

NEIGHBORHOOD SLOW STREETS: REDEFINING OUR COMMUNITY



Boston Transportation Department
Gregory Rooney, Acting Commissioner

June 20, 2019 | Public Meeting
45 Stanton St

MEETING GOALS

- Introduce more residents to the Neighborhood Slow Streets project
- Review data collected
- Share our proposed approach for your feedback

VISION ZERO BOSTON

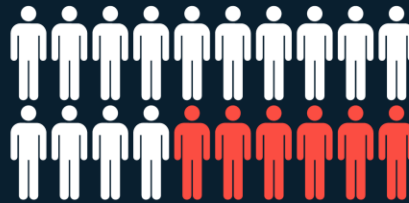
- Commitment to eliminate all fatal and serious injuries by 2030
- Designing for the most vulnerable benefits everyone
- “Early Action” policy in *Go Boston 2030*



SLOWER SPEEDS, SAFER STREETS



17% likelihood of fatal or severe injury



30% likelihood of fatal or severe injury



47% likelihood of fatal or severe injury

NEIGHBORHOOD SLOW STREETS

Program goals:

- Reduce vehicle speeds
- Fewer crashes resulting in injury or property damage
- Improved perception of safety
- Quality of life benefits

NEIGHBORHOOD SLOW STREETS

A zone-based approach to traffic-calming requests

- A bounded area of local streets
- Speed limit reduced to 20 MPH
- Self-enforced lower speeds through targeted traffic-calming techniques

NEIGHBORHOOD SLOW STREETS

Prioritizes areas in the most need for traffic-calming, based on established criteria:

- High population of youth, older adults, and/or people with disabilities
- High rate of crashes per mile on neighborhood streets that result in an EMS response
- Include, or border, community places such as public libraries, schools, and parks
- Support existing and planned opportunities for walking, bicycling, and access to transit

TWELVE ZONES TODAY

Pilot zones:

- Talbot-Norfolk Triangle
- Stonybrook



Selected in 2017:

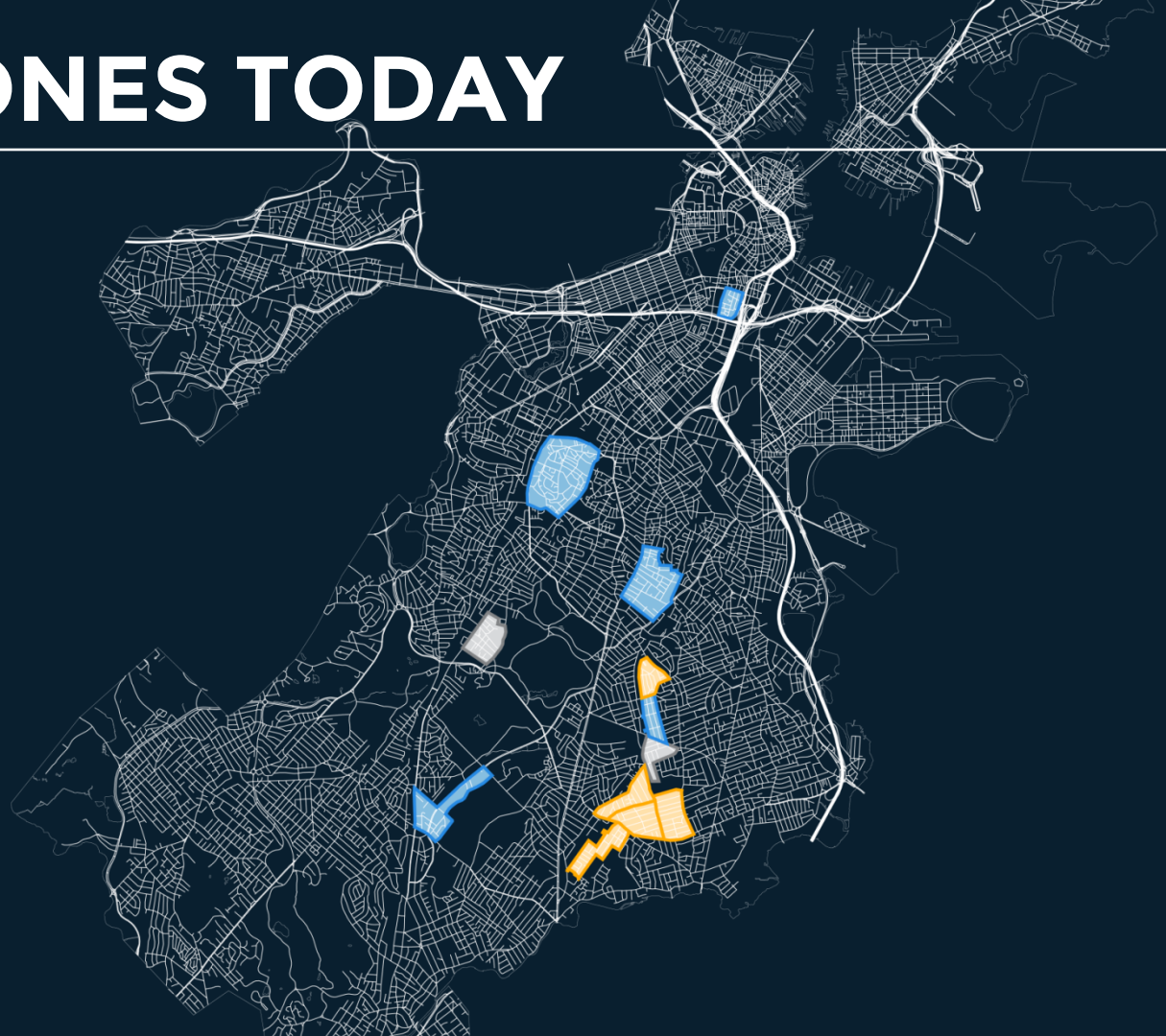
- Chinatown
- Grove Hall-Quincy Corridor
- Highland Park
- Mt Hope/Canterbury
- West of Washington

Selected in 2018:

- DUN East
- DUN West
- Redefining Our Community
- Washington-Harvard-Norwell
- West Selden & Vicinity

TWELVE ZONES TODAY

-  *Pilot zones*
-  *2017 zones*
-  *2018 zones*



ROC TIMELINE TO DATE

JUNE 22, 2018

Application period opens

OCTOBER 2, 2018

ROC selected

OCTOBER 8, 2018

ROC community walk

OCTOBER 20, 2018

DUN community walk

NOVEMBER 2018

Data collection

DECEMBER 2018 – APRIL 2019

Concept design development

JUNE 20, 2019

Public meeting #1

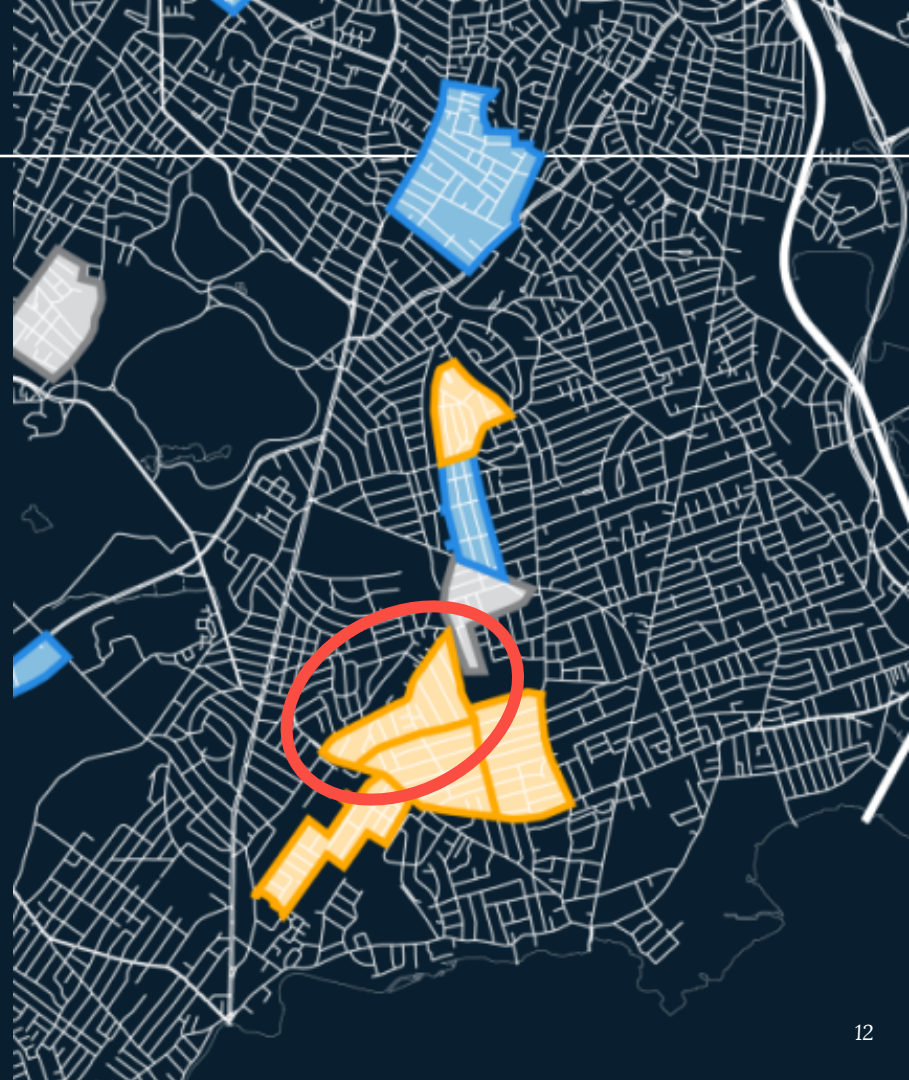


REDEFINING OUR COMMUNITY SLOW STREETS

ROC ZONE

Some facts about the area:

- 43% of households have a child under 18
- 7% of residents are aged 65 or older
- Just over 40% of working residents walk, bike, and take public transit to work



