



# Morrissey Boulevard Commission Meeting #3

Boston College High School &  
Virtual via Zoom

May 2, 2024





# Meeting Notes and Procedures

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- By continuing attendance with this virtual public meeting, you are consenting to participate in a recorded event.
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- The meeting will be open to questions and answers at the end of the presentation.

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- Raise your hand



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**Closed captioning automatically generated by Zoom**



Unmute



Start Video



Q&A



Raise Hand



Interpretation

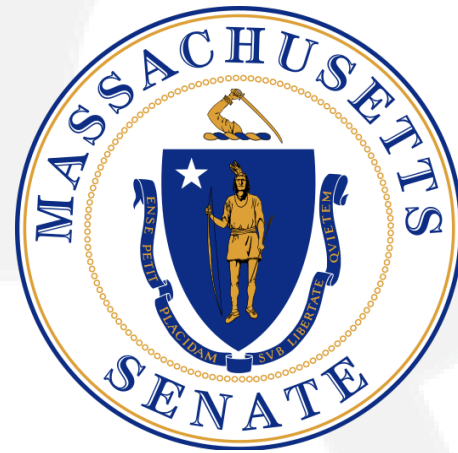
Leave

# Agenda

- **Call to Order**
- **Introduction of Commission Members**
- **Presentation on Study**
  - **Study Overview**
  - **Transportation Conditions Overview**
  - **Alternatives Development**
  - **Evaluation Criteria – Preliminary Analysis**
  - **Short-Term Corridor Improvements**
  - **Next Steps**
- **Open Floor for Discussion among Commission Members**
- **Public Comment**



# Commission Introductions

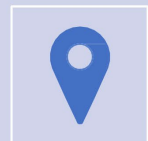


University of Massachusetts  
Building Authority

# 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



**Provide context and background on the Study**



**Introduce alternatives under consideration**



**Identify next steps**



**Solicit feedback from the Commission and public**

## **Please note:**

**The charge of the Morrissey Boulevard Commission is to study and examine the corridor of Morrissey Boulevard.**

**This presentation includes content outside the scope of the Morrissey Boulevard Commission.**

**This additional content is intended to provide regional context for the corridor and facilitate broader public discussion and input.**





# Study Presentation

# Study Focus



## **CORRIDOR MOBILITY**

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**Improve safety for all  
users**

**Improve waterfront  
access**

**Maintain and improve  
primary vehicular  
circulation**



## **RESILIENCY & ECOLOGY**

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**Reduce frequent flooding  
impacts to Morrissey  
Boulevard**

**Mitigate coastal flood  
risk for surrounding  
neighborhoods**

**Preserve and improve  
ecological function  
of shoreline**



## **WATERFRONT PLACEMAKING**

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**Encourage pedestrian  
and bicyclist activity**

**Expand  
pedestrian and bicycle  
waterfront access**

**Identify waterfront  
recreation  
opportunities**



## **CONSTRUCTABILITY**

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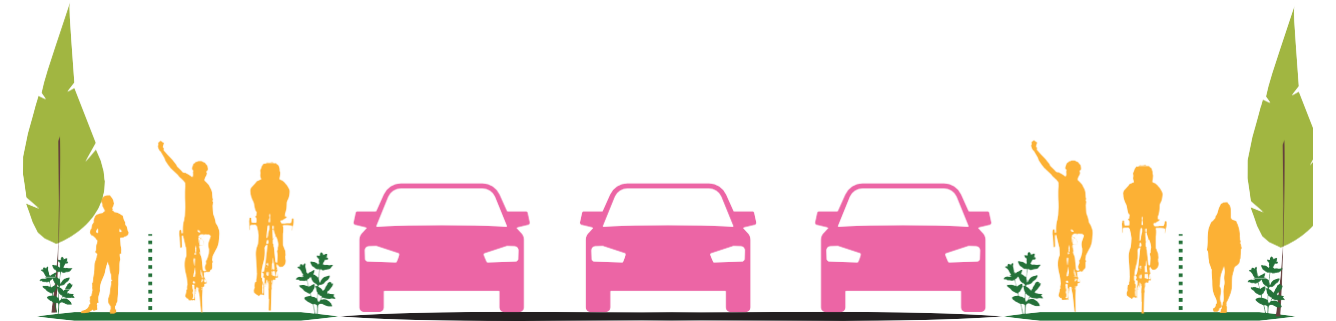
**Capital cost of  
construction**

**Operations and  
maintenance**

**Lifespan and  
durability**



# Design Approach



## ROAD RECONFIGURATION

Reducing the number of travelling lanes to ease traffic congestion and promote safer speeds

## CORRIDOR PLACEMAKING

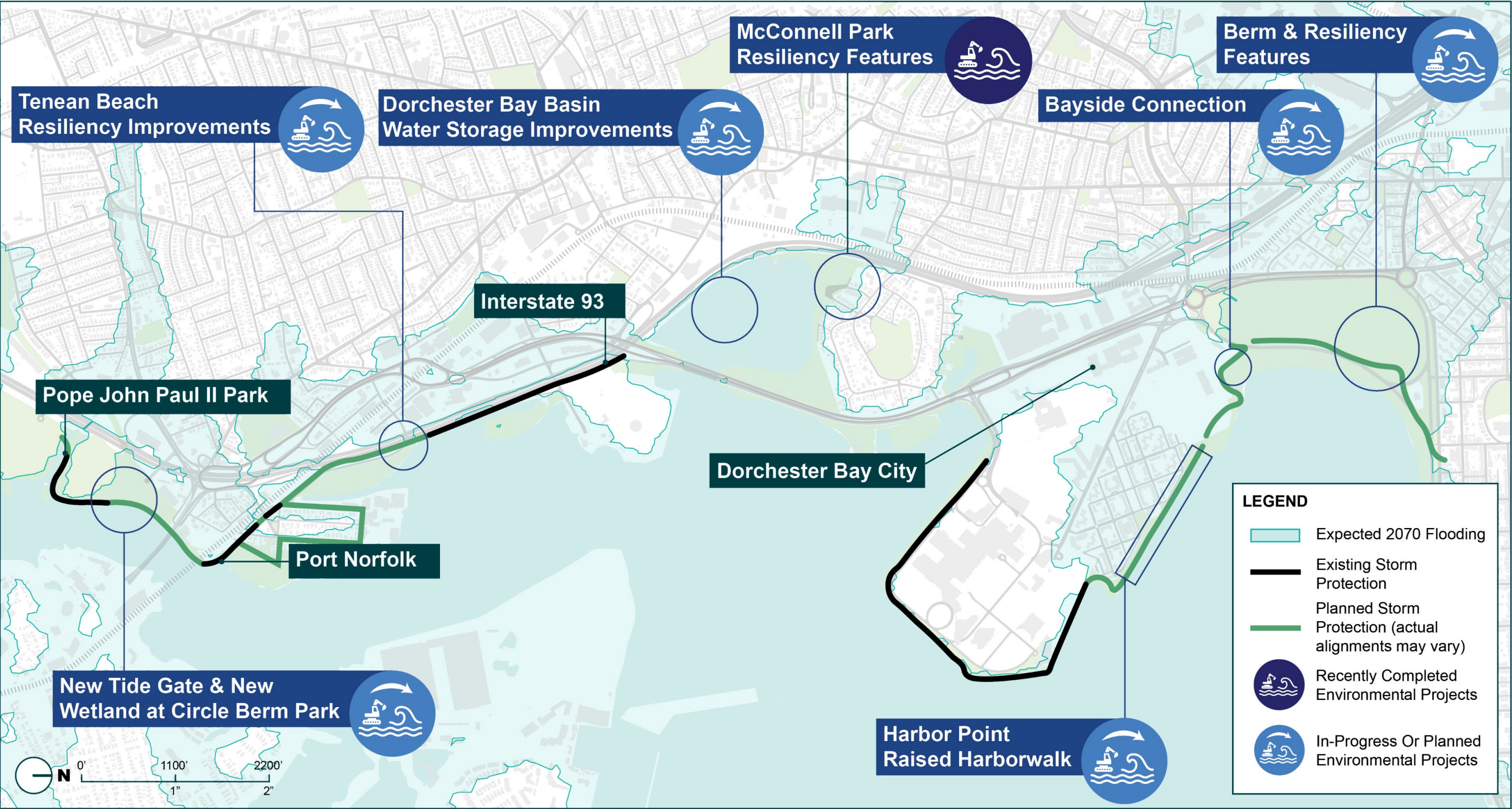
Utilizing newly-freed roadside space for safe pedestrian corridors and green infrastructure



# Coastal Resilience



# Coastal Resilience | Environmental Projects





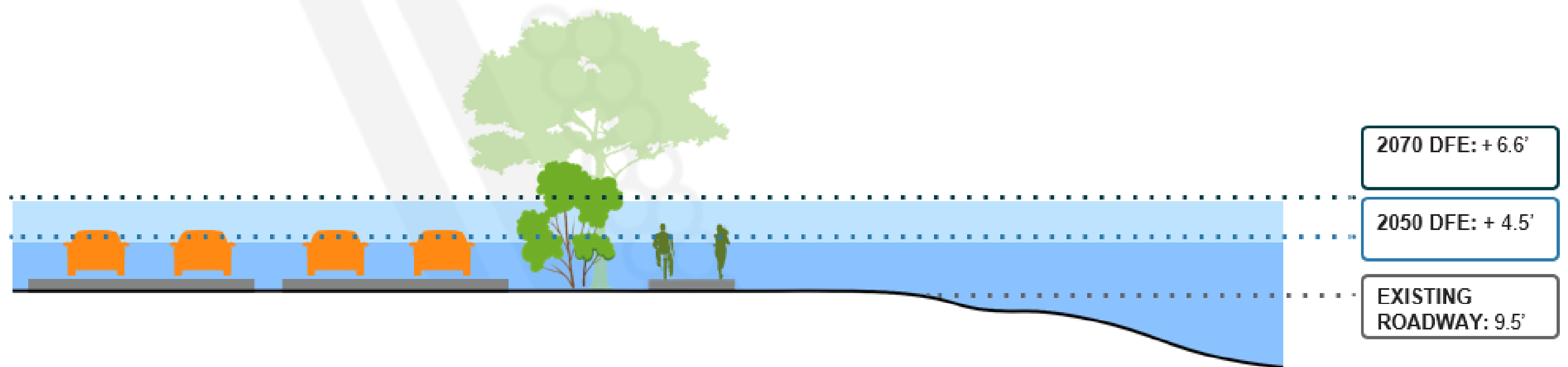
# Coastal Resilience | Design Flood Elevation



# Coastal Resilience | Design Flood Elevation

The **Massachusetts Coast Flood Risk Model** was used to determine the “**Design Flood Elevation**” (DFE) along Morrissey Boulevard.

The DFE is based on the 1% annual flood chance and accounts for **sea level rise, storm surge, and wave action**.

