

# NEIGHBORHOOD SLOW STREETS: WEST OF WASHINGTON



Boston Transportation Department  
Gina N. Fiandaca, Commissioner

June 28, 2018 | Public Meeting  
Mount Horeb Lodge #10

# MEETING GOALS

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- Introduce more residents to the Neighborhood Slow Streets project
- Share our concept plans for your feedback

# VISION ZERO BOSTON

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- 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

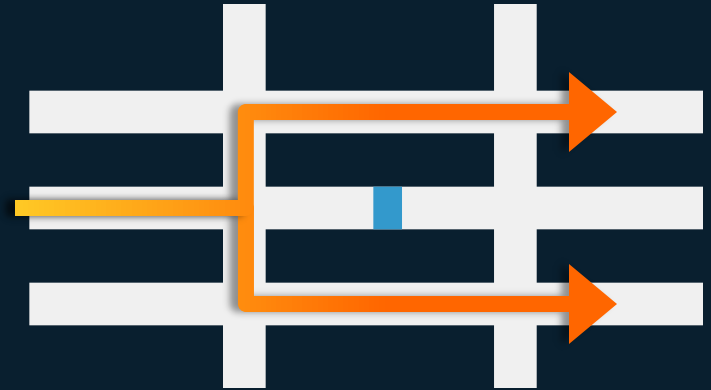
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*A zone-based approach to traffic-calming requests*

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

# WHY ZONE-BASED?

- Avoid the “**transfer effect**”
- Drivers seek alternate routes
- Traffic and/or speeds may increase on parallel routes without traffic calming



