

NEIGHBORHOOD SLOW STREETS: HIGHLAND PARK



Boston Transportation Department
Gina N. Fiandaca, Commissioner

March 27, 2019 | Public Meeting
Hawthorne Youth and Community Center

MEETING GOALS

- Review project goals
- Share our design plans with residents and community members
- Discuss any final adjustments to design

VISION ZERO BOSTON

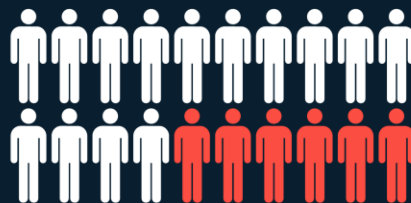
- Commitment to eliminate all fatal and serious injuries by 2030
- Designing for the most vulnerable benefits everyone
- “Early Action” policy in *Go Boston 2030*



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

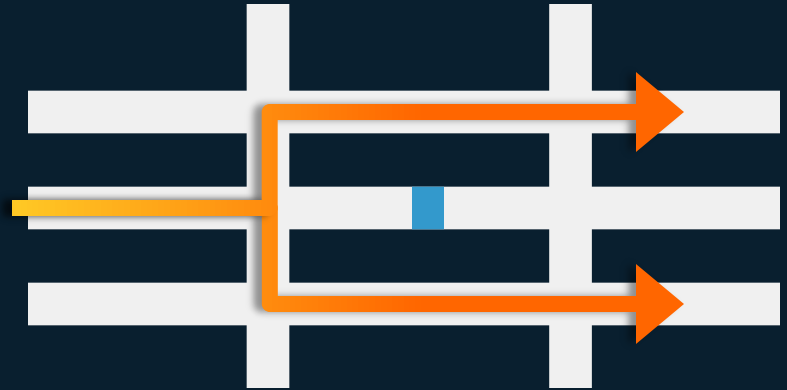
NEIGHBORHOOD SLOW STREETS

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**” from a single measure vs. system-wide approach
- Drivers seek alternate routes
- Traffic may increase on parallel routes without traffic calming



PROGRAM GOALS

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

HIGHLAND PARK FOCUS AREAS

MARCELA PARK

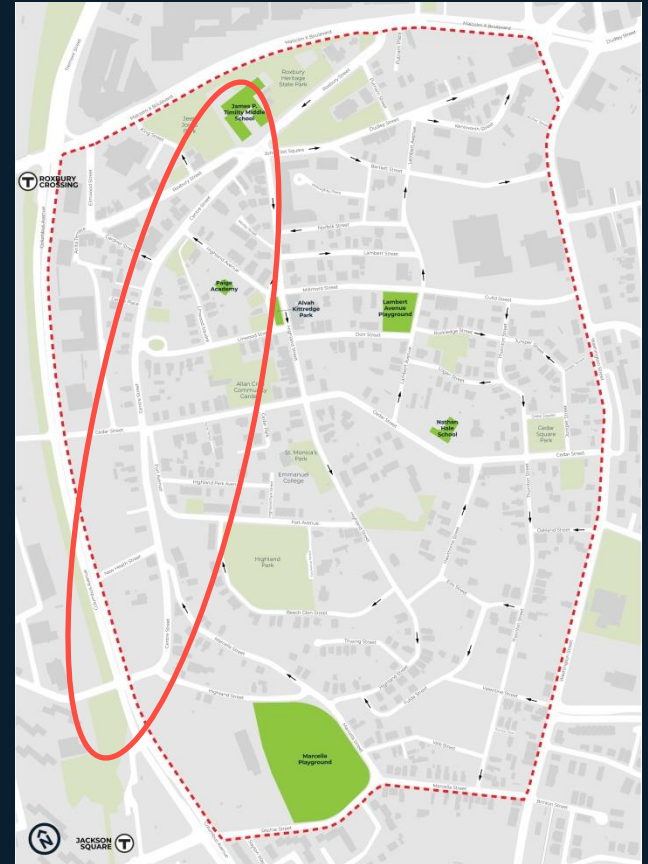
FOCUS AREAS:

- Centre St
- Cedar St
- Streets around Marcella Playground
- Area north of Cedar St
- Area south of Cedar St

CENTRE STREET

Challenges:

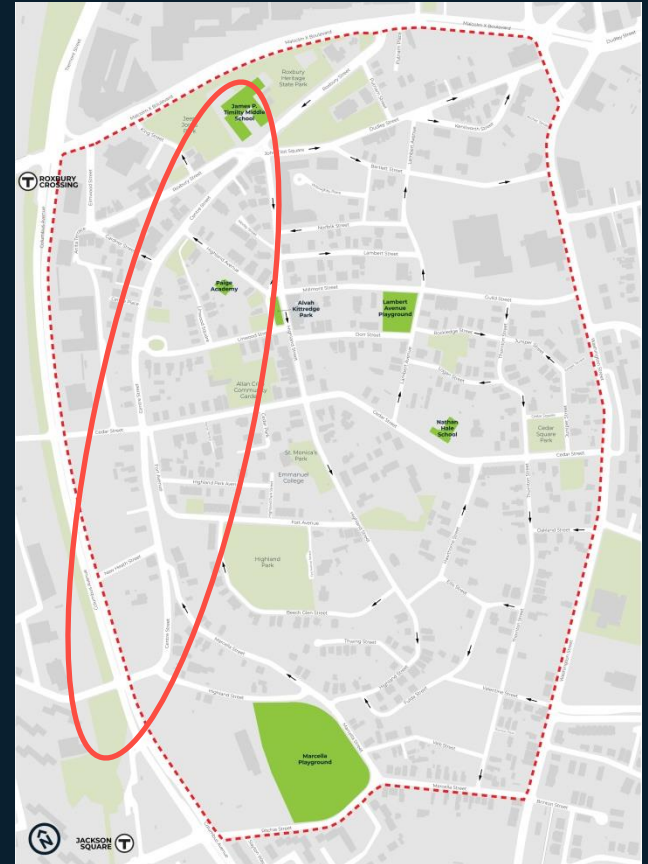
- Few crosswalks
- High speeds
- Bus routes # 14, 41
- Poor visibility when turning onto Centre



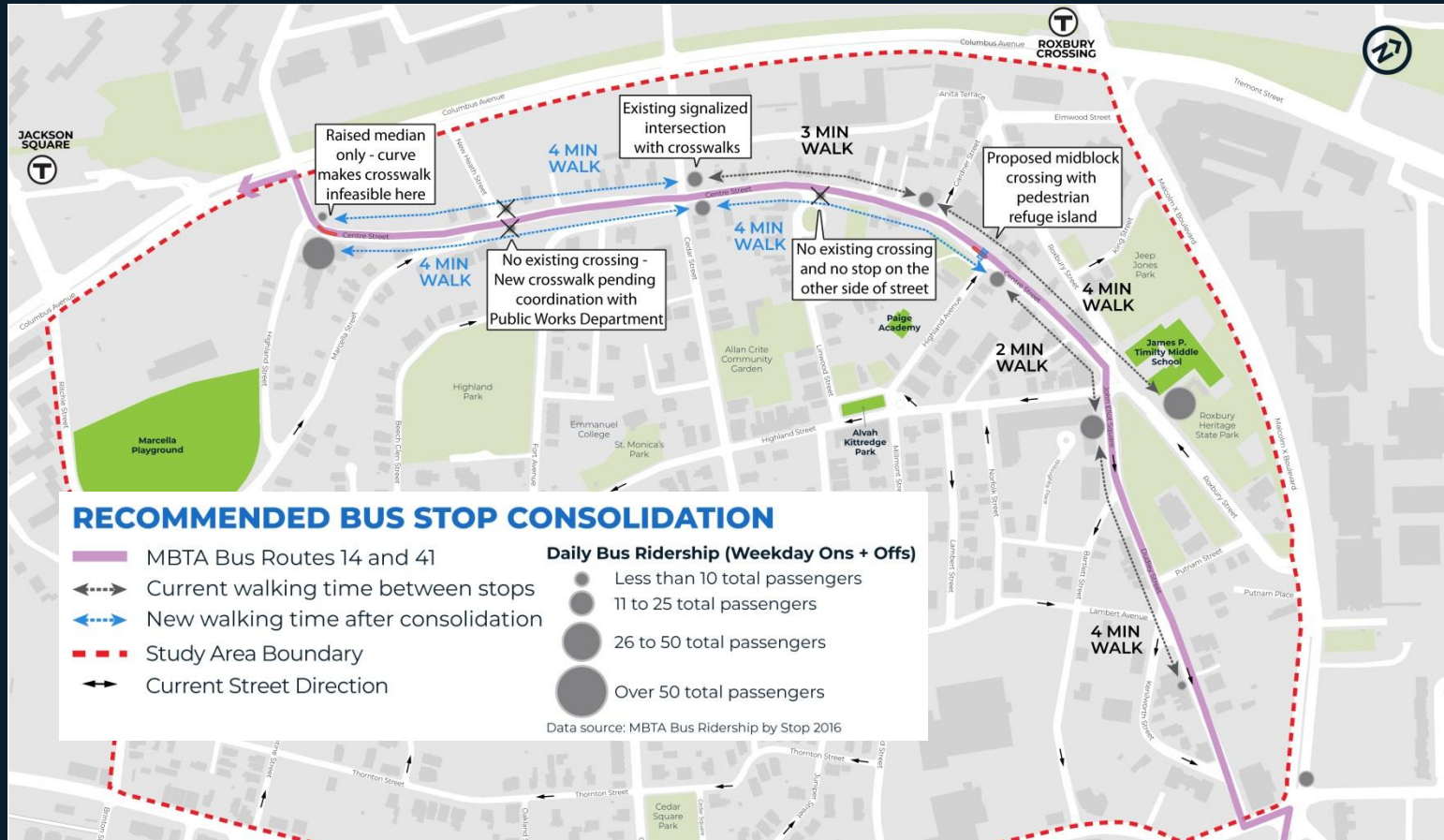
CENTRE STREET

Design proposal:

- Consolidate bus stops
- AND improve crossings at bus stops with crossing islands
- Add daylighting at key intersection
- Build curb extension to shorten crossing
- Strategically narrow Centre Street
- Install speed feedback signs



CENTRE ST: BUS STOPS



RECOMMENDED BUS STOP CONSOLIDATION

- MBTA Bus Routes 14 and 41
- Current walking time between stops
- New walking time after consolidation
- Study Area Boundary
- Current Street Direction

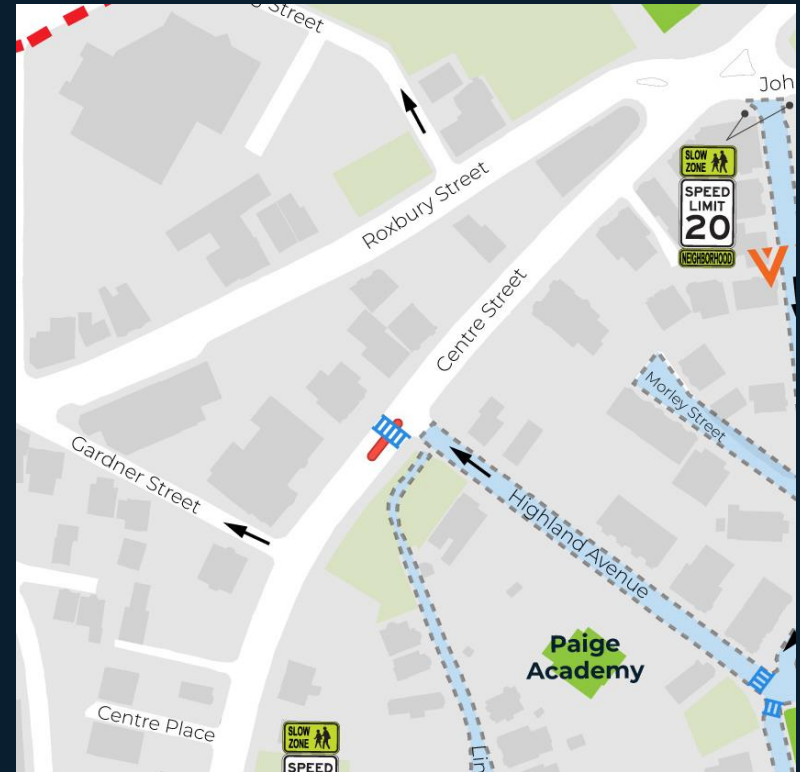
Daily Bus Ridership (Weekday Ons + Offs)

- Less than 10 total passengers
- 11 to 25 total passengers
- 26 to 50 total passengers
- Over 50 total passengers

Data source: MBTA Bus Ridership by Stop 2016

CENTRE ST AT HIGHLAND AVE

- Add crossing island, crosswalks, ramps



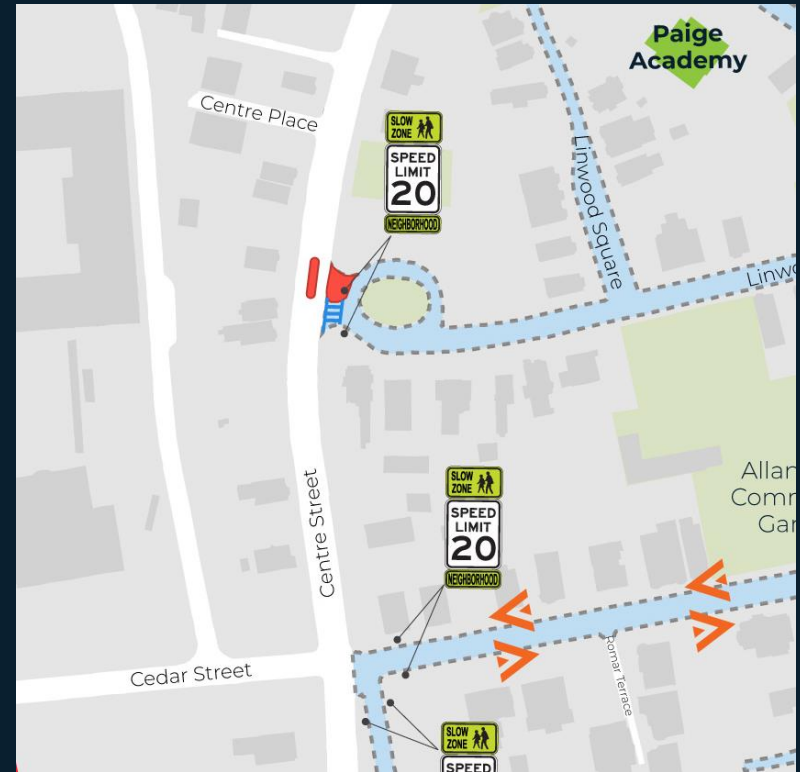
CENTRE ST AT HIGHLAND AVE

- Cross one lane of traffic at a time
- Better visibility exiting Highland Ave
- Slows left turns from Highland Ave, while leaving enough space to make the turn



CENTRE ST AT LINWOOD

- Add median island to manage speeds
- Build curb extension to shorten crossing, clarify drivers' positions entering and exiting



CENTRE ST AT LINWOOD



Example median island



Curb extension before and after

CENTRE ST AT MARCELLA/NEW HEATH

- Add new crosswalk and ramps
 - *Pending coordination with Public Works Department*
- Restrict parking to improve visibility for drivers, pedestrians
- Add speed feedback signs



CENTRE ST AT MARCELLA/NEW HEATH



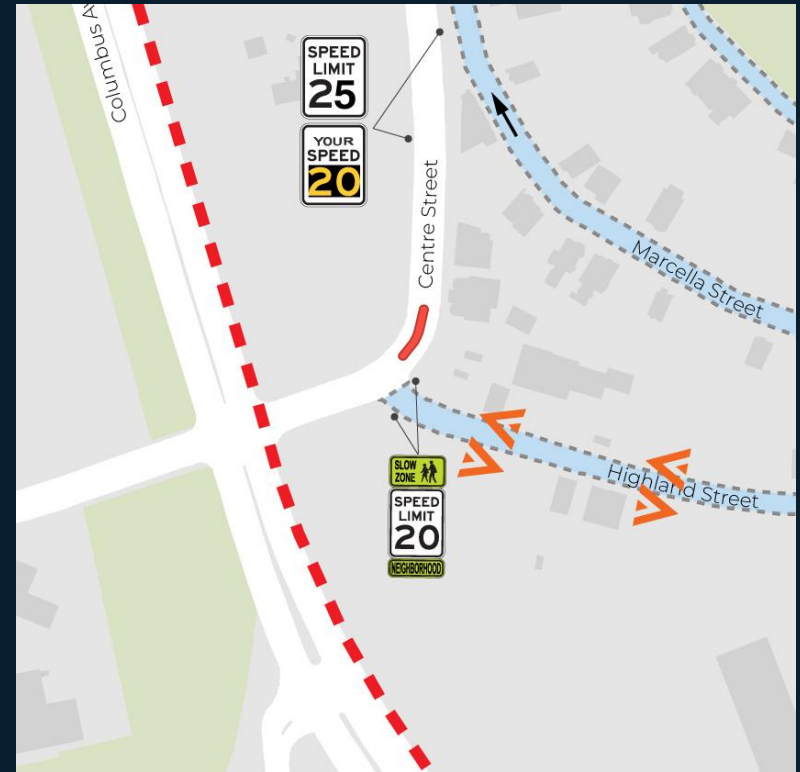
Parking restriction with paint and flex posts



Speed feedback sign

CENTRE ST AT HIGHLAND ST

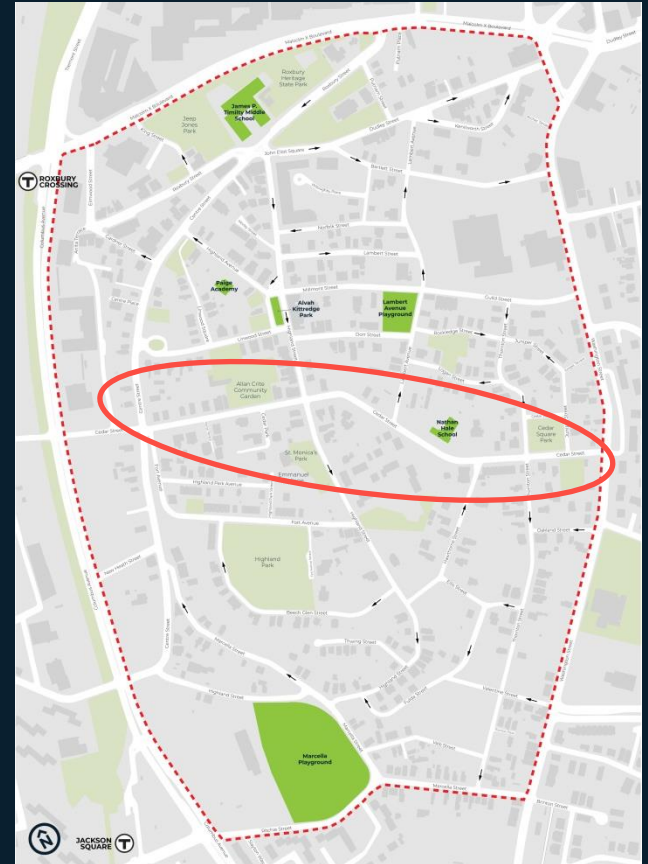
- Add median island to manage speeds



CEDAR STREET

Challenges:

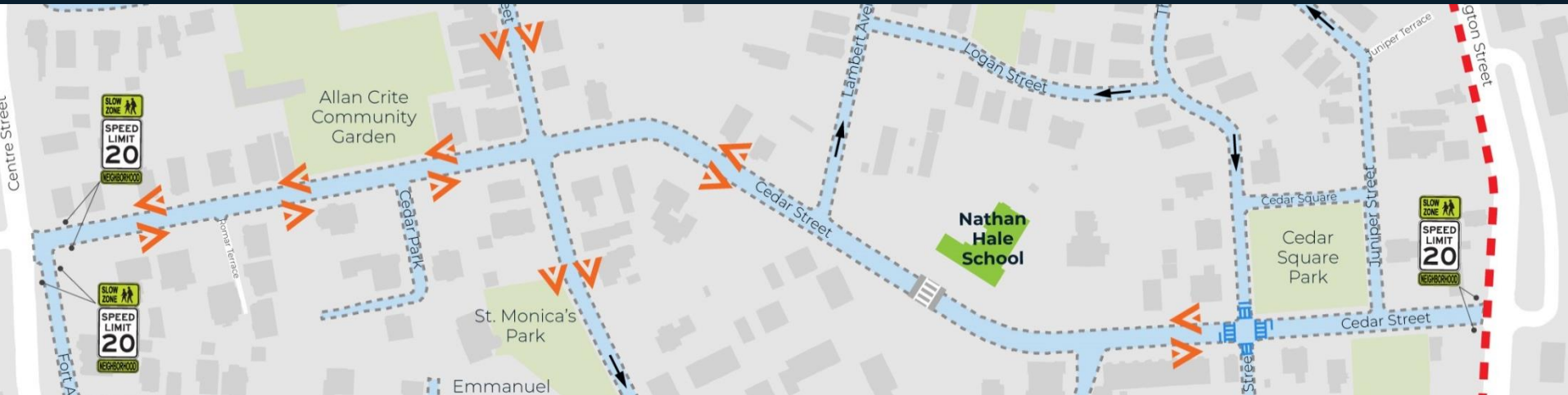
- Speeds
- Visibility around turns
- Crossing the street, particularly near the Nathan Hale school



CEDAR STREET

Design proposal:

- Speed humps
- Raised crosswalk



SPEED HUMPS

- 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

CEDAR ST: RAISED CROSSWALK



Somerville, MA

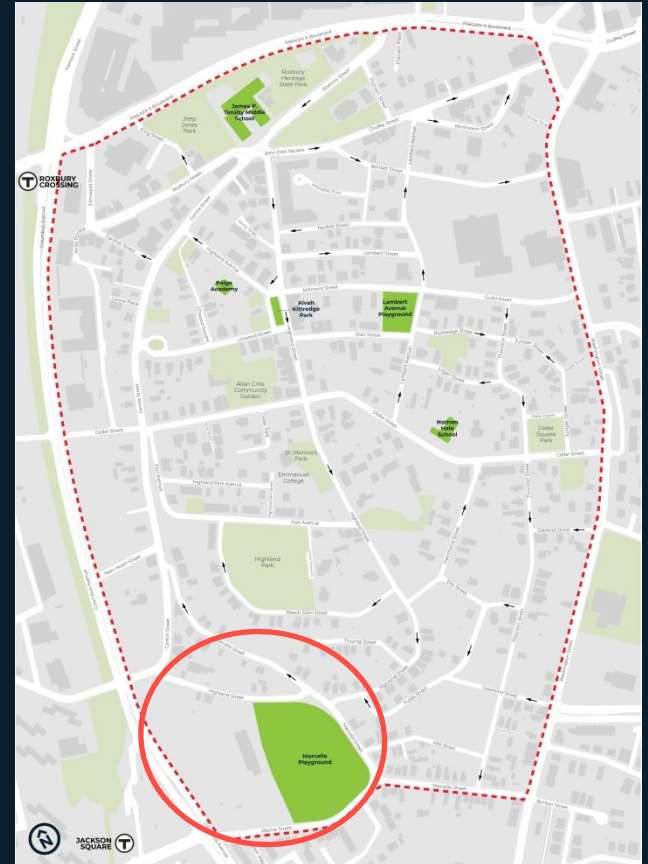


Cambridge, MA

AROUND MARCELLA PLAYGROUND

Challenges:

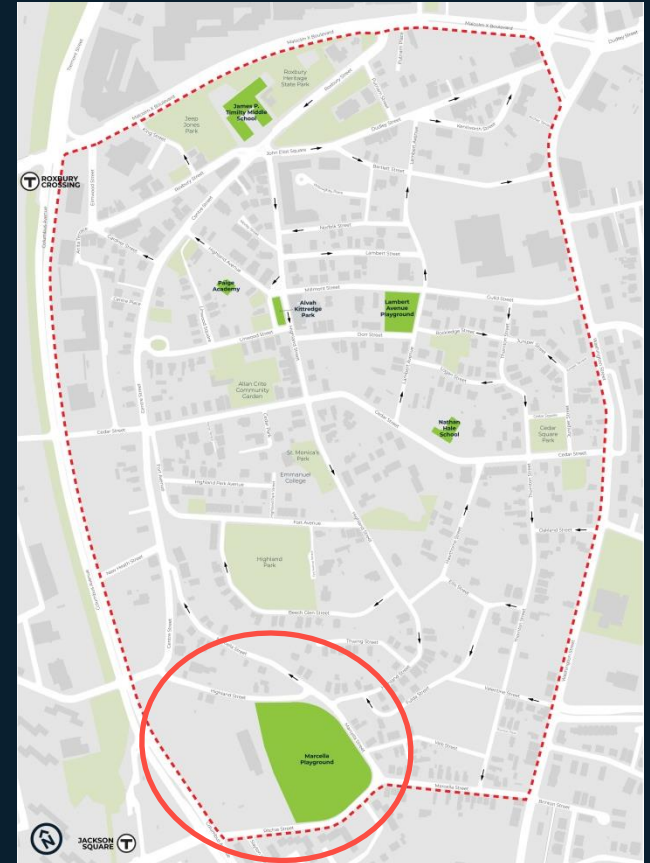
- Confusing intersections
- Speeds



AROUND MARCELLA PLAYGROUND

Design proposal:

- Tighten intersections
- Provide safer crossings
- Speed humps



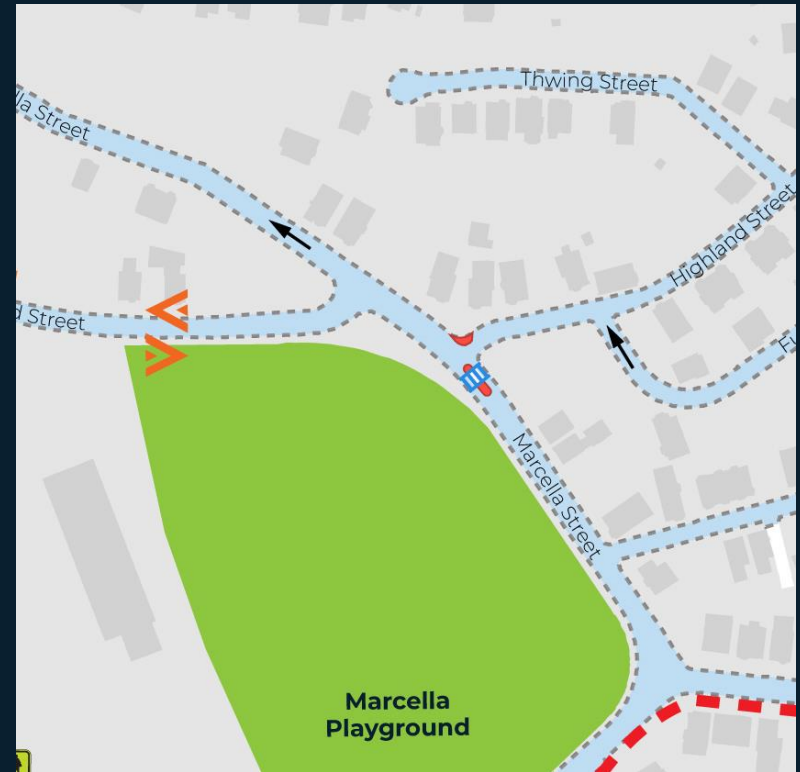
HIGHLAND ST

- Add speed humps



MARCELLA AT HIGHLAND

- Small curb extension to improve crosswalk alignment over Highland St
- Crossing island for crosswalk over Marcella

