K CIRCLE
MORRISSEY BLVD
CORRIDOR STUDY

Morrissey Boulevard Commission Meeting #6

Boston Collegiate Charter School &
Virtual via Zoom

September 25, 2024

Meeting Notes and Procedures

Notification of recording

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Agenda

- Call to Order
- Introduction of Commission Members
- Presentation on Study
  - Review of Previous Feedback
  - Updates on Short-Term Improvements and Relevant Efforts
    - Corridor Layouts
    - Alternatives Analysis
- Commission Discussion
- Public Comment
- Next Steps

Commission Introductions

*Please note the responsibilities of the Boston Planning & Development Agency have moved to the City of Boston Planning Department as of July 1, 2024

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

Please note:

The charge of the Morrissey Boulevard Commission is to evaluate and recommend transportation and infrastructure improvements

The study team's support role is limited to presenting relevant background information and developing and evaluating transportation resiliency improvements

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

Presentation on Study

Review of Feedback Received

Summary of Feedback Received

Updates on short-term improvements and relevant projects

Concerns about reduced roadway capacity

Need for improved active transportation / access

Environmental considerations – noise, pollution, visual barriers

U-Turns at Bianculli Boulevard

Upcoming Topics

Updates on Short-Term Improvements and Relevant Projects

Initial Alternatives Analysis

Environmental considerations

Final Analysis, Draft Findings and Recommendations

Final Report approval and submission

Updates on Short-Term Improvements and Relevant Efforts

City of Boston Update

JFK/UMass Station Area Access Plan

- This project will develop a **concrete plan and comprehensive vision for improvements** around the MBTA JFK/UMass Station
- Develop **near-term and long-term plans**
- In coordination with MBTA on Station Redesign and Columbia Road Action Plan
- Consideration of improvements to Mount Vernon Street

What's Next?

- In-Person Public Open House on **October 9th**
- Virtual Public Meeting on **October 16th**
- Finalize Plan by End of Year
- Want to learn more? Visit the Project Website

JFK/UMass Station Area Access Plan QR Code

State Agency Update

MassDOT Updates

- **K Circle/Columbia Road I-93 Interchange**
  - Survey and traffic data collection underway
  - MassDOT Highway Division is targeting Winter of 2024/2025 to present the operational deficiencies and early-stage concepts
- **Beades Bridge Replacement**
  - Project is in the preliminary concept design phase

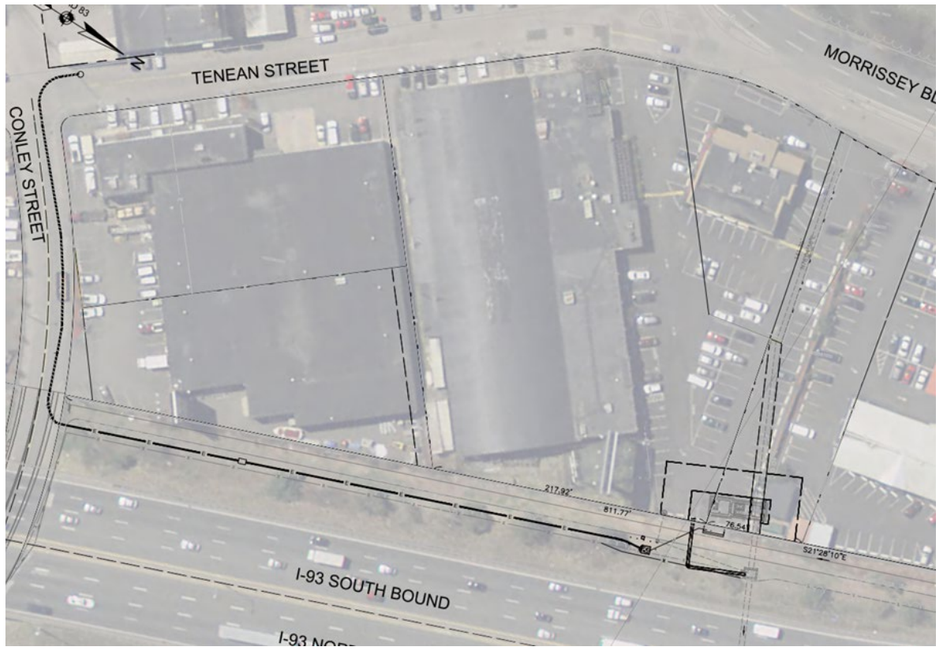
DCR Updates

- **Resurfacing of Morrissey Boulevard service road** from Old Colony Avenue to Bianculli Boulevard (completed Summer 2024)
- **Sidewalk restoration and wheelchair ramp reconstruction** from former Boston Globe to Malibu Beach (Summer – Fall 2024)
- **Preble Circle pedestrian accessibility improvements** at Old Colony Avenue / Columbia Road (Fall 2024)
- **Invasive Species Management**: In August 2024, DCR removed invasive plant species from Pleasure Bay, Wollaston Beach, and the Neponset Greenway

State Agency Update

DCR Updates

- **2024-2025 construction of Morrissey Boulevard Pump Station to prevent flooding on Morrissey Boulevard 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



Pump Station Locus

Corridor Layouts

Corridor Layouts Overview

- Potential options presented for five locations along the corridor:
  - **Neponset Circle** – Modified DCR Design
  - **Freeport Street** (2)
    - Modified DCR Design
    - Quadrant Roadway
  - **Bianculli Boulevard** – DCR Design
  - **First Street** (2)
    - Signalized Control
    - Service Roads
  - **Preble Street** – Signalized Control

- Coastal resiliency options also evaluated
  - Tide gate, no tide gate, or hybrid options

