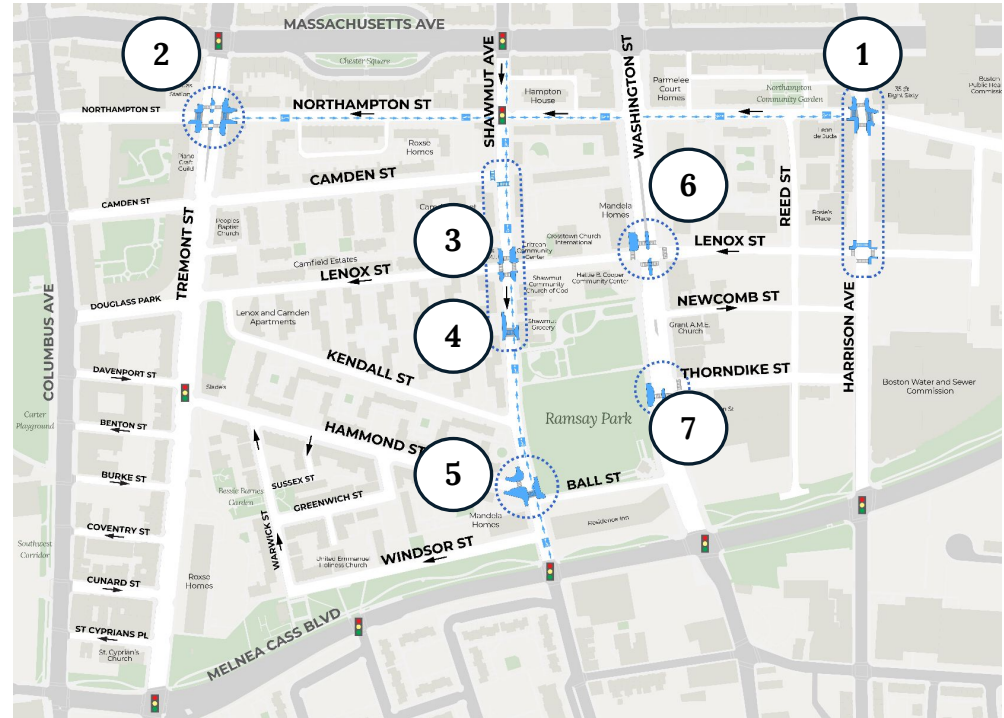


LOWER ROXBURY SLOW STREETS PROJECT

April 2026

AGENDA

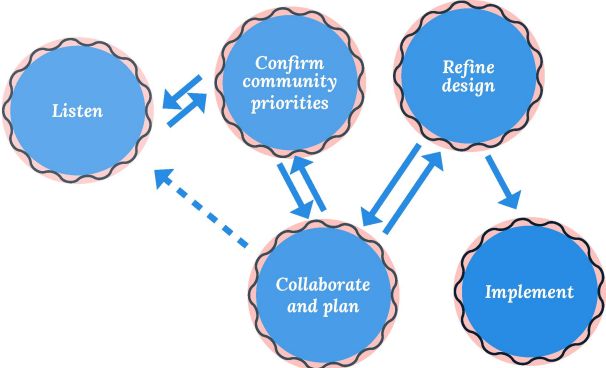
- Refresher/introduction to project history and community engagement process
- Street design tools used in this plan
- Virtual walk-through of design changes
- Timeline and next steps



PLANNING & COMMUNITY ENGAGEMENT

14+ Virtual Advisory Group meetings
9+ Community pop-ups/tabling events
5 Open Houses
...and more: posters on the street,
flyering, mailings to residents, surveys

Community Engagement Model



-  **86** discussed safety for people walking or biking
-  **60** were about better bus service
-  **31** mentioned accessibility
-  **20** proposed new or safer crosswalks
-  **19** suggested improving sidewalks

WHAT WE HEARD

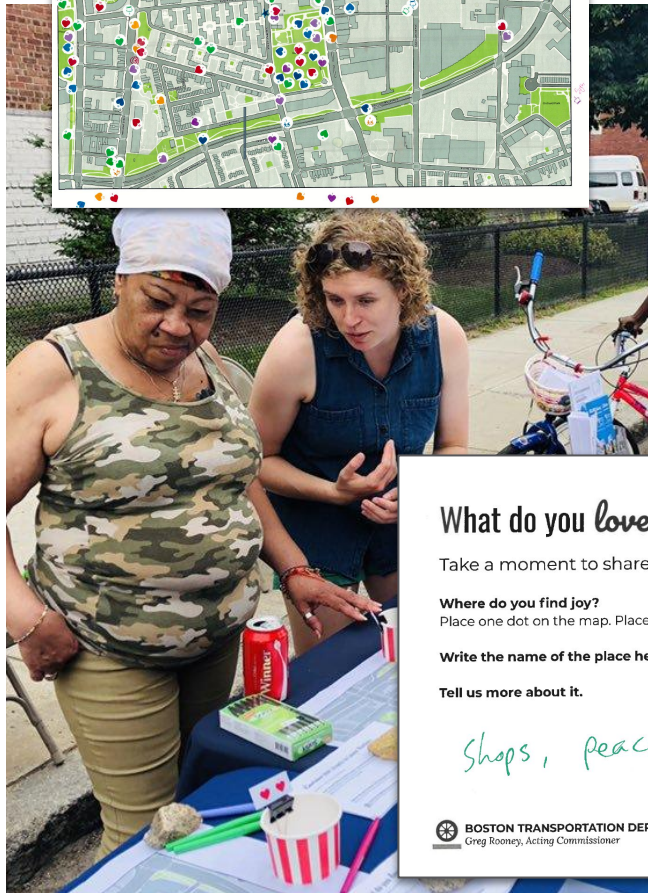
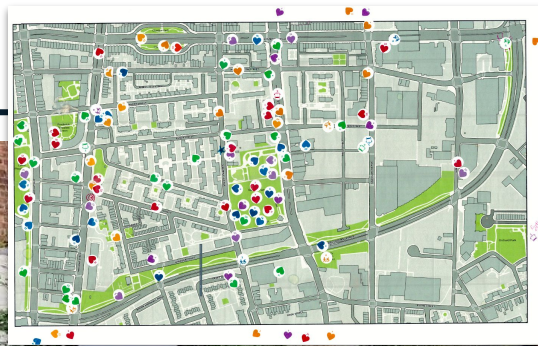
- ▶ Take a **broader look** at Lower Roxbury (not just Tremont Street)
- ▶ Listen to what the **people who live here now** want for their community
- ▶ Majority of comments we received were about improving **pedestrian safety and slowing speeds**



2019-2020

Listening and Learning

We learned what people love about their community and what they would change



What do you *love* about Lower Roxbury?

Take a moment to share your joy.

Where do you find joy?

Place one dot on the map. Place the matching one here →



Write the name of the place here. _____

Tell us more about it.

