MISSION HILL TRANSPORTATION PLANNING: TERRACE AND PARKER STREET

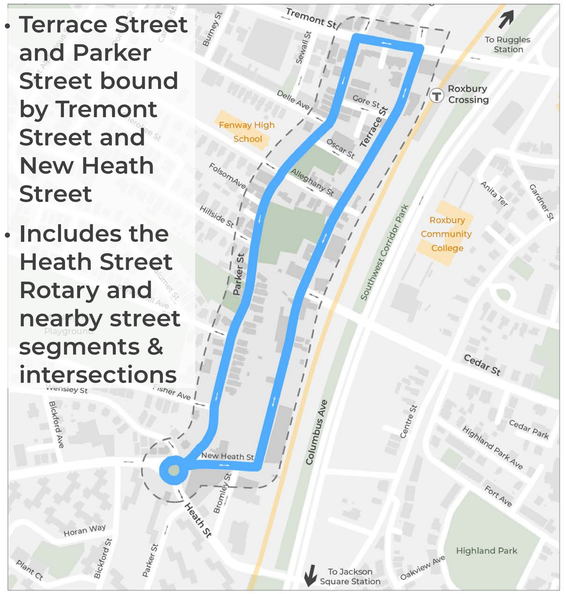
We are planning safety and accessibility upgrades for all road users traveling on Terrace and Parker Street in the Mission Hill Neighborhood.

The Boston Transportation Department is responding to community concerns about traffic safety and the future of a more residential Terrace Street.

Where we are planning

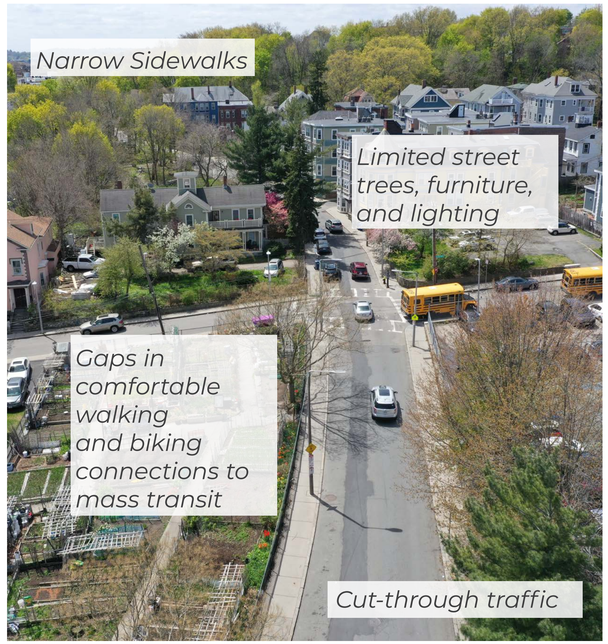
Project Limits

- Terrace Street and Parker Street bound by Tremont Street and New Heath Street
- Includes the Heath Street Rotary and nearby street segments & intersections



What we've heard

Community concerns



Looking south on Parker Street

Connected Plans, Projects and Policies

Planning context

Go Boston 2030

- Boston's long-range transportation plan prioritizes safety for all road users and encourages more walking, biking, and transit trips

MBTA Bus Network Redesign

- Will expand bus service and access to residents of color and low income residents
- Will affect **Tremont Street, Heath Street and Columbus Ave**

Tremont / Columbus Ave Bus Lanes (Phase 2)

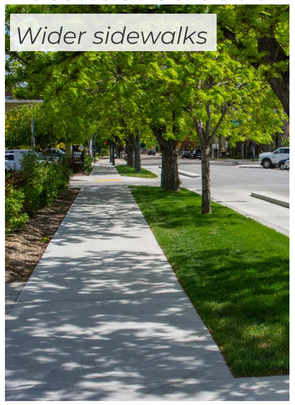
- Design and implement bus lanes and pedestrian improvements on **Columbus Avenue and Tremont Street**

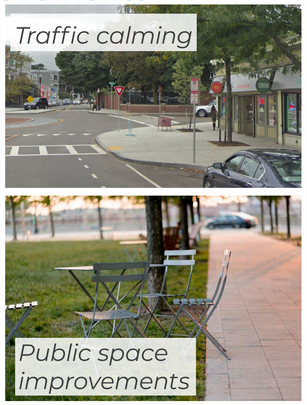
Active Development Projects

- BTD coordinates closely with BPDA on active development projects in the study area
- Development projects are making financial contributions to the design and implementation of Terrace / Parker St improvements

What we're considering

Potential street and intersection improvements





Project Timeline

Planning, Design, and Implementation

Confirm existing conditions and needs — *Develop initial concepts* — *Design, construction, and before/after assessment*

2023 — **2024+**

Community engagement

Stay in Touch!

How to reach us

Project Webpage

www.boston.gov/departments/transportation/mission-hill

Contact

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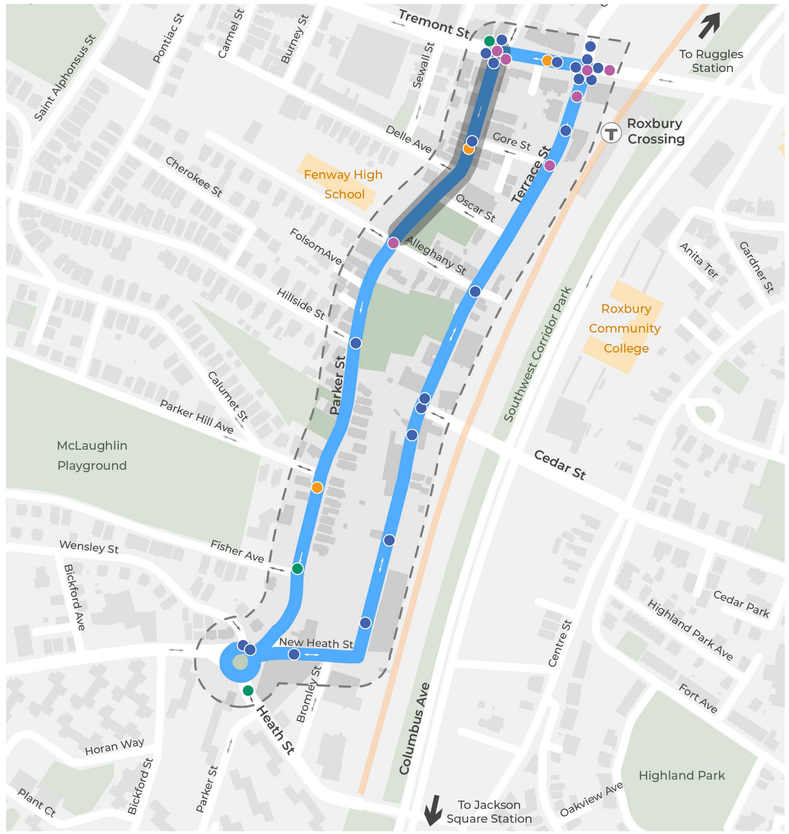
SAFETY IN THE STUDY AREA

