

Nantasket Beach Two-Way Conversion



Board of Selectmen Meeting
June 15, 2017



PLAN | PERMIT | DESIGN | CONSTRUCT



Phase 1: Two-Way Study

Current Street Flow



Proposed Street Flow

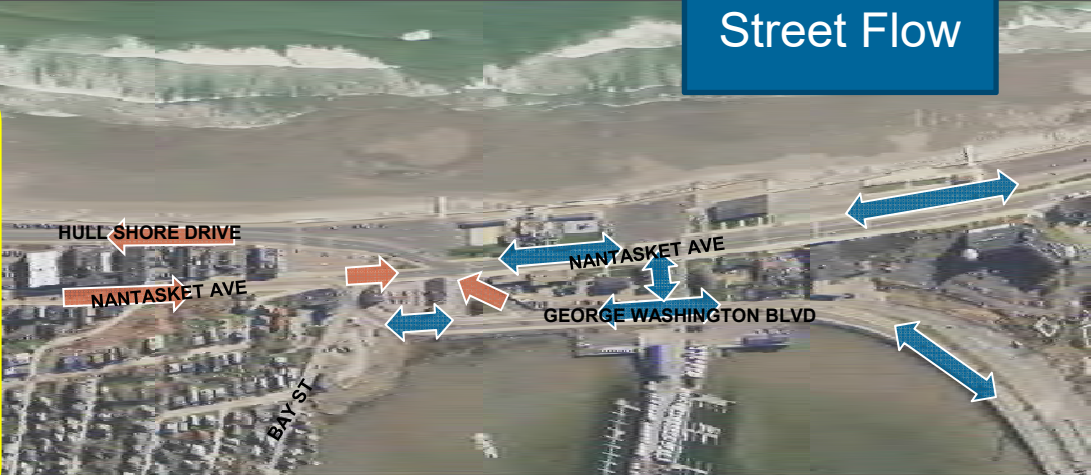


- Existing Two-way
- Existing One-way
- Future Two-Way, Existing Street
- Future Two-Way, Proposed New Street

Phase 2: Design, Secure Funding

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

Current Street Flow

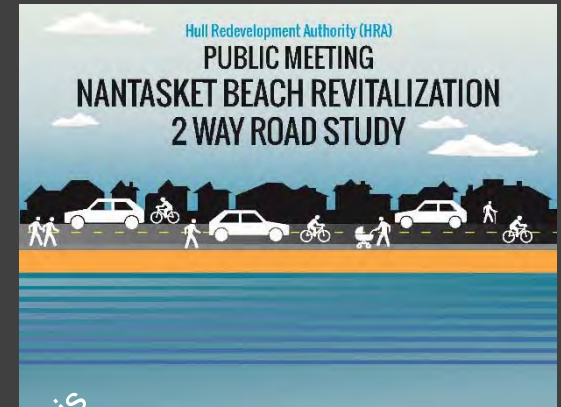


Proposed Street Flow



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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