- Based on feedback, corridor layouts were developed

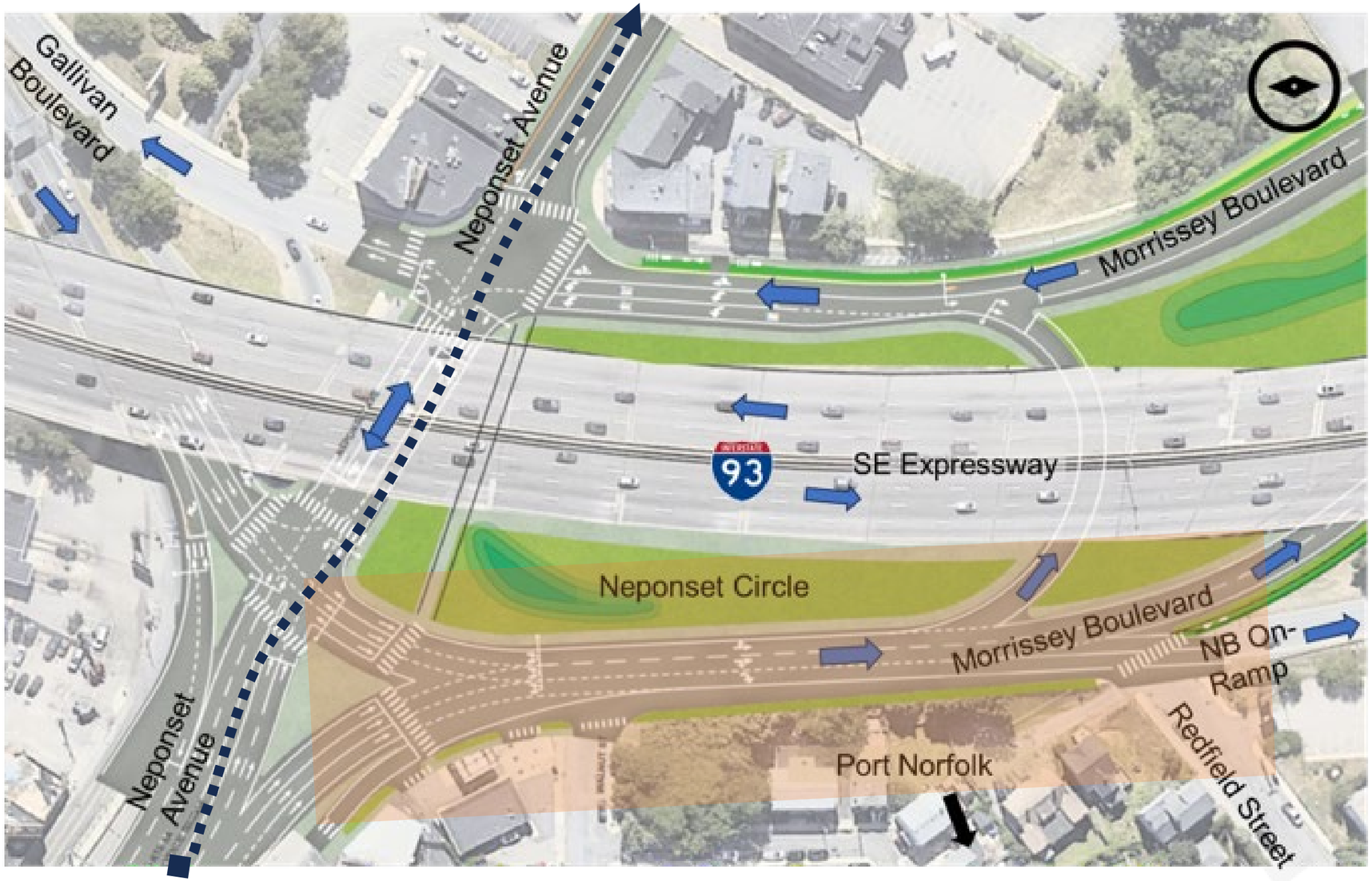
Concerns about reduced roadway capacity

U-Turns at Bianculli Boulevard

Environmental considerations

Improved active transportation / access

