



Morrissey Boulevard Reconstruction Project Design

An introduction to the Morrissey Boulevard Reconstruction Project was presented at a public meeting held on March 28, 2016 at the Leahy Holloran Community Center in Dorchester, Massachusetts. The following is a summary of comments received during the Question and Answer and Facilitated Discussion portions of the meeting.

GENERAL COMMENTS – ENTIRE MORRISSEY BOULEVARD CORRIDOR

- Need to ensure project planning includes all relevant parties, including MassDOT, City of Boston, BC High School, UMass, MBTA, etc.
- I-93N traffic uses MB due to i-93N congestion. Work with MassDOT to alleviate I-93 bottlenecks
- There is a lack of truck/bus ban enforcement
- Parkway aesthetic is important
- Existing landscaping is not sustainable; everything gets mowed
- Landscape looks little cared-for or interesting; nothing to look at
- People will treat landscape with respect if it's a nice Parkway
- Provide better connections to neighborhoods
- A better designed Parkway would lead to less aggressive driving
- Traffic moves too fast
- The sweeping turns on the roadway promote high speeds
- Pedestrian accommodations along are important as well as across
- ADA accessibility is an issue
- Need separated bicycle facilities
- Consider "Living with Water" design submissions when planning for climate change
- Need better signage to find Neponset bikeway
- Provide tramway from JFK station to UMass
- Typical bicycle destinations include Castle Island; BC High; UMass; Cambridge; Somerville; and as a general bypass to Dorchester Ave.
- Debris is found on roadway, especially on Mondays
- Poor sidewalk condition
- Consider traffic circles at complicated intersections
- Consider charging toll
- Parkway character is important; should be part of the neighborhood
- Emphasize neighborhood-to-ocean connections
- All recreational sites along the corridor are well used.
- Long term: consider building parks over sections of the roadway
- Will need to be careful excavating around the roadway
- Consider renaming sections/intersections to honor history of area
- Want the corridor to feel safe for pedestrians and bicycles
- Feels like a highway
- Need better maintenance especially for bicycles (glass not swept off road, etc.)
- Overpasses don't feel safe
- Consider wide shared use path, plus a greenway



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- Morrissey Boulevard is used as an expressway
- Sunday morning running clubs (L Street) and other official events, run in the road
- Road is signed for 40 mph; sized for 60 mph
- Bicycles use the road due to lack of continuous sidewalks, or narrow sidewalks. Doesn't seem safe to cycle in road.
- May be possible to eliminate travel lanes
- Need more pedestrian crossings
- Add trash barrels throughout
- Provide separate sidewalk and cycle track
- Provide accessible ("chirping") pedestrian signals (APS signals)
- Use Western Ave (Cambridge) and VFW Parkway as pedestrian/bicycle examples
- Introduce traffic calming (like at Assembly Row in Somerville)
- Don't reduce number of lanes- retain ability to accommodate vehicular traffic
- Bicycles sharing space with pedestrians is ok
- Consider flowering trees
- Take better care of plantings
- Coordinate/account for City planning efforts in adjacent Dorchester neighborhoods

SPECIFIC SEGMENT AND LOCATION COMMENTS

Mt. Vernon to Bianculli Boulevard - General

- Reduce to 2-lanes each way between add green space and bicycle accommodation
- Educate BC High students on how to use pedestrian bridge – bridge location is good but only gets limited use
- BC high students jaywalk
- Slow traffic down
- Frontage Road lighting could be improved – especially near JFK Station
- Northern end of corridor would be great location for landscaping
- Development at Boston Globe site should include new crossing to slow traffic and allow access across median
- Consider speed feedback signs adjacent to UMass
- Provide two 8' paths (bicycles plus pedestrians); design to accommodate groups like running and bicycle clubs
- Elevate the paths on concrete structures. See erosion occurring at Kennedy Library
- Provide separate bicycle facilities
- Southbound frontage road area is unsafe for bicycles and pedestrians



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Mt. Vernon Intersection

- Heavy pedestrian traffic from JFK MBTA station to BC High
- Coordinate with City on Kosciuszko Circle improvements
- Improve pedestrian connections and wayfinding on Mt. Vernon Street
- Need better bicycle connection from Columbia Road to Morrissey Blvd. southbound
- Review historic Olmsted plans for Columbia Road for ideas

Bianculli Blvd/ Pattens Cove

- Hard for pedestrians to cross 13 lanes
- Too many stages required for pedestrians to get across
- Accidents may be under-reported at Bianculli intersection
- Intersection is a bottleneck
- Cars passing in right-hand bypass lanes at Bianculli move too fast
- Pedestrian crossings at Bianculli take a long time to cross; can get stuck in middle
- Add countdown clocks to pedestrian signals
- Northbound-to-Southbound U-turn works well
- Provide northbound-to-southbound U-turn south of Bianculli intersection. Signals will create adequate gaps.
- Morrissey Boulevard should bridge over Bianculli intersection
- Pattens Cove possible specimen area for restoration
- Pattens Cove excellent opportunity for natural area connection
- Clean-up edge of Pattens Cove adjacent to roadway
- Emphasize/account for hydrologic connection between Pattens Cove and Savin Hill Cove
- Emphasize connections between UMass side and Pattens Cove park and trails

