

# WELCOME TO THE LOWER SOUTH SLOW STREETS VIRTUAL WORKSHOP

*The presentation will begin in a few minutes.*



You may type questions in the “chat” box,  
Let us know if you want to ask  
your own question and someone  
will call on you.



Your microphone is turned off.



[boston.gov/slow-streets/lower-south](https://boston.gov/slow-streets/lower-south)  
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Lower South Street Area

# Neighborhood Slow Streets Project

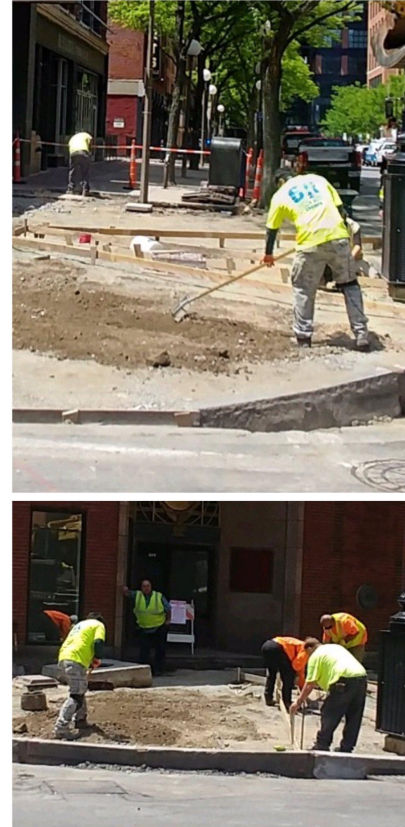
October 20, 2020



# SAFER STREETS IN BOSTON

## Programs:

- ▶ Corridor redesign
- ▶ Full reconstruction
- ▶ Sidewalk repair and curb ramps
- ▶ Traffic signal upgrades
- ▶ Basic city services
- ▶ *Neighborhood Slow Streets*



The residential streets within each Neighborhood Slow Streets area will have a **speed limit of 20 MPH** and **built design changes** that aim to **prevent the most serious crashes**.



# HOW WE APPROACH DESIGN:

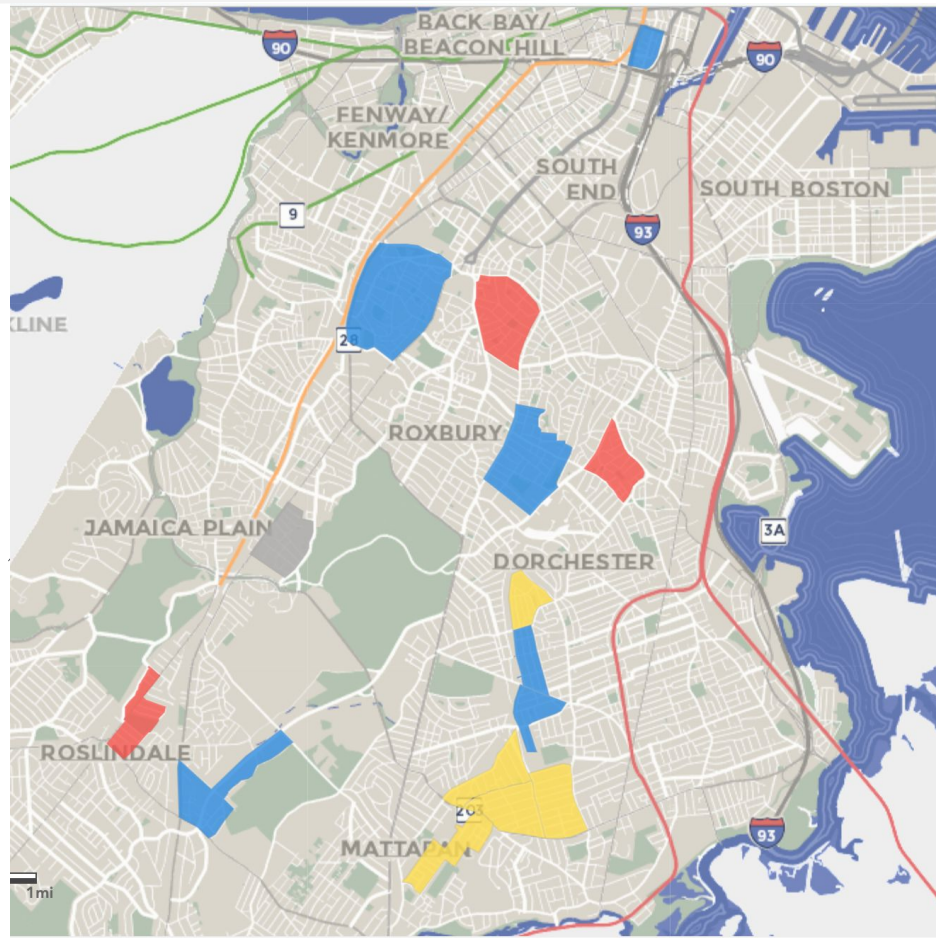
Reduce crashes  
leading to  
serious **injury**  
or **fatality**