Shops, peaceful, friends

 BOSTON TRANSPORTATION DEPARTMENT
Greg Rooney, Acting Commissioner

2021

Confirming what we heard

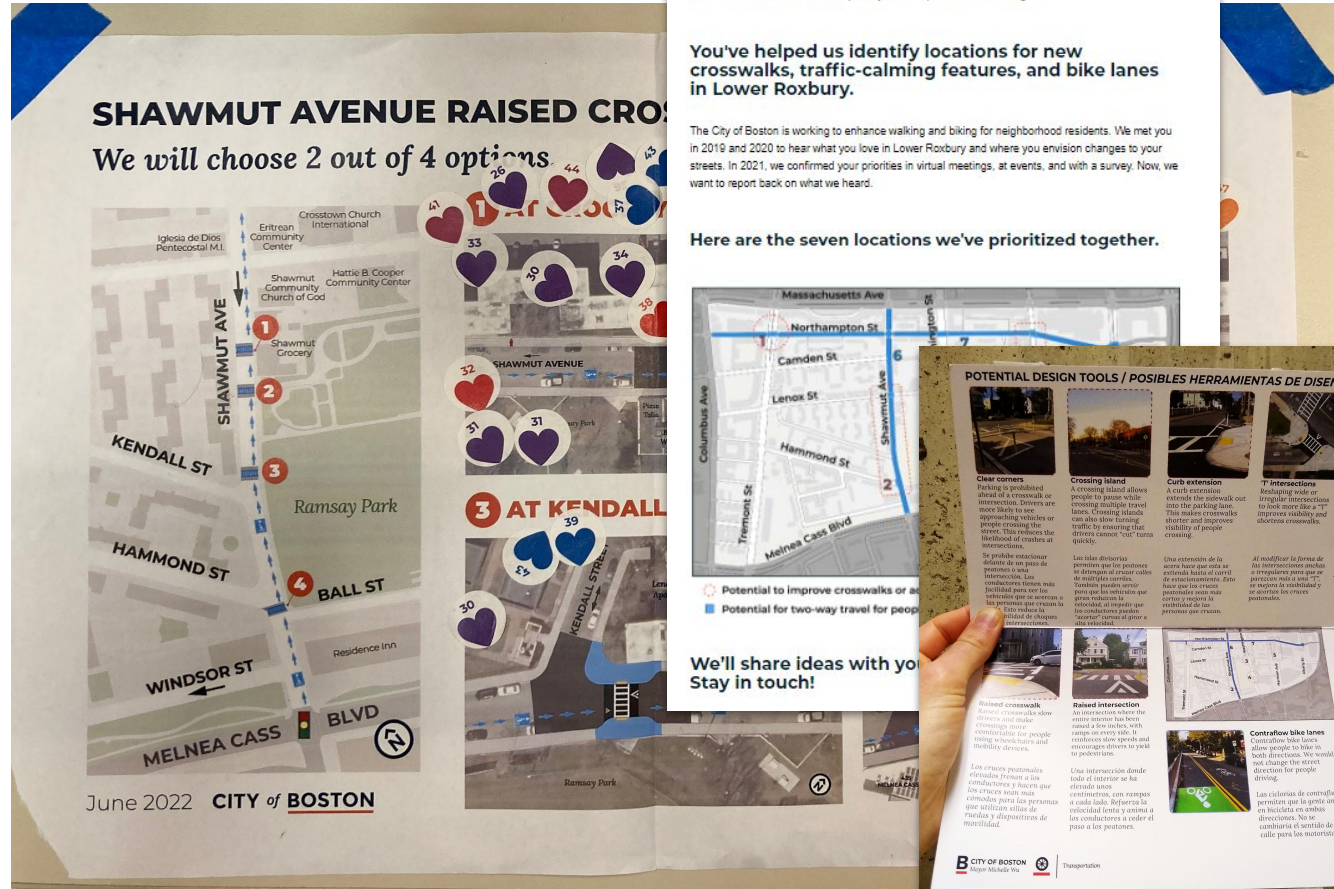
We shared what we heard & provided info about **potential street design tools** at various pop-ups throughout the neighborhood, community meetings



2022 SPRING/SUMMER

Collaborate & Plan

We shared proposed changes and discussed pros-cons of different options



CITY of BOSTON

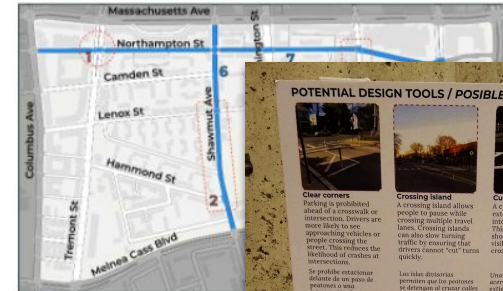
Lower Roxbury Transportation Study

Este texto ha sido traducido al español y esta después del texto en inglés.

You've helped us identify locations for new crosswalks, traffic-calming features, and bike lanes in Lower Roxbury.

The City of Boston is working to enhance walking and biking for neighborhood residents. We met you in 2019 and 2020 to hear what you love in Lower Roxbury and where you envision changes to your streets. In 2021, we confirmed your priorities in virtual meetings, at events, and with a survey. Now, we want to report back on what we heard.

Here are the seven locations we've prioritized together.



- Potential to improve crosswalks or add crossing island
- Potential for two-way travel for people on bicycles

We'll share ideas with you Stay in touch!

POTENTIAL DESIGN TOOLS / POSIBLES HERRAMIENTAS DE DISEÑO

<p>Curb extension A curb extension extends the sidewalk out into the parking lane. This makes crosswalks shorter and improves visibility of people crossing.</p>	<p>Crossing island A crossing island allows people to pause while crossing multiple travel lanes. Crossing islands can also slow turning traffic by forcing that driver's carpool "cut" turns at intersections.</p>	<p>7° intersections Including wide or irregular intersections to look more like a "T" improves visibility and shorter crosswalks.</p>	<p>Raised crosswalk Raised crosswalks slow drivers and make crossings safer. They also provide a refuge for people waiting for the crosswalk to clear.</p>	<p>Raised intersection An intersection where the entire street has been raised to the level of the crosswalks slows speeds and encourages drivers to yield to pedestrians.</p>	<p>Contrastive bike lanes Contrastive bike lanes allow people to bike in both directions. We would not change the street direction for people driving.</p>
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Los cruces elevados reducen la velocidad de los conductores y hacen que los cruces sean más cómodos para las personas que utilizan sillas de ruedas y dispositivos de movilidad.

Una intersección donde todo el interior se ha elevado unos centímetros, con rampas a cada lado. Reduce la velocidad y anima a los conductores a ceder el paso a los peatones.