# PROGRAM GOALS

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

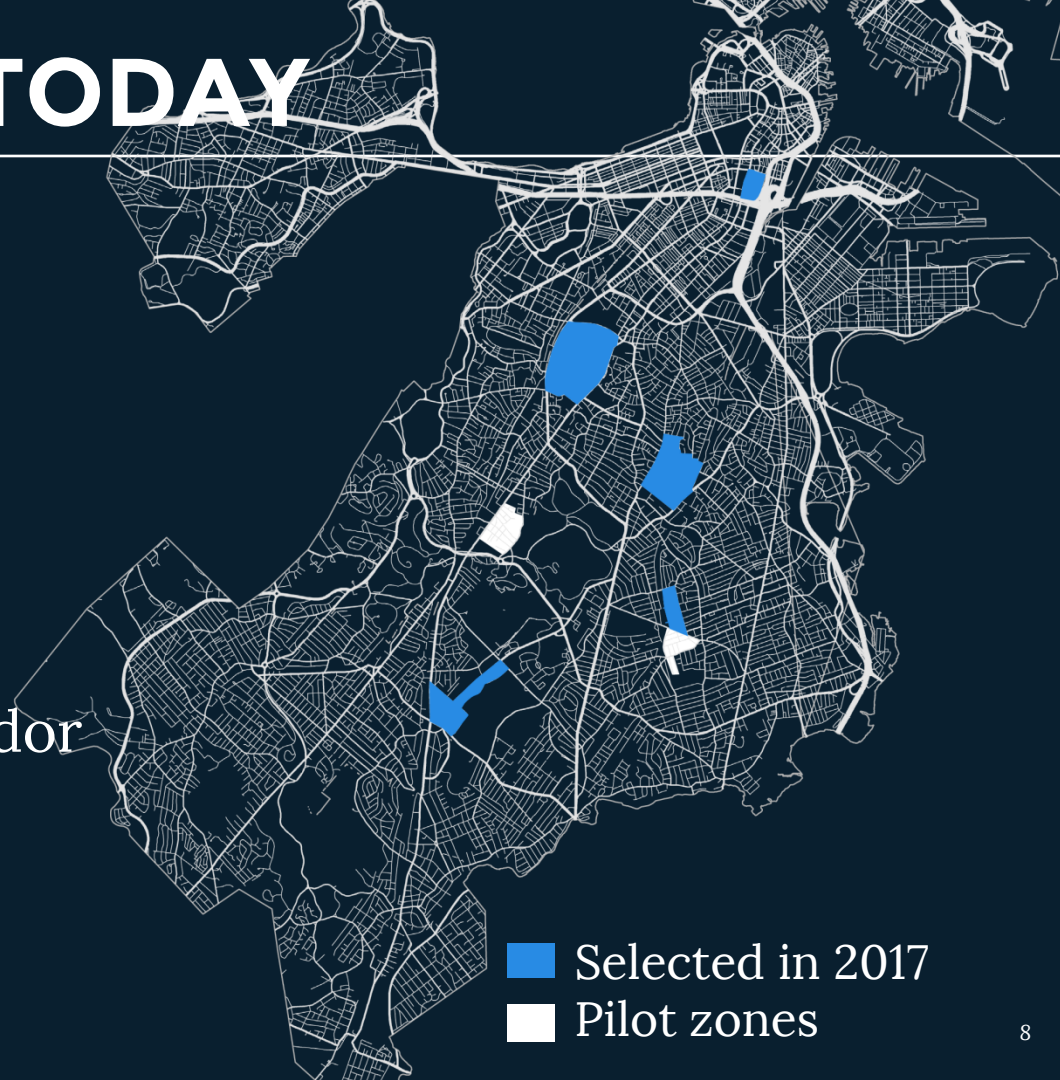
# SEVEN ZONES TODAY

## *Pilot zones:*

- Talbot-Norfolk Triangle
- Stonybrook

## *Selected in 2017:*

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



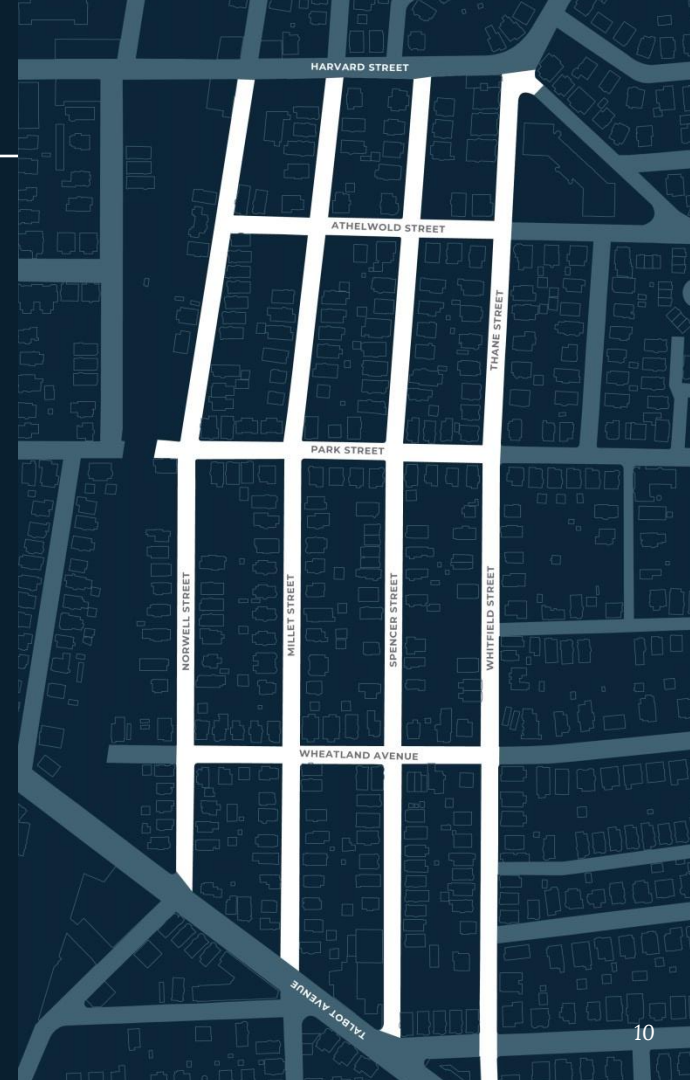


# WEST OF WASHINGTON SLOW STREETS



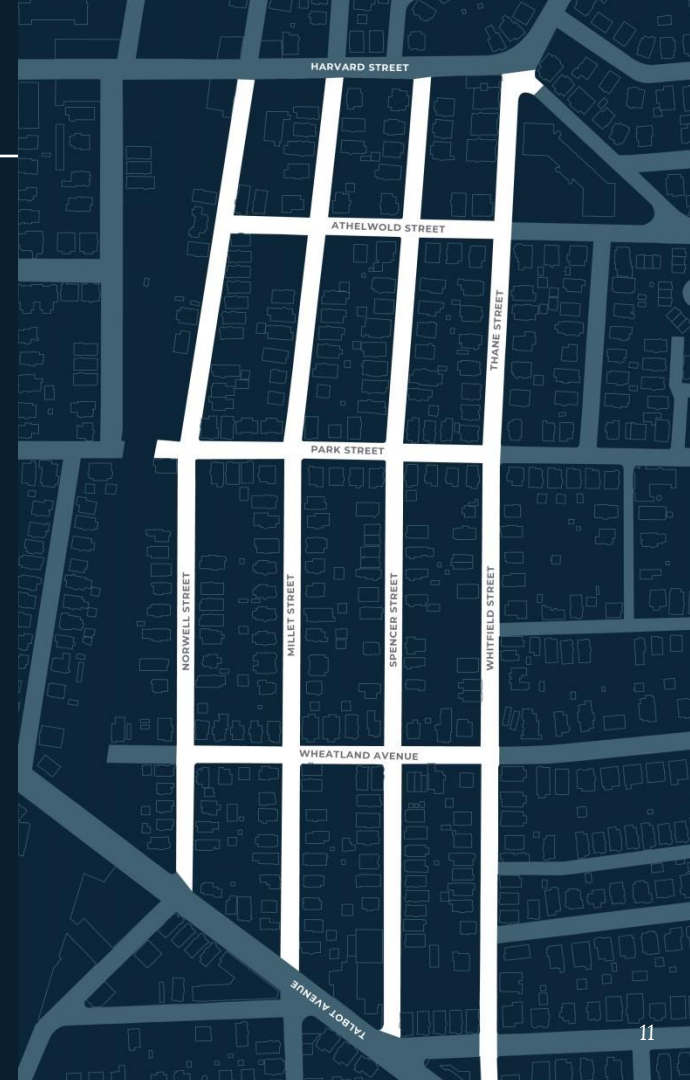
# WOW ZONE

- Zone includes only the highlighted streets →
- Some facts about the area:
  - Nearly 1 in 2 households have a child under 18
  - 13% of residents are aged 65 or older



# CONCERNS WE HEARD

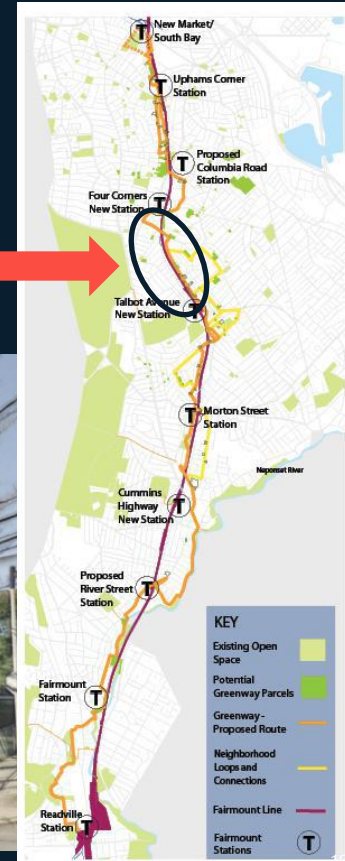
- Vehicle speeds
- Norwell/Park intersection issues
  - Better, safer way to get to the Fairmount Line
- Not enough space to drive on Park St
- Howard/Thane/School intersection issues
  - Sight lines, safe crossings for school children





# FAIRMOUNT GREENWAY ROUTE

- Proposed walk- and bike-friendly route loosely following Fairmount Line
- Norwell St from Talbot to Washington identified as key link in route.
- Initiative led by the Fairmount/Indigo Line CDC Collaborative connects neighborhoods, stations, schools, parks, and commercial districts & more.



# OBSERVATIONS

- Group walk in fall helped identify key issues
- Multiple site visits this spring (March-June) to observe how people use the streets



