

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.



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Lower South Street Area

Neighborhood Slow Streets Project

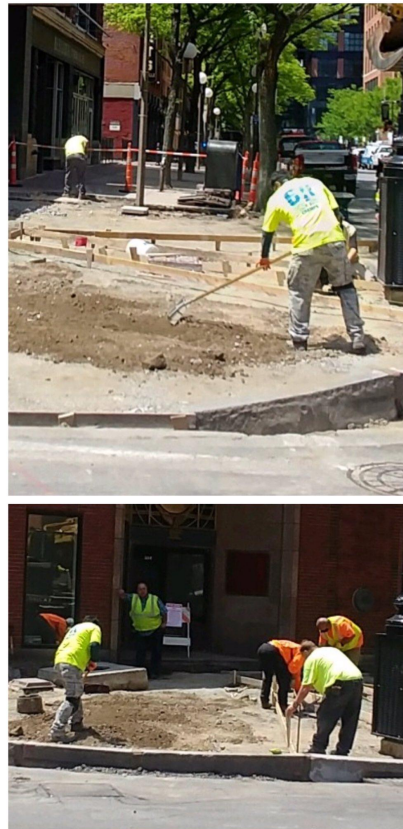
October 20, 2020



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:

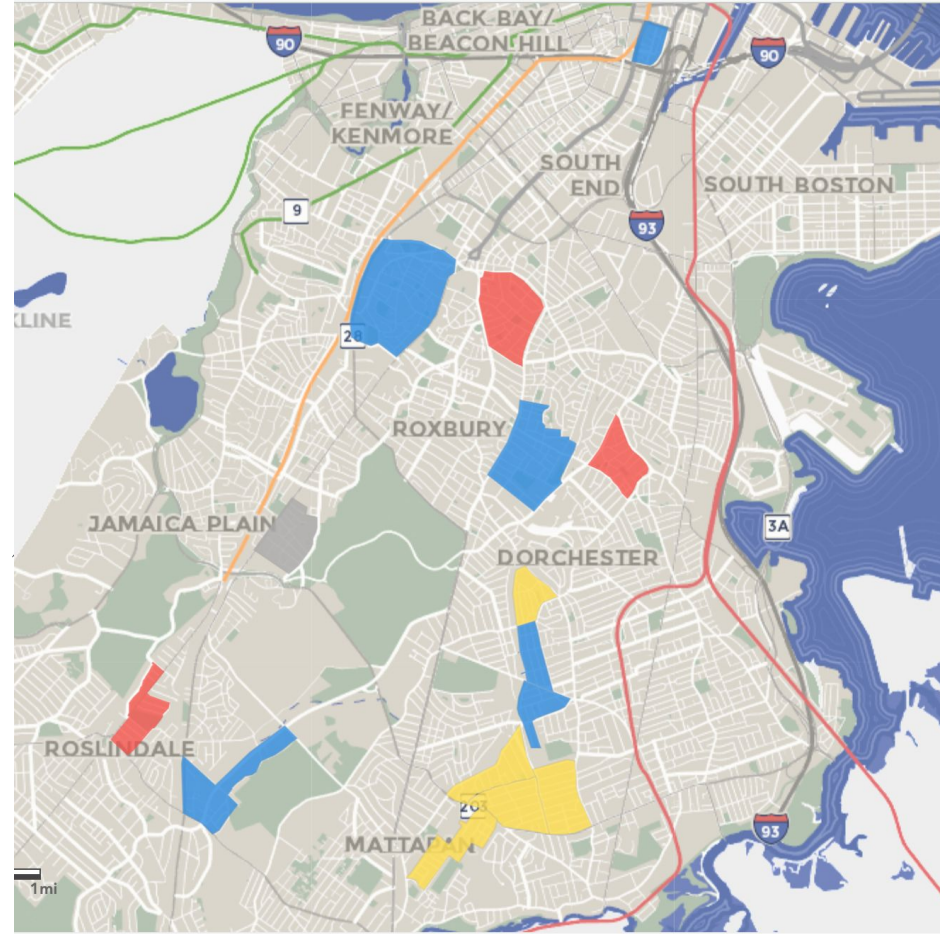
Engage
residents in
prioritizing **key**
focus areas

