



Morrissey Boulevard Commission Meeting # 2

University of Massachusetts Boston &
Virtual via Zoom

January 30, 2024



Meeting Notes and Procedures



Notification of recording

- This virtual public meeting will be recorded. The Massachusetts Department of Transportation may choose to retain and distribute the video, still images, audio, and/or chat transcript.
- By continuing attendance with this virtual public meeting, you are consenting to participate in a recorded event.
- All recordings and chat transcript will be considered a public record.
- If you are not comfortable being recorded, please turn off your camera, keep your microphone muted, and refrain from chatting in the transcript box. Otherwise, you may choose to excuse yourself from the meeting.

Important notes

- Your microphone and webcam are automatically disabled upon entering the meeting.
- The meeting will be open to questions and answers at the end of the presentation.

All questions and comments are welcomed and appreciated, however we do request that you refrain from any disrespectful comments.

Zoom Controls



- Drop down menu to check microphone and speakers



- Ask a question and share comments



- Raise your hand



- If you are unable to access the internet or are having technical problems, please call into the meeting at 309-205-3325, Webinar ID: 853 4038 4056



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1-888-799-9666

Closed captioning automatically generated by Zoom



Unmute



Start Video



Q&A



Raise Hand



Interpretation

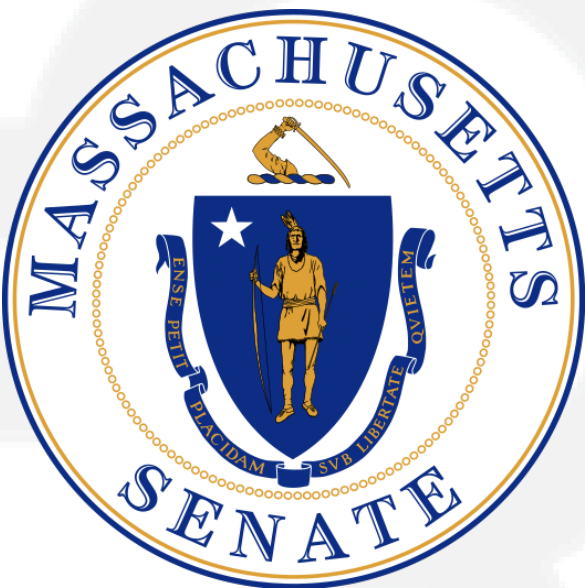
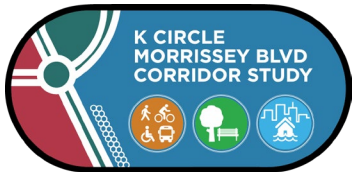
Leave

Agenda



- **Call to Order**
- **Introduction of Commission Members**
- **Presentation on Study**
 - **Future Conditions**
 - **Alternatives Development**
 - **Evaluation Criteria**
 - **Schedule / Next Steps**
- **Open Floor for Discussion among Commission Members**
- **Public Comment**

Commission Introductions



University of Massachusetts
Building Authority

Commission Goals



Improve mobility for pedestrians, transit users, cyclists, and motorists



Strengthen climate resiliency in the Dorchester section of the City of Boston and along Morrissey Boulevard in the City



Develop a comprehensive plan and design concept alternatives for the Morrissey Boulevard corridor



Identify short-term investments to improve mobility for pedestrians, transit users, cyclists, and motorists along the Morrissey Boulevard corridor

Meeting Purpose



- **Present concepts that focus primarily on addressing resiliency and solicit feedback on approaches/treatments**
- **Obtain guidance for mobility solutions and design framework**
- **Solicit feedback on evaluation criteria**

Study Presentation

Presentation Overview and Context



Establish corridor needs
- accounting
for expected future
conditions

Why – Ensuring we plan
for tomorrow not just
today

Illustrate potential
solutions to address the
needs

Why - Morrissey
Boulevard is the critical
transportation artery and
barrier between
Dorchester Bay and the
neighborhoods

Outline evaluation
criteria

Why – Need to establish
rationale for decision
making and prioritization

Future Conditions Assessment



Study Area Project Coordination



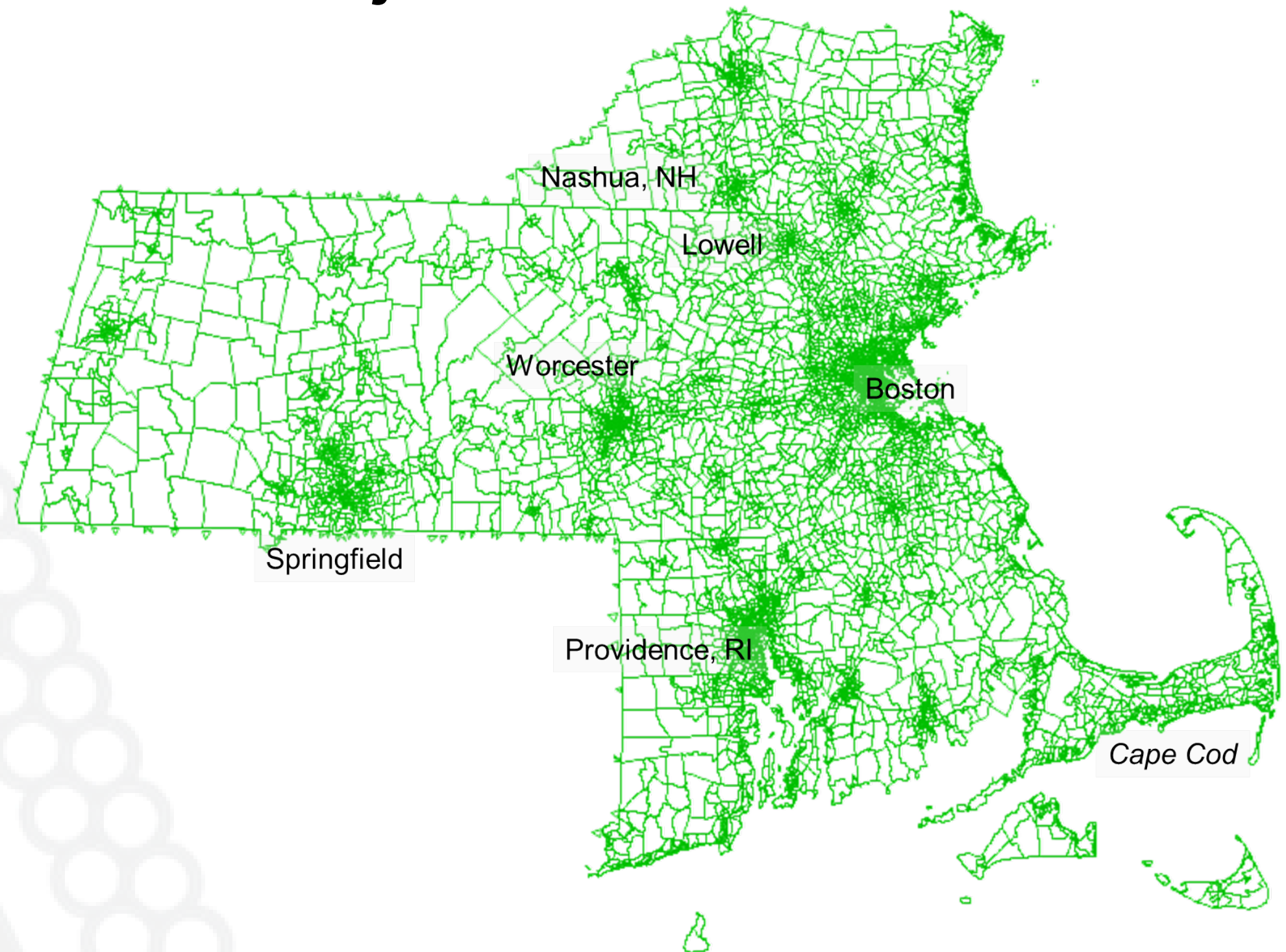
Coordination across key corridor projects

- **Kosciuszko Circle/Morrissey Boulevard Study**
- **Article 80 developments (City of Boston oversight)**
- **Kosciuszko Circle/I-93 Columbia Rd Interchange (MassDOT)**
- **Beades Bridge (MassDOT)**
- **Dorchester Resilient Waterfront Project at Tenean Beach / Conley Street (BPDA)**
- **Dorchester Bay Basin, Davenport Street Stormwater Park Concepts (Boston Water and Sewer Commission)**

Forecasting Future Travel Demand



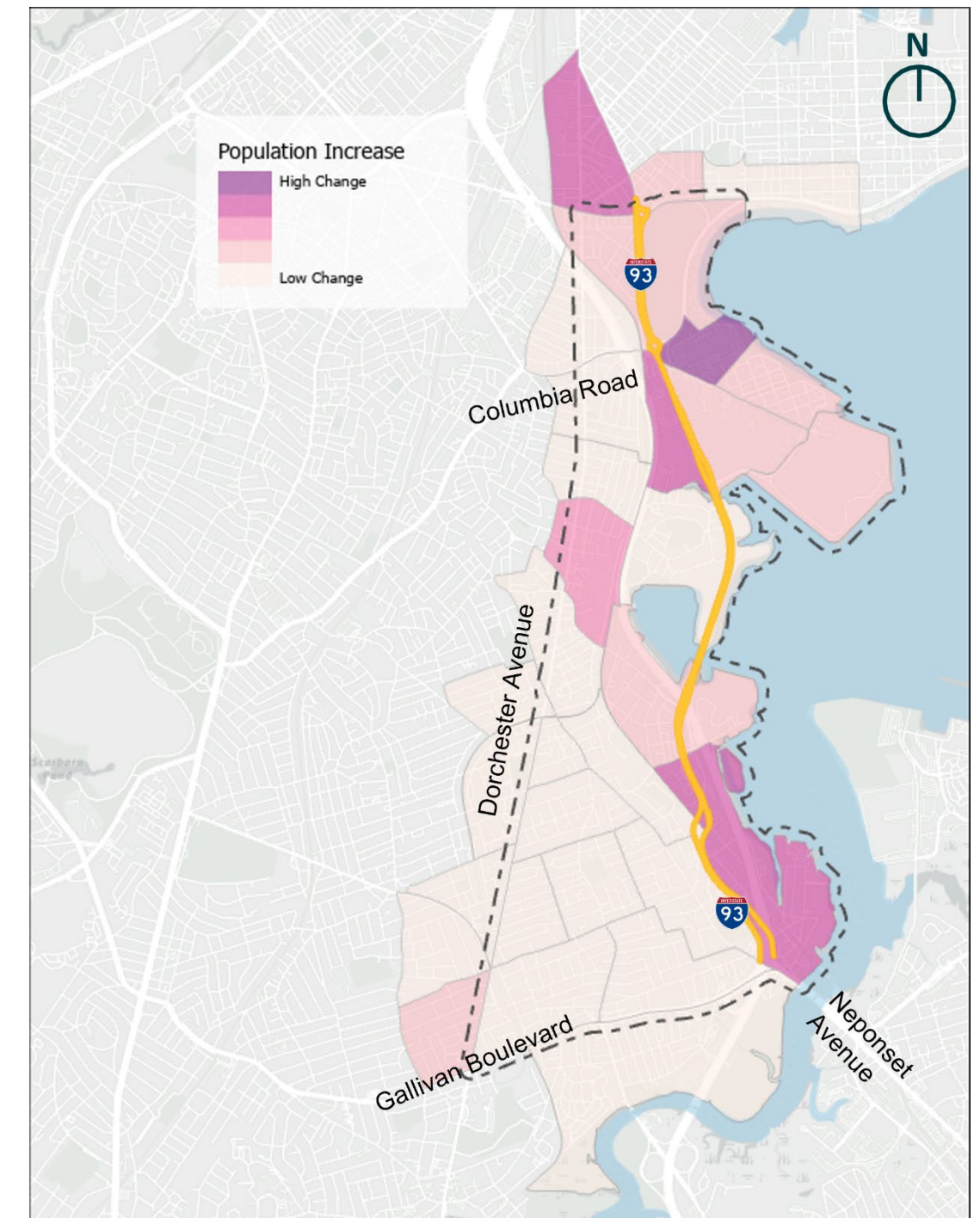
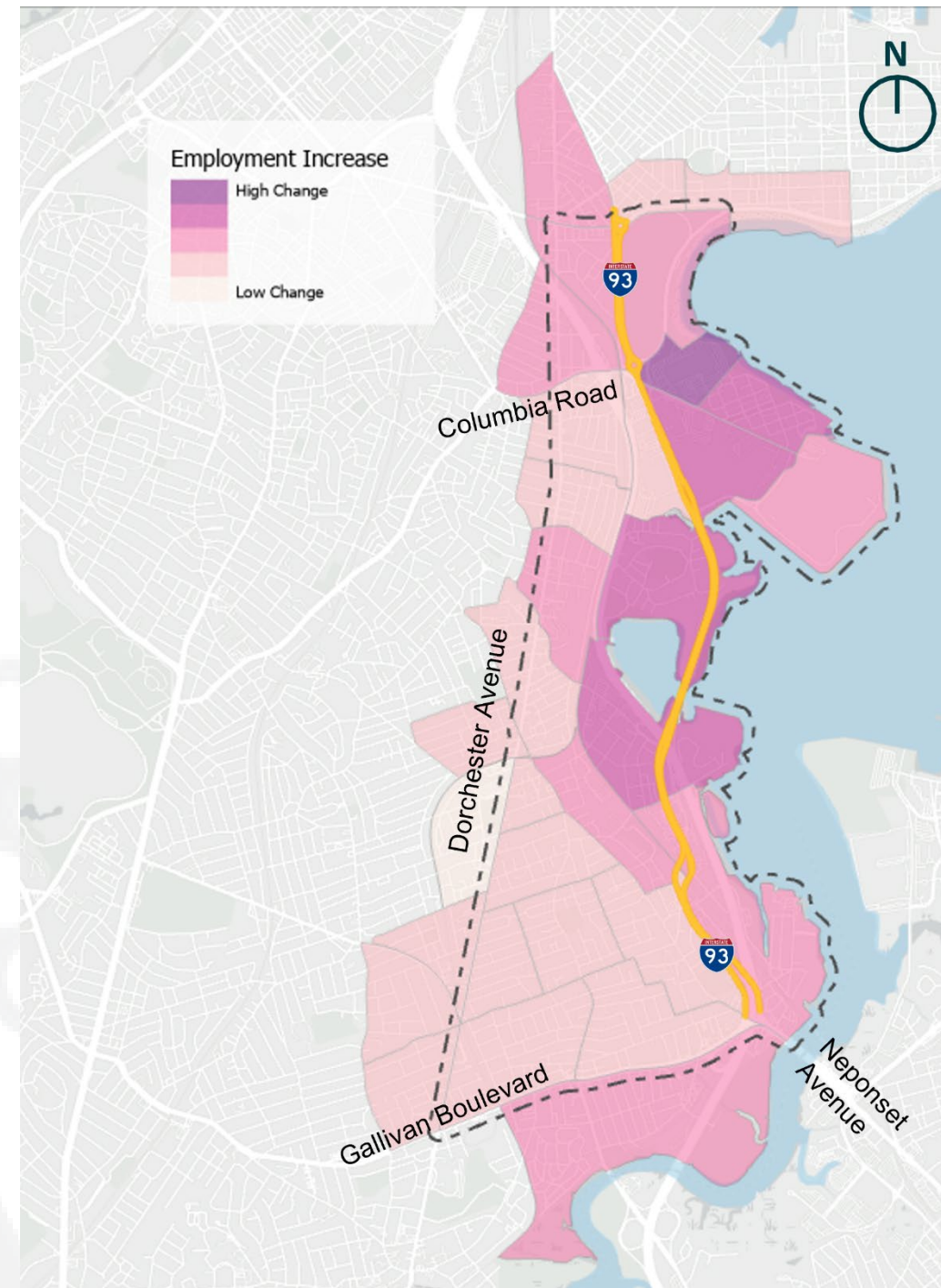
- Using Central Transportation Planning Staff (CTPS) statewide model
- Accounts for multiple modes of travel – not just vehicular
- Based on Socioeconomic data
 - Population
 - Households
 - Employment