Crashes



Crash History

- Study Area Boundary
- Key Study Streets

Feet: 0 170 340 680 N

Vision Zero Crash History (2019-2021)

- Pedestrian Crash
- Bicyclist Crash
- Motor Vehicle Crash
- High Crash Corridor for People Biking (2015-2017)

MassDOT Crash History (2019-2021)

- Motor Vehicle Crash

Key Takeaways

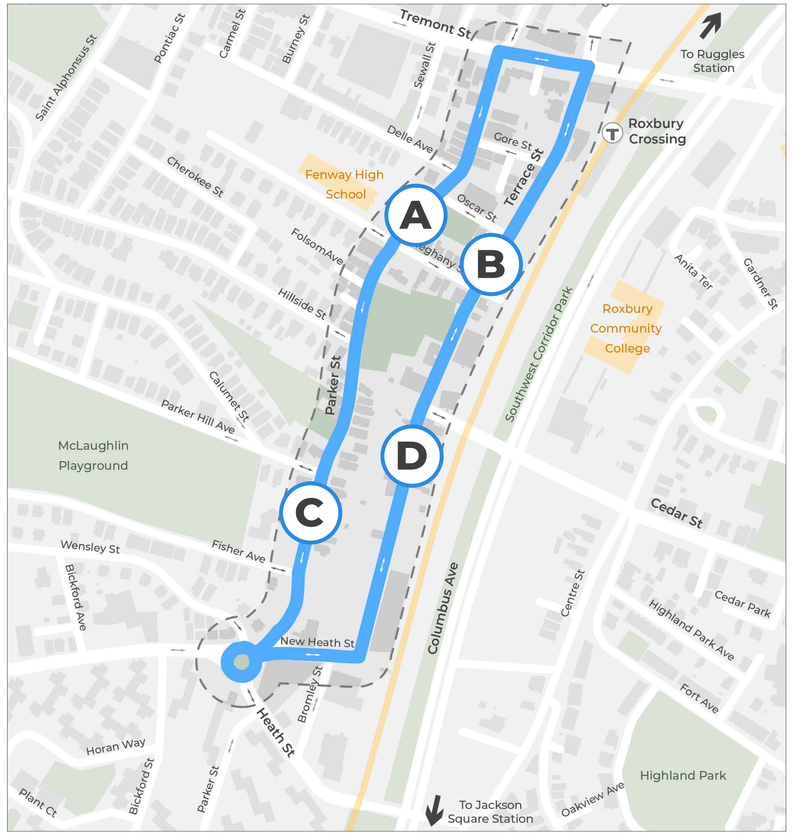
Crash clusters at:

- Parker Street/Tremont Street
- Terrace Street/Tremont Street

High crash corridor for people biking:

- Parker Street from Tremont Street to Alleghany Street

Motorist Speeds

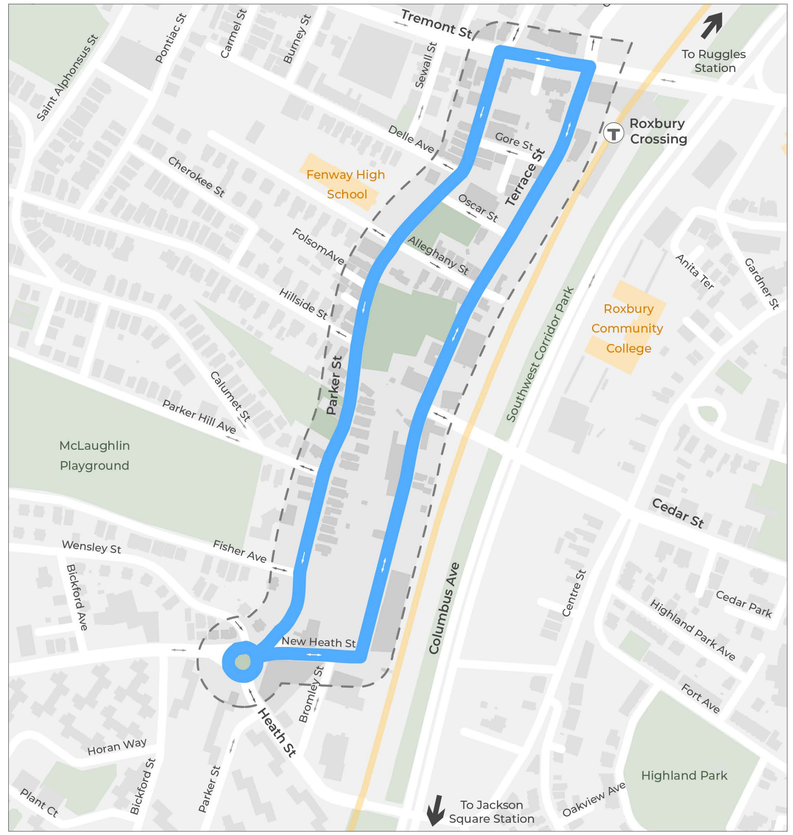


- Study Area Boundary
- Key Study Streets
- Street Direction

Feet: 0 170 340 680 N

	A Parker Street south of Oscar Street	B Terrace Street south of Gore Street	C Parker Street south of Parker Hill Ave	D Terrace Street south of Cedar Street
Average Speed	21 mph	22 mph	22 mph	21 mph
Daily motorists traveling at or above 25mph	962 (20%)	1,566 (29%)	1,143 (25%)	1,091 (18%)