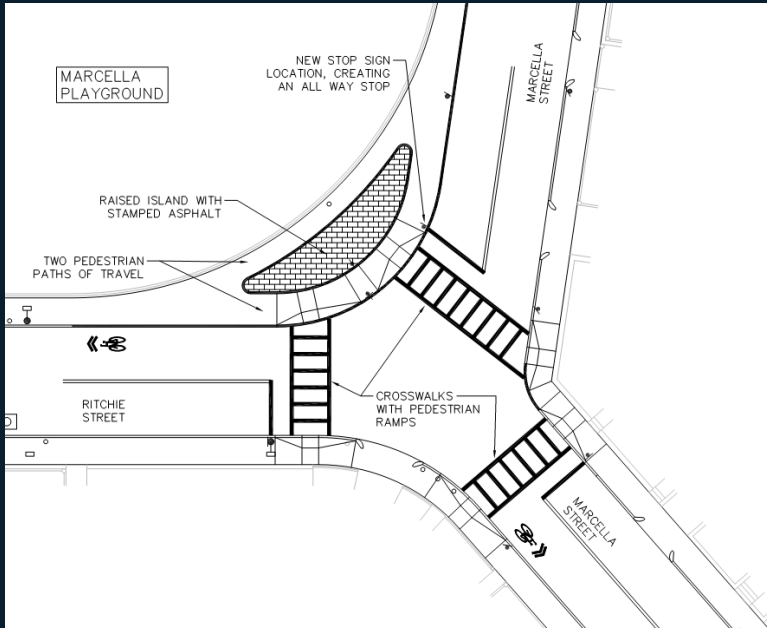


MARCELLA AT RITCHIE

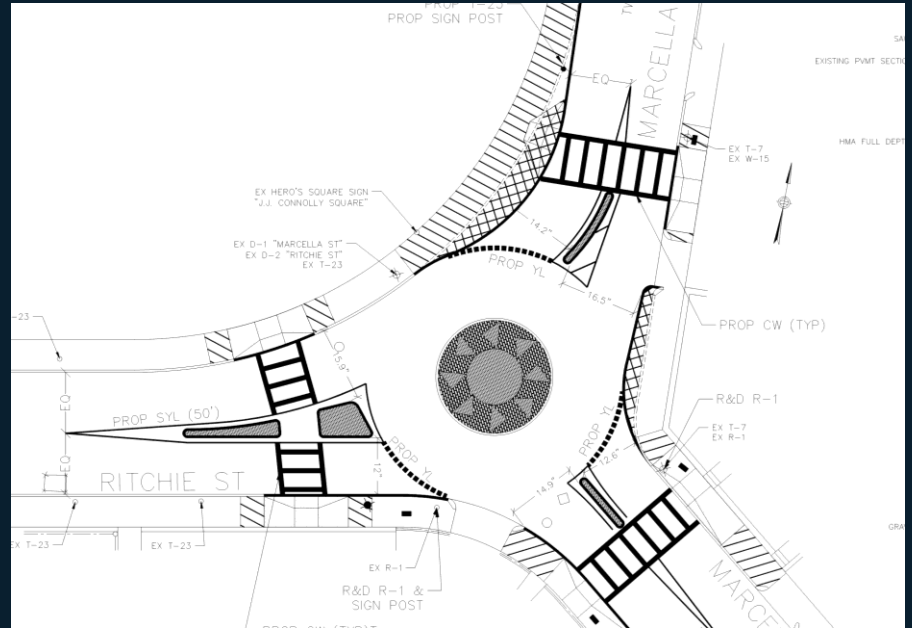
Ritchie St – Public Works Project

- Sidewalk (re)construction project
- Intersection improvements at Marcella
- Target construction start in 2019
- Target completion by Spring 2020

MARCELLA AT RITCHIE



Option: Curb extension



Option: Mini circle

MARCELLA AT RITCHIE



Option: Curb extension

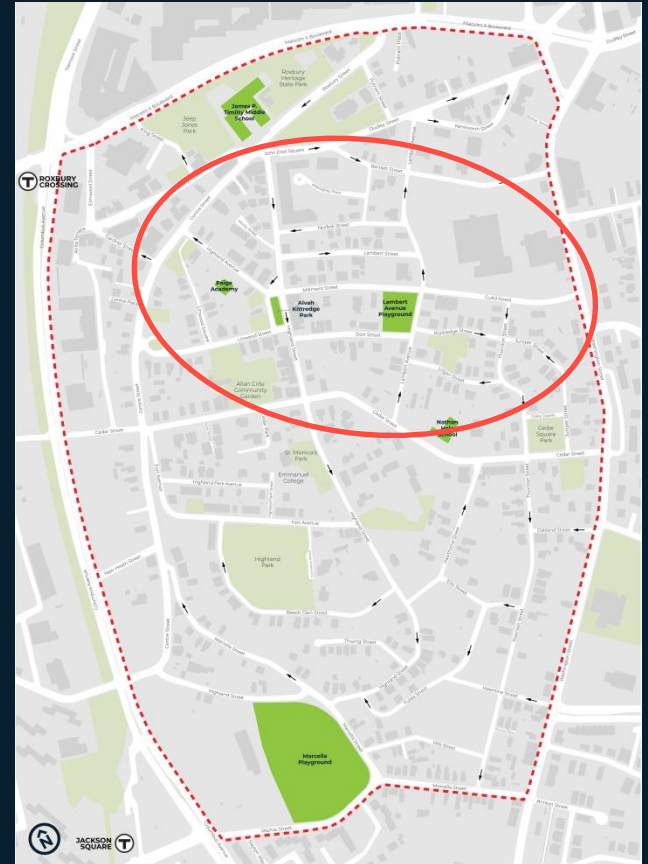


Option: Mini circle

AREA NORTH OF CEDAR STREET

Challenges:

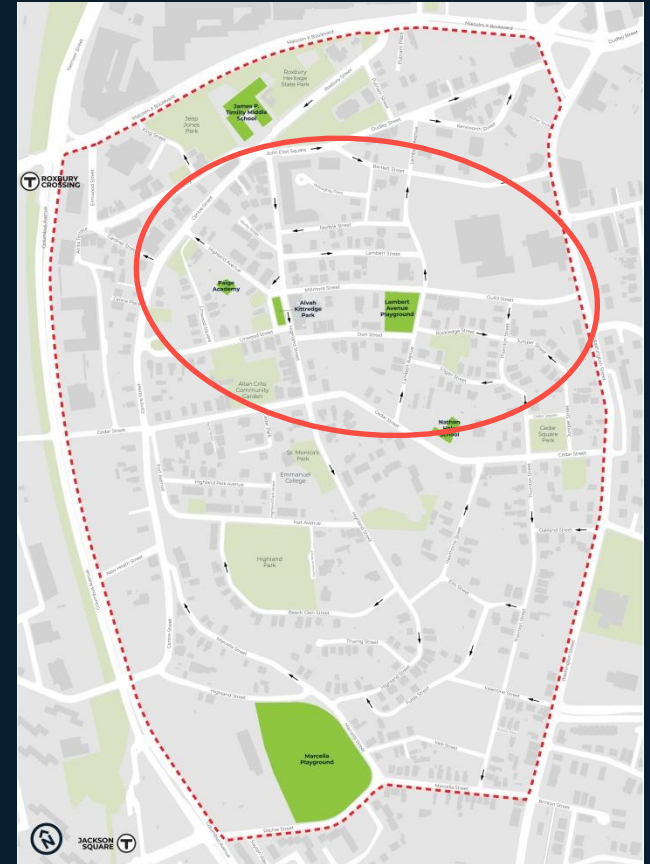
- Speeding concerns
- Some confusion at Millmont/Highland



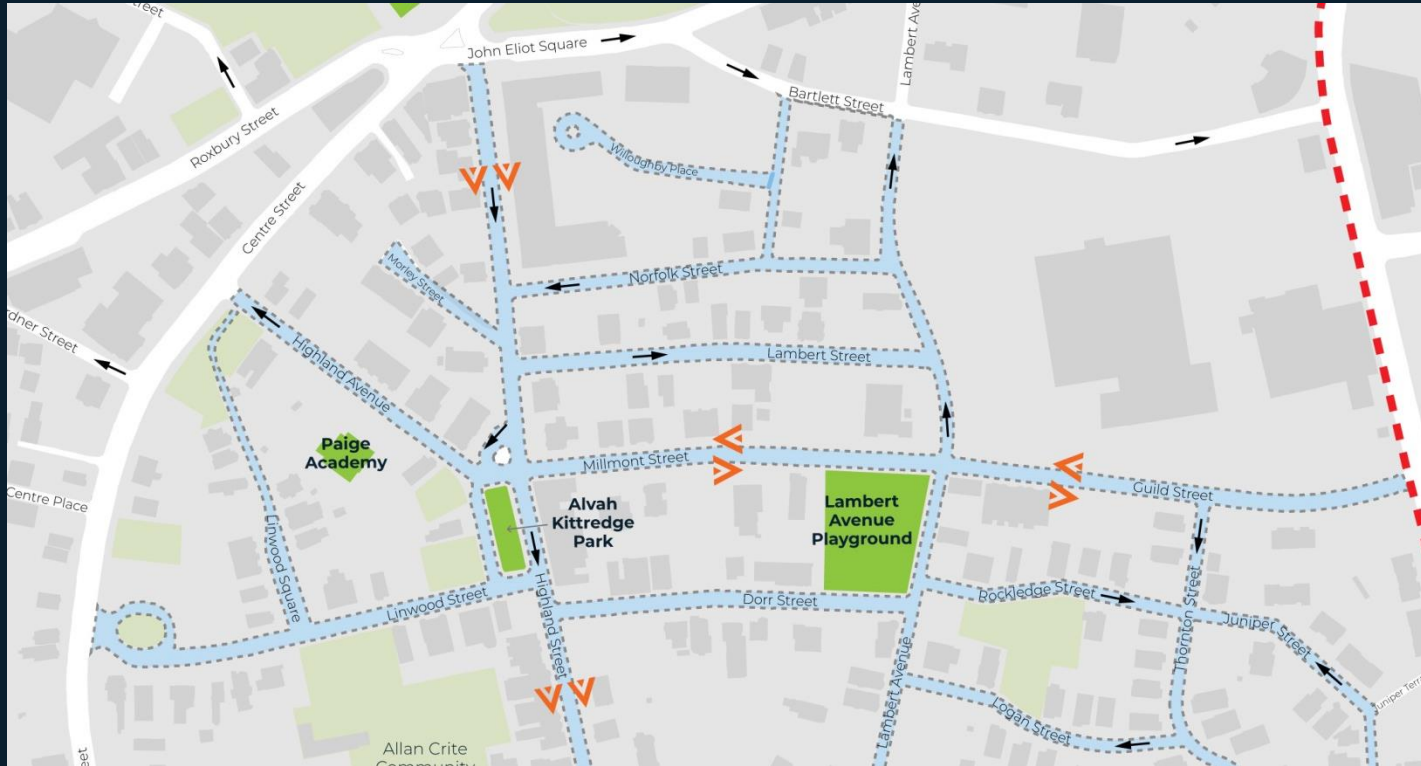
AREA NORTH OF CEDAR STREET

Design proposal:

- Add speed humps where feasible
- Maintain existing street directions



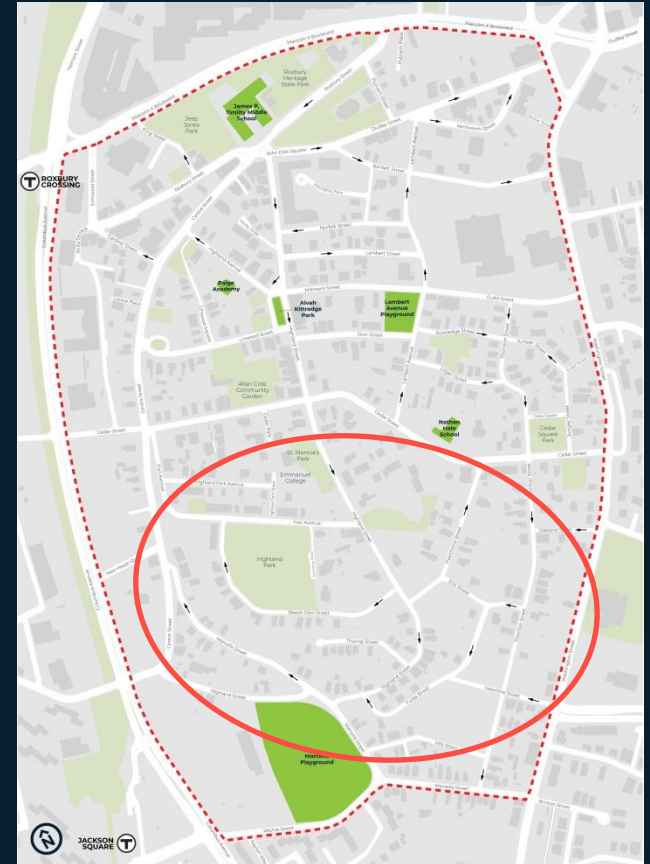
AREA NORTH OF CEDAR STREET



AREA SOUTH OF CEDAR STREET

Challenges:

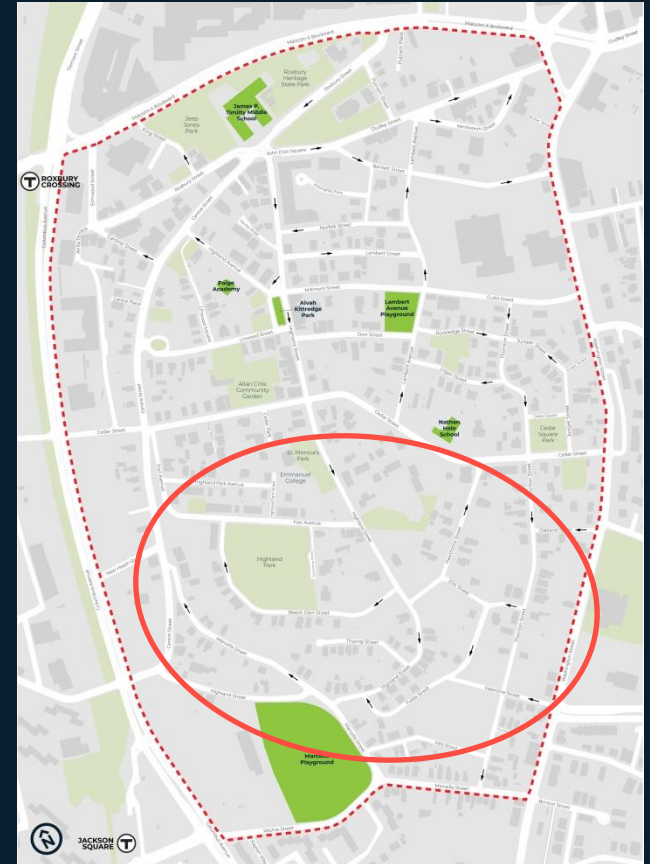
- Speeding concerns
- Traffic flow



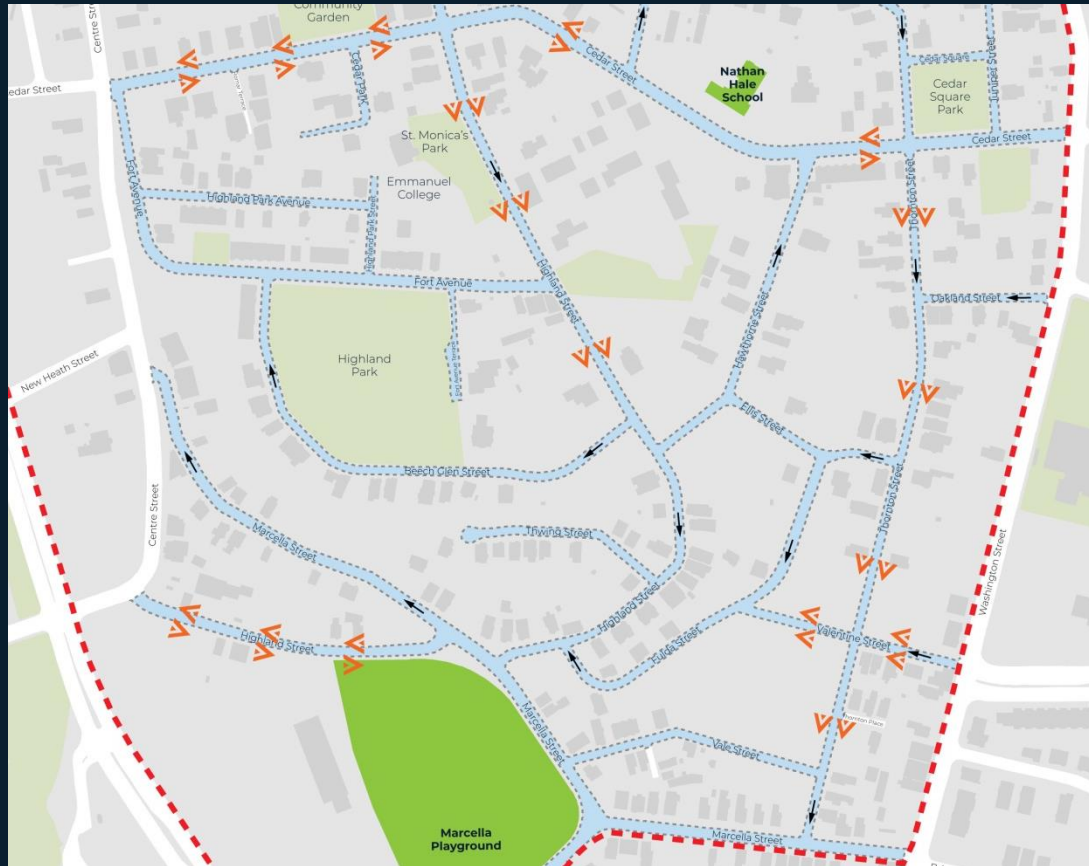
AREA SOUTH OF CEDAR STREET

Design proposal:

- Install speed humps where feasible
- Retain existing street directions



AREA SOUTH OF CEDAR STREET



OUR NEXT STEPS

EARLY SPRING 2019

Public meeting
Make final refinements to design

LATE SPRING 2019

Issue construction bid for all NSS zones
Select contractor

EARLY SUMMER 2019

Final design approvals
Schedule construction with PWD

DISCUSSION:

- Visit our board to discuss bus stop changes
- Review large maps of proposals at tables
- Ask us questions!

A blue-tinted photograph of a city street intersection. In the foreground, there is a crosswalk and a stop sign on a pole. The background shows a park area with a fence and some buildings. The overall scene is dimly lit, suggesting dusk or dawn.

