECTED INFRASTRUCTURE ON PR
ENHANCED TRAFFIC CALMING ON AI

CONNECTIONS TO FORTHCOMING GREENWAY

Replace basemap



- Proposed Protected Bike Lane
- Proposed Shared Alley Street
- Existing Bike Lane
- Planned Bike Sharrows
- Planned Bike Lane
- Forthcoming Greenway



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MAPC 2018 Dockless Bikeshare Pilot



Up to 2,000 or more bikes spread across 16 cities and towns in Spring 2018.

- Arlington
- Bedford
- Belmont
- **Chelsea**
- Concord
- Everett
- Lexington
- Malden
- Medford
- Milton
- Newton
- Revere
- Winthrop
- Quincy
- Waltham
- Watertown

For Immediate Release: Tuesday October 17, 2017

MAPC ANNOUNCES 16-COMMUNITY EFFORT TO BRING BIKE SHARE SYSTEM TO BOSTON'S INNER SUBURBS IN 2018

Multi-municipal project will allow network of cities and towns to launch state-of-the-art, station-free 'smart' bike share system



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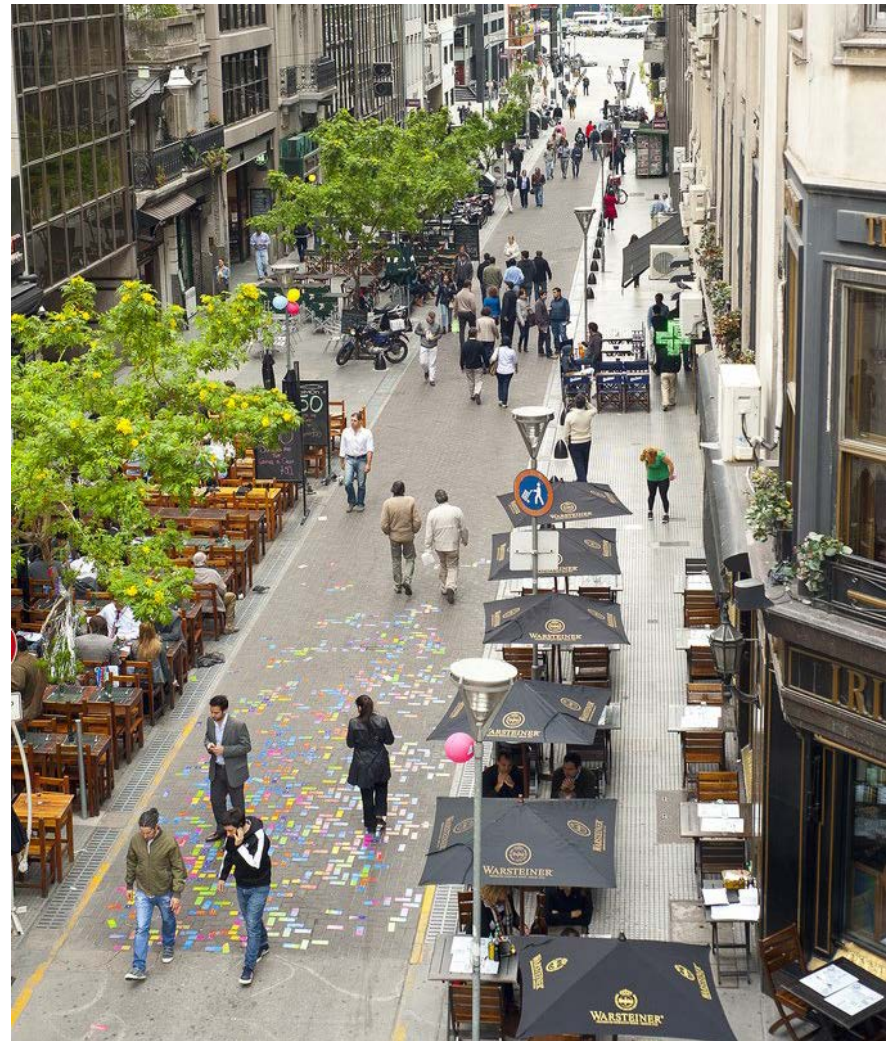
Shared Alley Streets



Cherry St

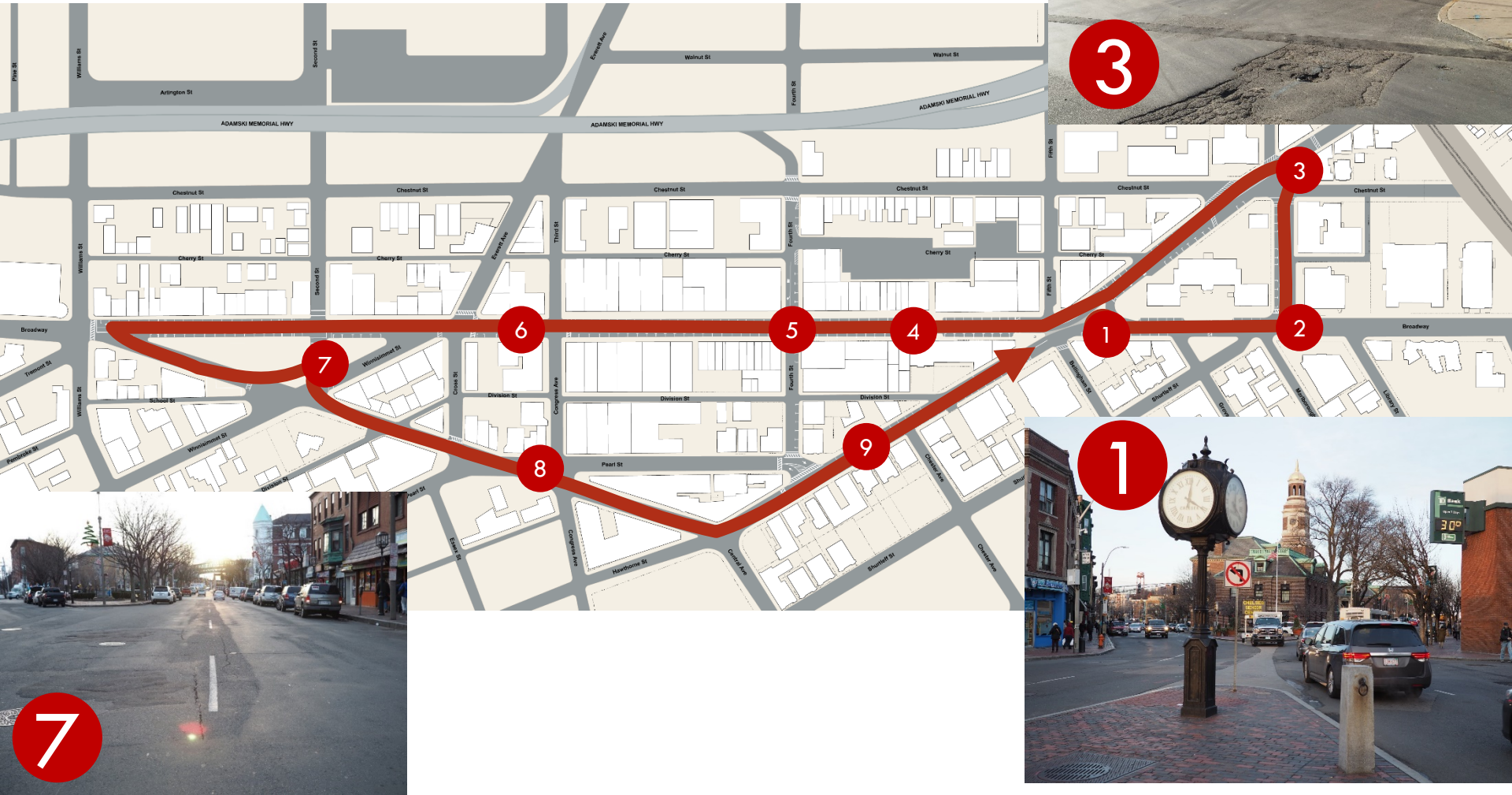


Division Street



Proposed Design Concept Walk-Through

Redesign Walk-Through Order



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Existing Bellingham Square



Looking Down Broadway

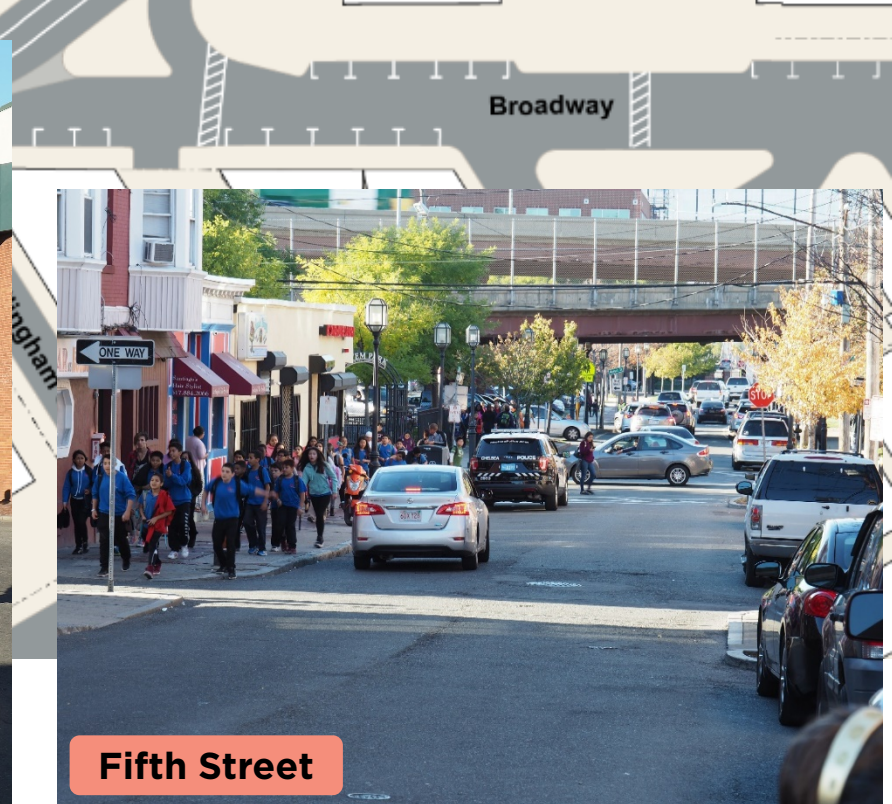
Fifth St



Looking towards Hawthorne



Looking towards City Hall



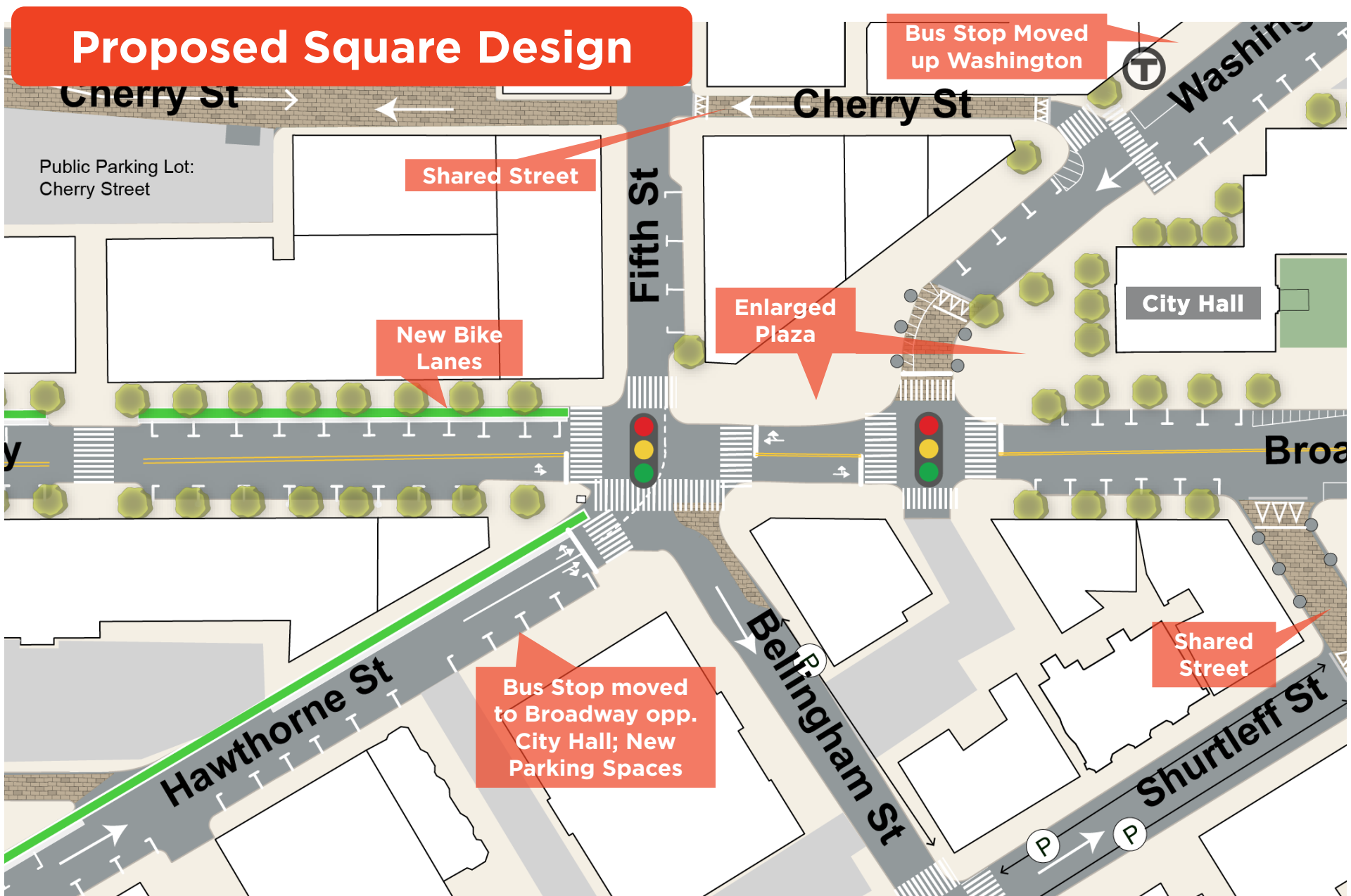
Fifth Street

Existing Bellingham Square

The map illustrates the existing street network and building footprints in Bellingham Square. Key streets include Chestnut St, Washington Ave, Cherry St, Broadway, Division St, Hawthorne St, Bellingham St, Shurtleff St, and Grove St. Buildings shown include McDonald's, City Hall, TD Bank, and Phoenix Charter. Red arrows indicate traffic flow, and red boxes highlight 'Bus Stop' locations and a 'Slip Lane'.