Your Concerns



- Study Area Boundary
- Key Study Streets
- Street Direction

Feet: 0 170 340 680 N

- Inadequate bicycle facilities
- Drivers fail to yield
- Visibility
- Inadequate pedestrian crossings
- Speeding
- Other

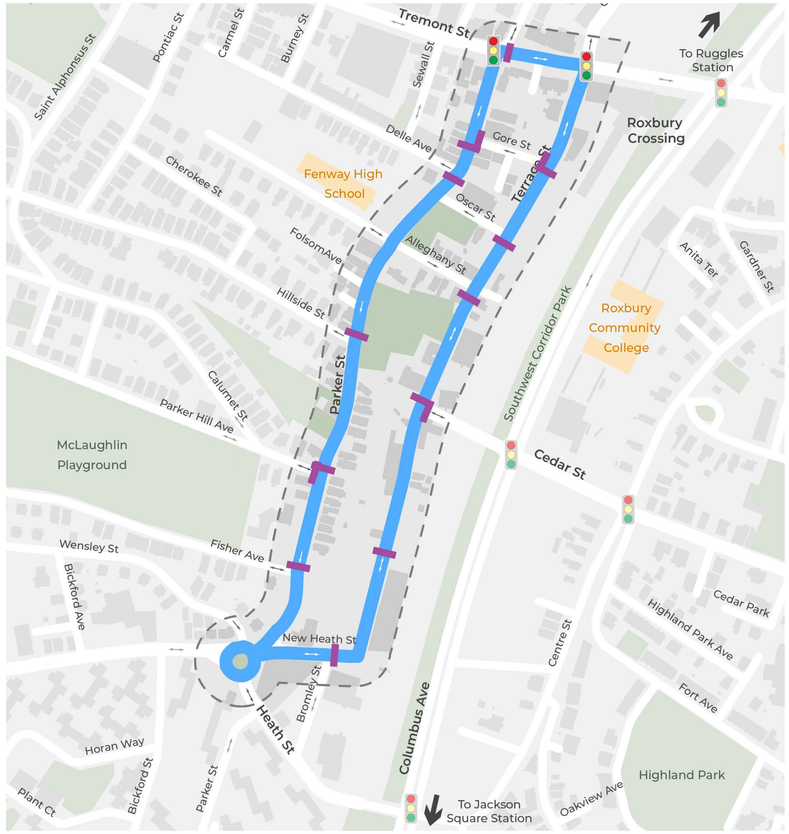
What is your experience?

- Are there any areas or safety concerns missing?
- What is your top priority related to safety?
- What makes you most uncomfortable when walking, biking, or driving in and near the study area? For instance, walking next to vehicles, visibility at crosswalks, turning vehicles, etc.

B

WALKING IN THE STUDY AREA

Missing Crosswalks



Crosswalk Needs

- Study Area Boundary
- Key Study Streets
- Current Street Direction
- Crossing Gap

0 170 340 680 Feet N

Key Takeaways

- **Missing crosswalks at** multiple intersections and mid-block locations

Site Visit Observations

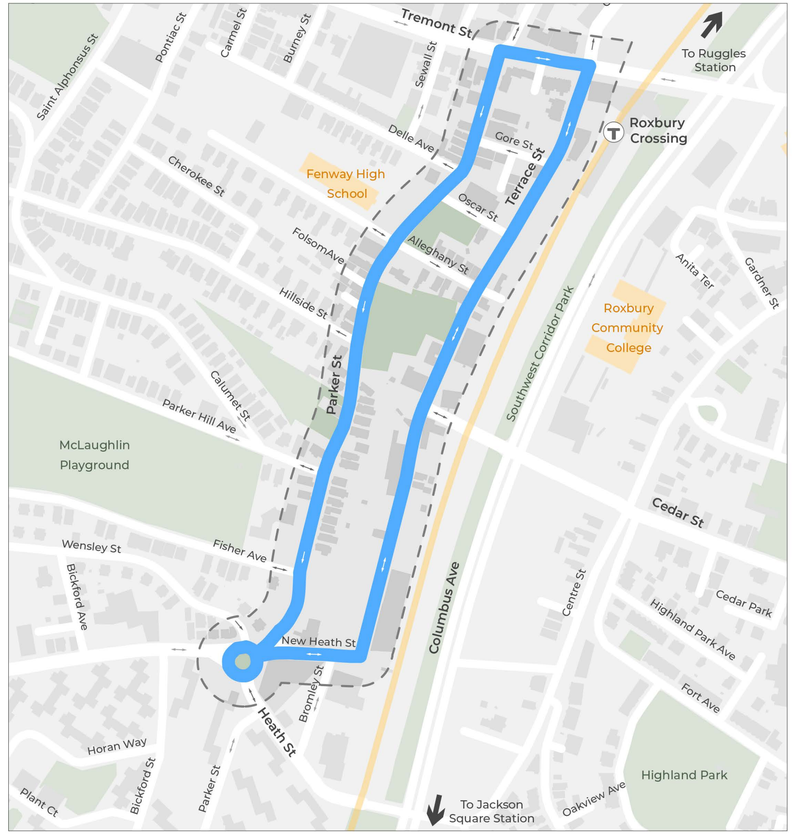
- Study Area Boundary
- Key Study Streets
- Current Street Direction

0 170 340 680 Feet N

Common Issues

- Cracked, narrow sidewalks
- Noncompliant ADA ramps
- Poor visibility at intersections
- Wide streets/excess pavement in Heath Street Rotary