Bianculli Boulevard to Freeport Street - General

- Reduce number or width of lanes to slow cars, reallocate space for pedestrians and bicycles
- Reduce to 2-lanes each way add green space and bicycle accommodation
- Morrissey Blvd. is the only place to put the Neponset River Greenway between Beades Bridge and UMass.
- Lighting on paths is not adequate
- Seems to be more trucks/less enforcement of “no truck” regulation
- School buses illegally use Morrissey Blvd. to reach bus yard
- Provide fragrant plantings
- Encourage traffic to use Mt. Vernon Street to access UMass
- Provide at least one pedestrian crossing between Yacht Club and Beades Bridge – but needs to be very safe
- Provide sidewalk-level bicycle facility



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- Need bicycle path connection between UMass and Neponset River Greenway
- Construct Neponset River Greenway through National Grid site
- Provide 12' wide path on ocean side; and 10' wide on inland/Dorchester Bay side. Loop the trail through Malibu Beach park area.

Old Colony Terrace/Savin Hill Area/Yacht Club Area

- Consider protected right turn lane from Morrissey southbound into Old Colony Terrace. Might help stop or slow southbound traffic which speeds past Bianculli using the “bypass” lanes.
- Would be nice to U-turn easily from Savin Hill
- Vehicles use Savin Hill neighborhood as cut-through
- Address flooding adjacent to Savin Hill
- Ped crossing at Savin Hill: takes a long time to cross; can get stuck in middle
- Narrow sidewalks feel unsafe between Yacht Club and Vietnam Memorial.
- Provide southbound-to-northbound U-turn, and southbound left turns at Yacht Club driveway;
- Add stubbed sewer pipe near Yacht Club so they can switch from septic system to sewer in future
- Provide southbound-to-northbound U-turn, and crosswalk, near Vietnam Memorial
- If encouraging more pedestrians, provide for privacy of direct abutters by adding trees, plantings
- Restore southbound deceleration lane for cars turning into Old Colony Terrace
- Pedestrian crossing signal not long enough
- Trash collects on roadway in this area
- A lot of pedestrians from Savin Hill neighborhood cross Morrissey Blvd. via two routes: 1) Old Colony Terrace and the Bianculli crosswalks; 2) the unimproved path off of Fox Point Road and the Yacht Club crosswalk.

Malibu Beach Area

- Need better snow maintenance; snow blows across Morrissey from Malibu Beach
- Provide speed limit signs on the northbound side in this area
- It is a traffic free-for-all; 50 mph or higher speeding
- Provide parking space for police enforcement of speeding
- Provide culvert pipes under roadway to help seawater pass beneath
- Ocean-side path is not bikeable
- Path too narrow for bicycles and pedestrians to share
- Route the primary multi-use path through the park in this section rather than along roadway
- Add marsh grass on ocean side to help with erosion



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- Add more trees/plantings on edges
- Remove sand from sidewalks
- Ocean side is the desirable walking side – beautiful views
- Provide shelters and/or seating on ocean side so people can enjoy the water
- Edge treatments in this segment could serve as good model for remainder of corridor
- Capitalize on views
- Most unaesthetic piece of waterfront in Boston (broken glass, etc.)– has untapped potential – upgrade lighting, railing pavements, trees
- Raising paths and having road in “bathtub” will destroy views
- Maintain views for all users – including vehicles
- Do not like current wrought iron fencing
- Trees have died over the years on the park edge and not been replaced – barren feeling
- Raise road 3 feet from Bianculli Blvd to Beades Bridge
- Balance desire for median plantings with desire to maintain views to water
- Note there is recreational running in this segment
- Would use ocean side for running loop if it were more inviting
- Need separate and ample sidewalks and bicycle facility to accommodate biking and running clubs which use this segment. They presently block one lane and it is not safe
- Maintain “Ghost Bike” memorial to Doan Bui, killed on his bicycle in 2012

Boat Launch

- Beach/boat ramp is eroding
- Boat trailer use makes this side uncomfortable for pedestrians/personal use
- Clarify current legal status of boat launch
- Question whether it is legal to launch boats or not. Promote car-top use (canoes, kayaks) rather than larger boats
- There used to be multiple boat launch locations, but now down to one due to erosion. Increased use of the one location has accelerated erosion. Very rocky now.
- Don’t think boat ramp is needed – allow car top use only.
- If raising roadway, make sure driveway to boat ramp is not too steep for boat trailers
- Organize or eliminate boat ramp

