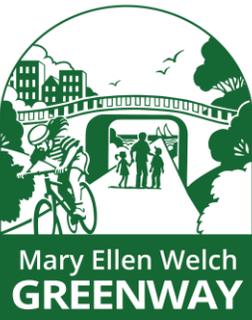


Winthrop Greenway Feasibility Study

MARY ELLEN WELCH GREENWAY

PUBLIC MEETING
DECEMBER 7, 2020



MEETING GUIDELINES

- Please stay muted during presentation
- Questions and Comments
 - Feel free to leave questions in the Teams video chat at any time
 - We will pause after each section to address questions
 - We welcome questions in English and Spanish
- Check the chat for pdfs of graphics in Spanish

NORMAS DE LA REUNIÓN

- Por favor manten tu microfono en silencio durante la presentación
- Preguntas y comentarios
 - Puedes dejar preguntas en el Chat de Teams video en cualquier momento
 - Tendremos una pausa después de cada sección de la presentación para responder a tus preguntas
 - Puedes hacer preguntas en español o inglés
- Revisa el chat para ver las imágenes con texto en español

AGENDA

- Introductions
- What we heard
- Highest Scoring Route
- How did we get there?
- Polls
- Next Steps

WHAT WE HEARD

- Online survey in English and Spanish reaching **516 participants**
- On-site open house at **four locations** along proposed routes
- Interviews with **6 agencies and municipalities**
- Community organization focus group
- Agency focus group
- Flyering in **Orient Heights, Bayswater, and Morton Street neighborhoods**



WHAT WE HEARD

- Greenway should connect directly to both Orient Heights and Constitution Beach



WHAT WE HEARD

- Character of the greenway is important
 - More than 80% of survey respondents use the existing Greenway for recreation
 - Open House participants hoped for water views and access to nature

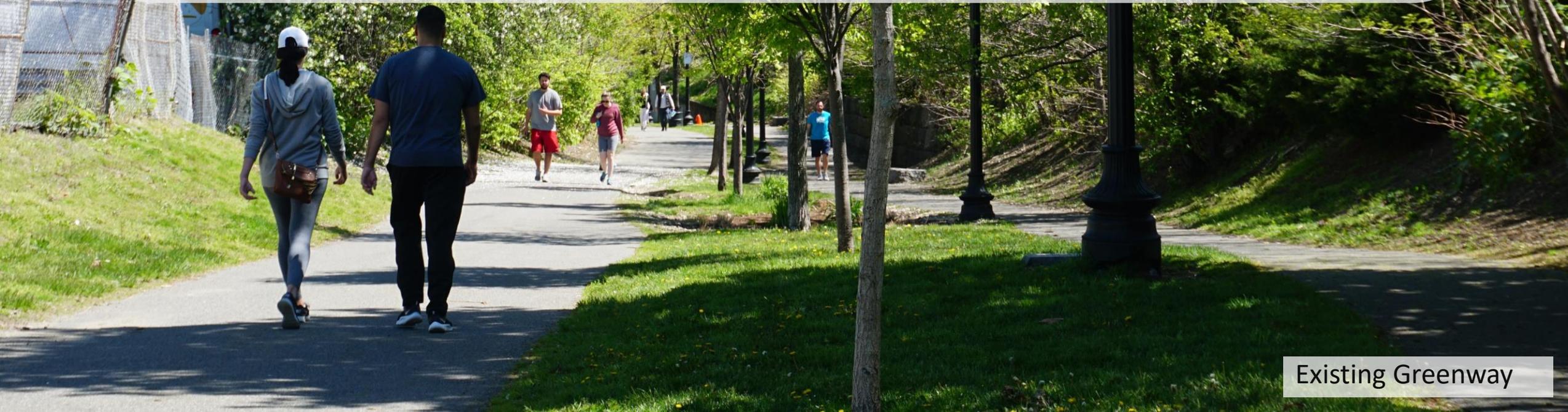




- The Greenway needs to be comfortable for all ages and abilities
 - Roughly 40% of survey respondents travel along the existing Greenway with children and 30% of respondents were under 18
 - The top priority is separation from cars
 - 90% of survey respondents would walk or bike between Winthrop and Orient Heights if it were safer and more pleasant

VISION FOR THE GREENWAY

- Winthrop and East Boston will be connected by a safe, pleasant, convenient, and low-stress corridor for active transportation and recreation.