ROC ZONE



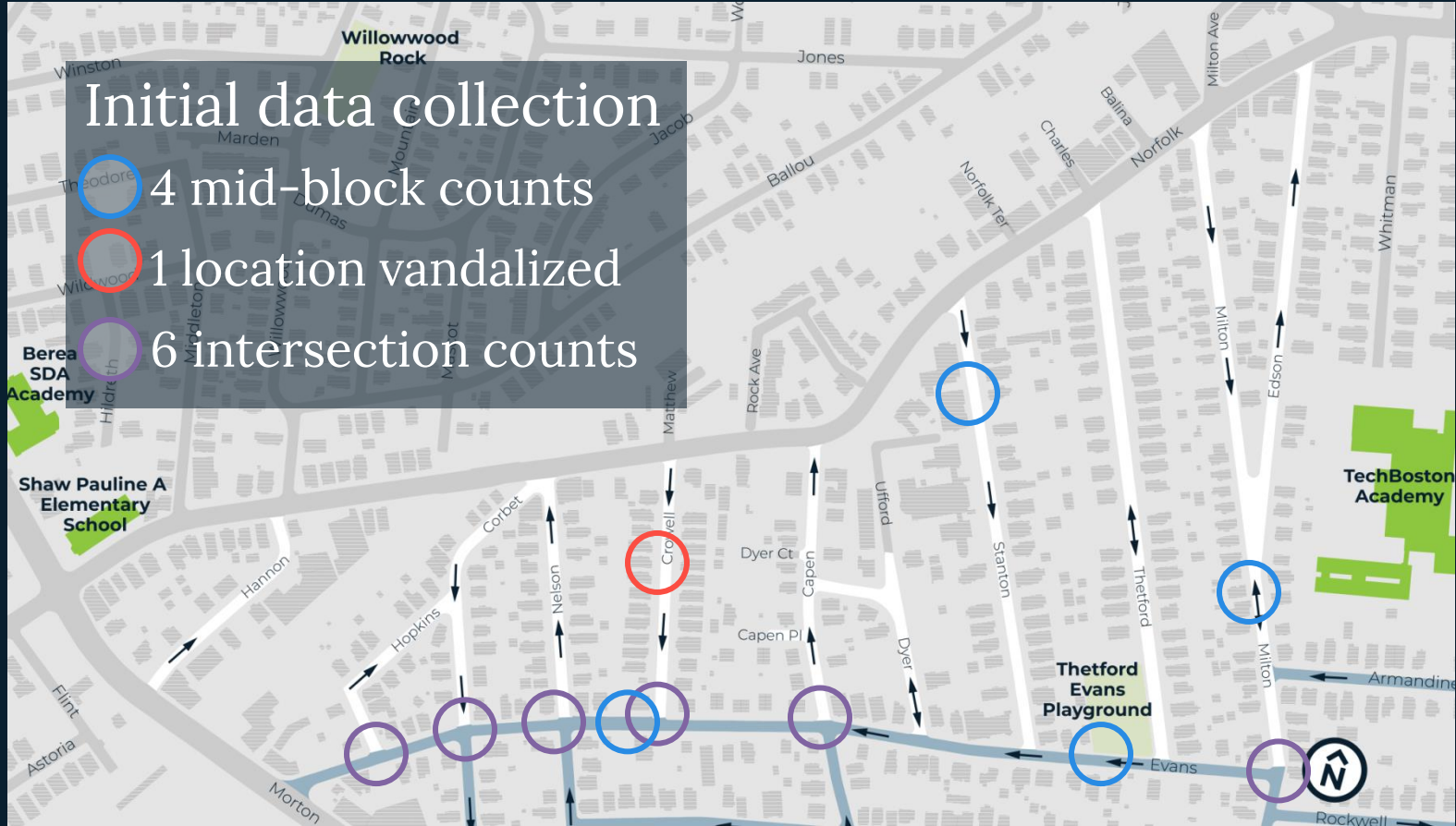
CONCERNS WE HEARD

- Vehicle speeds!
- Multiple issues with Milton & Edson – speeding, confusing intersection, u-turns
- Interest in converting Evans St from two-way to one-way