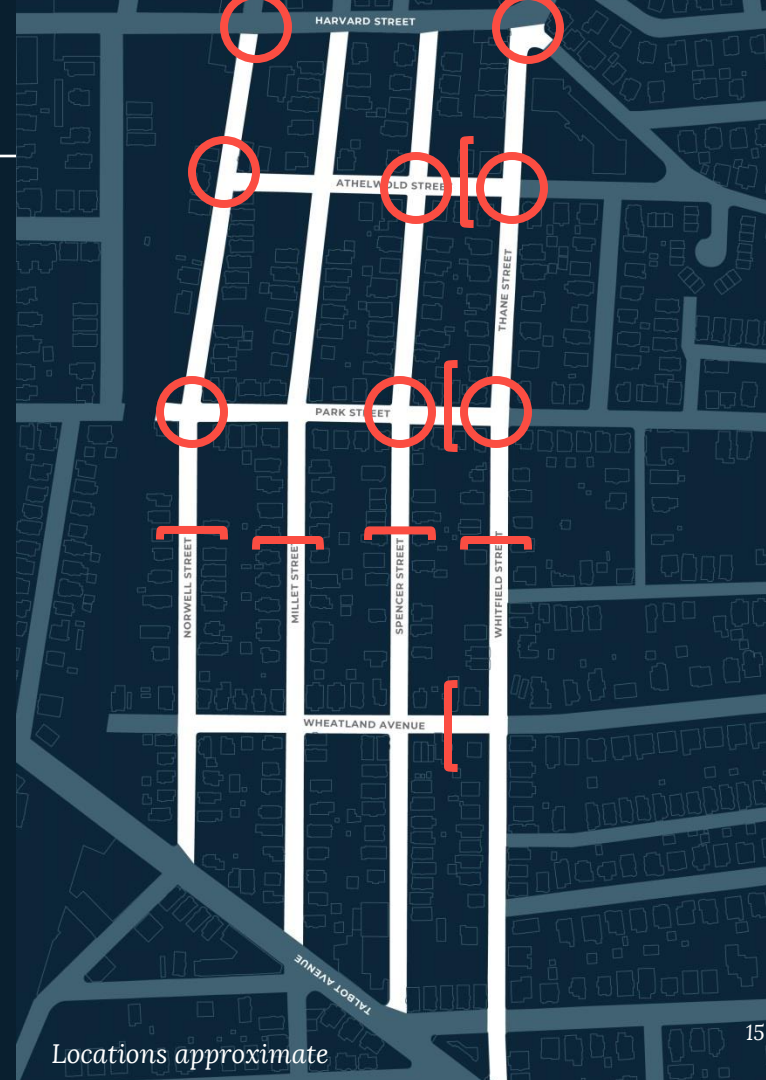
# ACTIVE COMMUTES

- Of working residents, many are walking, taking transit, or bicycling regularly
- In addition, many kids and young people heading to schools



# TRAFFIC COUNTS

- 7 mid-block counts
  - Mid-block counts include vehicle speeds
- 8 intersection counts
  - Intersection counts tell us if people turn or continue through
- Data collected in April and June 2018