GOALS



SAFETY



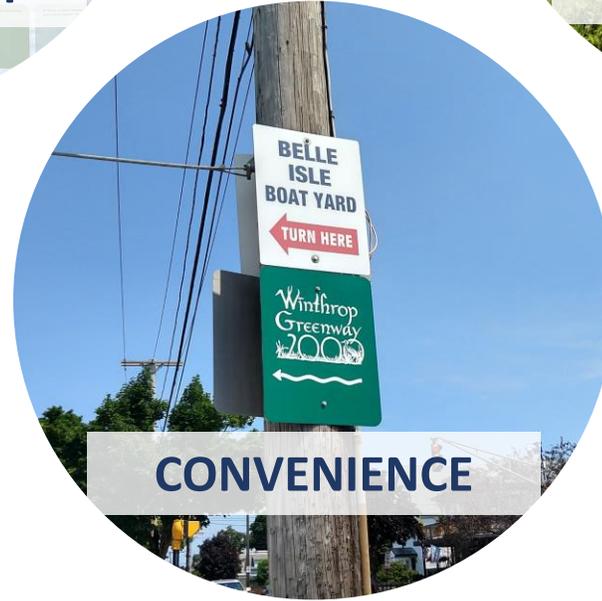
CONNECTIVITY



CHARACTER



COMFORT



CONVENIENCE

QUESTIONS?

HIGHEST SCORING ROUTE



Primary Route
Ruta principal

Proposed Greenway Extension to Suffolk Downs

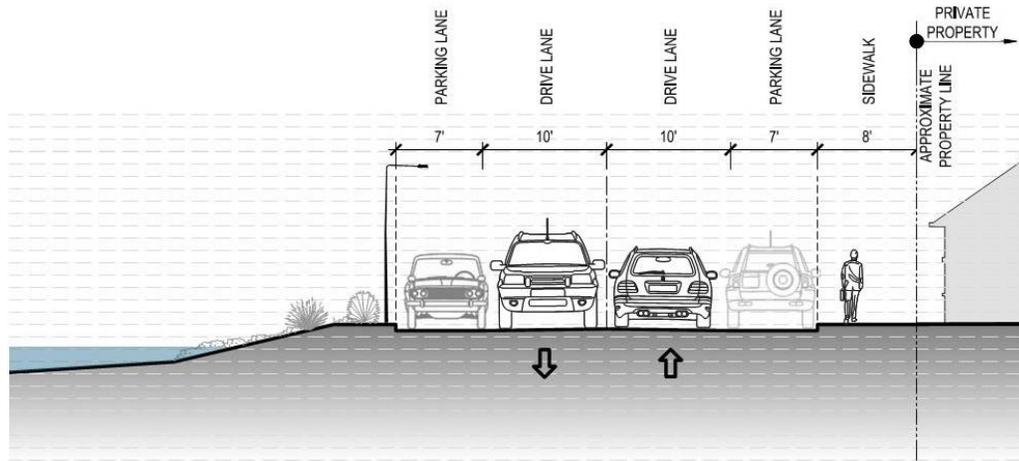
Propuesta de extensión del Greenway hacia Suffolk Downs