Your Concerns



- Study Area Boundary
- Key Study Streets
- Street Direction

0 170 340 680 Feet N

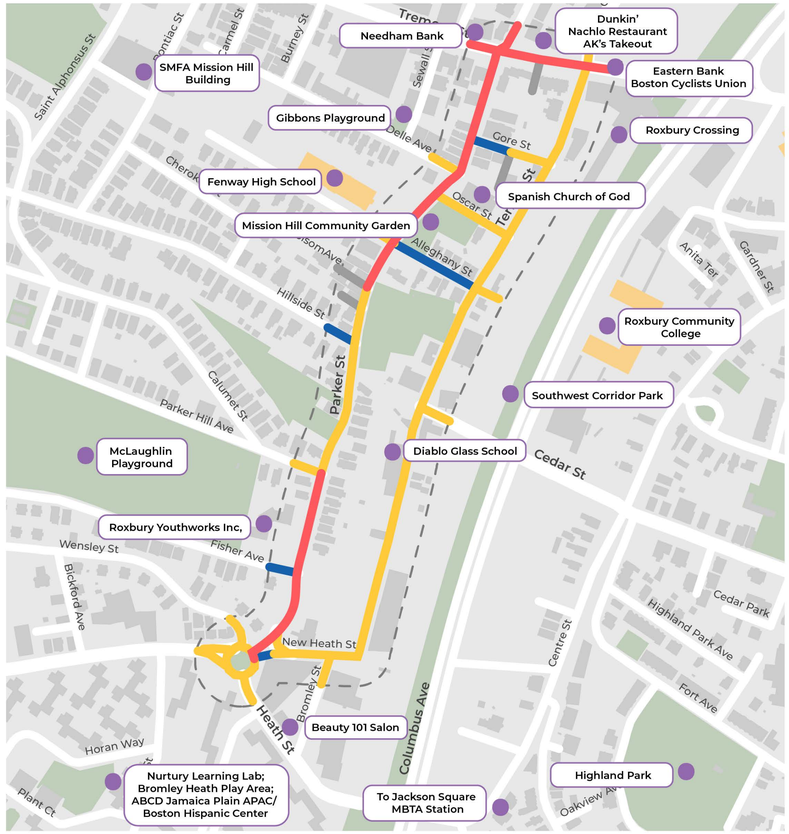
- Narrow sidewalks
- Visibility
- Missing crosswalks
- Noncompliant ramps
- Excess pavement
- Other

What is your experience?

- Where do you walk frequently?
- What are the most challenging locations when you're getting around the study area and why?
- If you don't walk frequently in the study area, what would make you more willing to do so?

BIKING IN THE STUDY AREA

Bicycle Level of Traffic Stress



Bicycle Connectivity & Accessibility Needs

- Study Area Boundary
- Bike/Ped Trip Generator

0 170 340 680 Feet N

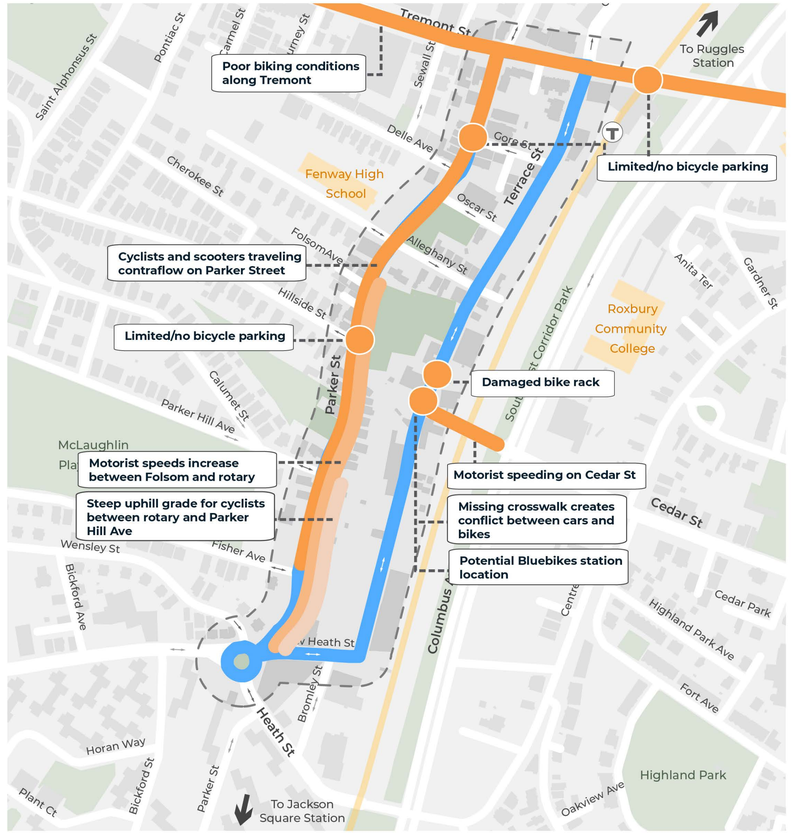
Bicycle Level of Traffic Stress (BLTS)

- Stress Level 4
- Stress Level 3
- Stress Level 2
- Stress Level 1
- Null: No Bicycle Access

Key Takeaways

- Score assigned based on speed, volume, and presence of comfortable bicycle facilities
- Many streets in the study area are Bicycle LTS 3 or LTS 4 (stressful for most people)
- Stressful conditions restrict access to important local destinations (businesses, parks, community centers, etc.)