Locations approximate



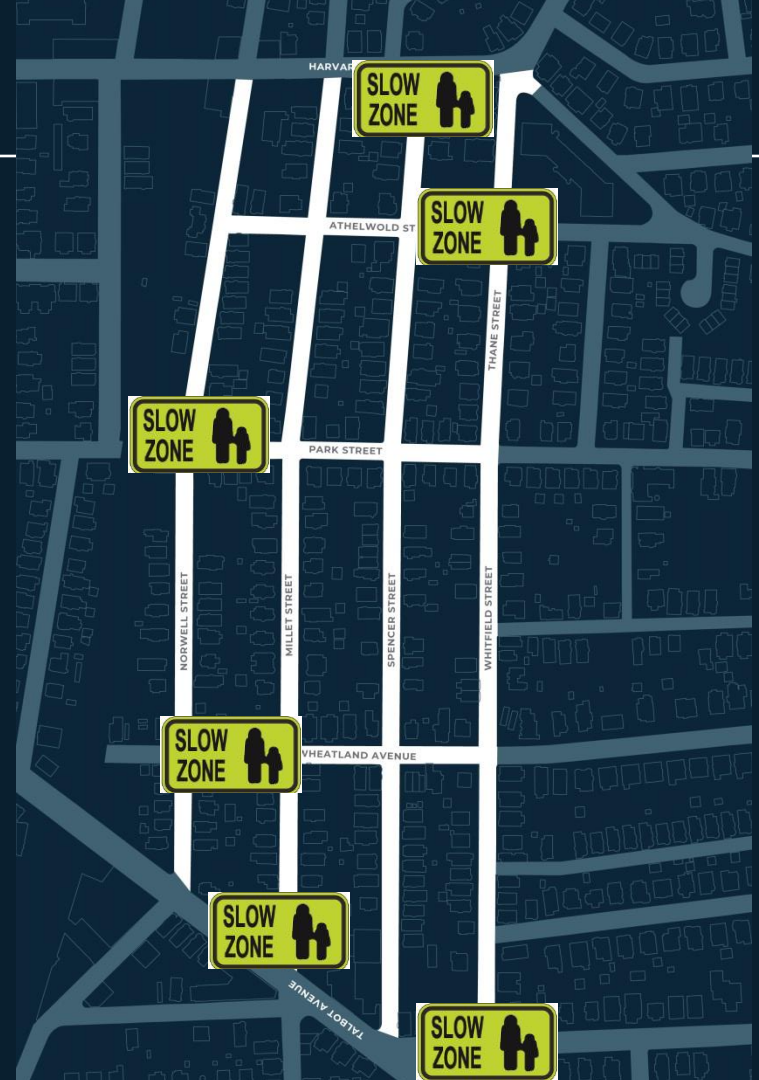


# WEST OF WASHINGTON CONCEPT PLAN



# CONCEPT PLAN

- Gateways at entrances to 20 MPH zone



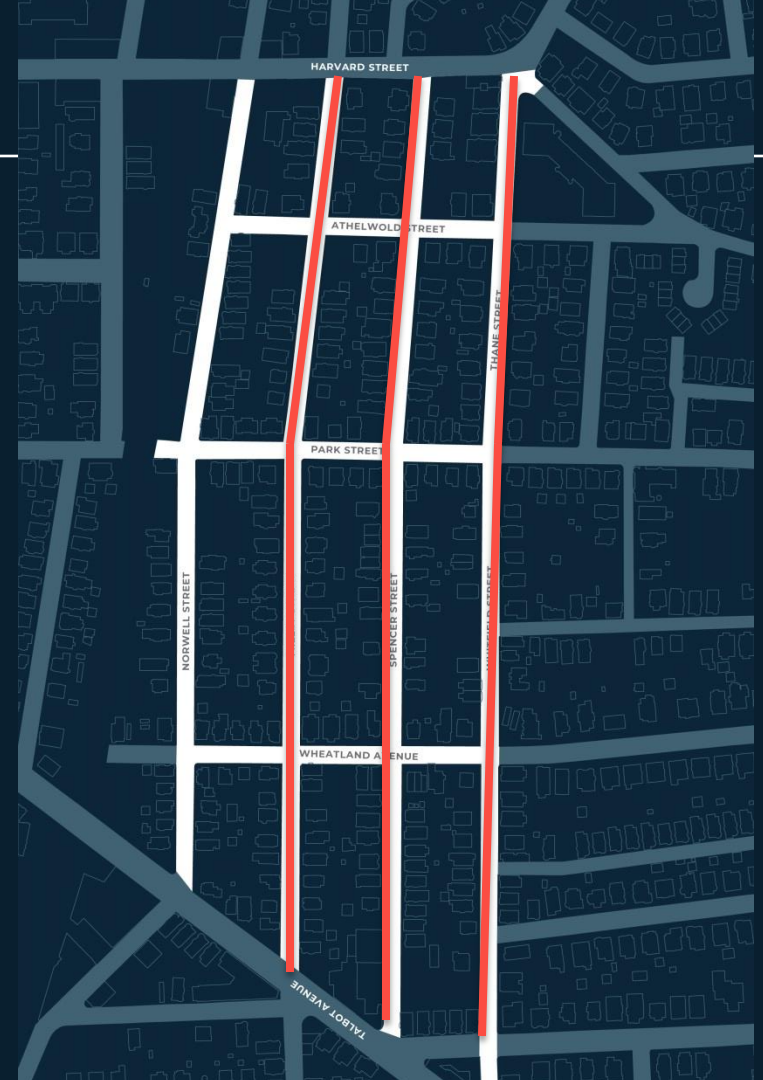
# GATEWAY SIGNS & MARKINGS

- Located as people enter the zone
- Signed for 20 MPH
- Supplemented with 20 MPH pavement marking



# CONCEPT PLAN

- Gateways
- Speed humps



# 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



# SPEED HUMPS

- Located on property lines (where feasible)
- Not located at driveways or intersections
- Spaced approx. 200'-250'
- No impact on parking
- No impact on drainage
- Cannot be used on hills or too close to a curve



# VEHICLE SPEEDS IN WOW

STREET	85 <sup>TH</sup> PERCENTILE SPEED	% OF VEHICLES TRAVELING 25+ MPH
Millet St (Northbound)	27 MPH	27.7%
Spencer St (Southbound)	29 MPH	41.7%
Whitfield St (Northbound)	26 MPH	27.7%
Athelwold St (Eastbound)	19 MPH	1.4%
Athelwold St (Westbound)	19 MPH	2.2%
Park St (Eastbound)	20 MPH	1.7%
Park St (Westbound)	15 MPH	0.5%
Wheatland Ave (Eastbound)	19 MPH	0.4%

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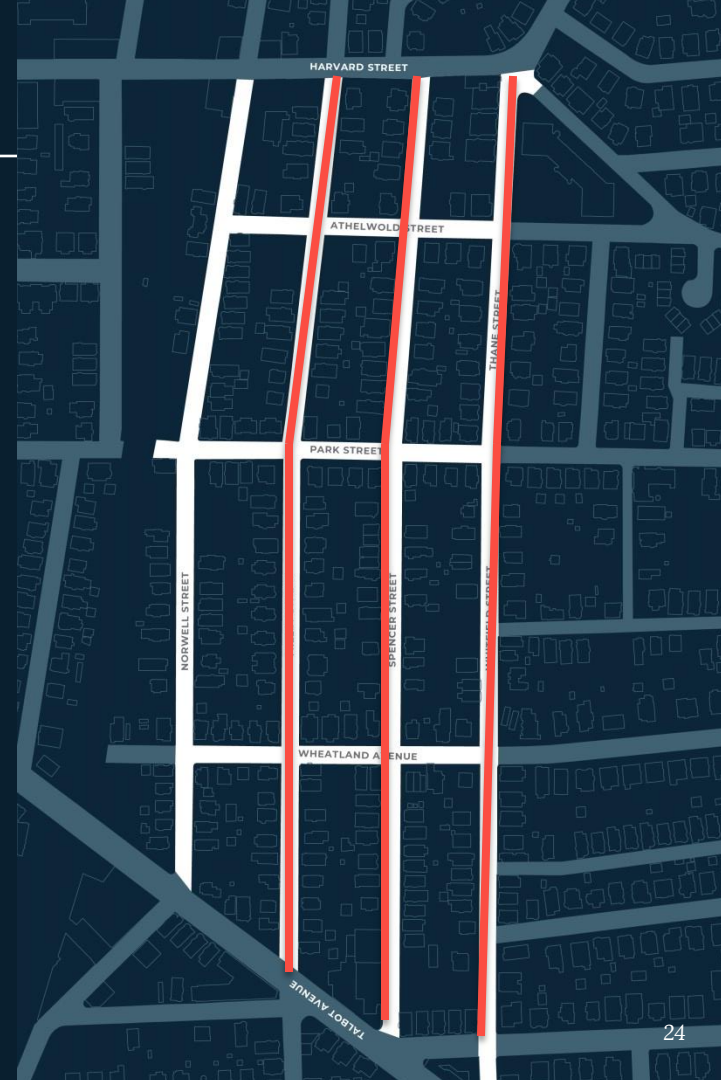
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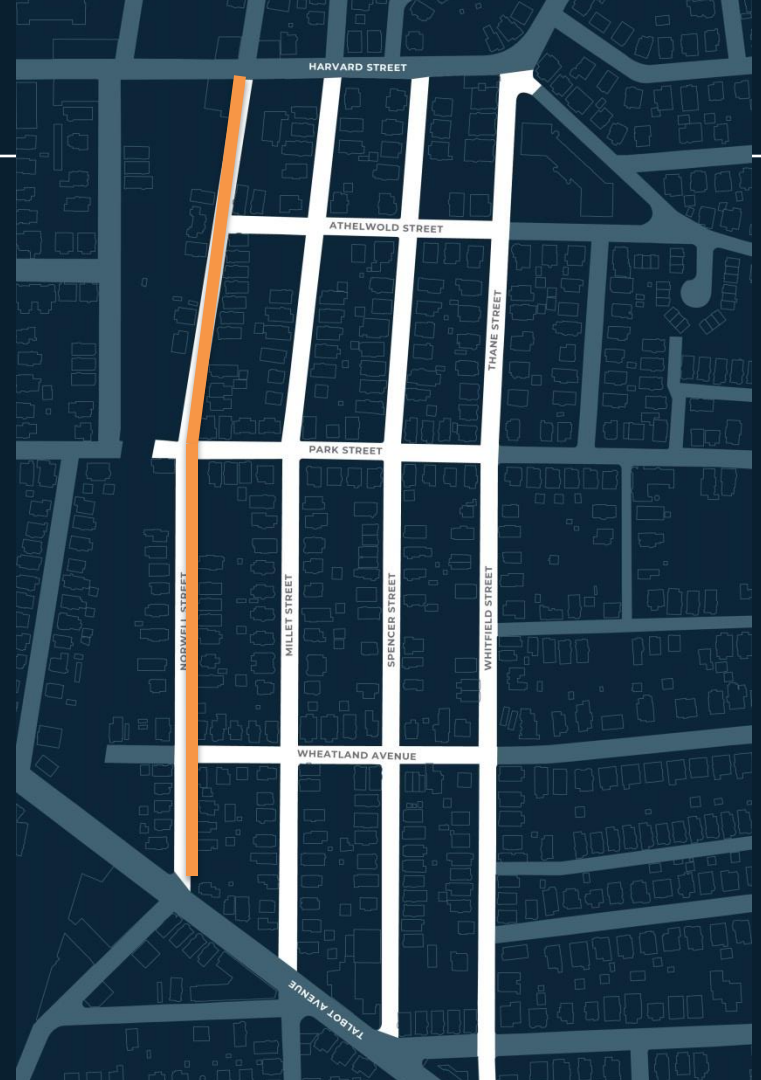
- Focus speed humps on the north/south routes, where speeding is common