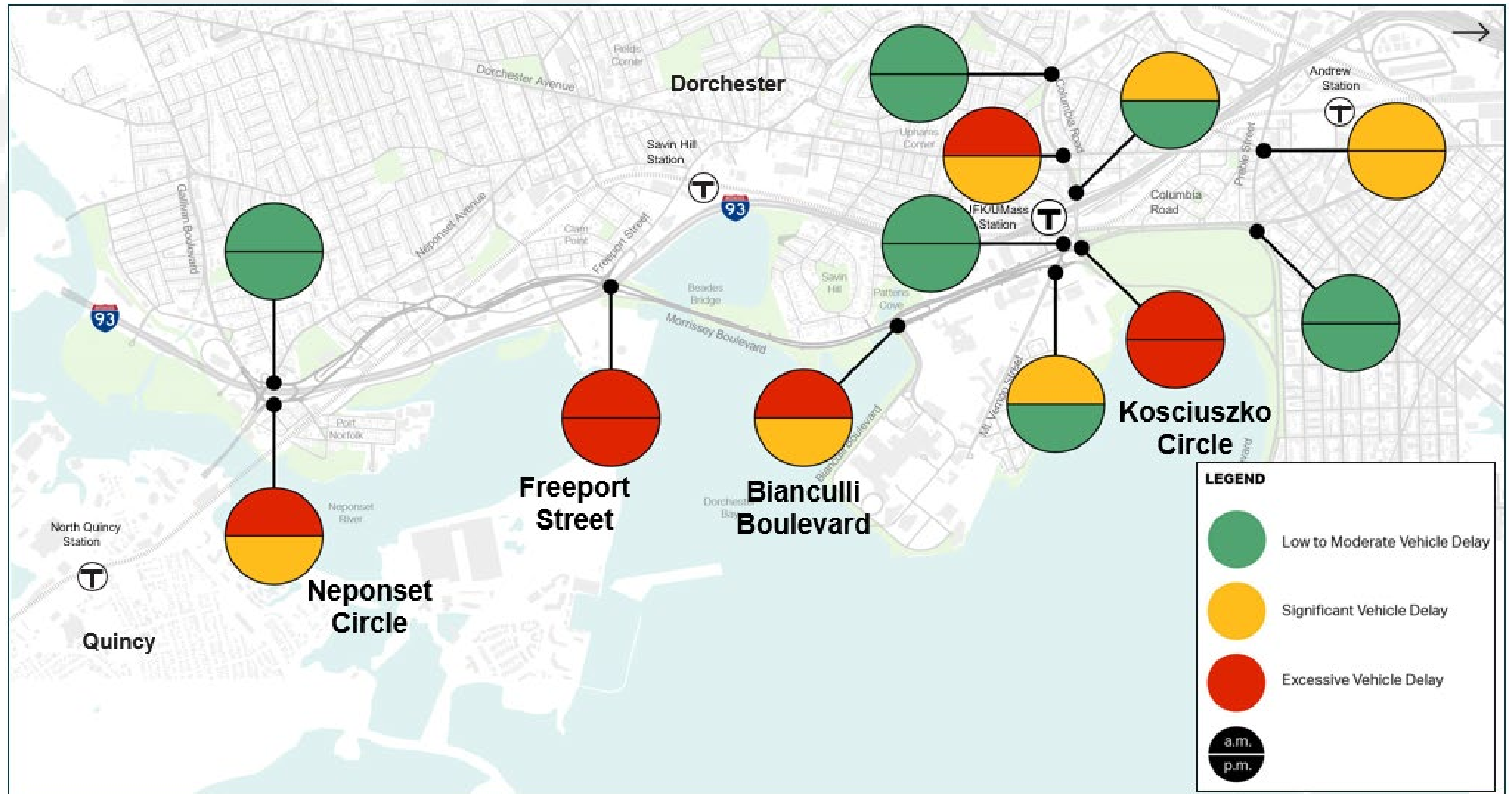




# **Transportation Conditions Overview**

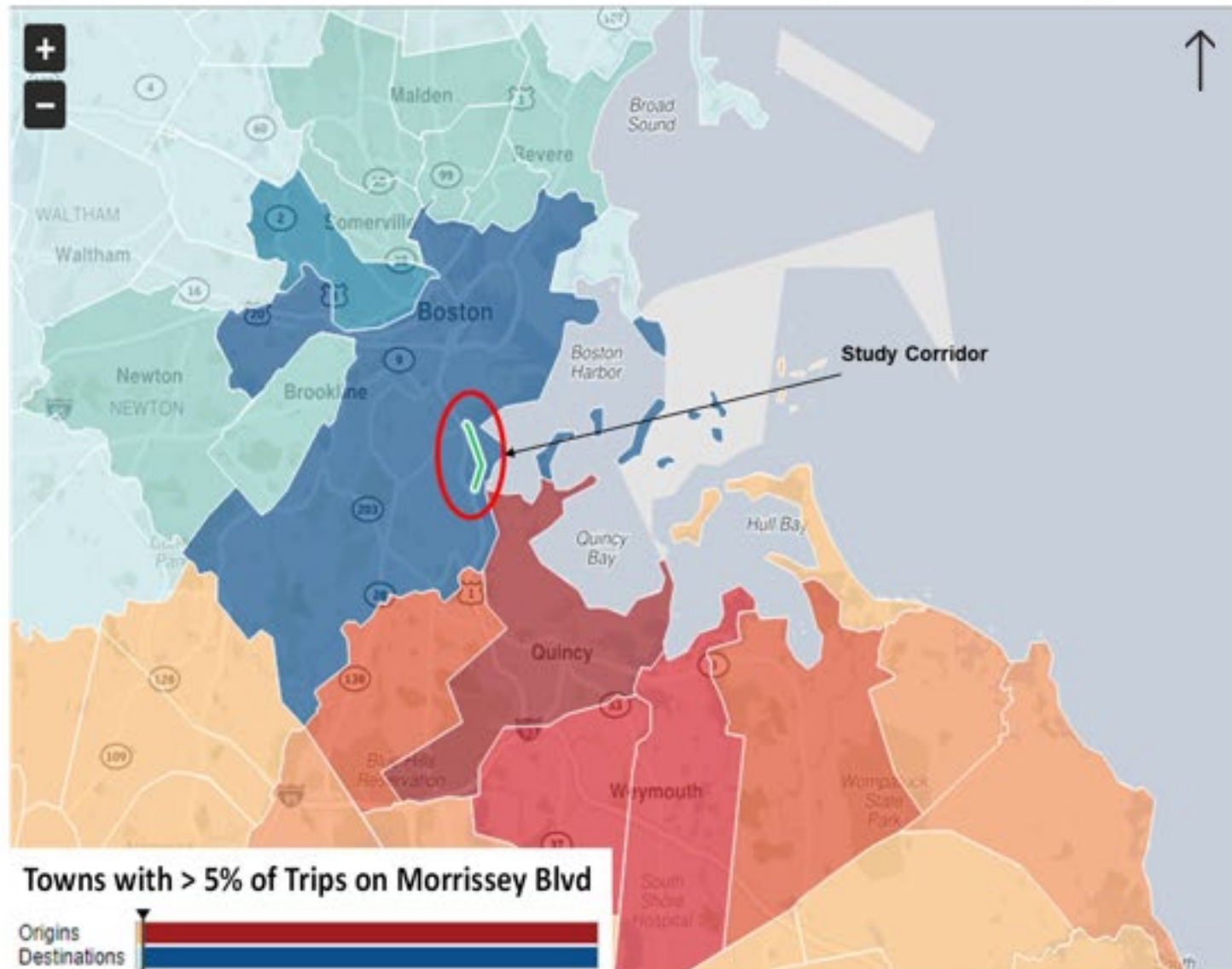


# Transportation Conditions | Traffic

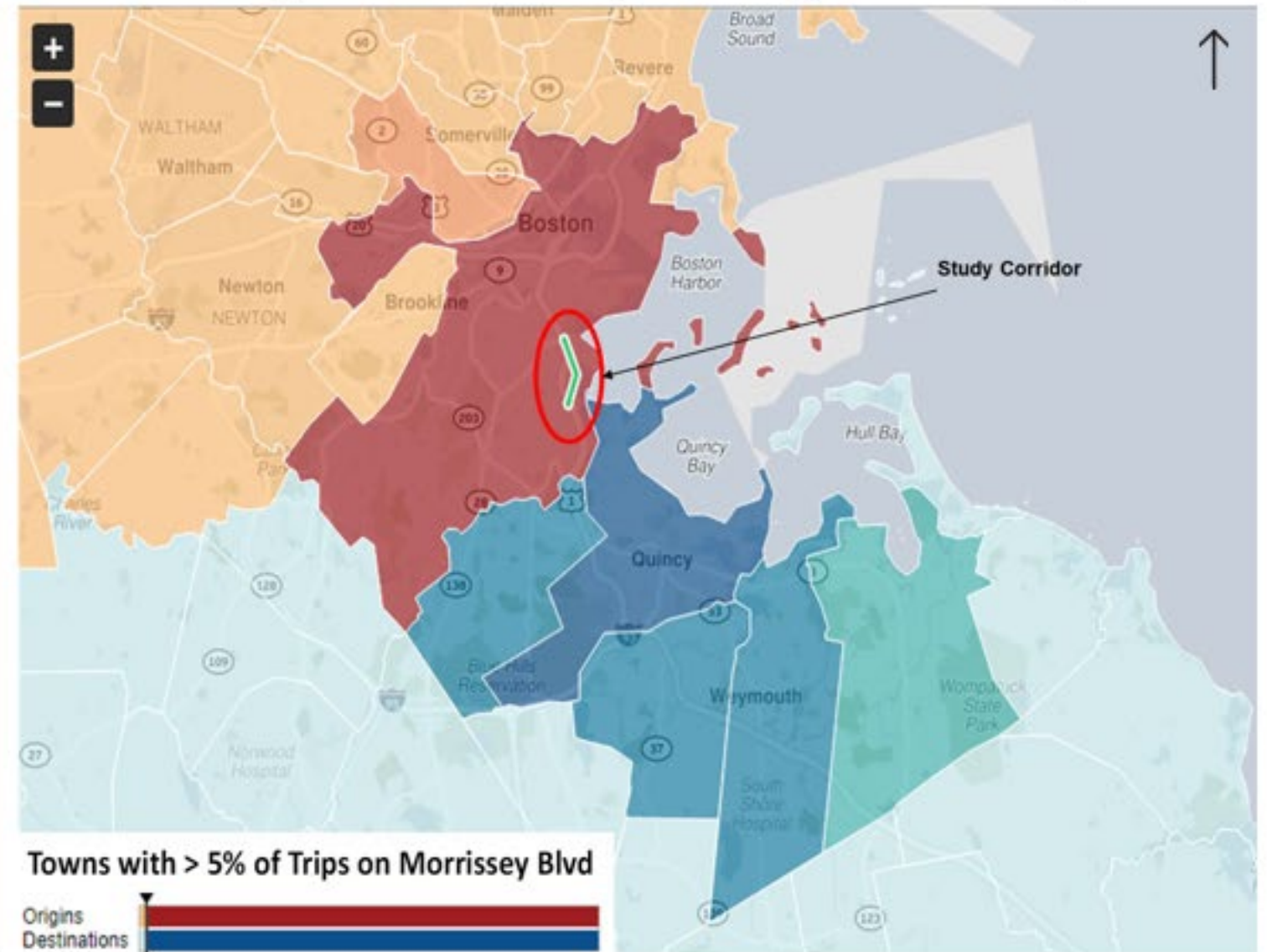


# Transportation Conditions – Regional Demand

## Origins and Destinations for Trips on Morrissey Boulevard, NB Direction, Average Weekday AM

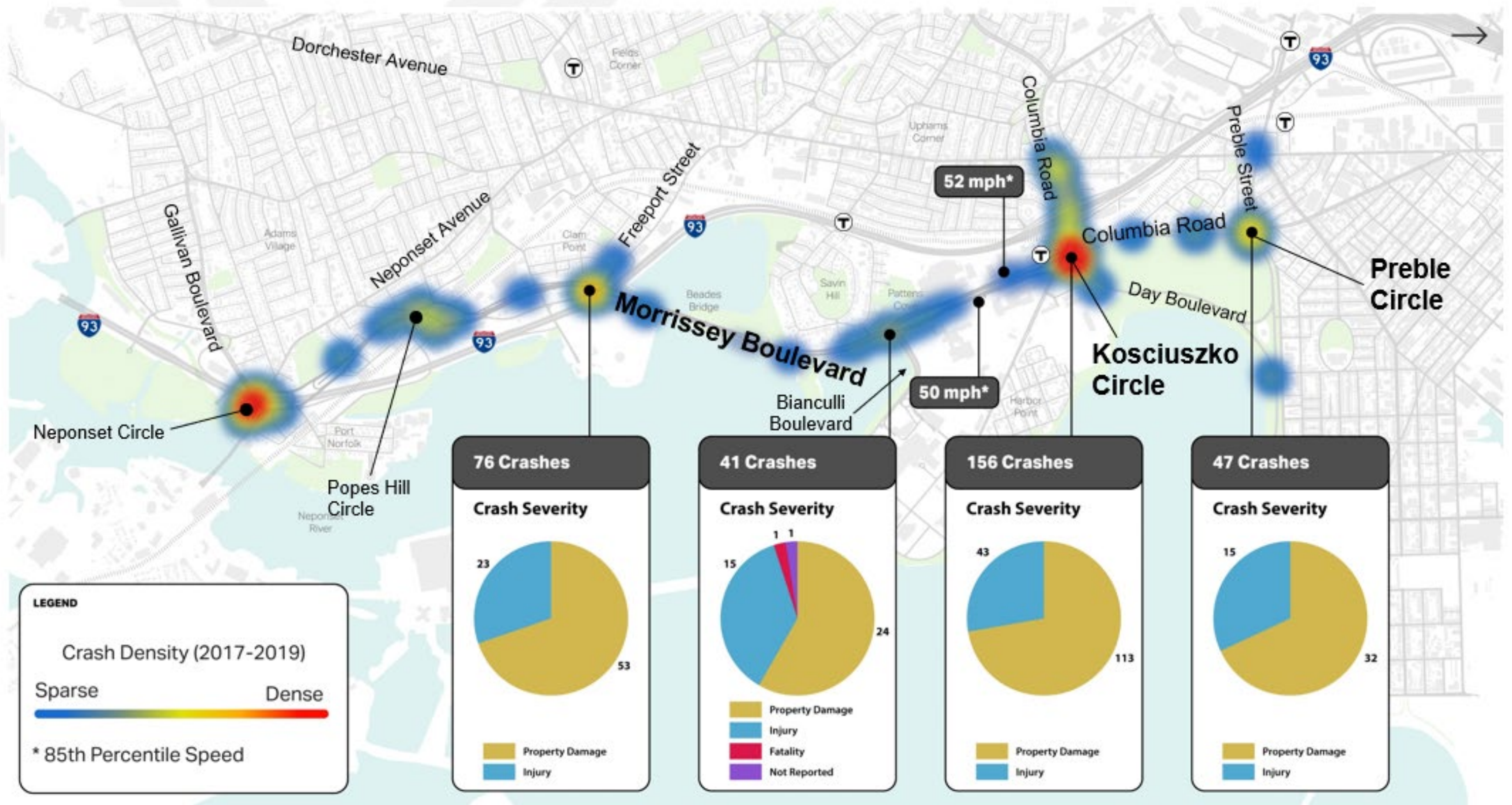


### Origins and Destinations for Trips on Morrissey Boulevard, SB Direction, Average Weekday PM

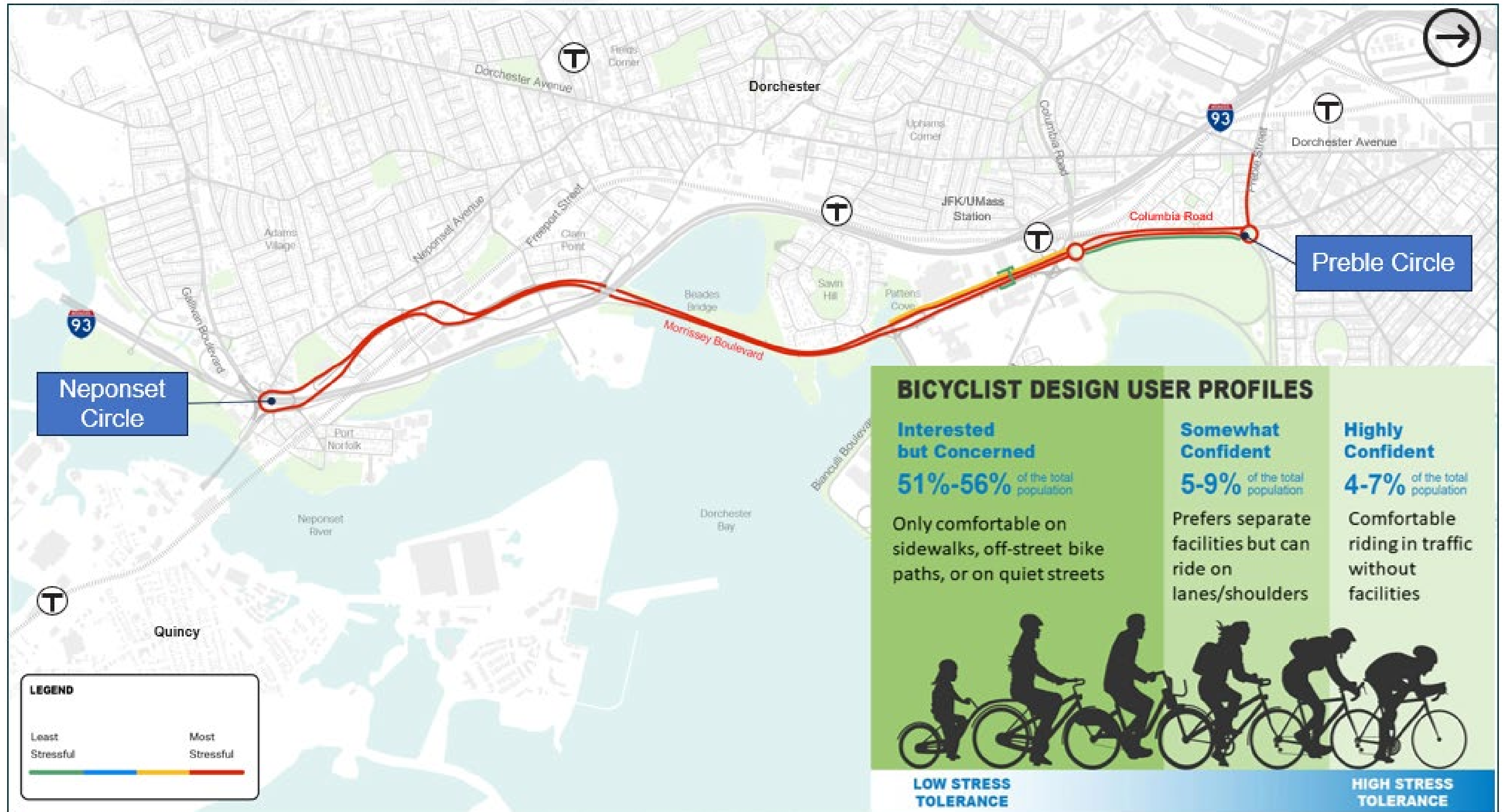




# Transportation Conditions | Safety



# Transportation Conditions | Bicycling





## Transportation Conditions | Walking

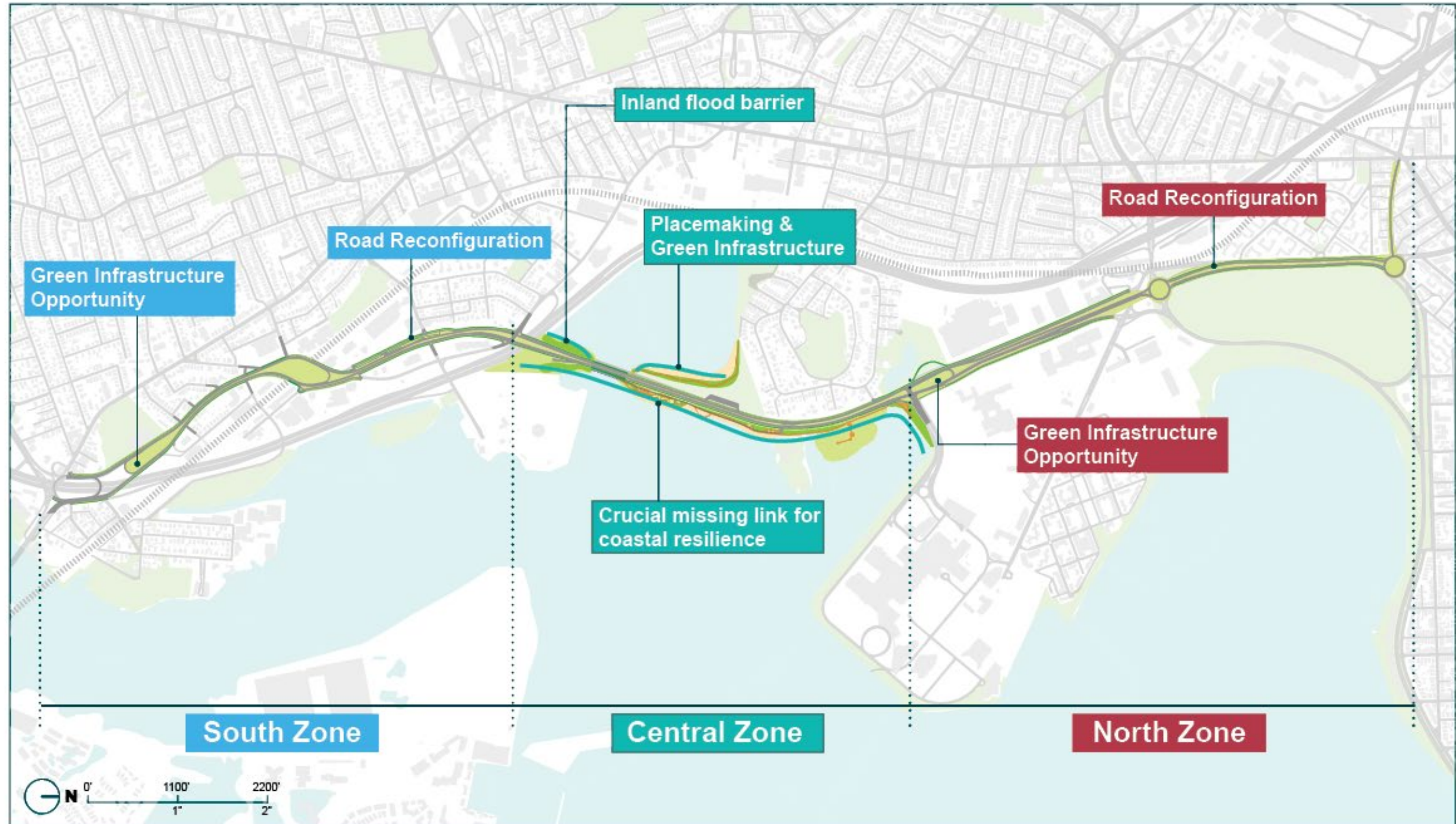