Existing Greenway
Greenway existente

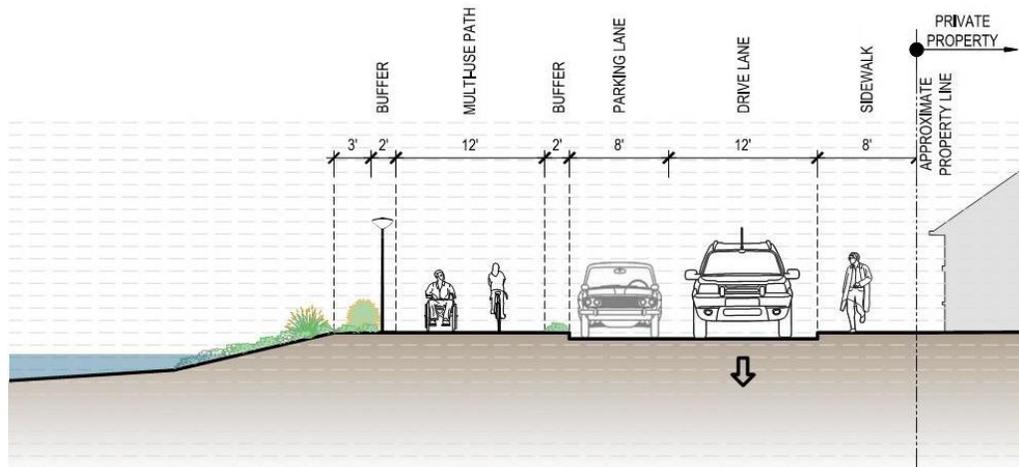


0 500 Feet

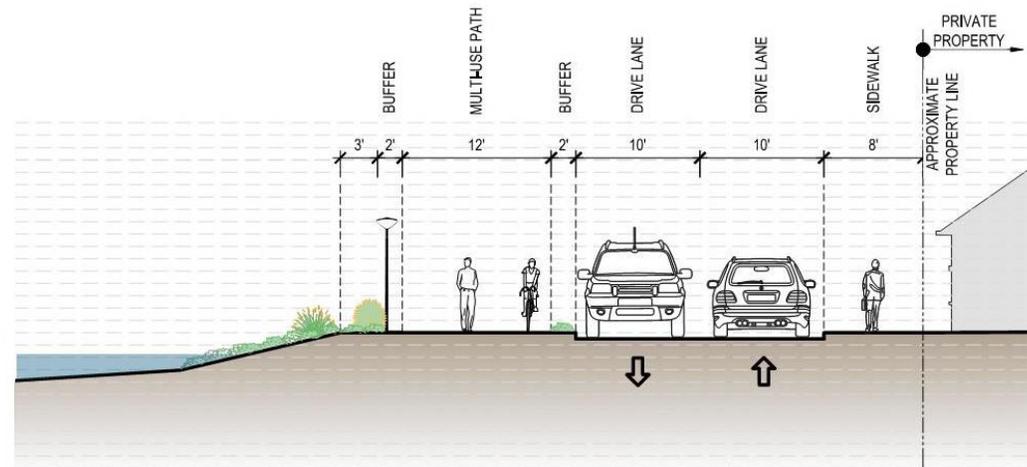
HIGHEST SCORING ROUTE - Bayswater



EXISTING CONDITION



OPTION 1