Forecasting Future Demand



- Based on Socioeconomic data
- Population
- Employment
- Study area comprised of 31 traffic analysis zones
- Expected growth in study area (by 2050):
 - + 15,000 population
 - + 7,000 households
 - + 7,000 jobs



Future Climate Conditions

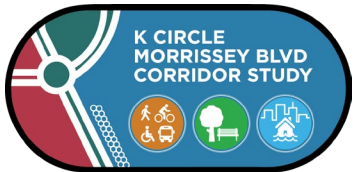


Study Corridor Sections

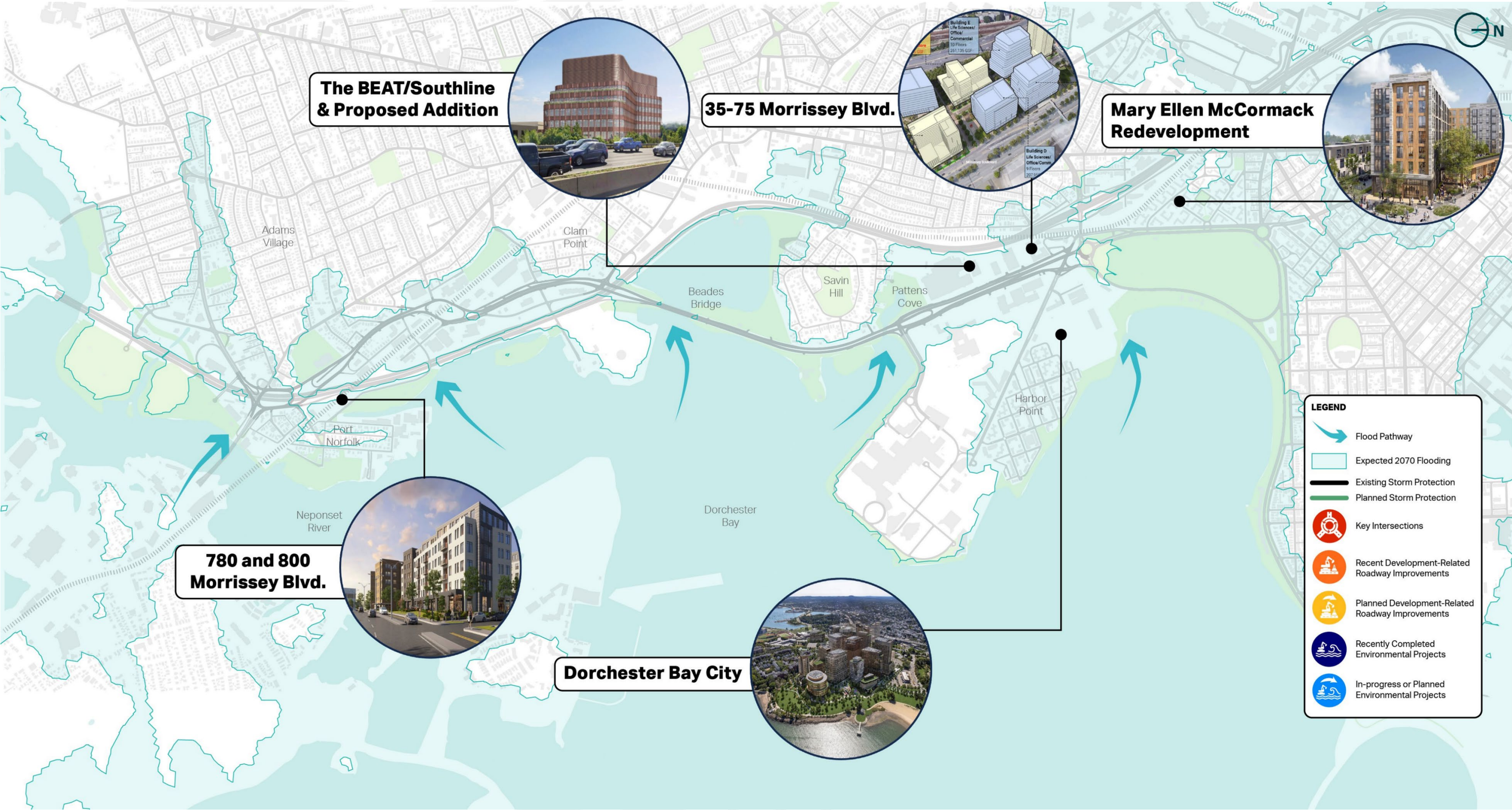
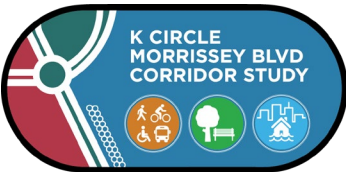


- Study area is approximately **3.5 miles** and broken into **3 distinct zones**
- **Northern Area** extends from Preble Circle to UMass Boston
- **Central Area** continues from the Bianculli Boulevard to Freeport Street
- **Southern Area** extends from Freeport Street to Neponset Circle

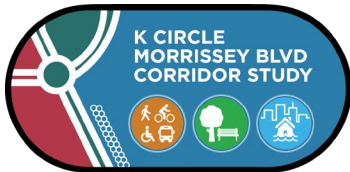
Morrissey Boulevard – Flood Pathways



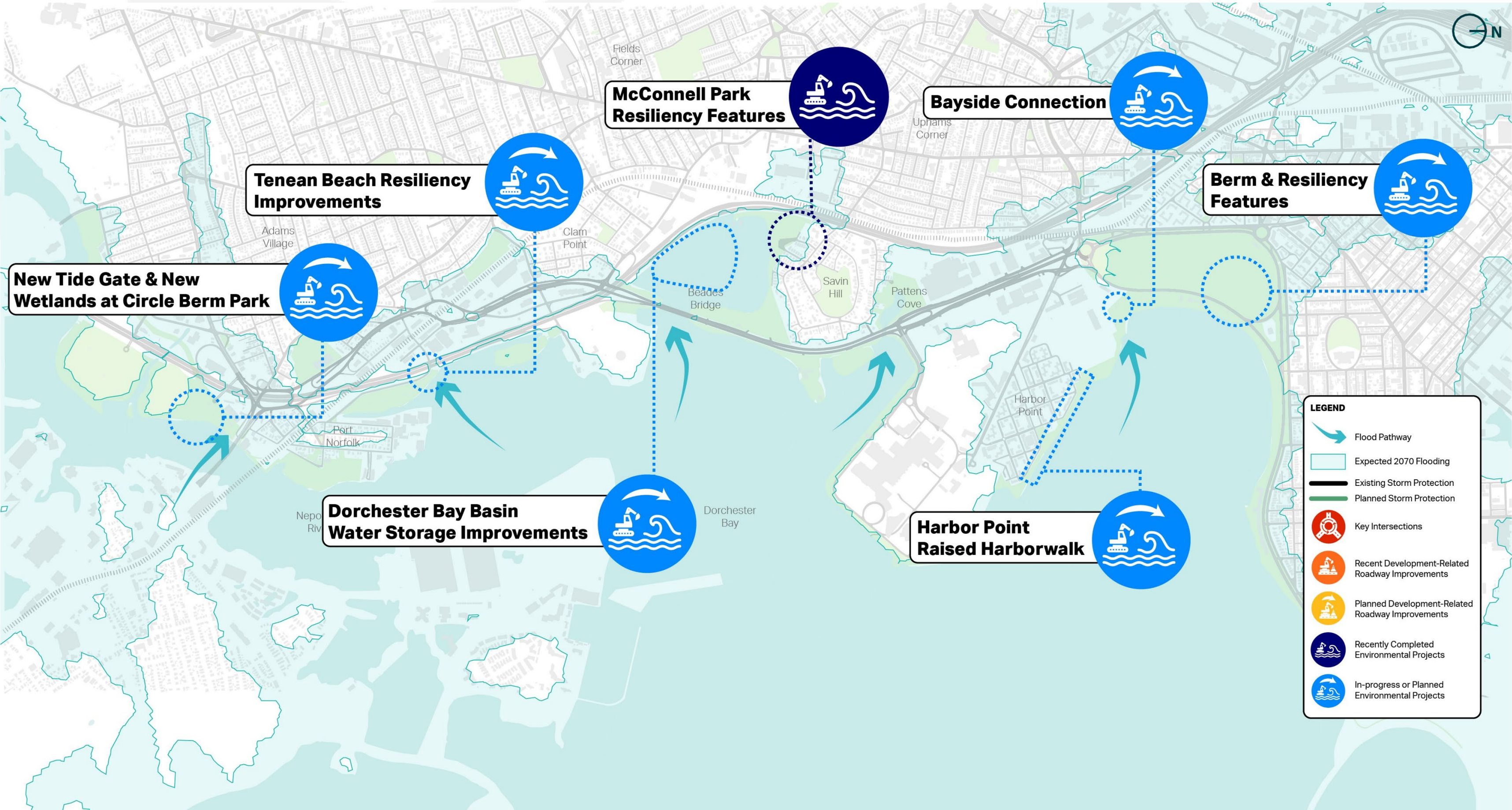
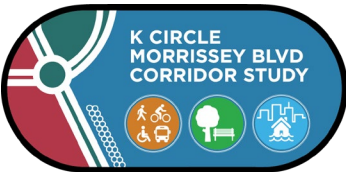
Morrissey Boulevard – Flood Pathways and Developments



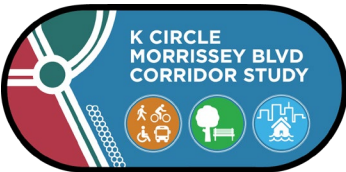
Morrissey Boulevard – Flood Protection Exists



Morrissey Boulevard – Environmental Projects



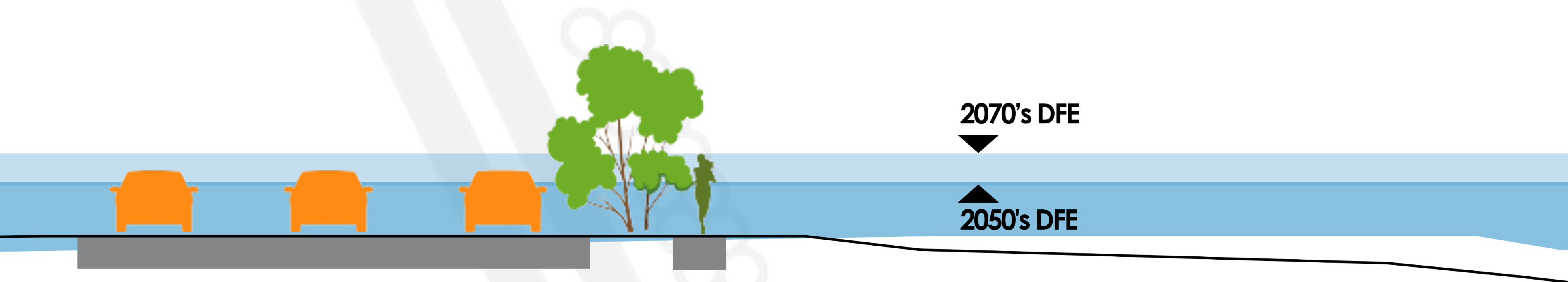
Morrissey Boulevard – Planned Flood Protection



Future Climate Conditions – Design Flood Elevation



The “Design Flood Elevation” (DFE) is the target elevation to which we’re aiming to design coastal resilience solutions in order to reduce coastal flood risk in the **medium term (2050s)** and **long term (2070s)**.