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2022 FALL/WINTER

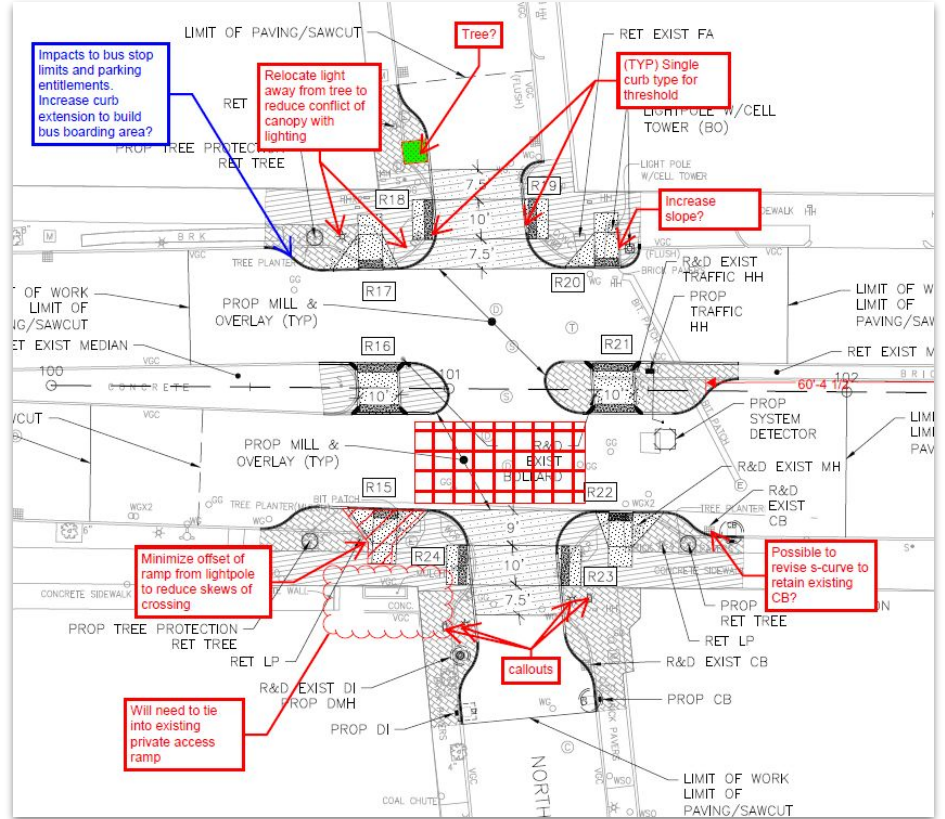
Refining designs

We refined the designs based on feedback from public outreach and other City departments and shared the final designs with community members



Finalized engineering plans

We finalized engineering details for the preferred options based on community feedback and feasibility



PRIORITY LOCATIONS



1. Northampton at Harrison
2. Northampton at Tremont
3. Shawmut at Lenox
4. Shawmut mid-block (Lenox St. Apartments & businesses)
5. Shawmut at Hammond
6. Washington at Lenox
7. Washington at Thorndike