Site Visit Observations



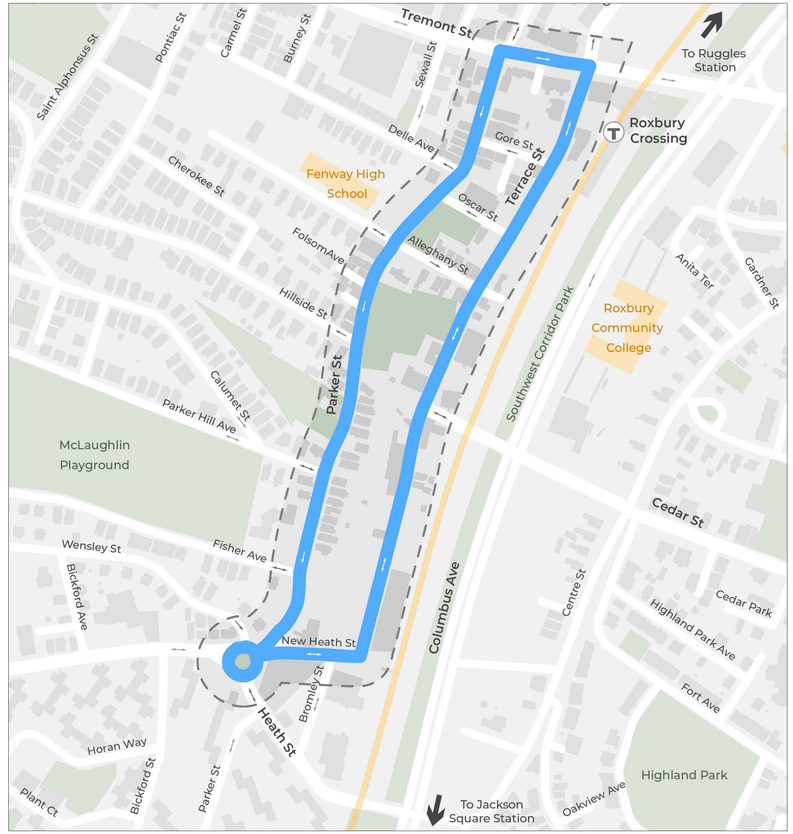
- Study Area Boundary
- Key Study Streets
- Street Direction

0 170 340 680 Feet N

Common Issues

- Cyclists and scooters traveling contraflow on Parker Street
- Factors contributing to motorist speeding on Parker: steep hills and wider cross section
- Lack of clear wayfinding for people biking
- Limited/no bicycle parking

Your Concerns



- Study Area Boundary
- Key Study Streets
- Street Direction

0 170 340 680 Feet N

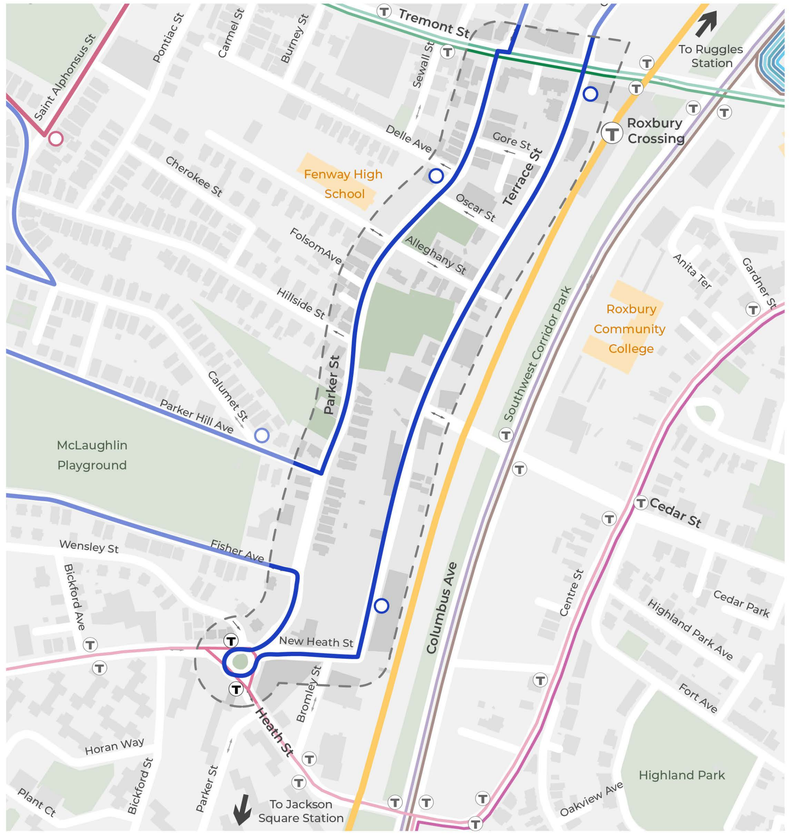
- Inadequate bicycle facilities
- Needs Wayfinding
- Needs bicycle parking
- Speeding
- Challenging intersection
- Other

What is your experience?

- Where do you bike frequently?
- What are the most challenging locations when you're getting around the study area and why?
- If you don't bike frequently in the study area, what would make you more willing to do so?

TAKING TRANSIT IN THE STUDY AREA

Transit Service



Study Area Boundary
Street Direction
MBTA Bus Stops and Train Stations

0 170 340 680 Feet N

MBTA Routes

- Orange Line
- Bus Route 14
- Bus Route 15
- Bus Route 19
- Bus Route 22
- Bus Route 23
- Bus Route 28
- Bus Route 29
- Bus Route 41
- Bus Route 44
- Bus Route 45
- Bus Route 66

