

SEAPORT BLVD/PIER 4 IDEAS

Based on a modification design presented by City of Boston Streets

Edited by SNA to clarify pedestrian traffic flow, add potential signage .

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CITY OF BOSTON STREETS PROPOSAL

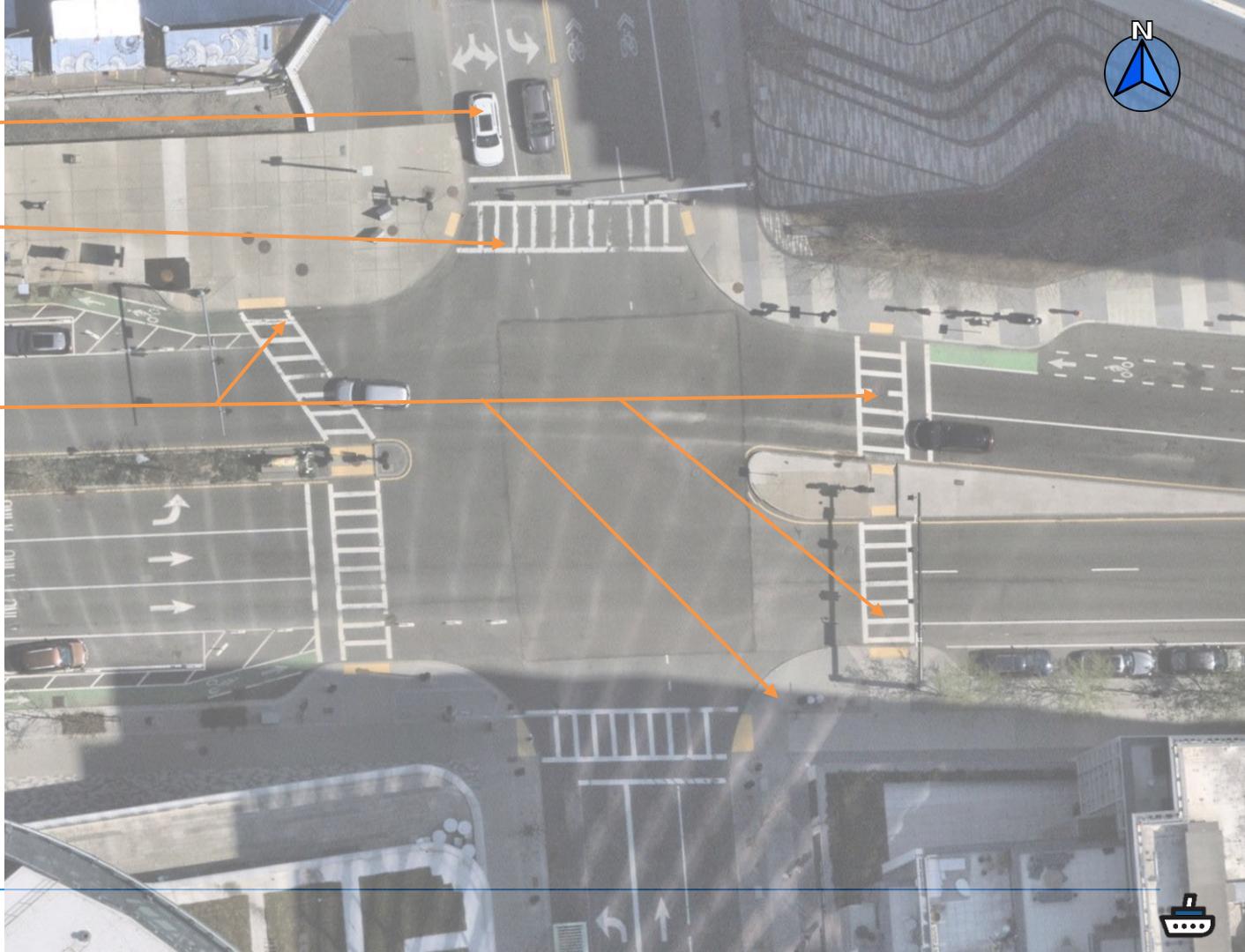
- Includes a rethinking of the signal cycle to isolate more movements to their own phase
- Adds one phase to the cycle
- Requires changes to pavement markings/lane assignments
- Requires changes to signal equipment
- Will likely be more efficient than current conditions
- Reduces overlapping vehicle/crosswalk conflicts from 3-2 over existing