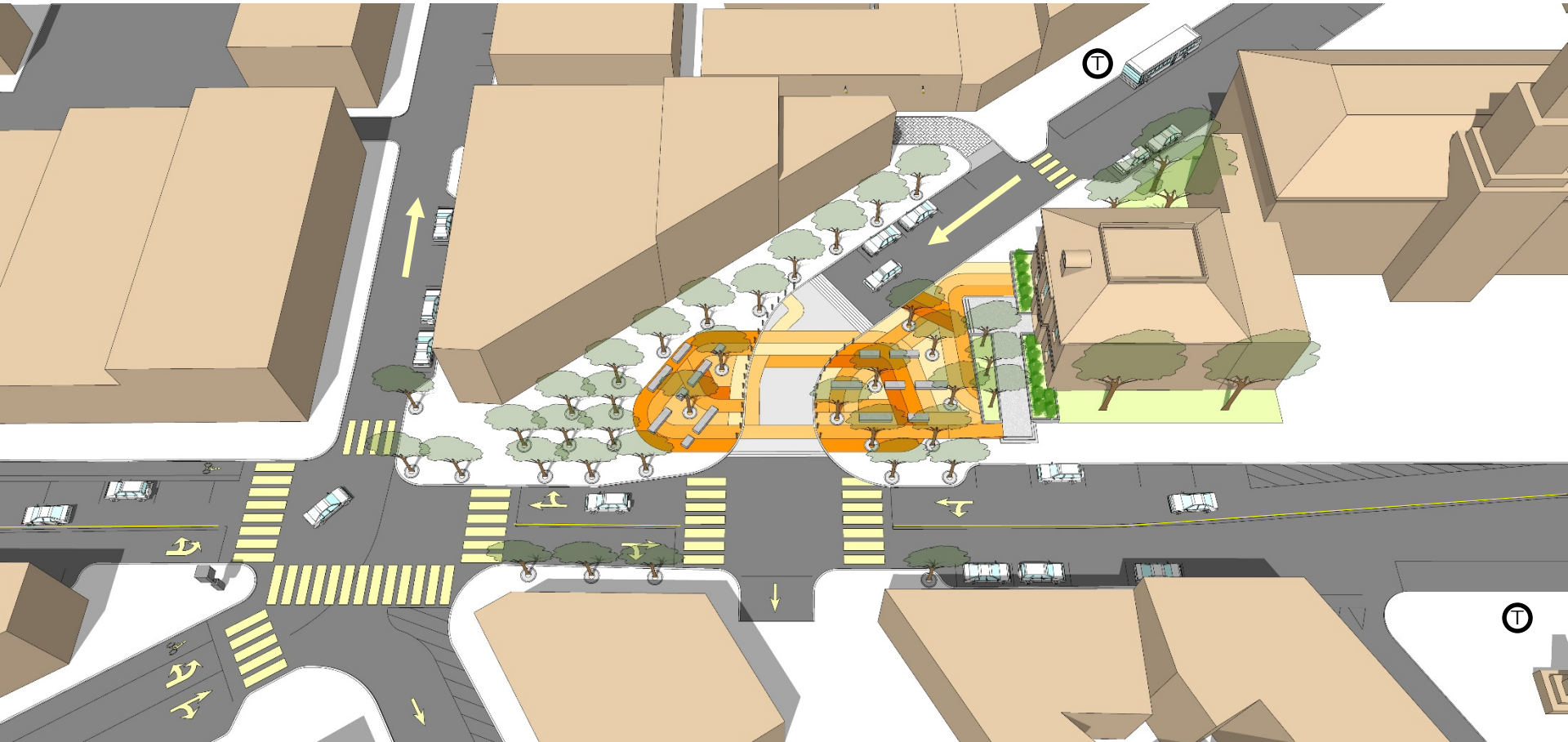
Proposed Square Design



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Proposed Square Design



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Bellingham Square Today



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Proposed Square Design



Re-imagining
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Bellingham Square Today



Washington Ave



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Proposed Square Design



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Proposed Square Design: Alternative

Public Parking Lot:
Cherry Street

Shared Street

New Bike
Lanes

Cherry St

Bus Stop Moved
up Washington

Enlarged
Plaza

City Hall

Broadway

Hawthorne St

Bus Stop moved
to Broadway opp.
City Hall; New
Parking Spaces

Bellingham St

Shared
Street

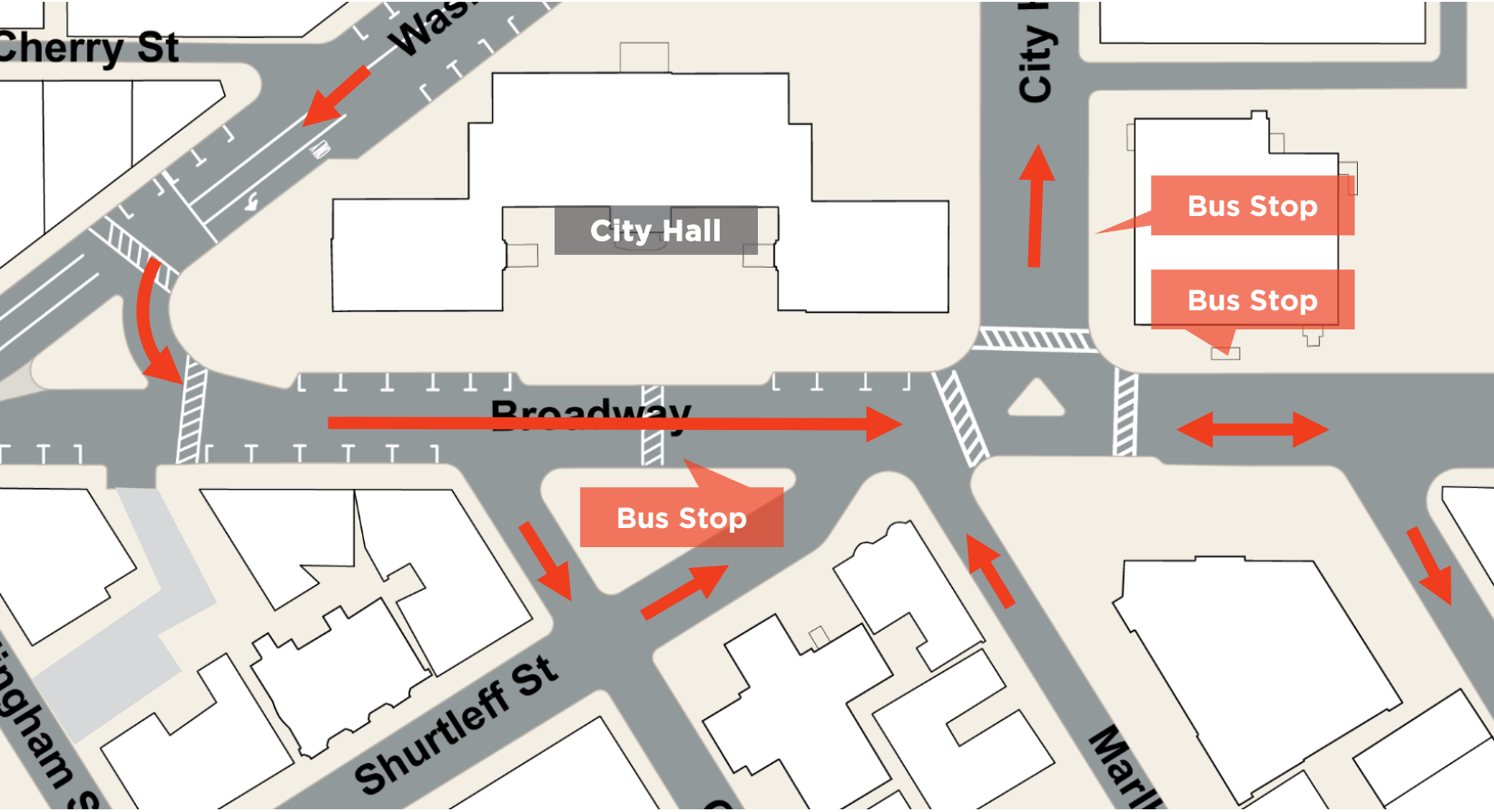
Shurtleff St



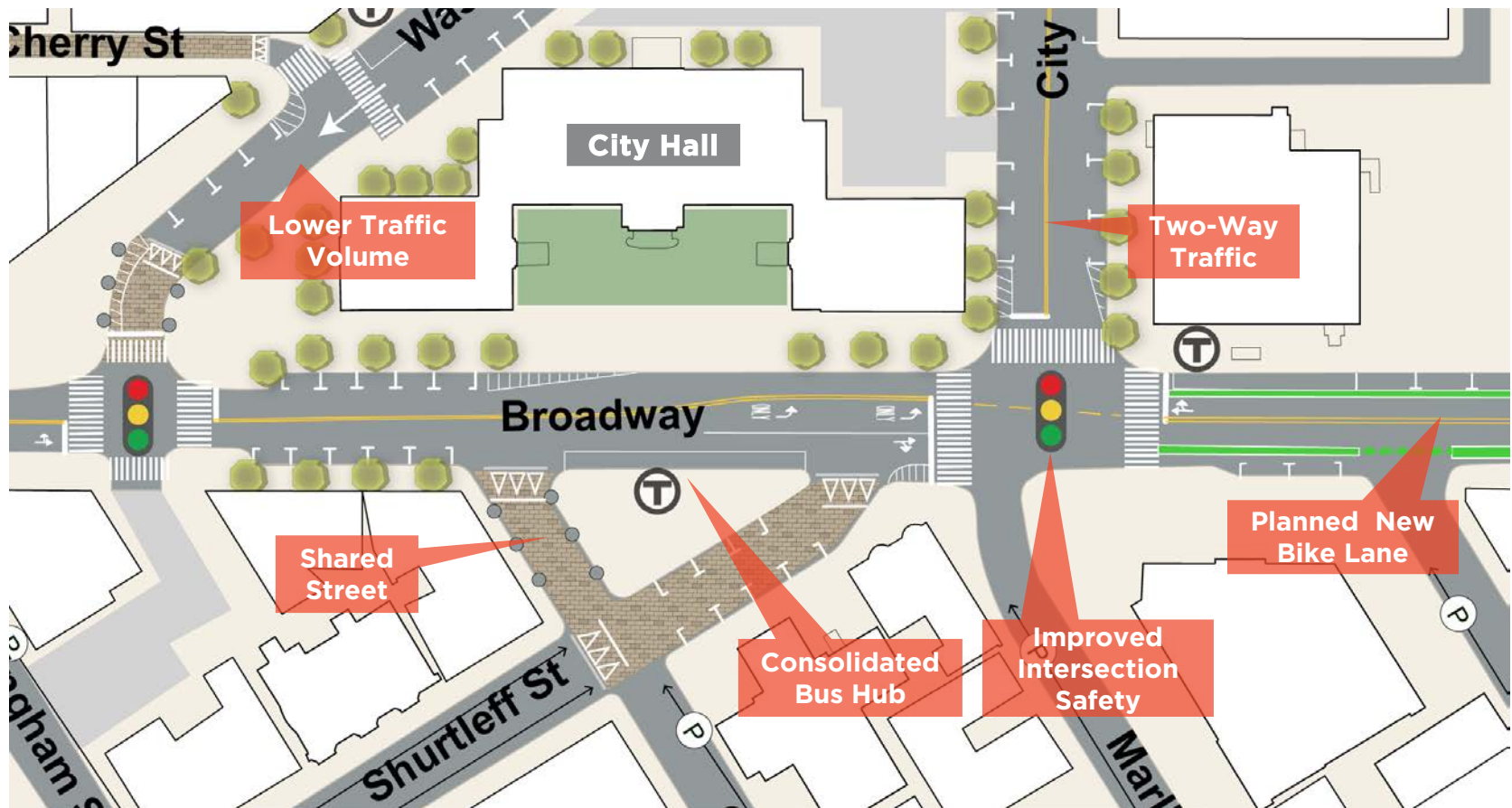
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Existing Broadway @ City Hall