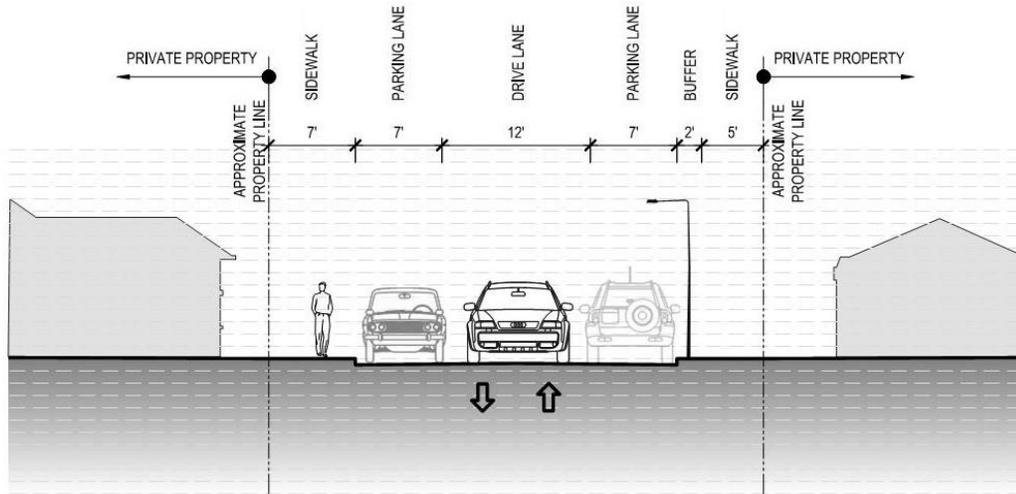


OPTION 2

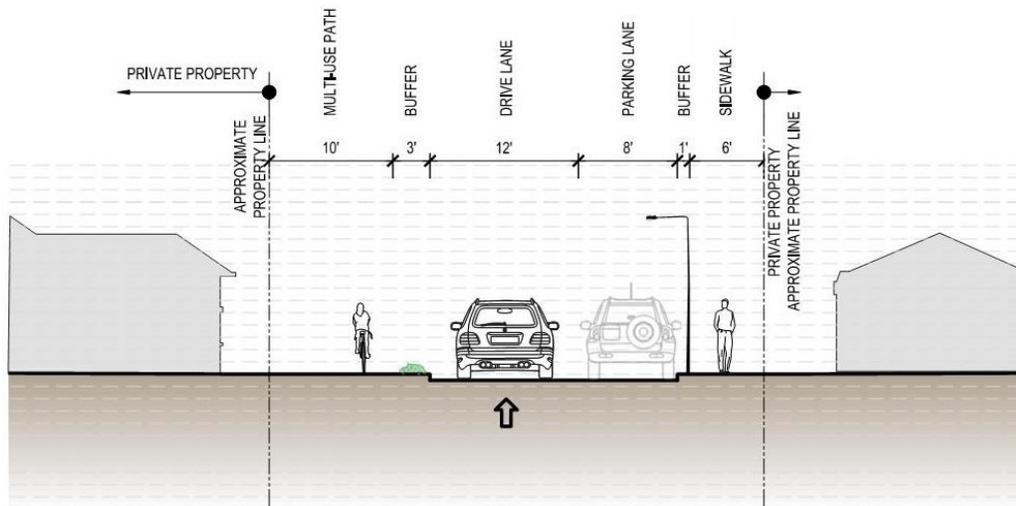
HIGHEST SCORING ROUTE - Bayswater



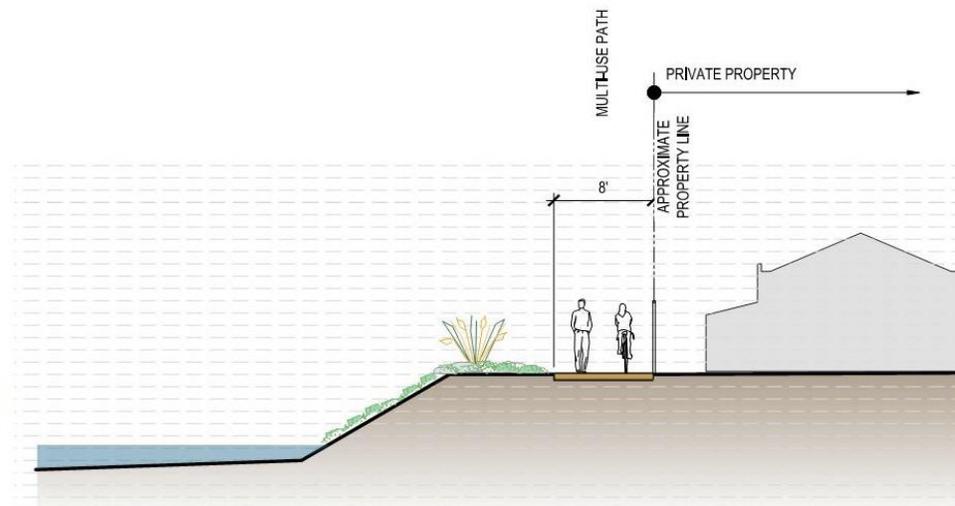
HIGHEST SCORING ROUTE - Constitution Beach and Teragram