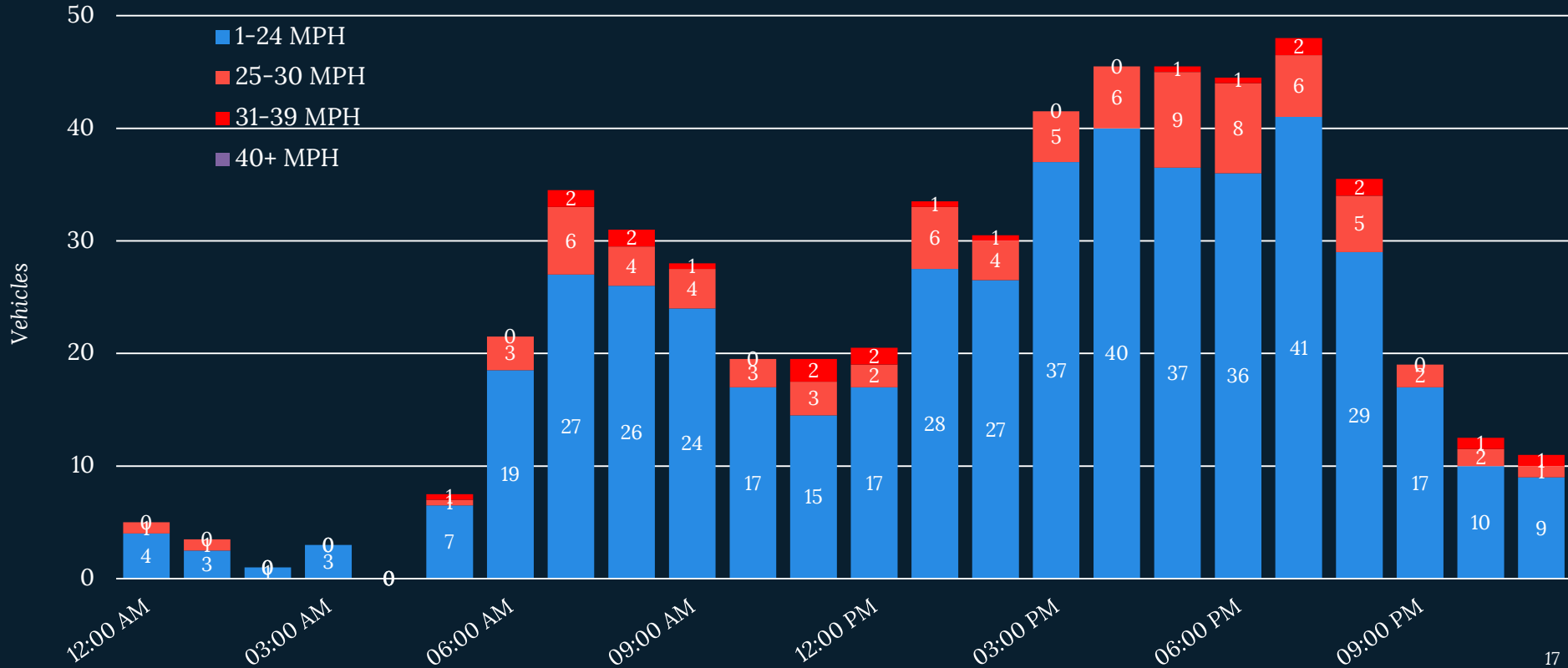


REDEFINING OUR COMMUNITY DATA

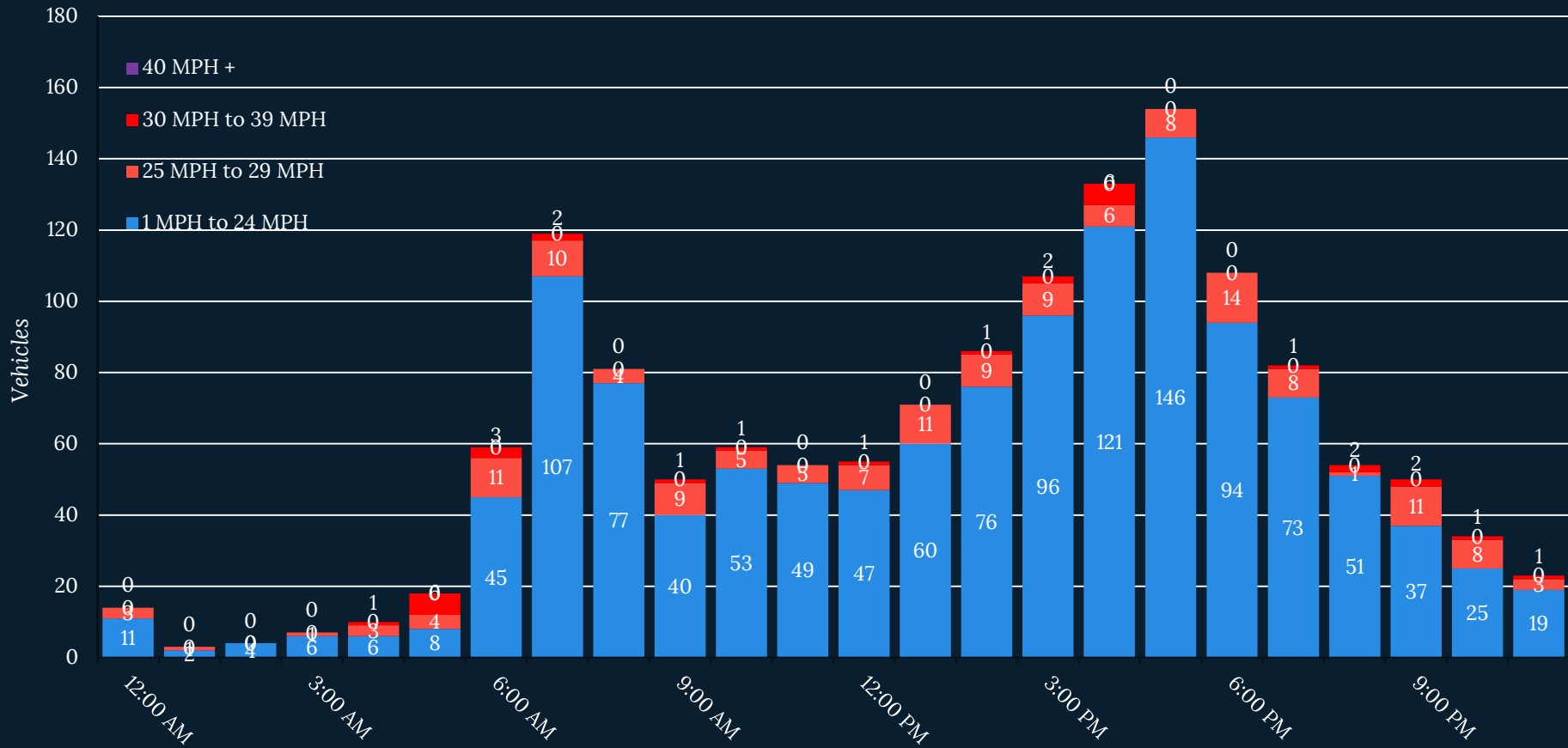
NEIGHBORHOOD TRAFFIC COUNTS



STANTON ST

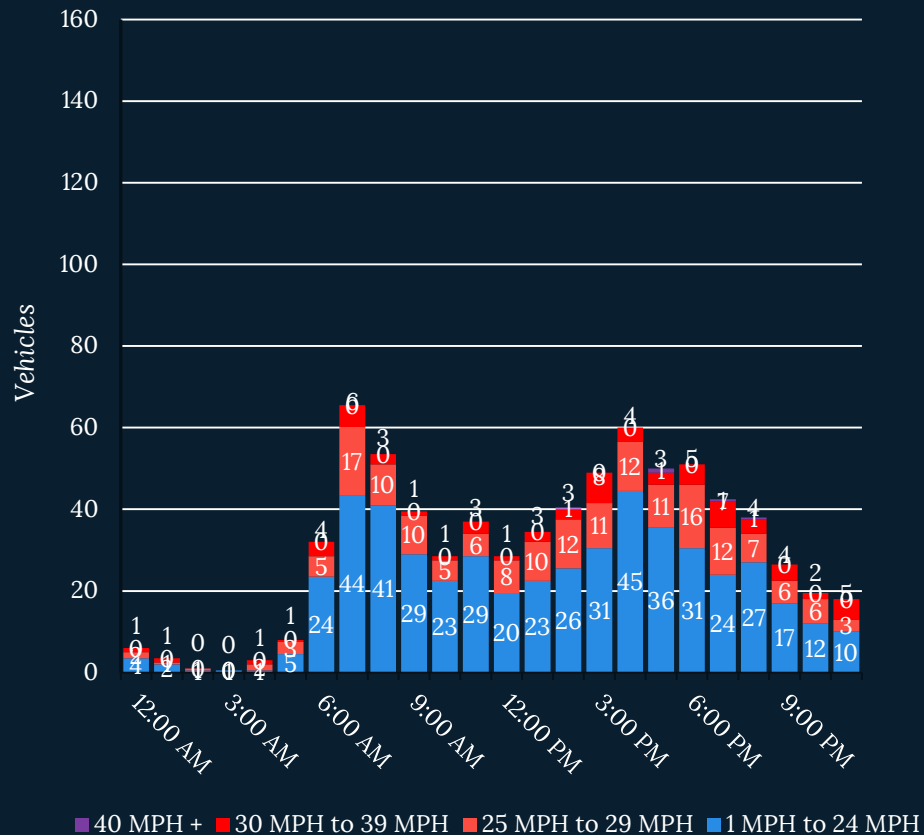


EVANS ST (WEST OF THETFORD)

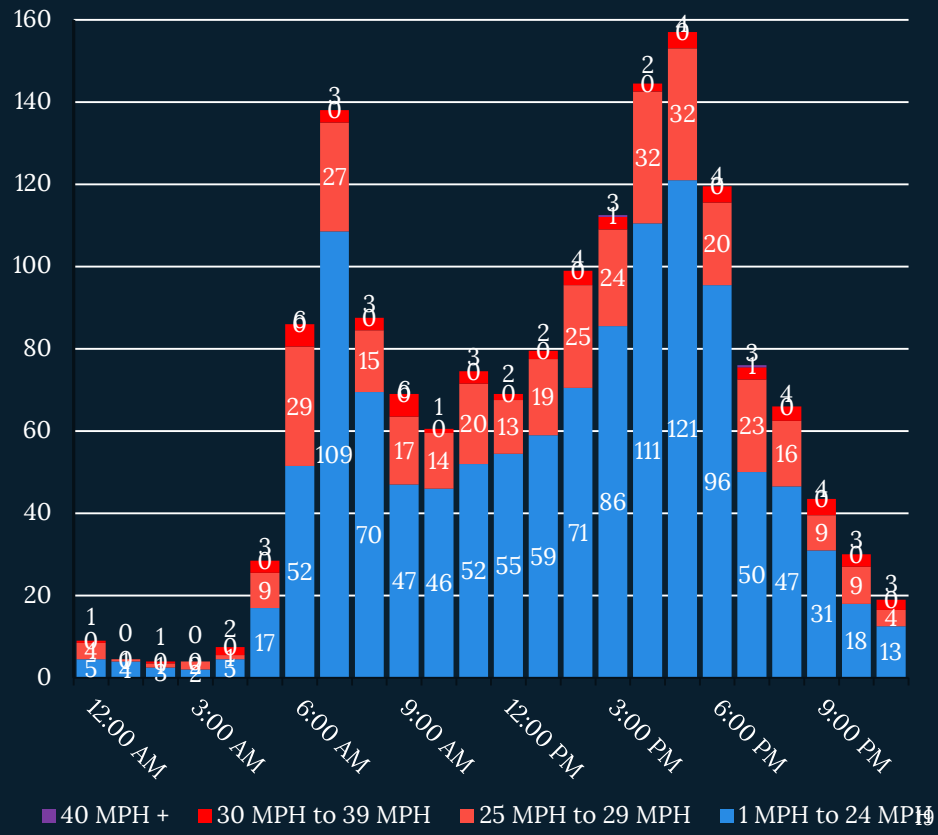


EVANS ST (WEST OF CROWELL)