Future Climate Conditions – Design Flood Elevation



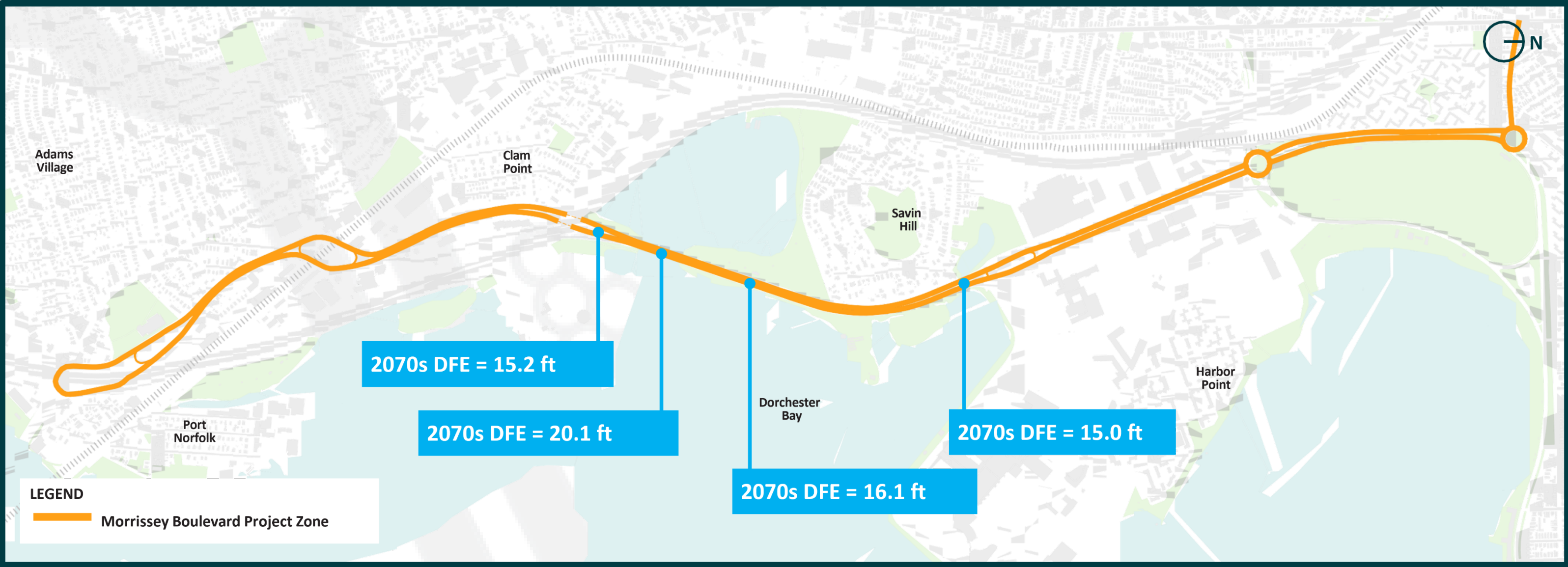
- The Massachusetts Coast Flood Risk Model – the Commonwealth’s standard coastal resilience design tool – was used to determine the DFE
- The DFE is based on the 1% annual chance flood and accounts for sea level rise, storm surge, and wave action.



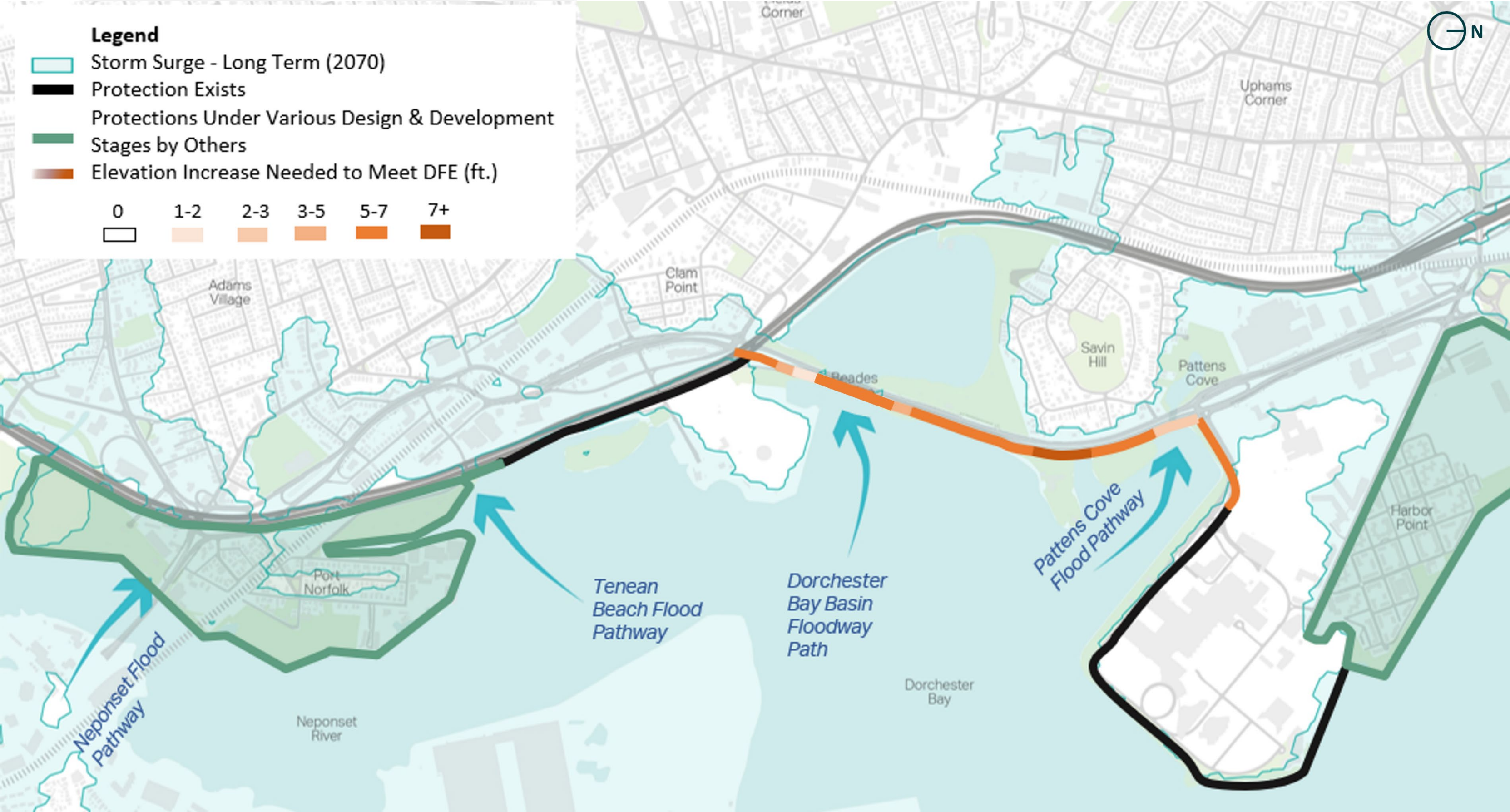
Future Climate Conditions – Design Flood Elevation



The DFE varies along the Morrissey Boulevard corridor, based mostly on differences in wave conditions.



Future Conditions – Coastal Flooding Forecasts



Alternatives Development



Focus of Design Approach



CORRIDOR MOBILITY

Is the safety and connectivity of vehicular, pedestrian, and bicycle circulation networks improved? Are existing pedestrian connections to the waterfront enhanced and/or are new opportunities for waterfront access available?



RESILIENCY AND ECOLOGY

Is flood risk effectively reduced in the near and long term? Are opportunities to improve shoreline ecology identified and incorporated into the resiliency approach?



PLACEMAKING

Are visual and circulation impacts of the flood barrier system minimized, and are new waterfront recreation opportunities incorporated into the approach? Does the placemaking approach integrate with surrounding plans and developments and provide benefits to the surrounding community?

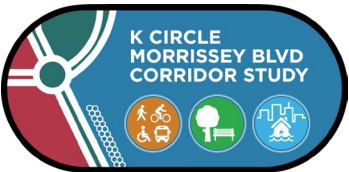


CONSTRUCTABILITY

Does the approach minimize construction complexity, cost, and potential permitting/schedule impacts? How significant are the operations and maintenance requirements?