**Prioritize** people  
walking and  
biking, older  
adults, youth,  
and people with  
disabilities,

**Engage**  
residents in  
prioritizing **key**  
**focus areas**

# NEIGHBORHOOD SLOW STREETS ZONES

- Zones are prioritized so we serve the areas with the most need
- We have worked with twelve other zones to date
- We added three new zones (red) this year



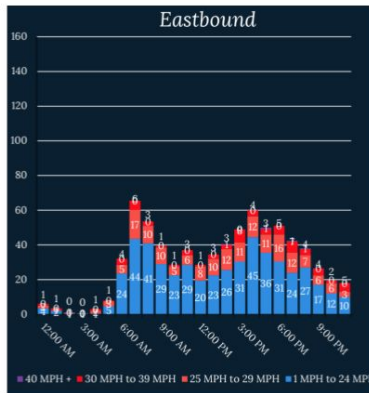
# PRIORITIZING PLACES WITH THE HIGHEST NEED

Neighborhood Slow Streets zones are prioritized and added to the program based on data:

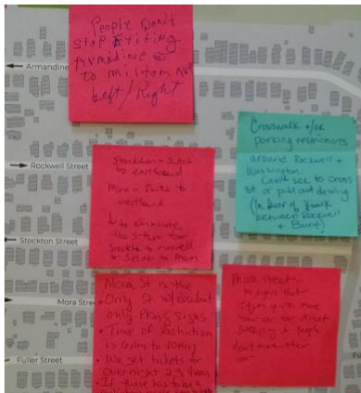
ZONES WERE SCORED ON A SCALE OF 0 POINTS (LESS NEED) TO 100 POINTS (MOST NEED):

UP TO 60 POINTS				UP TO 35 POINTS		UP TO 15 POINTS						
<b>ELDERS</b> % of population are over 65 years old (Census data)	+	<b>YOUTH</b> % of households with youth under 18 years old (Census data)	+	<b>DISABILITY</b> % of households with a person with a disability (Census data)	+	<b>COMMUNITY PLACES</b> Public schools, community centers, libraries, and parks within or on the border of the zone	+	<b>CRASHES ON MINOR STREETS</b> Crashes per mile on the smaller, neighborhood streets (EMS data)	+	<b>CRASHES ON MAJOR STREETS</b> Crashes at intersection of major streets and smaller, neighborhood streets (EMS data)	+	<b>CONNECTIONS</b> Nearby transit stops and stations as well as walking and biking networks identified in Go Boston 2030 and other neighborhood plans