Eastbound

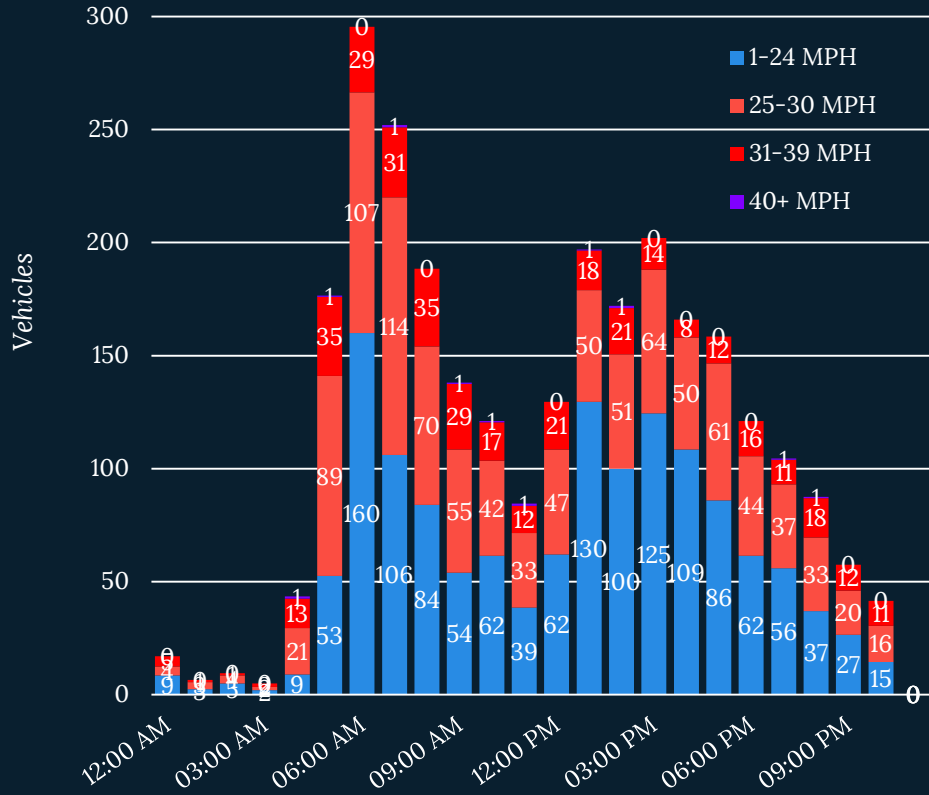


Westbound

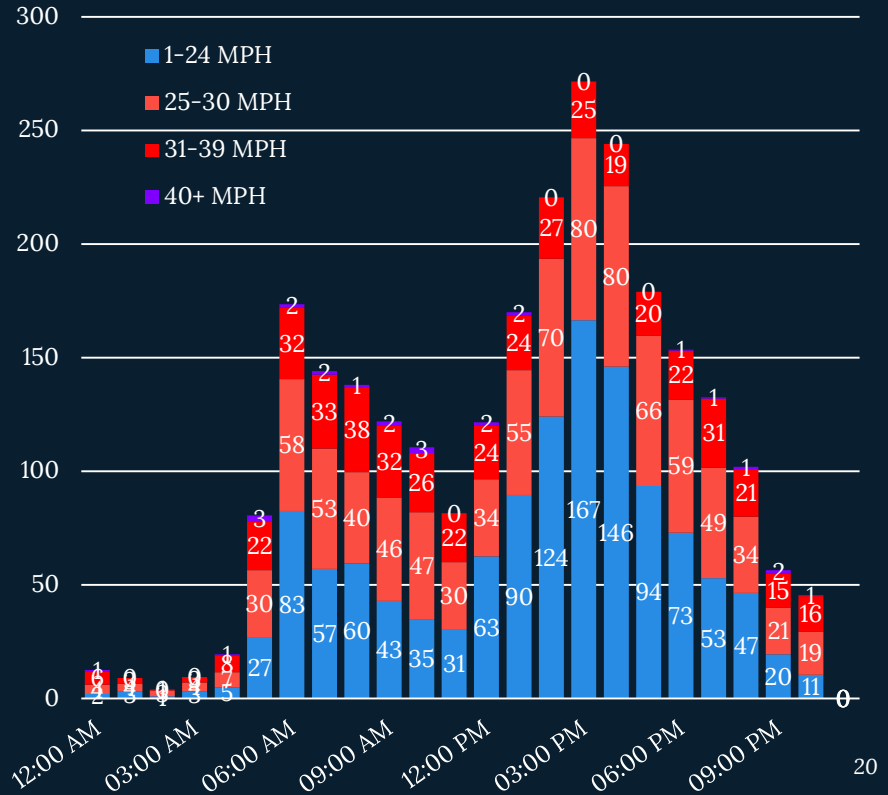


MILTON AVE

Northbound



Southbound





REDEFINING OUR COMMUNITY CONCEPT DESIGNS

ZONE-WIDE: SPEED CONTROL

- Streets inside zone will be signed for 20 MPH
- Supplemental pavement markings



SPEED HUMPS IN BOSTON

- Located on property lines (where feasible)
- Not located at driveways or intersections
- Spaced approx. 150' - 250'
- No impact on parking
- No impact on drainage
- Cannot be used on hills or too close to a curve



SPEED HUMPS ARE NOT SPEED BUMPS!

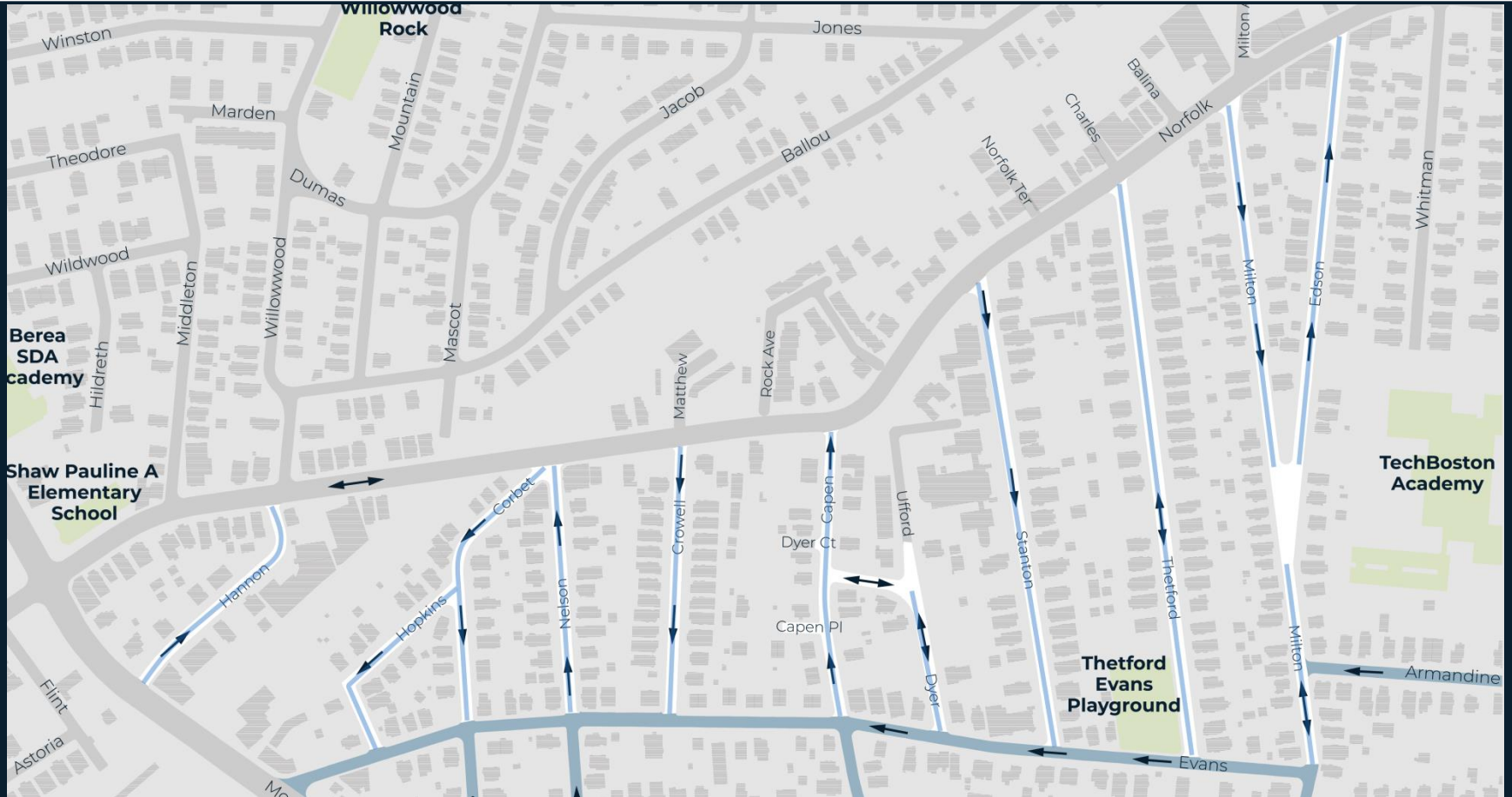


YES! Gradual taper up and down, 12 to 14 feet long

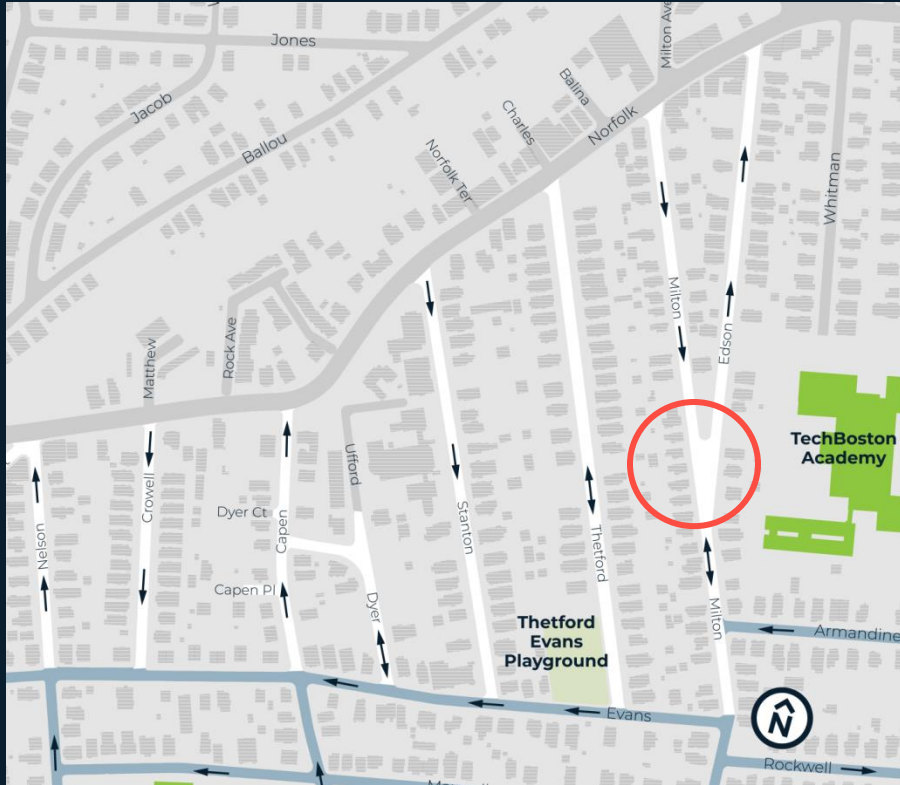


NO! Abrupt, hard bump, 3 to 4 feet long

POTENTIAL STREETS FOR SPEED HUMPS



MILTON AVE & EDSON ST



MILTON AVE & EDSON ST

Safety concerns:

- Observed high speeds
- Lots of open pavement
- Some reported confusion about where the two-way portion ends



MILTON AVE & EDSON ST

Re-design challenges:

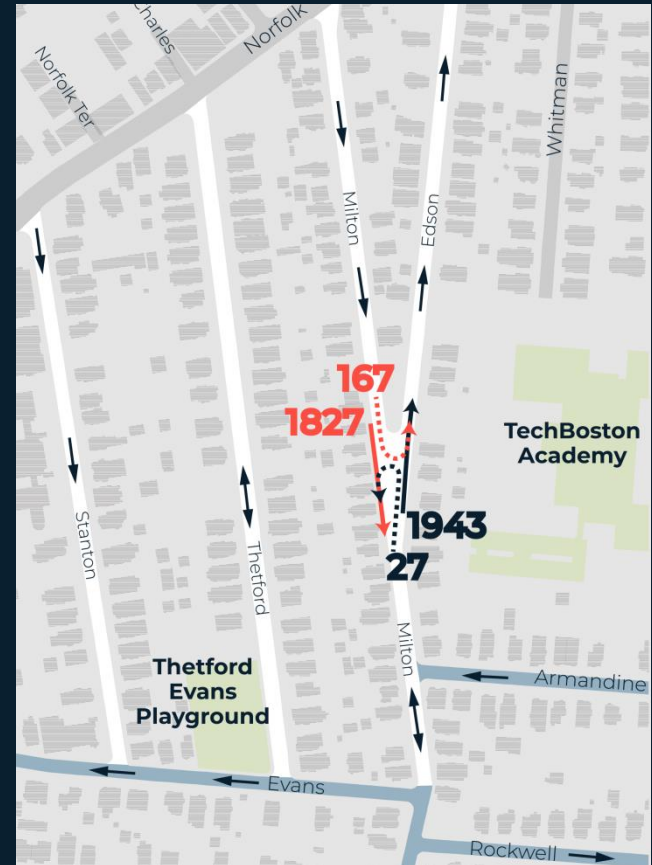
- Accommodating U-turns
- Retaining access for the many driveways