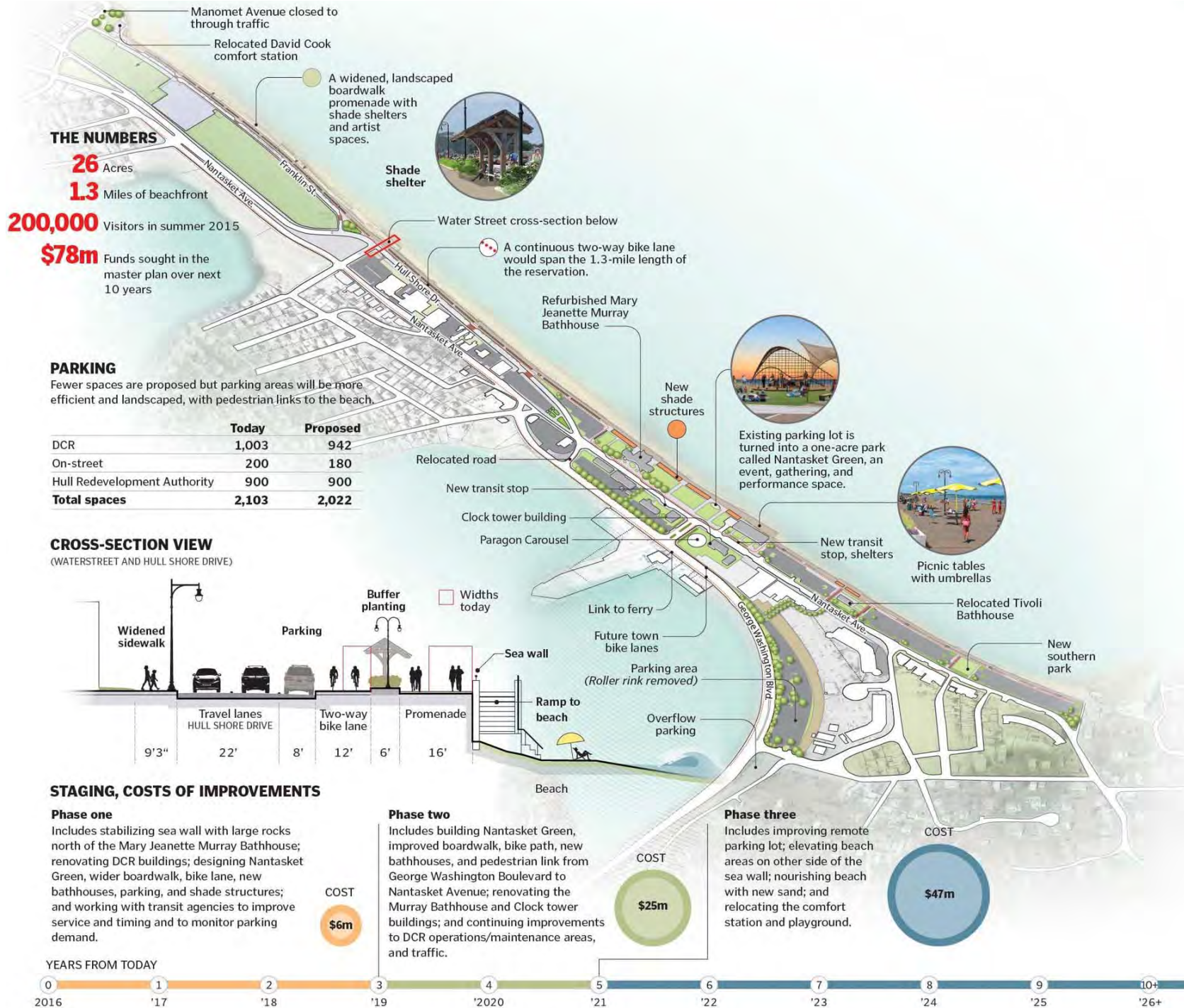
Presentation to BOS
Feb 2016

Spring/Summer 2015

Winter 2015

Public Meetings





THE NUMBERS

26 Acres
1.3 Miles of beachfront
200,000 Visitors in summer 2015
\$78m Funds sought in the master plan over next 10 years

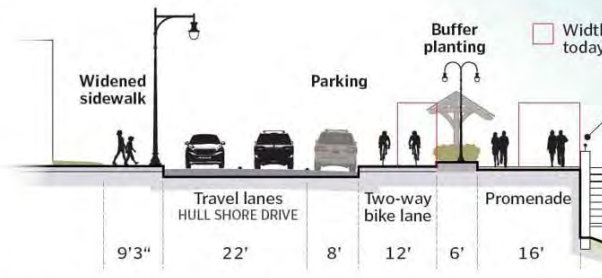
PARKING

Fewer spaces are proposed but parking areas will be more efficient and landscaped, with pedestrian links to the beach.

	Today	Proposed
DCR	1,003	942
On-street	200	180
Hull Redevelopment Authority	900	900
Total spaces	2,103	2,022

CROSS-SECTION VIEW

(WATERSTREET AND HULL SHORE DRIVE)



STAGING, COSTS OF IMPROVEMENTS

Phase one

Includes stabilizing sea wall with large rocks north of the Mary Jeanette Murray Bathhouse; renovating DCR buildings; designing Nantasket Green, wider boardwalk, bike lane, new bathhouses, parking, and shade structures; and working with transit agencies to improve service and timing and to monitor parking demand.

COST
\$6m

Phase two

Includes building Nantasket Green, improved boardwalk, bike path, new bathhouses, and pedestrian link from George Washington Boulevard to Nantasket Avenue; renovating the Murray Bathhouse and Clock tower buildings; and continuing improvements to DCR operations/maintenance areas, and traffic.

