

Nantasket Beach Two-Way Conversion Preliminary Design Update / Traffic Commission



**Board of Selectmen Meeting
October 12, 2017**



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Phase 1: Two-Way Study

Current Street Flow



Proposed Street Flow



- Existing Two-way
- Existing One-way
- Future Two-Way, Existing Street
- Future Two-Way, Proposed New Street

Phase 2: Design, Secure Funding

- Parking
- Driveway Access
- Loading Areas
- Turning Lanes
- Traffic signals
- Crosswalks
- Bicycle Accommodations

Current Street Flow

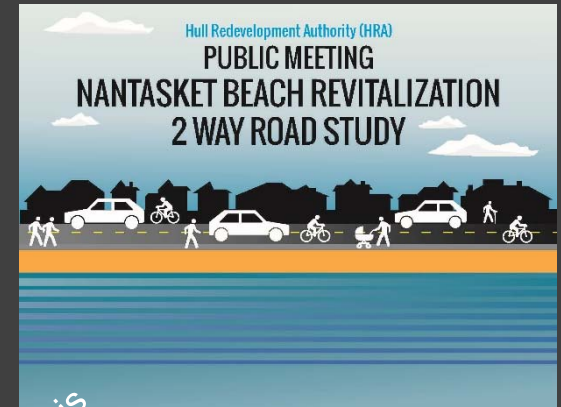


Proposed Street Flow



- Existing Two-way
- Existing One-way
- Future Two-Way, Existing Street
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Phase 1 Summary