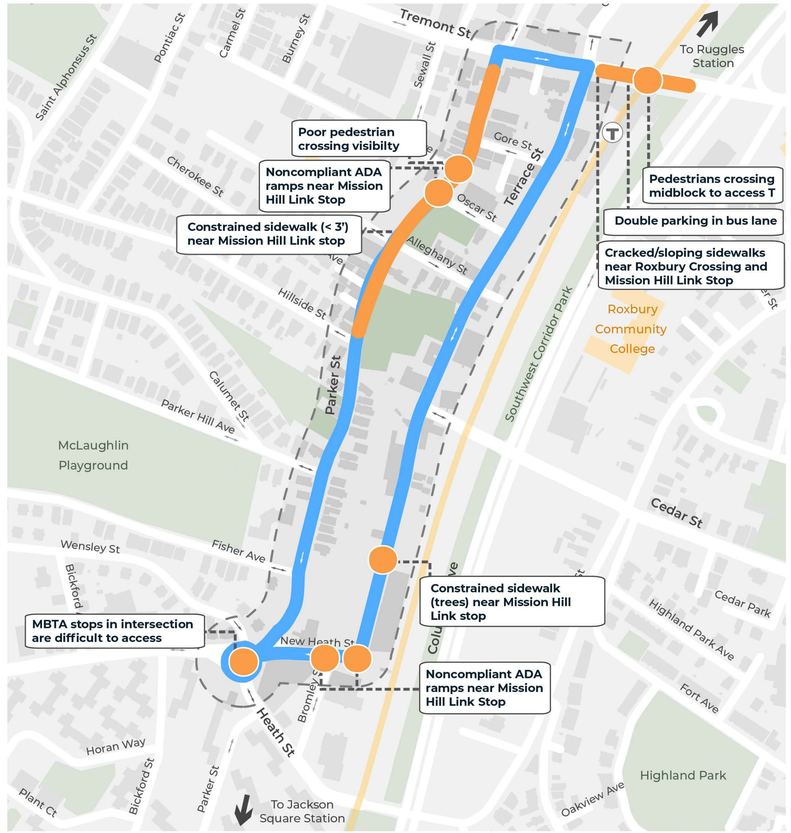
Mission Hill Link Routes and Stops

- Ruggles
- Roxbury Crossing & NEBH

Key Takeaways

- MBTA stations, stops and routes are concentrated at Columbus Avenue/Tremont Street
- Additional MBTA stops at Heath Street Rotary (Route 14)
- 3 Mission Hill Link stops in the study area (Roxbury Crossing & NEBH route)
- Bus Network Redesign will add additional high-frequency bus routes on Tremont Street

Site Visit Observations



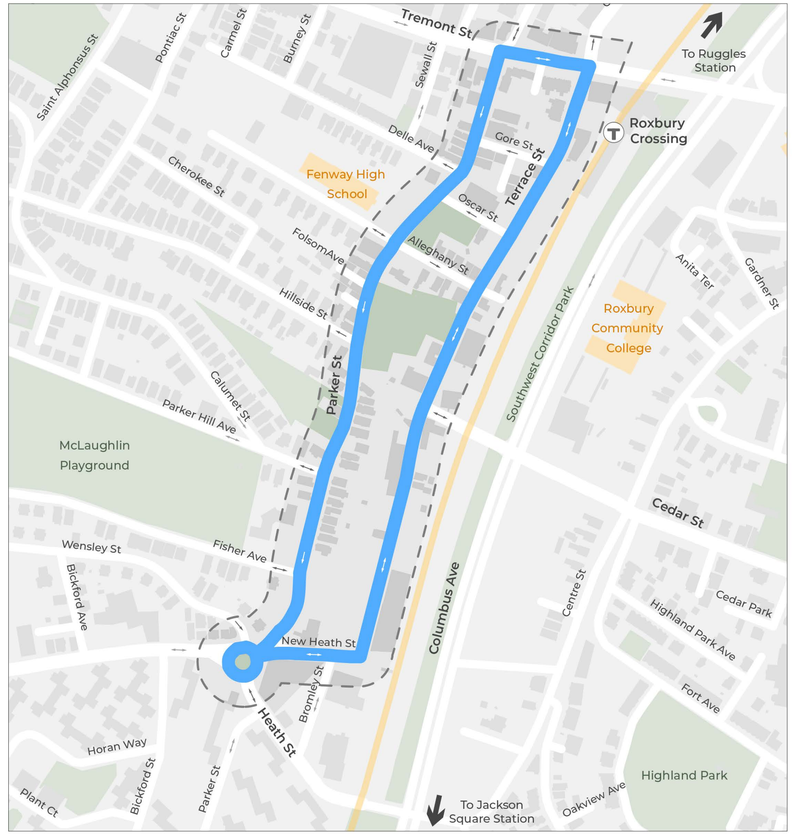
Study Area Boundary
Key Study Streets
Street Direction

0 170 340 680 Feet N

Common Issues

- Poor conditions for pedestrians also impact transit riders
  - Cracked, narrow sidewalks
  - Noncompliant ADA ramps
  - Poor visibility at intersections
- MBTA stops located within Heath Street Rotary are hard to access

Your Concerns



Study Area Boundary
Key Study Streets
Street Direction

0 170 340 680 Feet N

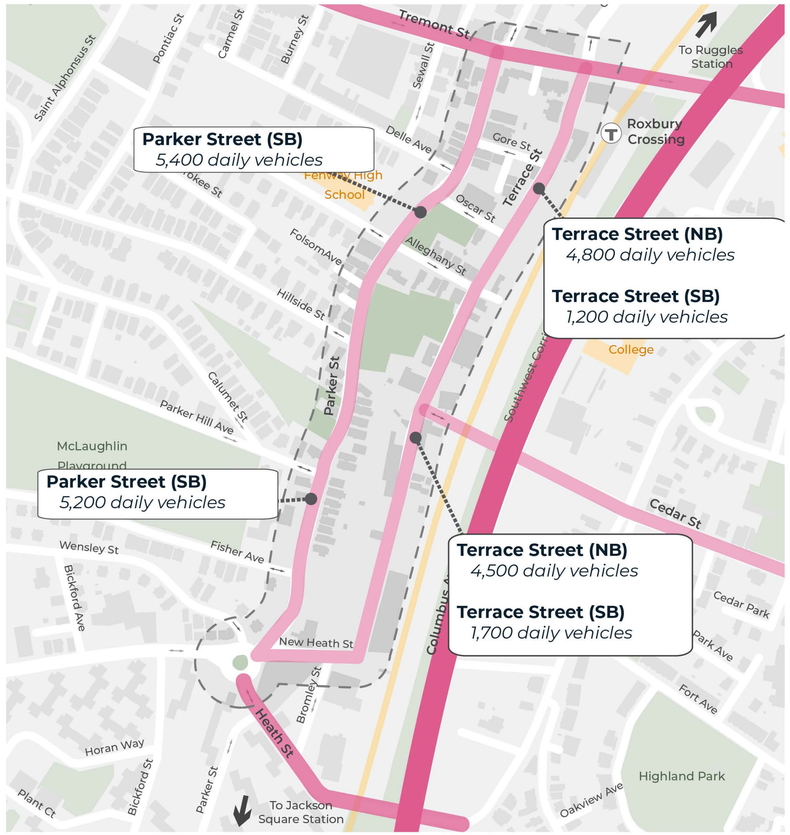
- Narrow sidewalks
- Missing lighting
- Missing seating
- Noncompliant ramps
- Missing shelter/shade
- Other

What is your experience?