Assumptions



- Vehicle traffic is bottlenecked coming south on Pier 4 Blvd
- Northernmost intersection is the most problematic crosswalk, with all east-west traffic turning into it while pedestrians cross
- Both north-south crosswalks and southernmost crosswalk can also be dangerous do to right turning vehicles not being aware of pedestrians crossing



LEGEND



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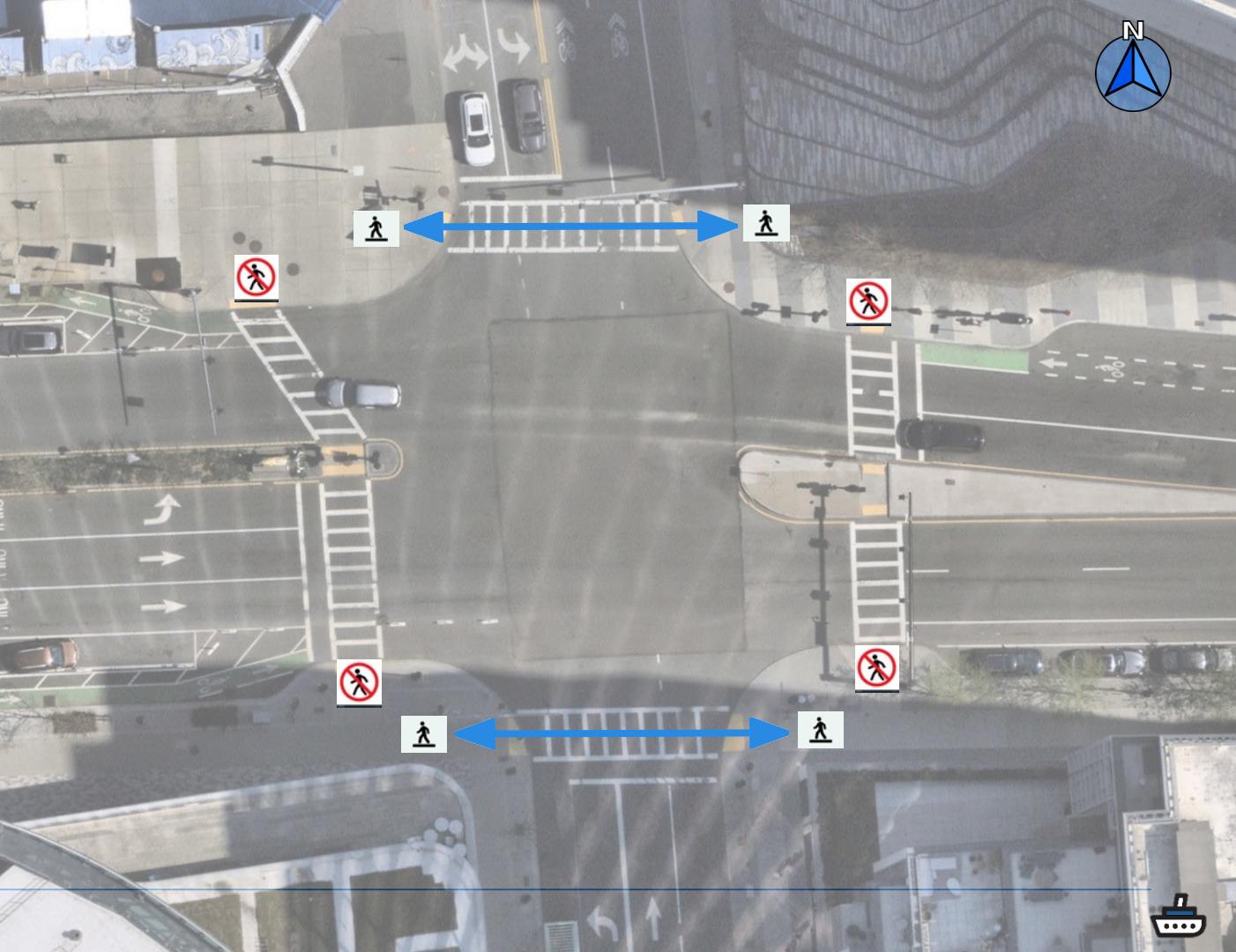
PHASE 1