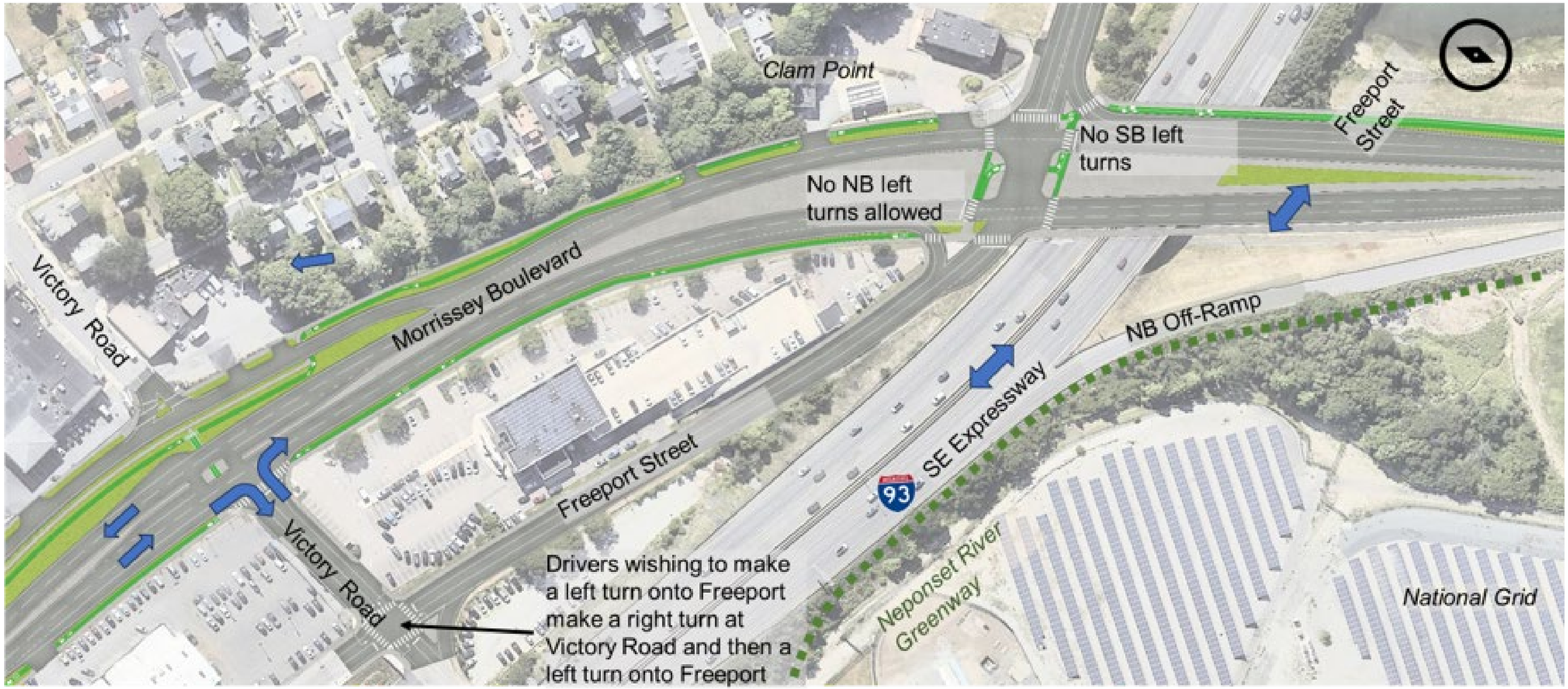
Neponset Circle



North of Neponset Circle to Victory Road

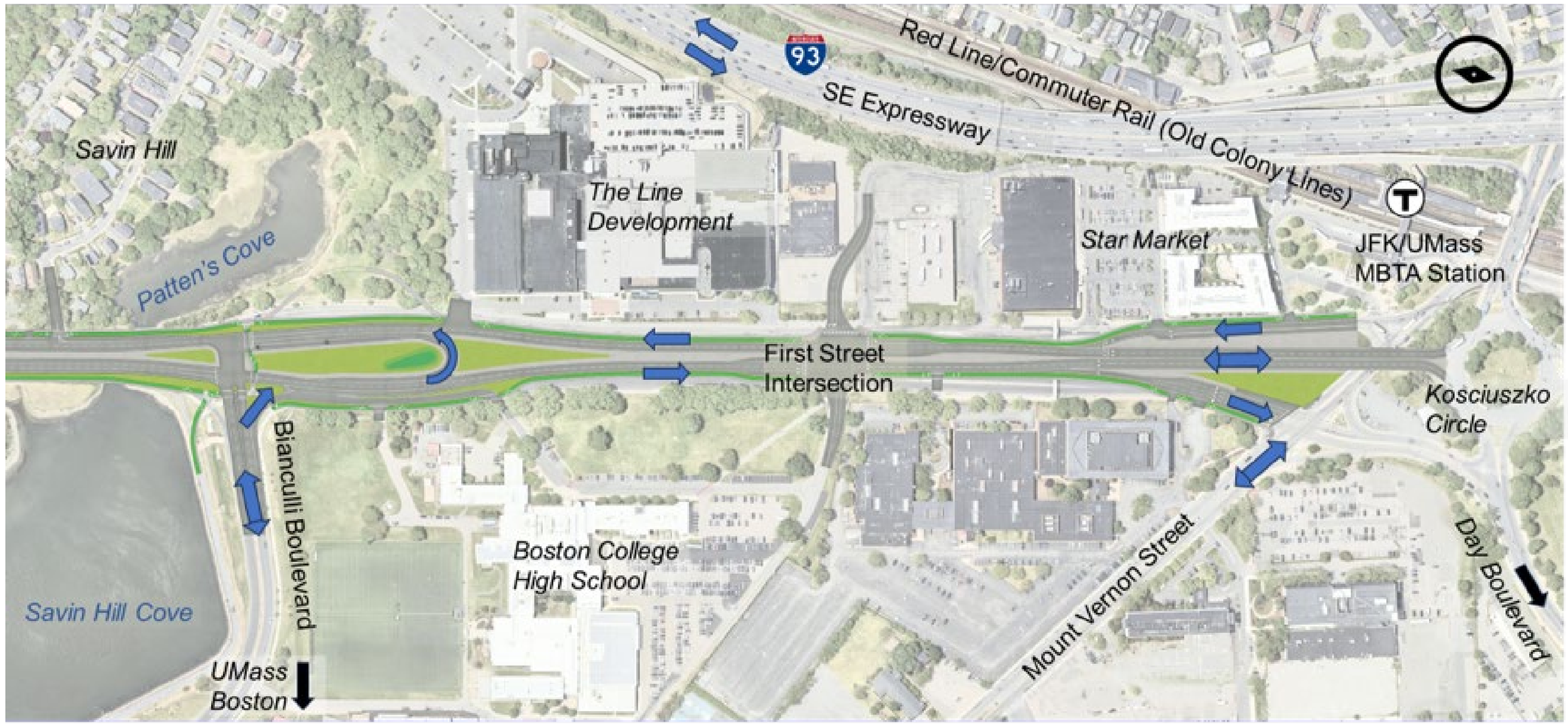
Victory Road to Freeport Street (Modified DCR Design)

Victory Road to Freeport Street (Quadrant Roadway)

