

# Day Boulevard – Road Diet

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Highway Design

# Objectives

- Project Background
- Design Elements
- Outcomes & Keys to Success

# Project Purpose and Need

“...improve safety for all modes of travel along Day Boulevard”

# Project Area



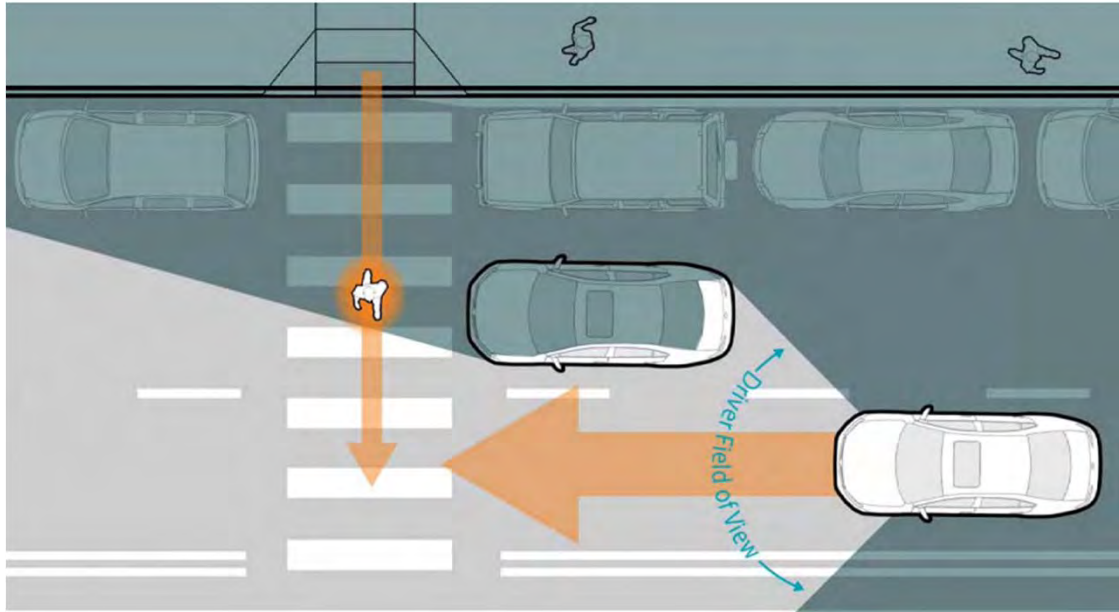
# Pre Road Diet Conditions

- Pavement Width: 40-42 Feet
- State Police Driveway to I Street
  - 4 Travel Lanes, no parking
- I Street to O Street
  - 3 Travel Lanes, parking on north side
- O Street to Farragut Road
  - 2 Travel Lanes, parking on both sides

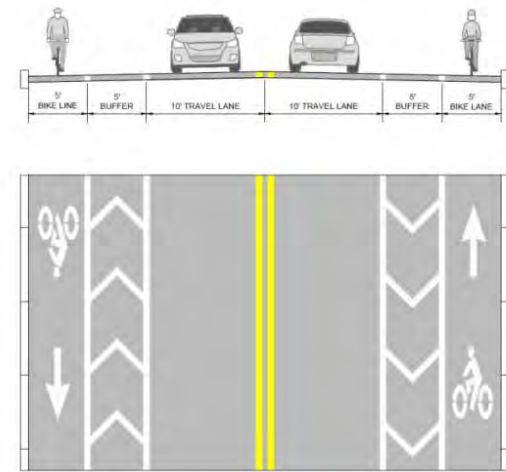
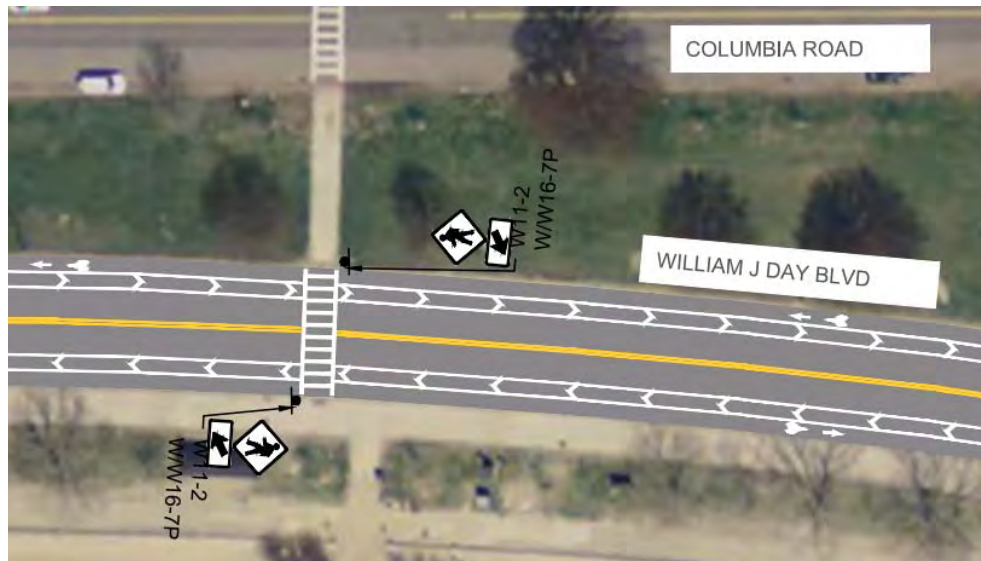
# RSA Findings