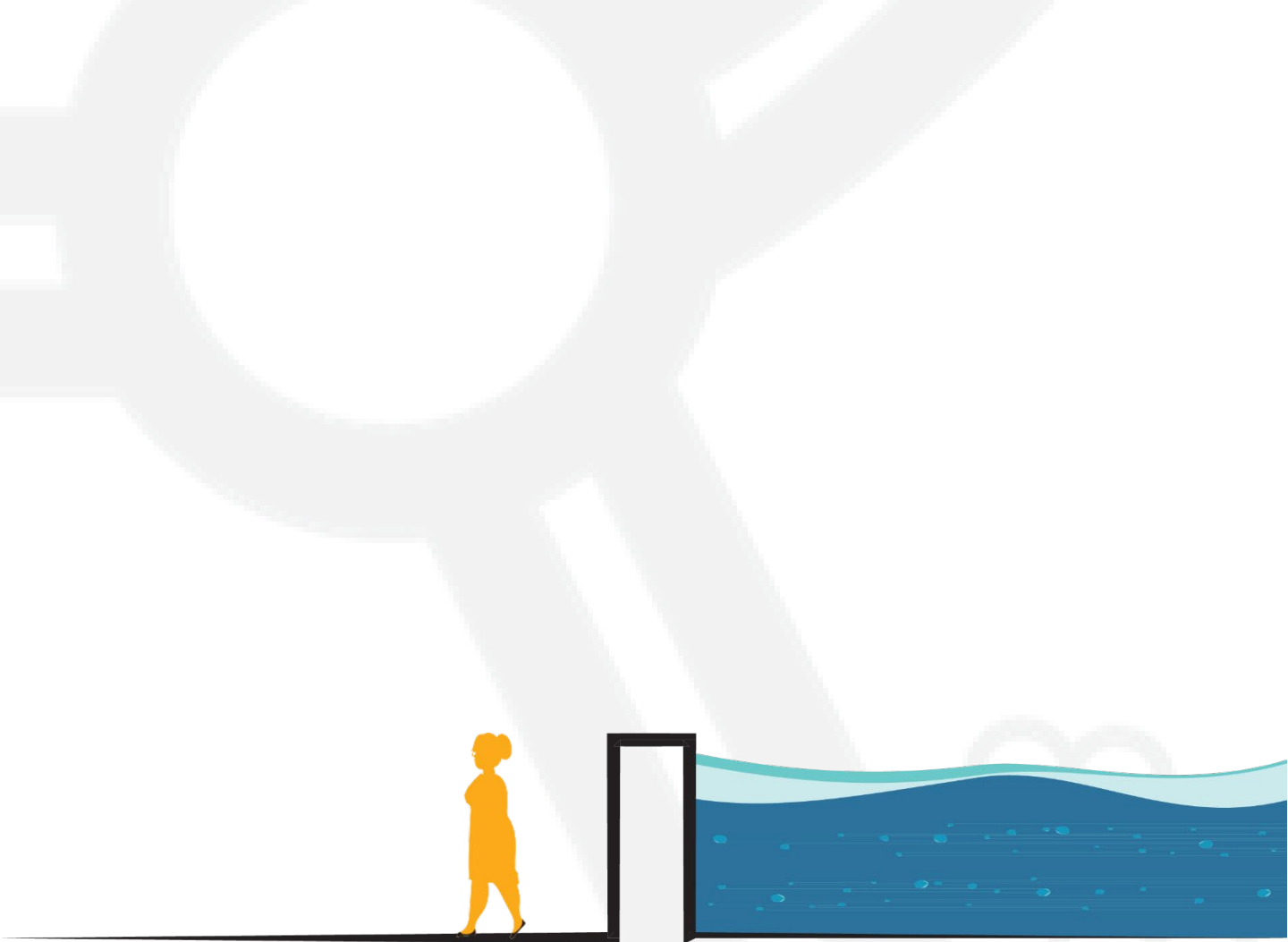
PROJECT DEFINITION

PROJECT ZONES



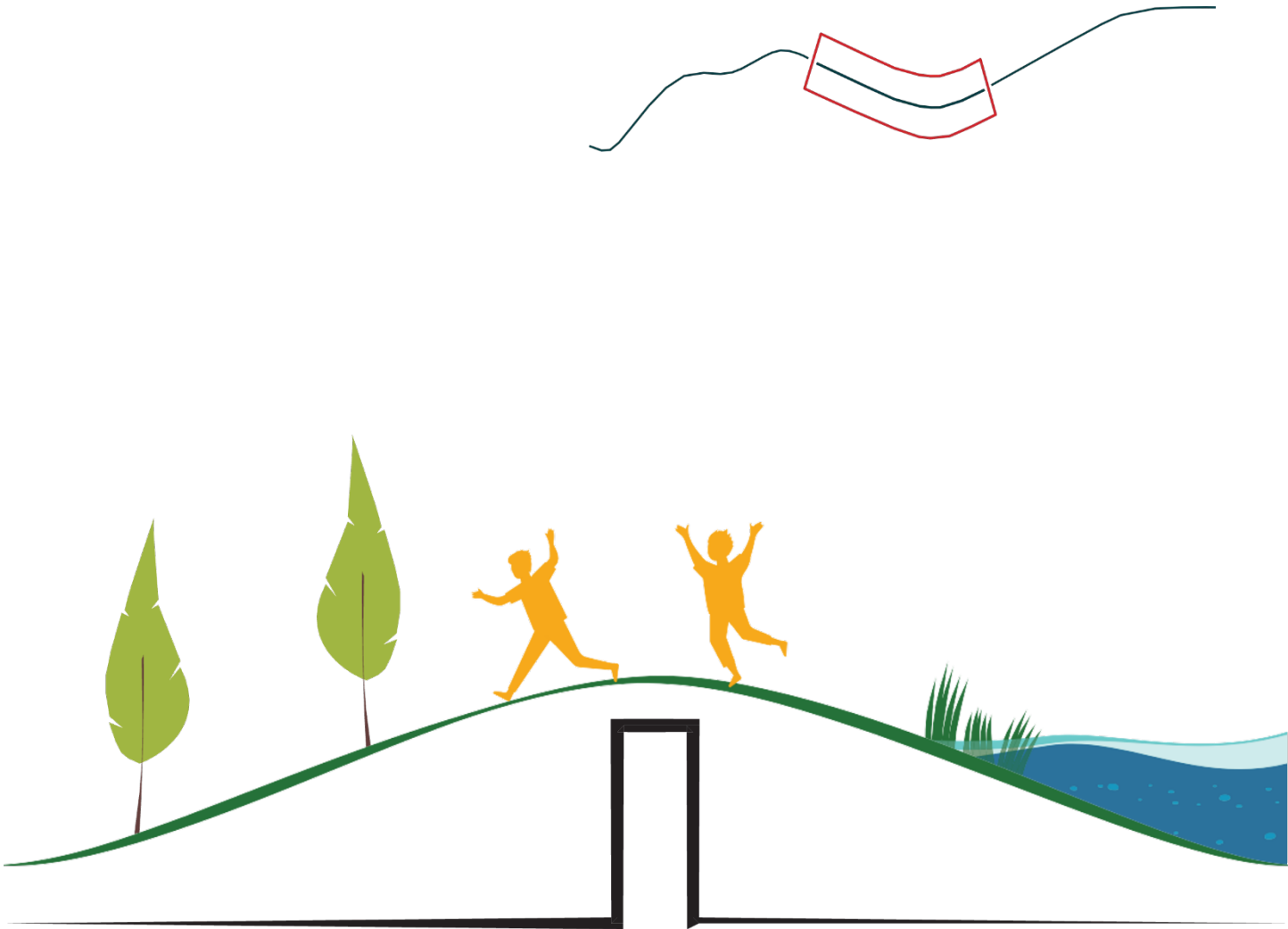
Central Zone

PROJECT FOCUS



INFRASTRUCTURE

FLOOD RISK REDUCTION MEASURES THAT CONSTITUTE THE FLOOD BARRIER SYSTEM (FBS).

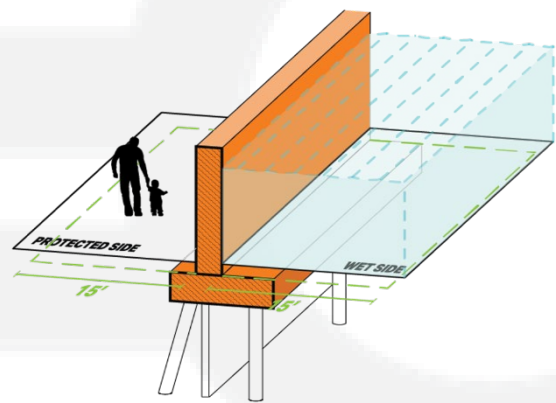


PLACEMAKING

INTEGRATION OF THE FLOOD BARRIER SYSTEM INTO THE PUBLIC REALM TO IMPROVE ECOLOGY, WATERFRONT ACCESS, AND RECREATION.

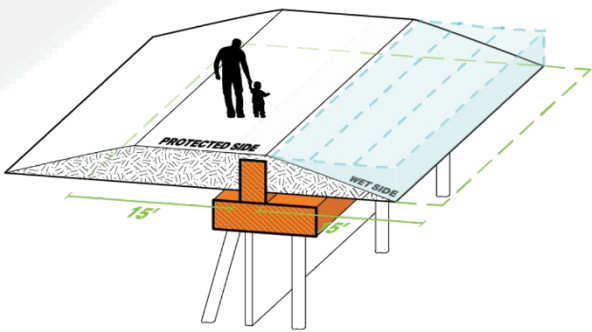
Coastal Zone

COASTAL FLOOD MITIGATION TOOLKIT | Flood Barrier System FIXED FLOOD BARRIER



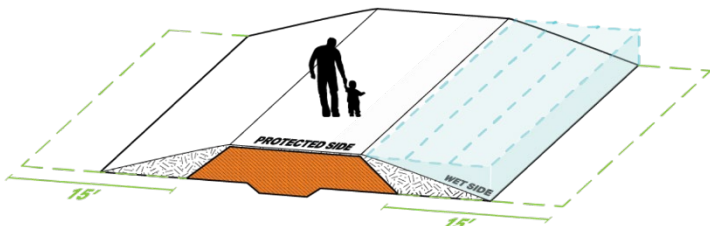
EXPOSED FLOODWALL

Structural above-grade floodwall that could be designed to be either exposed or partially buried.



BURIED FLOODWALL

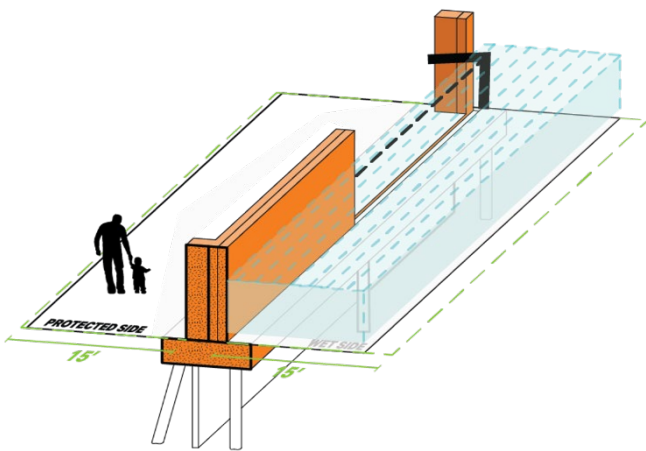
Structural floodwall buried underneath landscaped berm.



LEVEE

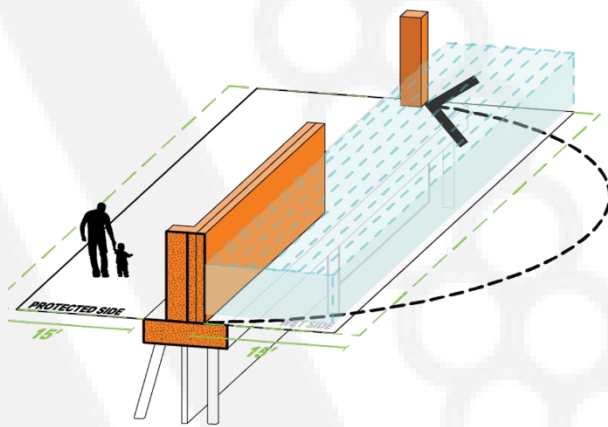
Engineered, reinforced berm

DEPLOYABLE FLOOD BARRIER



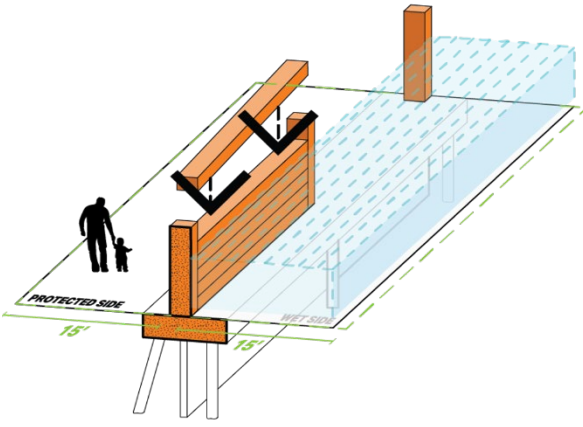
ROLLER GATE

Deployable gate that is rolled shut prior to storm events.



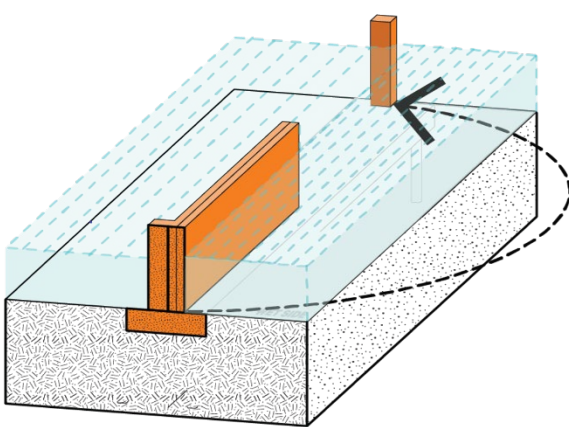
SWING GATE

Deployable gate that is swung shut prior to storm events. Can be single or double gate.



STOP LOGS

Deployable walls consisting of stackable metal beams set between columns that are installed before storm event.

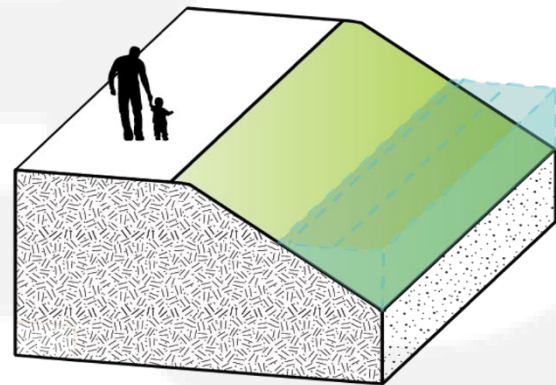


SURGE BARRIER

In-water deployable gate used to prevent storm surge from passing through inlet. Gate is closed prior to storm events.