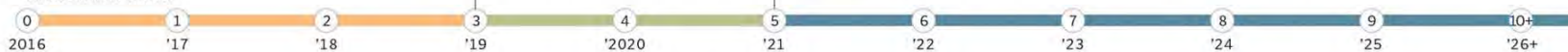
COST
\$25m

Phase three

Includes improving remote parking lot; elevating beach areas on other side of the sea wall; nourishing beach with new sand; and relocating the comfort station and playground.

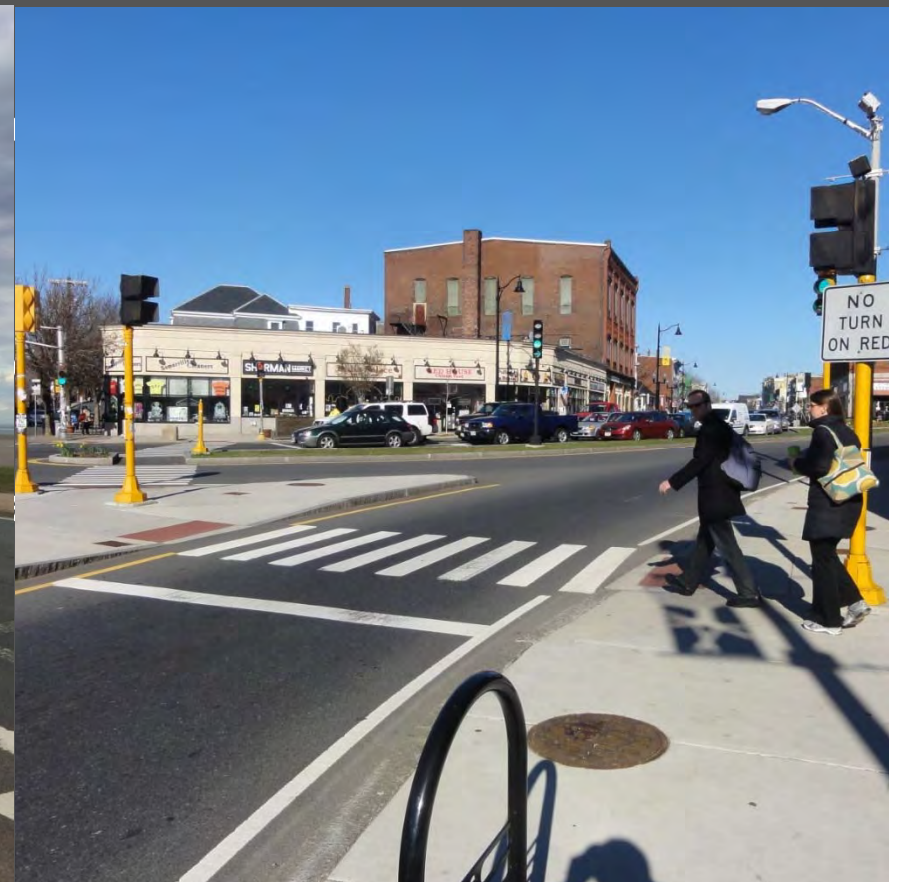
COST
\$47m

YEARS FROM TODAY



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



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



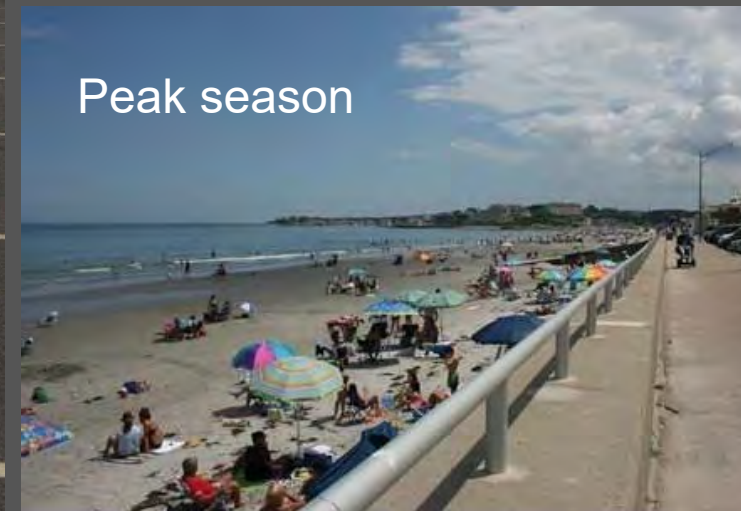
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- **Improve emergency access**
 - One-way system has no alternative route around traffic
 - Two-way system ensures better emergency vehicular access