# Alternatives Development

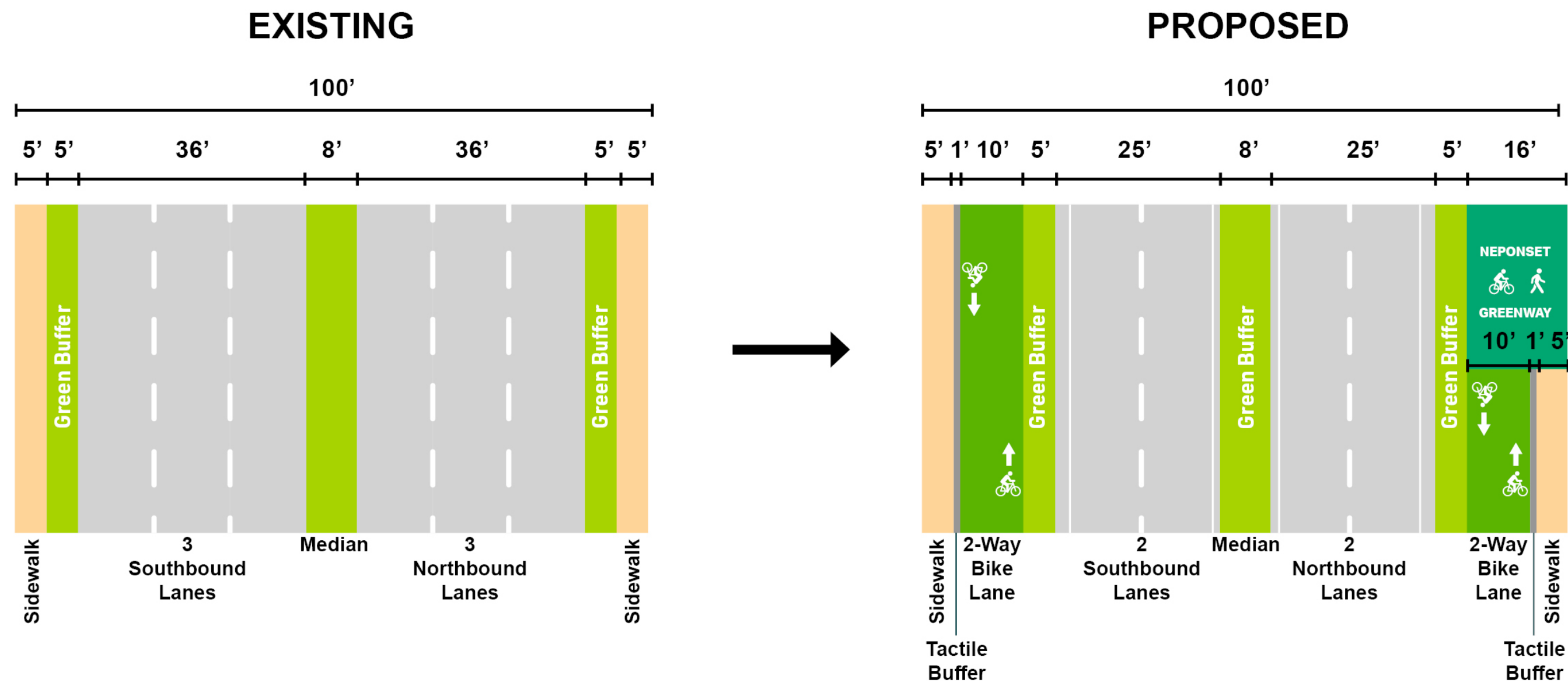


# Alternatives | Segments



# Alternatives | Cross Section Reconfiguration

- 3 travelling lanes reduced to 2 travelling lanes
- Increased **green buffers** surrounding roadside path





# Alternatives | Intersection Countermeasures



Image via City of Winnipeg Public Works

 **SIGNALIZED CONTROL**



Image via Virginia DOT

 **QUADRANT ROADWAY**



Image via Virginia DOT

 **MODERN ROUNDABOUT**



Image via Virginia DOT

 **MEDIAN U-TURNS (OR PARTIAL)**



Image via Virginia DOT

 **CONTINUOUS GREEN-T**



# Northern Zone



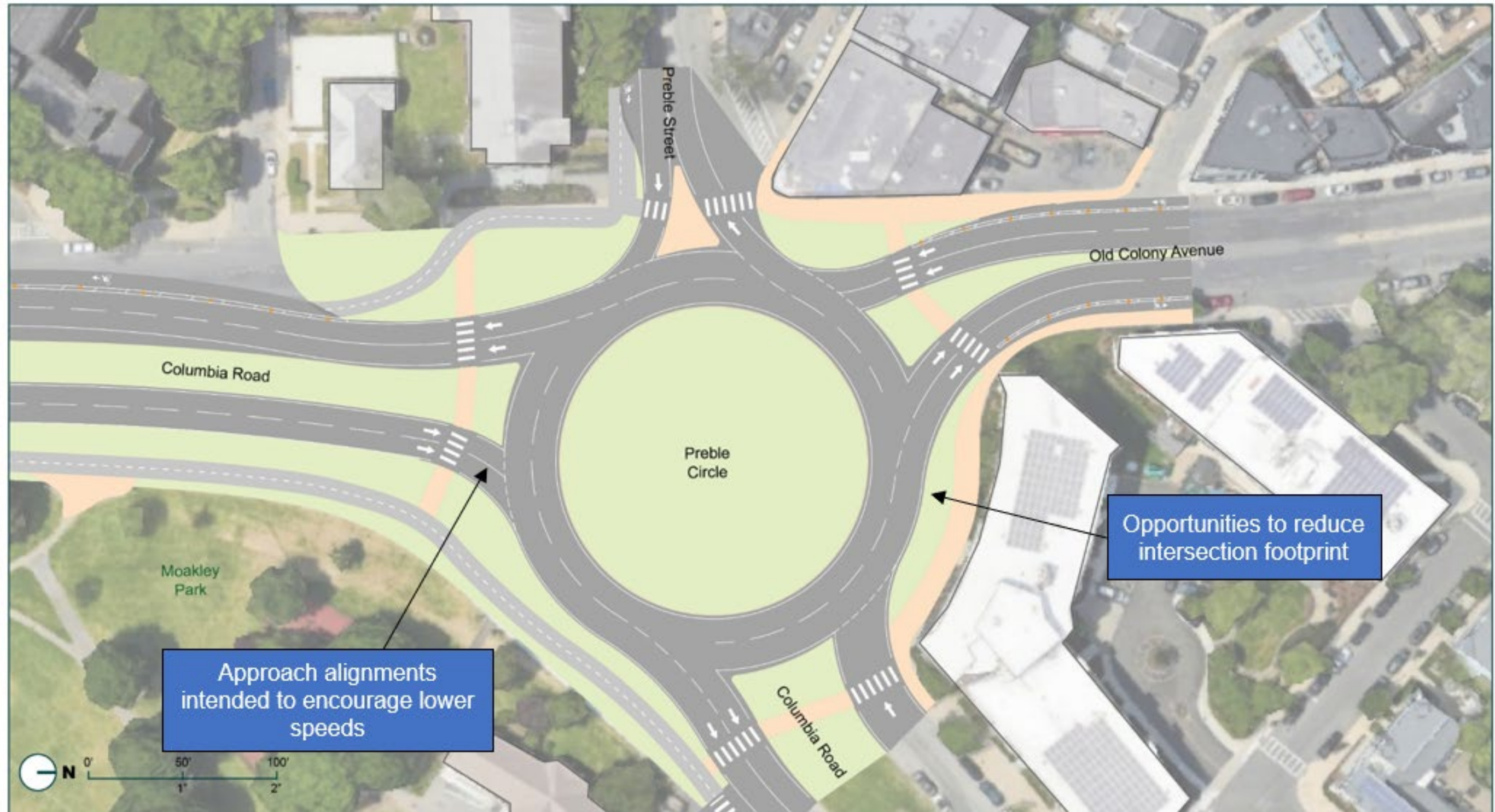
# Northern Zone | Issues and Opportunities