- East-west
Pedestrian head
start (Leading
Pedestrian
Interval) "LPI"

LEGEND



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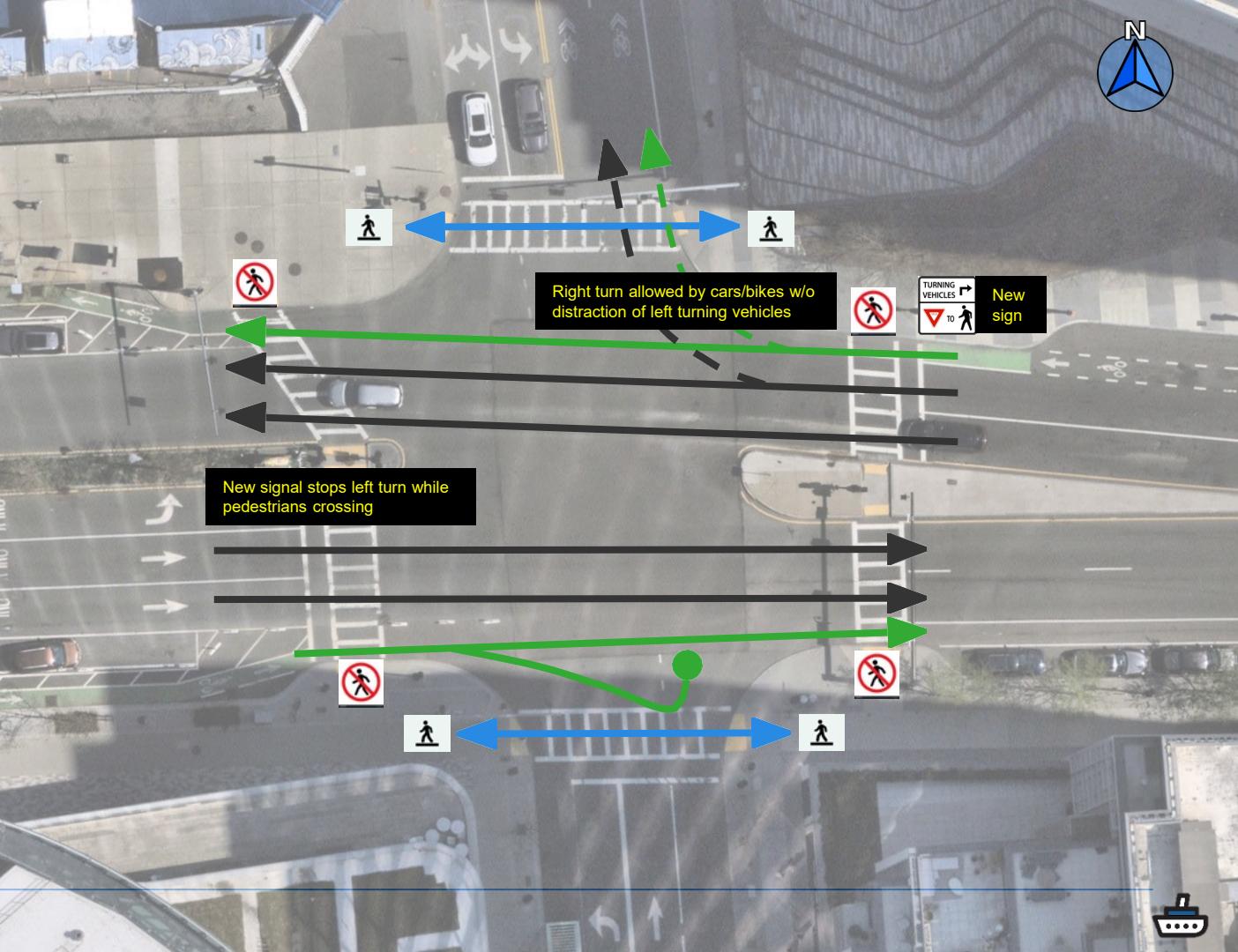
PHASE 2

