

## Recommendations

South Boston Dorchester Street Walk Audit - November 27, 2018

### Participants:

City Councilor Ed Flynn  
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The participants met at The Lincoln for a “Ped 101” presentation and discussion and then spent about 45 minutes walking along Dorchester Street to observe existing pedestrian conditions. The following recommendations and ideas are based on the conversation and observations.



Short-term recommendations (could be implemented within several months)

- Provide daylighting for all Dorchester Street and side street crosswalks by removing parking spaces adjacent to the crosswalks where there is approaching traffic. The distance required should be determined by the sight lines – the curve of the streets will require different distances. Physical barriers such as flex posts will be needed to ensure that drivers do not park adjacent to the crosswalks.
- Provide additional mid-street “Yield to Pedestrian” signs, and where possible find merchants or residents to adopt the signs and put them back in place if they are pushed aside or tell the Public Works Department if replacements are necessary.
- Adjacent to places serving vulnerable users such as senior housing (Marian Manor) or schools, implement 20-MPH safety zones.
- Investigate the addition of parking-protected bike lanes which would both improve bike safety and significantly narrow the very wide street and make it easier to cross.

Mid-term recommendations (could be implemented within a year)

- Build bump outs to shorten crossing distances, ensure that parking is pulled back to daylight intersections, and narrow Dorchester Street.
- Investigate and possibly modify zoning/site plan review regulations to reduce/prevent the addition of new curb cuts for driveways on Dorchester Street with particular attention to closely spaced curb cuts and curb cuts to ramped garage entries, both of which are hazards to pedestrians.

Long-term recommendations (would require significant capital expenditure and inclusion within the capital budget which would likely require several years)

- Put Dorchester Street on a road diet by narrowing the street to one-lane in each direction with intermittent left-turn lanes if needed to manage traffic. The new design would include safe pedestrian crossings, additional sidewalk width and tree planting, bicycle accommodation, and adequate curb space for deliveries, bus stops, and TNCs (Uber/Lyft).

As background to these specific suggestions, LivableStreets recently carried out a survey of South Boston residents about improving transportation safety in the neighborhood. To the broad question "What would make you feel safer moving around South Boston?" most people chose slowing cars/reducing traffic. To more specific questions about pedestrian safety, people identified protected crossings and more visible crosswalks as the two most important improvements. The recommendations we have for Dorchester Street completely match these survey findings. LivableStreets is putting together their report on the entire survey to share soon with Councilors Flynn and Flaherty and the neighborhood associations they worked with.