Proposed Broadway @ City Hall Design



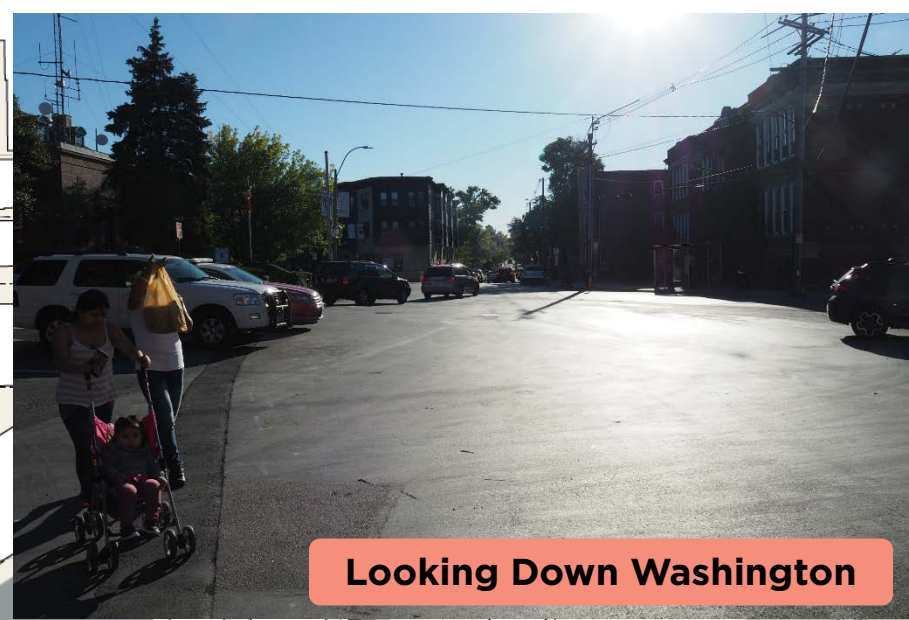
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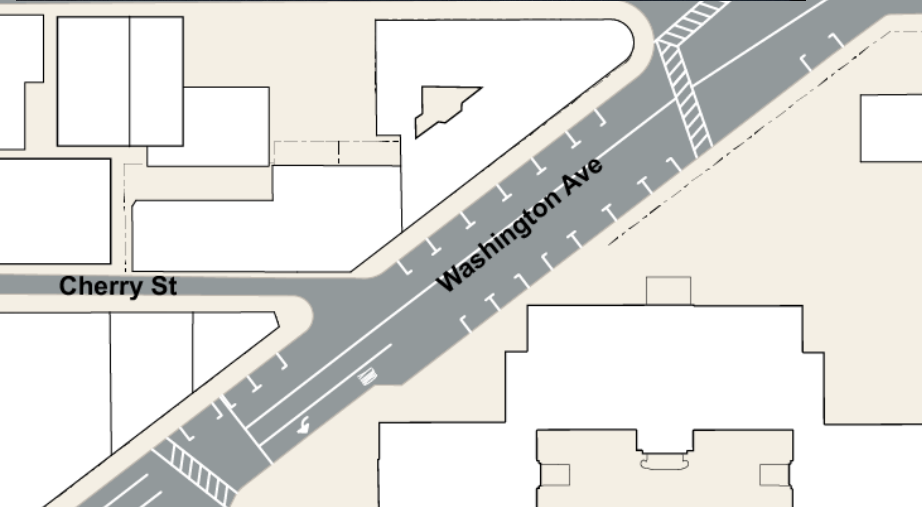
Existing Fay Square Design



Looking towards the Fire Station



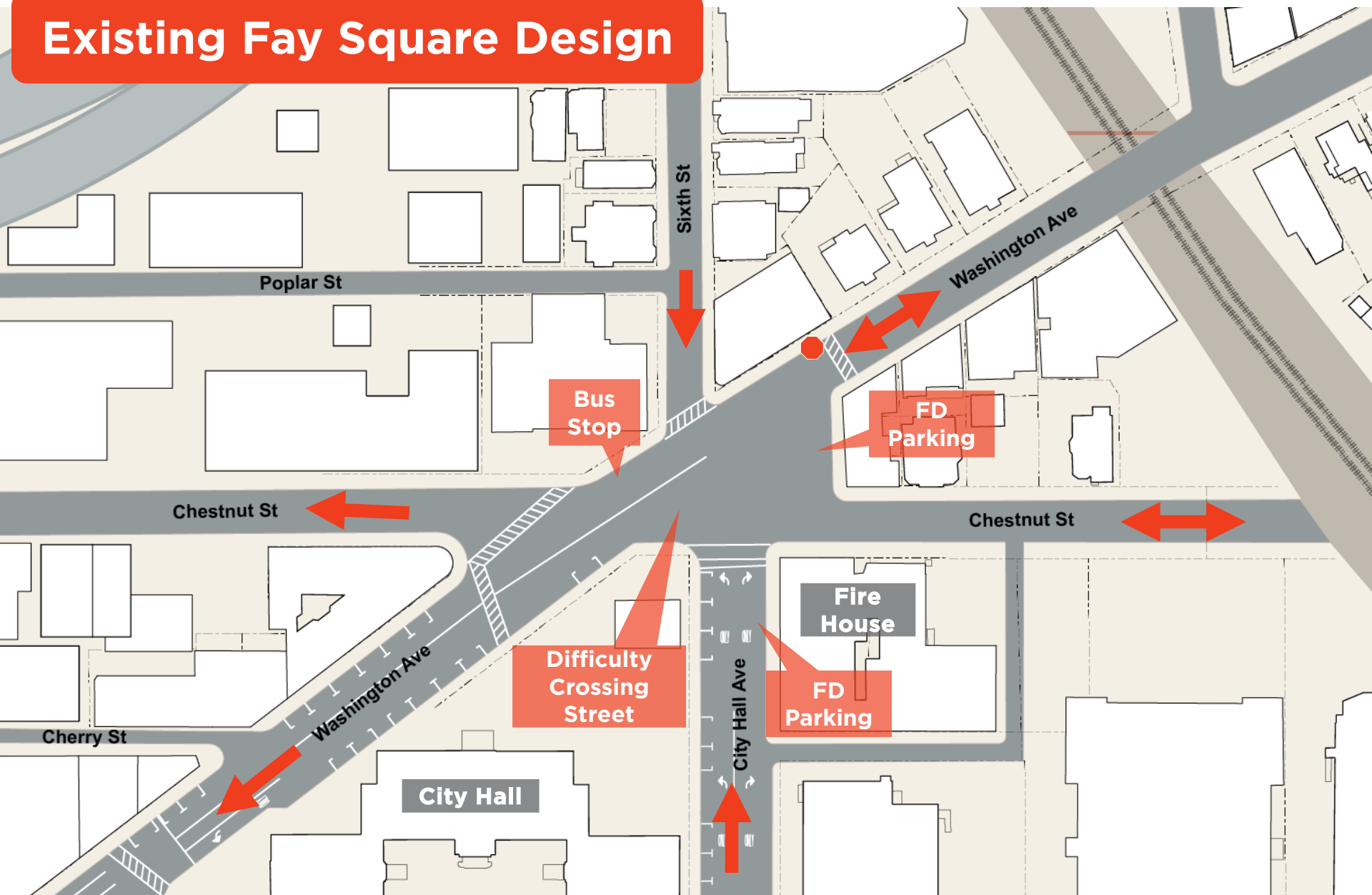
Looking Down Washington



Looking towards Washington



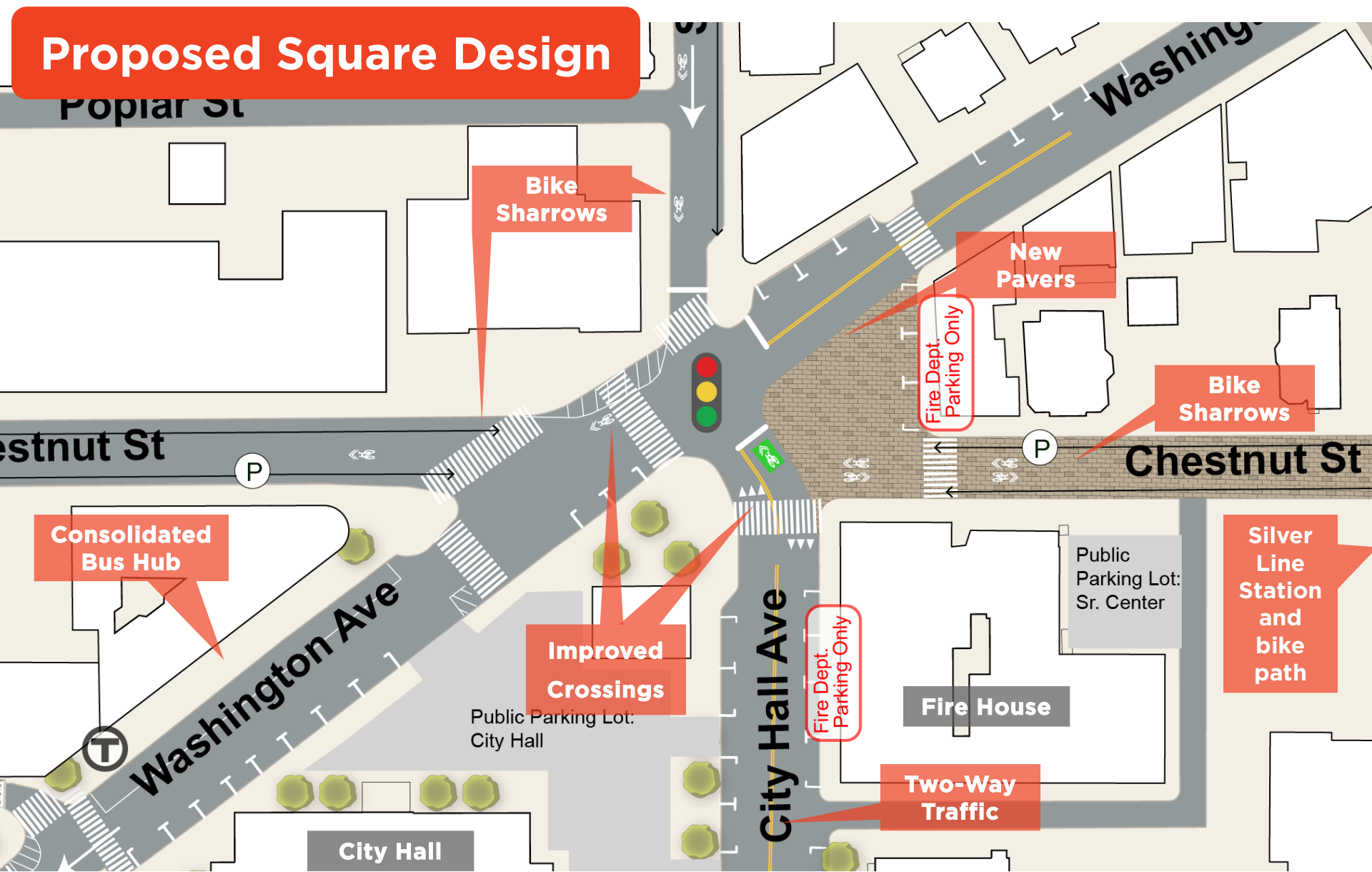
Existing Fay Square Design



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Proposed Square Design



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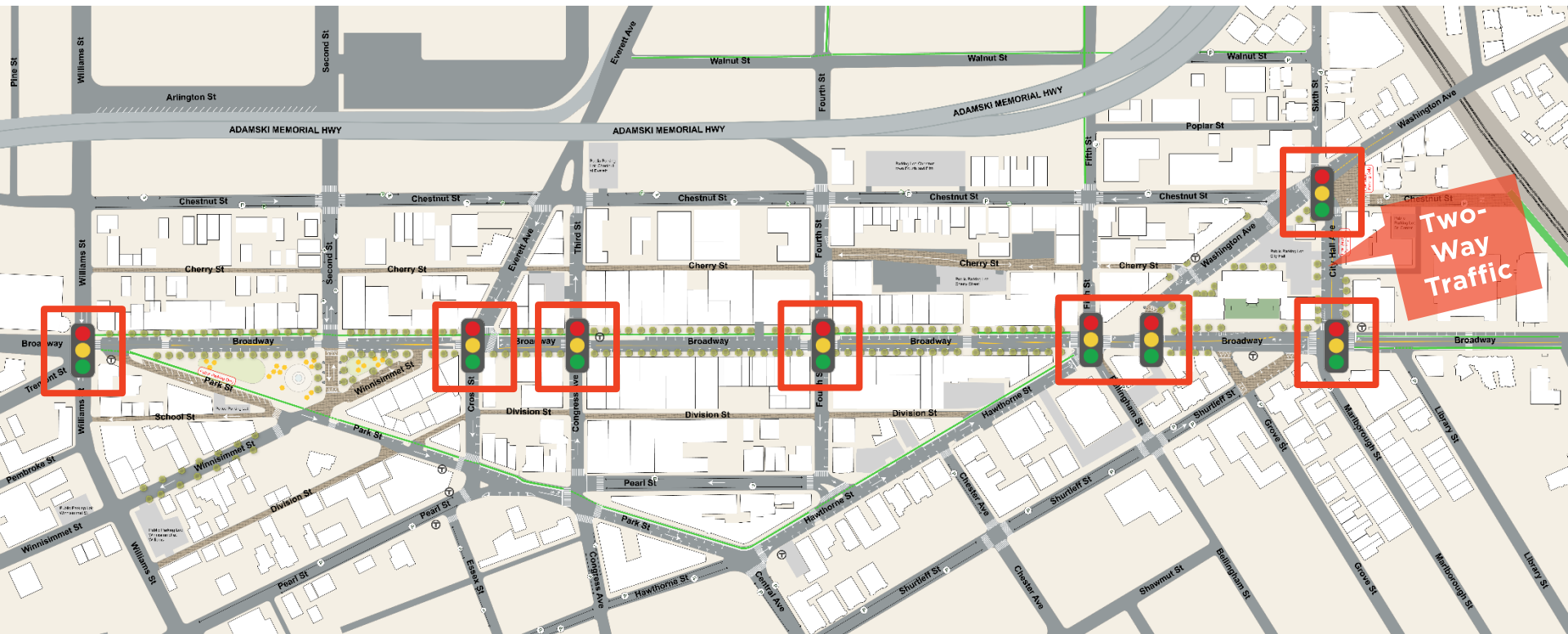
Improved Traffic Circulation