SECTION C-C
EXISTING CONDITION - TERAGRAM STREET



SECTION C-C
PROPOSED CONDITION - TERAGRAM STREET

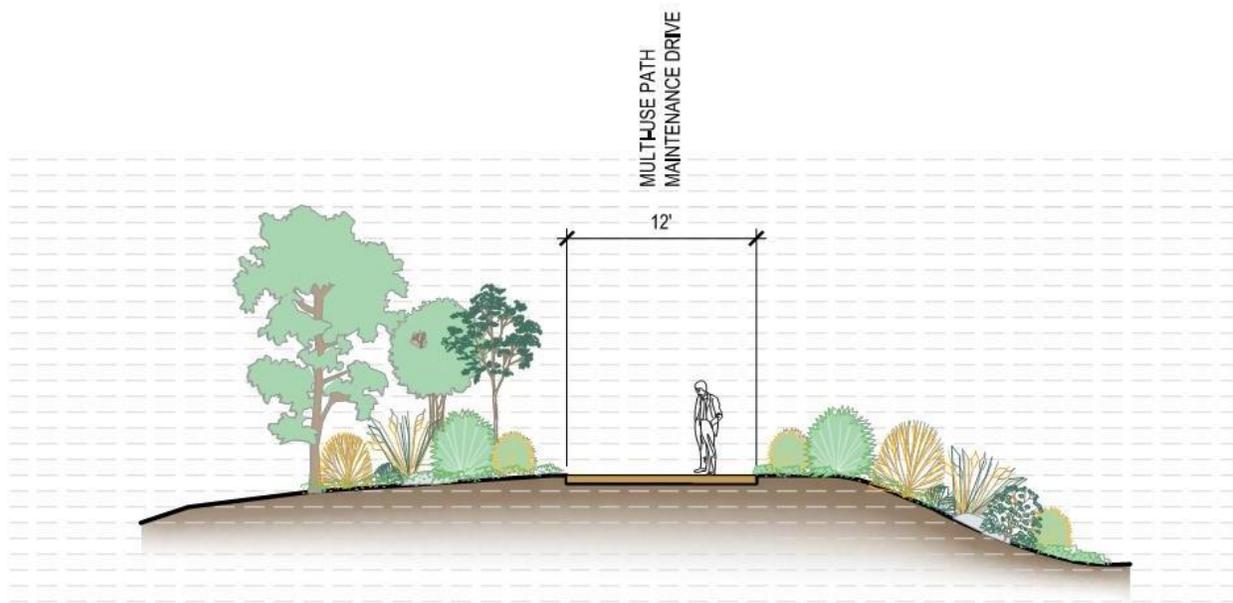


SECTION B-B
CONSTITUTION BEACH

HIGHEST SCORING ROUTE - Constitution Beach



HIGHEST SCORING ROUTE - DCR / MWRA



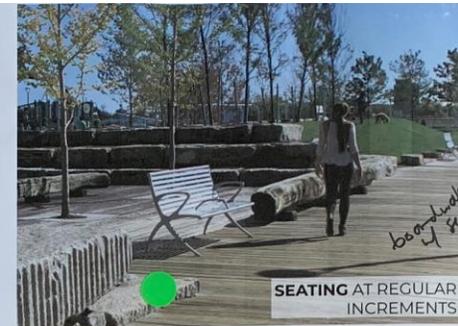
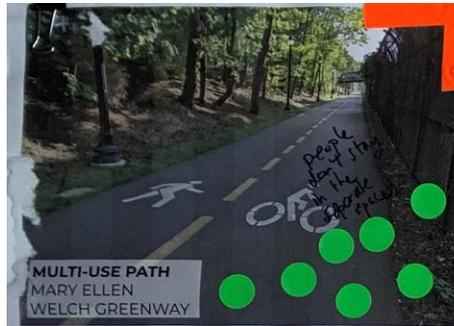
SECTION E-E



HIGHEST SCORING ROUTE - Pedestrian Bridge



PRECEDENT IMAGERY w/ Open House Feedback



HOW DID WE GET HERE?



— Preliminary Pathway Routes



Data Source: MAPC, ESRI

MARY ELLEN WELCH GREENWAY EXTENSION

OPTION 1. OFF-STREET

HOW DID WE GET HERE?



Primary Route
Ruta principal

Proposed Greenway Extension to Suffolk Downs

Propuesta de extensión del Greenway hacia Suffolk Downs

Existing Greenway
Greenway existente



MARY ELLEN WELCH GREENWAY EXTENSION

OPTION 1. OFF-STREET

HOW DID WE GET HERE?



Primary Route
Ruta principal

Proposed Greenway Extension to Suffolk Downs
Propuesta de extensión del Greenway hacia Suffolk Downs

Existing Greenway
Greenway existente

Fatal Flaw
Falla fundamental

Undesirable Connection
Conexión indeseable

Property Owner Engagement Needed
Se necesita la participación del dueño de la propiedad



MARY ELLEN WELCH GREENWAY EXTENSION

OPTION 2. SARATOGA STREET

HOW DID WE GET HERE?



Primary Route

Ruta principal

Proposed Greenway Extension to Suffolk Downs

Propuesta de extensión del Greenway hacia Suffolk Downs

Existing Greenway

Greenway existente



0 500 Feet

MARY ELLEN WELCH GREENWAY EXTENSION

OPTION 2. SARATOGA STREET

HOW DID WE GET HERE?