THANK YOU

boston.gov/slow-streets/highland
visionzero@boston.gov

HIGHLAND PARK DATA

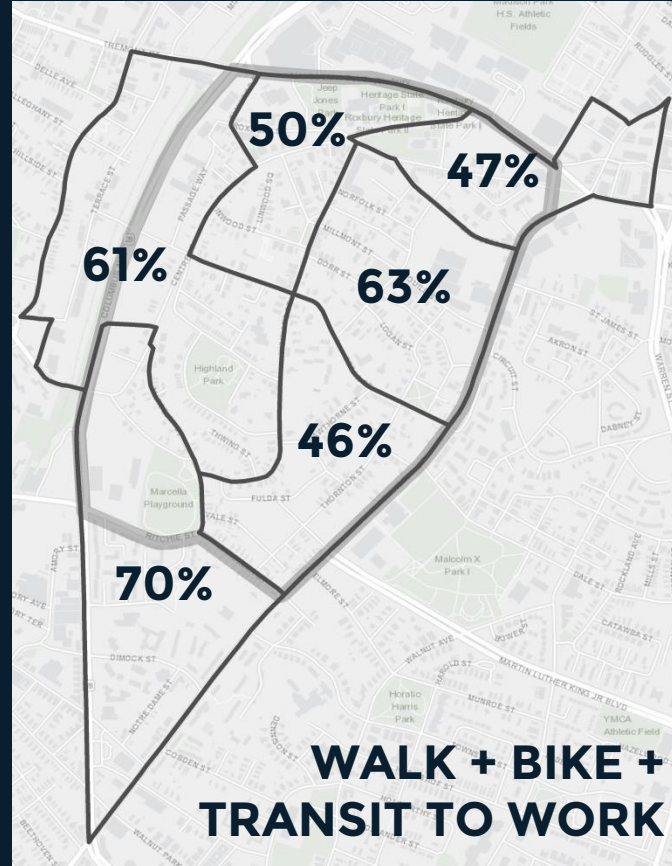
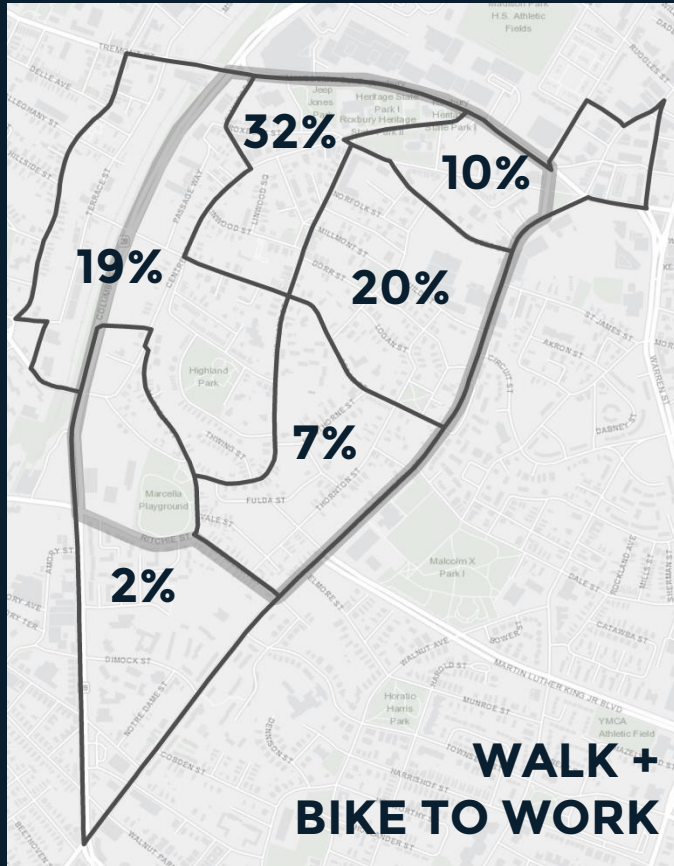
*Shared at May 17, 2018 meeting,
included as reference here*

HIGHLAND PARK ZONE

- Nearly 1 in 4 households have a child under 18
- 10% of residents are aged 65 or older
- Destinations: parks, schools, transit



ACTIVE COMMUTES



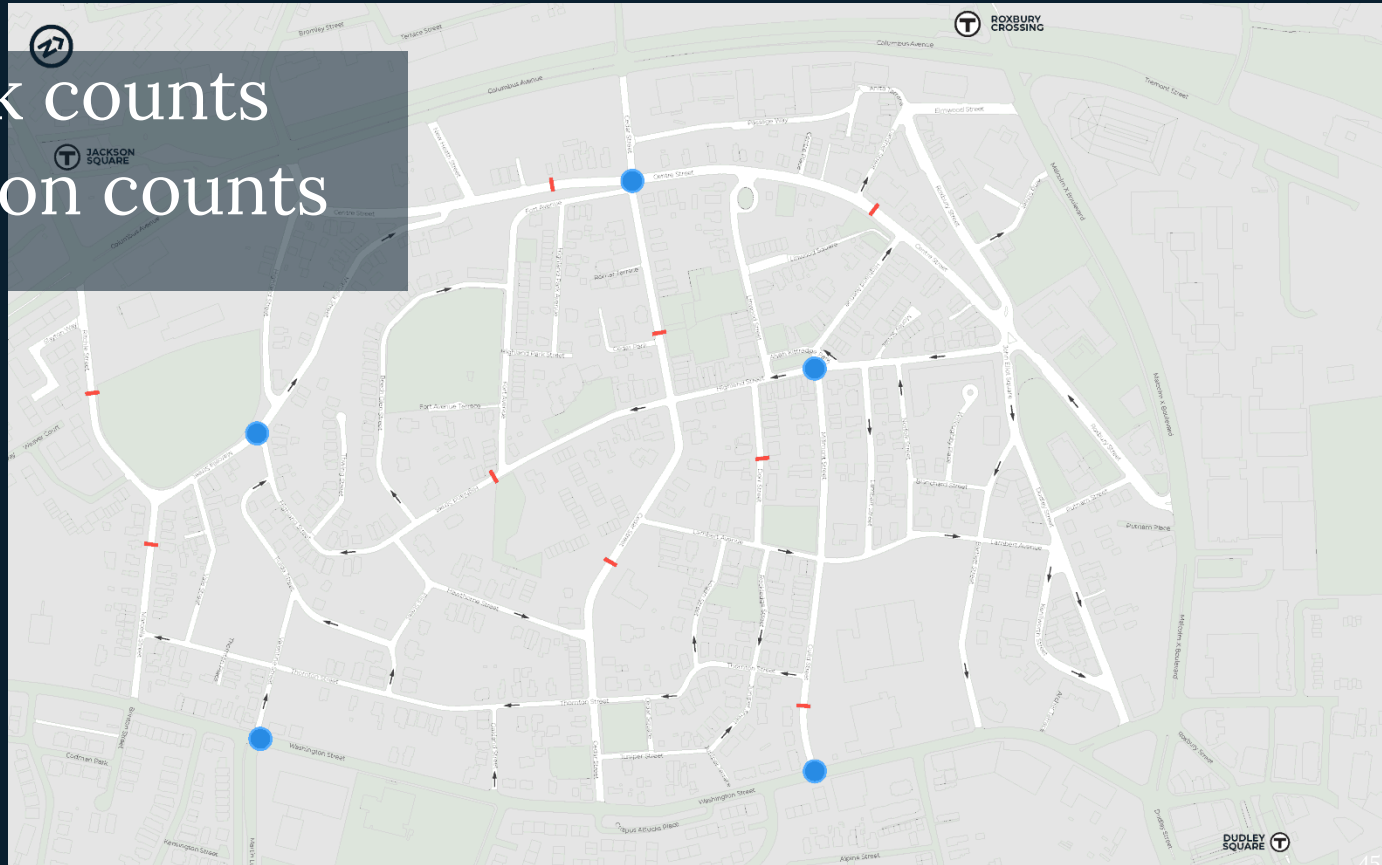
TOP CONCERNS WE HEARD

- Crossing Centre St
- Cedar St, especially near the Nathan Hale
- Speeds on residential streets
- Volumes on Valentine and Fulda
- Confusion on Millmont
- Unsafe crossing at Ritchie and Marcella