+



+

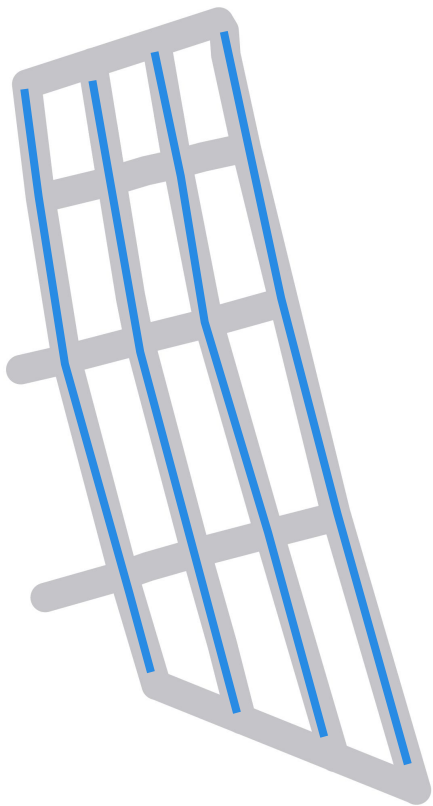


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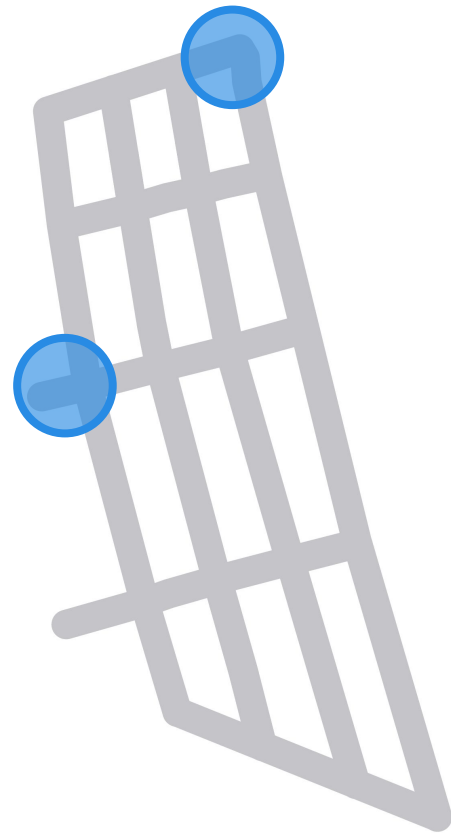


# *Street Safety Tools*

## GENERAL CONCERNS

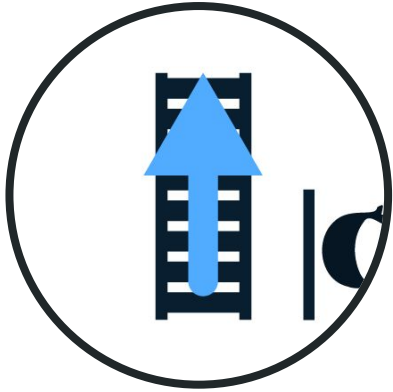


## FOCUS AREAS

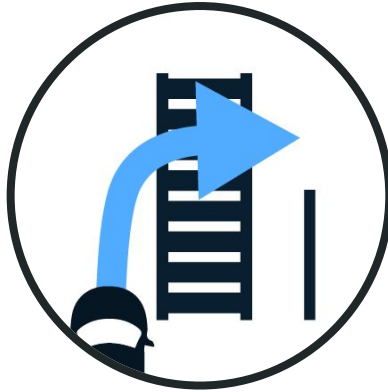




# FOCUS AREAS



*Safer Crossings*



*Safer Turns*



*Safer Speeds*

# 20 MPH SIGNS + PAVEMENT MARKINGS

Speed limits on Slow Street zone streets are lowered to 20 MPH, marked by signs and road markings.

MPH  
20





# SPEED HUMPS

Speed humps are installed on residential streets to encourage slower driving.