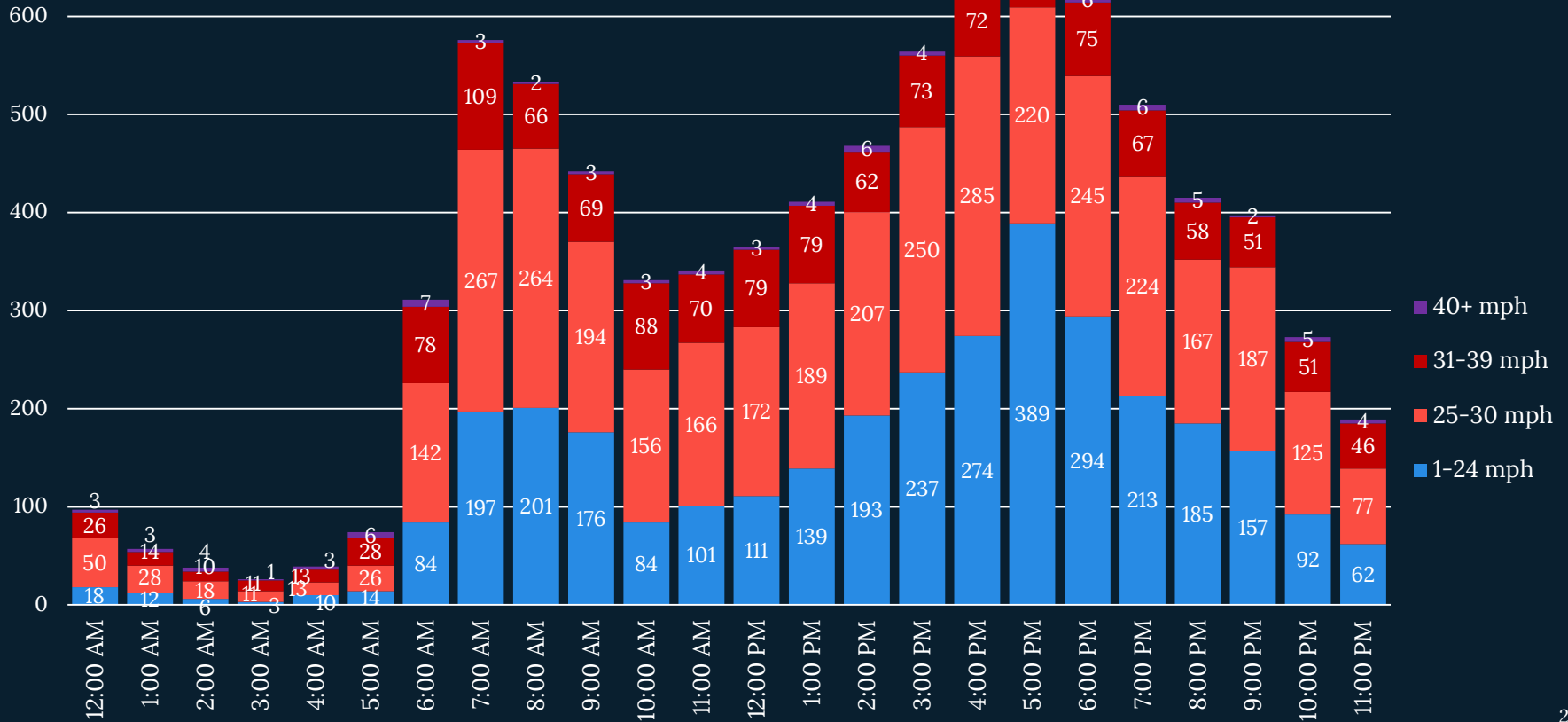


# CONCEPT PLAN

- Gateways
- Speed humps
- Norwell St safety



# NORWELL ST SPEEDS



# ADD CENTERLINE

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- Daily traffic volume allows us to consider a double yellow centerline
- Parking must be restricted along one side of the street
- Can add “shared lane markings” to help direct people on Fairmount Greenway route

# SPEED FEEDBACK SIGNS

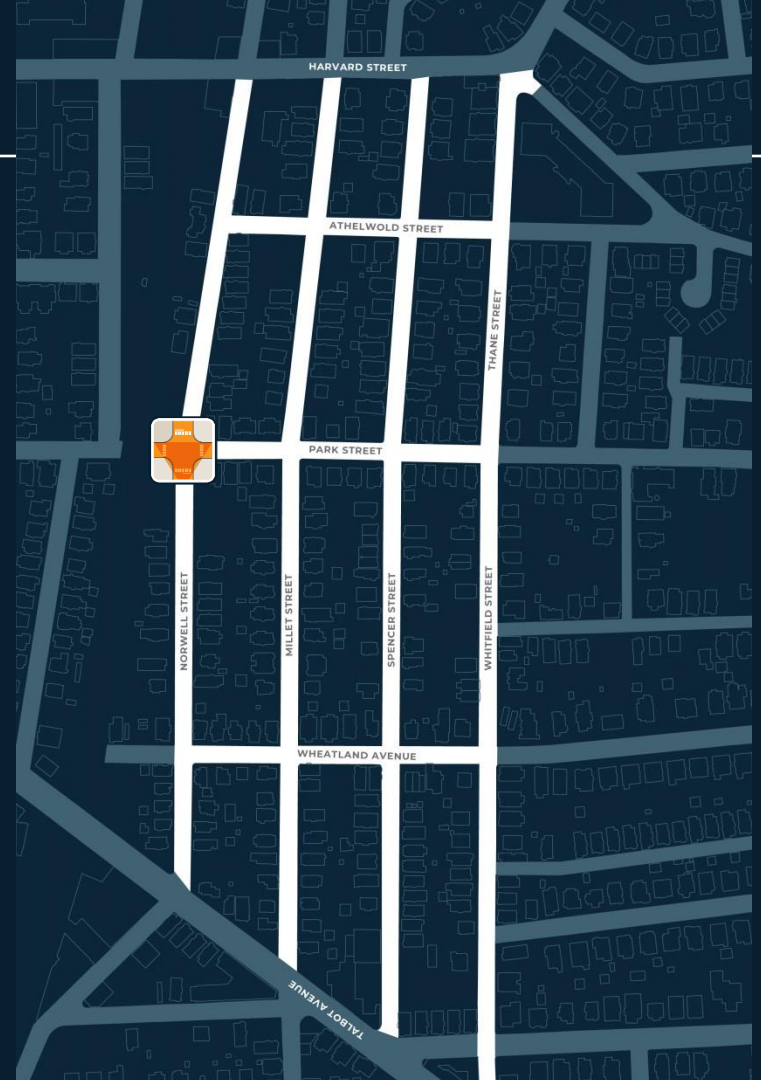
- Effective reminder
- Solar-powered
- Usually attached to existing light poles