Beades Bridge

- Sidewalks too narrow for bicycles and pedestrians
- Drawbridge safety gates block sidewalk
- Noisy when drawbridge opens
- Metal grating is slippery for bicycles
- Bridge interrupts bicycle/pedestrian continuity
- Reduce number of lanes on bridge



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- Dredge beneath bridge – cove is dry at low tide
- Like to walk beneath bridge at low tide
- Provide walkway below bridge

I-93 Northbound Exit 14 Off-Ramp

- High speeds coming off ramp
- Reduce speeds; force traffic to “Yield”
- Provide safer merge for exiting traffic onto Morrissey Blvd.
- Consider pedestrian/bicycle underpass beneath ramp
- Put rumble strips on 93 off-ramp to slow traffic

Freeport Street to Neponset Circle - General

- Consider reducing number or width of lanes to enable cycling
- Improve Tenean Beach – it is becoming eroded
- DCR owned land off the end of Ashland Street is a mess and needs clean-up.
- Pedestrians from neighborhood cut-through DCR land at end of Ashland Street, then walk up to Freeport to access Victory Park. Sidewalk on Freeport Street to Victory Road is poor or nonexistent.
- Consider bicycle paths along the I-93 embankment between to connect Tenean Beach and Victory Park. See similar embankment bicycle path near Merrimack River as an example. Would then not need to squeeze in bicycle facility on Freeport Street. (Although concern that people would not feel secure on isolated I-93 paths at night)
- Victory Park has been taken over by dog walkers.
- The two-way section of Freeport Street adjacent to Morrissey Blvd (near Ramada Inn) is confusing
- Bicycles can use Freeport Street between Victory Road and Morrissey. Not a lot of traffic there.
- Like the visual look of the mixed-use section between Conley Street and Tolman/Norwood Streets
- Need pedestrian connections between hotels and retail which are on opposite sides of Morrissey.
- Jiffy Lube catch basin floods at high tide
- Section of Freeport Street near Victory Road used as vehicular cut-through
- No bicycle accommodations
- Speeds high in this segment
- Need bicycle connection to Neponset path



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Freeport Street Intersection

- Suggest Freeport Street should bridge over Morrissey Blvd.
- Consider raising intersection to prevent coastal flooding from spreading inland
- Better bicycle/pedestrians crossings needed – intersection is signalized to benefit vehicles only
- Northbound lefts at Freeport Street presently form two lanes; need better markings/signs
- Remove temporary traffic cones at Morrissey Blvd. southbound approach - make it permanent
- Consider northbound-to-southbound U-turn south of intersection
- Make sure traffic detectors can detect bicycles.
- Provide detection in southbound left-turn lane so bicycles can turn left to Freeport
- Better coordination of pedestrian and traffic signals needed.
- Traffic signals are inadequate to process northbound left turn and U-turn volume
- Intersection frequently congested
- NB traffic backs-up to Victory Road and impacts neighborhood
- Heavy bicycle desire line from Freeport Street eastbound to Morrissey Blvd. northbound

Victory Road

- Provide full intersection at Victory Road for vehicles/pedestrians/bicycles
- Provide only pedestrian/bicycle crossing at Victory Rd

Shopping Center

- Difficult for vehicles trying to exit Frontage Road (near Lamberts) onto Morrissey Blvd. southbound. Cars “nose in” and force Morrissey vehicles that are in the right lane to slow down.
- Frontage Road is a pedestrian “no mans land” – very stressful to walk
- Frontage Road needs to be more attractive

MBTA Underpass / Popes Hill Street

- Turning radius at Popes Hill Street is too tight
- Pedestrians jaywalk to Dunkin Donuts and Subway Subs - add crosswalk
- Popes Hill pedestrian bridge not used – concrete walkway in disrepair
- Popes Hill pedestrian bridge used
- Drainage under Red Line is poor
- Bicycle travel through Red Line underpass area is challenging. Alternate route is to use Conley, Tenean and Freeport Streets.
- Sidewalk under Red Line on SB side is very narrow



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- Red Line awful to walk under
- Possible to do “rail with trail” path along Red Line?

Conley Street

- Pedestrian Signal doesn’t always work, and there is no pushbutton in median
- Need better pedestrian crossing at Conley Street
- Provide median break and allow vehicles to turn left out of Conley Street
- Provide full intersection
- Provide wayfinding for Neponset River Greenway connection and to Tenean Beach

Neponset Circle

- Improve bicycle and pedestrians connections across Neponset Circle and to Neponset River Greenway
- Improve lighting for pedestrians
- Improve landscaping
- Neponset Circle is degraded – fix it.
- Coordinate the two sets of signals on the southbound approach (at the northbound-to-southbound U-turn; and at Neponset Ave).
- Morrissey Blvd signal is often red when there is no traffic on the northbound-to-southbound U-turn.