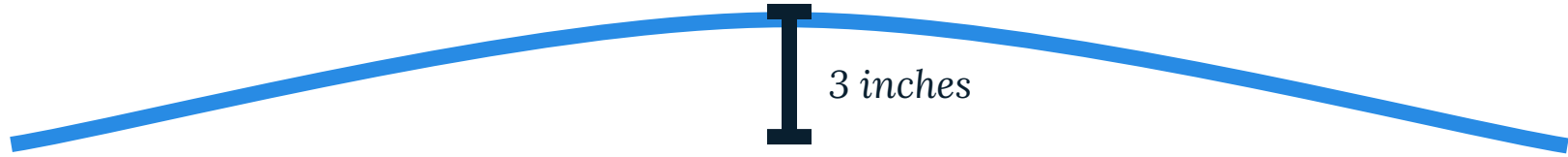


*A series of speed humps can  
effectively slow speeds*



*We space speed humps 200 to 300 feet  
apart to slow speeds to 20-25 MPH*

# Speed hump design:



*Allows street parking*



*With appropriate spacing, slows speeds to 20 MPH*



*No impact on drainage or snow plow removal*



*Not installed on curved roads*



*Not installed on hilly roads*



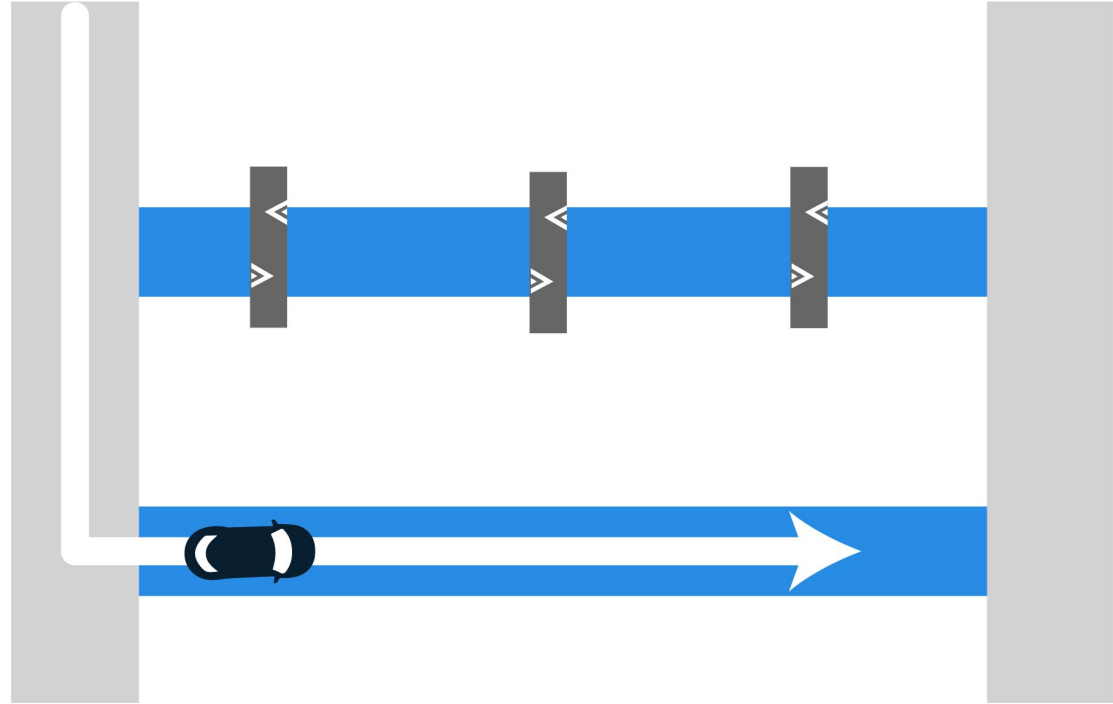
*Not located in front of driveways, on top of underground utilities*