Norfolk St, Dorchester

# CONCEPT PLAN

- Gateways
- Speed humps
- Norwell St safety
- Norwell & Park intersection



# WHAT'S POSSIBLE?

We evaluated the potential for traffic signals or STOP control by looking at traffic volume and crash history

- Warrant is not met for signal
- Warrant is not met for all-way STOP control



# EXPLORING: RAISED CROSSWALKS

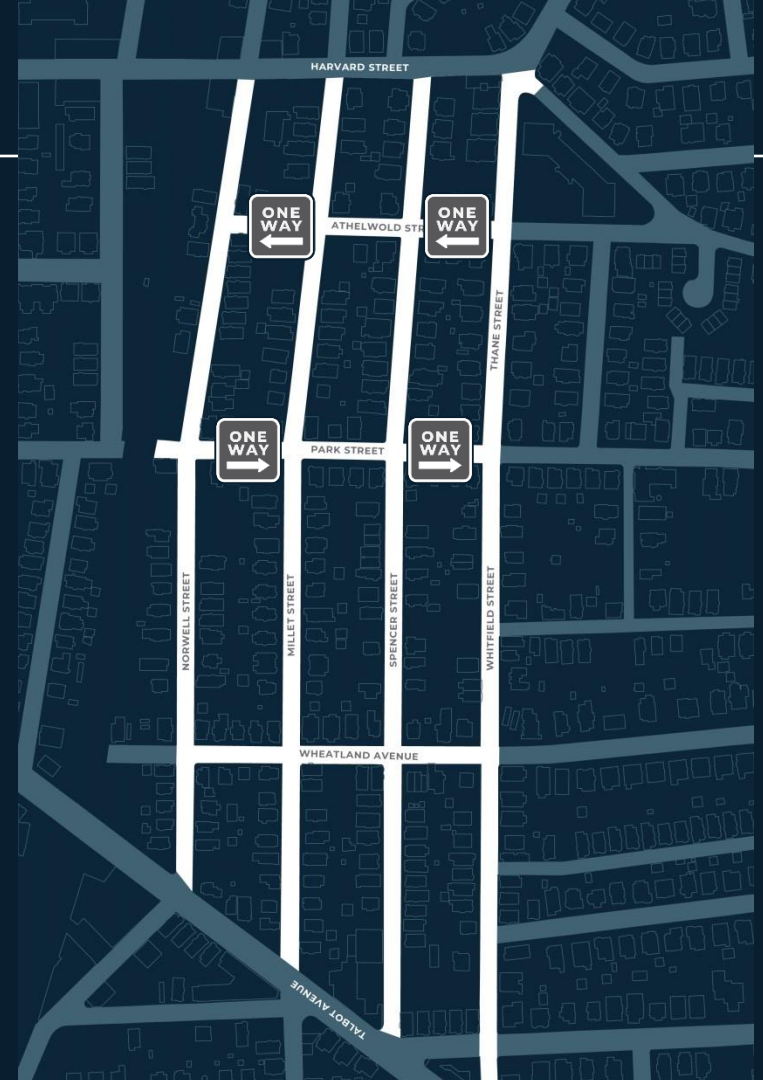
- Crosswalk is level or near-level with sidewalk, slows drivers
- Looking into feasibility across Norwell St
  - Need to understand drainage
  - Needs to be approved by Engineering staff





# CONCEPT PLAN

- Gateways
- Speed humps
- Norwell St safety
- Norwell & Park intersection
- Park St & Athelwold St street direction





# CHALLENGES ON PARK ST

*Too narrow for two vehicles to pass each other*



*On-street parking well-used by residents, customers*

*People park partially on sidewalk*

# CHALLENGES ON ATHELWOLD ST

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Similar to those on Park St:

- Too narrow for two vehicles to pass safely
- Desire to maintain resident parking
- Parked cars partially on sidewalks

# PARK ST & ATHELWOLD ST

<b>STREET</b>	<b>85<sup>TH</sup> PERCENTILE SPEED</b>	<b>% OF VEHICLES TRAVELING 25+ MPH</b>	<b>TOTAL TRAFFIC VOLUMES</b>	<b>AM PEAK TRAFFIC VOLUMES</b>	<b>PM PEAK TRAFFIC VOLUMES</b>
Athelwold St (Eastbound)	19 MPH	1.4%	636	80	68
Athelwold St (Westbound)	19 MPH	2.2%	269	22	32
Park St (Eastbound)	20 MPH	1.7%	1,971	187	162
Park St (Westbound)	15 MPH	0.5%	2,896	206	294
Wheatland Ave (Eastbound)	19 MPH	0.4%	915	67	88