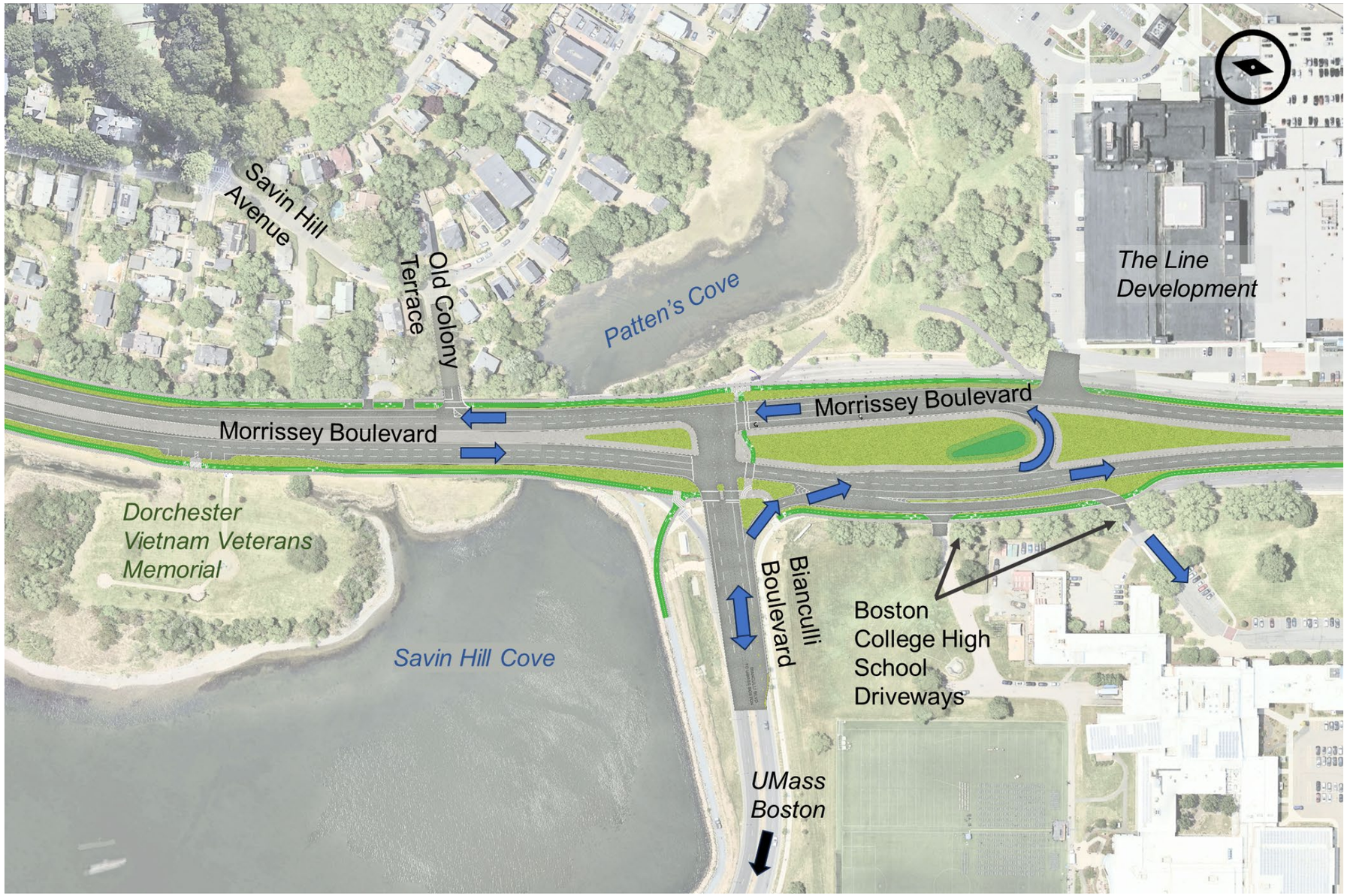


North of Freeport Street to South of Bianculli Boulevard

Bianculli Boulevard to South of Kosciuszko Circle

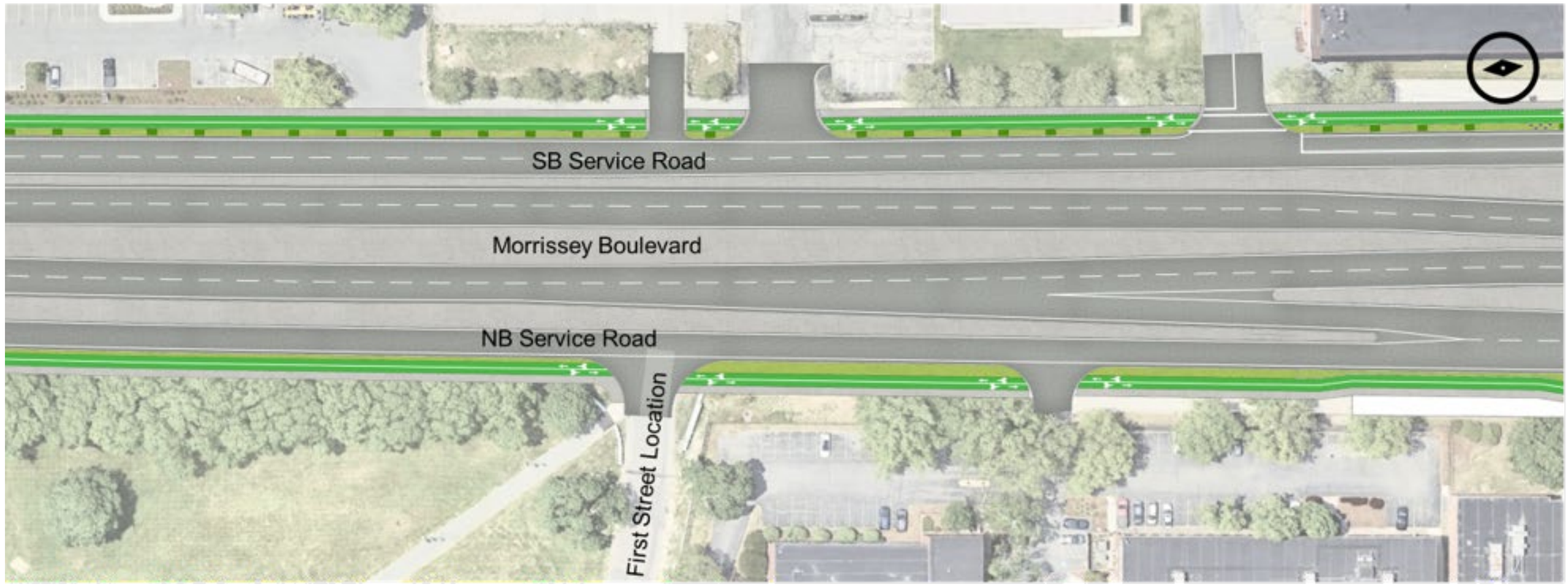


Bianculli Boulevard - Detailed

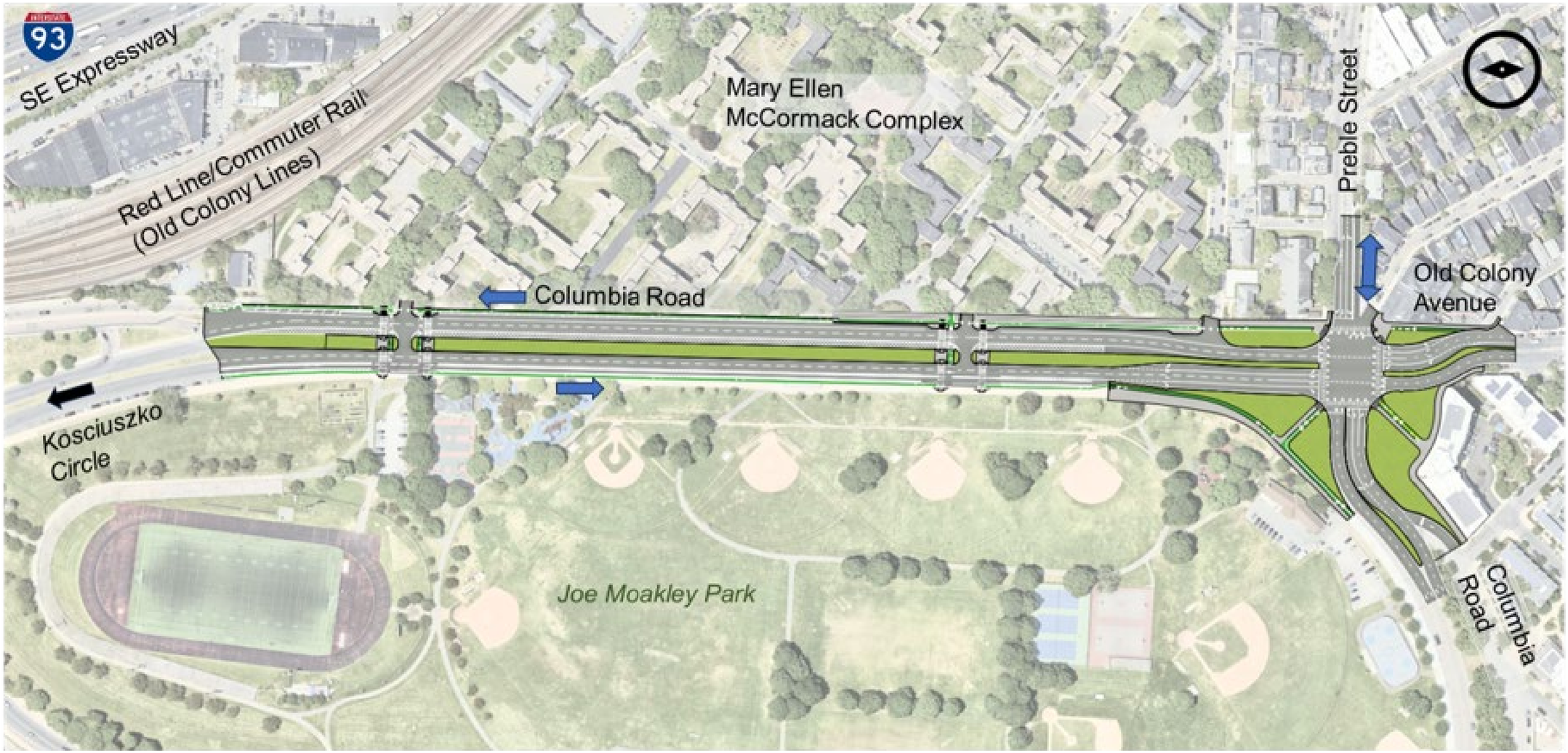


First Street – Signalized Control

First Street – Service Roads



North of Kosciuszko Circle to Preble Circle



Initial Alternatives Analysis

Evaluation Criteria Review

Commission Goals

Improve mobility

Strengthen **climate resiliency**

Develop a comprehensive plan and **design concept alternatives**

Identify **short-term investments**

Evaluation Criteria

Corridor Mobility

Resiliency & Ecology

Placemaking

Constructability

Note: For the purpose of analysis, all intersection options presented to date are included in the initial alternatives analysis

Evaluation Criteria Components

Each of the alternatives was evaluated for its potential benefits and impacts in the following areas:

Corridor Mobility

- Delay – Intersection Level of Service
- Delay - Total Vehicle Hours of Delay
- Queueing
- Vehicle Access
- Transit Access
- Pedestrian Crossing Comfort
- Pedestrian Gaps
- Bicycle Crossing Stress
- Potential Safety Effects

Resiliency & Ecology

- Effects on Environmental Resources