- All Seaport Blvd movements proceed, except eastbound left turns
- East-west concurrent pedestrian signal

LEGEND



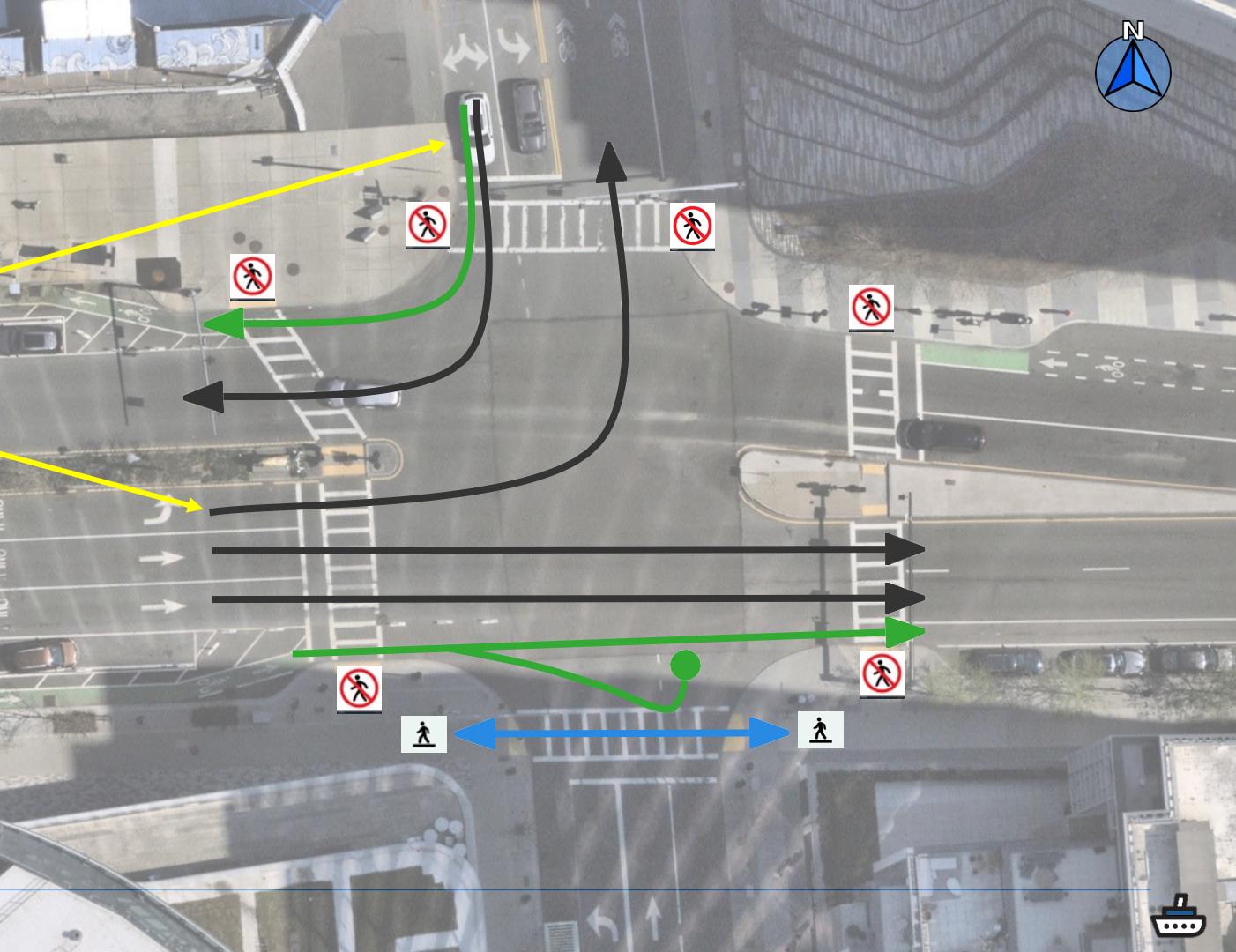
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PHASE 3