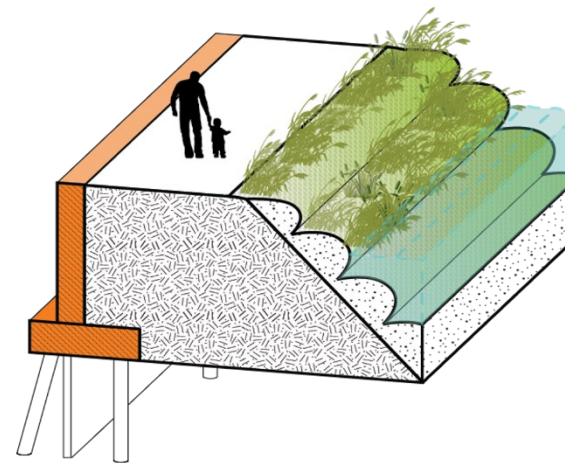
Coastal Zone

COASTAL FLOOD MITIGATION TOOLKIT | Shoreline Stabilization, Elevation, and Restoration



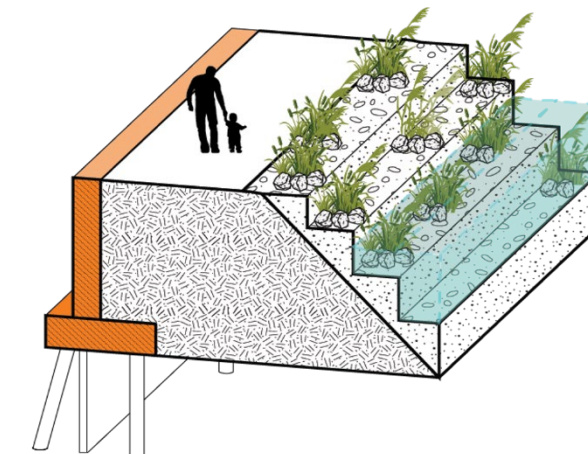
LANDSCAPE BERM

Natural elevation change to reduce impacts of coastal flooding.



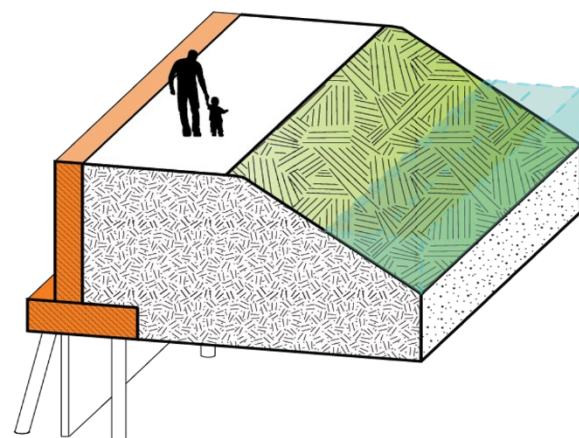
VEGETATED GEOLIFTS

Compacted soil layers stabilize banks and support vegetation establishment in constrained conditions.



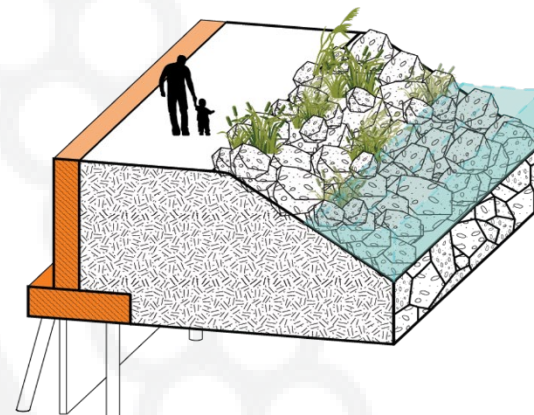
GABIONS

Woven wire cages can provide ecological benefit and shoreline stabilization in a permanent gravity retaining wall.



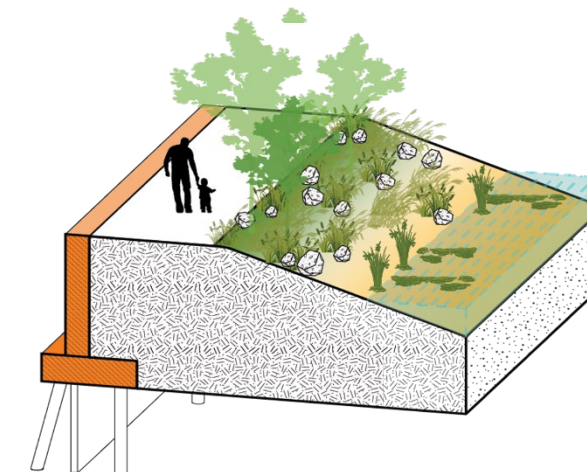
EROSION CONTROL NETTING WITH SEEDING

Erosion control netting is used to stabilize slopes while establishment of vegetation occurs.



RIPRAP

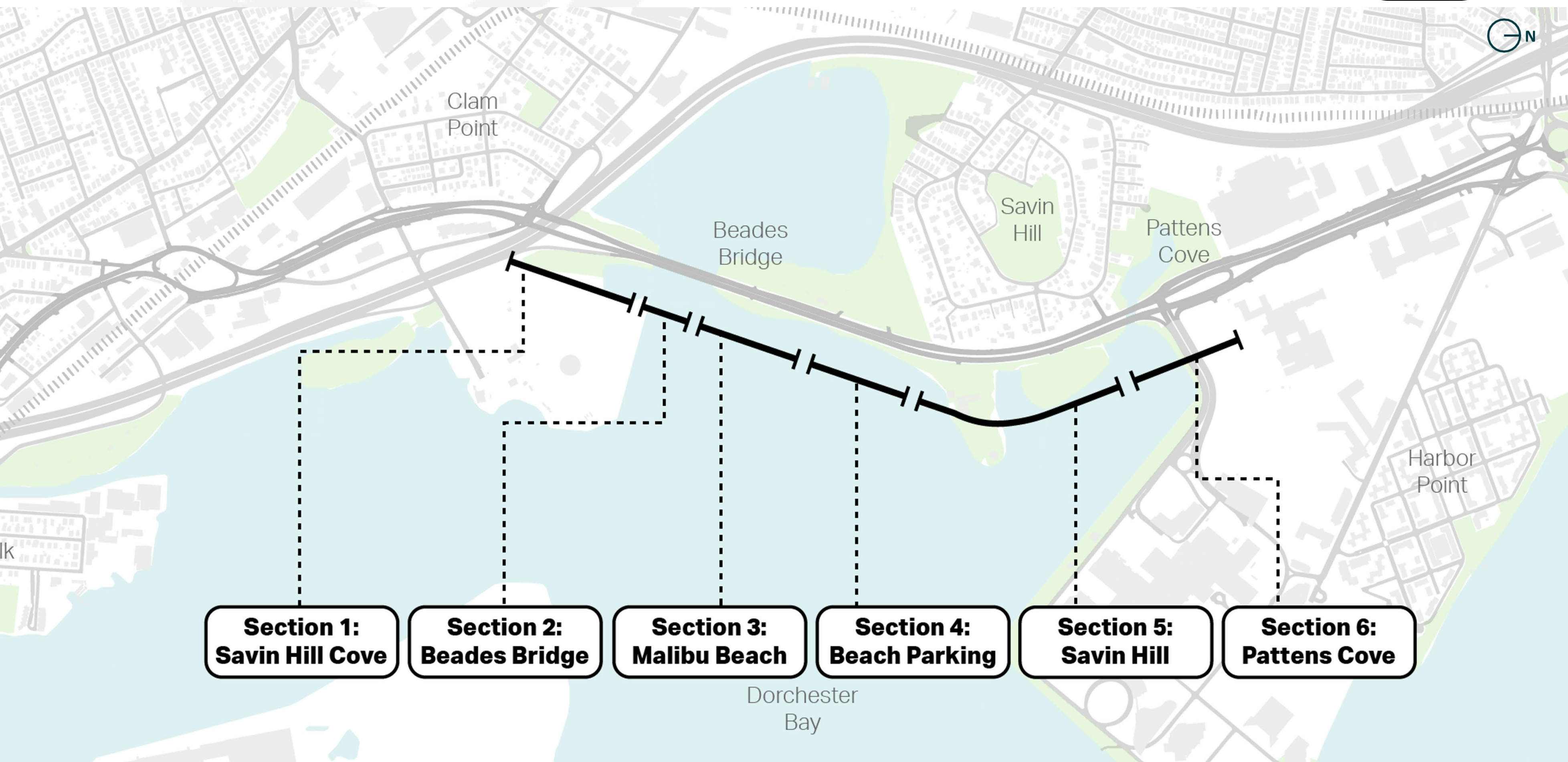
Riprap can be used alone or in combination with other toolkit measures to reduce erosion or create "steps" to lower elevations.



WETLAND

Wetland planting, encompassing many wetland types and areas, is best applied where horizontal space allows for shallow slopes adjacent to the water's edge.