*Not installed on major bus routes and major roads*

*We install speed humps on related streets in a street network*

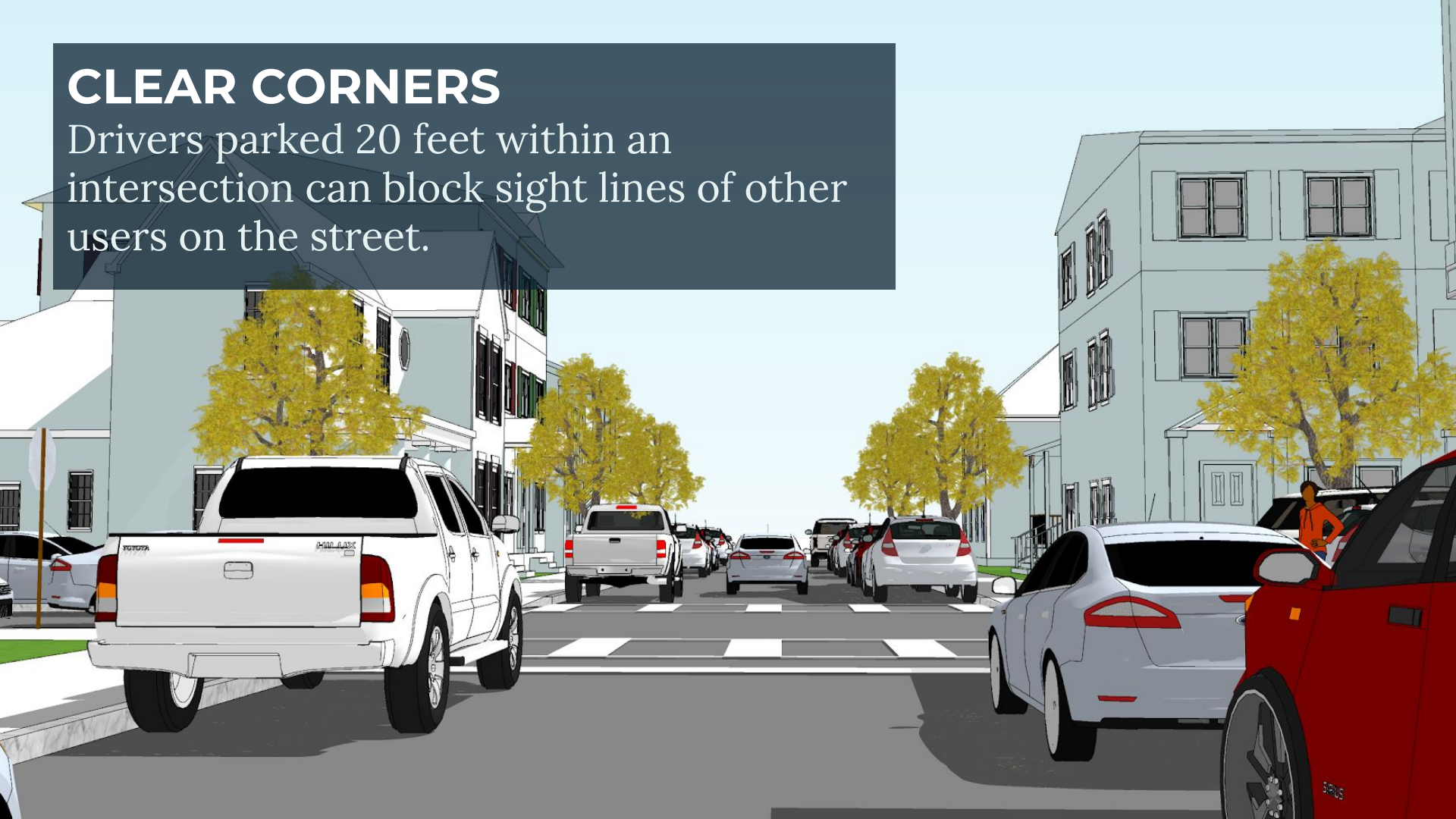
*This avoids the “transfer effect”*





# CLEAR CORNERS

Drivers parked 20 feet within an intersection can block sight lines of other users on the street.