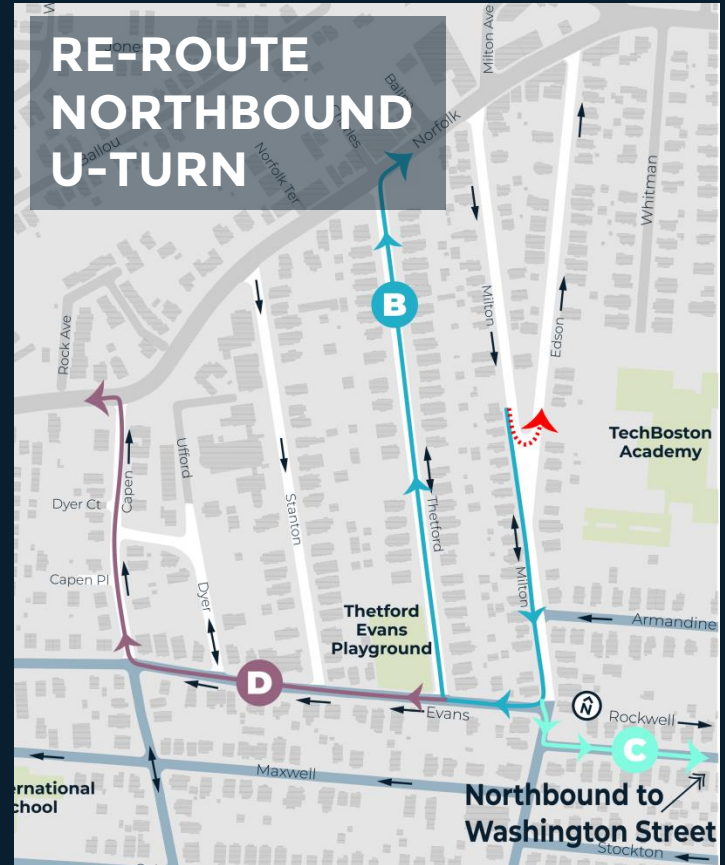
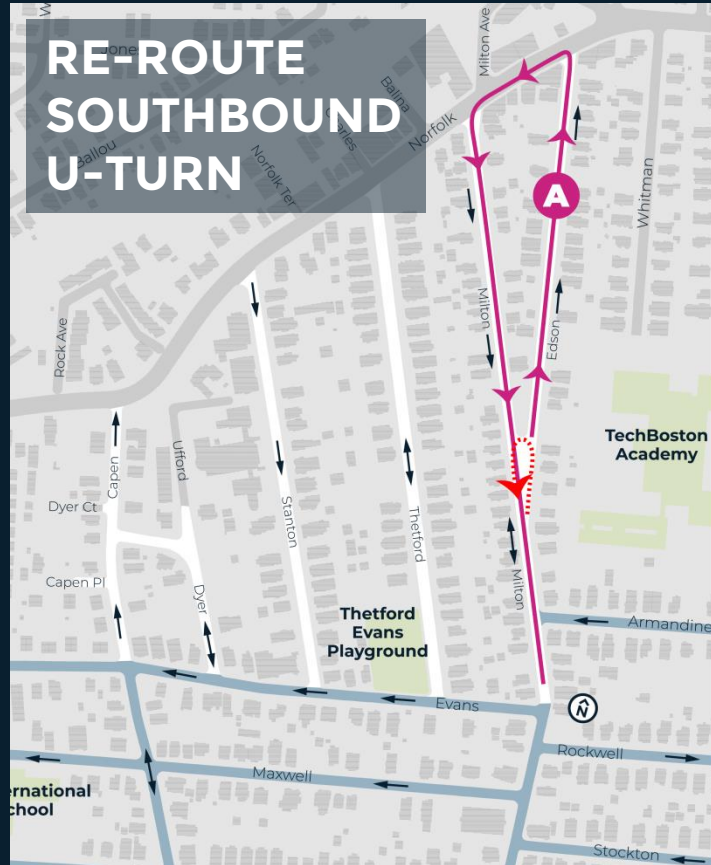
MILTON AVE & EDSON ST

Over the course of an average day:

- **1827 southbound** continue through on Milton
- **167 southbound** make a U-turn up Edson
- **1943 northbound** continue through on Edson
- **27 northbound** make a U-turn south on Milton

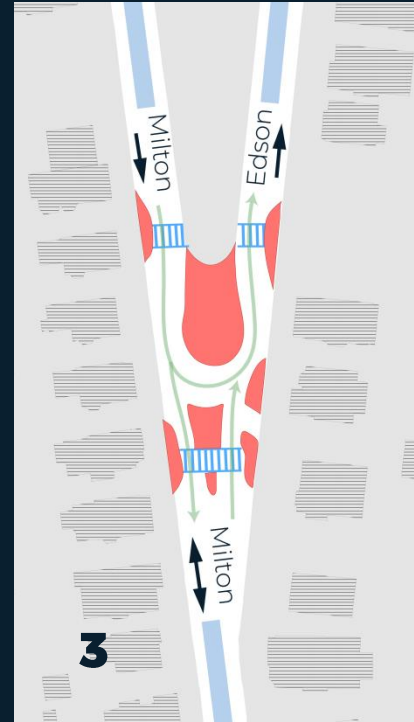
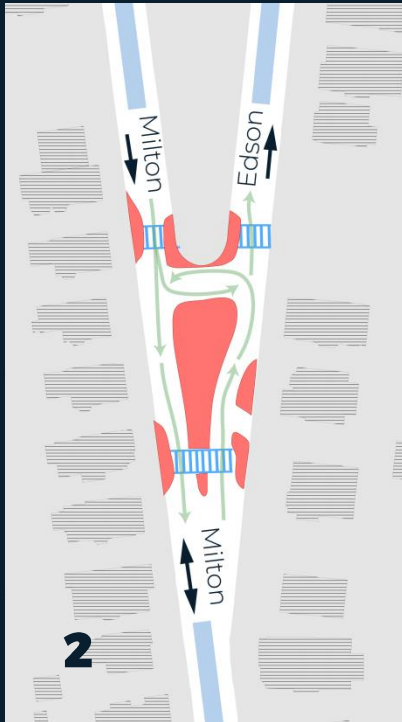
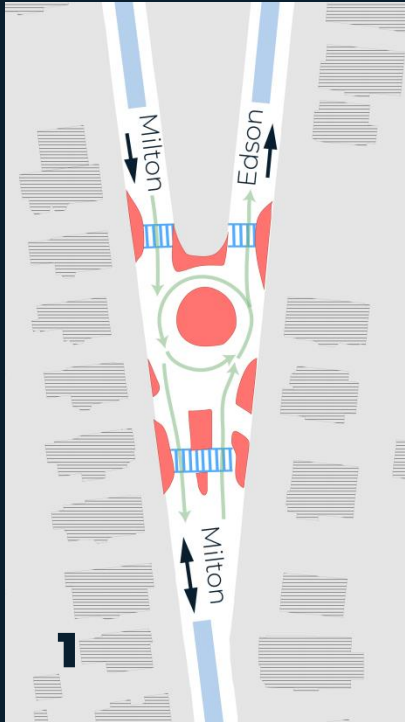


MILTON AVE & EDSON ST

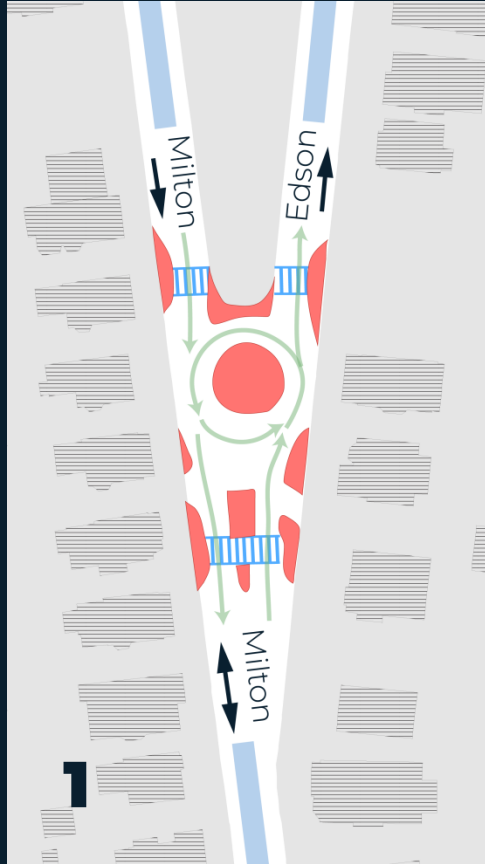


MILTON AVE & EDSON ST

Potential ways to calm speeds, organize intersection, and add crosswalks while maintaining some U-turns and all driveway access:



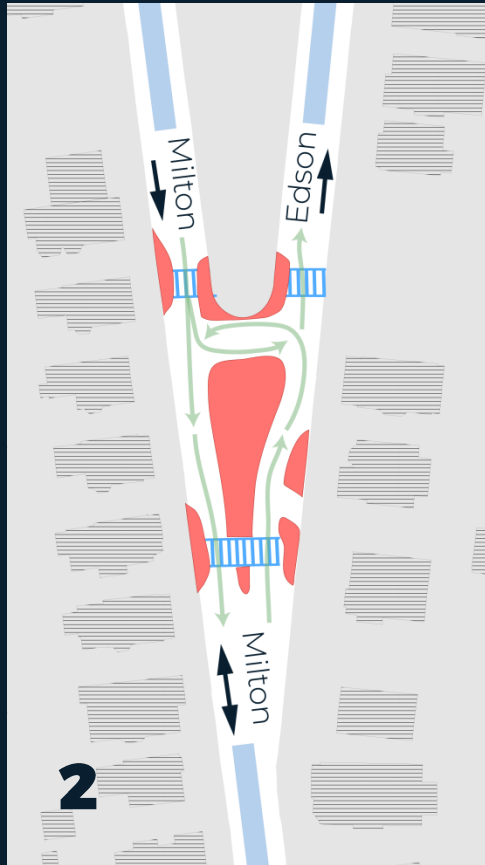
MILTON AVE & EDSON ST



Concept 1:

- Mini traffic circle with curb extensions
- Reduces conflict points, slower vehicle speeds, safe crosswalks
- Permits U-turns northbound and southbound

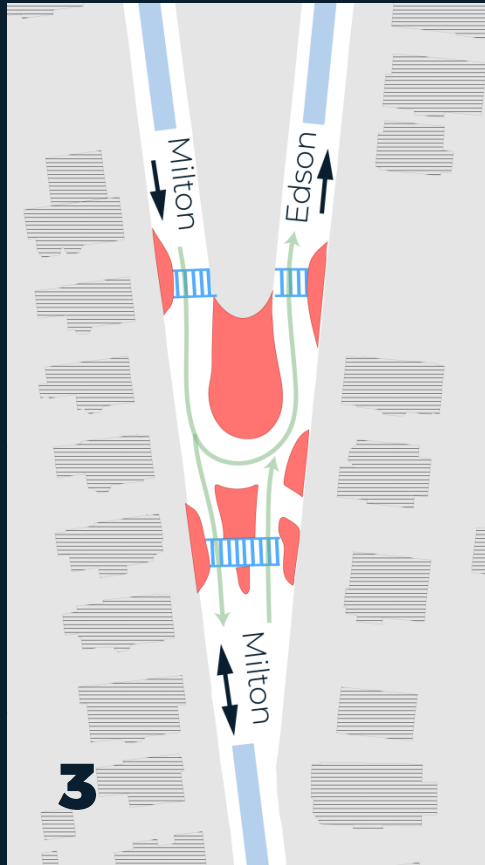
MILTON AVE & EDSON ST



Concept 2:

- Larger median island with curb extensions
- Slower vehicle speeds, safe crosswalks
- Permits U-turns northbound and southbound
 - Some conflicts between U-turning drivers
 - May have some vehicle queues up Milton because turn must be taken slowly

MILTON AVE & EDSON ST



Concept 3:

- Large curb extension with multiple smaller ones
- Fewest conflict points, slower vehicle speeds, safe crosswalks
- Permits U-turns northbound only

MILTON AVE (SOUTH OF EVANS)

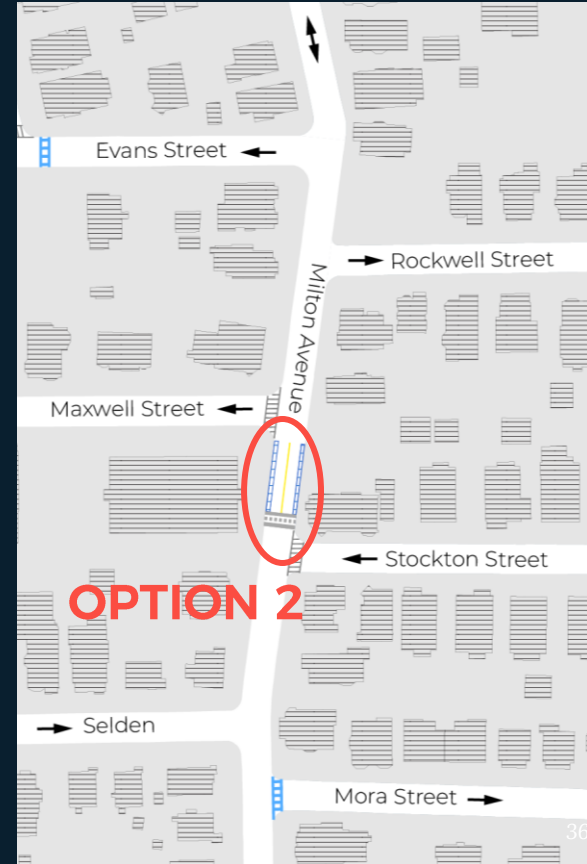
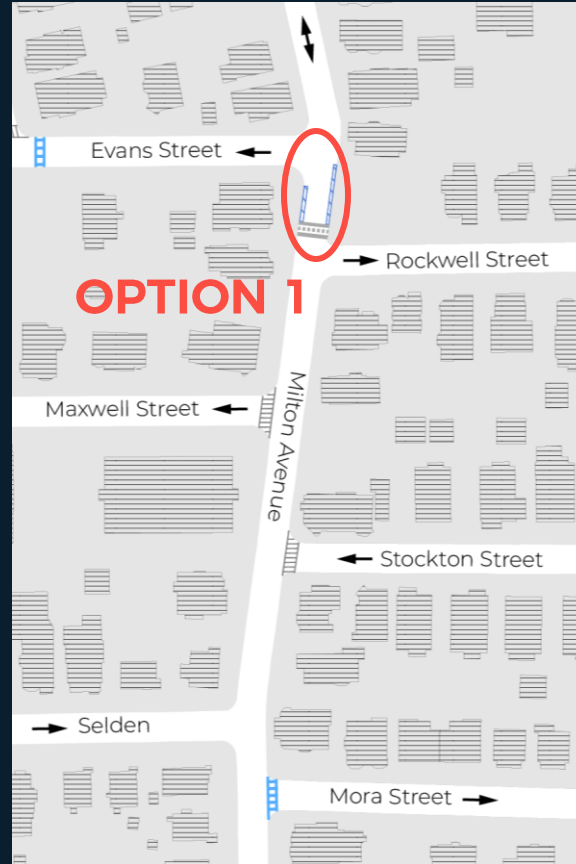
- Challenging to cross street safely
- People park on sidewalks to avoid side-swipes
- Narrow for two-way travel



MILTON AVE (SOUTH OF EVANS)

Proposal:

- Create new raised crosswalk
- Restrict parking to improve crosswalk visibility and to better facilitate two-way travel

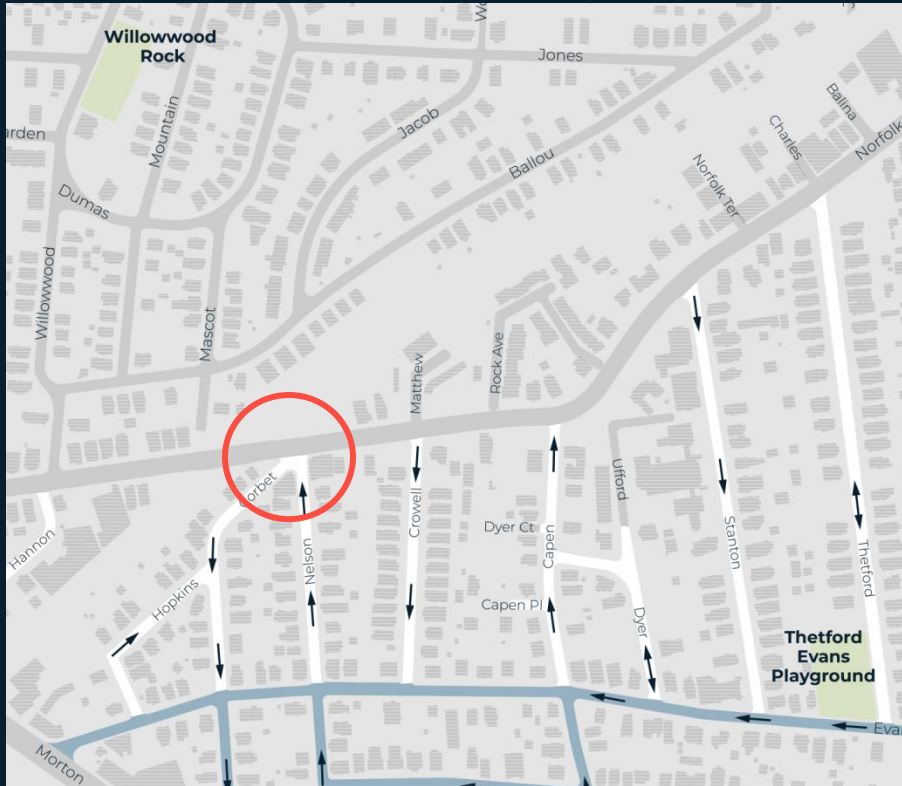


RAISED CROSSWALK

- Crosswalk is level or near-level with sidewalk
- Slows drivers at intersection
- Improves visibility of people crossing the street
- Easier for people with wheelchairs, walkers, strollers, carts