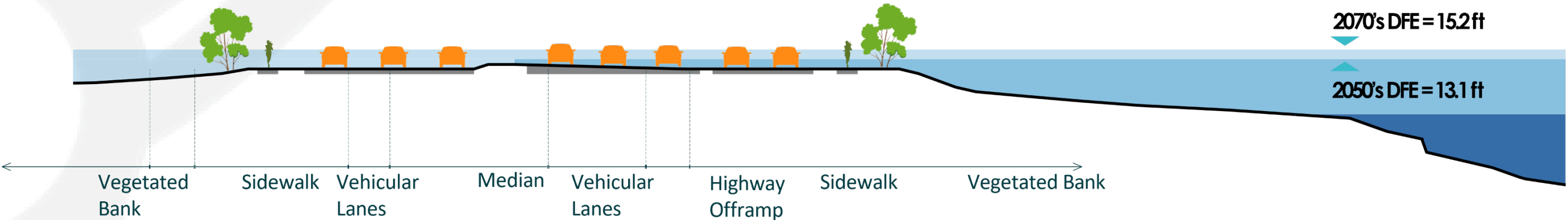
Central Section Focus



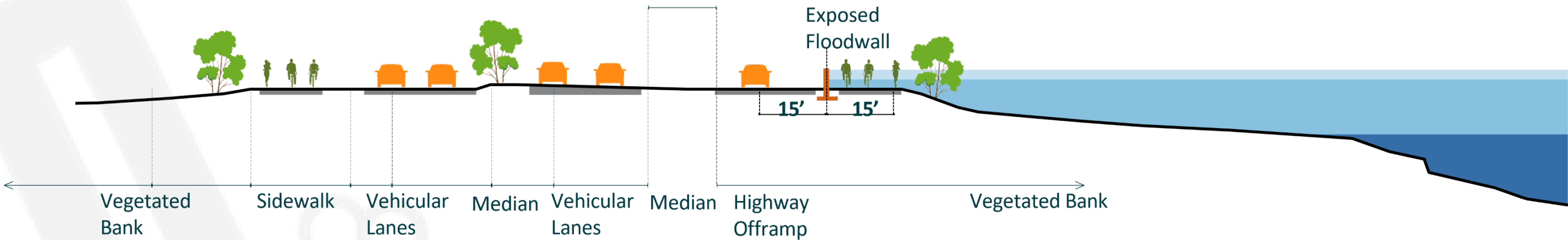
Section 1: Savin Hill Cove



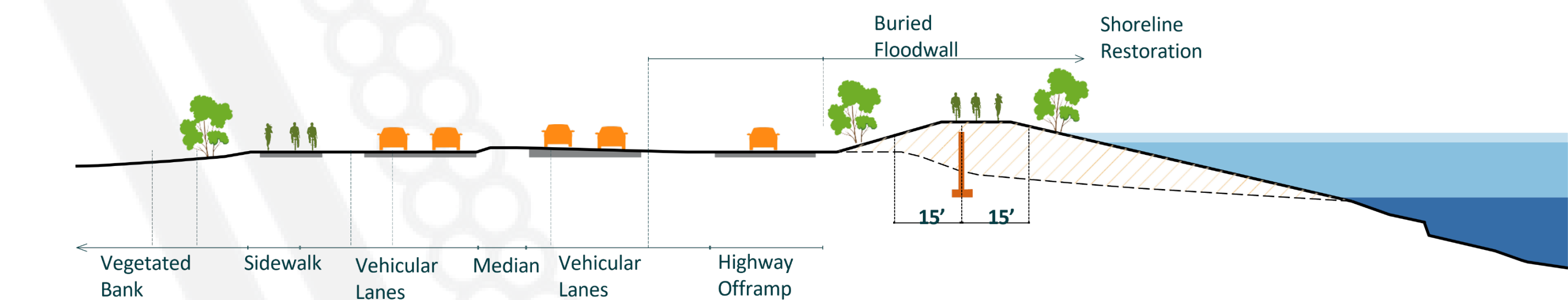
Existing Conditions



Section A: Exposed Floodwall



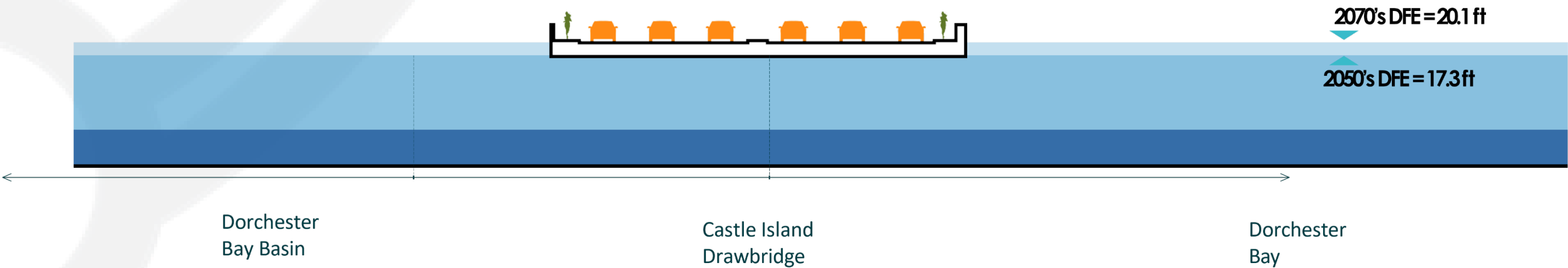
Section B: Buried Floodwall



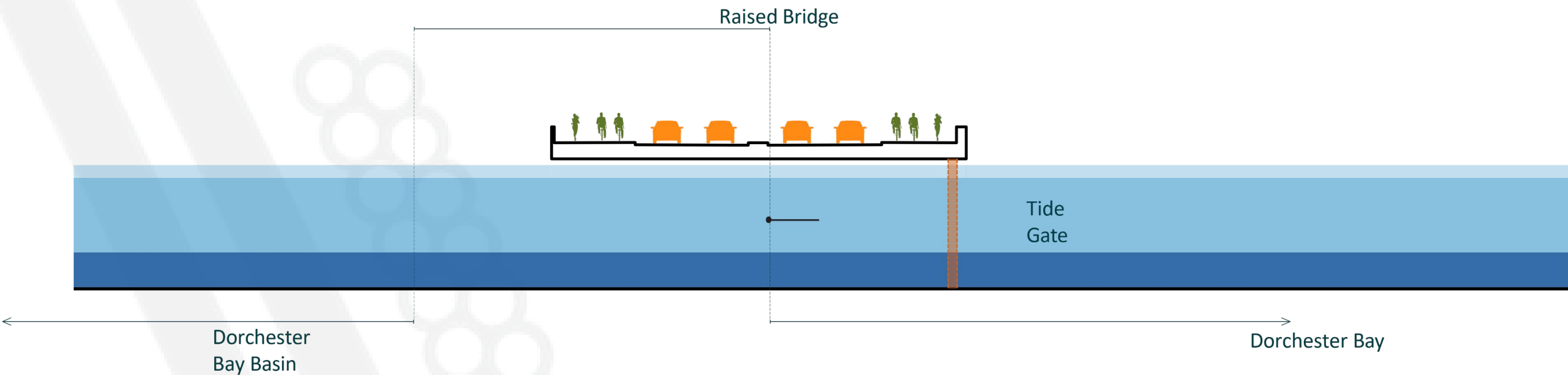
Section 2: Beades Bridge



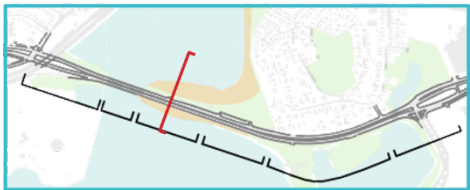
Existing Conditions



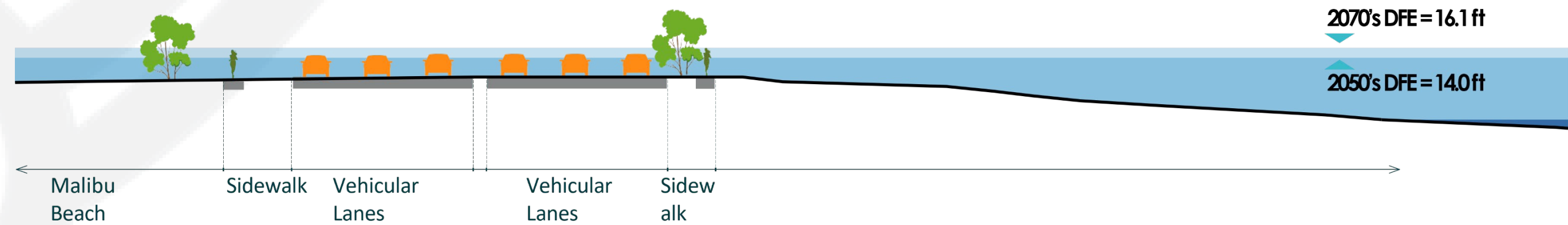
Section A: Raised Bridge



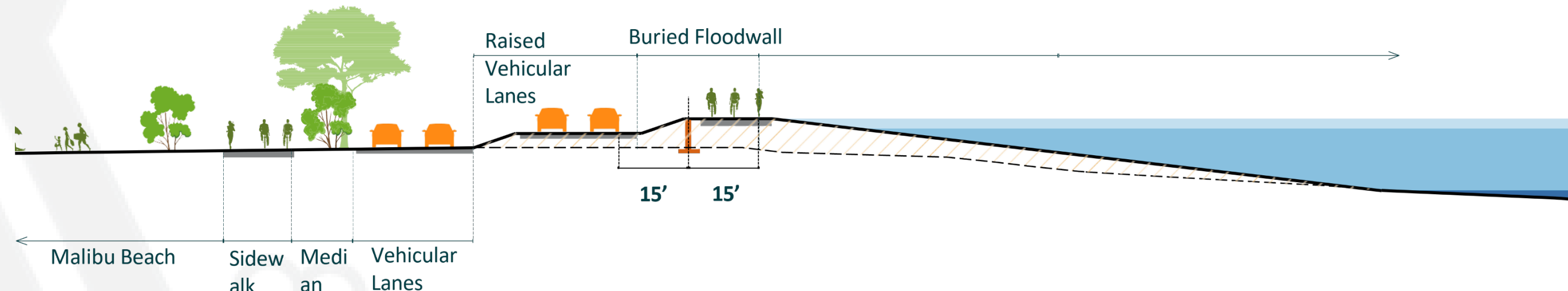
Section 3: Malibu Beach



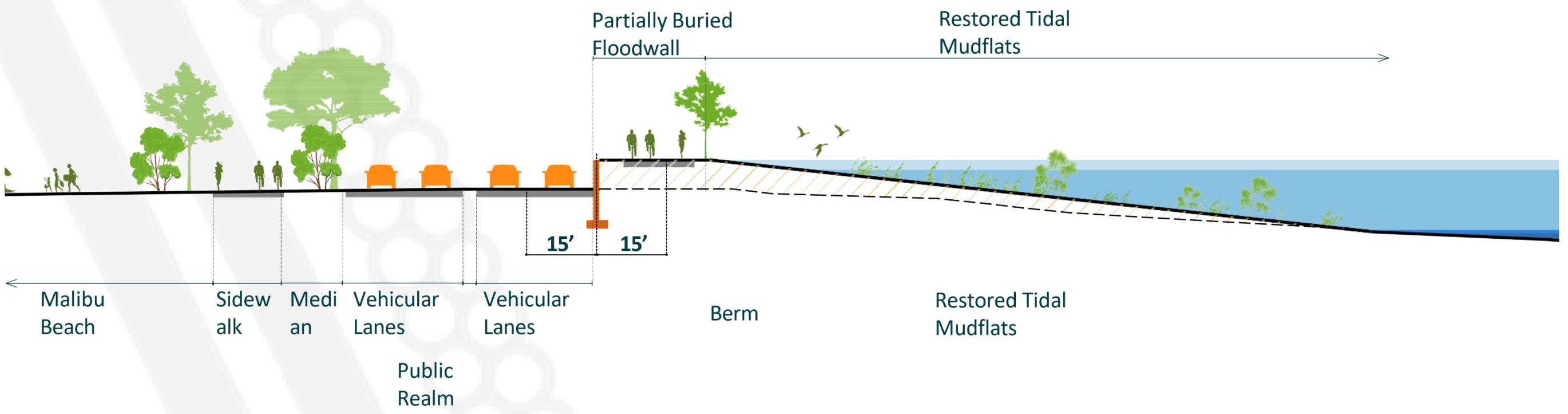
Existing Conditions



Section A: Buried Floodwall



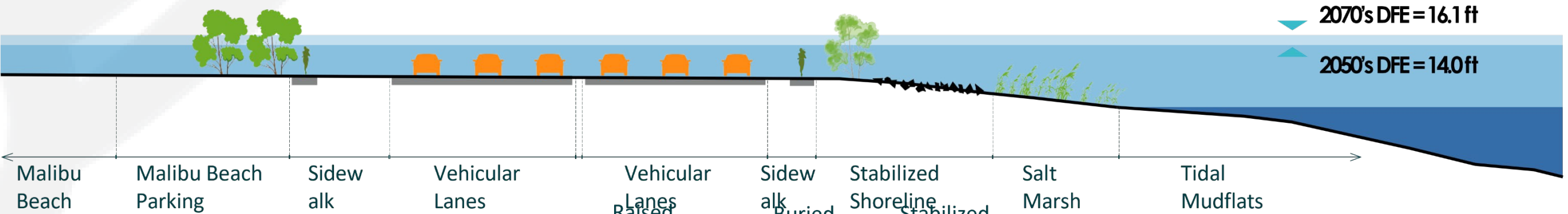
Section B: Partially Buried Floodwall



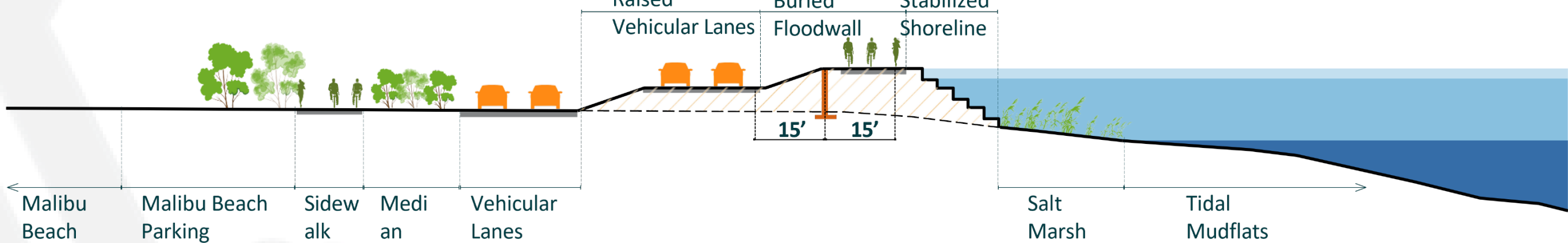
Section 4: Beach Parking