STREET SAFETY DESIGN TOOLKIT



SPEED HUMP



RAISED CROSSWALK



CURB BUMP-OUT



**CONTRAFLOW BIKE
LANE**

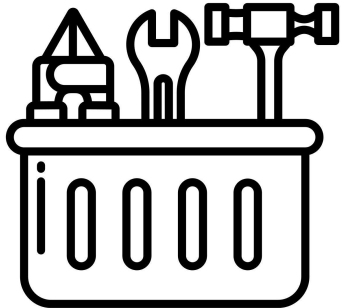


**GREEN
INFRASTRUCTURE**



PEDESTRIAN ISLAND

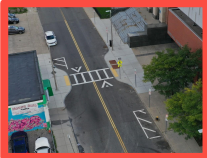
MATCHING TOOLS TO CONCERNS



SPEED HUMP



RAISED CROSSWALK



CURB BUMP-OUT



TRAFFIC FLOW LANE



GREEN INFRASTRUCTURE

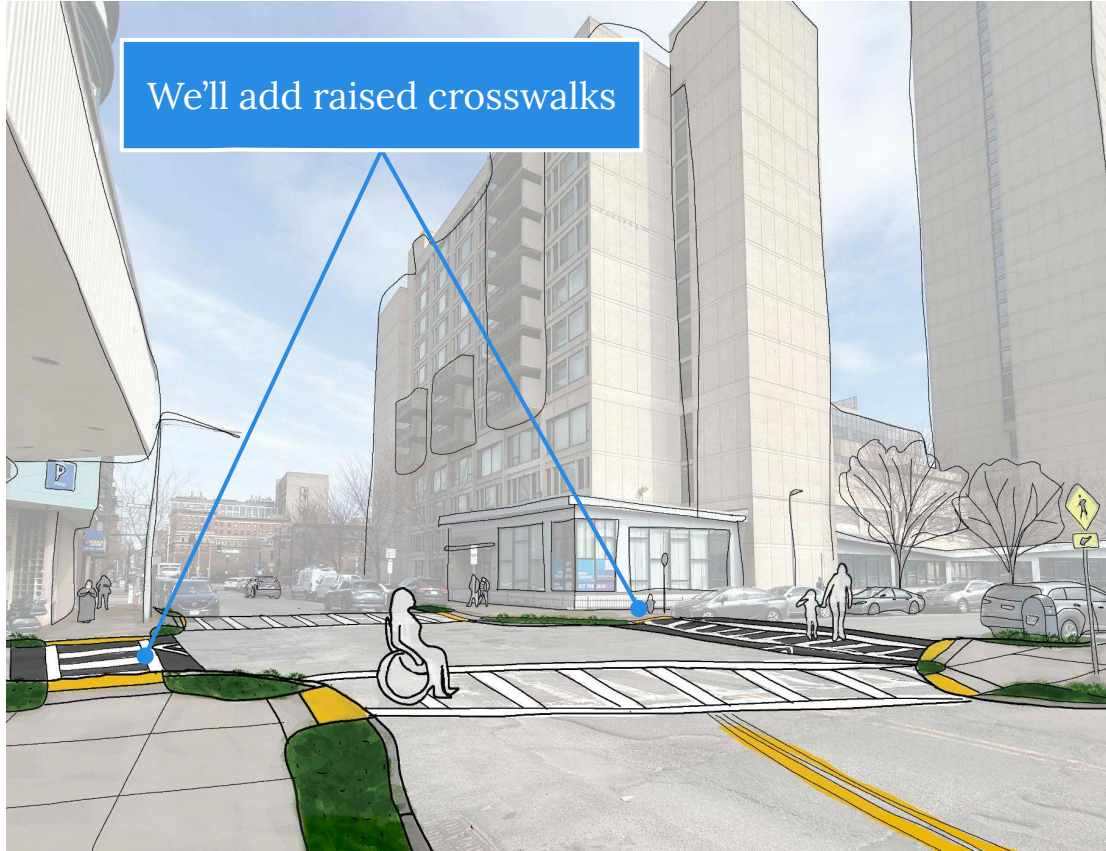


PEDESTRIAN ISLAND



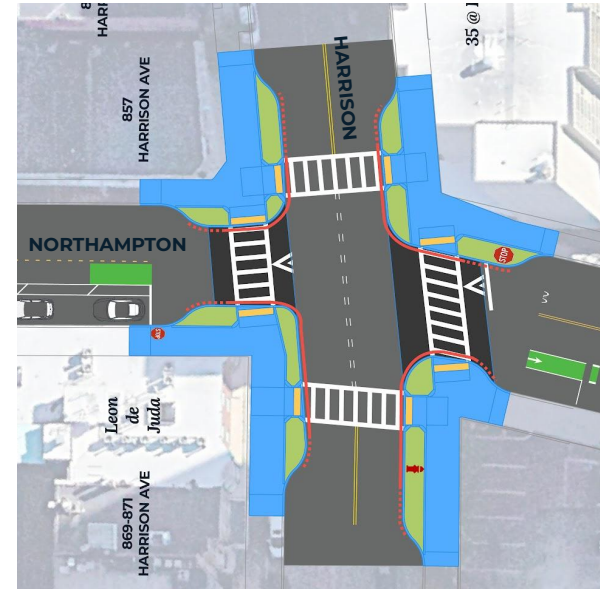
“Witnessed a car crash at the intersection of Harrison and Northampton. The vehicle was going too fast, flipped, and hit a pedestrian.”

1. NORTHAMPTON AT HARRISON



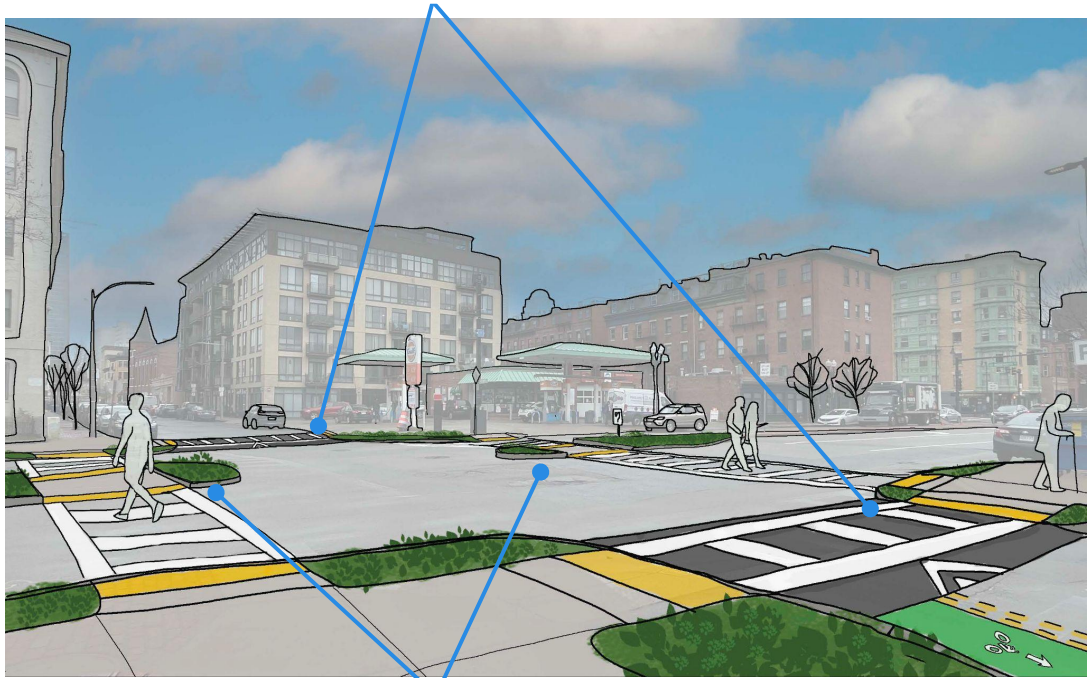
Raised crosswalks and curb bump-outs will slow drivers at this intersection.

We'll make the crosswalks across Harrison **shorter**



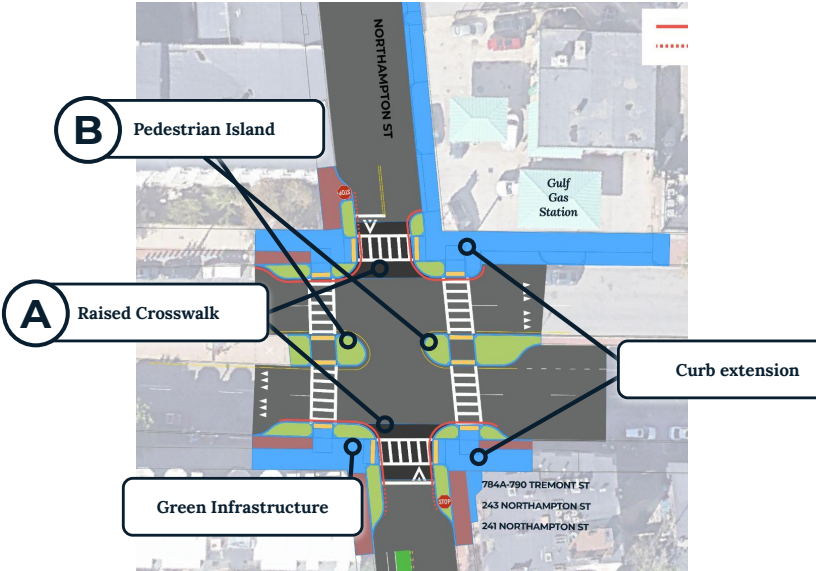
2. NORTHAMPTON AT TREMONT

A We'll add raised crosswalks



B We'll build safer pedestrian crossing islands

Raised crosswalks and **curb bump-outs** will slow drivers and make crosswalks safer and shorter. In addition, we'll rebuild the **pedestrian islands** on Tremont and add **green infrastructure**.