- Impervious Surface

Placemaking

- Placemaking/Open Space
- Visual Effects
- Consistency with Plans
- Disruptions to Neighborhoods
- Recreational Access
- Shade Trees

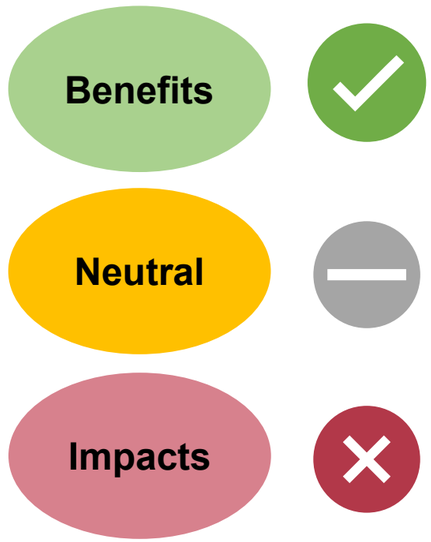
Constructability

- Construction Cost
- Constructability
- Maintenance Concerns
- Environmental Permits/Complexity

Initial Alternatives Analysis – Neponset Circle

Corridor Mobility Criteria	Modified DCR Design
Delay – Intersection Level of Service	✓
Delay - Total Vehicle Hours of Delay	✗
Queueing	✗
Vehicle Access	✓
Transit Access	–
Pedestrian Crossing Comfort	✓
Pedestrian Gaps	✓
Bicycle Crossing Stress	✓
Potential Safety Effects	✓

Compared to existing infrastructure, the Neponset Circle alternative (the Modified DCR Design) **reduces vehicular weaving**, provides additional **pedestrian and bicycle connections**, and **improves accessibility and safety**

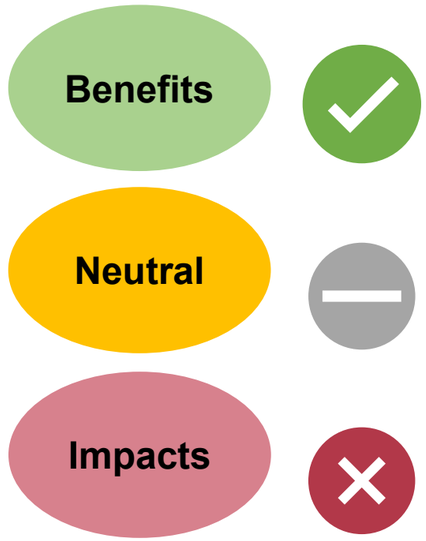


Initial Alternatives Analysis – Neponset Circle

Resiliency and Ecology Criteria	Modified DCR Design
Effects on Environmental Resources	✓
Impervious Surface	✓

Placemaking Criteria	Modified DCR Design
Placemaking/Open Space	✓
Visual Effects	✓
Consistency with Plans	✓
Disruption to Neighborhoods	–
Recreational Access	✓
Shade Trees	✓