- 30 Existing Pedestrian Crossings
- Inconsistent Treatment at Crosswalks
- Lack of Visibility for People Crossing
- Excess Capacity for People Driving
- High Vehicle Speeds
- Inconsistent Traffic Signal Controls and Signage
- Inconsistent Markings for On-Street Parking
- Lack of On-Street Bicycle Facilities

# Typical Crash Types

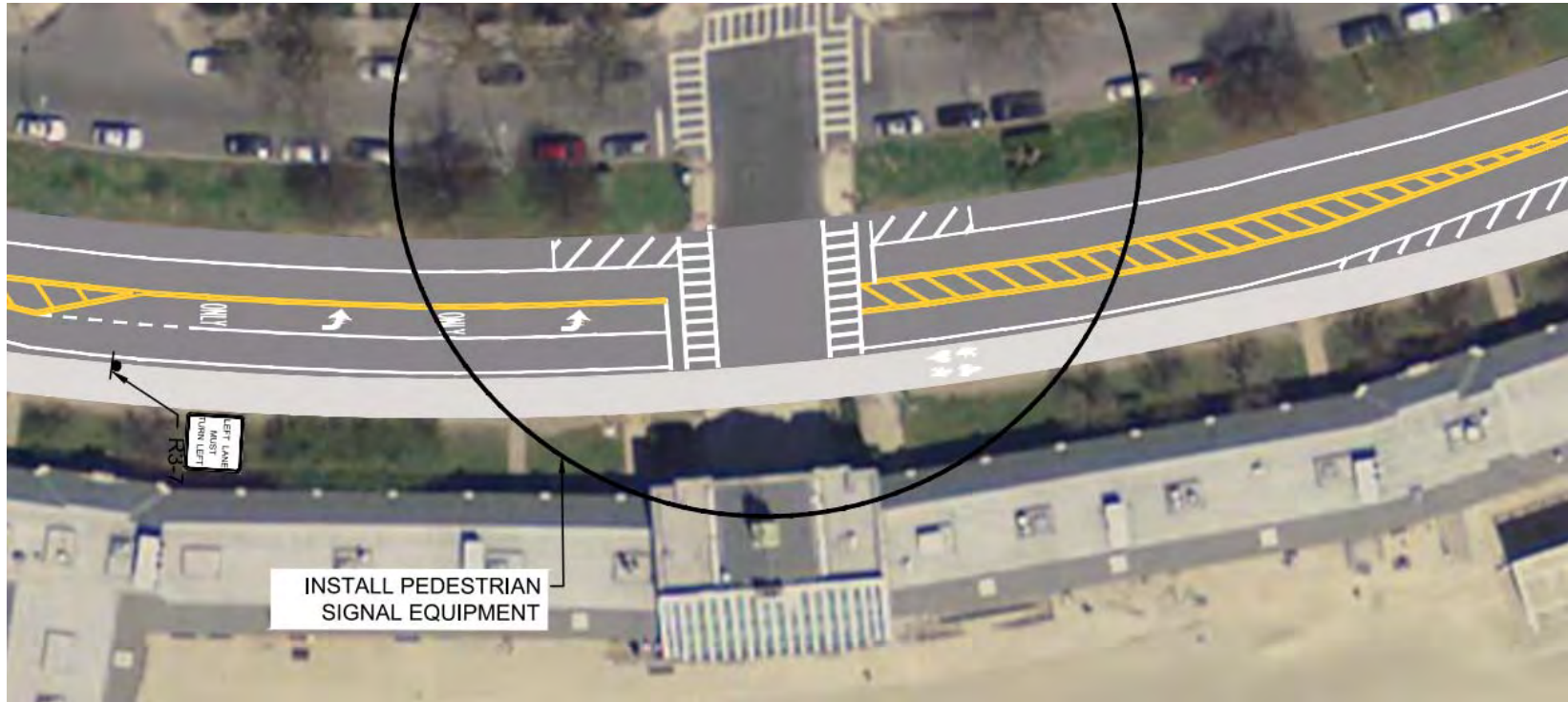


# MA State Police to I Street

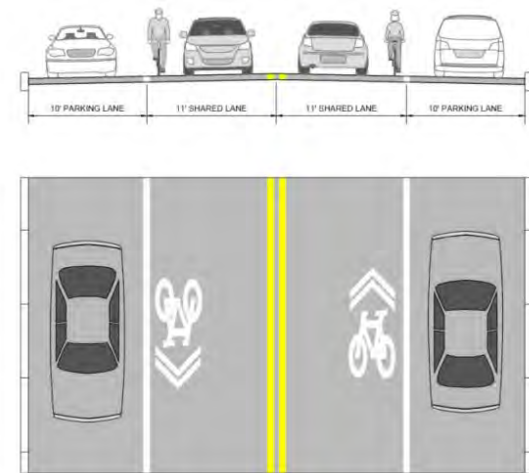
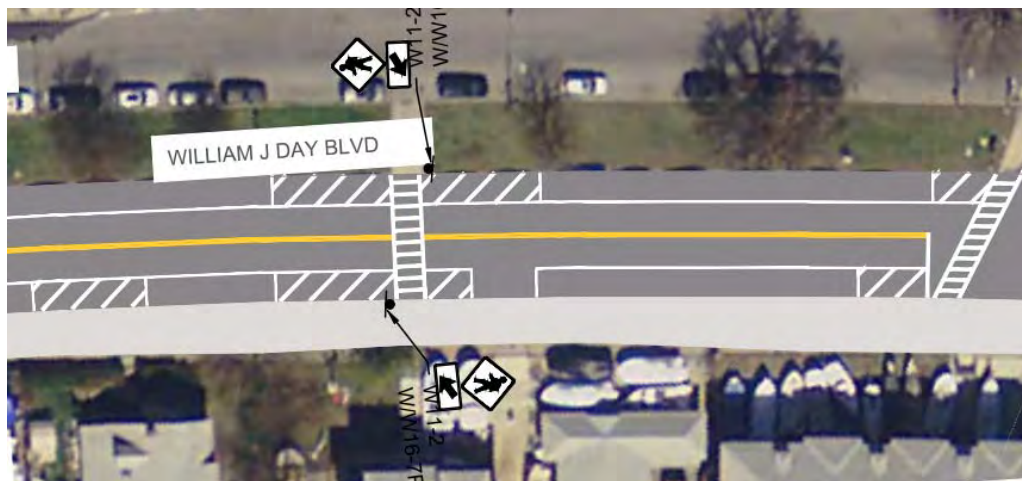




# Intersection at L Street



# I Street to Farragut Road



# Pre-Construction



# Pre-Construction



# Post-Construction



# Post-Construction



# Outcomes

- Provide More Consistent Intersection Treatments
- Reduce Conflict Points
- Lower Vehicle Speeds
- Reduce Variation in Pedestrian Crossing Treatments
- Reduce Pedestrian Crossing Distances
- Provide Bike Lanes

# Timeline

- January 2018 – Road Safety Audit
- July 2018 – Public Informational Meeting
- Summer 2018 – Resurfacing & Restriping
- Summer 2019 – Signal Upgrades at L Street

# Quick Build Keys to Success

- Data Evaluation
  - Pre and Post Comparison
- Public Involvement
  - Round Table Discussion
- Interagency Coordination
  - MassDOT HQ, MassDOT District 6, DCR
- Support
  - MassDOT & Local Officials, Key Stakeholders, Public