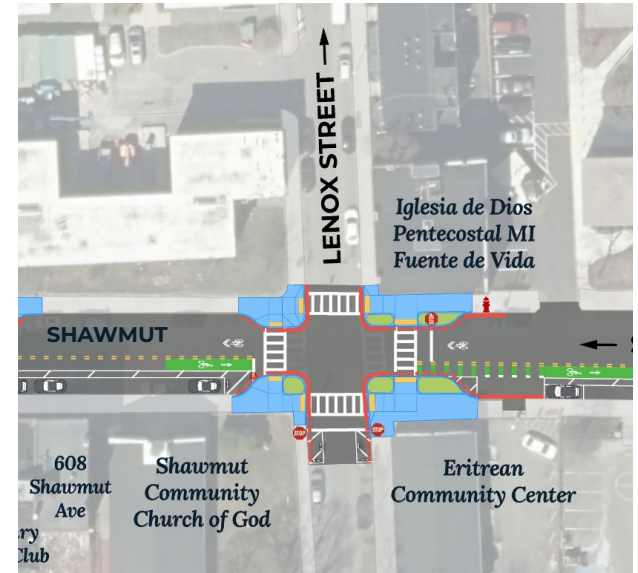
3. SHAWMUT AT LENOX



We'll rebuild all the ramps, restripe crosswalks, and make the crosswalks shorter

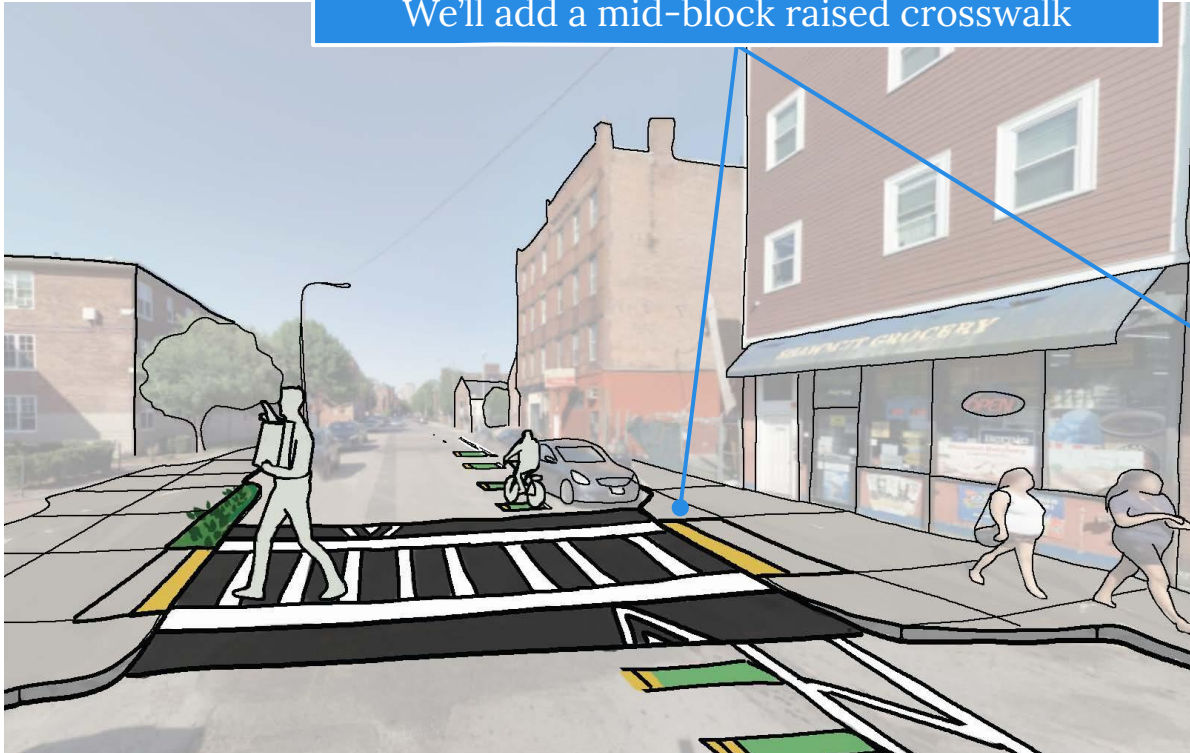
We'll add **curb bump-outs** to slow turning cars and make crosswalks shorter and safer.

We'll also add **green infrastructure**

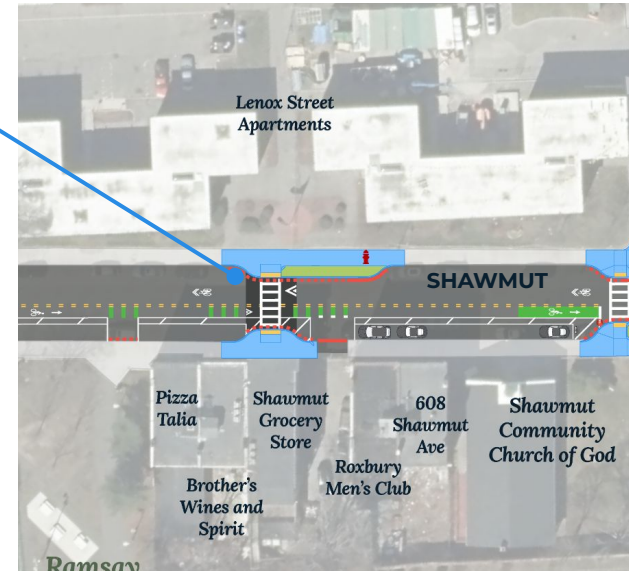


4. SHAWMUT AVENUE MID-BLOCK

Residents asked for a safer way to cross here.
We'll add a mid-block raised crosswalk