Key Elements

- Two-way City Hall Ave
- New traffic signals

Benefits

- Improved Traffic Flow
- Consistent Pedestrian Crossings
- Increased safety
- Improved visibility

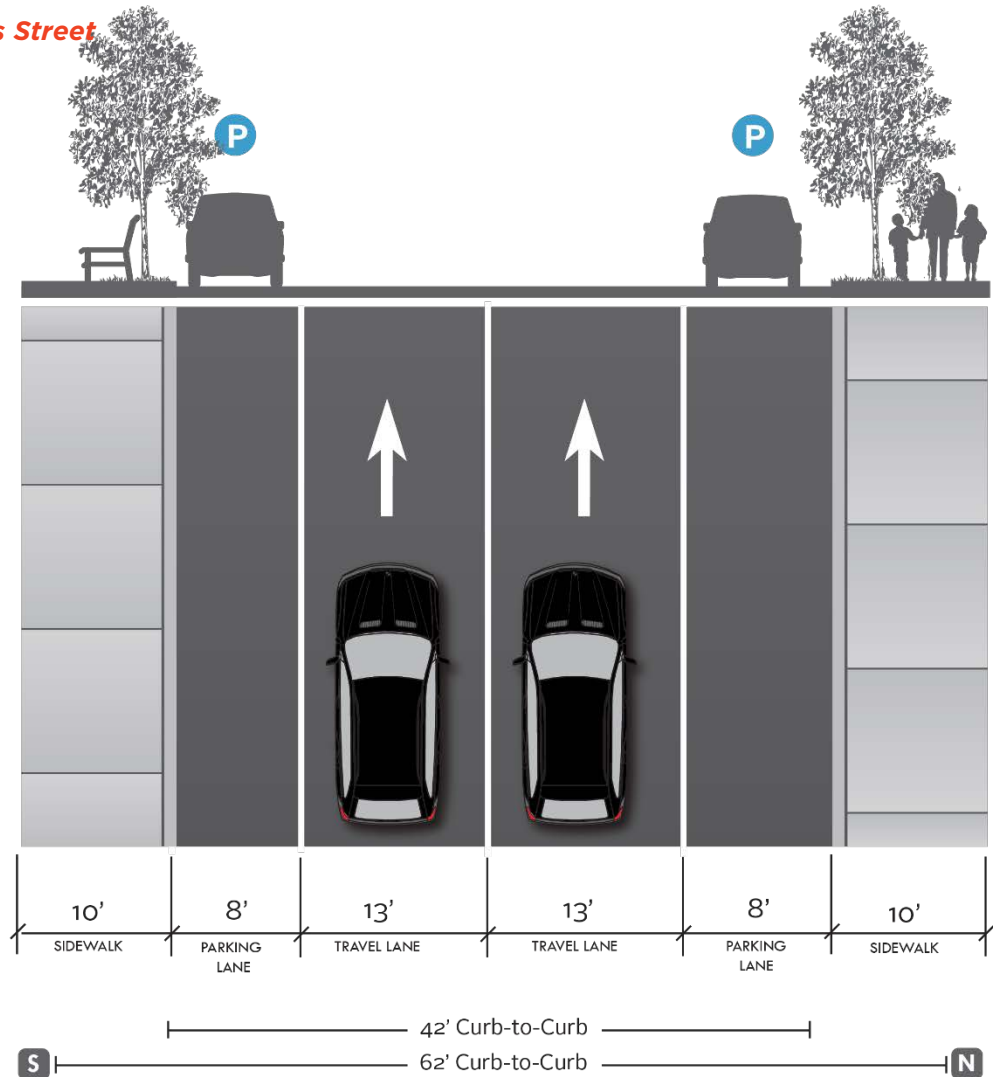


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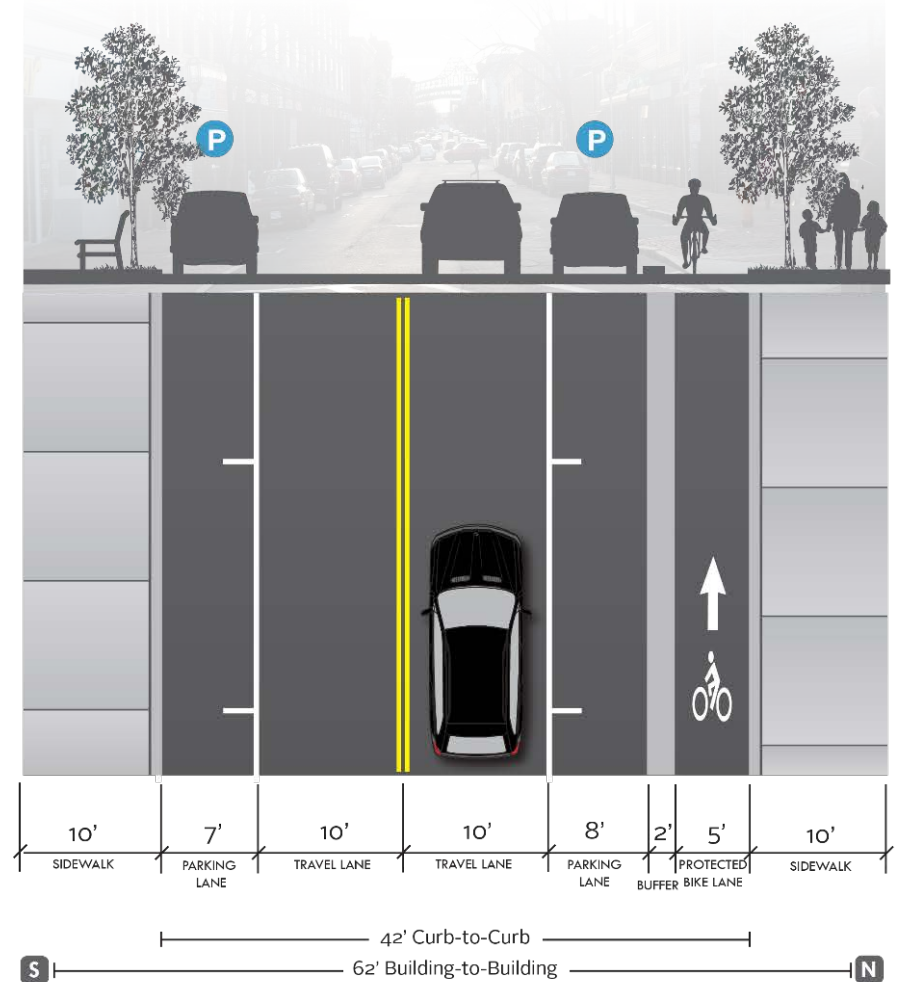
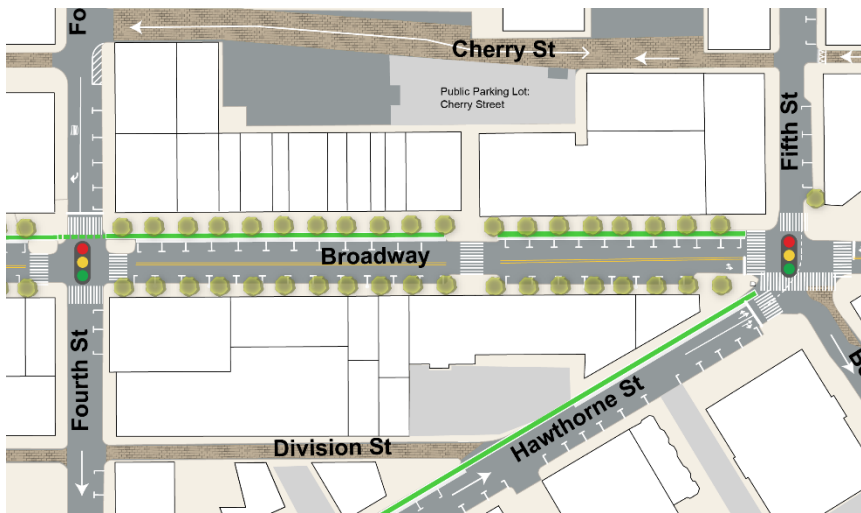
Existing Broadway

Broadway Cross Section: Looking Southwest
5th Street to 3rd Street, Everett Ave to Williams Street



Proposed Two-Way Broadway, Typical

Broadway Cross Section: Looking Southwest
5th Street to 3rd Street, Everett Ave to Williams Street



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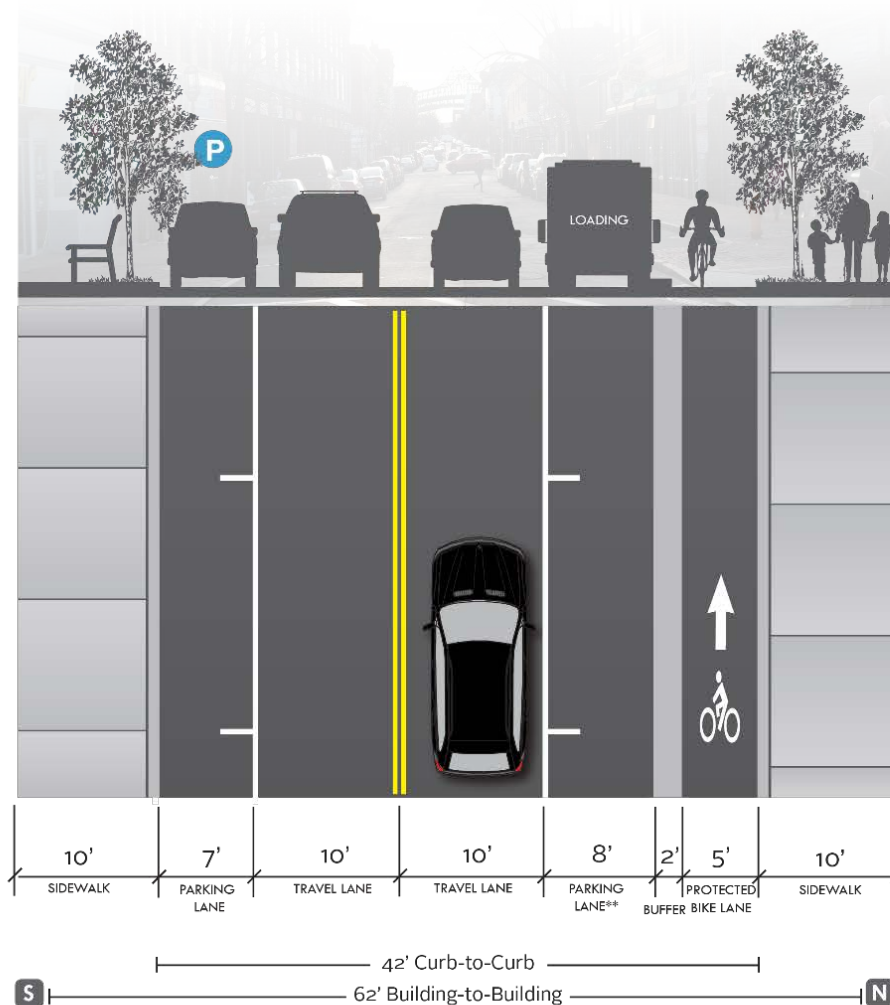


Two-Way Broadway, Loading Areas

Broadway Cross Section: Looking Southwest
5th Street to 3rd Street, Everett Ave to Williams Street



Where loading zones exist, they occur within the parking lane.