NELSON/CORBET AT NORFOLK



NELSON/CORBET AT NORFOLK

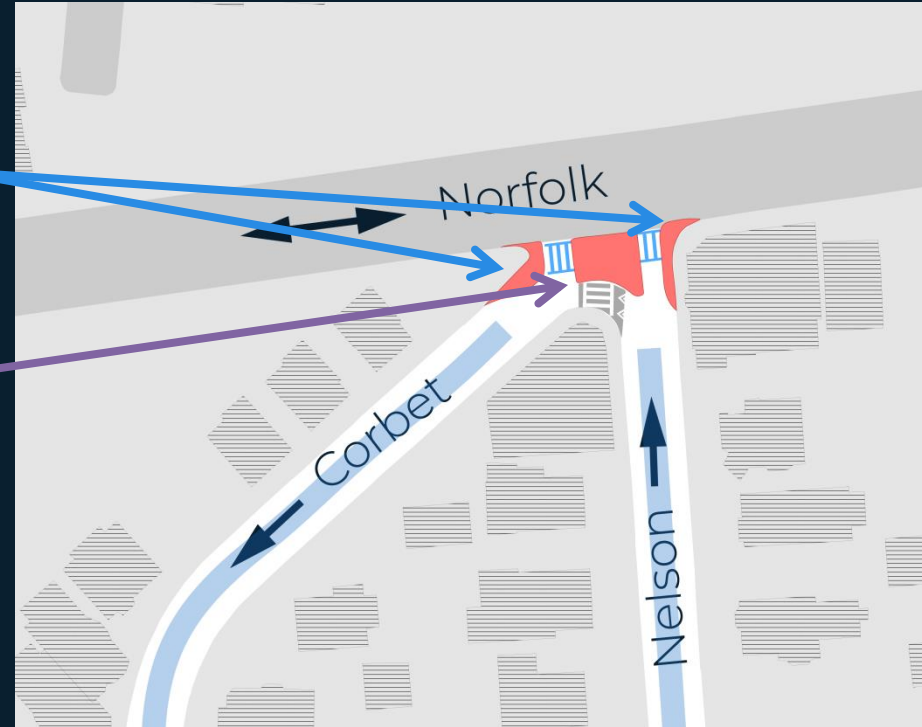
- Wide intersection
- Visibility limited by MBTA bridge
- High-speed turns left from Norfolk to Corbet



NELSON/CORBET AT NORFOLK

Possible changes:

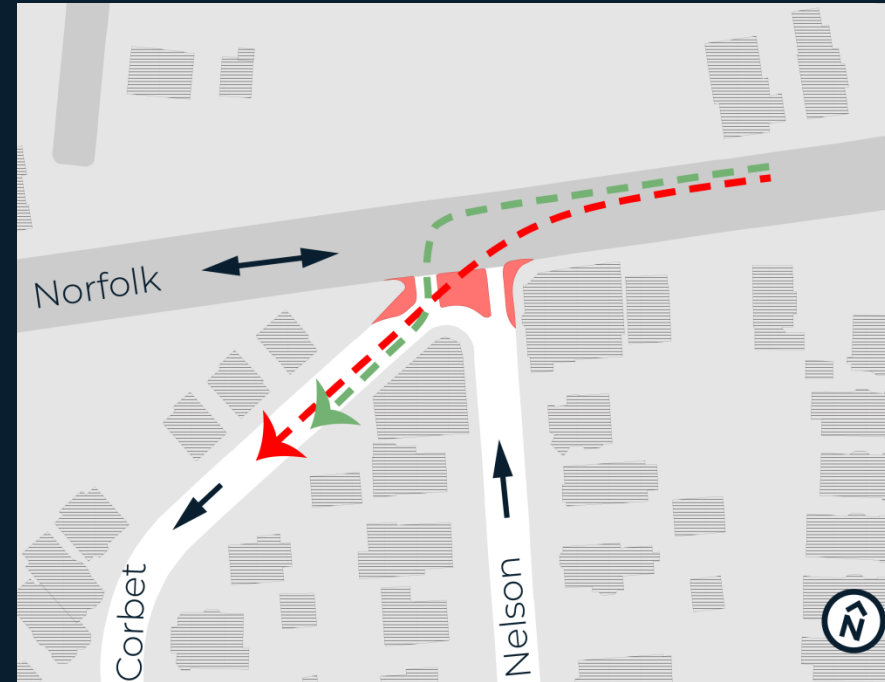
- Extend sidewalks on Corbet and on Nelson
- Build island between Corbet and Nelson
 - Raised crosswalk slows for turn from Nelson to Corbet



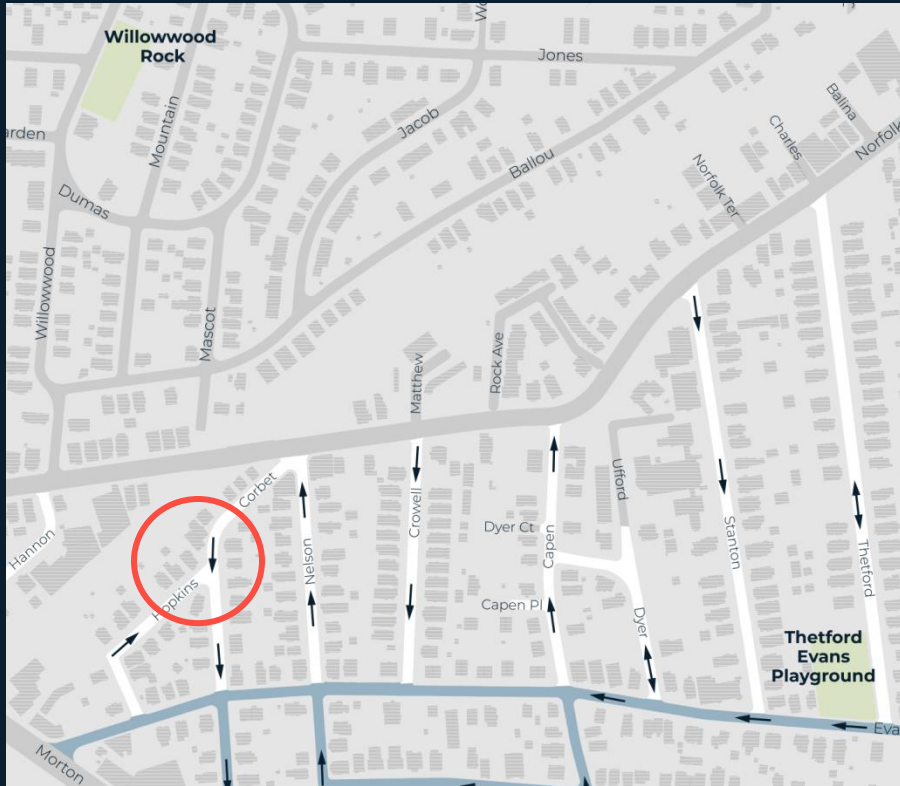
NELSON/CORBET AT NORFOLK

Possible changes:

- Extend sidewalks on Corbet and on Nelson
- Build island between Corbet and Nelson
 - Slows turn from Norfolk to Corbet



CORBET ST AT HOPKINS ST



CORBET ST AT HOPKINS ST

Safety concerns:

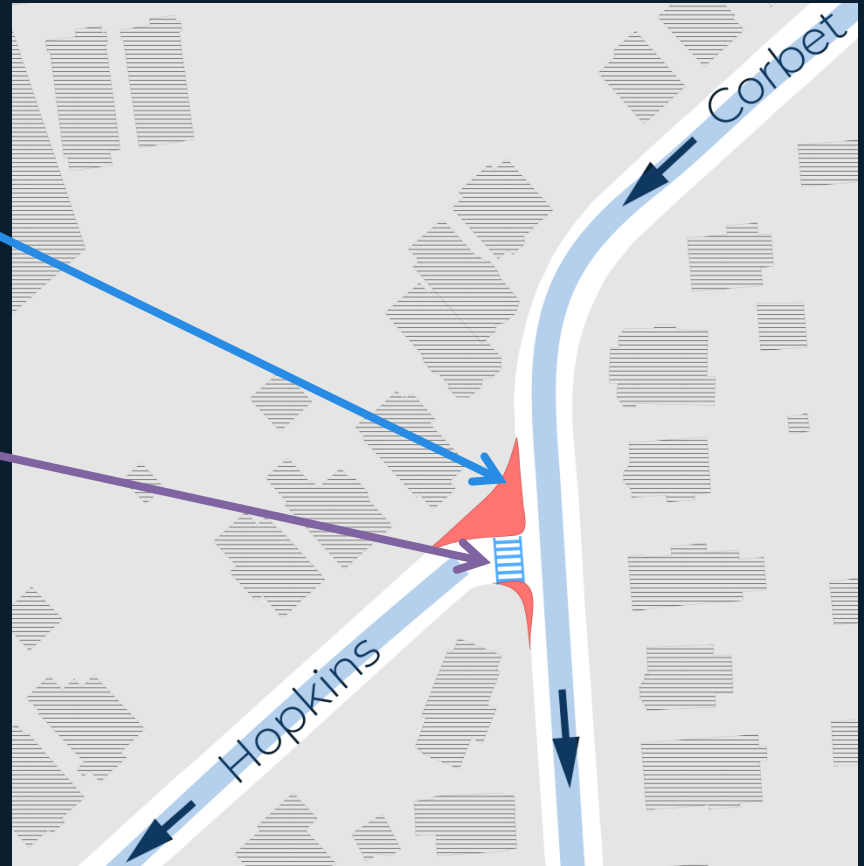
- Poor visibility
- Want a crosswalk
- Slow drivers as they approach Corbet



CORBET ST AT HOPKINS ST

Possible changes:

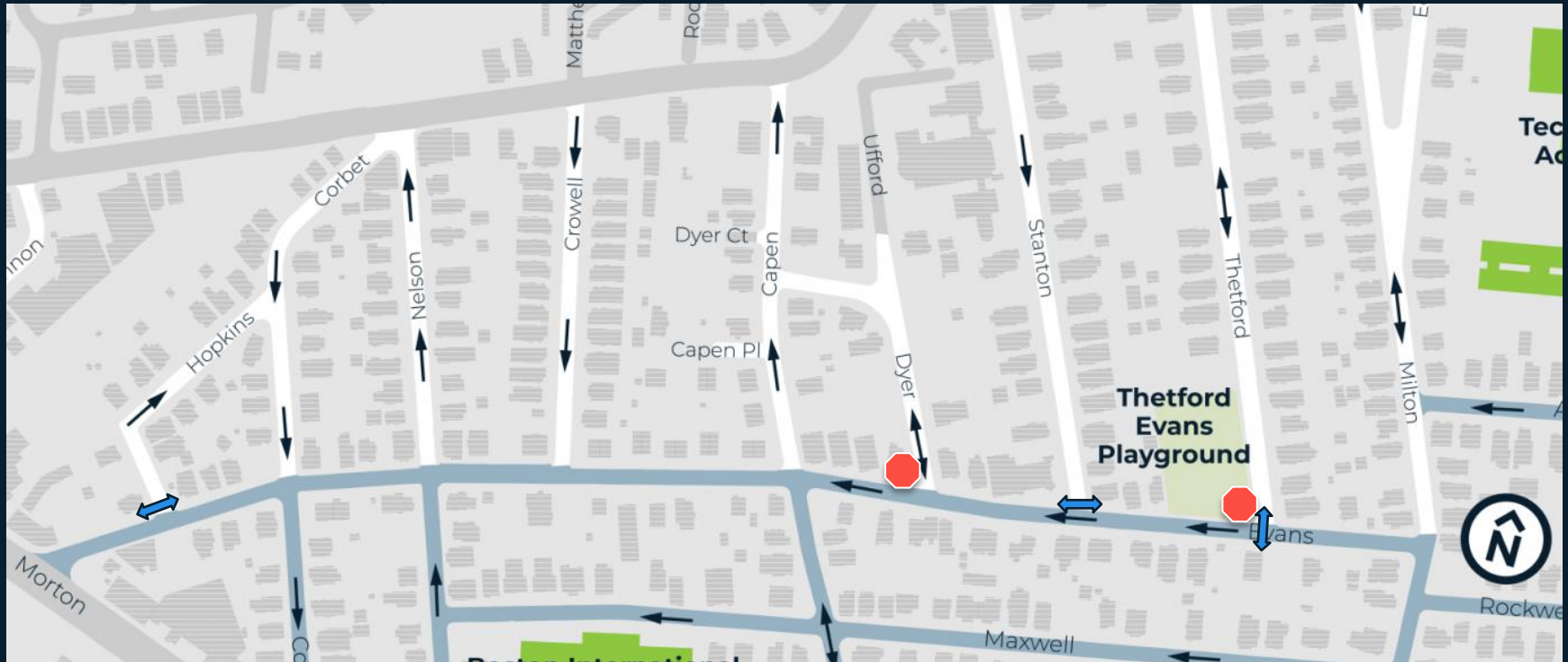
- Extend sidewalks on Corbet and Hopkins
- Add crosswalk



EVANS ST

Proposed new Stop sign

Proposed new crosswalk



EVANS ST

- Narrow for two-way travel, when cars are parked on both sides
- Request to study extending “one-way” to Morton



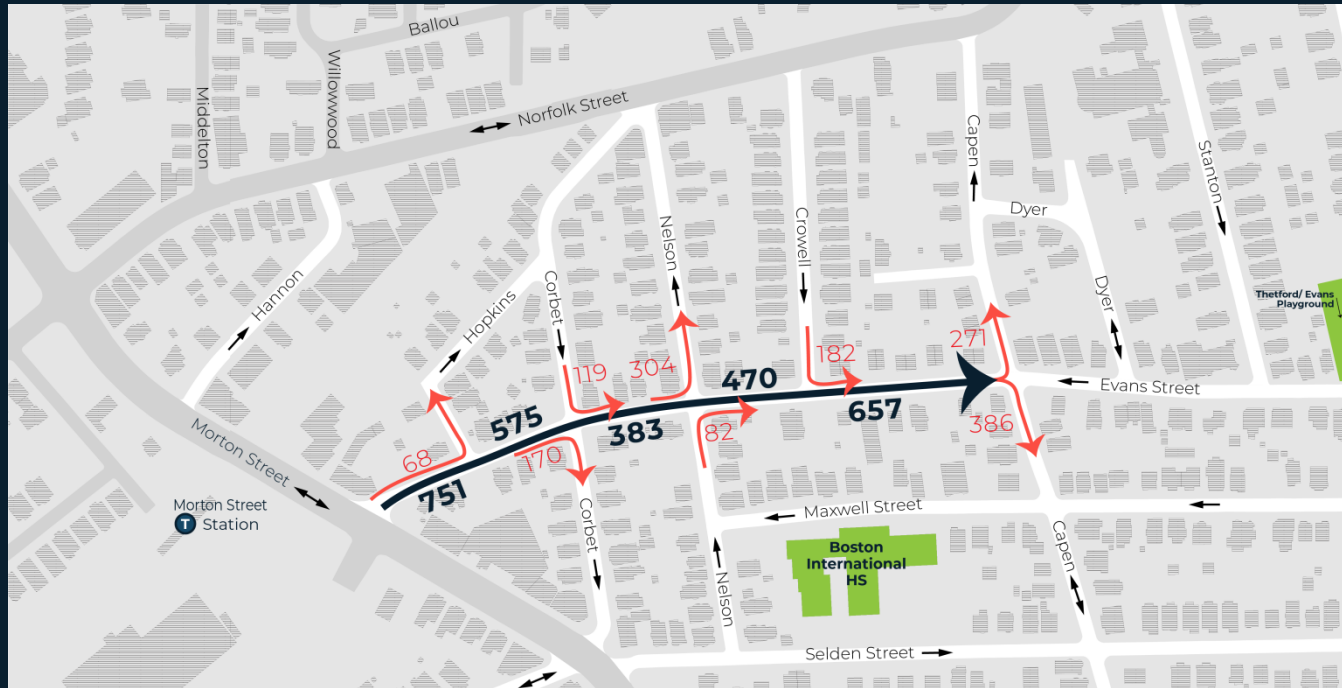
EVANS ST

- Heavier travel westbound
 - Average westbound volume: 1588 vehicles
 - Average eastbound volume: 736 vehicles
- Noted speeding
 - **32%** travel at 25 MPH or more eastbound
 - **27%** westbound



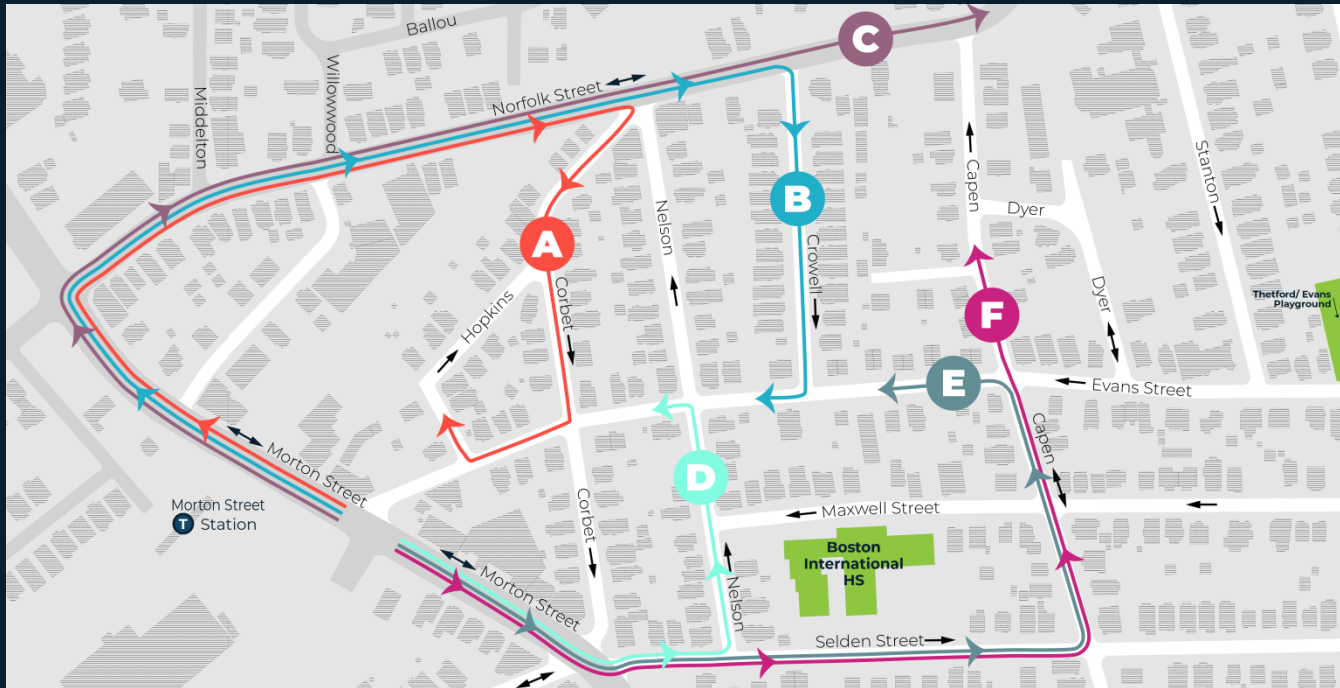
EVANS ST

Vehicular traffic to re-route



EVANS ST

Possible alternative routes



OUR NEXT STEPS

JUNE 2019

- Public meeting # 1 (tonight!)
- Adjust course, as needed, based on your and your neighbors' feedback

SUMMER-FALL 2019

- Develop engineered design plans
- Internal review with BTD and PWD

FALL 2019 - WINTER 2020

- Public meeting # 2
- Finish design
- Internal review with BTD and PWD
- Review from BWSC, Disabilities, BPDA, ONS, etc.

SPRING 2020

- Approval from Public Improvements Commission
- Schedule construction with PWD
- Pre-construction notification

WE WANT YOUR FEEDBACK

We've presented some ideas, but nothing is decided at this time. Your ideas and questions are needed!

Tonight:

- Ask us questions
- Add additional concerns, questions, and comments to maps

Through July:

- Review meeting materials online
- Provide comments online or via phone, email, and letter

A blue-tinted photograph of a residential street. On the right side, there are several multi-story houses with balconies and porches. The houses have varying siding colors, including light blue, white, and reddish-brown. A silver SUV is parked on the street in the foreground. To the left, there are large trees and a sidewalk. The overall scene is a typical urban residential street.

THANK YOU

boston.gov/slow-streets/roc
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