# Northern Zone | Preble Circle (Alternative 1)

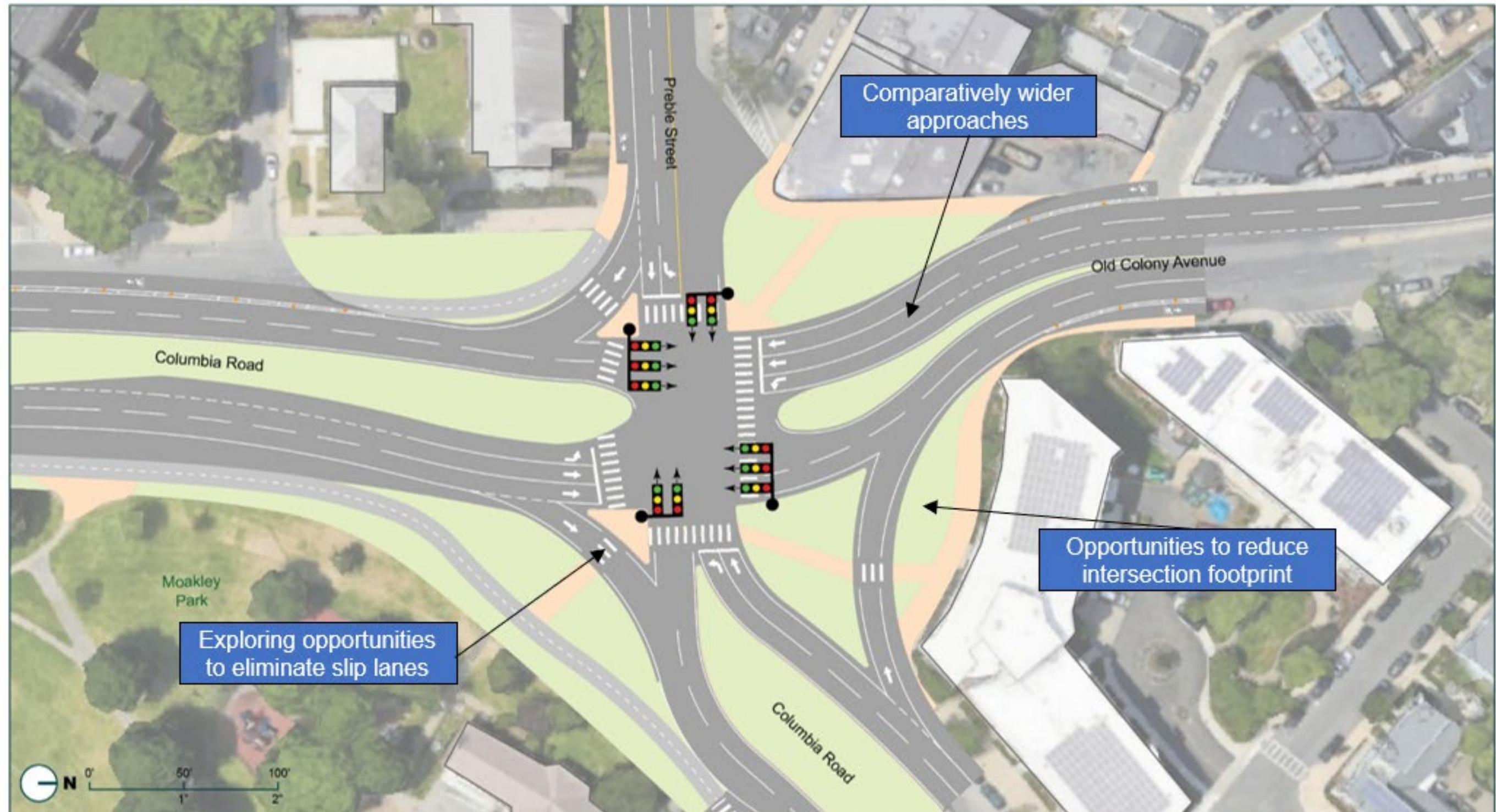
## Modern Roundabout



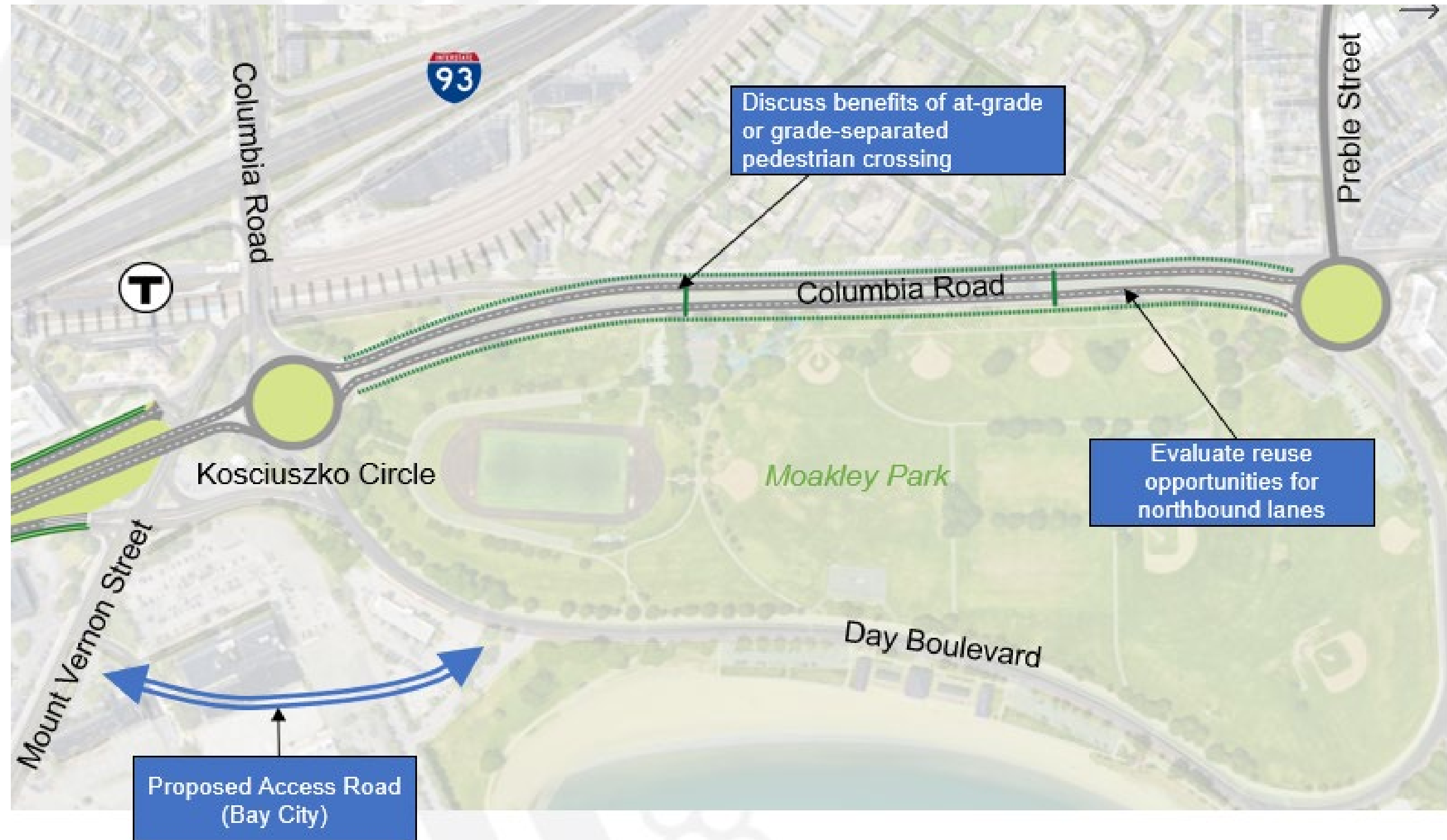


# Northern Zone | Preble Circle Potential Alternatives

## Signalized Control



# Northern Zone | Columbia Road



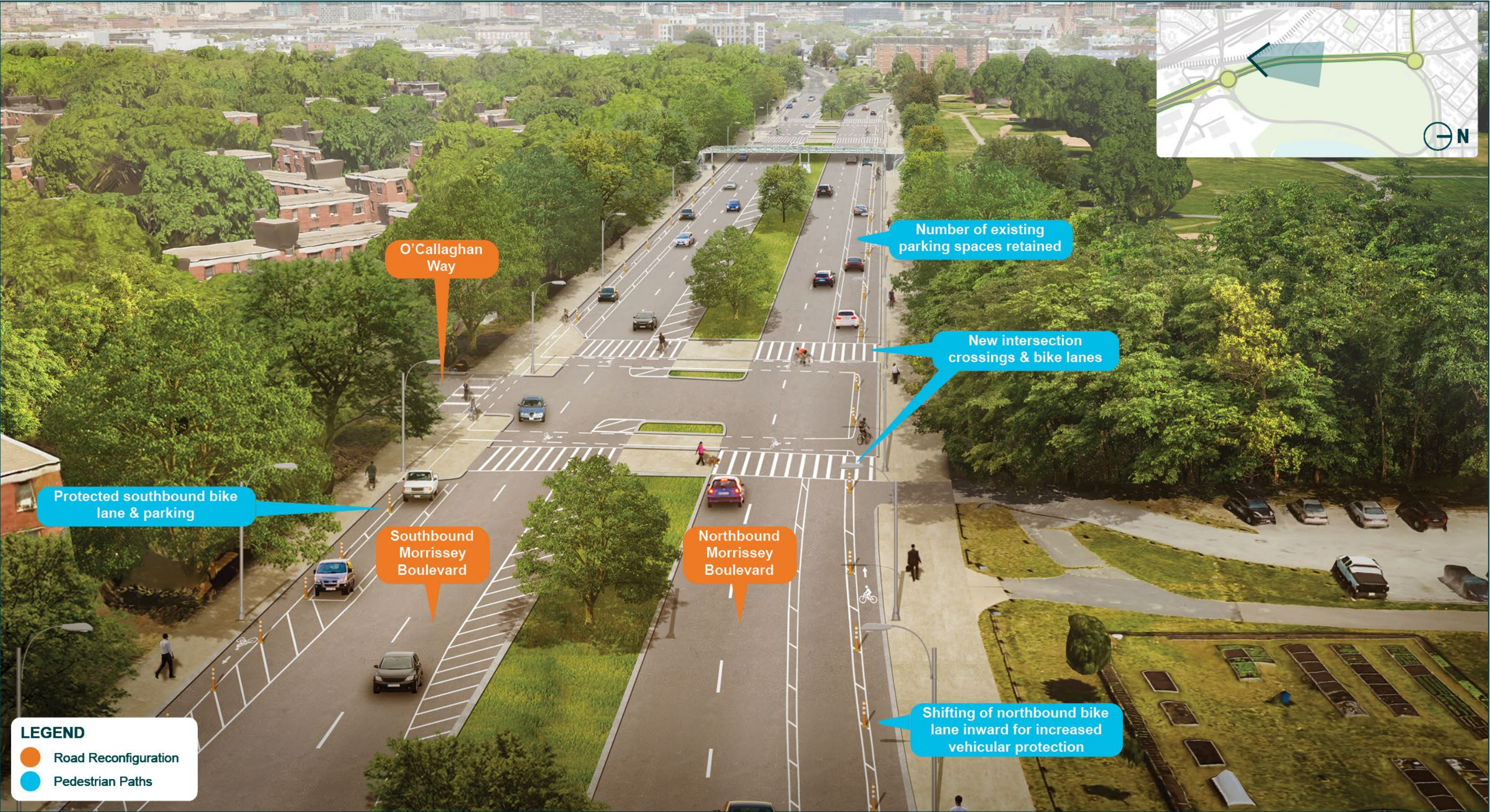


# Northern Zone | Existing Columbia Road



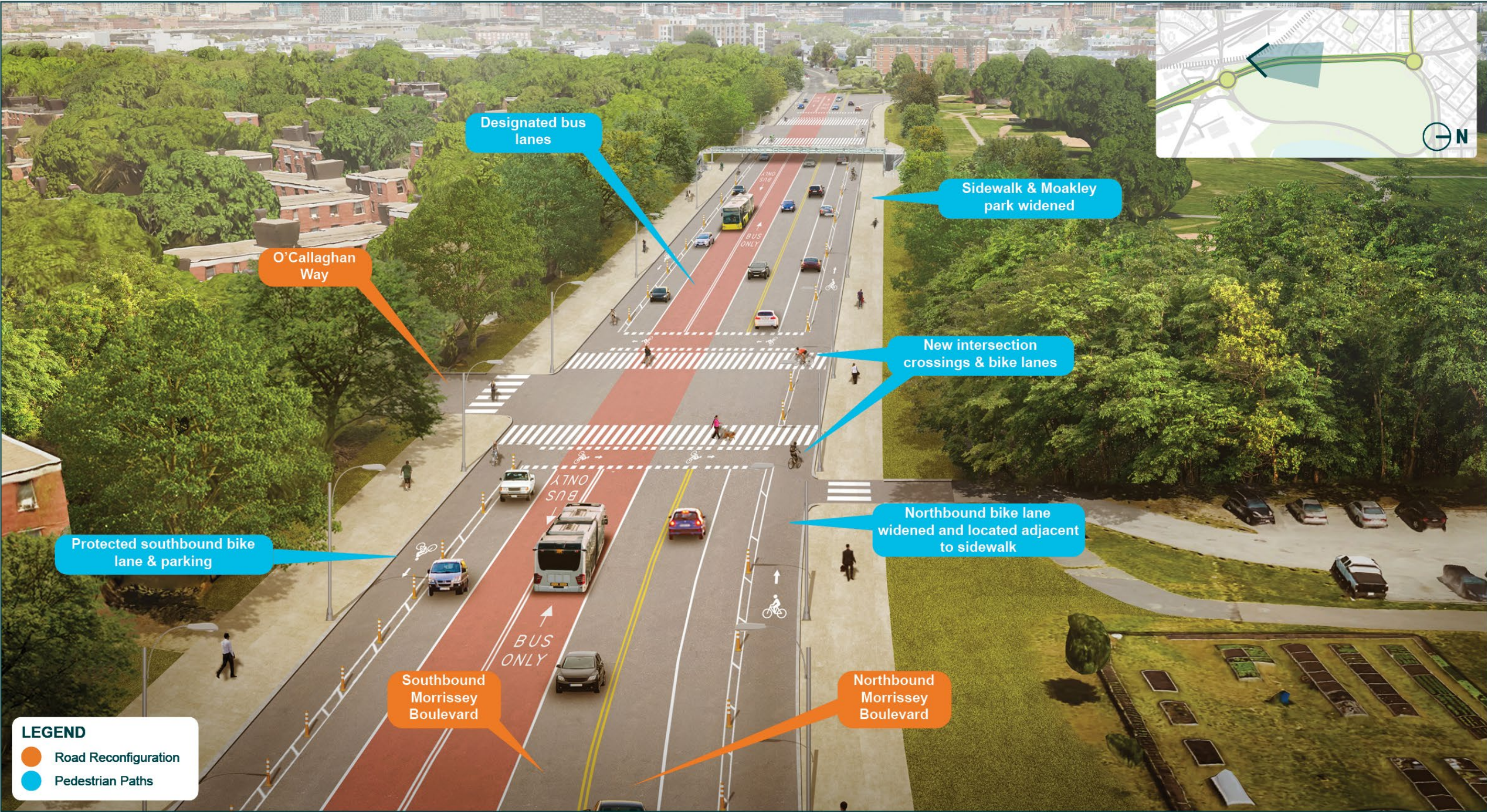


# Northern Zone | Columbia Road (Proposed Alternative 1)





# Northern Zone | Columbia Road (Proposed Alternative 2)





# Kosciuszko Circle and I-93 Columbia Rd Interchange (MassDOT)

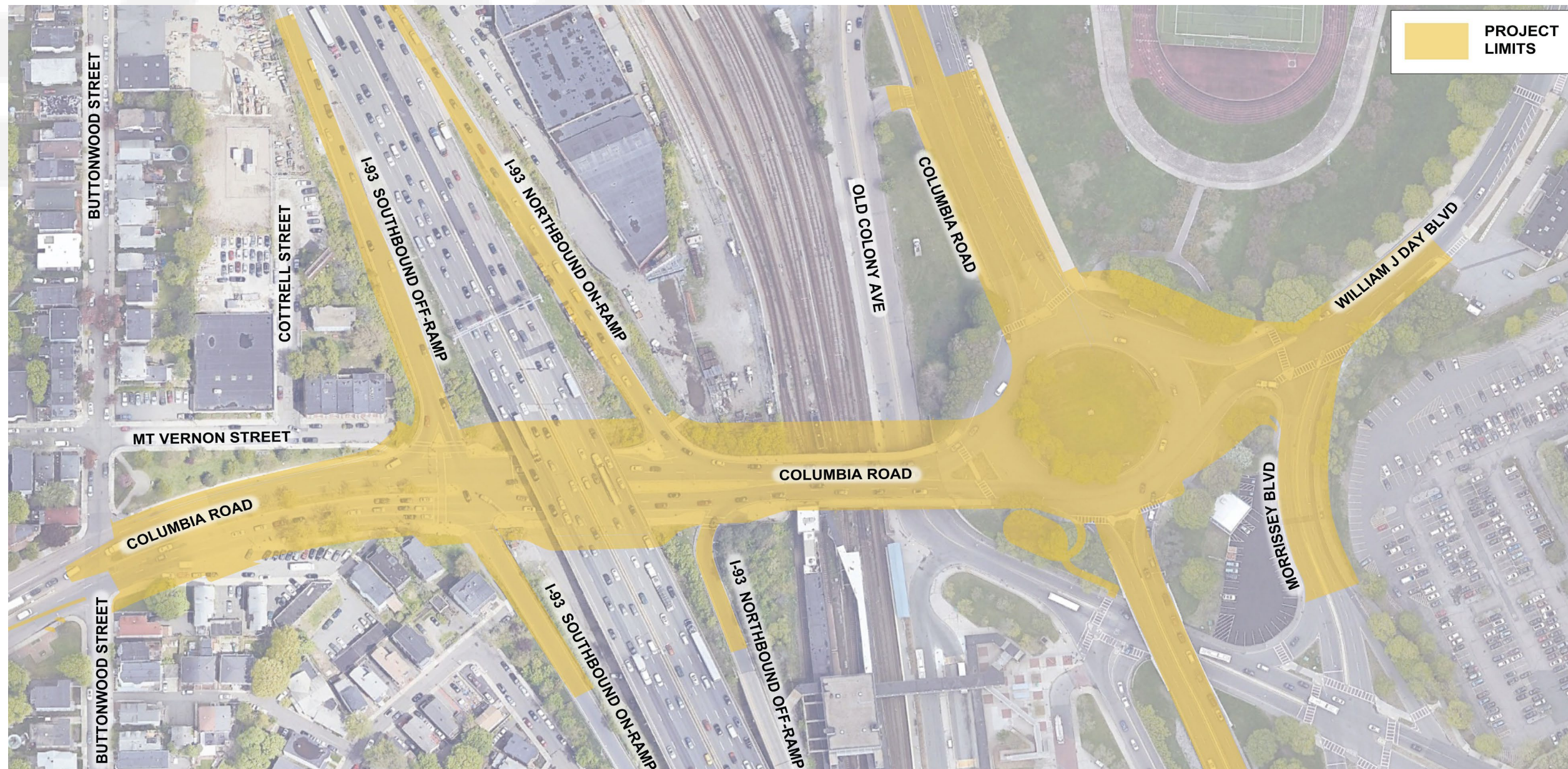
## Project Goals

- **Enhance/improve safety**
- **Improve access and mobility for all modes**
- **Reduce congestion**
- **Support economic development**
- **Support land use**
- **Provide climate and environmental sustainability**
- **Ensure smart investments in the transportation system through cost-effective solutions**



# Kosciuszko Circle and I-93 Columbia Rd Interchange (MassDOT) (2)

## Project Limits





# Kosciuszko Circle and I-93 Columbia Rd Interchange (MassDOT) (3)

## Project Status

- **This project is also in early development stage**
- **Project scope is being developed**
- **Early public engagement meetings will be conducted**

# **Kosciuszko Circle and I-93 Columbia Rd Interchange (MassDOT) (4)**

## **Project Status**

- **MassDOT is collecting data regarding survey and traffic count program**
- **K-Circle coordination with City of Boston, DCR, MBTA regarding the current demand and capacity needs and projected design year 2045**
- **Several options under consideration for the intersection control including conventional signalized intersections, roundabout, and diverging diamond**



## Kosciuszko Circle and I-93 Columbia Rd Interchange (MassDOT) (3)

### Project Status

- **Coordination with anticipated private development parcels within the project area.**
- **MassDOT is targeting Fall of 2024 to present the deficiencies and potential concepts for the public to offer opinion.**