Compared to existing infrastructure, the Neponset Circle alternative (the Modified DCR Design) is estimated to have **environmental benefits**, increase **placemaking opportunities**, and **positive visual effects**



Initial Alternatives Analysis – Neponset Circle

Constructability Criteria	Modified DCR Design
Construction Cost	–
Constructability	✓
Maintenance Concerns	–
Environmental Permits/Complexity	–

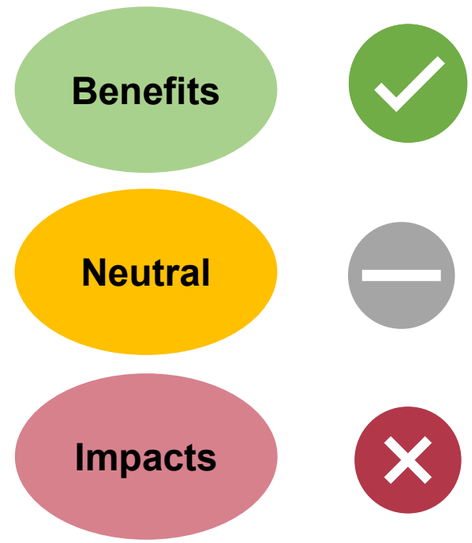
Compared to existing infrastructure, the Neponset Circle alternative (the Modified DCR Design) is estimated to have **high constructability**, with some **cost, maintenance, and/or permitting considerations**

Benefits ✓ **Neutral** – **Impacts** ✗

Initial Alternatives Analysis – Freeport Street

Corridor Mobility Criteria	Modified DCR Design	Quadrant Roadway	Victory Road Full Intersection
Delay – Intersection Level of Service	✓	✓	–
Delay - Total Vehicle Hours of Delay	✓	✓	✓
Queueing	✓	✓	✓
Vehicle Access	✓	✓	✓
Transit Access	✓	✓	✓
Pedestrian Crossing Comfort	–	–	–
Pedestrian Gaps	✓	✓	✓
Bicycle Crossing Stress	✓	✓	✓
Potential Safety Effects	✓	✓	✓

Compared to existing infrastructure, each of the alternatives is estimated to have **mobility benefits overall**, with some moderate pedestrian comfort based on crossing length, signaling, and infrastructure

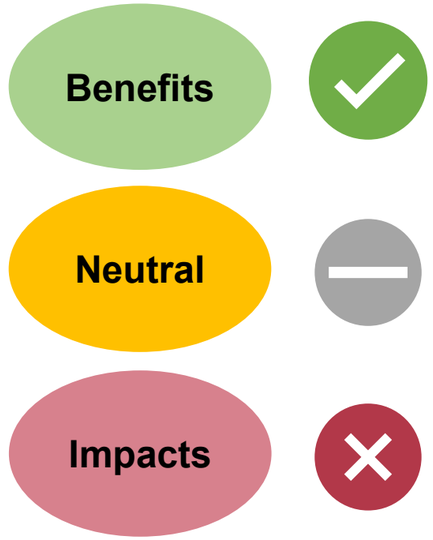


Initial Alternatives Analysis – Freeport Street

Resiliency and Ecology Criteria	Modified DCR Design	Quadrant Roadway	Victory Road Full Intersection
Effects on Environmental Resources	–	–	–
Impervious Surface	✓	✓	✓

Placemaking Criteria	Modified DCR Design	Quadrant Roadway	Victory Road Full Intersection
Placemaking/Open Space	–	–	✓
Visual Effects	–	–	✓
Consistency with Plans	✓	✓	✓
Disruption to Neighborhoods	✗	✗	✗
Recreational Access	✓	✓	✓
Shade Trees	✓	✓	✓

Compared to existing infrastructure, each of the alternatives is estimated to **provide high potential for impervious surface installation**; the **Victory Road Full Intersection** is estimated to have the **most placemaking benefits**



Initial Alternatives Analysis – Freeport Street

Constructability Criteria	Modified DCR Design	Quadrant Roadway	Victory Road Full Intersection
Construction Cost	–	–	✕
Constructability	–	–	–
Maintenance Concerns	–	–	–
Environmental Permits/Complexity	–	–	–

Compared to existing infrastructure, each of the alternatives are estimated to have some constructability, maintenance, and/or permitting considerations

Benefits ✓

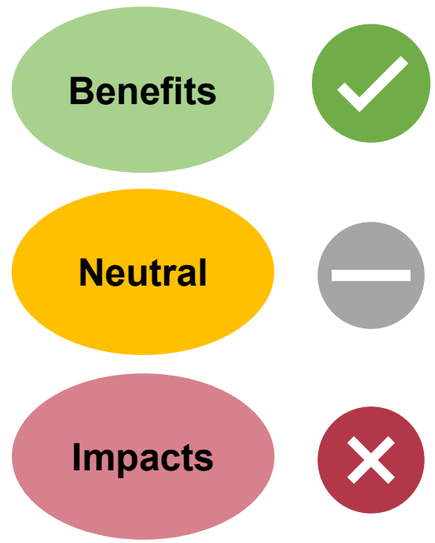
Neutral –

Impacts ✕

Initial Alternatives Analysis – Bianculli Boulevard

Corridor Mobility Criteria	DCR Design	Continuous Green Tee	Median U-Turn
Delay – Intersection Level of Service	✓	✓	✓
Delay - Total Vehicle Hours of Delay	✓	✓	✓
Queueing	✓	–	–
Vehicle Access	–	✗	✓
Transit Access	–	–	–
Pedestrian Crossing Comfort	✓	✗	✓
Pedestrian Gaps	✓	✓	✓
Bicycle Crossing Stress	✓	✗	✓
Potential Safety Effects	✓	–	✓

Compared to existing infrastructure, the **DCR Design and the Median U-Turn** options are estimated to have the most corridor mobility benefits

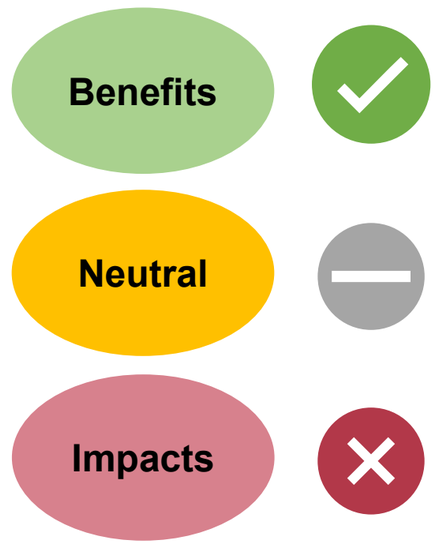


Initial Alternatives Analysis – Bianculli Boulevard

Resiliency and Ecology Criteria	DCR Design	Continuous Green Tee	Median U-Turn
Effects on Environmental Resources	✓	–	✗
Impervious Surface	✓	–	–