Primary Route
Ruta principal

Proposed Greenway Extension to Suffolk Downs
Propuesta de extensión del Greenway hacia Suffolk Downs

Existing Greenway
Greenway existente

Fatal Flaw
Falla fundamental

Undesirable Connection
Conexión indeseable

Property Owner Engagement Needed
Se necesita la participación del dueño de la propiedad



MARY ELLEN WELCH GREENWAY EXTENSION

OPTION 3. BAYSWATER STREET

HOW DID WE GET HERE?



Primary Route
Ruta principal

Proposed Greenway Extension to Suffolk Downs
Propuesta de extensión del Greenway hacia Suffolk Downs

Existing Greenway
Greenway existente



MARY ELLEN WELCH GREENWAY EXTENSION

OPTION 3. BAYSWATER STREET

HOW DID WE GET HERE?



Primary Route
Ruta principal

Proposed Greenway Extension to Suffolk Downs
Propuesta de extensión del Greenway hacia Suffolk Downs

Existing Greenway
Greenway existente

Fatal Flaw
Falla fundamental

Undesirable Connection
Conexión indeseable

Property Owner Engagement Needed
Se necesita la participación del dueño de la propiedad



MARY ELLEN WELCH GREENWAY EXTENSION

OPTION 4. BAYSWATER STREET TO OFF-STREET

HOW DID WE GET HERE?



Primary Route
Ruta principal

Proposed Greenway Extension to Suffolk Downs
Propuesta de extensión del Greenway hacia Suffolk Downs

Existing Greenway
Greenway existente



MARY ELLEN WELCH GREENWAY EXTENSION

OPTION 4. BAYSWATER STREET TO OFF-STREET

HOW DID WE GET HERE?



Primary Route
Ruta principal

Proposed Greenway Extension to Suffolk Downs
Propuesta de extensión del Greenway hacia Suffolk Downs

Existing Greenway
Greenway existente

Fatal Flaw
Falla fundamental

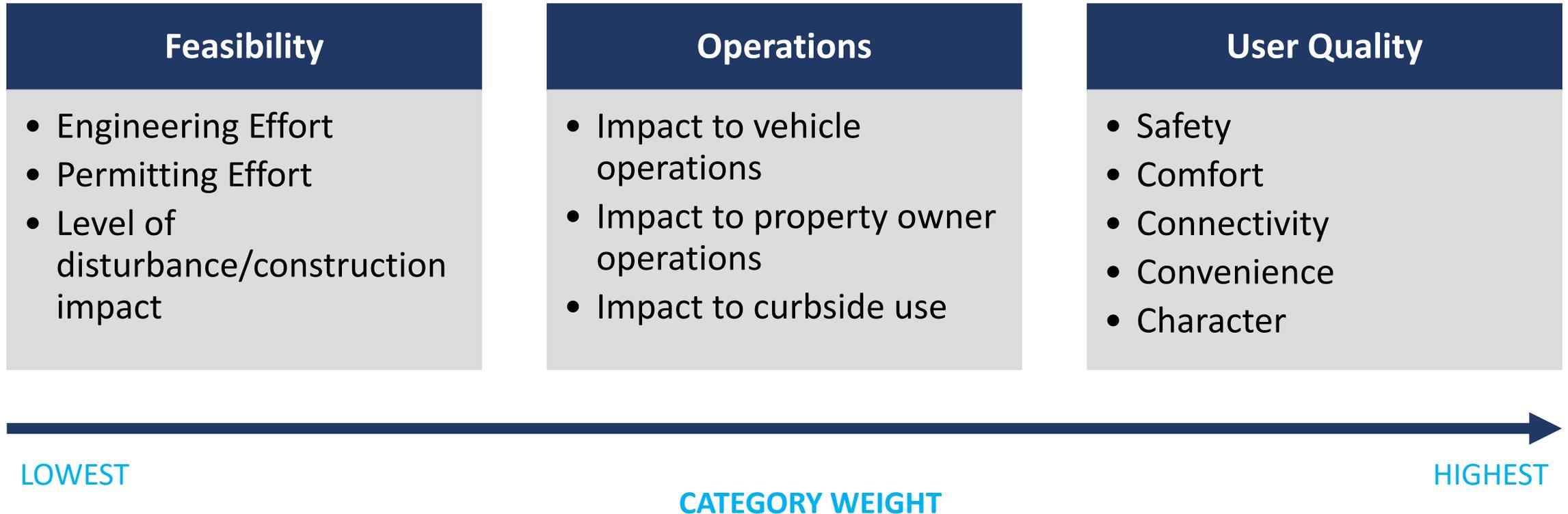
Undesirable Connection
Conexión indeseable