# CLEAR CORNERS

We restrict parking with paint and flex posts to improve visibility of other people on the street, including small children.





# CURB EXTENSIONS

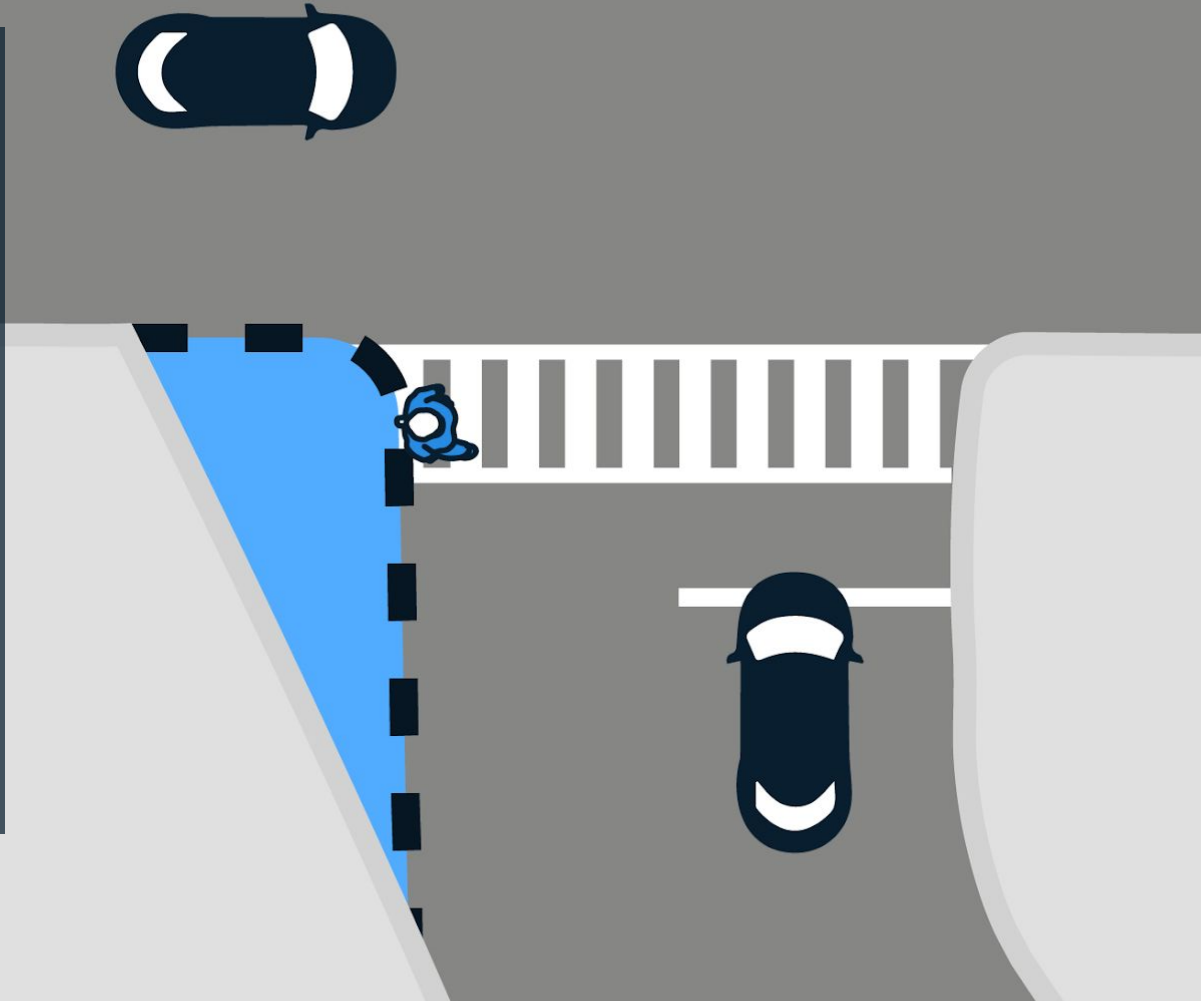
Curb extensions create a shorter crossing. The sidewalk is extended into the street approximately 6 feet.