- Right turn allowed for southbound during left turn phase for eastbound cars
- Eastbound vehicle and bikes continue
- East-west pedestrian signal for southern leg stays on



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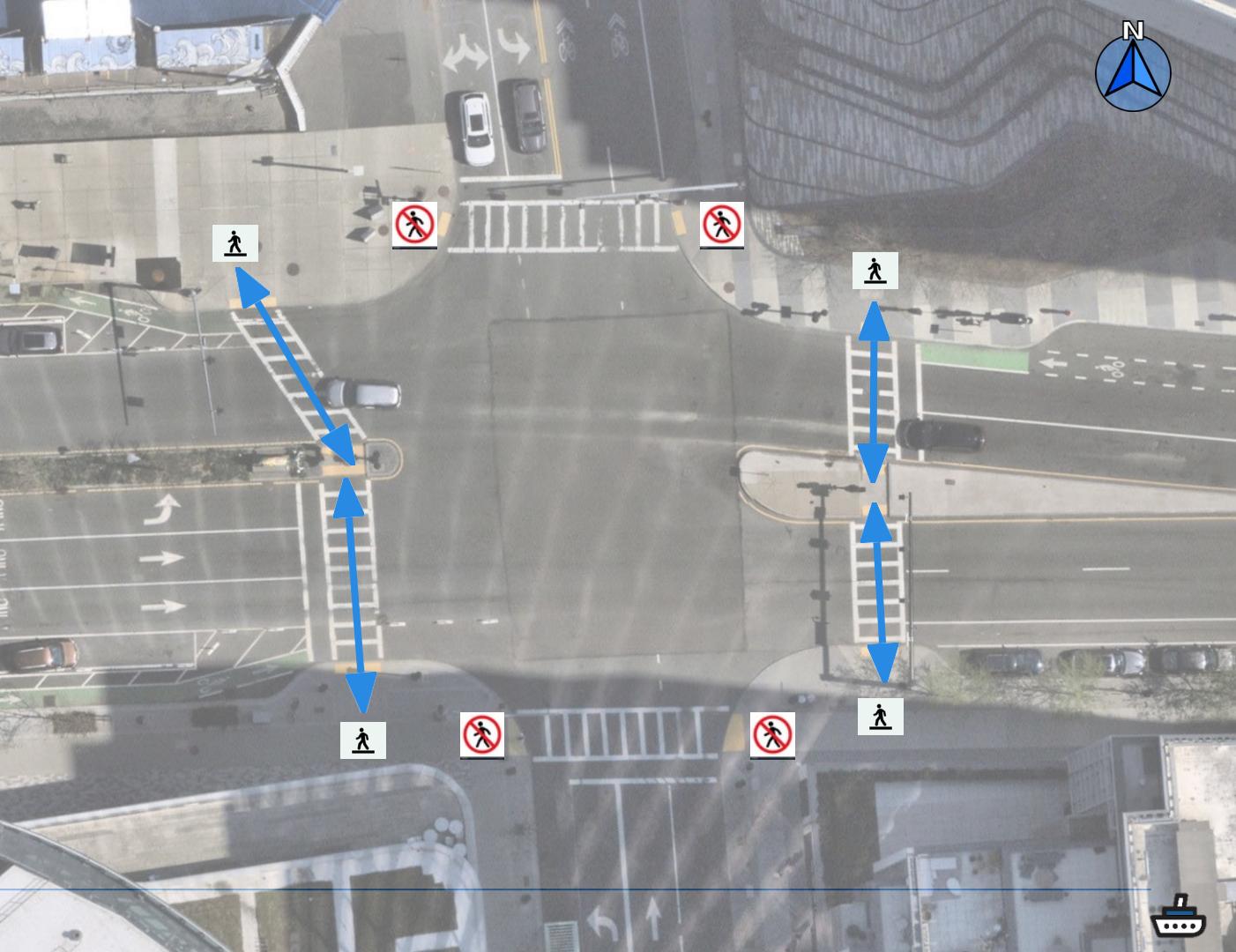
PHASE 4