# Northern Zone | Issues and Opportunities





# Northern Zone | Issues and Opportunities (cont)



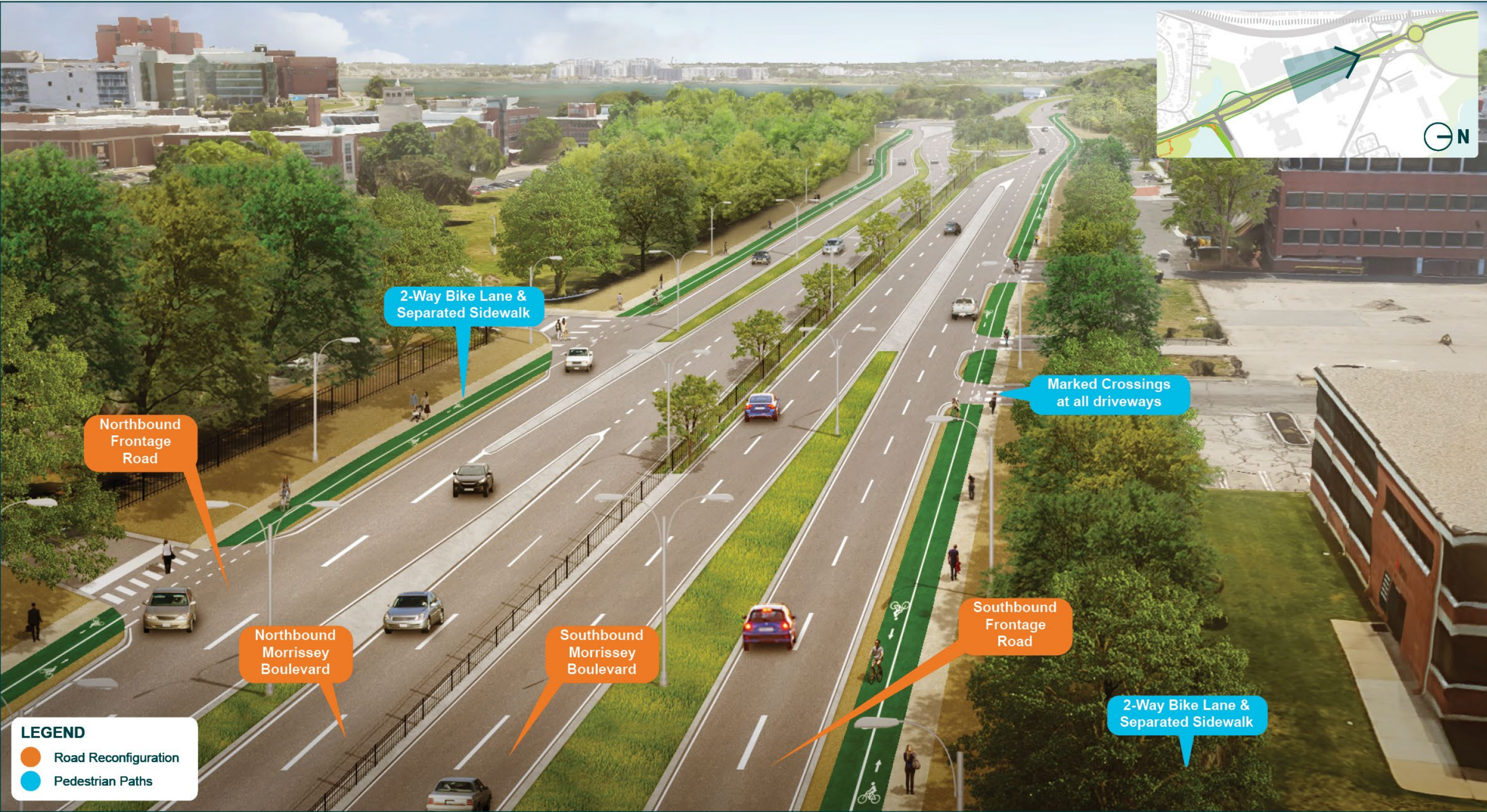


# Northern Zone | Existing Morrissey Boulevard



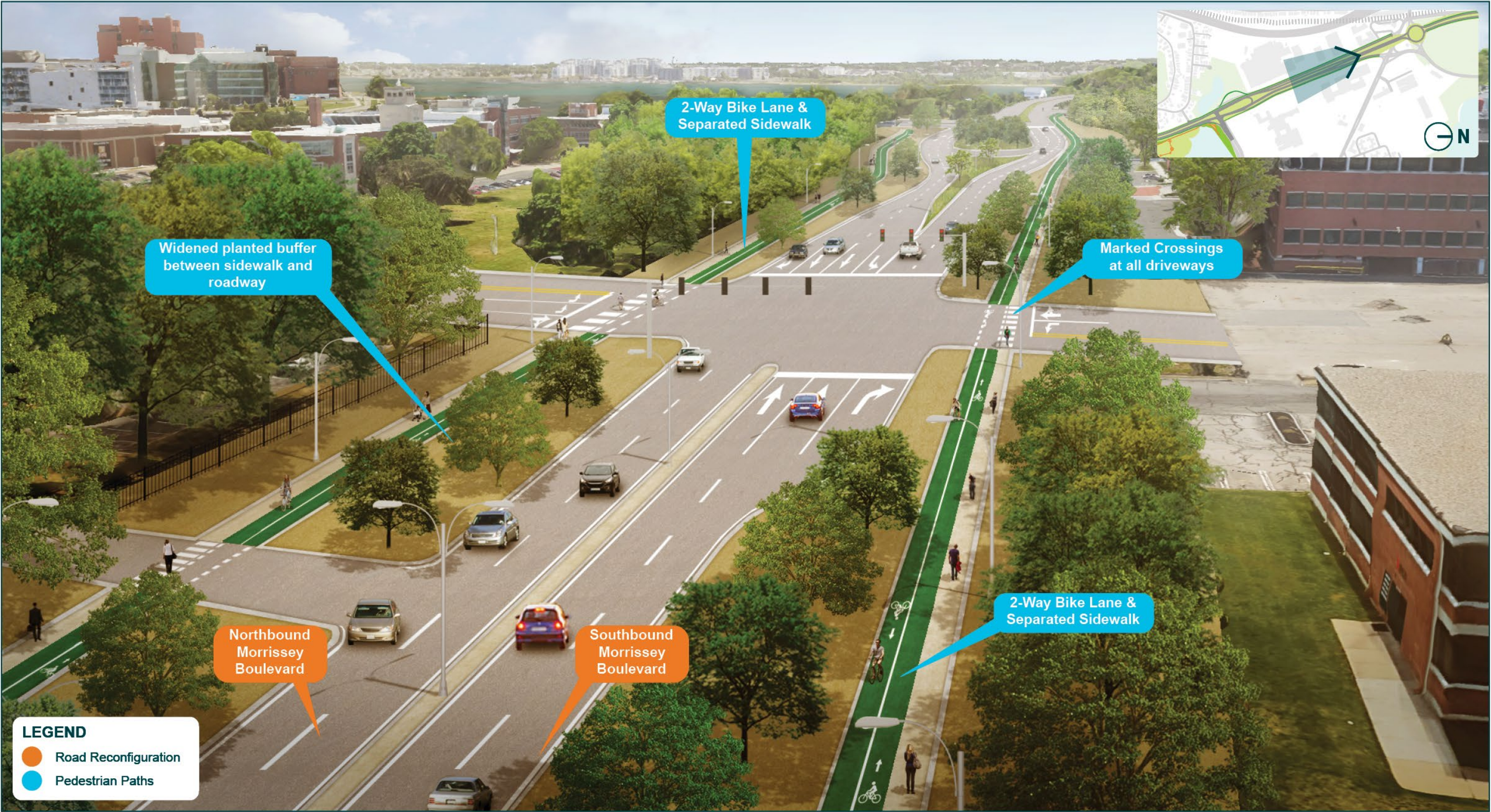


# Northern Zone | Morrissey Boulevard (Proposed Alternative 1)



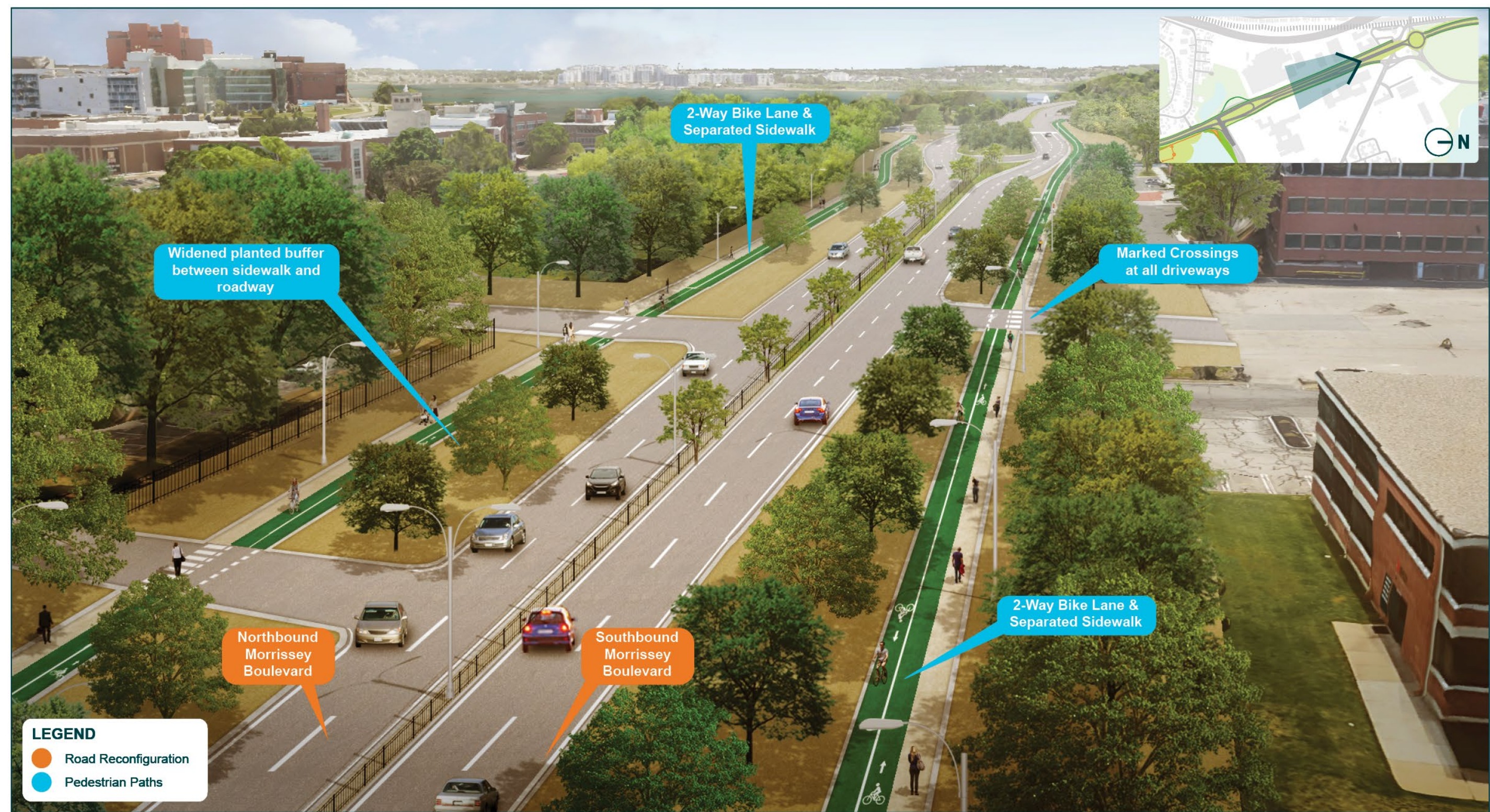


# Northern Zone | Morrissey Boulevard (Proposed Alternative 2)





# Northern Zone | Morrissey Boulevard (Proposed Alternative 3)



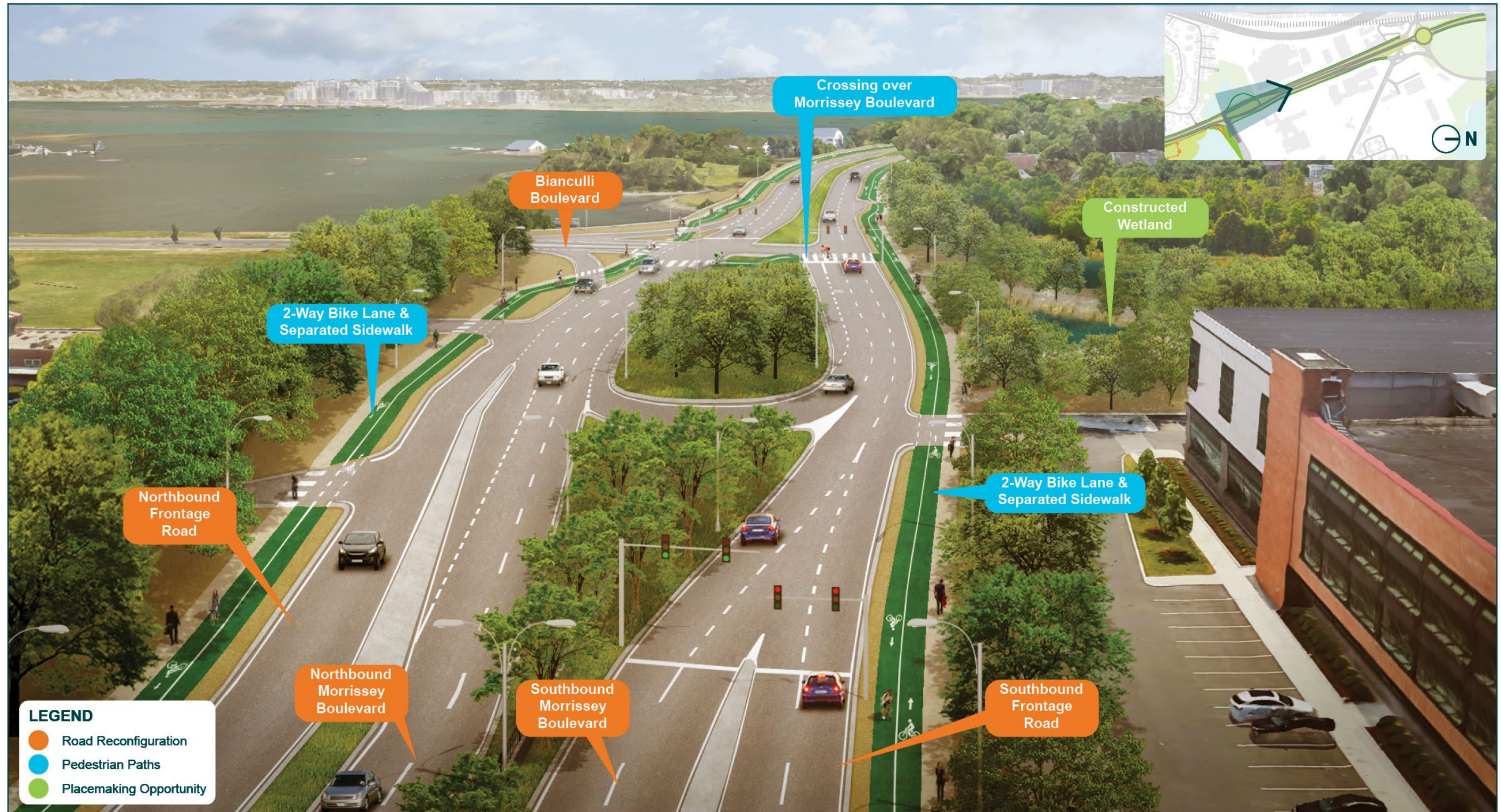


# North Zone | Existing Bianculli Boulevard





# North Zone | Bianculli Boulevard (Proposed Alternative 1)

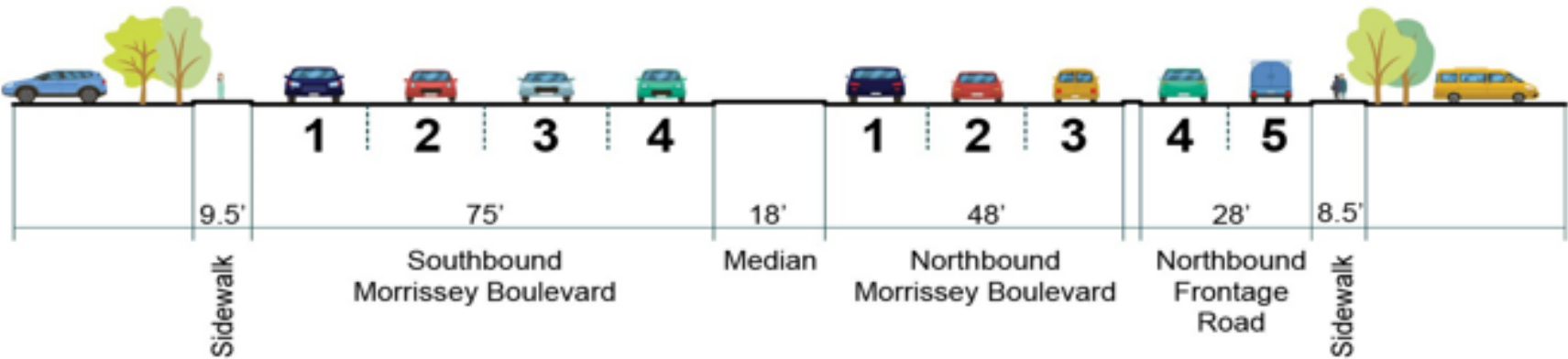




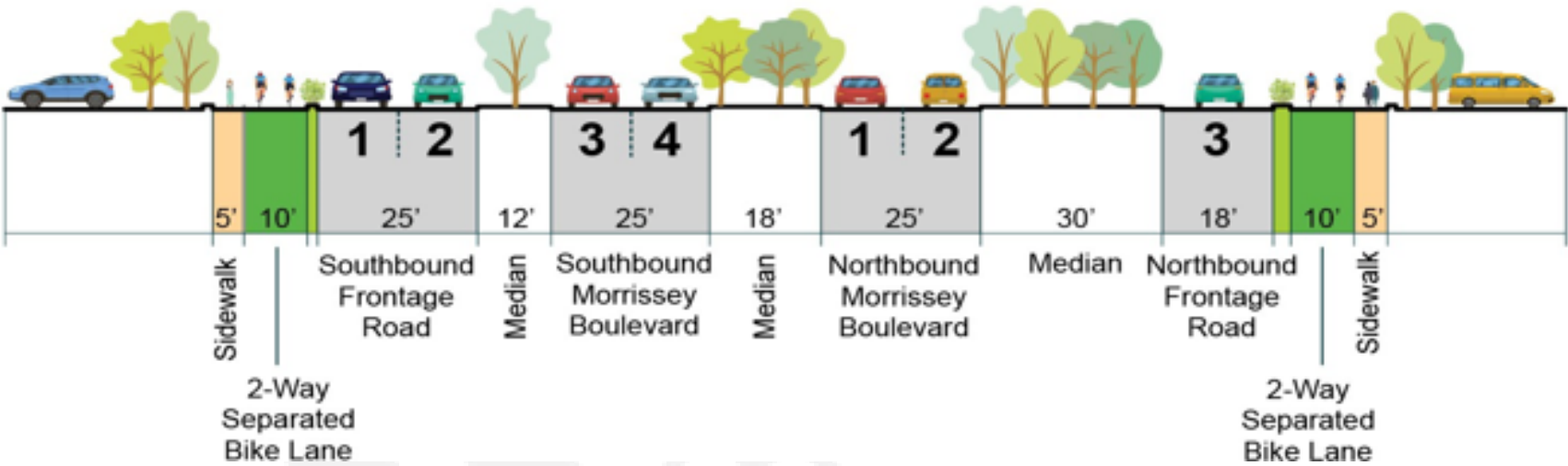
# Northern Zone | Proposed Cross Sections



EXISTING