**Loading lane will use designated parking spaces during certain hours

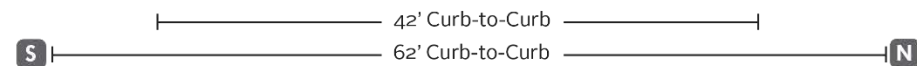
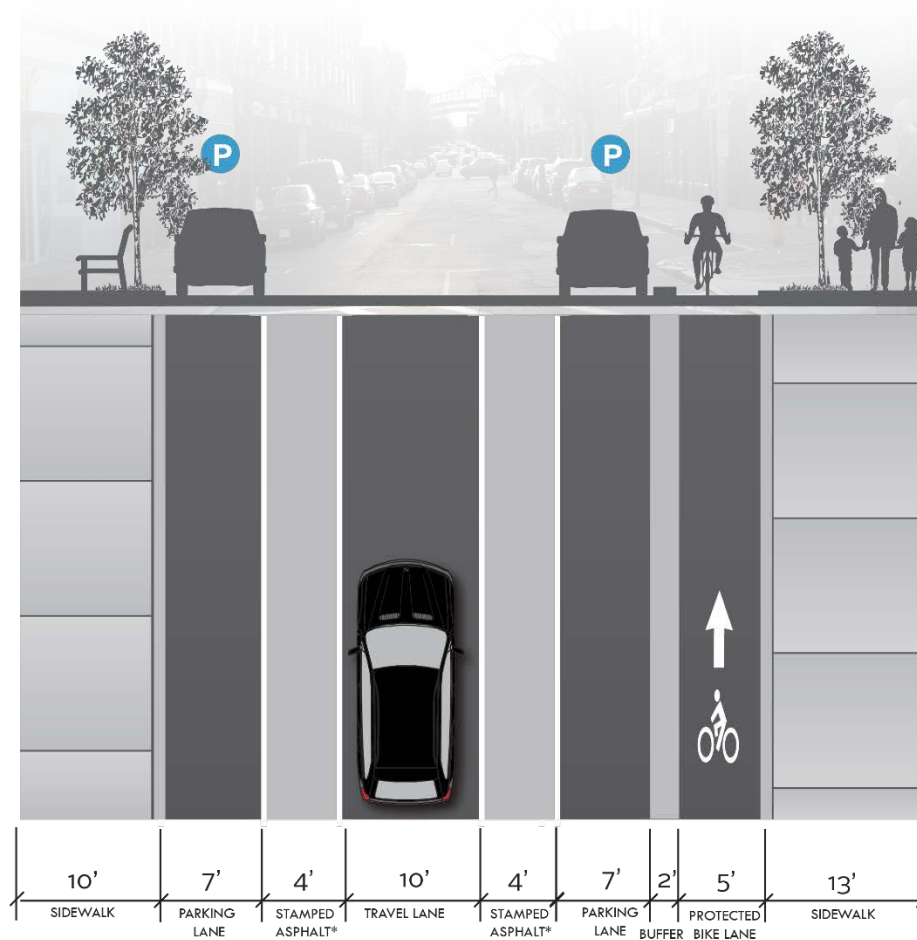


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One-Way Broadway Alternative, Typical

Broadway Cross Section: Looking Southwest
5th Street to 3rd Street, Everett Ave to Williams Street



*Condition could have stamped asphalt, mural, brick pattern, etc

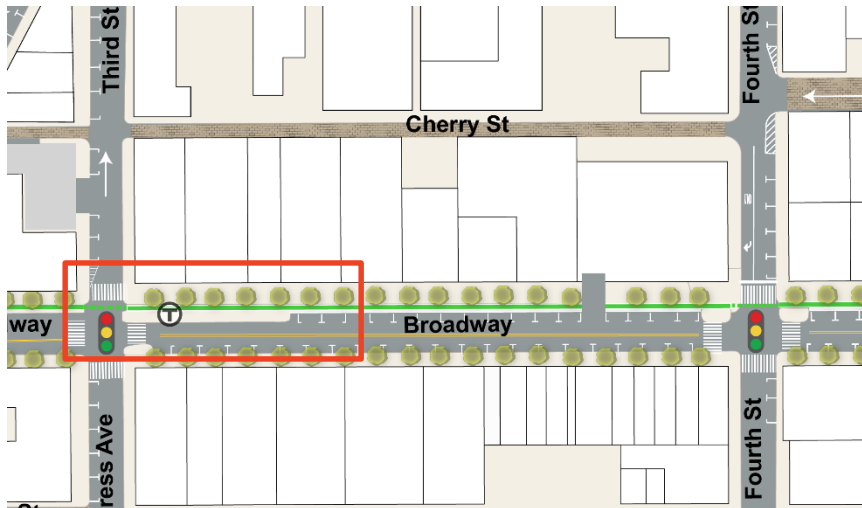


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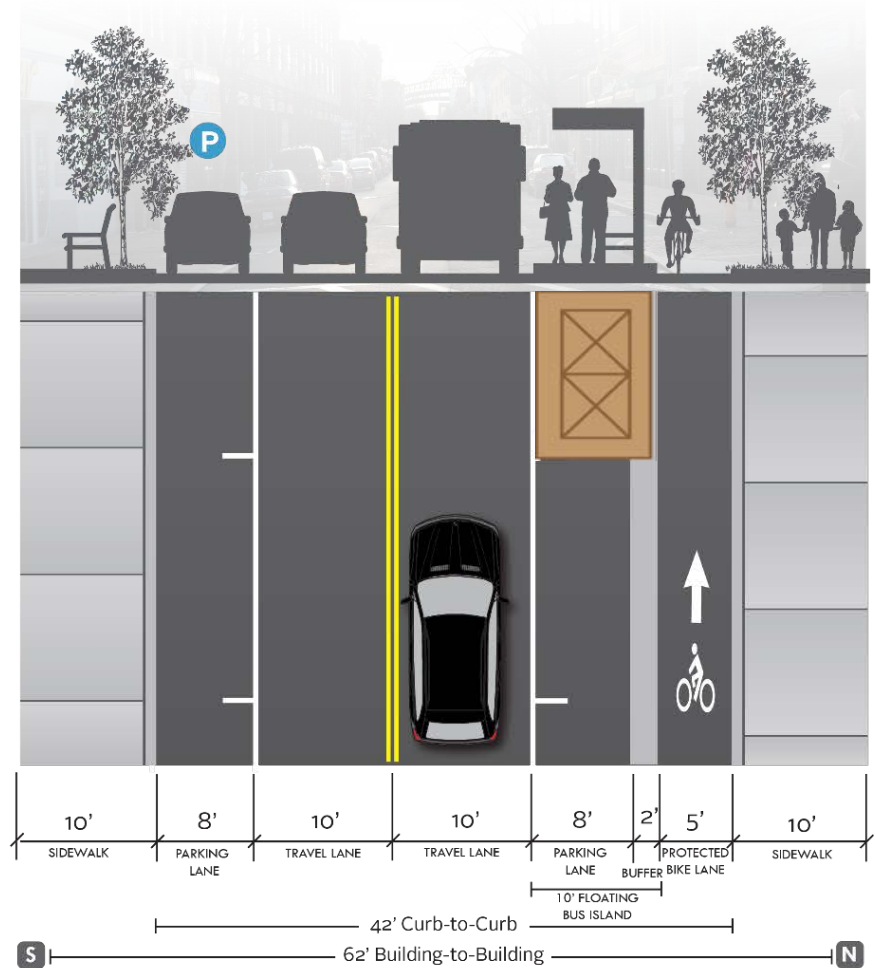


Two-Way Broadway, Bus Stop

Broadway Cross Section: Two-Way Looking Southwest
Bus Stop Condition, at 3rd Street



Added bus stop island allows more room for people waiting for buses.



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Bus Stop Island with Bike Lane, in practice

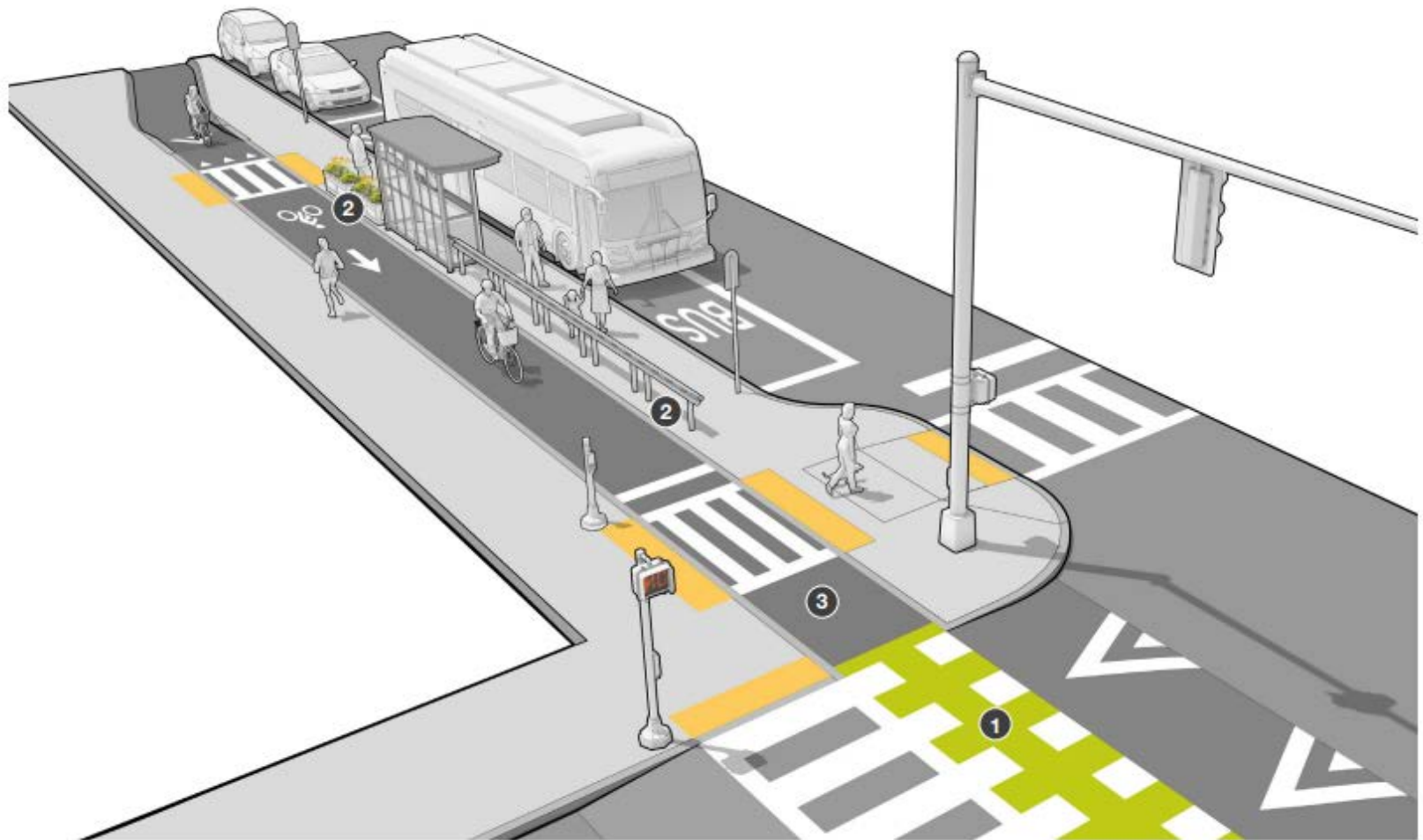


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MassDOT Design Guide:

Floating Bus Stop (Near-side)

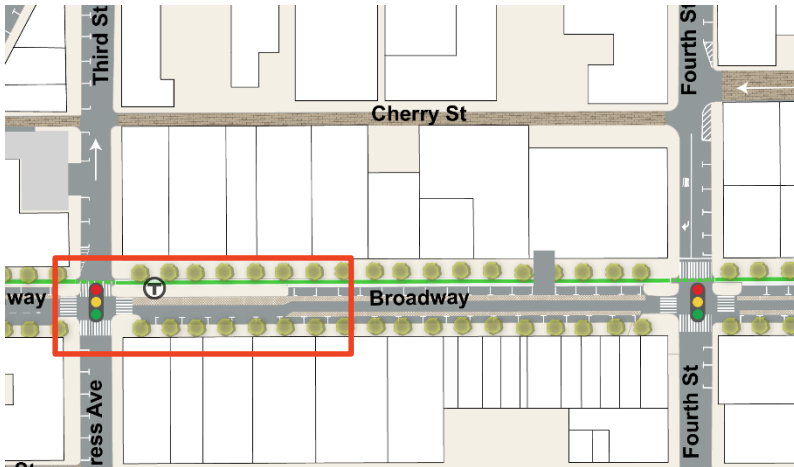


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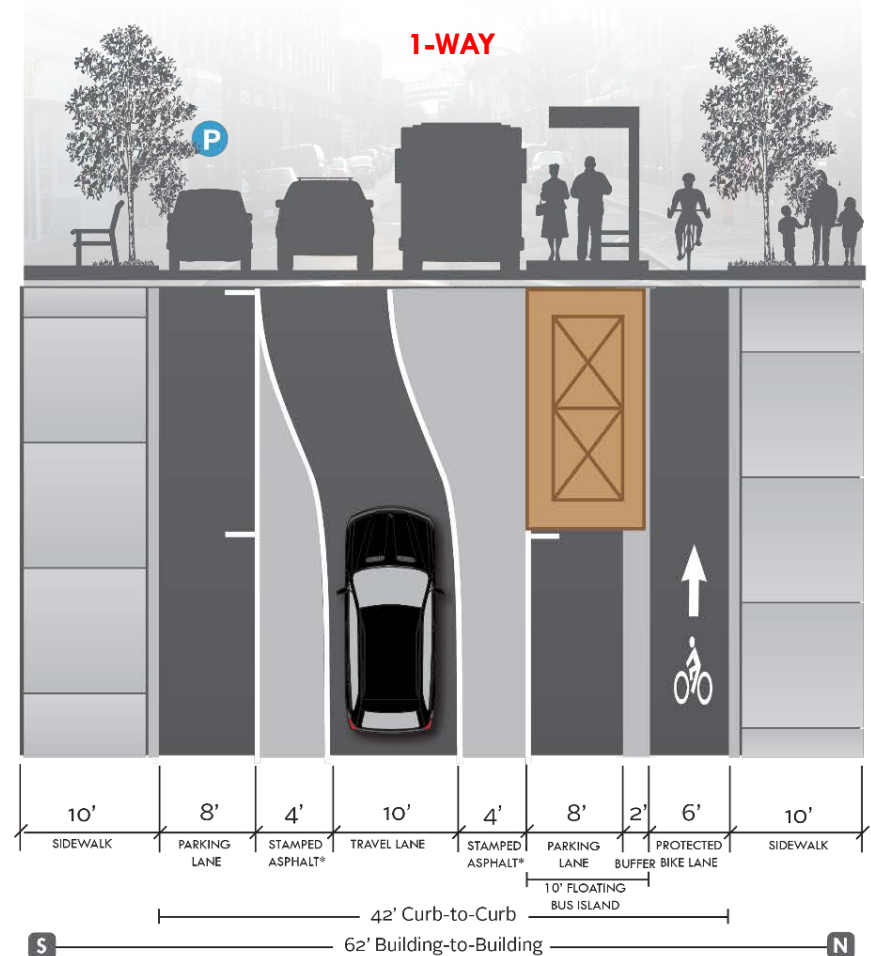


One-Way Broadway Alternative, Bus Stop

Broadway Cross Section: One-Way Looking Southwest
Bus Stop Condition, at 3rd Street



The floating bus stop allows efficient bus pickups and a continuous bike lane all the way down Broadway.