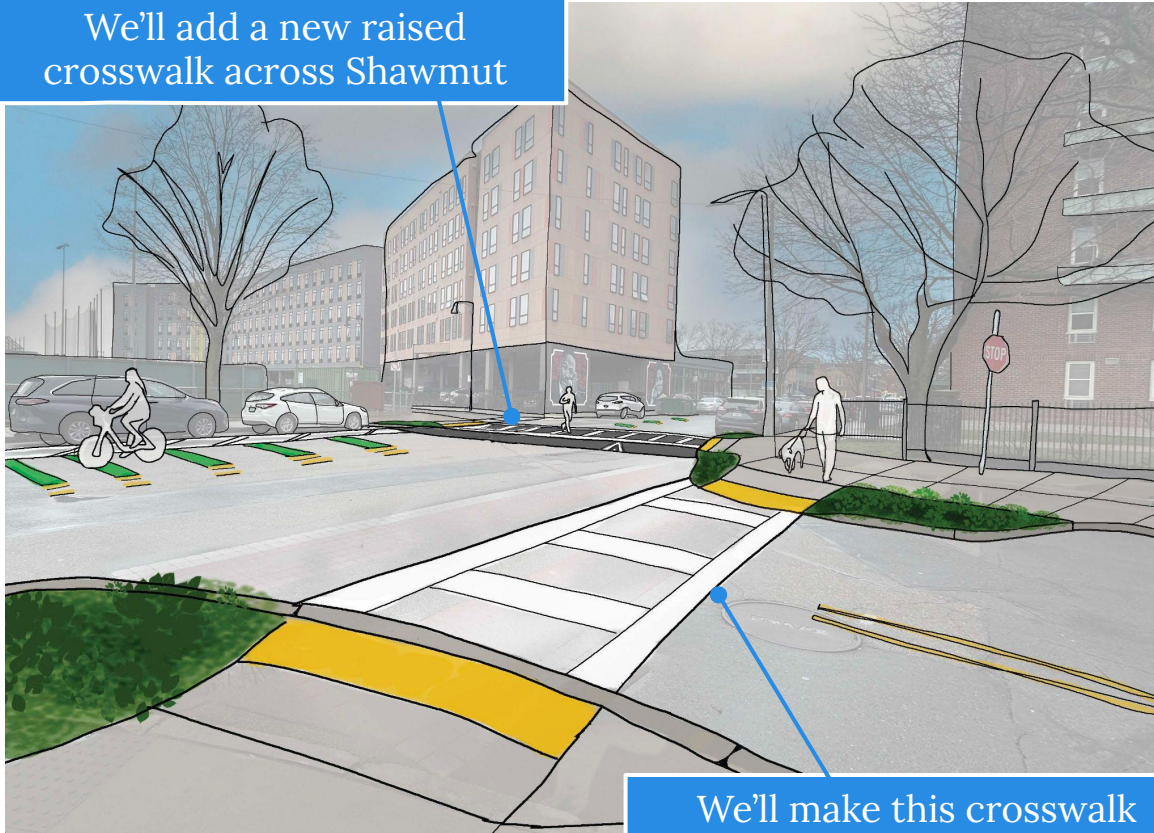


We'll add a new **raised crosswalk** with **curb bump-outs** on Shawmut Avenue near the small businesses, where residents shared many people cross in the middle of the street.



5. SHAWMUT AT HAMMOND

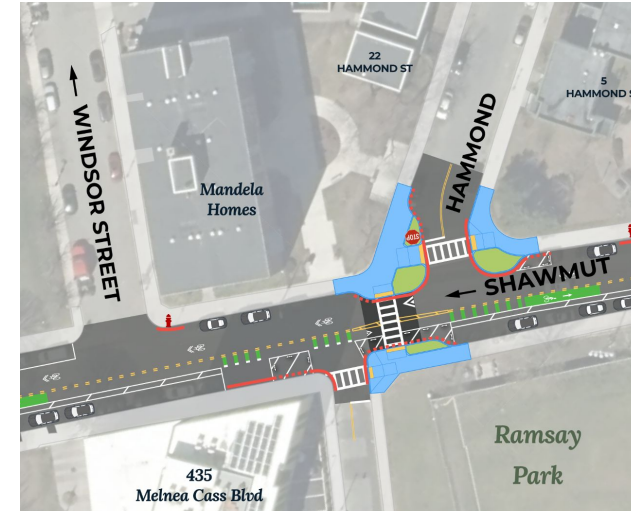
We'll add a new raised crosswalk across Shawmut



We'll make this crosswalk shorter and straighter

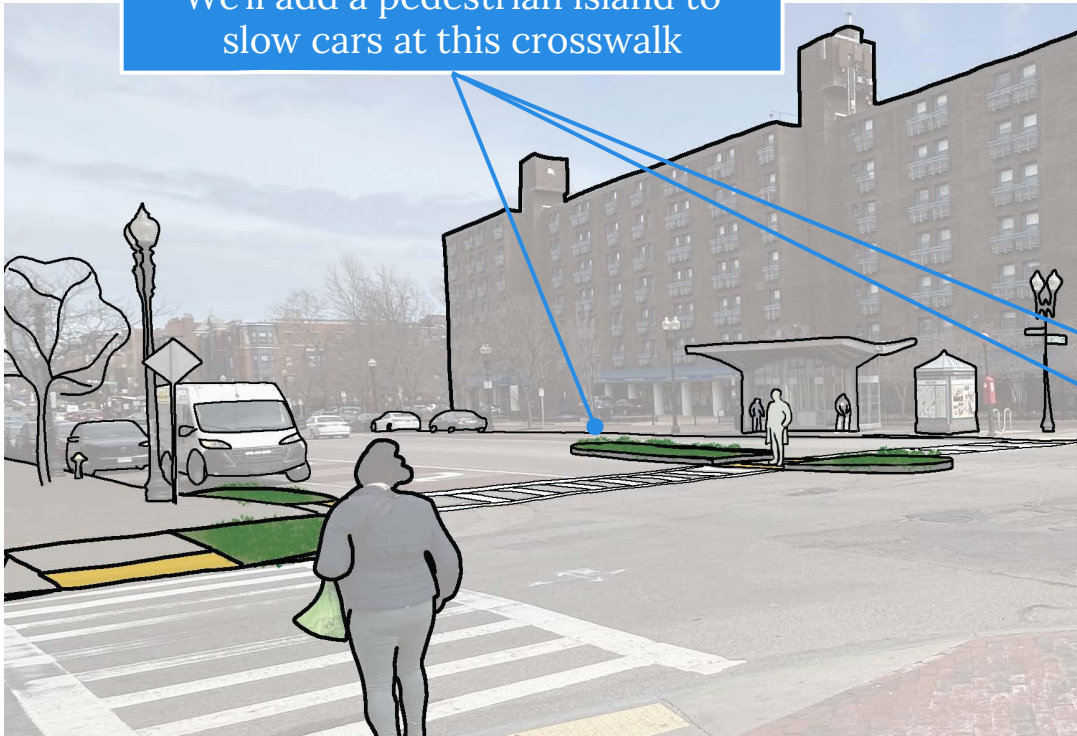
Raised crosswalks and **curb bump-outs** will slow drivers at this intersection.