Task 1: Traffic Data Calibration

Task 2: Field Work

Task 3: Future Growth

Task 4: Traffic Analysis

Task 5: Alternatives Analysis

Task 6: Technical Memorandum

Draft Report

Final Report

Project Meetings



Stakeholder Meetings



Public Mtg.
Oct
Hull Senior
Center

Public Mtg.
Nov
Hull HS

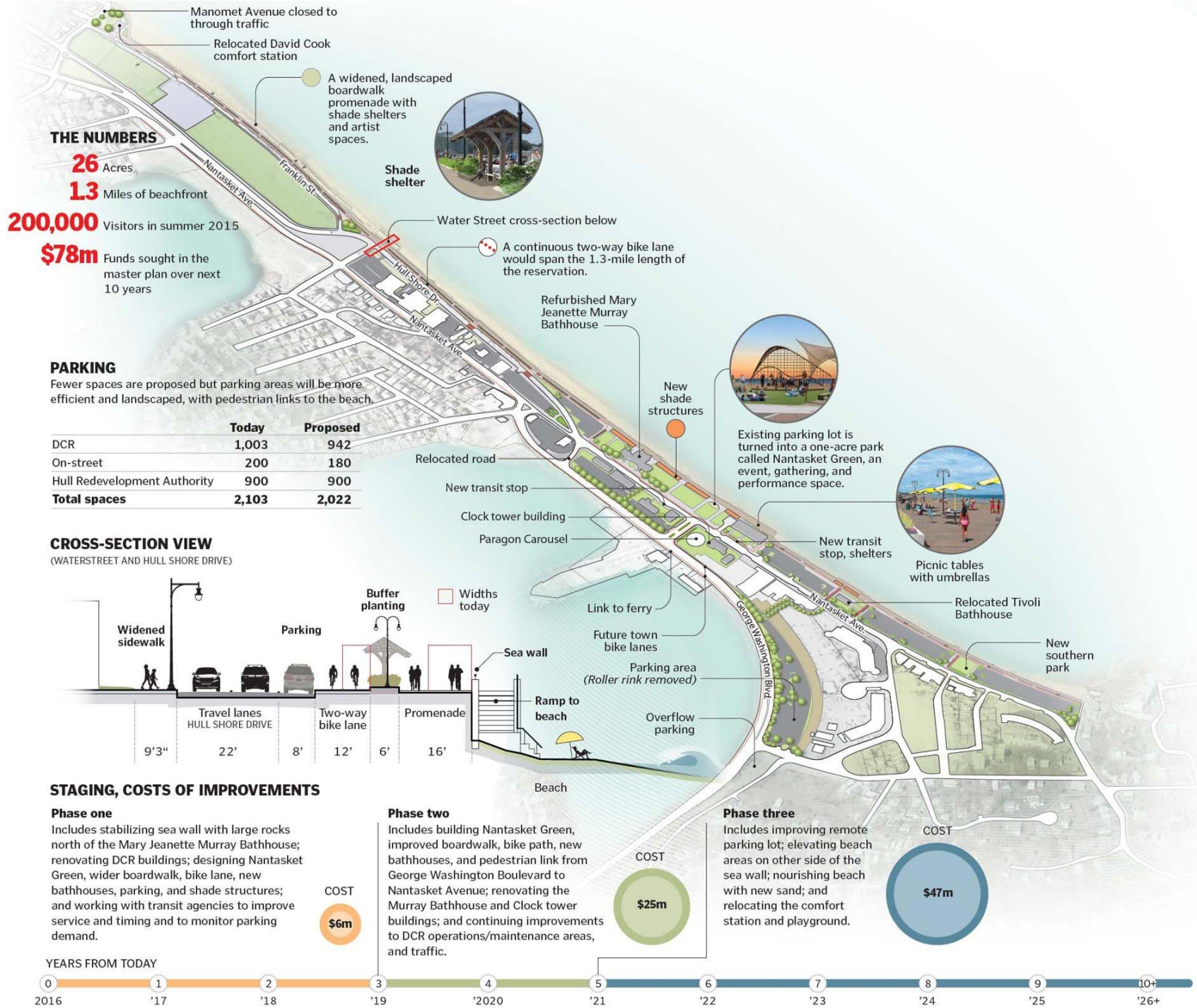
Presentation
to BOS
Feb 2016

Spring/Summer 2015

Winter 2015

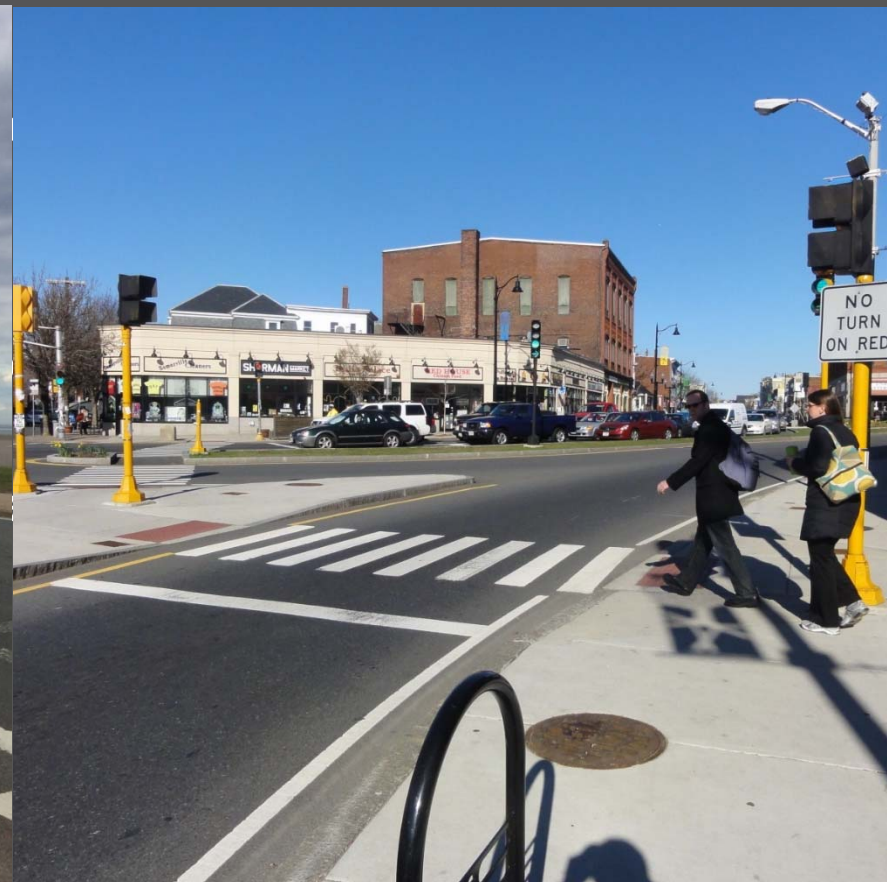
Public Meetings





Two-Way Benefits

- Improve pedestrian safety and access between beach and businesses
 - Safer, more comfortable crossings will encourage residents and beach visitors to patronize local businesses



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- **Improve pedestrian safety and access** between beach and businesses
 - Safer, more comfortable crossings will encourage residents and beach visitors to patronize local businesses
- **Eliminate traffic bottlenecks**
 - Improve access to business, parking, and Hull itself



Two-Way Benefits

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 - Safer, more comfortable crossings will encourage residents and beach visitors to patronize local businesses
- **Eliminate traffic bottlenecks**
 - Improve access to business, parking, and Hull itself
- **Improve emergency access**
 - One-way system has no alternative route around traffic
 - Two-way system ensures better emergency vehicular access



Two-Way Benefits