Property Owner Engagement Needed
Se necesita la participación del dueño de la propiedad



ROUTE EVALUATION

- Each primary route was evaluated based on the following criteria:



ROUTE EVALUATION

PRIMARY ROUTE COMPARISON

| | | | | Route Evaluation | | | |
|-----------------------------|--------|--|--|----------------------|---------------------------|----------------------------|-----------------------------------|
| Category | Weight | Criteria | Description | OPTION 1. OFF-STREET | OPTION 2. SARATOGA STREET | OPTION 3. BAYSWATER STREET | OPTION 4. BAYSWATER TO OFF-STREET |
| Feasibility | 1 | Engineering Effort | Level of engineering effort (level of design, construction complexity, on-going maintenance, etc) | -0.9 | -1.7 | -2.0 | -1.5 |
| | | Permitting Effort | Level of engineering effort (level of design, construction complexity, permitting, on-going maintenance, etc) | -2.0 | -2.3 | -2.7 | -2.6 |
| | | Level of disturbance/construction impact | Level of construction impacts on businesses, residents, and transportation network (such as duration, detours, closures) | -1.6 | -2.7 | -2.3 | -1.9 |
| Operations | 2 | Impact to vehicle operations | Qualitative assessment of impacts to vehicle operations | -0.3 | -0.7 | -1.1 | -1.1 |
| | | Impact to property owner operations | Assessment of impact to agency or private property owner maintenance and operations | -1.2 | -0.8 | -1.2 | -0.9 |
| | | Impact to curbside use | Assessment of changes to curb use, such as on-street parking and loading | 0.0 | 0.0 | -0.8 | -0.8 |
| User Quality | 3 | Safety | Qualitative assessment of extent to which option will increase safety by reducing potential for and severity of conflicts between greenway users and motorized vehicles. | 2.1 | 1.9 | 2.9 | 2.9 |
| | | Comfort | Qualitative assessment of extent to which option will provide a low-stress walking and biking facility that is suitable for all ages and abilities | 2.0 | 1.5 | 2.9 | 2.9 |
| | | Connectivity | Qualitative assessment of extent to which the option will increase connectivity between the Orient Heights MBTA Station and Constitution Beach and the Belle Isle Marsh Marine Ecology Park | 2.0 | 2.2 | 2.8 | 2.7 |
| | | Convenience | Qualitative assessment of the extent to which the option will serve as a convenient active transportation and commute corridor by maximizing route directness and providing clear wayfinding | 2.6 | 2.6 | 2.6 | 3.0 |
| | | Character | Qualitative assessment of extent to which the option will provide an aesthetically pleasing user experience by providing access to and enhancing the character of natural open spaces. | 2.1 | 1.7 | 2.7 | 3.0 |
| Route Score | | | | 4.7 | 1.7 | 3.8 | 5.6 |
| Route Score Weighted | | | | 24.8 | 20.2 | 28.6 | 31.8 |

QUESTIONS?

Question #1

How well does the highest scoring route meet the **shared vision**?

¿Qué tan bien responde la ruta con el mayor puntaje a la visión COMÚN?

Question #2

How well does the highest scoring route meet **your** travel or recreational needs?

¿Qué tan bien responde la ruta con mayor puntaje a TUS necesidades de desplazamiento o recreación?

Vision

Winthrop and East Boston will be connected by a safe, pleasant, convenient, and low-stress corridor for active transportation and recreation.

Winthrop y East Boston estarán conectados por un corredor seguro, placentero, conveniente y de bajo estrés para transporte activo y recreación

POLL QUESTIONS

Please go to **slido.com** and enter code **28955** in your web browser to respond to the poll.

NEXT STEPS

- Continue property owner outreach
- Identify phasing and shorter-term opportunities
- Assess next steps