We'll make the crosswalk across Hammond **shorter**



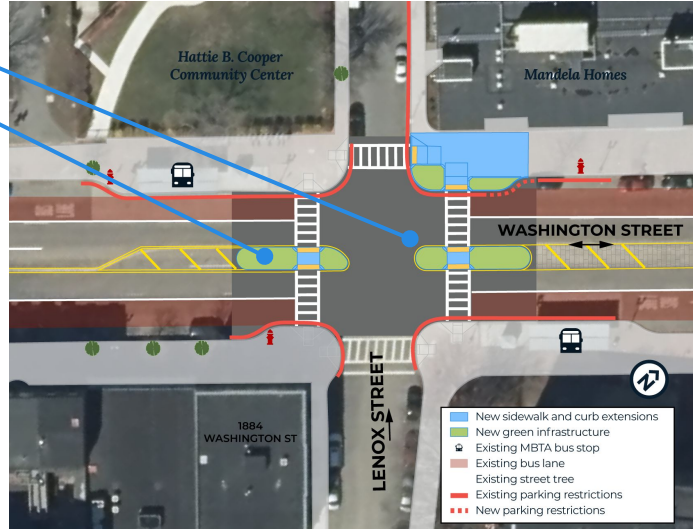
6. WASHINGTON AT LENOX

We'll add a pedestrian island to slow cars at this crosswalk



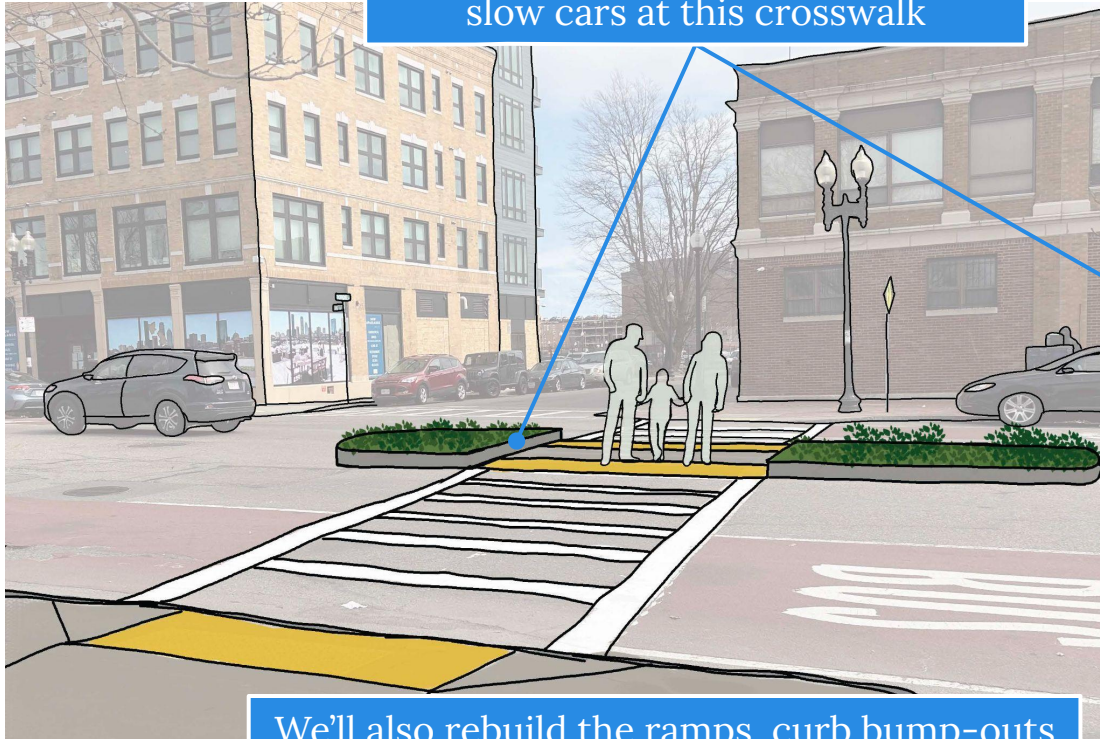
We'll rebuild the ramps, restripe crosswalks and make the crosswalks shorter

Pedestrian islands will encourage drivers to slow down and make them more aware of pedestrians in the crosswalk. In January 2025, a driver **hit and killed** a pedestrian at this intersection.



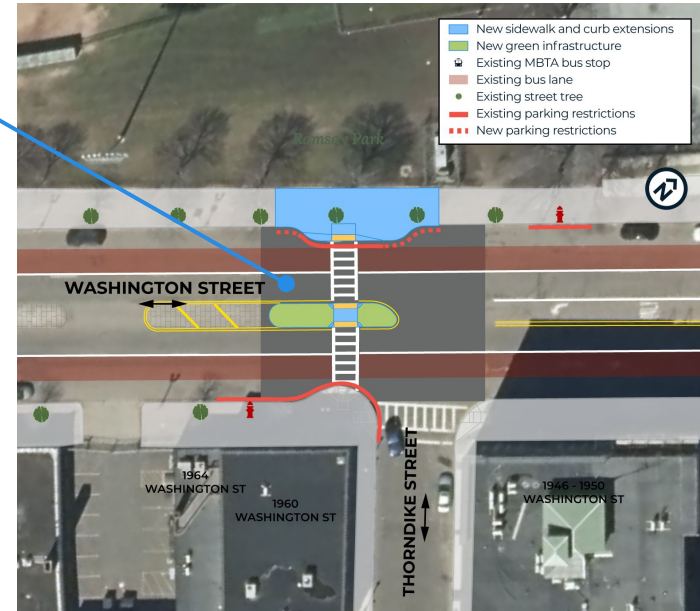
7. WASHINGTON AT THORNDIKE

We'll add a pedestrian island to slow cars at this crosswalk



We'll also rebuild the ramps, curb bump-outs and restripe the crosswalk

A **pedestrian island** will encourage drivers to slow down and make them more aware of pedestrians in the crosswalk.