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

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

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:

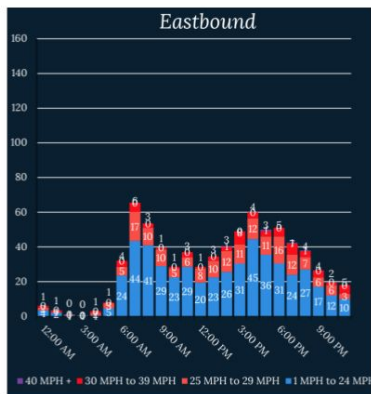
ZONES WERE SCORED ON A SCALE OF 0 POINTS (LESS NEED) TO 100 POINTS (MOST NEED):

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

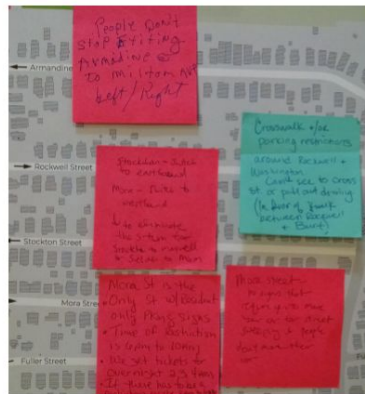
Fieldwork and observations



Traffic Data



Your comments

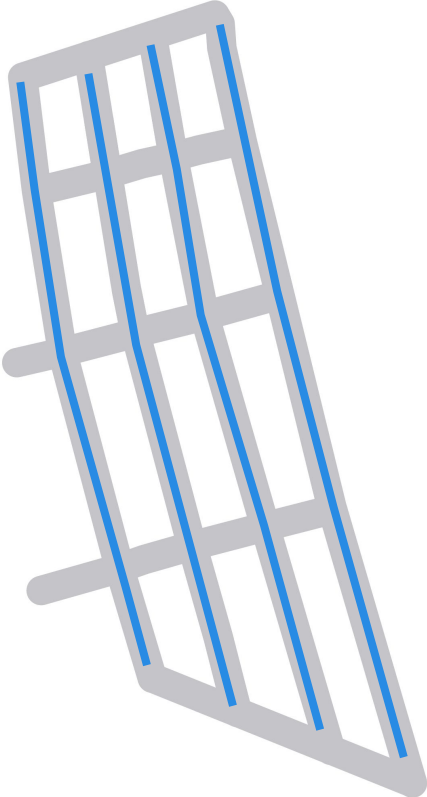


Concepts

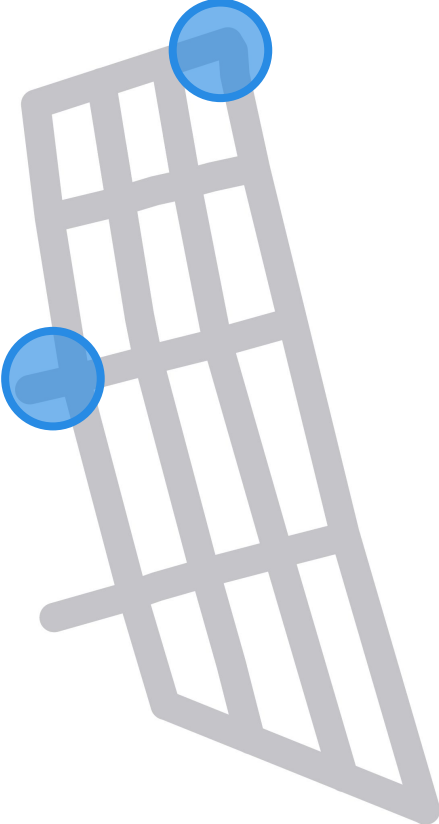


Street Safety Tools

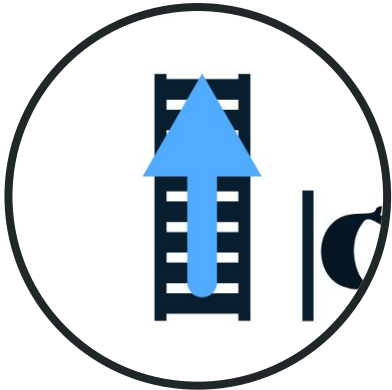
GENERAL CONCERNS



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

A photograph of a residential street. On the left, a utility pole has a white speed limit sign that reads 'SPEED LIMIT 20' with 'SLOW ZONE' above it. Further down the road, another sign is visible. On the asphalt in the foreground, the words 'MPH' and the number '20' are painted in large white letters. A line of cars is parked along the right side of the street, including a red car and a dark grey car in the immediate foreground. The street is lined with trees and houses.