Placemaking Criteria	DCR Design	Continuous Green Tee	Median U-Turn
Placemaking/Open Space	✓	✓	✓
Visual Effects	✓	✓	✓
Consistency with Plans	✓	–	–
Disruption to Neighborhoods	–	✗	✓
Recreational Access	✓	✓	✓
Shade Trees	✓	✓	✓

Compared to existing infrastructure, the **DCR Design** is estimated to have the **most resiliency benefits and placemaking opportunities**



Initial Alternatives Analysis – Bianculli Boulevard

Constructability Criteria	DCR Design	Continuous Green Tee	Median U-Turn
Construction Cost	—	—	—
Constructability	✓	✓	✓
Maintenance Concerns	✓	✓	✓
Environmental Permits/Complexity	✓	✓	—

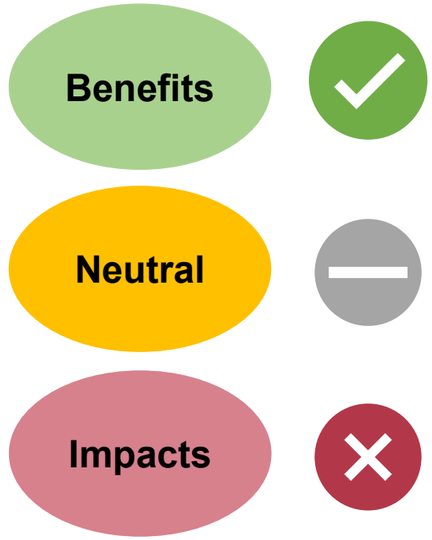
Compared to existing infrastructure, the **DCR Design and the Continuous Green Tee** alternatives are estimated to **have high constructability, low anticipated maintenance concerns, and fewer expected permitting issues**

Benefits ✓ **Neutral** — **Impacts** ✗

Initial Alternatives Analysis – First Street

Corridor Mobility Criteria	Service Roads	Signalized Control
Delay – Intersection Level of Service	✓	✗
Delay - Total Vehicle Hours of Delay	✓	✗
Queueing	✓	✗
Vehicle Access	–	✓
Transit Access	–	–
Pedestrian Crossing Comfort	✓	–
Pedestrian Gaps	✓	✓
Bicycle Crossing Stress	✓	✓
Potential Safety Effects	✓	✓

Compared to existing infrastructure, the Service Roads alternative is estimated to have the most corridor mobility benefits

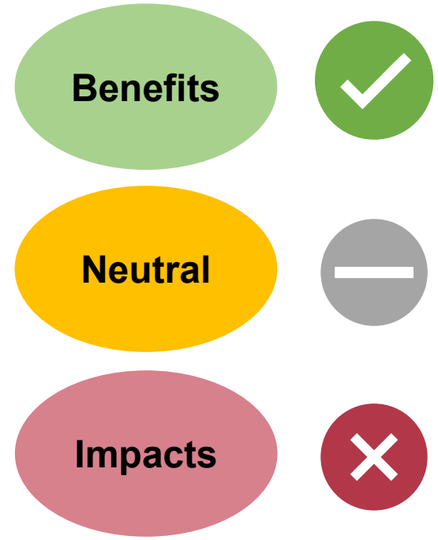


Initial Alternatives Analysis – First Street

Resiliency and Ecology Criteria	Service Roads	Signalized Control
Effects on Environmental Resources	–	–
Impervious Surface	✓	✓

Placemaking Criteria	Service Roads	Signalized Control
Placemaking/Open Space	✓	✓
Visual Effects	✓	✓
Consistency with Plans	✓	✓
Disruption to Neighborhoods	✓	✓
Recreational Access	–	✓
Shade Trees	–	✓

Compared to existing infrastructure, each of the alternatives is estimated to have some resilience benefits; the **Signalized Control** alternative is estimated to have the **most placemaking opportunities**



Initial Alternatives Analysis – First Street

Constructability Criteria	Service Roads	Signalized Control
Construction Cost	✓	–
Constructability	✓	✓
Maintenance Concerns	–	✓
Environmental Permits/Complexity	✗	✗

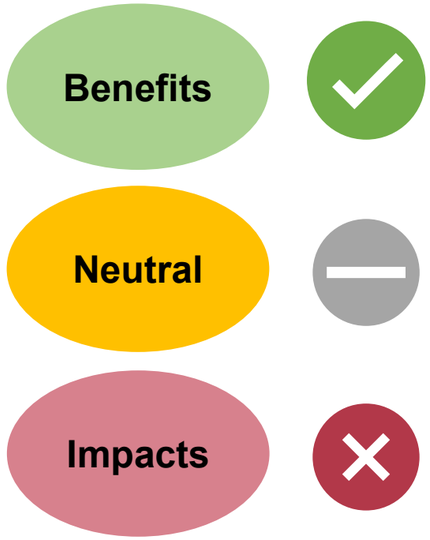
Compared to existing infrastructure, each of the alternatives are estimated to have **some constructability, maintenance, and/or permitting considerations**

Benefits ✓ **Neutral** – **Impacts** ✗

Initial Alternatives Analysis – Preble Circle

Corridor Mobility Criteria	Modern Roundabout	Signalized Control
Delay – Intersection Level of Service	✗	✓
Delay - Total Vehicle Hours of Delay	✗	✓
Queueing	✗	✓
Vehicle Access	–	–
Transit Access	–	–
Pedestrian Crossing Comfort	–	–
Pedestrian Gaps	✓	✓
Bicycle Crossing Stress	✓	✓
Potential Safety Effects	✓	–

Compared to existing infrastructure, **Signalized Control** is estimated to have **less delay and queuing**