*Condition could have stamped asphalt, mural, brick pattern, etc

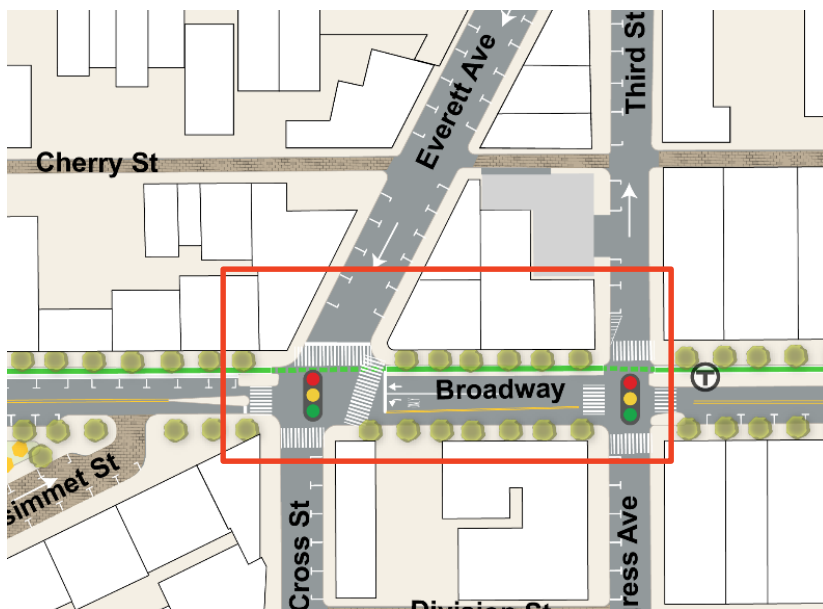


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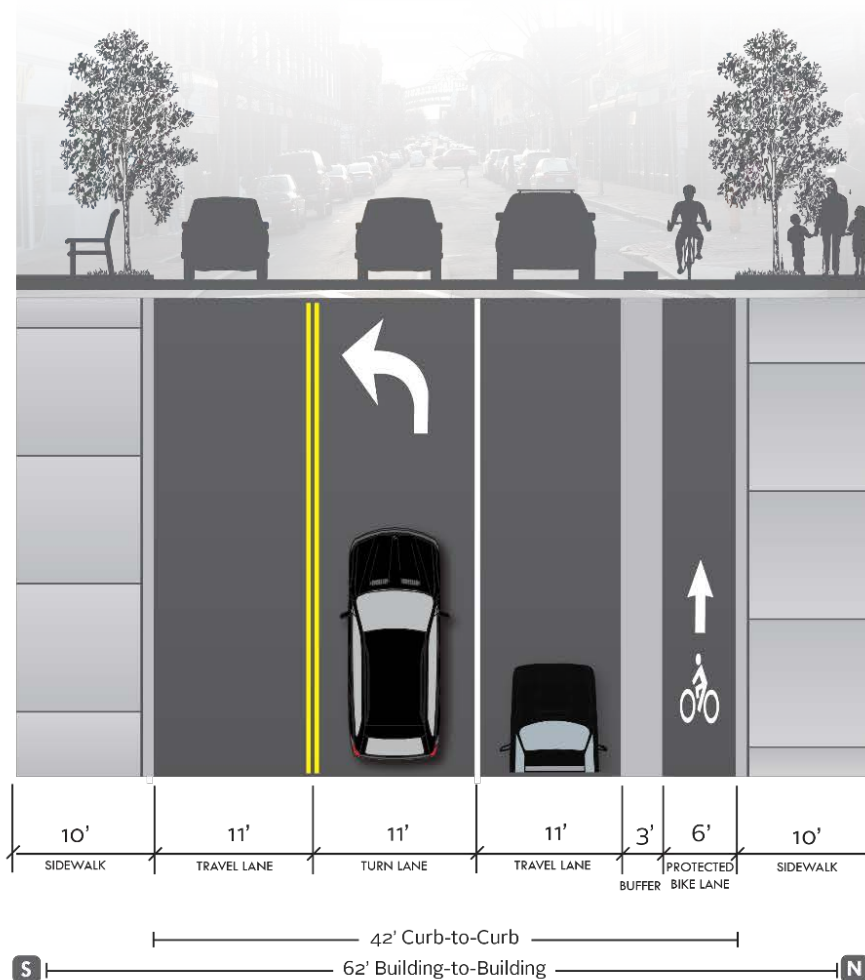


Two-Way Broadway, Turn Lane

Broadway Cross Section: Two-Way Looking Southwest
Turn Lane Condition, between 3rd Street and Everett



**Where left-turn lane is needed,
some parking is displaced.**

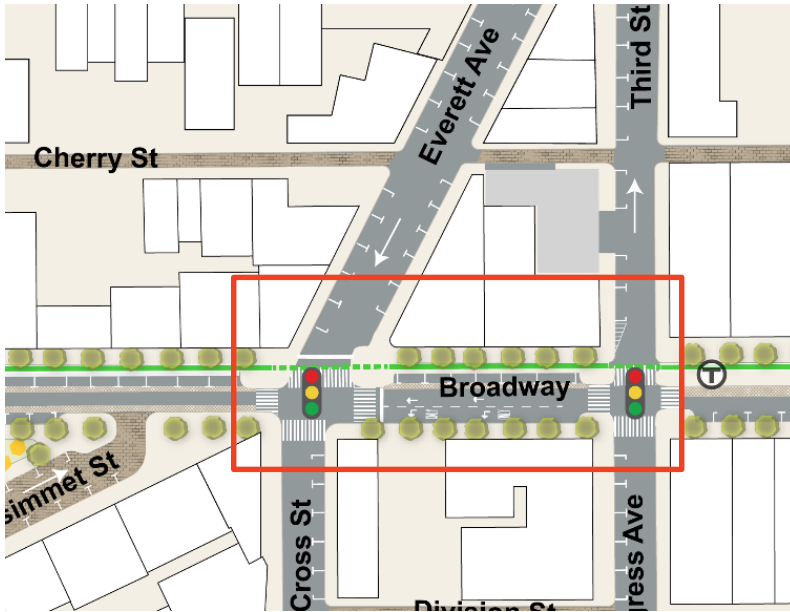


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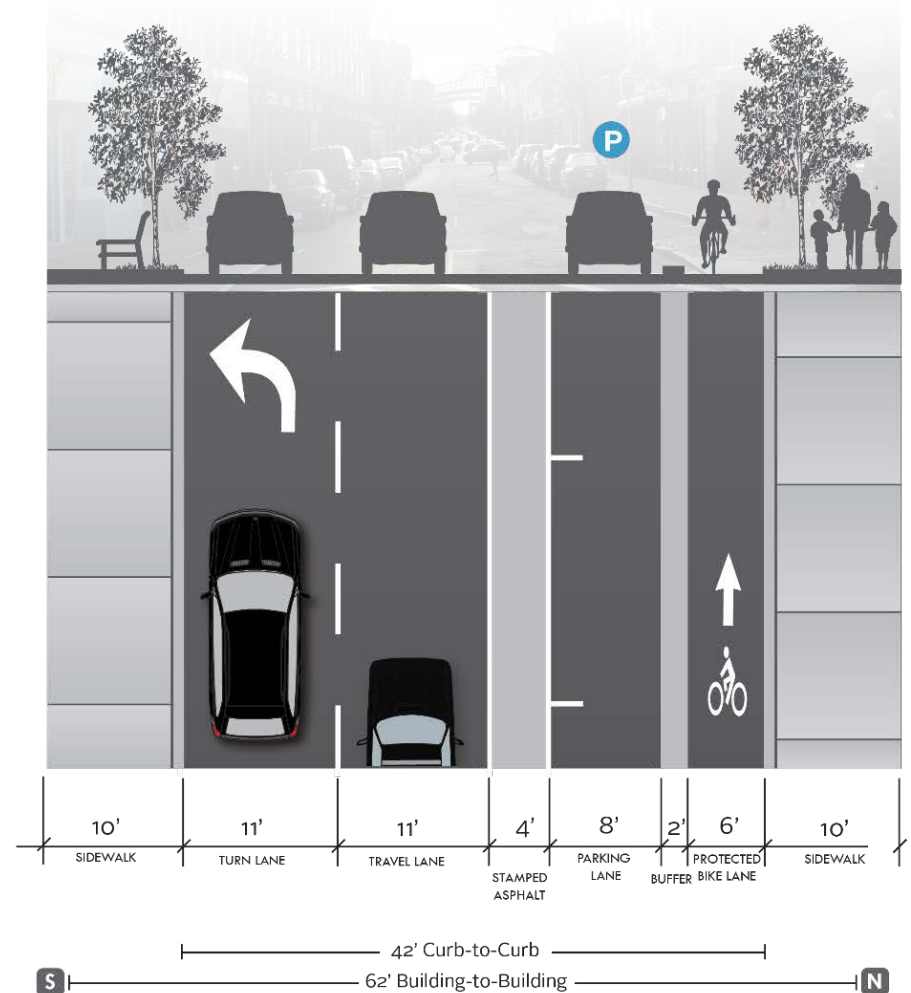


One-Way Broadway, Turn Lane

Broadway Cross Section: Two-Way Looking Southwest
Turn Lane Condition, between 3rd Street and Everett