- Realize Nantasket Beach potential
 - Develop year-round economic activity



Two-Way Study Benefits

- Realize Nantasket Beach potential
 - Develop year-round economic activity
- Enhance existing businesses and create jobs
 - Capitalize on Nantasket's history as a regional destination

1892

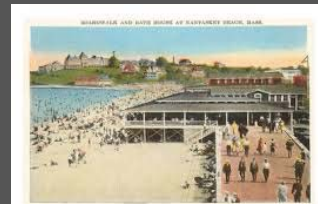


Surfside features a train and several hotels

1936



Surfside's Heyday



Two-Way Benefits

- Realize Nantasket Beach potential
 - Develop year-round economic activity
- Enhance existing businesses and create jobs
 - Capitalize on Nantasket's history as a regional destination
- Respond to Town's changing demographics
 - Retirees and new residents seeking more walkable environment and “car-lite” living



Managing Loading

- Commercial plates only
- Time of day needs – allows patrons to park when loading is not needed
- Early coordination with business owners usually results in flexibility for vendor schedules



Critical Two-Way Needs

- Curb line transitions for new vehicle flows
 - Anastos Corner / Miller's Crossing
 - Nantasket Ave, north of Water St
 - Hull Shore Drive Extension, north of Water St
- Removal or “squaring up” of existing crossroads
- ADA improvements and new sidewalk connections
- Potential traffic signal for HRA/DCR lots to alleviate Phipps Street backups
- New traffic control signs, striping, wayfinding
- Right-of-way determination / permit strategy
- Coordination with future DCR boardwalk plans