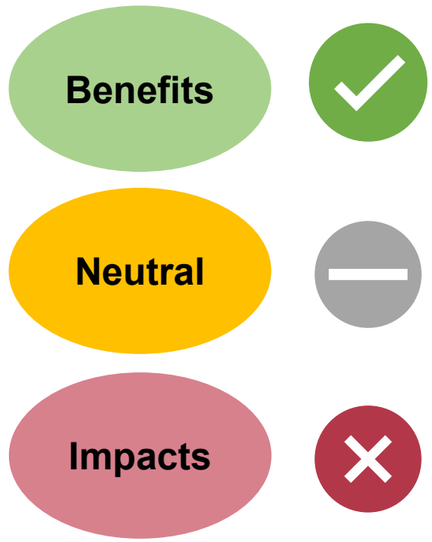


Initial Alternatives Analysis – Preble Circle

Resiliency and Ecology Criteria	Modern Roundabout	Signalized Control
Effects on Environmental Resources	✓	✓
Impervious Surface	✓	✗

Placemaking Criteria	Modern Roundabout	Signalized Control
Placemaking/Open Space	✓	✓
Visual Effects	✓	✗
Consistency with Plans	–	–
Disruption to Neighborhoods	–	✗
Recreational Access	–	–
Shade Trees	✓	✗

Compared to existing infrastructure, **Modern Roundabout** is estimated to have **less impervious surface** and increased **placemaking opportunities**



Initial Alternatives Analysis – Preble Circle

Constructability Criteria	Modern Roundabout	Signalized Control
Construction Cost	–	–
Constructability	✓	✗
Maintenance Concerns	✗	–
Environmental Permits/Complexity	–	–

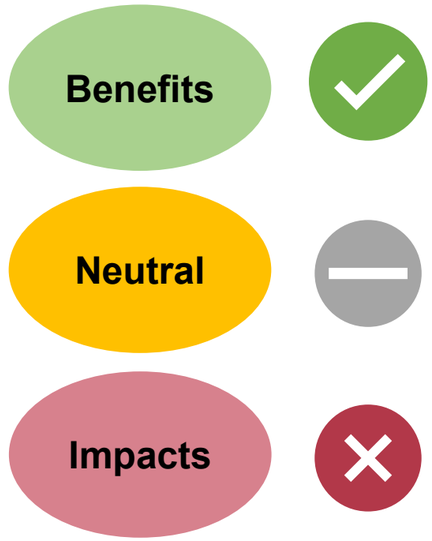
Compared to existing infrastructure, **Modern Roundabout** is estimated to have **fewer constructability concerns**

Benefits ✓ **Neutral** – **Impacts** ✗

Initial Alternatives Analysis – Resilience Options

Corridor Mobility Criteria	Tide Gate	No Tide Gate	Hybrid
Delay – Intersection Level of Service	–	–	–
Delay - Total Vehicle Hours of Delay	–	–	–
Queueing	–	–	–
Vehicle Access	–	–	–
Transit Access	–	–	–
Pedestrian Crossing Comfort	–	–	–
Pedestrian Gaps	–	–	–
Bicycle Crossing Stress	–	–	–
Potential Safety Effects	–	–	–

Compared to existing infrastructure, each of the alternatives are estimated to have some corridor mobility considerations

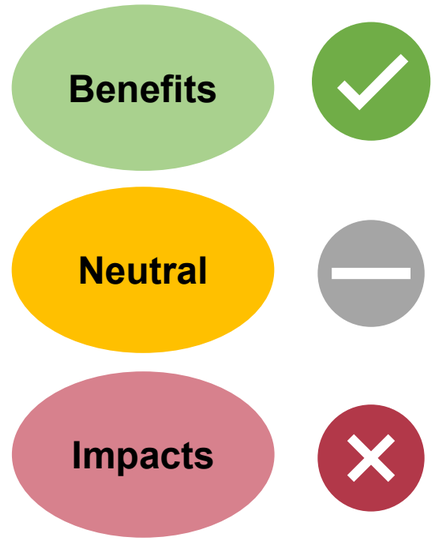


Initial Alternatives Analysis – Resilience Options

Resiliency and Ecology Criteria	Tide Gate	No Tide Gate	Hybrid
Effects on Environmental Resources	✗	✓	–
Impervious Surface	✓	✓	✓

Placemaking Criteria	Tide Gate	No Tide Gate	Hybrid
Placemaking/Open Space	✓	✓	✓
Visual Effects	–	✗	✗
Consistency with Plans	✓	✓	✓
Disruption to Neighborhoods	✓	✓	✓
Recreational Access	–	✗	✗
Shade Trees	✓	✓	✓

Compared to existing infrastructure, the **No Tide Gate** is estimated to have the **most resiliency benefits**; the **Tide Gate** alternative is estimated to have the **most placemaking opportunities**



Initial Alternatives Analysis – Resilience Options

Constructability Criteria	Tide Gate	No Tide Gate	Hybrid
Construction Cost	✓	✓	–
Constructability	–	✓	✓
Maintenance Concerns	–	✓	–
Environmental Permits/Complexity	–	✓	–

Compared to existing infrastructure, the **No Tide Gate** alternative is estimated to have **fewer constructability concerns**

Benefits ✓

Neutral –

Impacts ✗

Alternatives Analysis Next Steps

- **SYNCHRO** used initially to test individual intersection alternatives to identify operational constraints or "fatal flaws"

- Corridor layouts were finalized to conduct initial analysis

- **VISSIM** is being used to model sub-areas of the corridor based on the results of the SYNCHRO testing
  - **Includes vehicular, bicycle, pedestrian, and transit movements**

Based on feedback, **the analysis will be completed and may be refined, and draft findings and recommendations will be developed**

Transportation Simulation Process

Initially assess how the alternatives impact vehicular movement and identify issues (or "fatal flaws")

Then incorporate bicyclists, pedestrians, and transit users, and identify "fatal flaws"

Alternatives with limited to no "fatal flaws" advanced for additional analysis

No-Build Modeling Example at Bianculli Boulevard

Build Modeling Example at Bianculli Boulevard

Commission Discussion

Commission Discussion

General comments or questions on the initial Alternatives Analysis?

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: 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

Share Your Questions and Comments: Virtual Attendees

- Submit your questions and comments using the Q&A button

- “Raise your hand” to be unmuted for verbal questions 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 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

Next Steps

Next Steps

Updates on Short-Term Improvements and Relevant Projects

Draft Alternatives Analysis

Environmental considerations

Draft Findings and Recommendations

Final Report approval and submission

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!