**“T”**

## **INTERSECTIONS**

We redesign irregularly-shaped intersections by extending the curb to create intersections with right-angles. This improves visibility at intersections and reduces conflicts.





# CROSSING ISLANDS

Crossing islands provide a place for people to pause when crossing multiple lanes.





# RAISED CROSSWALKS

Raised crosswalks are at the same level as the sidewalk. They slow drivers and make it easier to see people crossing.





# *Summary of some safety concerns*

# How we heard from you:

## BY MAIL

- letter & survey question mailed in late August to residents

## ONLINE SURVEY

- published also in Spanish & Haitian Creole

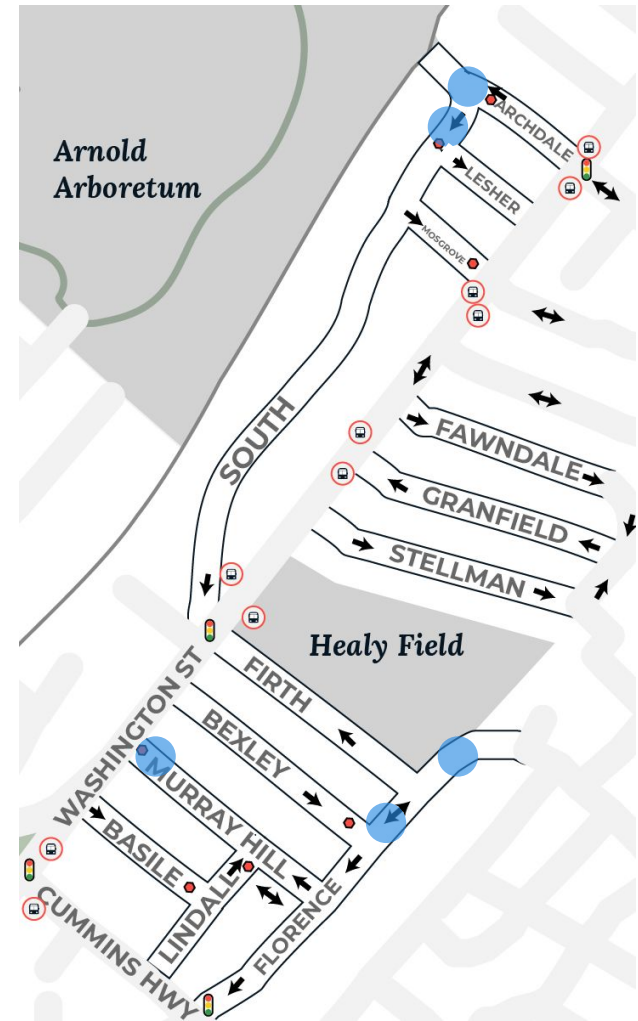
## OUTDOOR WORKSHOPS

- September 12, 2020 at Healy Field

# Poor visibility:

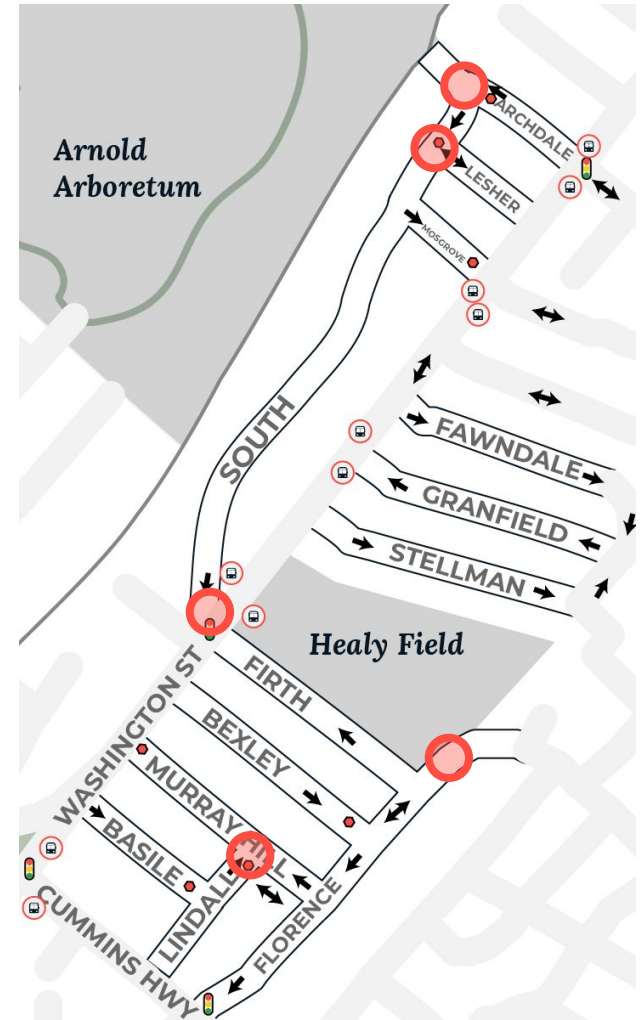
Can relate to:

- The curvature of the street
- Cars park to close to the crosswalk or intersection
- Other feature obstructing visibility



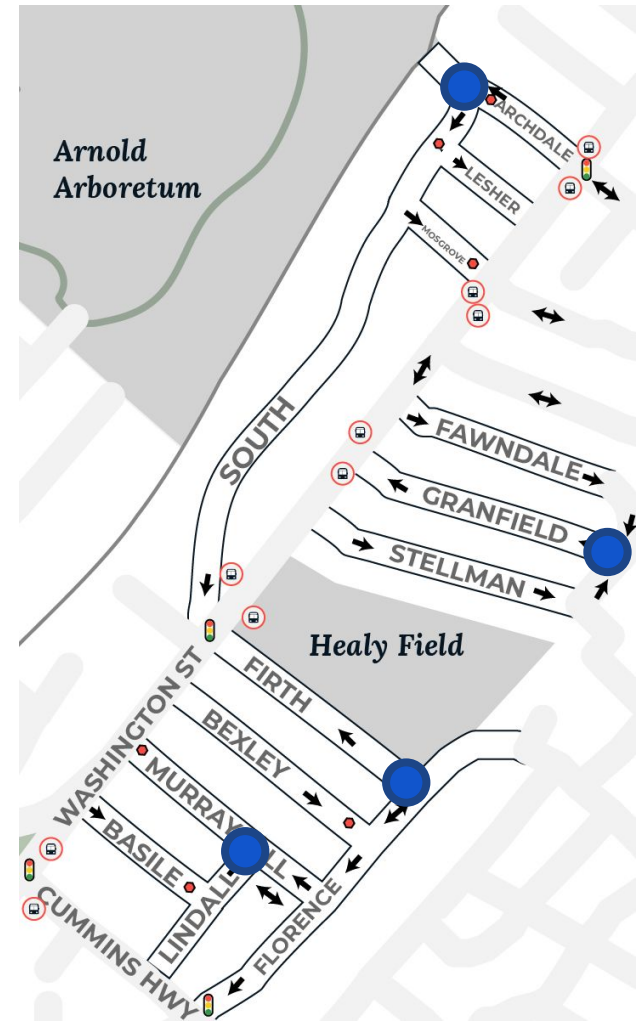
# Crossings don't feel safe:

- Poor visibility of people crossing
- Lack of crosswalk markings
- People driving not yielding