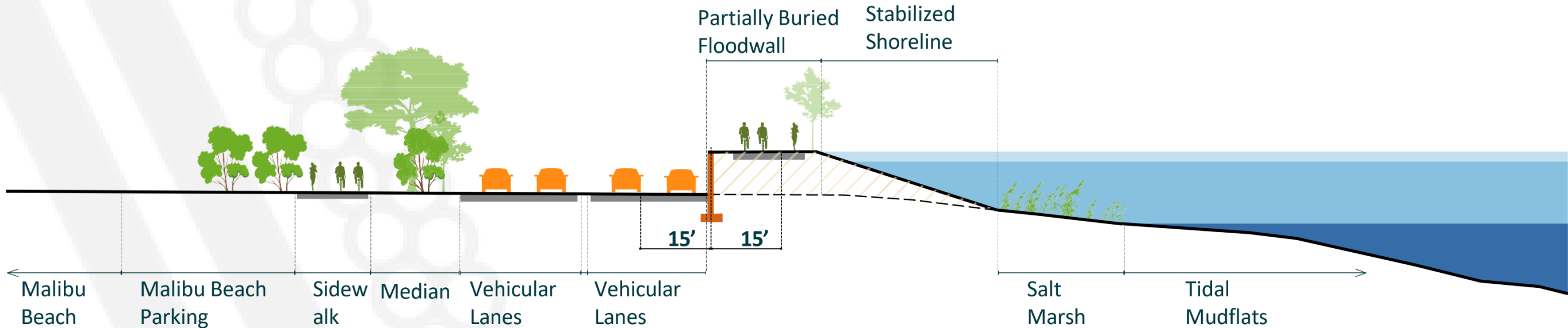
Existing Conditions



Section A: Buried Floodwall



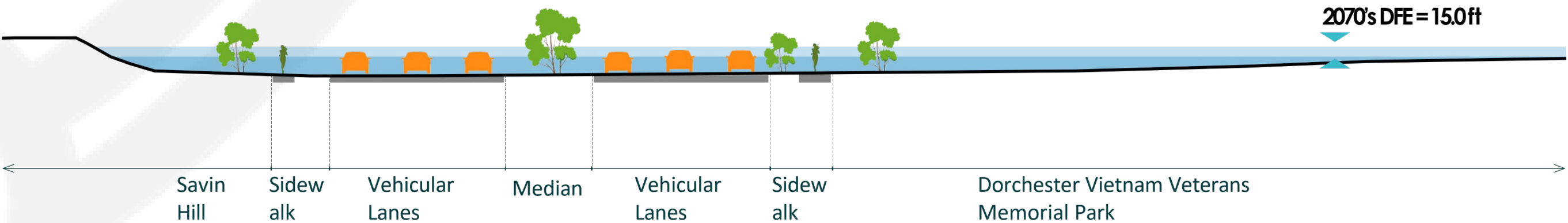
Section B: Partially Buried Floodwall



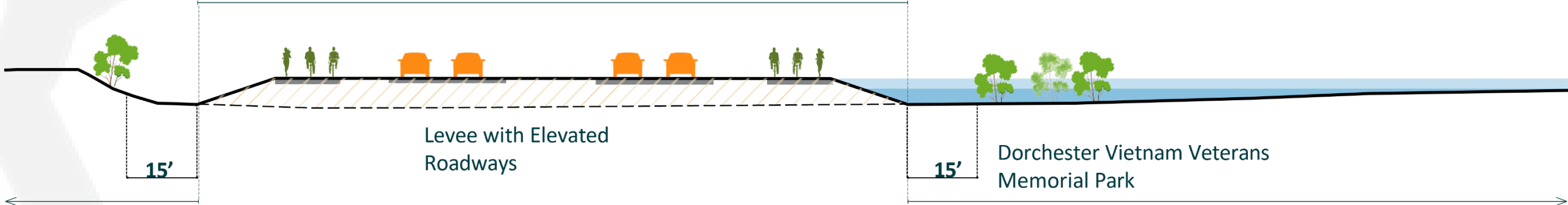
Section 5: Savin Hill



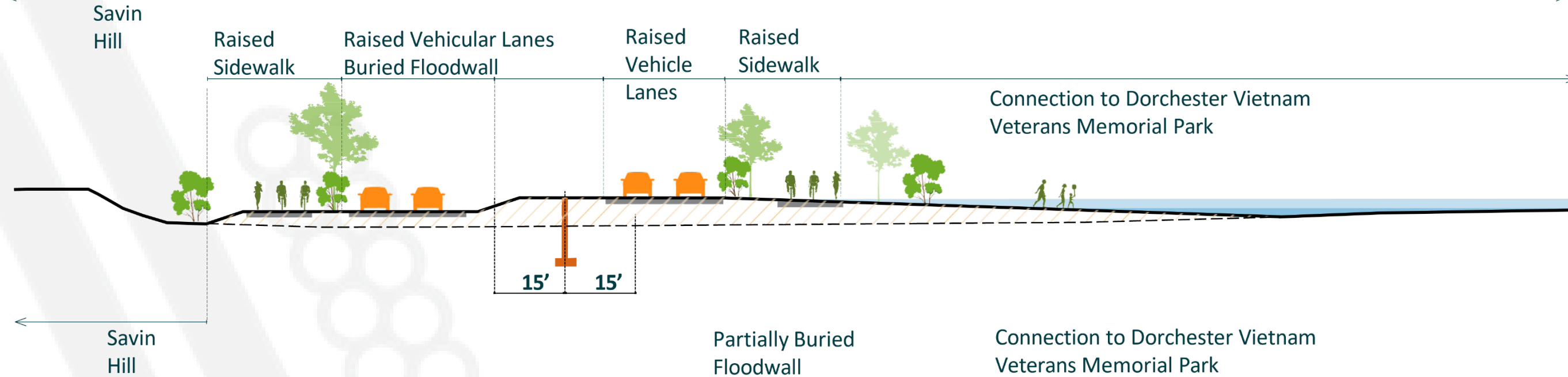
Existing Conditions



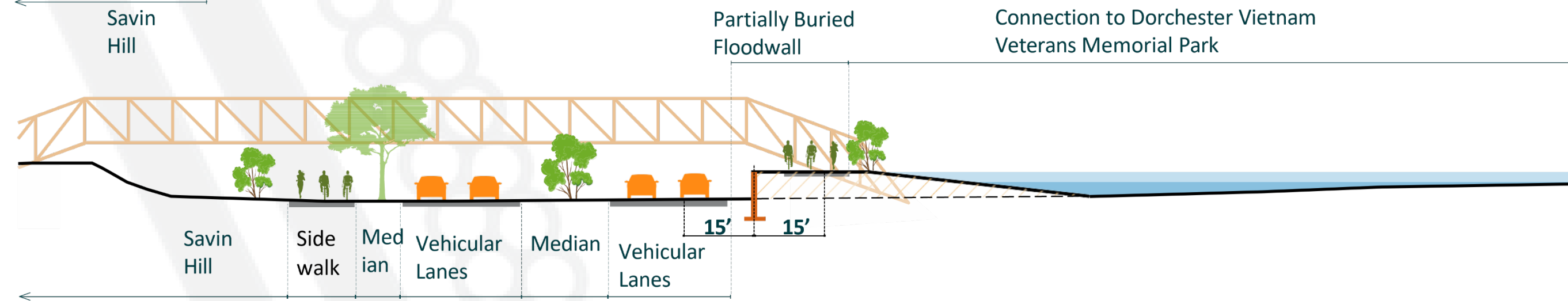
Section A: Levee with Elevated Roadway



Section B: Buried Floodwall



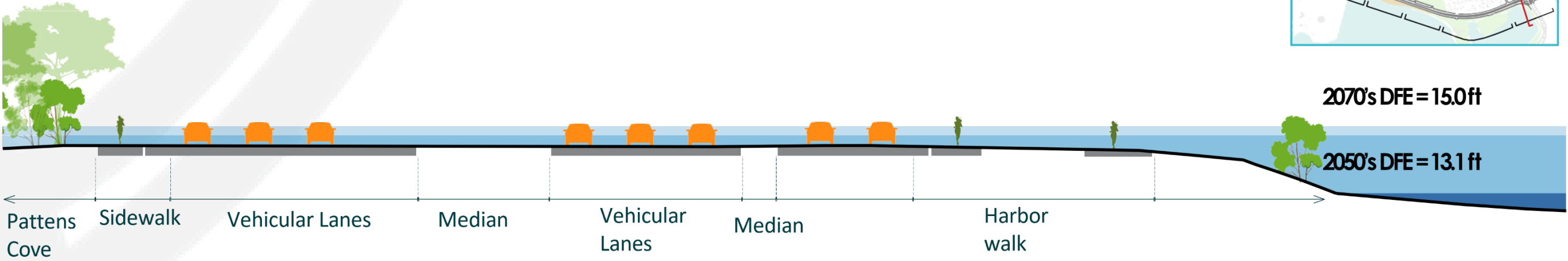
Section C: Partially Buried Floodwall



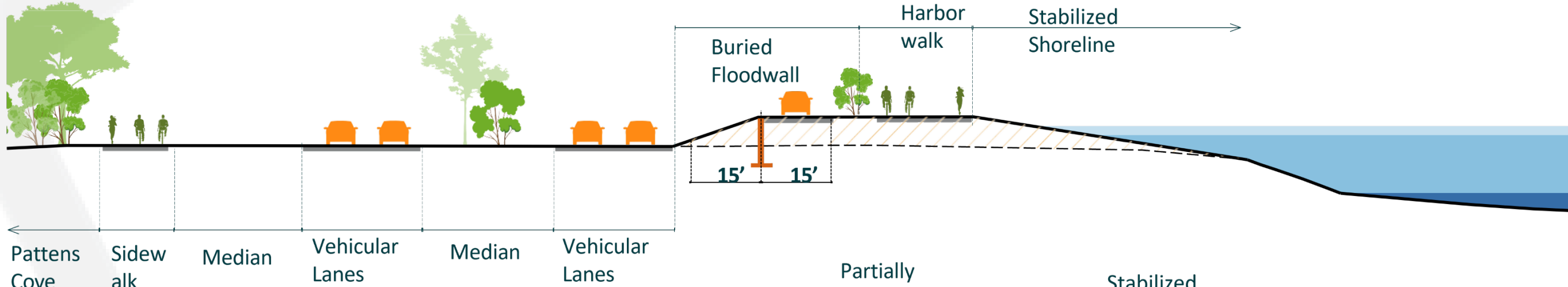
Section 6: Pattens Cove



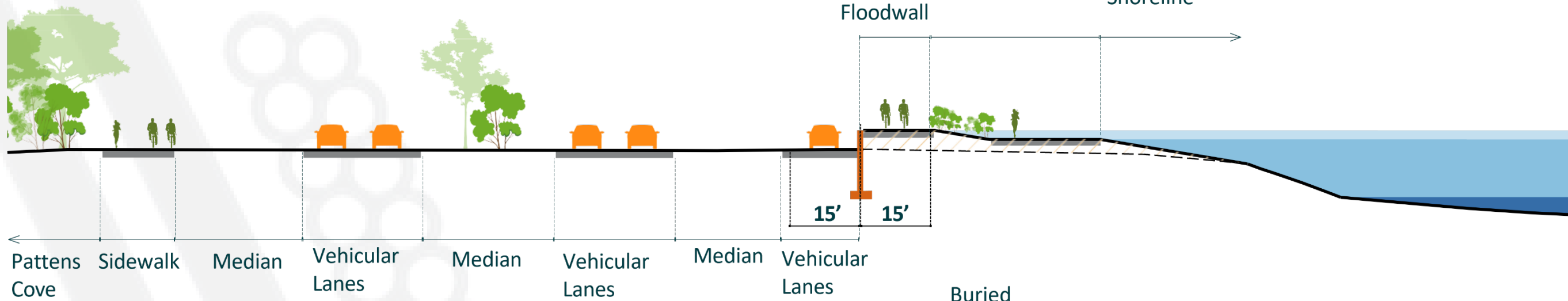
Existing Conditions



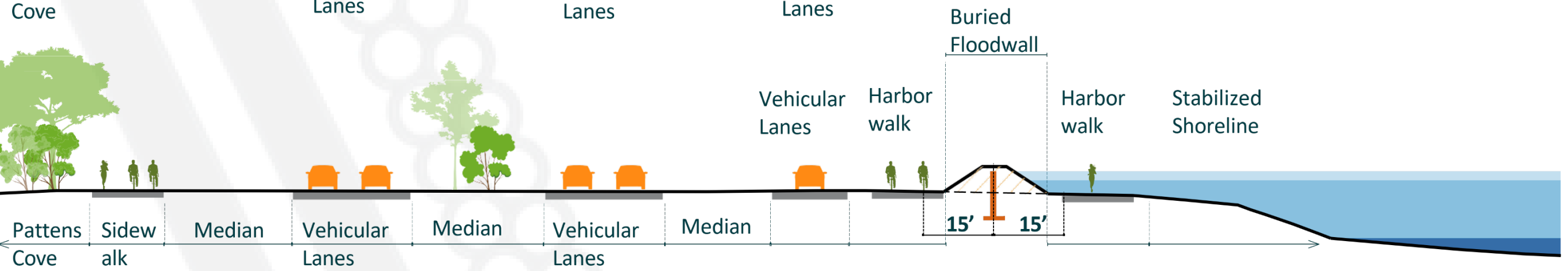
Section A: Buried floodwall



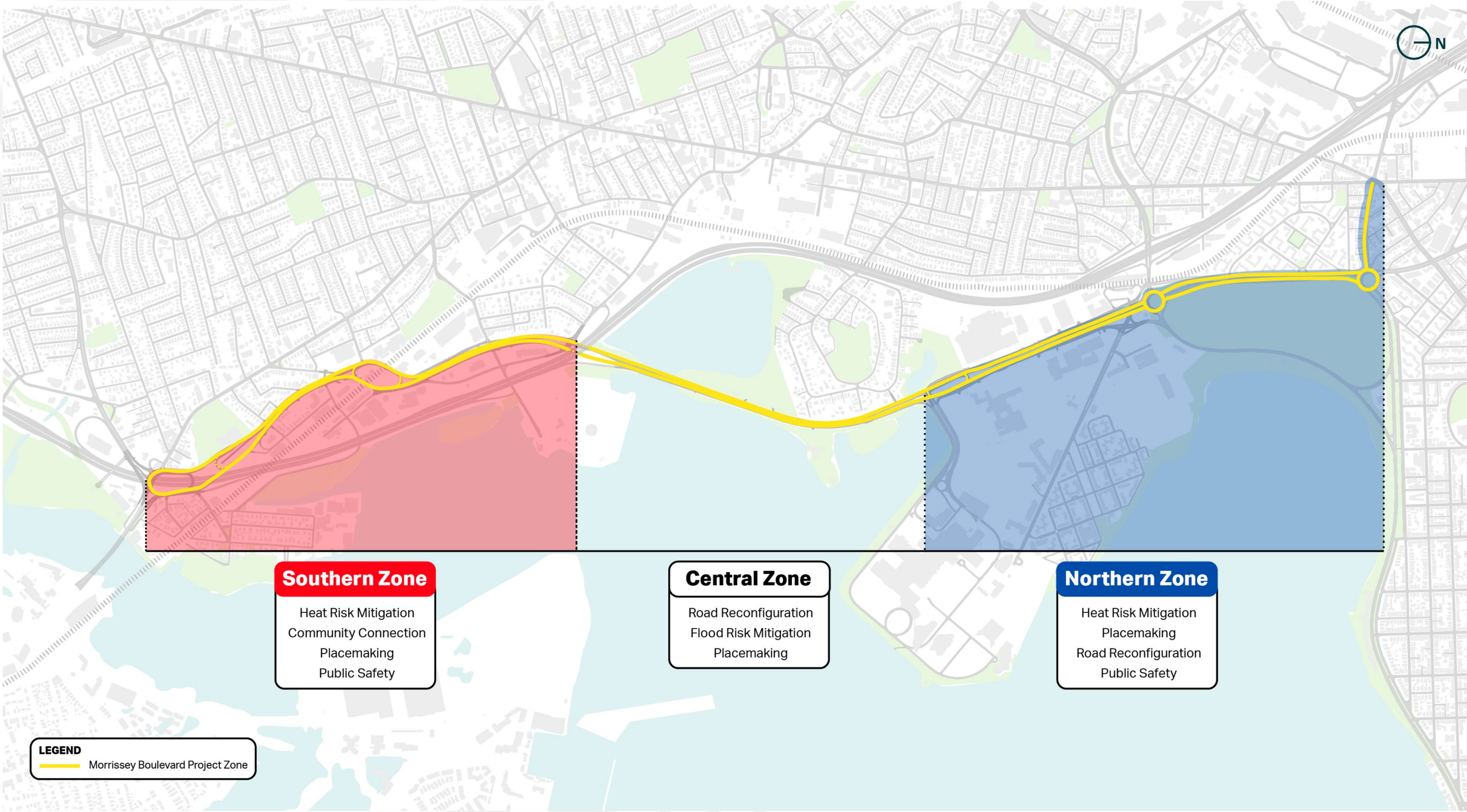
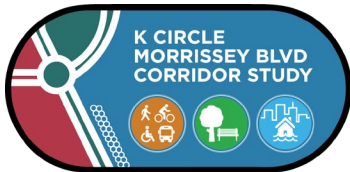
Section B: Partially Buried Floodwall