PROPOSED





# Northern Zone | Bianculli Boulevard (Proposed Alternative 1)

## Continuous Green-T





# Northern Zone | Bianculli Boulevard (Proposed Alternative 2)

## Partial Median

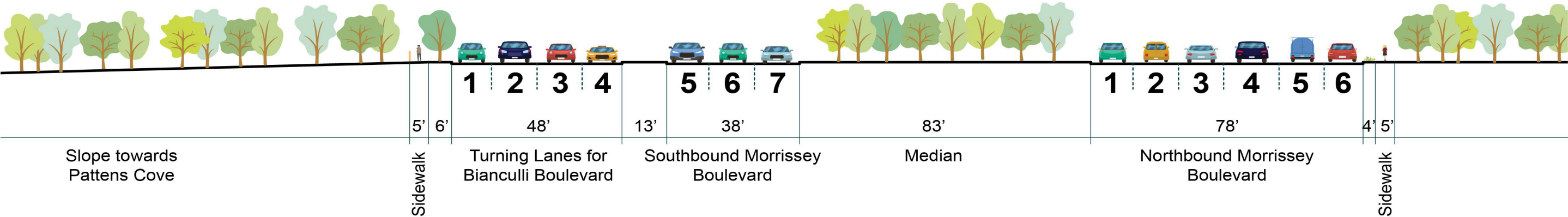




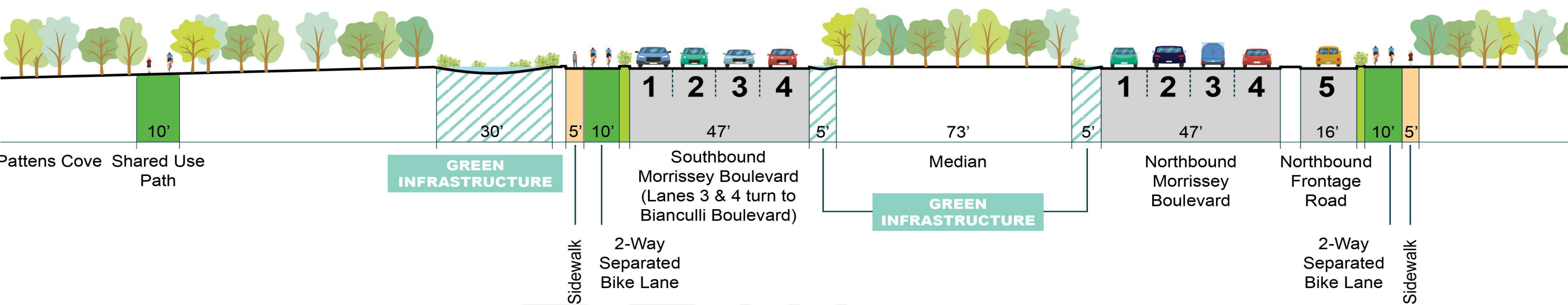
# Northern Zone | Proposed Bianculli Approach



## EXISTING



## PROPOSED



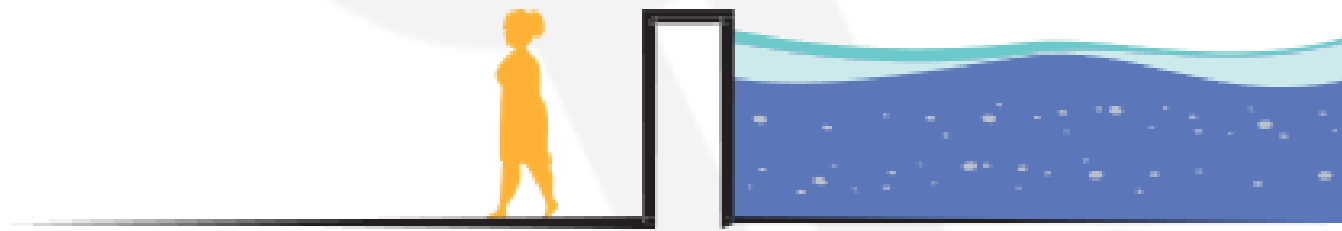




# Central Zone



# Central Zone | Coastal Resilience Approach



## COASTAL RESILIENCE INFRASTRUCTURE

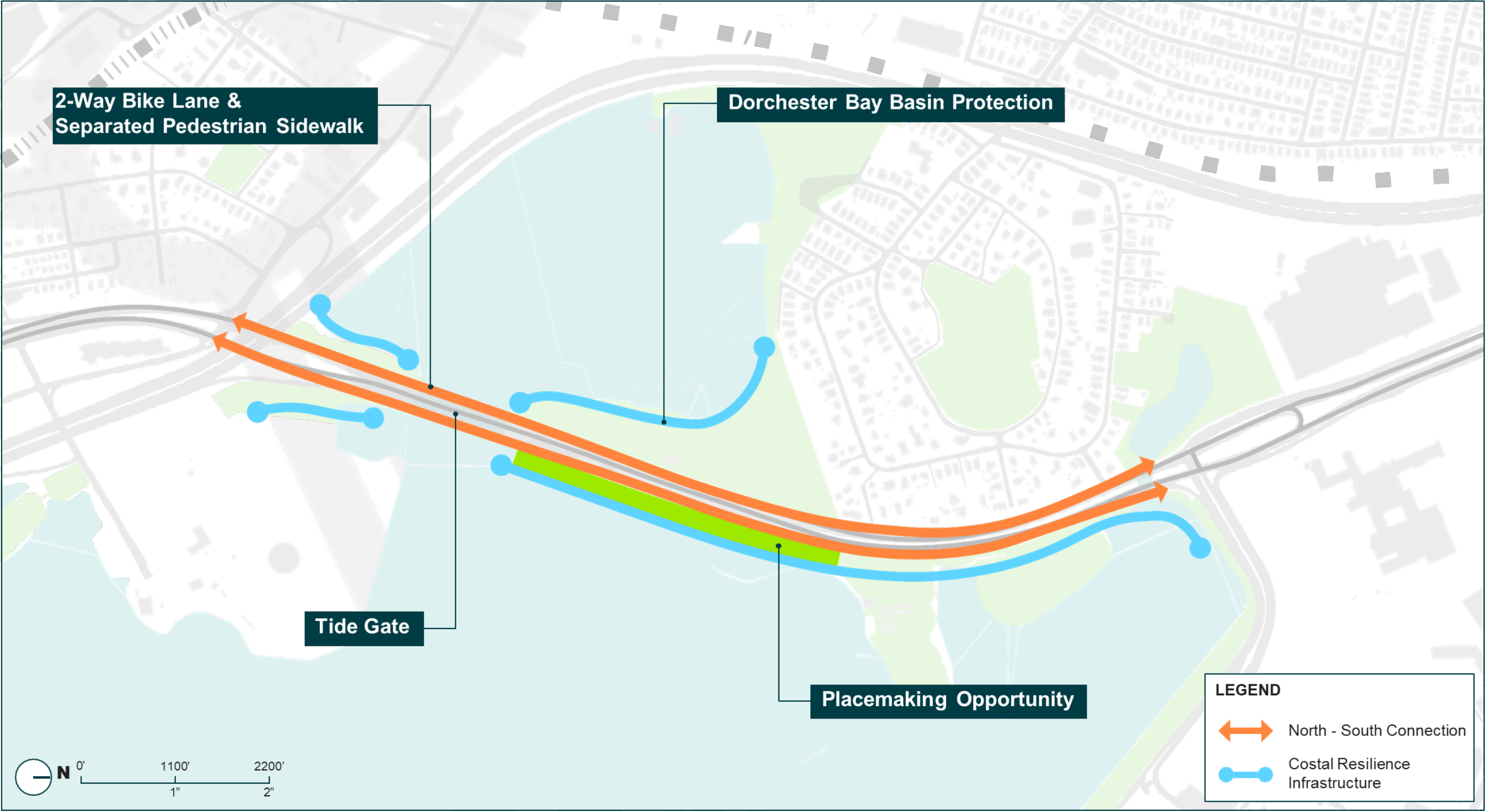
Flood risk reduction measures that constitute the flood barrier system (FBS).

## GREEN INFRASTRUCTURE PLACEMAKING

Integration of the flood barrier system into the public realm to improve ecology, waterfront access, and recreation.