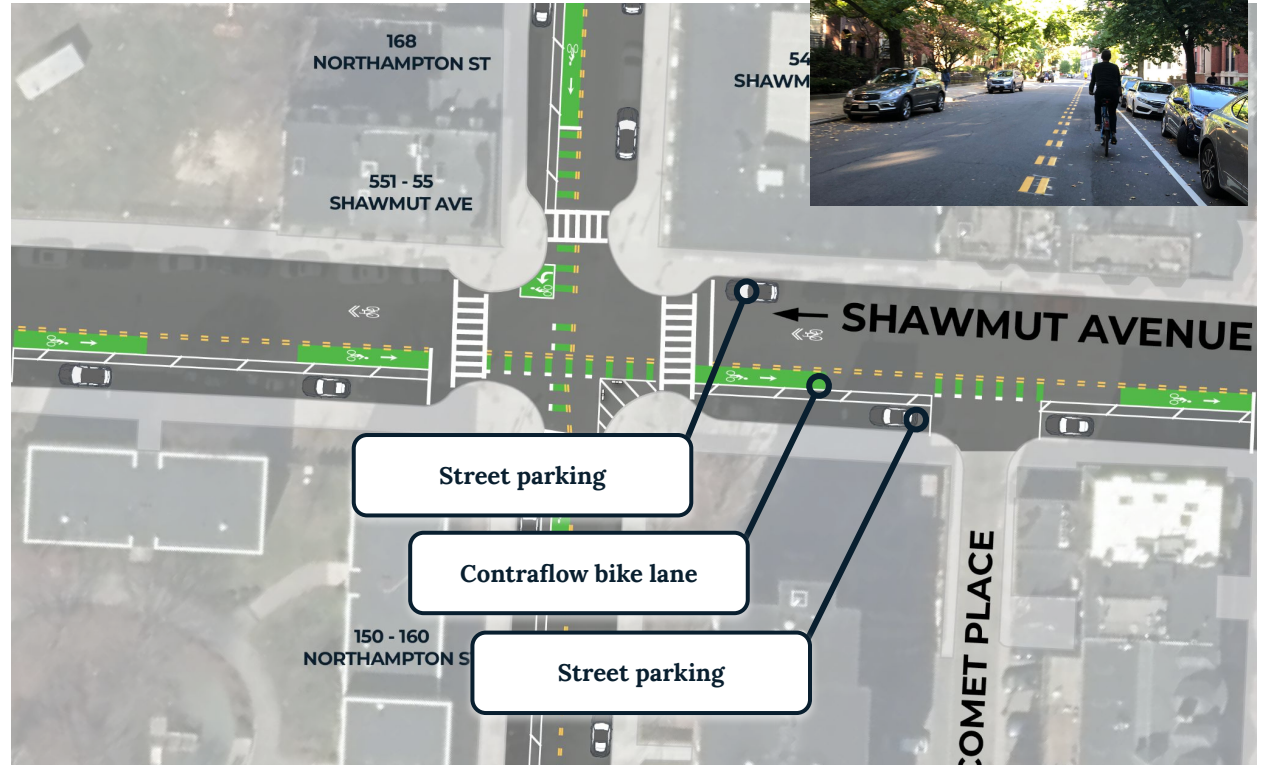
SHAWMUT AVENUE CONTRAFLOW BIKE LANE

(Mass Ave to Melnea Cass)

Shawmut Avenue is one travel lane, but way too wide. Wide streets encourage speeding.

We'll slim the travel lane to curb speeding. With the extra space, we'll add a **contraflow bike lane**. People will be able to bike in the opposite direction of vehicle traffic.

This will **not impact** the location of parking along the corridor.



NORTHAMPTON STREET CONTRAFLOW BIKE LANE

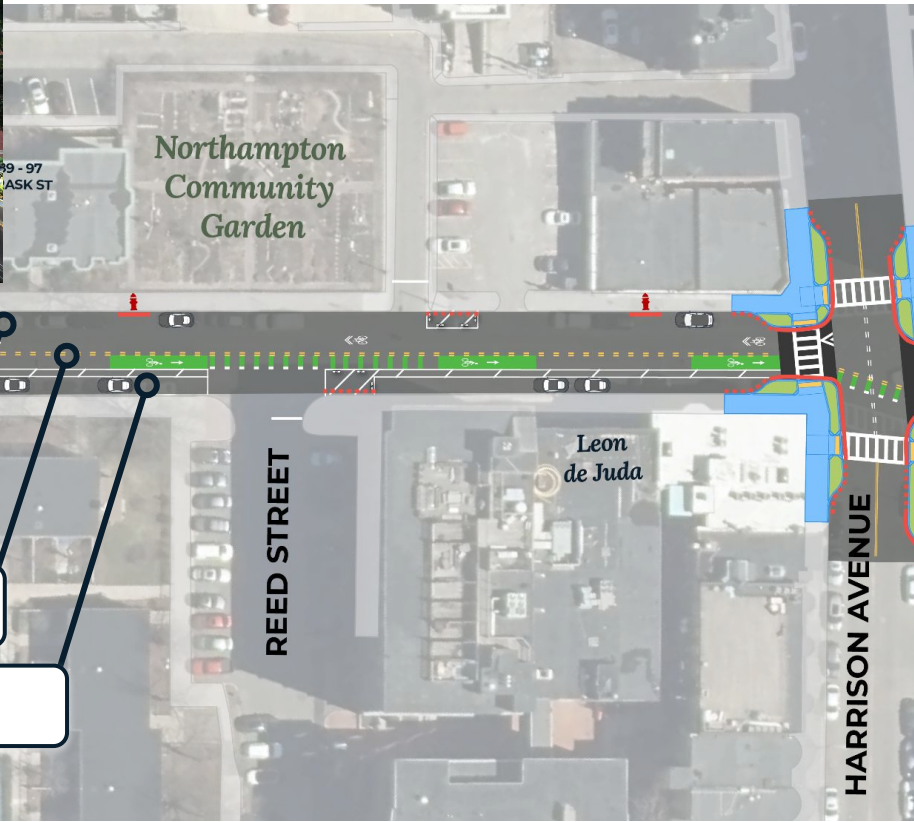
(Tremont to Harrison)

Northampton Street is one travel lane, but way too wide. Wide streets encourage speeding.

We'll slim the travel lane to curb speeding. With the extra space, we'll add a **contraflow bike lane**.

People will be able to bike in the opposite direction of vehicle traffic.

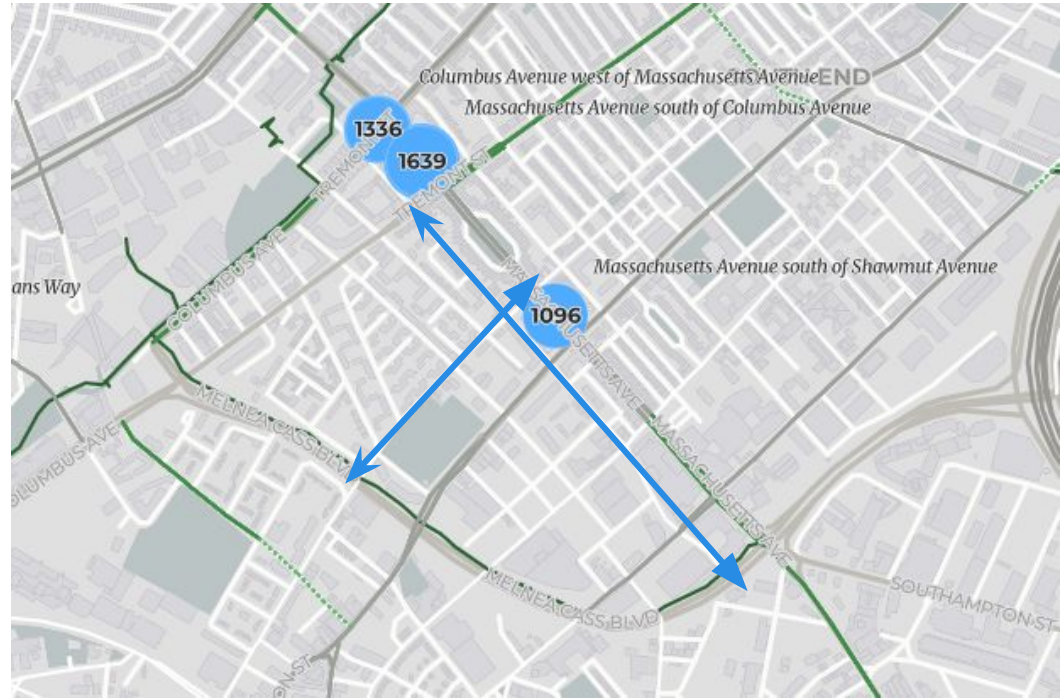
This will **not impact** the location of parking along the corridor.



BIKE CONNECTIONS

About 1000-1200 people bike on Mass Ave each day during the fall and summer

With a contraflow bike lane, Northampton would provide a provide a low-stress east-west option for 1000+ cyclists to get from Tremont to Melnea Cass



WHERE WE'RE AT