**Because a left-turn lane is needed,
the parking lane is removed on one
side of the street.**



*Condition could have stamped asphalt, mural, brick pattern, etc



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Existing Chelsea Square

William

Cherry St

ay

Looking down Broadway



Looking down Winnisimmet from Broadway



ool St

Winnisimmet St

Cross



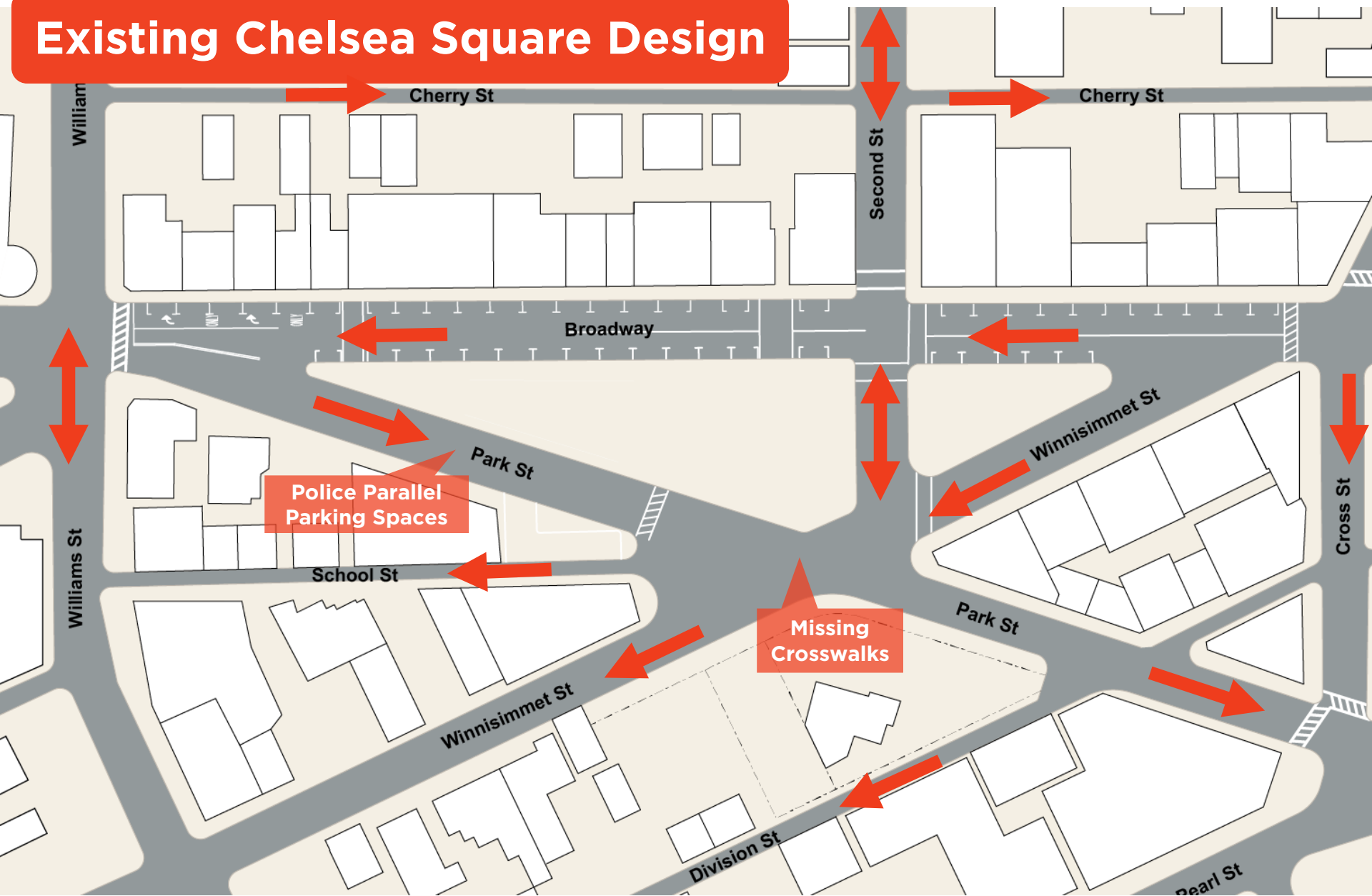
Looking up Winnisimmet to Broadway



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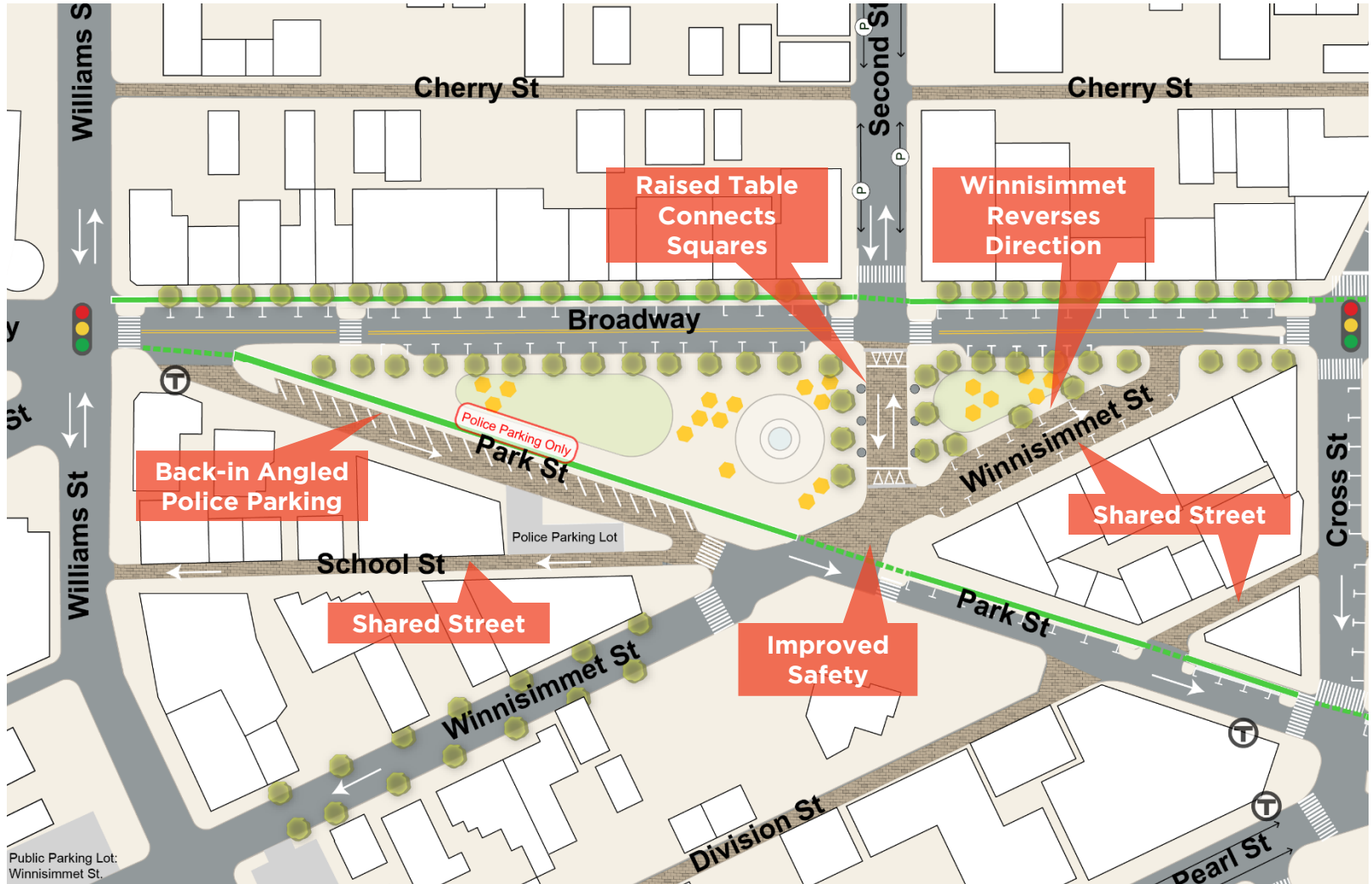
Existing Chelsea Square Design



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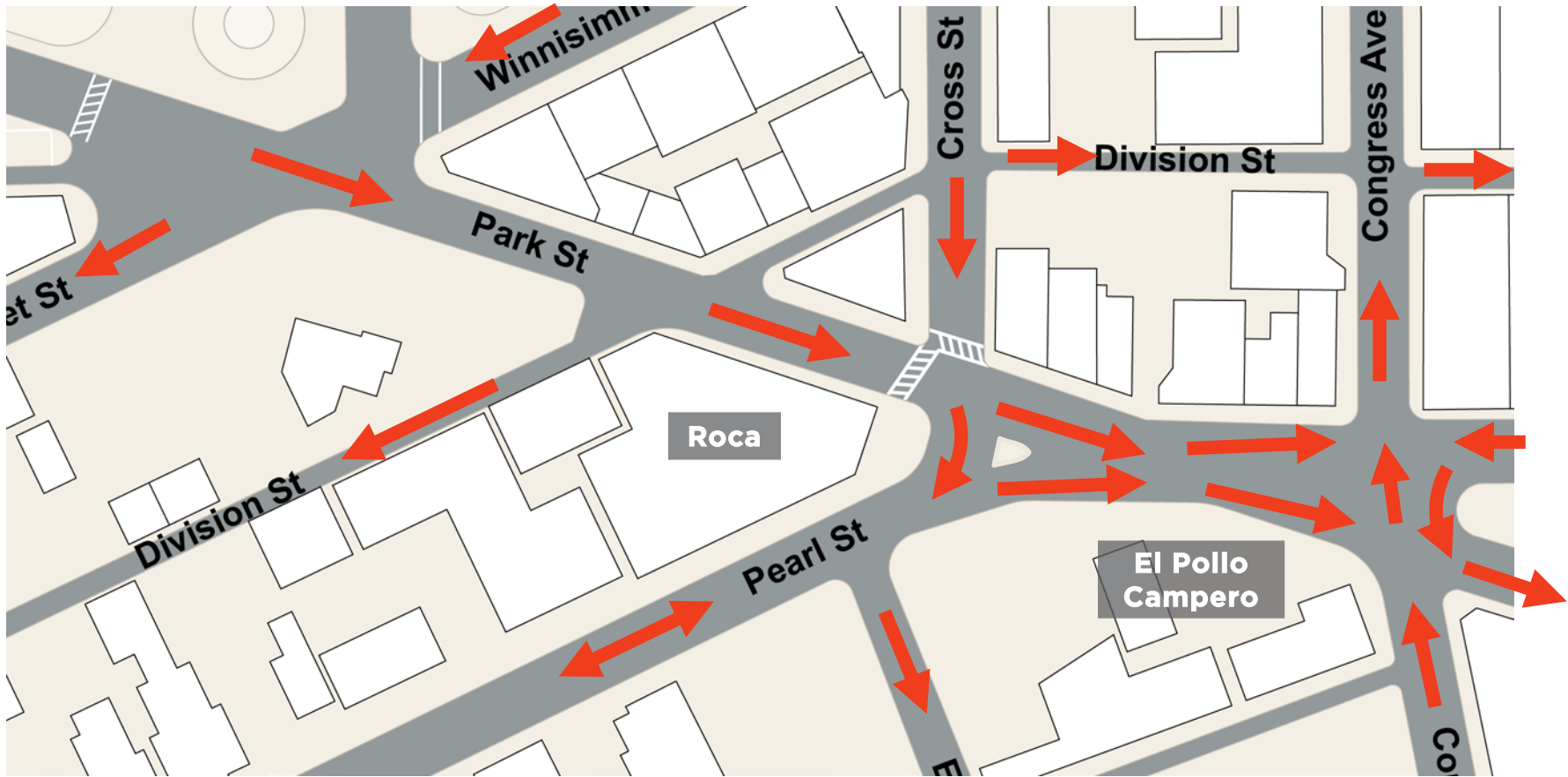
Proposed Square Design



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Existing Park Street



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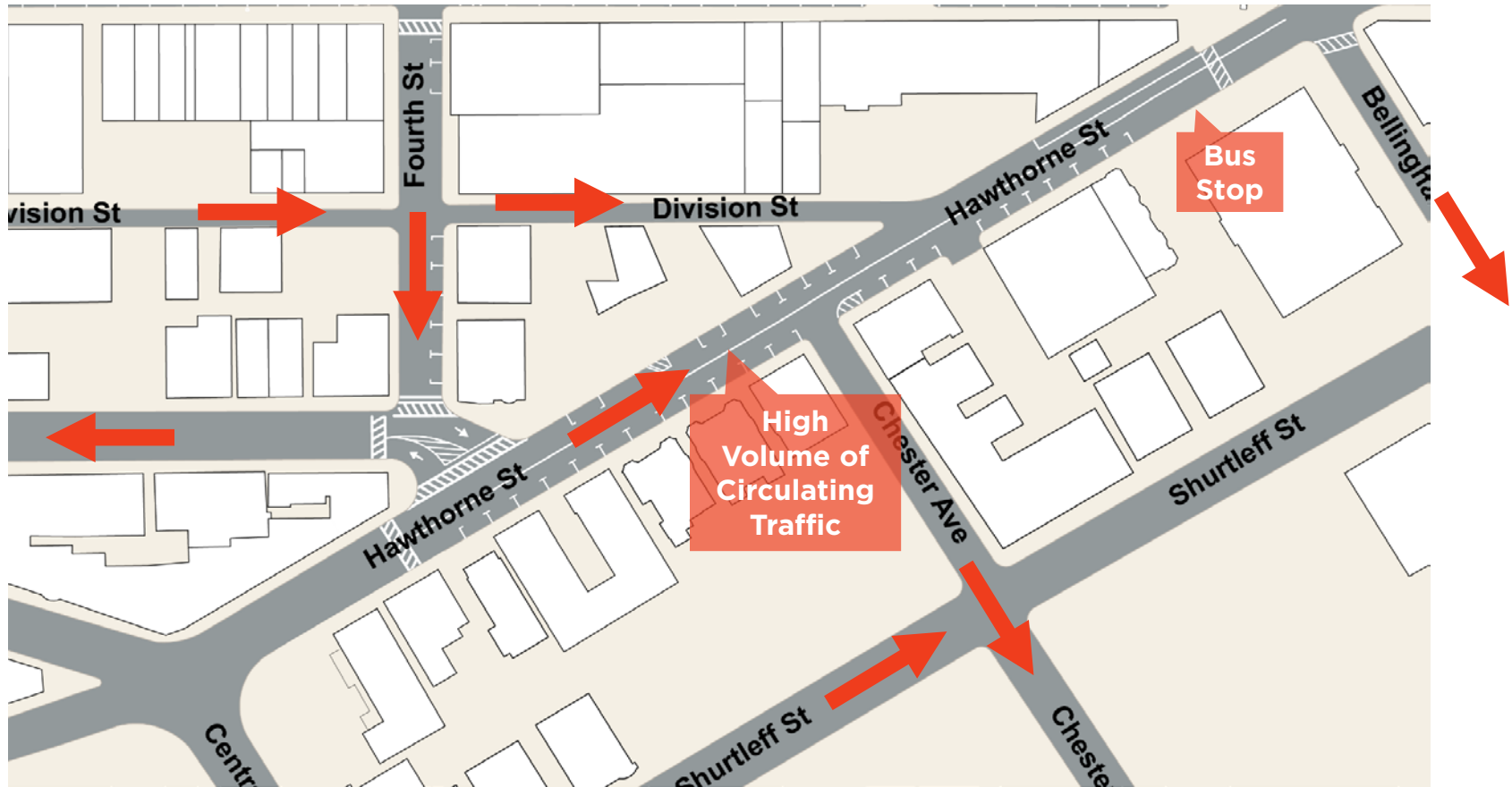
Future Ideas