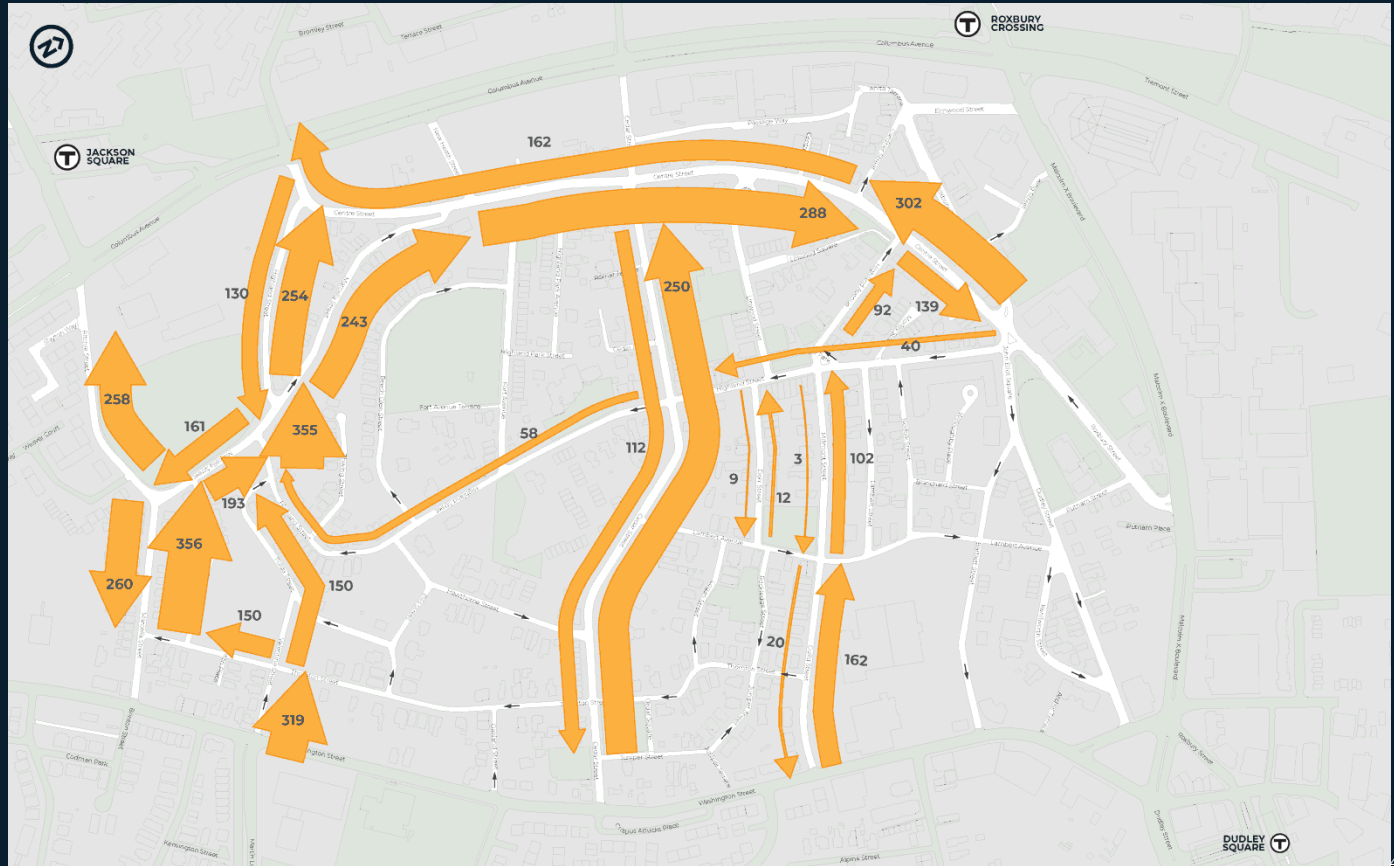
NEIGHBORHOOD COUNTS

- 9 mid-block counts
- 5 intersection counts



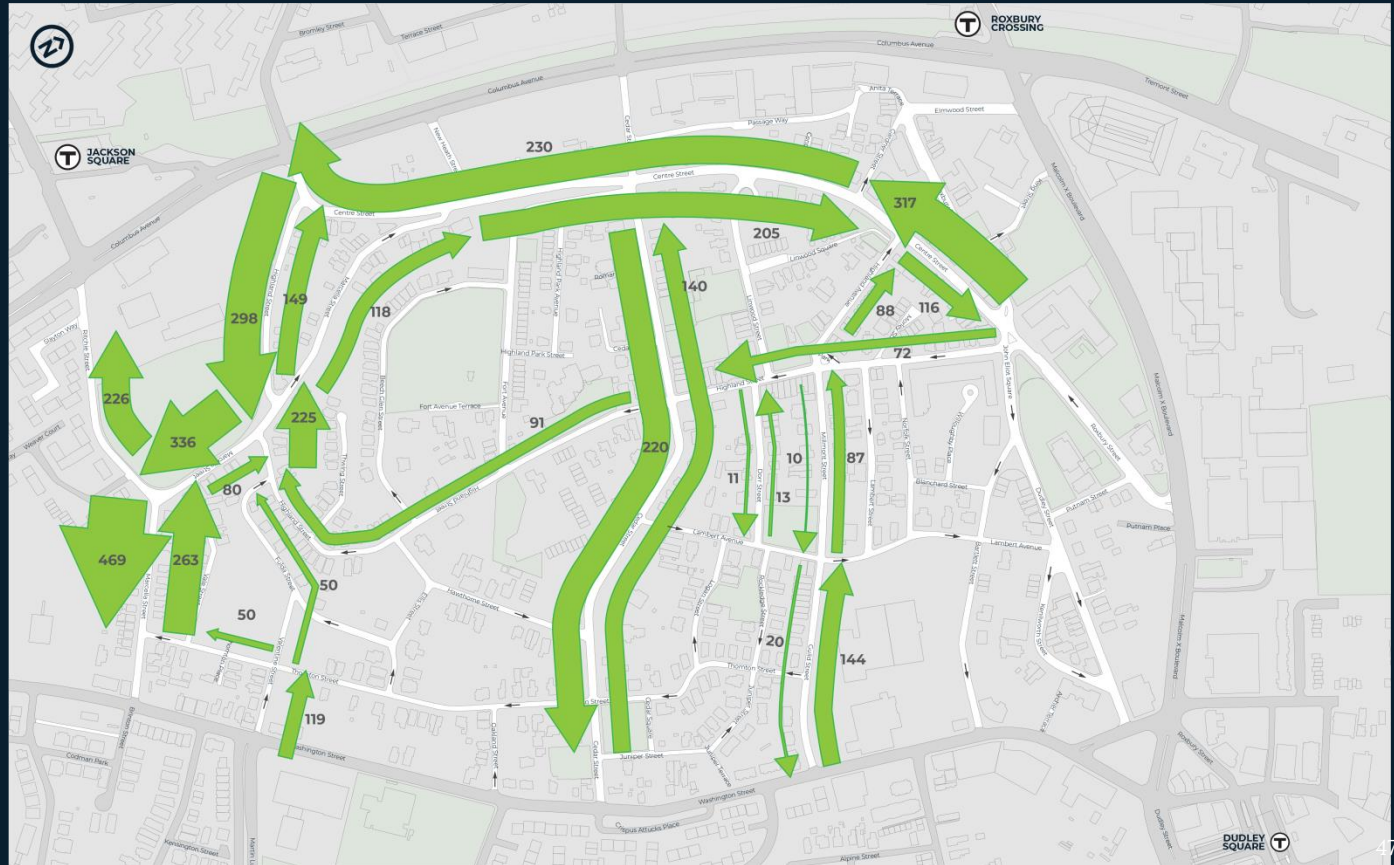
AM TRAFFIC VOLUMES + CIRCULATION

Vehicle traffic,
AM peak is
between 7:15
and 8:15 a.m.



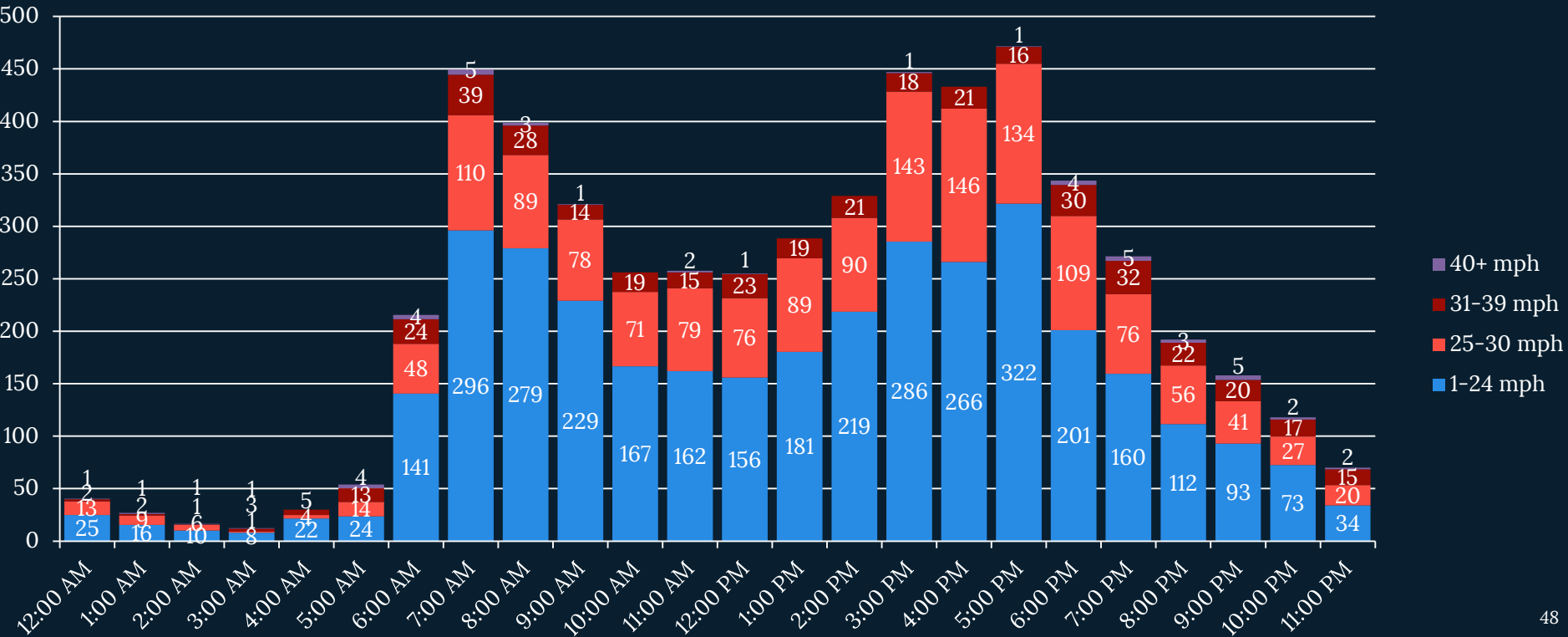
PM TRAFFIC VOLUMES + CIRCULATION

Vehicle traffic,
PM peak is
between 4 p.m.
and 5 p.m.