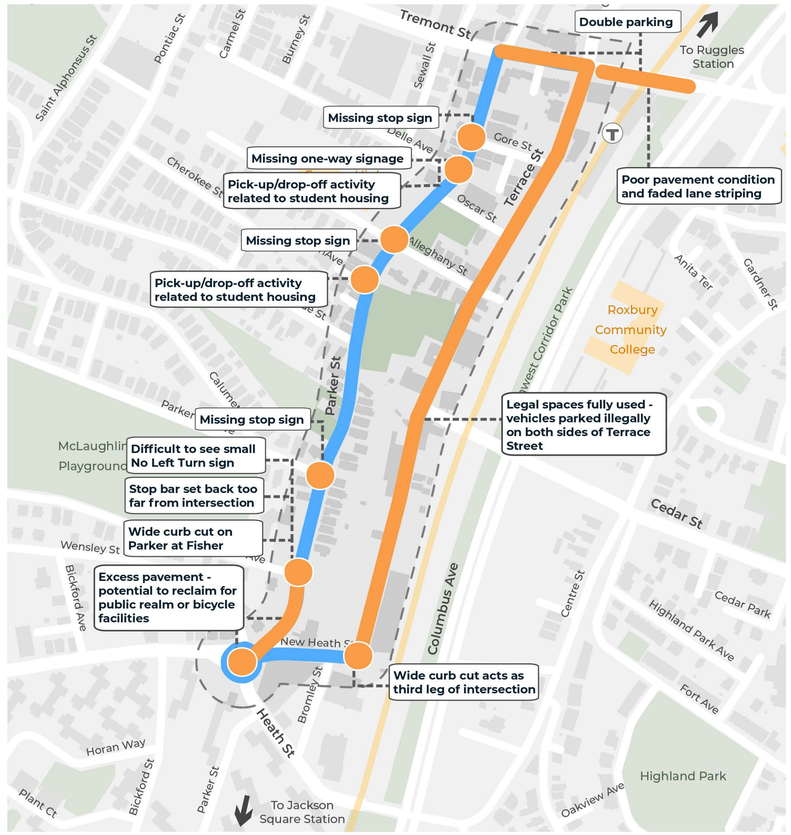
- Which transit stations/stops do you frequent?
- What are the most challenging stations/stops to get to and wait at in the study area and why?
- If you don't access transit frequently in the study area, what would make you more willing to do so?

DRIVING IN THE STUDY AREA

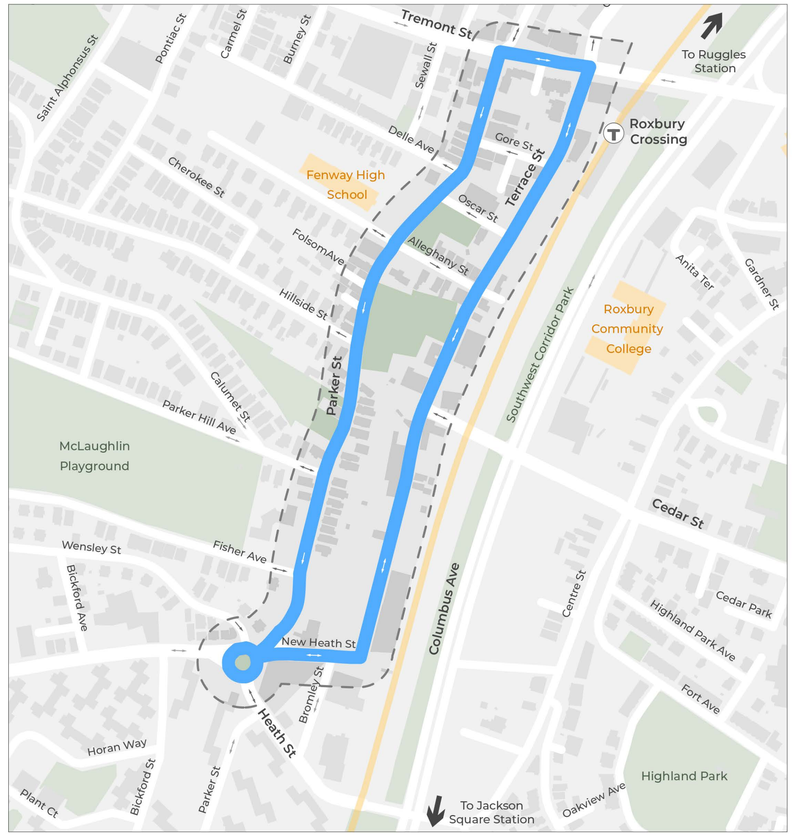
Traffic Volumes



Site Visit Observations



Your Concerns



Key Takeaways

- Columbus Avenue, Tremont Street, and Heath Street distribute high volumes between neighborhoods
- Parker Street, Terrace Street, New Heath Street, and Cedar Street provide access to local destinations
- Northbound volumes on Terrace Street make up a higher proportion (73% - 80%) of daily volumes than southbound volumes

Common Issues

- High demand for curbside parking on Tremont Street and Terrace Street
- Pick-up/drop-off activity along Parker Street
- Wide streets/excess pavement on Parker Street south of Fisher Avenue and in Heath Street Rotary

- ◯ Frequent double parking
- ◯ Unclear parking restrictions
- ◯ Long delays or vehicle queues
- ◯ Needs pick-up/drop off space
- ◯ Faded signs or striping
- ◯ Other

What is your experience?