# Central Zone | Issues and Opportunities



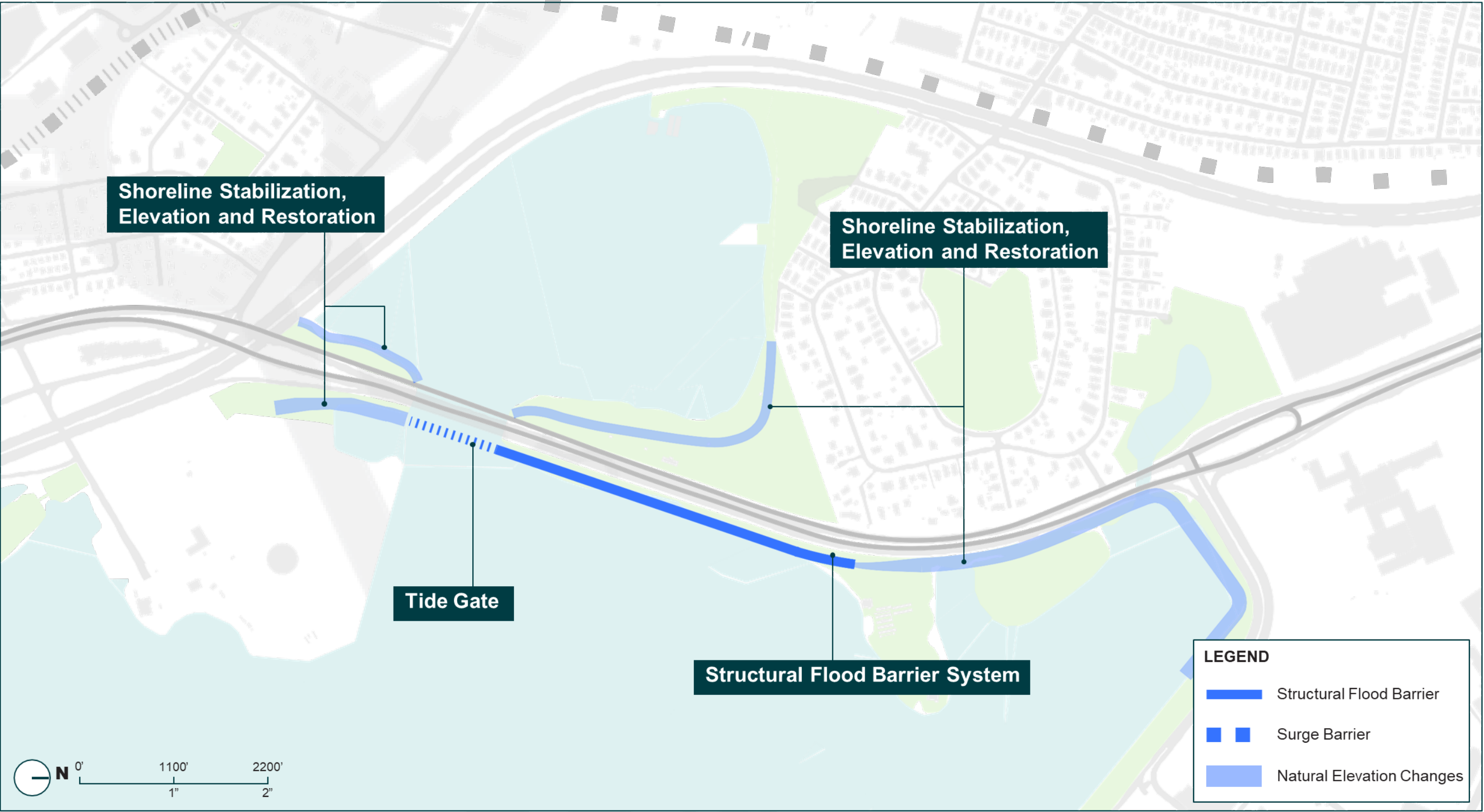


# Central Zone | Coastal Resilience Concepts





# Central Zone | Flood Barrier



# Central Zone | Existing Morrissey Boulevard



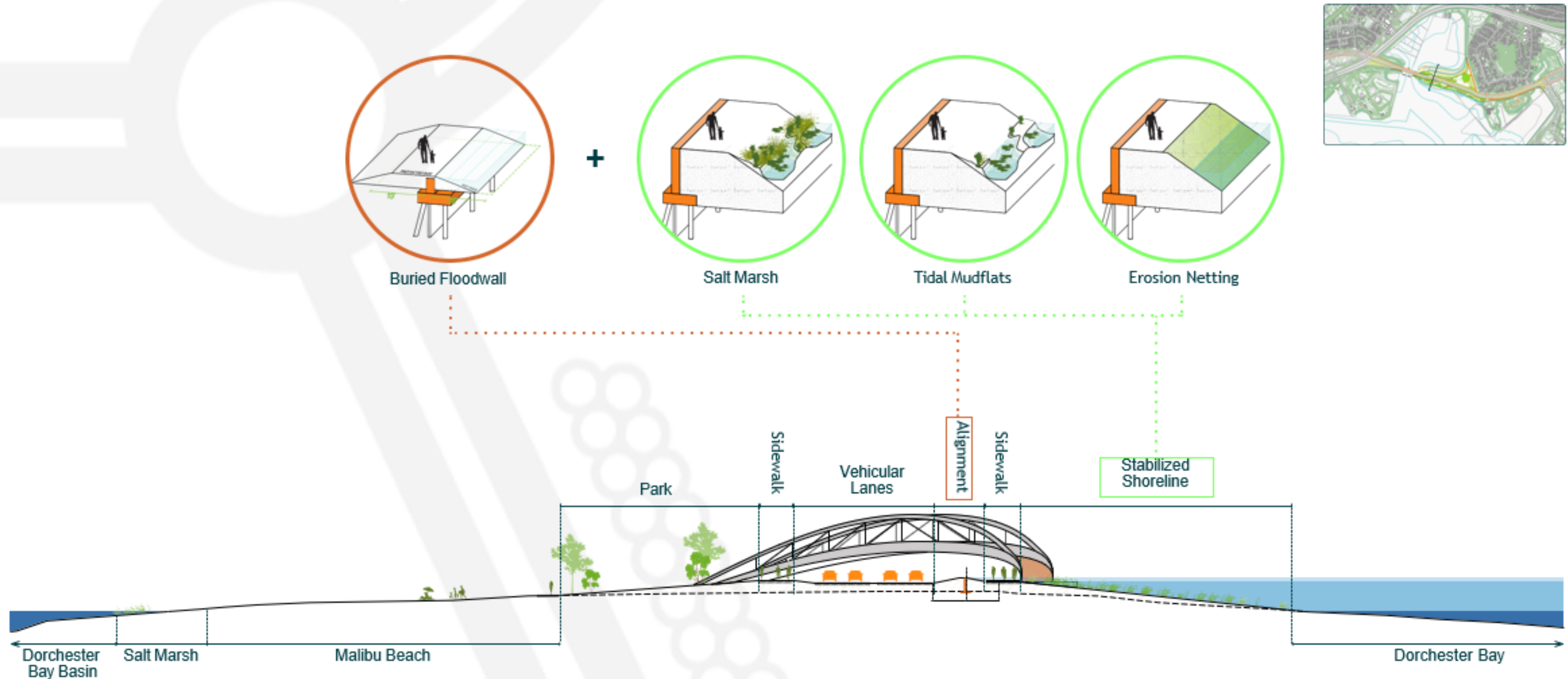


# Central Zone | Morrissey Boulevard (Proposed Alternative 1)





# Central Zone | Proposed Alternative 2



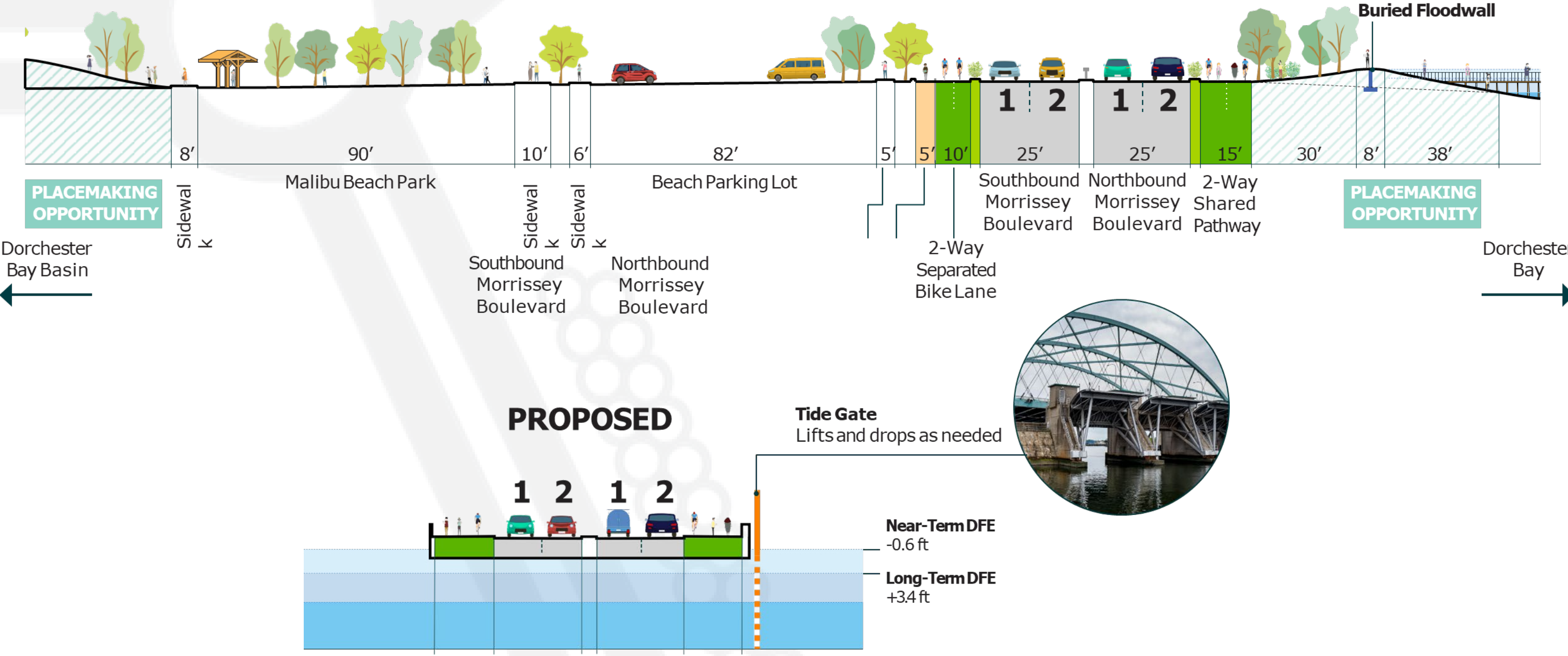


# Central Zone | Morrissey Boulevard (Proposed Alternative 2)





# Central Zone | Proposed Cross Sections





# Beades Bridge Reconstruction Project (MassDOT)

## Morrissey Boulevard over Dorchester

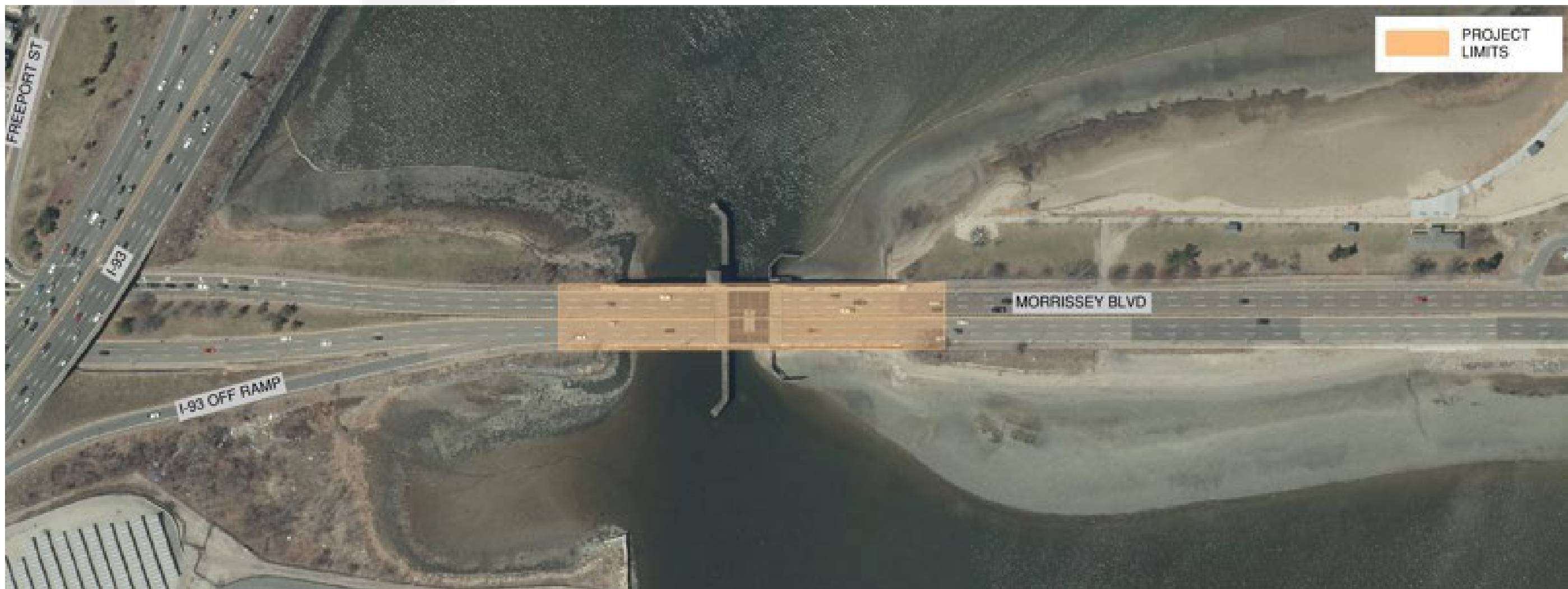
### BayProject Goals

- **Reconstruct the bridge to ensure a 75-year design life**
- **Improve access and mobility for all modes**
- **Minimize disruptions to bridge users during construction**



# Beades Bridge Reconstruction Project (MassDOT)

## Morrissey Boulevard over Dorchester Bay – Project Limits





# Beades Bridge Reconstruction Project (MassDOT)

## Morrissey Boulevard over Dorchester Bay (Cont)

### **Project Status:**

- **The project is in early development stage**
- **Design alternatives will be developed**
- **Public engagement meetings will be conducted**

## Beades Bridge Reconstruction Project (MassDOT)

### Morrissey Boulevard over Dorchester Bay

- **Preliminary investigations for traffic, survey, marine, and user groups**
- **Coordination with USCG, marinas, and Harbormaster**
- **Geotechnical investigations will be advanced soon to align with the conceptual bridge types that address the deficiencies and needs**
- **Public outreach targeted to begin once preliminary investigations are complete**





# Southern Zone

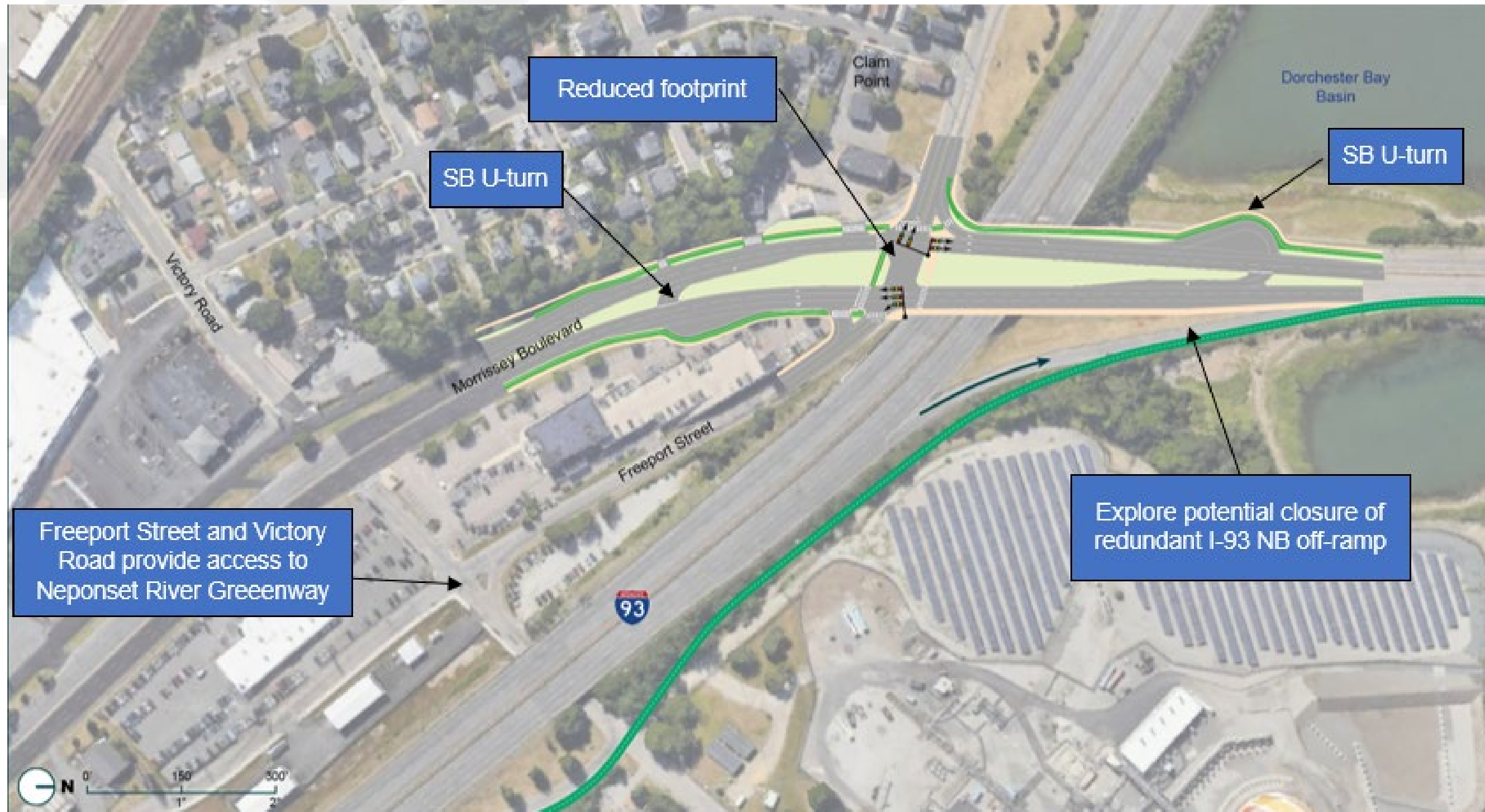
# Southern Zone | Issues and Opportunities