- North-south pedestrians get a head start (LPI)

LEGEND



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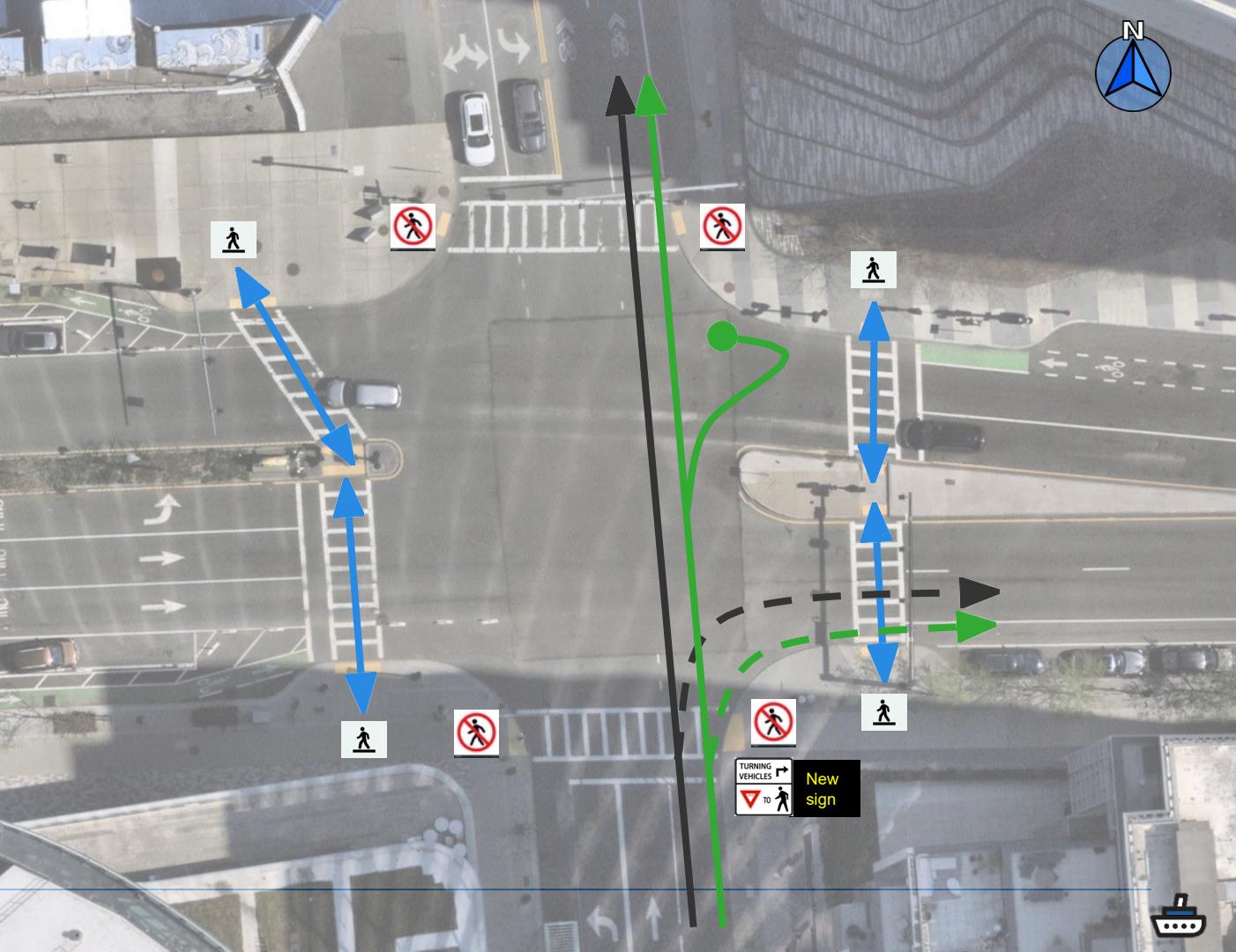
PHASE 5

- Northbound through movements for cars and bikes proceed
- Concurrent north-south pedestrian signal

LEGEND



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PHASE 6

- Northbound and southbound lefts proceed

LEGEND



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