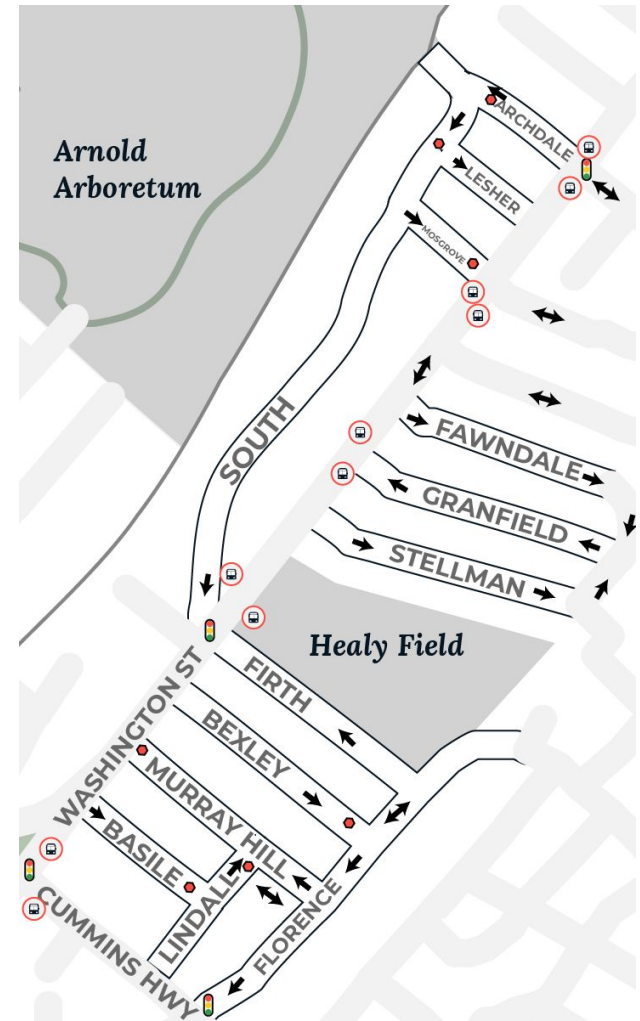
# Fast turns:

- People speed approaching intersection
- Geometry of street corner



# Overall issues:

- People speed down streets
- People don't pay attention to signs
- People drive the wrong way





# Other Concerns

## Report to 311

- Sidewalk repairs
- Street lighting repairs or requests
- Trash or street-sweeping issues

# **We still want to hear from you through end of 2020**

***Visit the project website:***

*[boston.gov/slow-streets/lower-south](https://boston.gov/slow-streets/lower-south)*

- *Sign up for the mailing list*
- *Add safety concerns to the online survey*
- *View overview of project and common street safety tools*
- *View all project information and presentations*

## BUILD THE CONCEPT DESIGN PLAN

We're here

### Gather your safety concerns

Letters, Workshops, Online Survey

Fieldwork

Early Winter 2021

### Produce concept plan for your feedback

## DEVELOP ENGINEERING PLANS

Investigate concepts through engineering process

## FINALIZING THE PLANS

Spring 2021

### Review engineering plans with you

Review any changes & what the final plan will look like

Collaborate with other City agencies and departments through multiple round of design review

Schedule construction

Notify you when construction will begin

2022

# Nearby projects

## **Washington Street Bus Lane**

- ▶ [boston.gov/departments/transportation/roslindale-bus-lanes](https://boston.gov/departments/transportation/roslindale-bus-lanes)
- ▶ email: [BTDtransitprograms@boston.gov](mailto:BTDtransitprograms@boston.gov)

## **Mt Hope/Canterbury Neighborhood Slow Streets**

- ▶ [boston.gov/slow-streets/mount-hope](https://boston.gov/slow-streets/mount-hope)

## **A Safer, Slower American Legion**

- ▶ [boston.gov/departments/transportation/safer-slower-american-legion](https://boston.gov/departments/transportation/safer-slower-american-legion)

## **Birch Street Plaza**

- ▶ Email: [jacob.wessel@boston.gov](mailto:jacob.wessel@boston.gov)



# We still want to hear from you through end of 2020

- *At this phase, we do not have a design plan*
- *We'll continue to gather your safety concerns before building a draft concept plan*
- *We'll follow-up with fieldwork on the safety concerns you share to understand what's feasible to build*
- *Some safety tools can be implemented more comprehensively across the neighborhood*
- *Your comments will also help focus the project on a few priority intersections we can spend more time building tools that are more intensive, take the longest time to design*

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