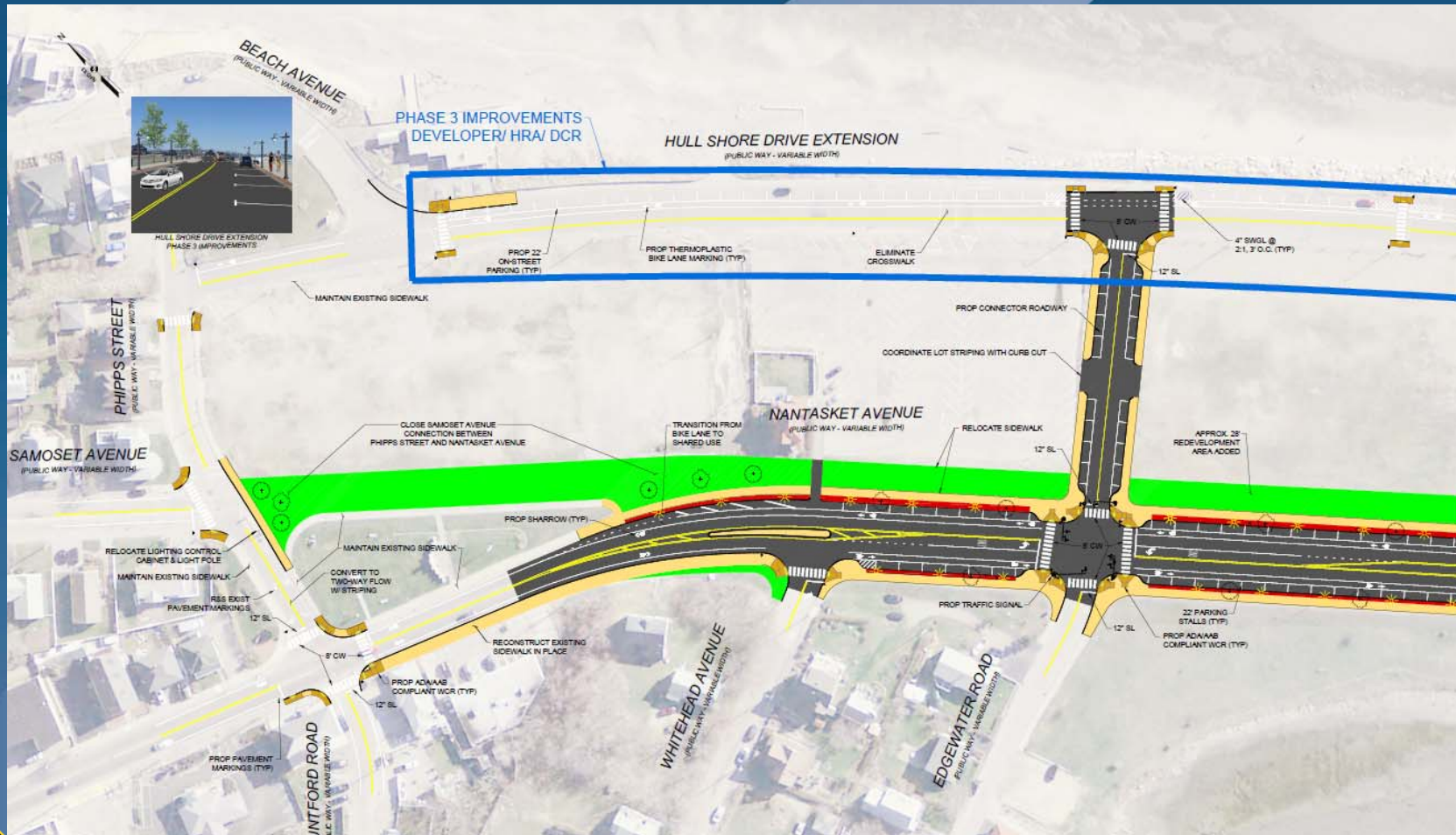


Preliminary Design & Funding

- TEC/HRA/DCR Kick-off Meeting – May 22
- MassDOT / DCR Coordination – June 13
- Board of Selectmen Reintroduction – June 15
- HRA Update – July 10
- Utility Coordination Meeting – July 26
- Board of Selectmen Presentation – July 27
- MassWorks Application to State – August 4
- Meetings with utility companies, Police, Fire – Oct 5
- Business visits / loading discussions – Oct 5