# PROPOSAL: ONE-WAY PAIR

## Considerations:

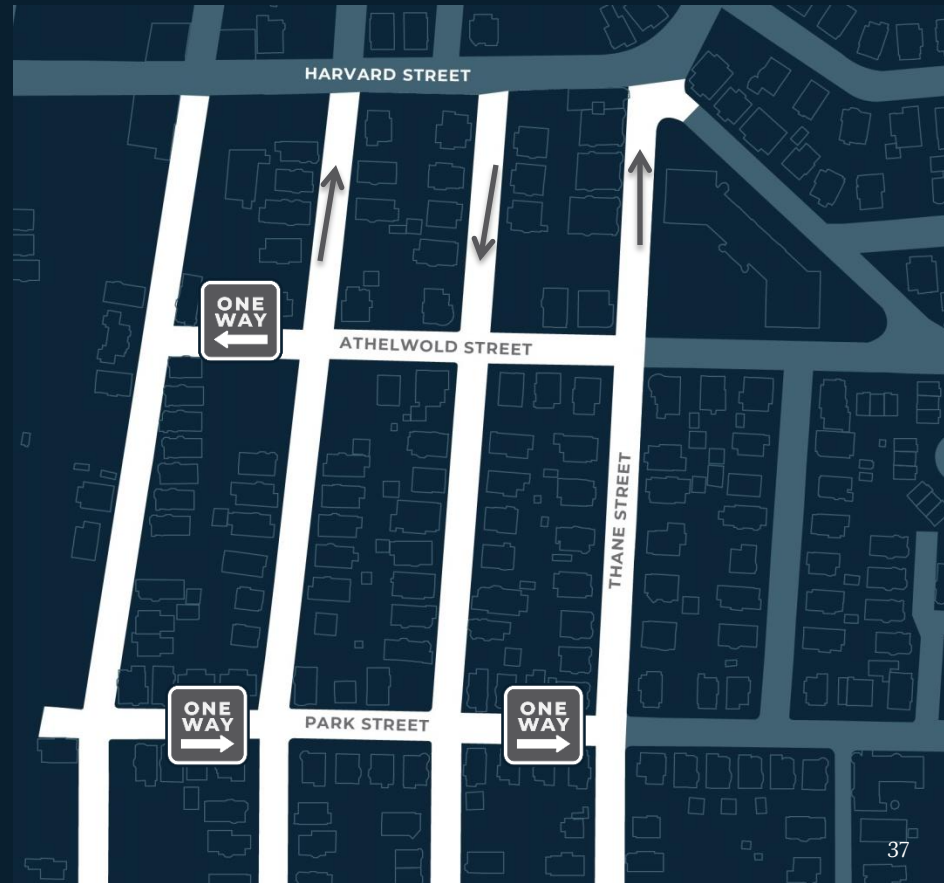
- Simplifies how Norwell/Park operates
- Likely to reduce crashes, property damage
- Retains on-street parking
- More people will drive on Athelwold than they do today
- Access for residents east of the zone
- May impact school bus routes



# PROPOSAL: ONE-WAY PAIR

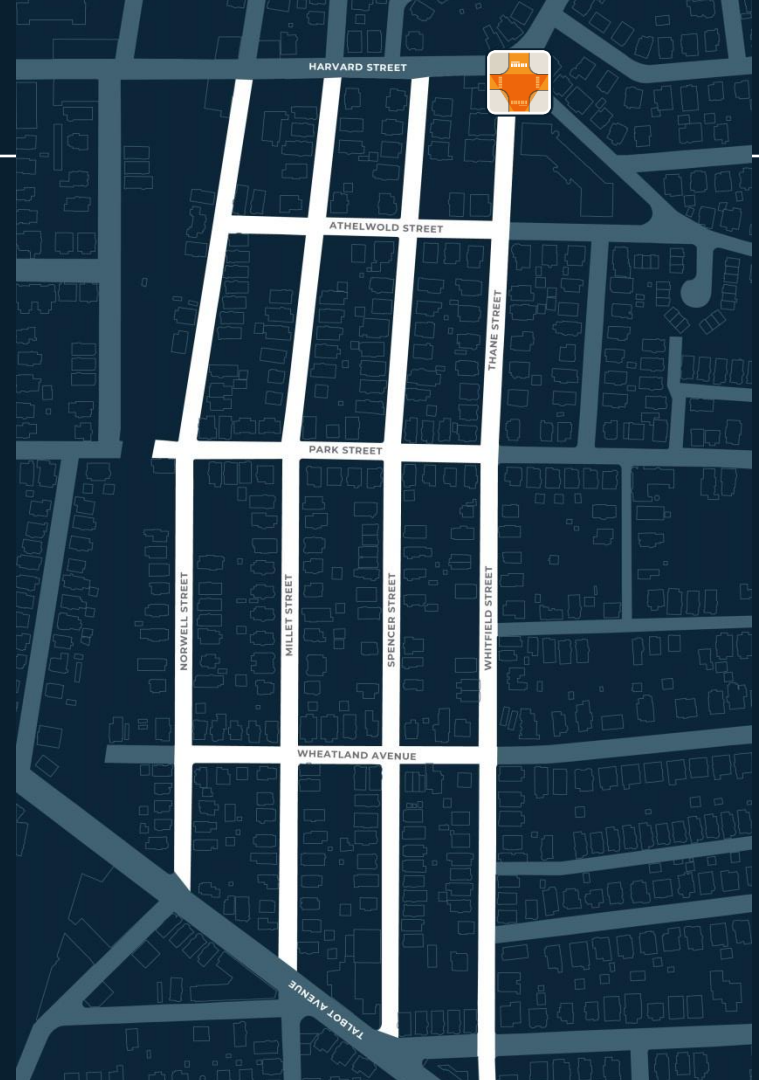
Next steps:

- Traffic circulation analysis to better understand impacts of change

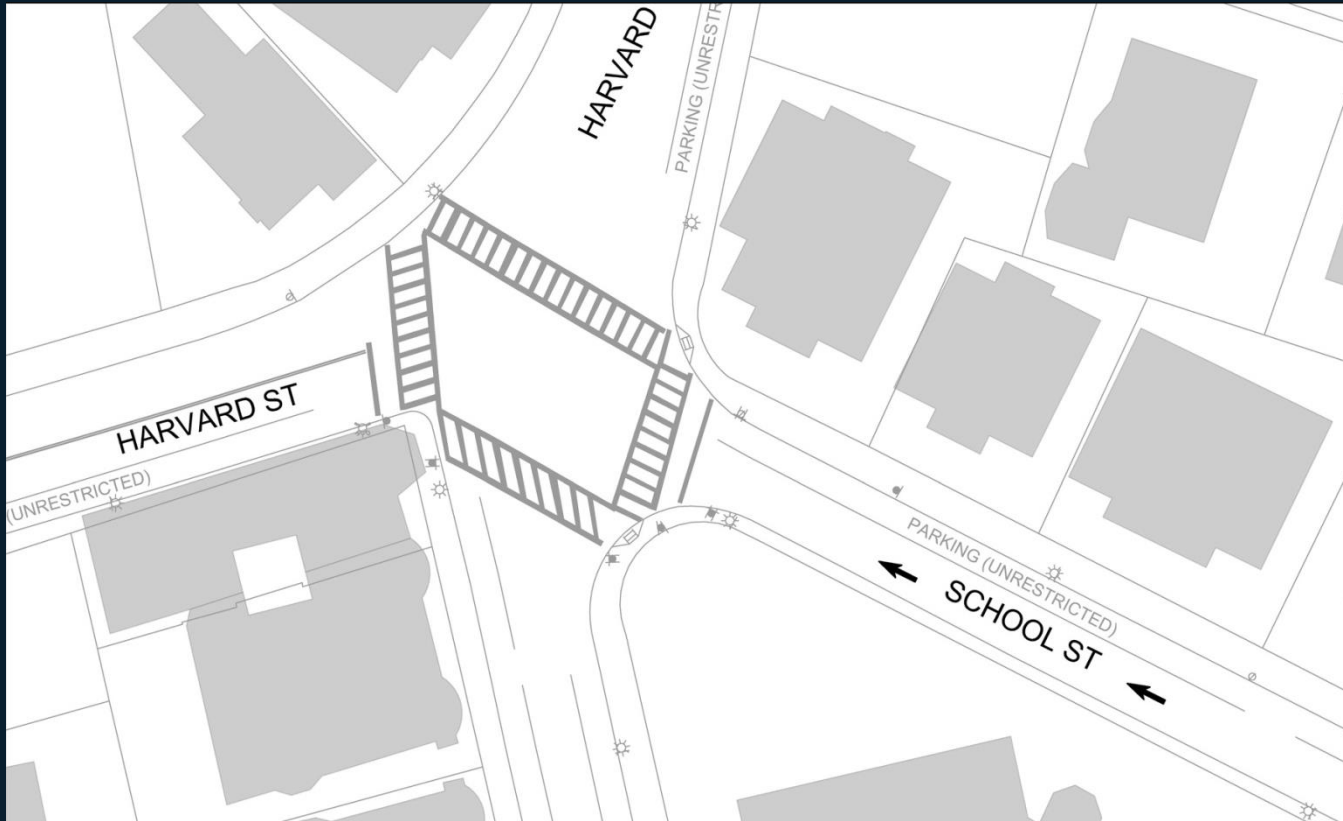


# CONCEPT PLAN

- Gateways
- Speed humps
- Norwell St safety
- Norwell & Park intersection
- Park St & Athelwold St street direction
- Thane & School at Harvard, Holmes School



# TODAY: THANE & SCHOOL AT HARVARD





# THANE & SCHOOL AT HARVARD

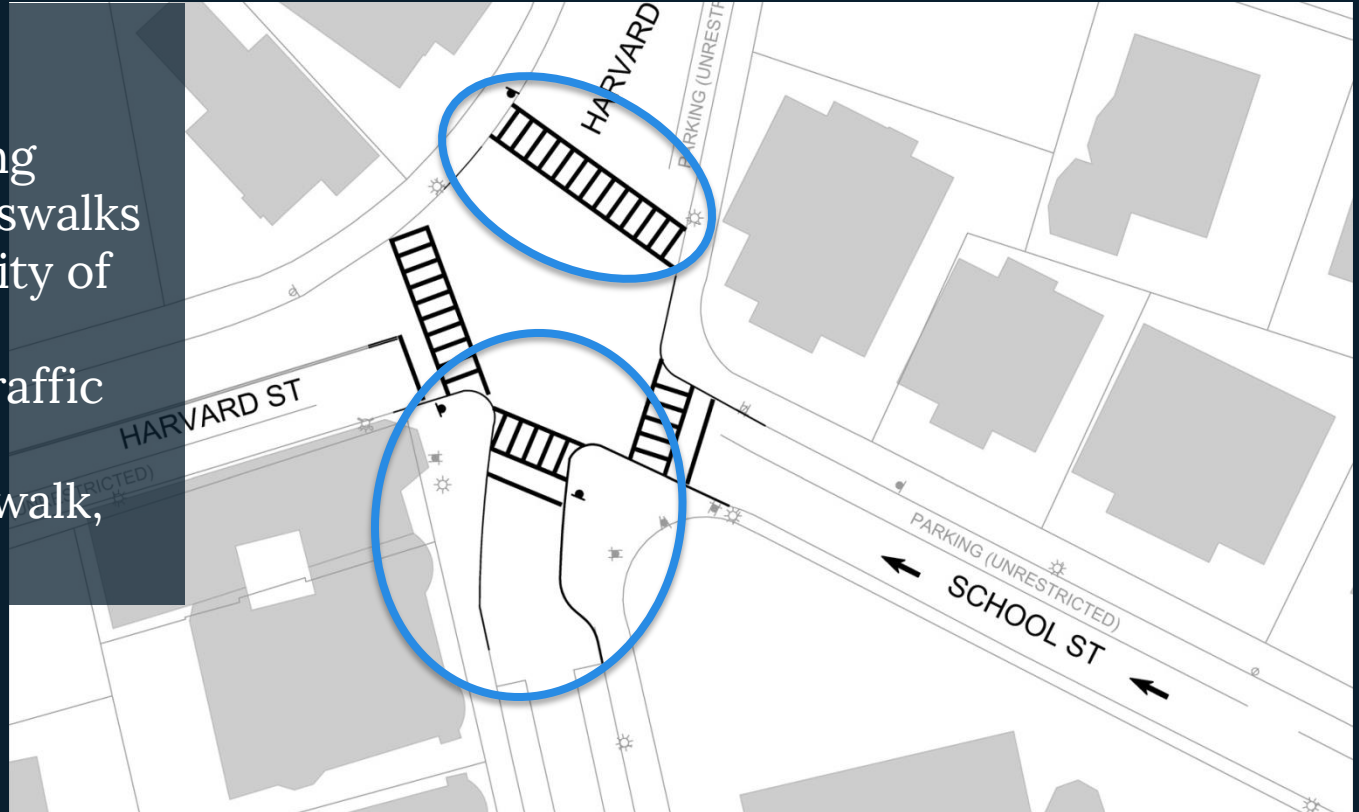
- Irregular intersection
- Sightlines limited by buildings, curved street
- Missing ramps, long crosswalks
- Volumes, crashes do not warrant signal or all-way STOP





# CONCEPT DESIGN

1. Narrow Thane at intersection by restricting parking
  - Shorter crosswalks
  - Better visibility of northbound Harvard St traffic
2. New location for Harvard St crosswalk, add ramps



# SCHOOL DAY DROP-OFF & PICK-UP



# PROPOSED SCHOOL IMPROVEMENTS

## Ideas:

- Restrict parking on both sides of Thane and northern side of Athelwold during school days to eliminate some of the congestion
- Restrict parking on southern side of Athelwold all day to better facilitate 2-way travel
- Investigate raised crosswalk at Merlin St



*Concept only, design to be engineered*

# OUR NEXT STEPS

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## **JUNE 2018**

Public meeting # 1 (Tonight)  
Refine concepts, as needed, based on your and your neighbors' feedback

## **FALL 2018**

Develop engineered design plans  
Internal review with BTD and PWD

## **WINTER 2019**

Public meeting # 2 to share final plans  
Finish design  
Internal review with BTD and PWD

## **LATE SPRING 2019**

Schedule construction with PWD, share anticipated schedule with public





# THANK YOU

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

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