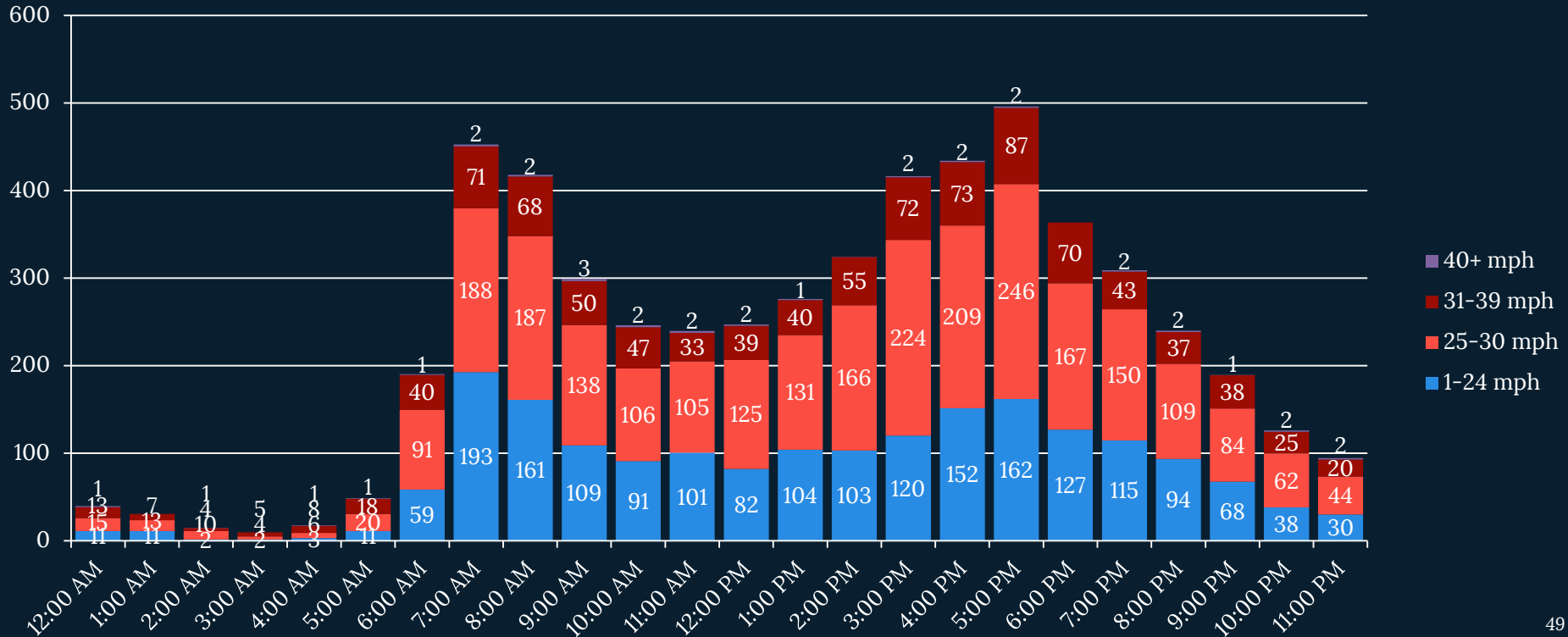
SPEED: CENTRE ST NEAR GARDNER

Drivers within and exceeding the speed limit, average of April 24-26, 2018



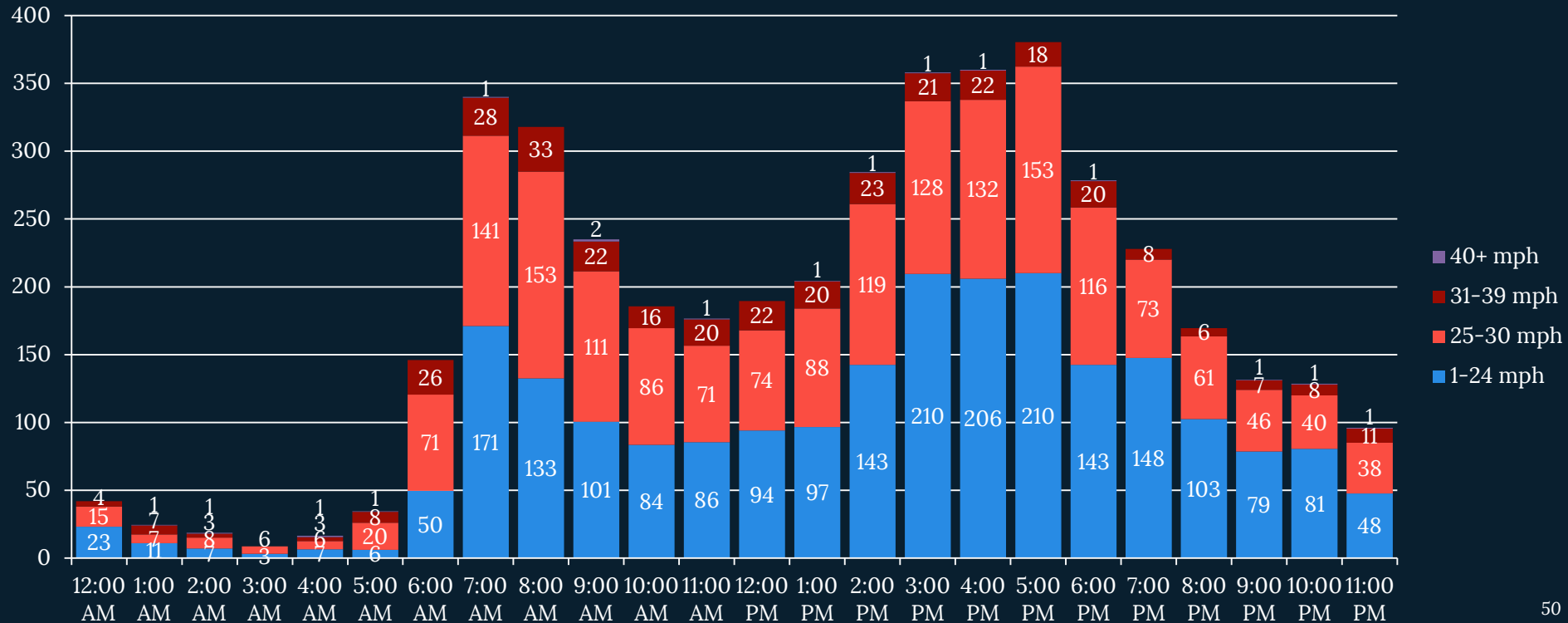
SPEED: CENTRE ST NEAR CEDAR

Drivers within and exceeding the speed limit, average of April 24-26, 2018



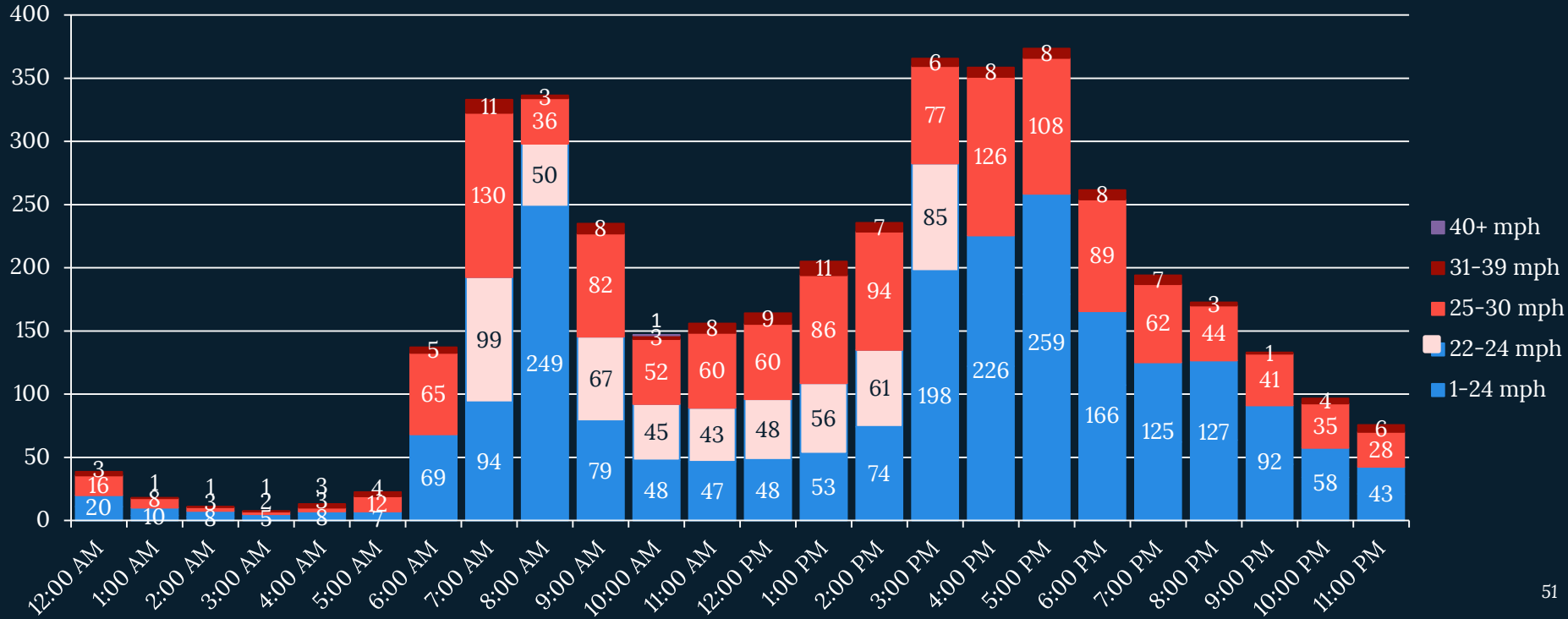
SPEED: CEDAR ST NEAR HIGHLAND

Drivers within and exceeding the speed limit, average of May 1-2, 2018



SPEED: CEDAR ST NEAR NATHAN HALE

Drivers within and exceeding the speed limit, average of April 24-26, 2018



CRASHES BY MODE

MODE	NUMBER OF CRASHES 2015-2017		
	EMS	BPD	TOTAL
Walk	15	9	24
Bike	19	9	28
Vehicle	78	194	272
Total	112	212	324

CRASHES BY SEVERITY

SEVERITY	BPD (2015-2017)		MASSDOT (2013-2015)	
	#	%	#	%
Fatality	0	0%	1	3%
Injury	60	28%	17	52%
Property Damage Only	126	59%	8	24%
Unknown/Not Reported	26	12%	7	21%
Total	212	100%	33	100%

Severity data was available for 245 of the 357 crashes analyzed (BPD 2015-2017, MassDOT 2013-2015).

CRASHES BY EVENT TYPE

EVENT TYPE	NEIGHBORHOOD STREETS		ZONE BOUNDARY STREETS	
	#	%	#	%
Moving in Traffic	2	18%	12	55%
Parked Car	5	45%	-	-
Pedestrian	2	18%	-	-
Fixed object	-	-	1	5%
Movable Object	1	9%	-	-
Unknown/Not Reported	1	9%	9	41%
Grand Total	11	1	22	100%

Event type was available for 33 of the crashes analyzed (MassDOT 2013-2015)