Preliminary Design



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Concept Design



PLAN | PERMIT | DESIGN | CONSTRUCT



Concept Design



PLAN | PERMIT | DESIGN | CONSTRUCT



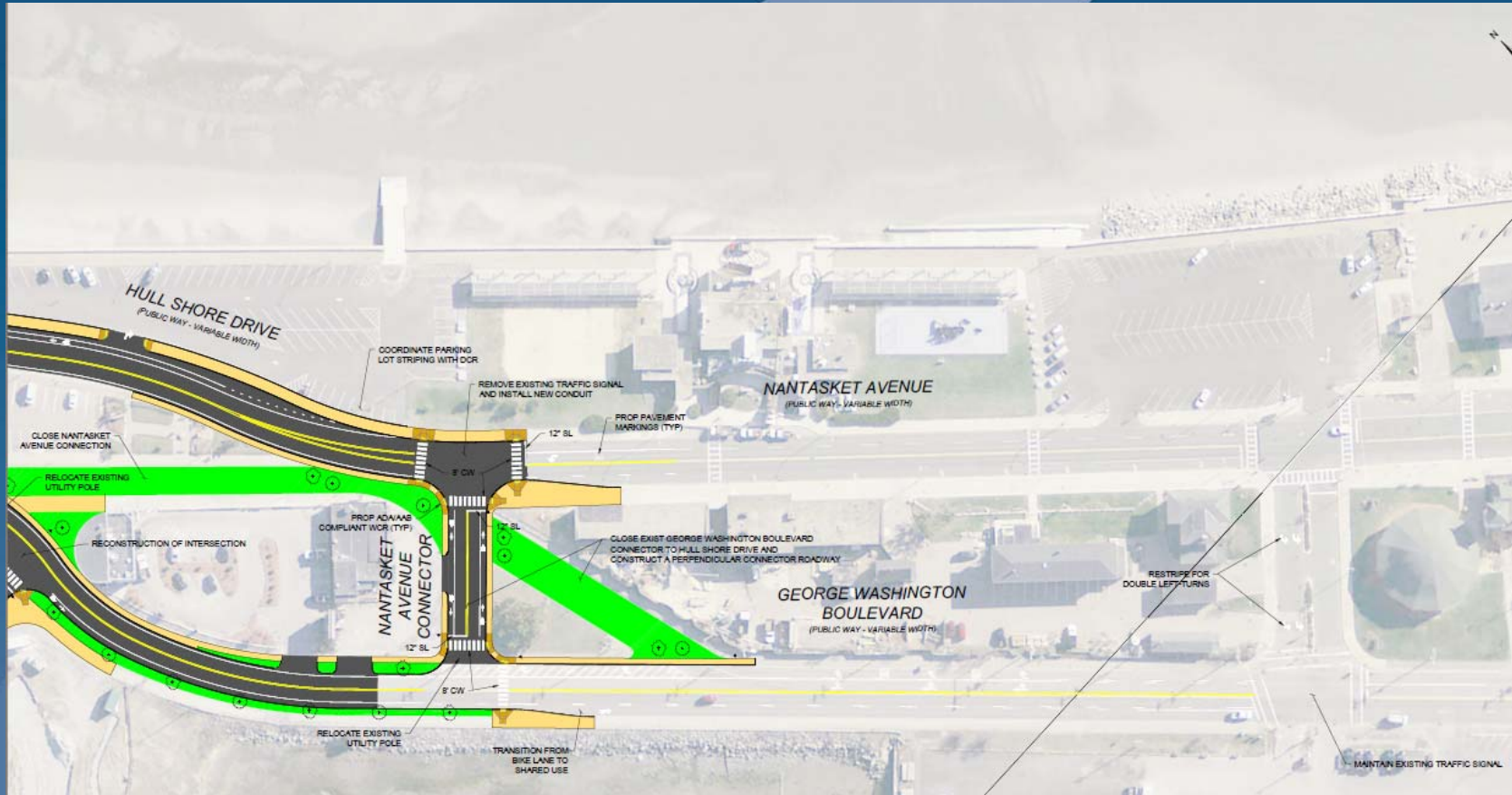
Concept Design



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Concept Design



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Preliminary Design Refinements

Northern End



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Preliminary Design Refinements