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



Different Needs in Different Areas



Managing Loading

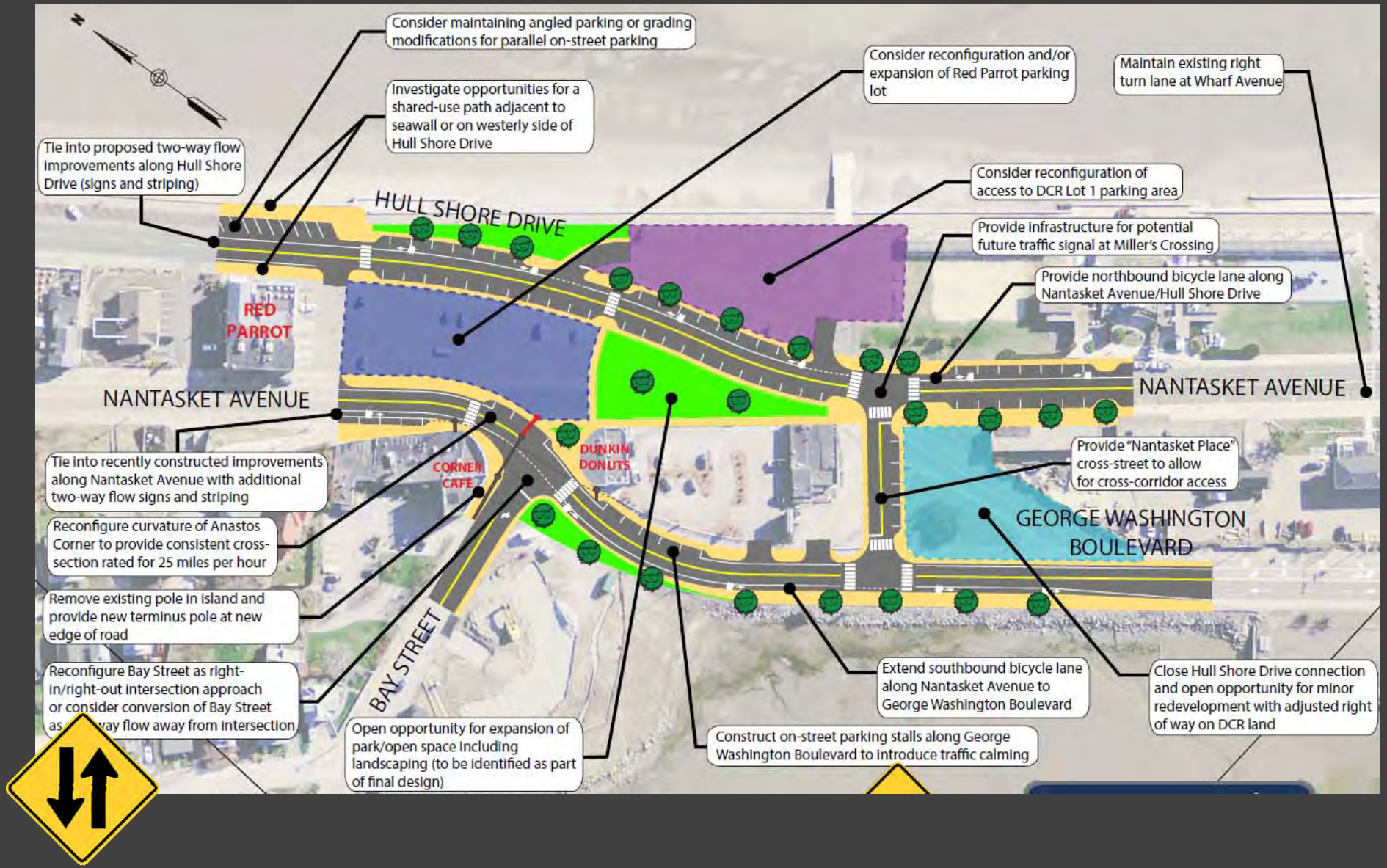
- Commercial plates only
- Time of day needs – allows patrons to park when loading is not needed
- Early coordination with business owners usually results in flexibility for vendor schedules



North End - Redevelopment



Anastos Corner – Millers Crossing



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 “trades” with MassDOT & DCR
- Coordination with future DCR boardwalk plans



Next Steps

- Complete field survey
- Refine conceptual layout of critical improvements
- Meet with Secretary Ash's office for a MassWorks preview
- Meet with utility companies to understand impacts/needs
- BOS/HRA meeting in mid-late July