Section C: Buried Floodwall



Northern and Southern Zones



Southern Zone

- Heat Risk Mitigation
- Community Connection
- Placemaking
- Public Safety

Central Zone

- Road Reconfiguration
- Flood Risk Mitigation
- Placemaking

Northern Zone

- Heat Risk Mitigation
- Placemaking
- Road Reconfiguration
- Public Safety

LEGEND
Morrissey Boulevard Project Zone



North and South Zone: Design Approach

Placemaking

- Integration of public realm design elements that improve connectivity, safety, and comfort



North and South Zone: Design Approach

Infrastructure

- Integration of flood mitigation infrastructure into the public realm to capture stormwater runoff and improve ecology and connectivity

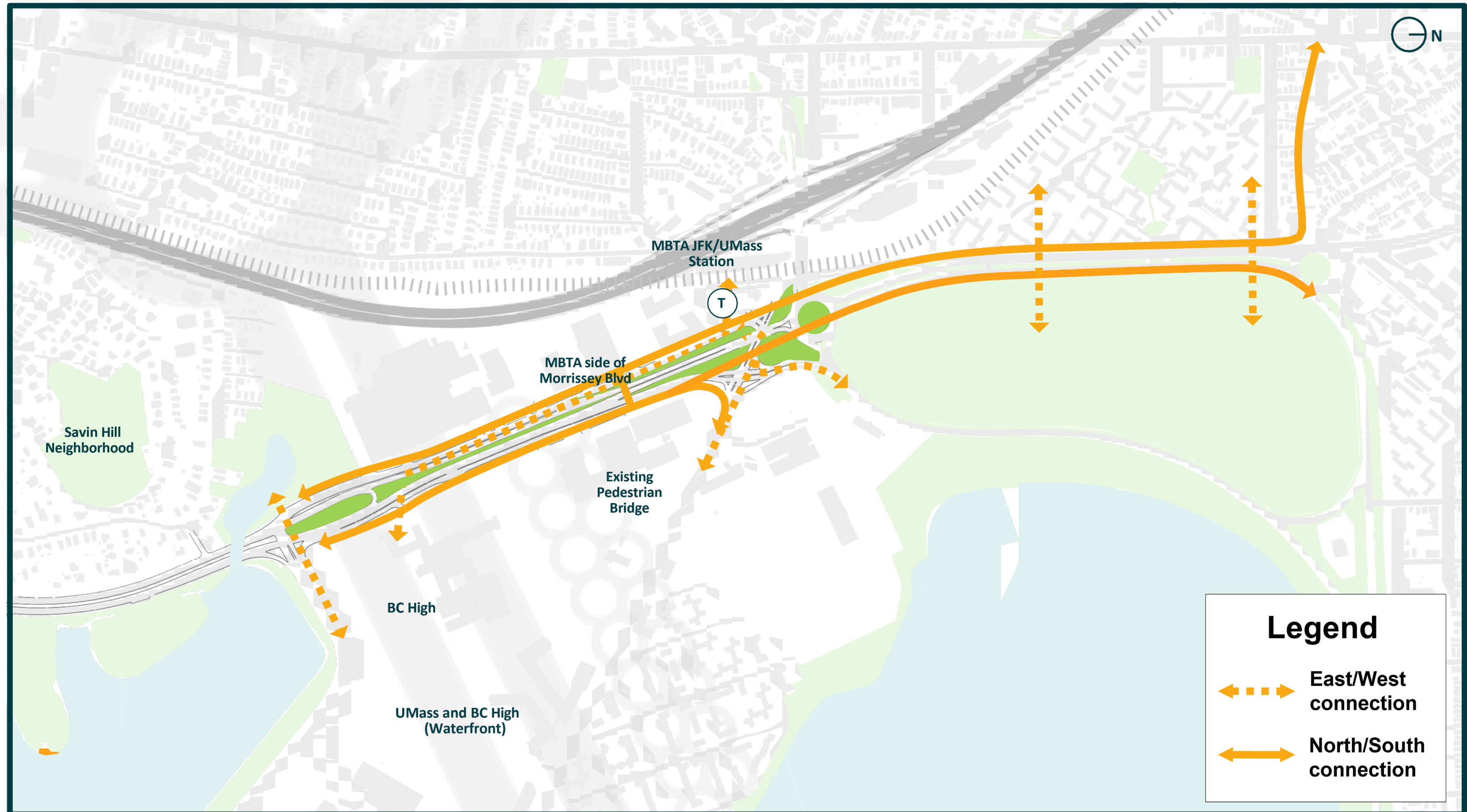


North and South Zone: Design Approach

Environmental Mitigation

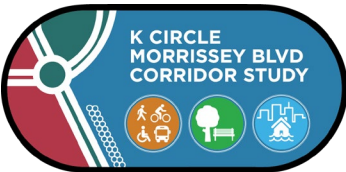
- Expanding green space to mitigate heat island effects, improve comfort and air quality, and help with stormwater runoff management

NORTHERN ZONE: ENHANCING CONNECTIONS AND SAFETY



Northern and Southern Zones

SOUTHERN ZONE: ENHANCING CONNECTIONS AND SAFETY



Evaluation Criteria



Evaluation Criteria Categories



Corridor Mobility

Resiliency and Ecology



Placemaking

Constructability



Corridor Mobility Criteria



- Total vehicle hours of delay
- Queuing
- Travel time reliability
- Congestion duration
- Vehicular access to adjacent properties/uses
- Diversion
- Transit access
- Pedestrian gaps
- Pedestrian level of comfort
- Connectivity
- Bicycle level of traffic stress
- Crash reduction
- Intersection LOS



Resiliency and Ecology Criteria



- Impacts to environmental resources
- Coastal flooding
- Stormwater events
- Wave mitigation
- Impervious surface area



Placemaking Criteria



- Placemaking / open space
- Visual effects
- Consistency with plans
- Neighborhood disruption
- Recreational access
- Heat Island Effects



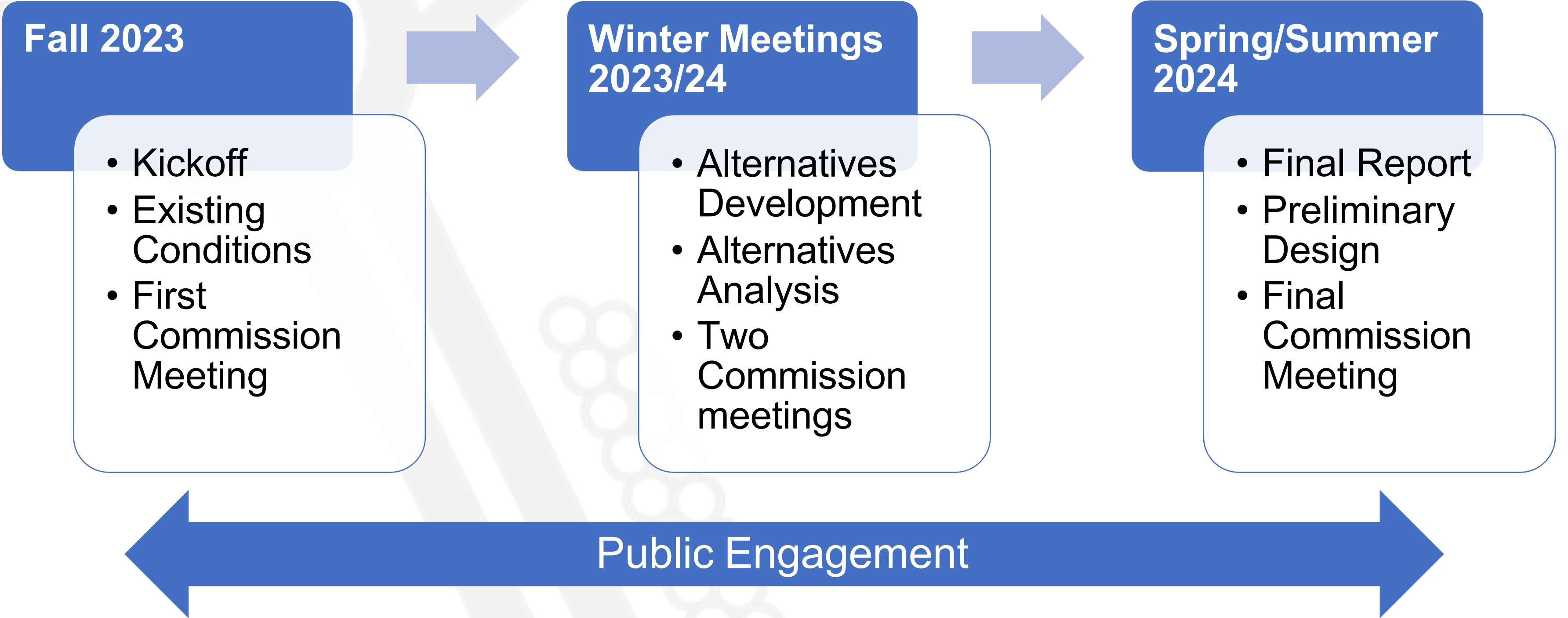
Constructability Criteria



- Construction cost
- Constructability
- Maintenance
- Environmental permitting complexity



Schedule / Next Steps



Commission Discussion

Public Comment

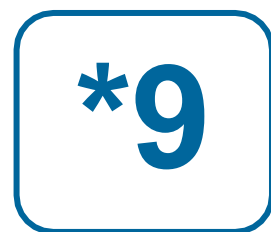
Share Your Questions and Comments: Hybrid Meeting Process



- In-Person and Virtual moderators will be working together to ensure that attendees in both spaces can share their questions and comments
- Moderators will take a few comments at a time in one space and then switch throughout public comment
- If multiple people ask the same question, moderators will inform the audience how many asked and answer the question once

Please be advised that all Q&A and comments are subject to disclosure for public records, therefore use these functions for project-related business only.

Share Your Questions and Comments: Virtual Attendees



- Submit your questions and comments using the Q&A button (Alt+H)
- “Raise your hand” to be unmuted for verbal questions, (Alt + Y to raise your hand)
- Please state your name before your question
- Please share only **1** question or comment at a time, limited to **2** minutes, to allow others to participate.
- To ask a question via phone, dial *9 and the moderator will call out the last 4-digits of your phone number and unmute your audio when it is your turn.

Please be advised that all Q&A and comments are subject to disclosure for public records, therefore use these functions for project-related business only.

Share Your Questions and Comments: In-Person Attendees



- Use Microphone provided and please line up three (3) at a time to allow for virtual audience to participate



- Please state your name before your question or comment



- Please share only **1** question or comment at a time, limited to **2** minutes, to allow others to participate.

Please be advised that all Q&A and comments are subject to disclosure for public records



How to Reach Us

Submit written comments to:

Attention: Office of Transportation Planning
10 Park Plaza, Suite 4150
Boston, MA 02116

Submit email comments to:

planning@dot.state.ma.us

For project information, visit the study web site at:

<https://www.mass.gov/k-circle-morrissey-study> or QR Code:



Study Website
QR Code



Thank You!