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

Source: Impact Speed and a Pedestrian’s Risk of Severe Injury or Death, Brian Tefft, AAA Foundation for Traffic Safety, 2011
Program goals:

• Reduce vehicle speeds
• Fewer crashes resulting in injury or property damage
• Improved perception of safety
• Quality of life benefits
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
<table>
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<tr>
<th>Date</th>
<th>Event</th>
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<tbody>
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<td>June 22, 2018</td>
<td>Application period opens</td>
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<tr>
<td>October 2, 2018</td>
<td>ROC selected</td>
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<td>October 8, 2018</td>
<td>ROC community walk</td>
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<td>October 20, 2018</td>
<td>DUN community walk</td>
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<tr>
<td>November 2018</td>
<td>Data collection</td>
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<tr>
<td>December 2018 – April 2019</td>
<td>Concept design development</td>
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<td>June 20, 2019</td>
<td>Public meeting #1</td>
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REDEFINING OUR COMMUNITY
SLOW STREETS
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
Initial data collection
- 4 mid-block counts
- 1 location vandalized
- 6 intersection counts
EVANS ST (WEST OF THETFORD)

- 25 MPH or higher: 107
- 30 MPH to 39 MPH: 10
- 40 MPH +: 2
- 1 MPH to 24 MPH: 45
- 25 MPH to 29 MPH: 3
- 30 MPH to 39 MPH: 2
- 40 MPH +: 1

Data collected Nov 6 & 7, 2018
MILTON AVE

• 25-30 MPH
• 31-39 MPH
• 40+ MPH

Data collected Nov 6 & 7, 2018

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
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
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

Potential ways to calm speeds, organize intersection, and add crosswalks while maintaining some U-turns and all driveway access:
Concept 1:
• Mini traffic circle with curb extensions
• Reduces conflict points, slower vehicle speeds, safe crosswalks
• Permits U-turns northbound and southbound
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
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

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

• Extend sidewalks on Corbet and on Nelson
• Build island between Corbet and Nelson
  – Raised crosswalk slows for turn from Nelson to Corbet
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
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
Vehicular traffic to re-route
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
THANK YOU

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