- If you drive, which public parking spaces do you frequent (on-street or off-street)?
- What are the most challenging locations to access curbside parking and why?
- What are the most challenging locations to see people walking and biking from your car and why?

B

TRAFFIC CALMING AND MULTIMODAL ACCESSIBILITY

Potential treatments to implement on Parker Street and Terrace Street

These treatments are being considered to improve comfort, safety and access for people traveling in the study area.

Multimodal Access

Accessibility treatments provide a better experience for people walking, taking transit, biking, and driving.

Curb Ramp

Boston Transportation Department

Curb ramps allow people walking, people with mobility aids, and people pushing strollers or carts to access sidewalks and crosswalks.

Pedestrian Refuge Island

Kittelson & Associates, Inc.

Installing a median island at pedestrian crossings can reduce pedestrian crossing distances and allow for multiple stage crossings

Curb Extension

Boston Transportation Department

Curb extensions are an extension of the sidewalk into the street at intersections. They improve visibility between drivers and pedestrians, shorten pedestrian crossing distances, and reduce driving speeds.

Traffic Calming

Traffic calming treatments help slow driving speeds on residential streets.

Speed Hump

Boston Transportation Department

Speed Humps are a traffic calming tool that uses a ramped speed table to slow driving speeds. Unlike speed bumps, speed humps gradually taper up and down.

Parking Chicane

Boston Transportation Department

A traffic calming tool that uses offset curb extensions or on-street parking to reduce driving speeds.

Raised Crosswalk

Boston Transportation Department

A crosswalk that stays level with the sidewalk. Similar to a speed hump, vehicles must ramp up to a raised crosswalk, thereby reducing driving speeds and increasing comfort for people walking.

CROSS SECTION AND NETWORK CHANGES

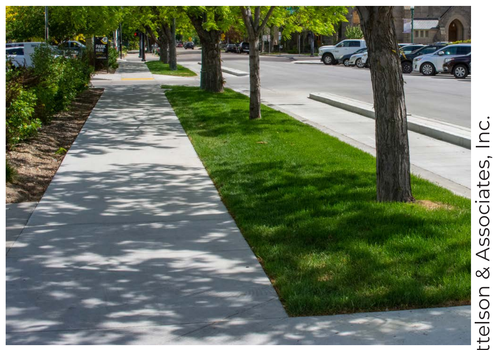
Potential treatments to implement on Parker Street and Terrace Street

These treatments are being considered to better serve people walking, accessing transit, and biking.

Cross section needs

The existing conditions and needs assessment highlighted needs to increase space for people walking, accessing transit, and biking in the study area.

Wider Sidewalks



Kittelson & Associates, Inc.

Sidewalks provide dedicated space for pedestrians and those using mobility devices. Wide sidewalks can make it attractive to walk, improving community health, sustainability, and access.

Public Realm Improvements

Kittelson & Associates, Inc.

Public realm improvements can include street trees, green infrastructure, seating, bicycle parking, and transit stop seating/shelter.

Contraflow Bicycle Facilities

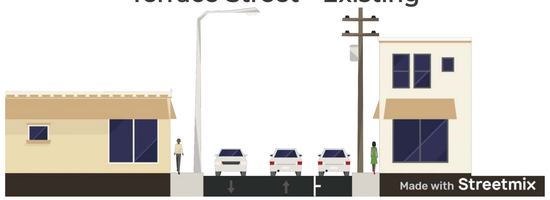
Boston Transportation Department

Contraflow bicycle facilities allow people biking to travel in the opposite direction of motor vehicle traffic.

Unlocking space for cross section needs

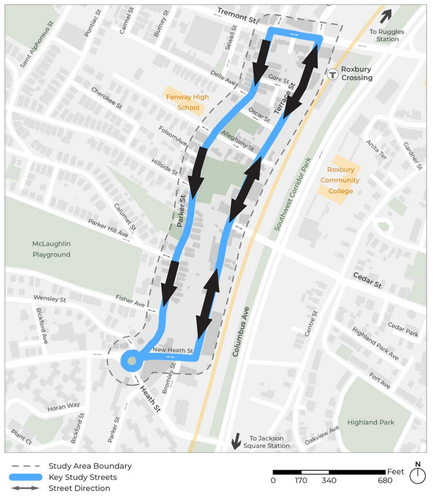
Parker Street and Terrace Street have limited space to widen sidewalks, expand the public realm, and add bicycle facilities. A **one-way traffic conversion** could open up space on Terrace Street.

Terrace Street - Existing

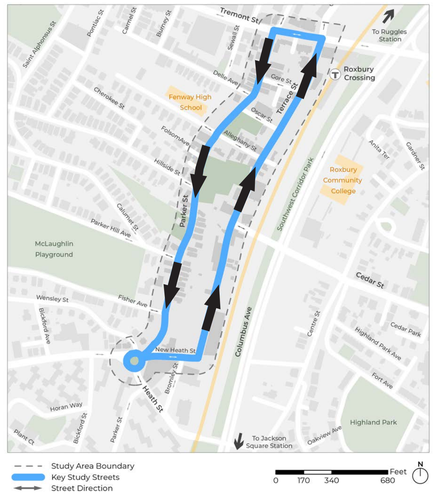


Terrace Street - Possible Alternative 1

Terrace Street - Possible Alternative 2



Existing Street Direction



One Possible Alternative

One-way vs. two-way street considerations

	Two-Way Terrace (existing)	One-Way Terrace (alternative)
Considerations for people driving	• Motorists can travel in **both directions** on Terrace Street • Today, NB volumes on Terrace Street make up a higher proportion (73% - 80%) of daily volumes than SB volumes	• Motorists can travel **one-way northbound** on Terrace Street • Maintains on-street parking on Terrace Street • ~1,200 - 1,700 motorists could use parallel streets for southbound trips
Considerations for people walking, accessing transit, and biking	• **Limited space** for people walking, accessing transit, and biking • All cyclists travel **with traffic** on Terrace Street	• **Expanded space** for sidewalks, transit stops, bicycle facilities, and other public realm improvements • Southbound cyclists could bike **contraflow** on Terrace Street