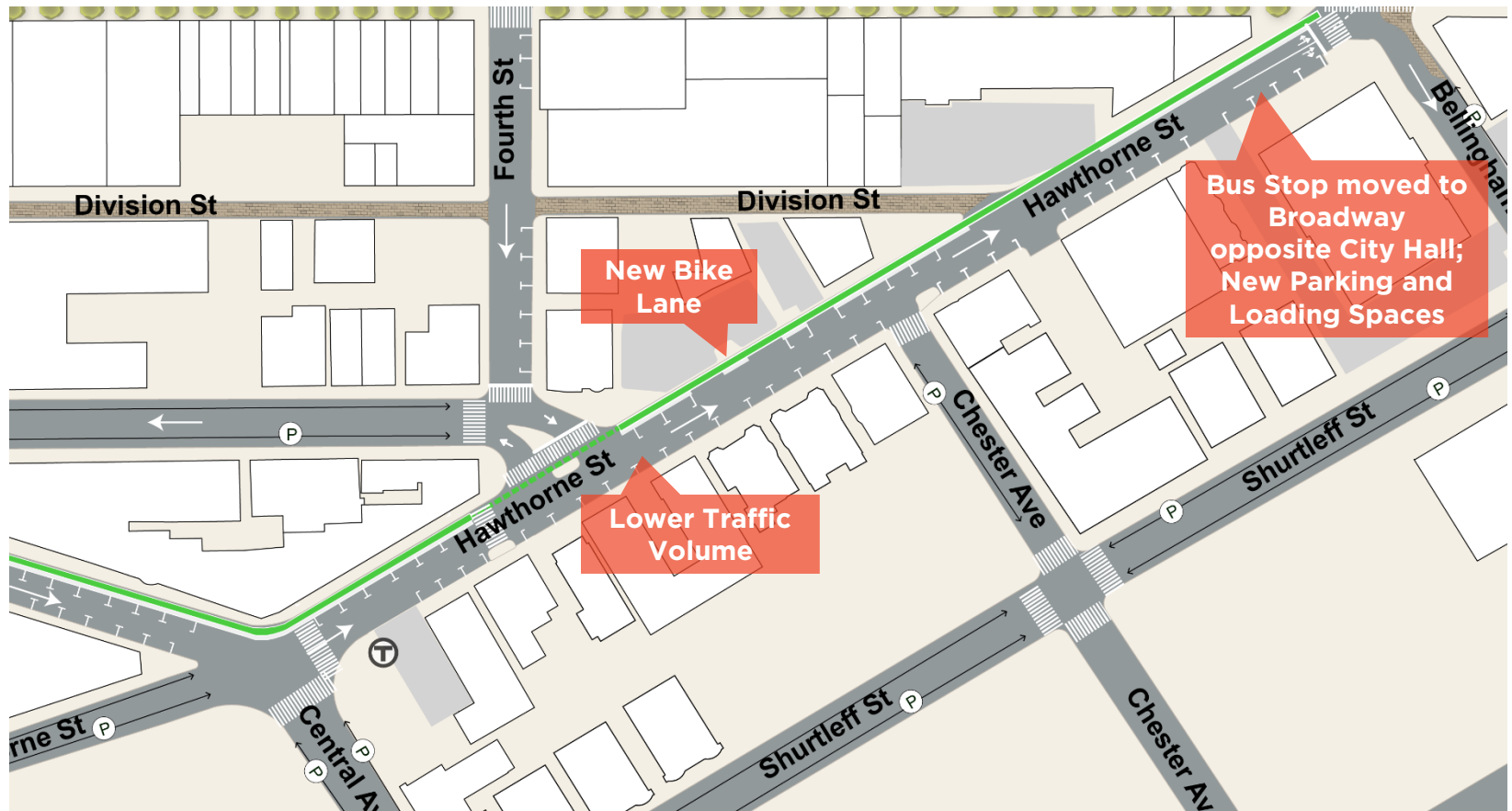
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Existing Hawthorne Street Design



Future Ideas



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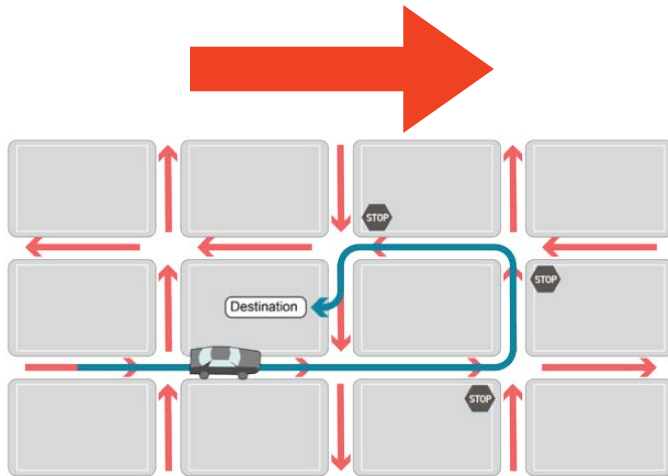


Summary of What's Changing

- Improved Traffic Flow
 - New signals
 - City Hall Ave becomes two-way, gets two signals
- Enhanced Public Open Spaces
- Enhanced Placemaking & Sidewalk Retail Atmosphere
- Improved Walking Safety
- Improved Understanding of Parking Issues
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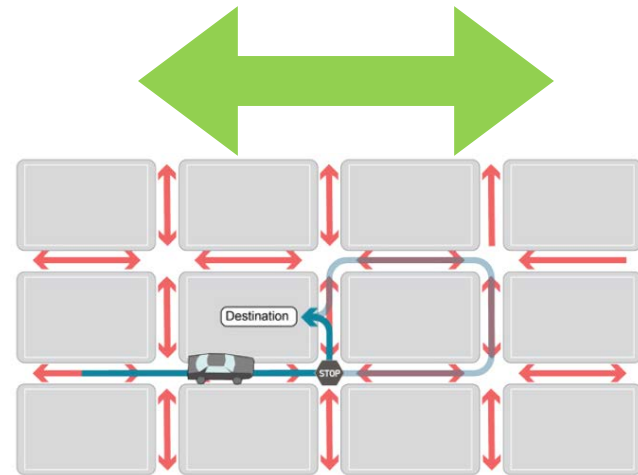


Why is Two-Way Better for Downtown Chelsea



BUSINESS ACCESS

- Speedy access
- Indirect - More turns to circle back



BUSINESS ACCESS

- Less circling
- Less congestion from circling
- Double the storefront visibility



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Why is Two-Way Better for Downtown Chelsea



LOADING ACCESS

- Capacity to doublepark
- Less safe for people walking and biking
- Delivery vehicles must circulate



LOADING ACCESS

- Designated loading zones / managed times
- Trucks have access from both directions



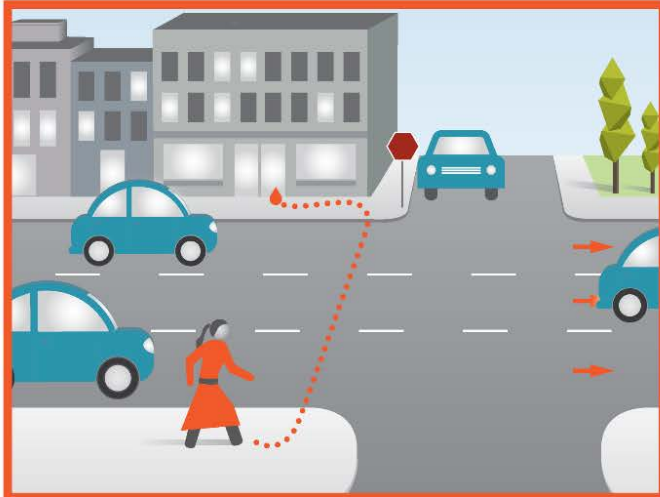
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Works in Revere and East Boston



Why is Two-Way Better for Downtown Chelsea

ONE-WAY STREET



TWO-WAY STREET



SAFETY

- Second lane may not yield, reducing safety
- Higher speeds to cross
- Turning vehicles may only look one way
- Longer total response time when circling for emergency access vehicles



SAFETY

- Look two-way environment
- Traffic-calmed
- Lower traffic speeds and crash severity
- Direct access throughout for places in need of emergency services



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Reimagining Broadway Goals



Balance Needs of All Users



Support Retail



Connect People to Transit



Improve Public Open Space



Properly Manage Parking



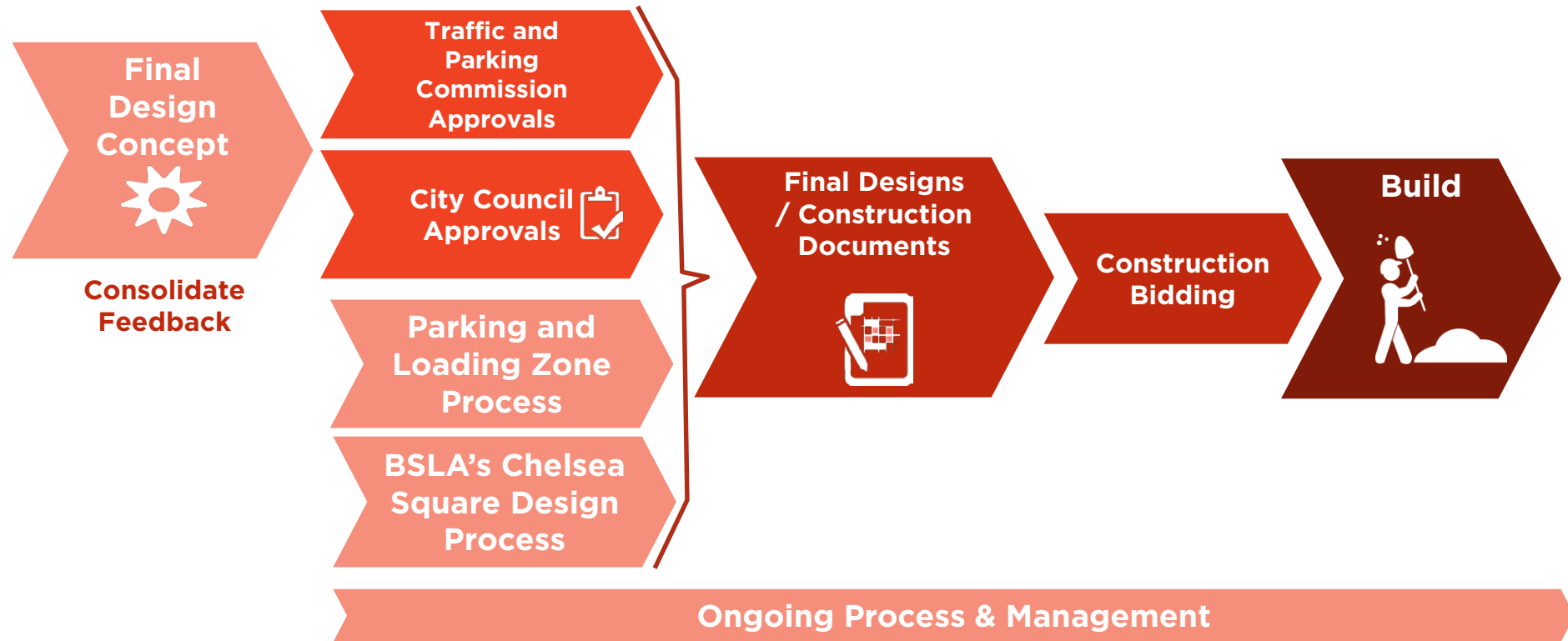
Improve Walking Atmosphere



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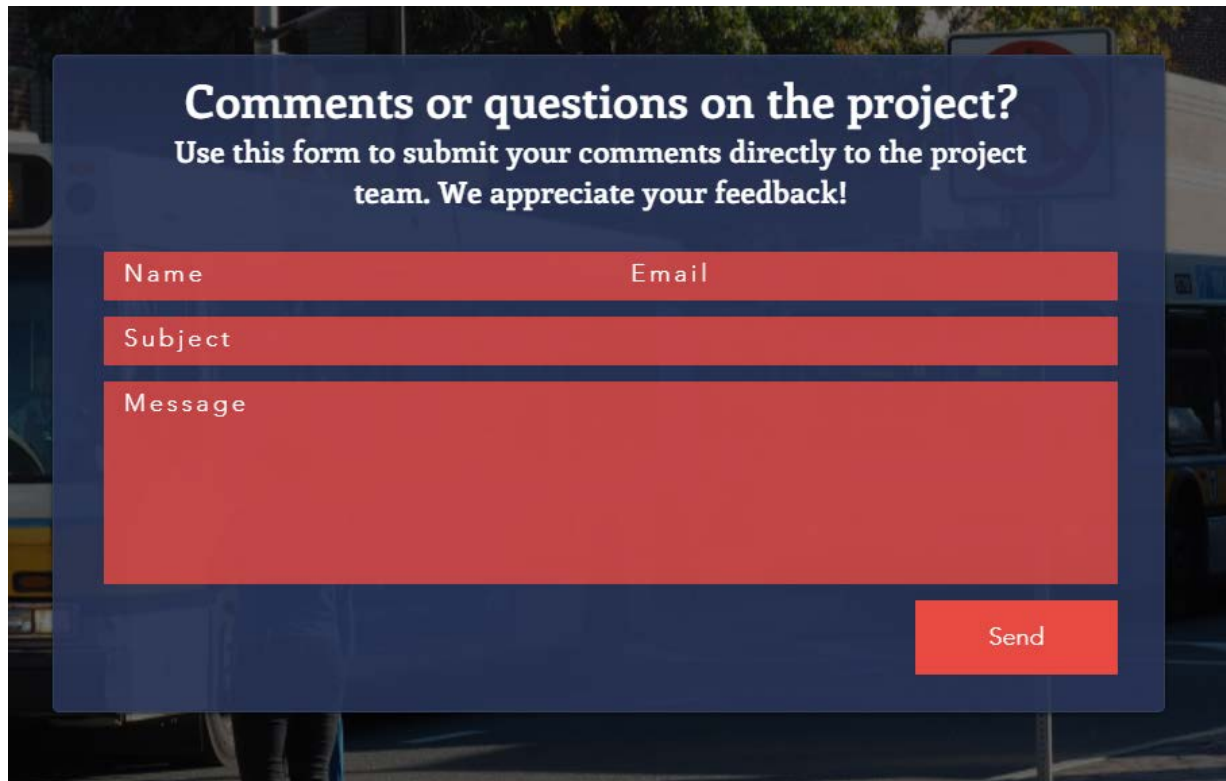


What is the Process From Here?



We Welcome Your Feedback Here & Online

- Questions/Comments
- Project website: <https://www.reimaginingbroadway.net/>



Comments or questions on the project?
Use this form to submit your comments directly to the project team. We appreciate your feedback!

Name Email

Subject

Message

Send



Thank You!