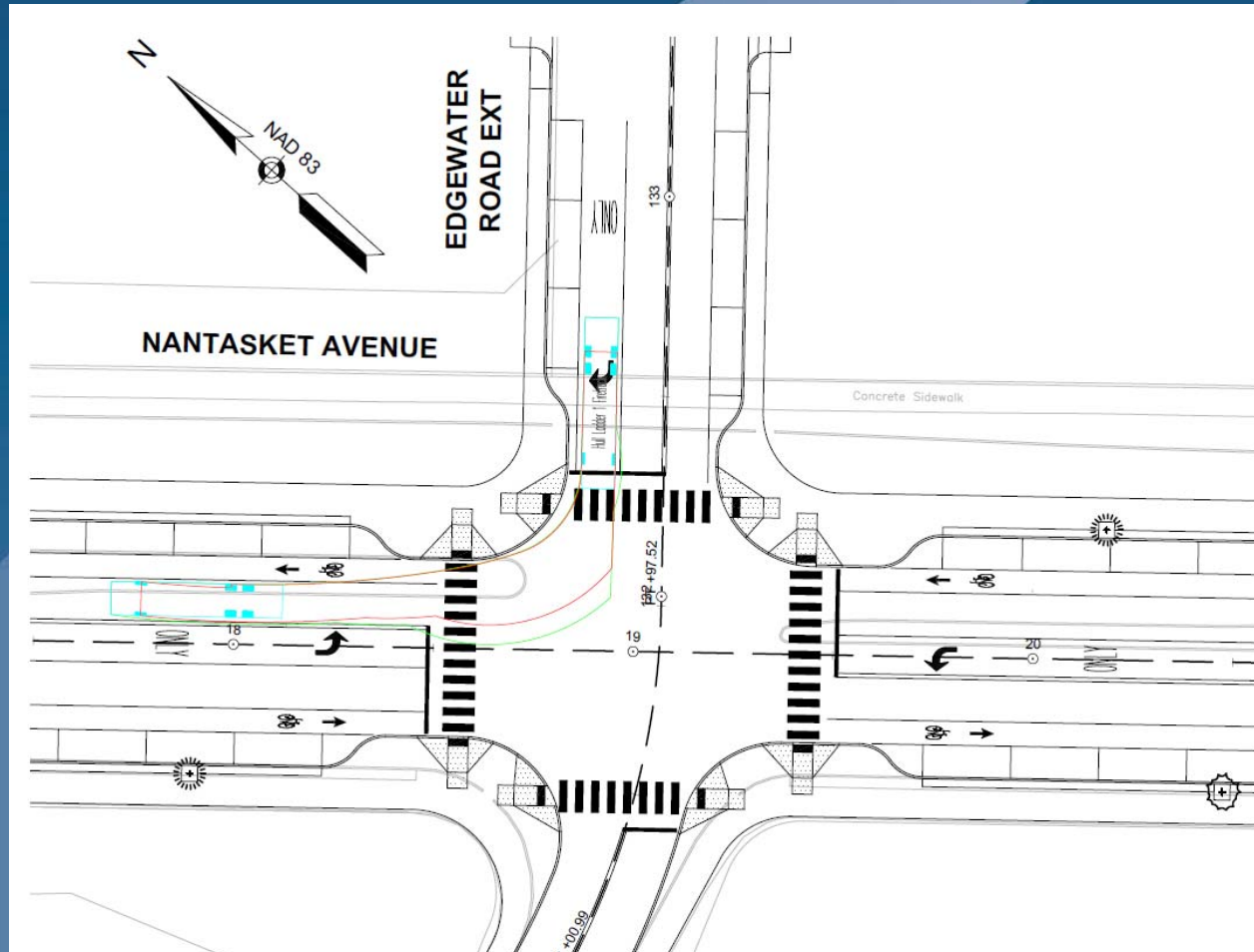
Southern End



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Preliminary Design Refinements



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Recommended Loading Zones

Time of Day (Morning) Loading Zones



Most on-street stalls available during mornings now



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Next Steps

- Await news of MassWorks grant application
- Complete preliminary design, incorporating public input from tonight's meeting
- Submit 25% Permit set to MassDOT District 5
- Advance into final design
- Meet with BOS in late winter to review and approve traffic control and parking regulation changes