# Southern Zone | Freeport Street Potential Alternative 1

## Median U-Turn



# Southern Zone | Freeport Street Potential Alternative 2

## Quadrant Roadway





# Southern Zone | Pope's Hill to Freeport Street



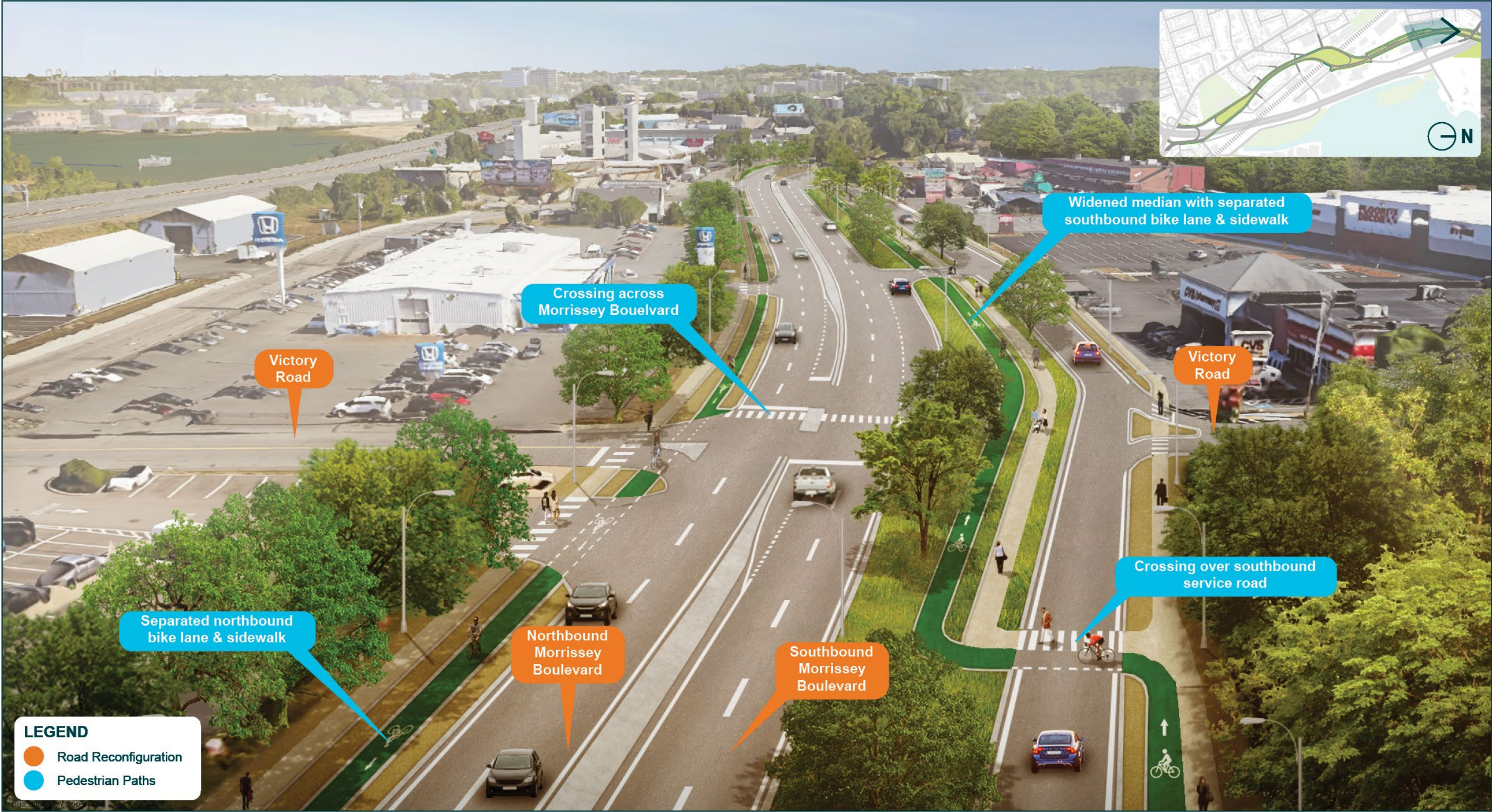


# Southern Zone | Existing Morrissey Boulevard



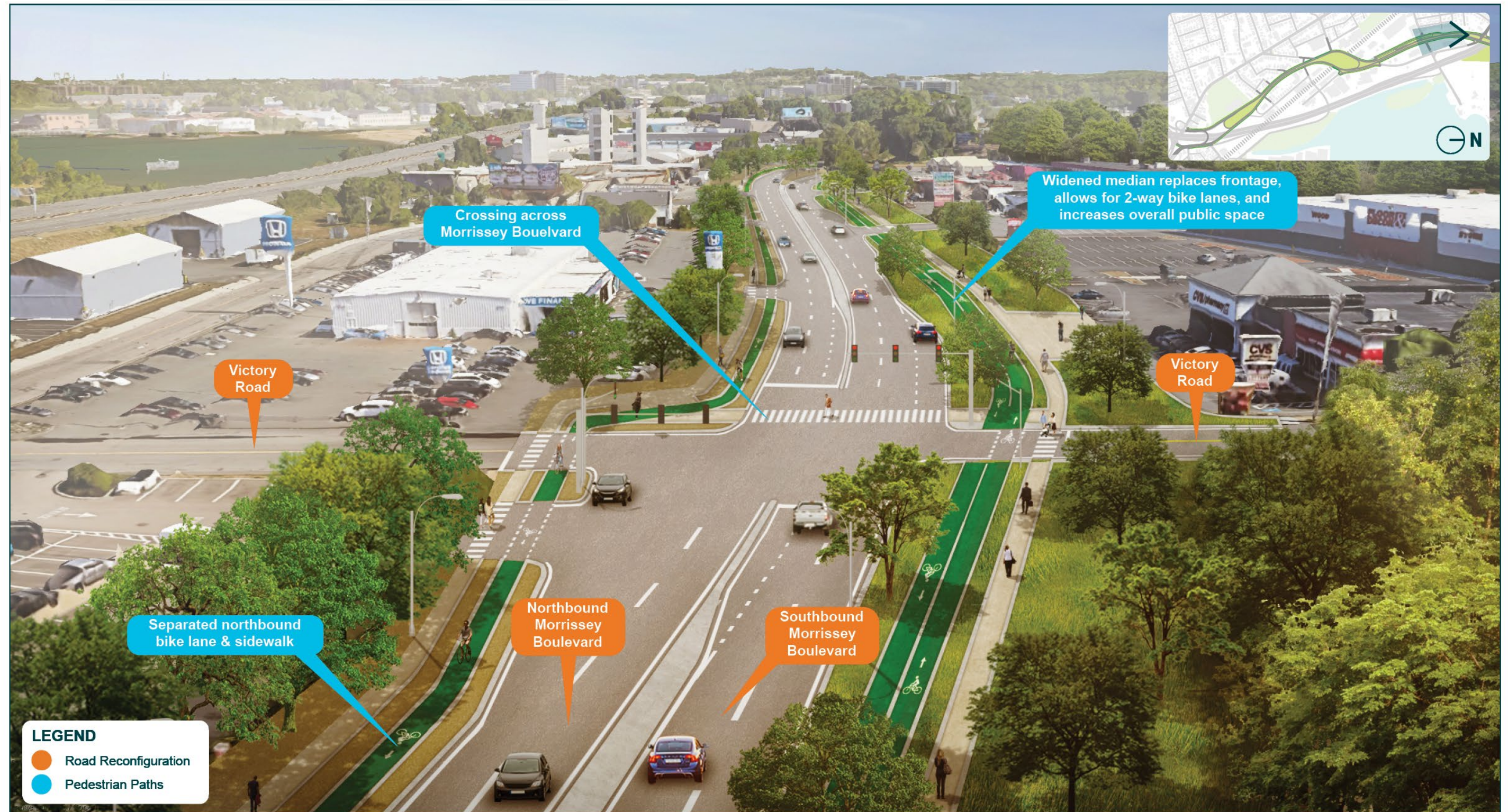


# Southern Zone | Morrissey Boulevard (Proposed Alternative 1)





# Southern Zone | Morrissey Boulevard (Proposed Alternative 2)





# Southern Zone | Neponset to Pope's Hill



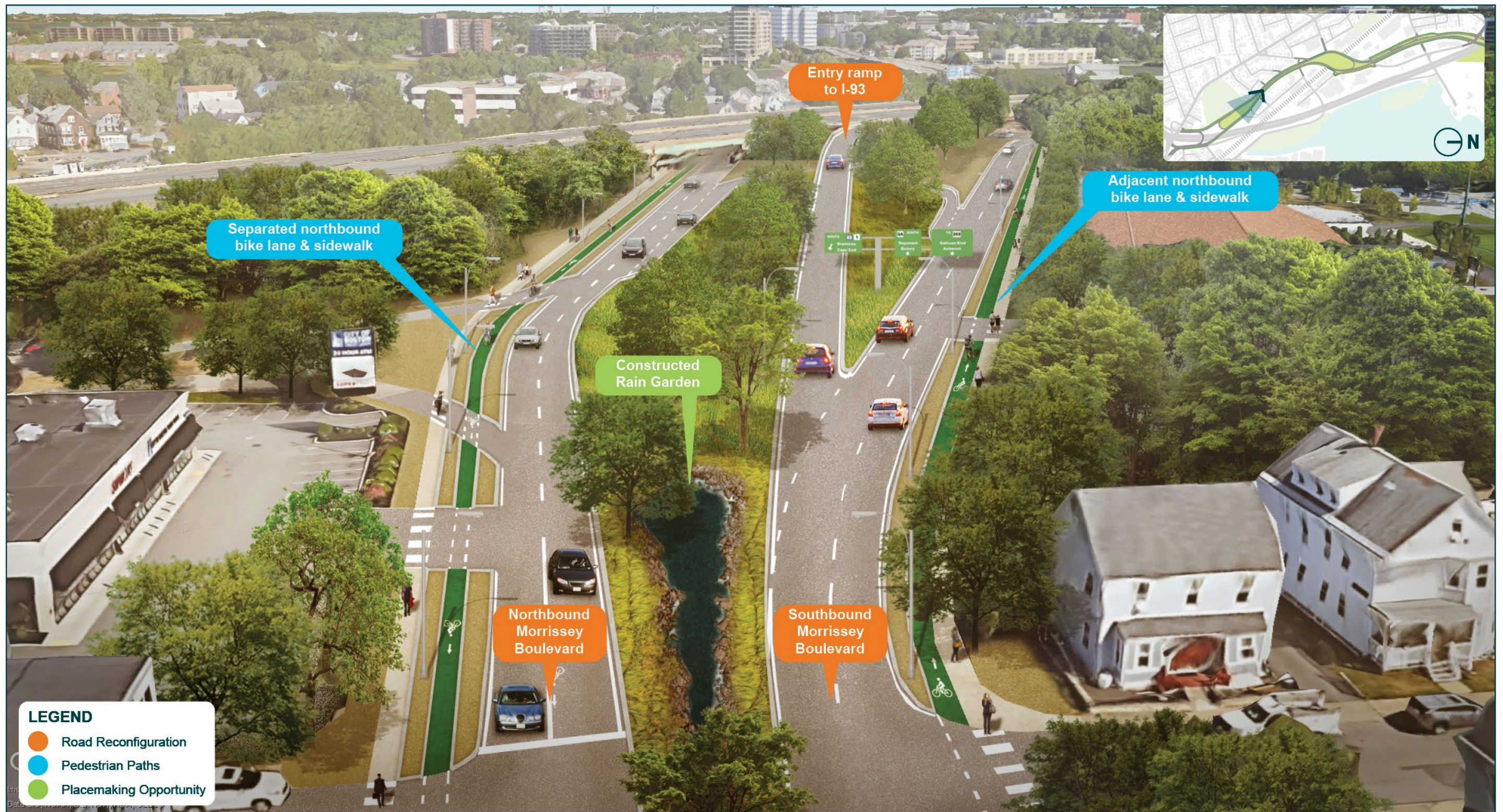


# Southern Zone | Existing Morrissey Boulevard



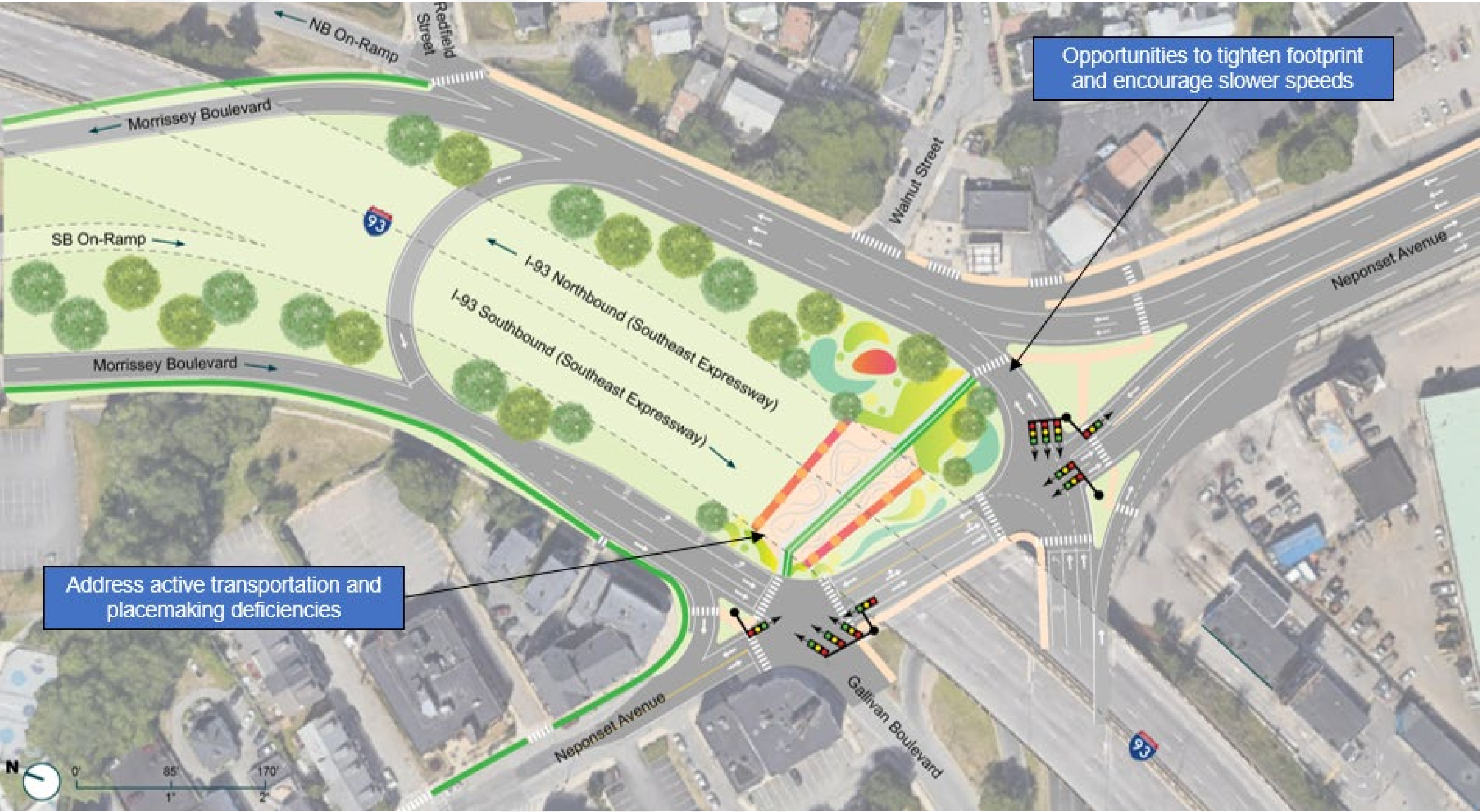


# Southern Zone | Morrissey Boulevard (Proposed Alternative)





# Southern Zone | Neponset Circle





# Southern Zone | Proposed Neponset Circle





# Preliminary Analysis – Applying Evaluation Criteria



**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





# Short-Term Corridor Improvements



# DCR Morrissey Boulevard Short-Term Improvements

- **Fall 2023: Improvements to Freeport Street at Morrissey Boulevard**
  - New pedestrian crossings, lighting, sidewalks, and traffic signals
  - New left turn lane (two lanes) for Freeport Street eastbound → Morrissey Boulevard northbound
  - Safer pedestrian crossings with larger refuges, new signal actuators, ADA-compliant ramps at all crossing points
- **Spring 2024: Improvements along Morrissey Boulevard**
  - Sidewalk reconstruction and resurfacing on the inner access roadway/frontage road from Old Colony Avenue to Bianculli Boulevard (southbound)
  - Inner access roadway/frontage road from Bianculli Boulevard to Mount Vernon Street (northbound) was resurfaced and sidewalks reconstructed in 2023

# DCR Morrissey Boulevard Short-Term Improvements

- **2024 – 2025 Construction of Morrissey Boulevard Pump Station**
  - To prevent flooding from Conley Street and McKone Street to Market Place
  - Existing drainage outfall with tide gate at 818 Morrissey Boulevard closes during high tides to prevent coastal flooding
  - Emergency pumping is required to prevent roadway flooding during significant rain events at high tides
- **In 2024** MassDOT to construct pump station utilities with Neponset Greenway from Conley Street to Freeport Street
- **In 2025** DCR to complete construction and operate pump station





# Next Steps

# Schedule / Next Steps

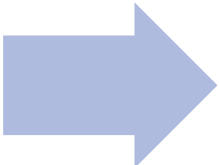
We are Here



Fall 2023



Winter & Spring meetings 2024



Spring/Summer 2024

- Kickoff
- Existing Conditions
- First Commission Meeting

- Alternatives Development
- Preliminary Alternatives Analysis
- Second & Third Commission meetings

- Final Report
- Alternatives Analysis
- Preliminary Design
- Final Commission Meeting





# Discussion: Proposed City of Boston Public Engagement

- Community walks – one per zone (Northern, Central, Southern)
- Office hours – in-person and virtual
- “Chat with a planner”/Meet-ups – in the study area
- Attendance at neighborhood group and civic association meetings



# Commission Discussion





# Public Comment

# Share Your Questions and Comments: Hybrid Meeting Process

- In-Person and Virtual moderators will work 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 the public comment period
- 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](mailto: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!