SPEED HUMPS

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

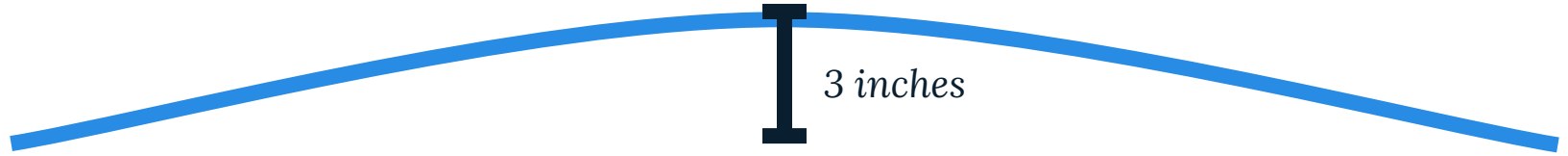


*A series of speed humps can
effectively slow speeds*



*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



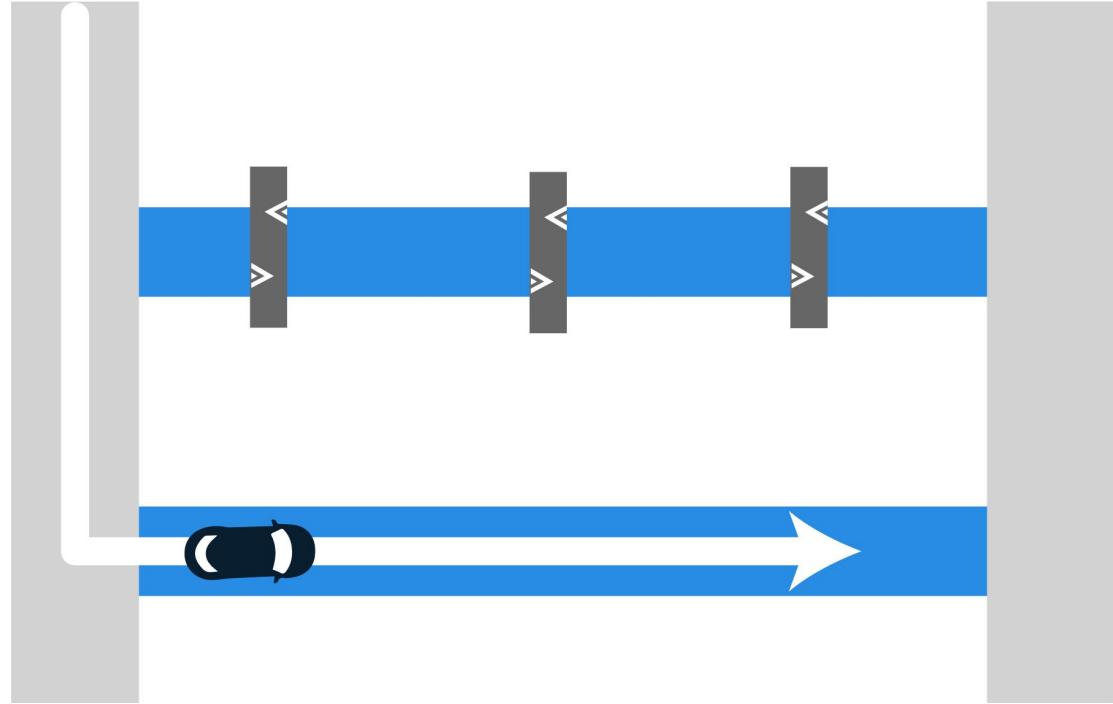
Not located in front of driveways, on top of underground utilities



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

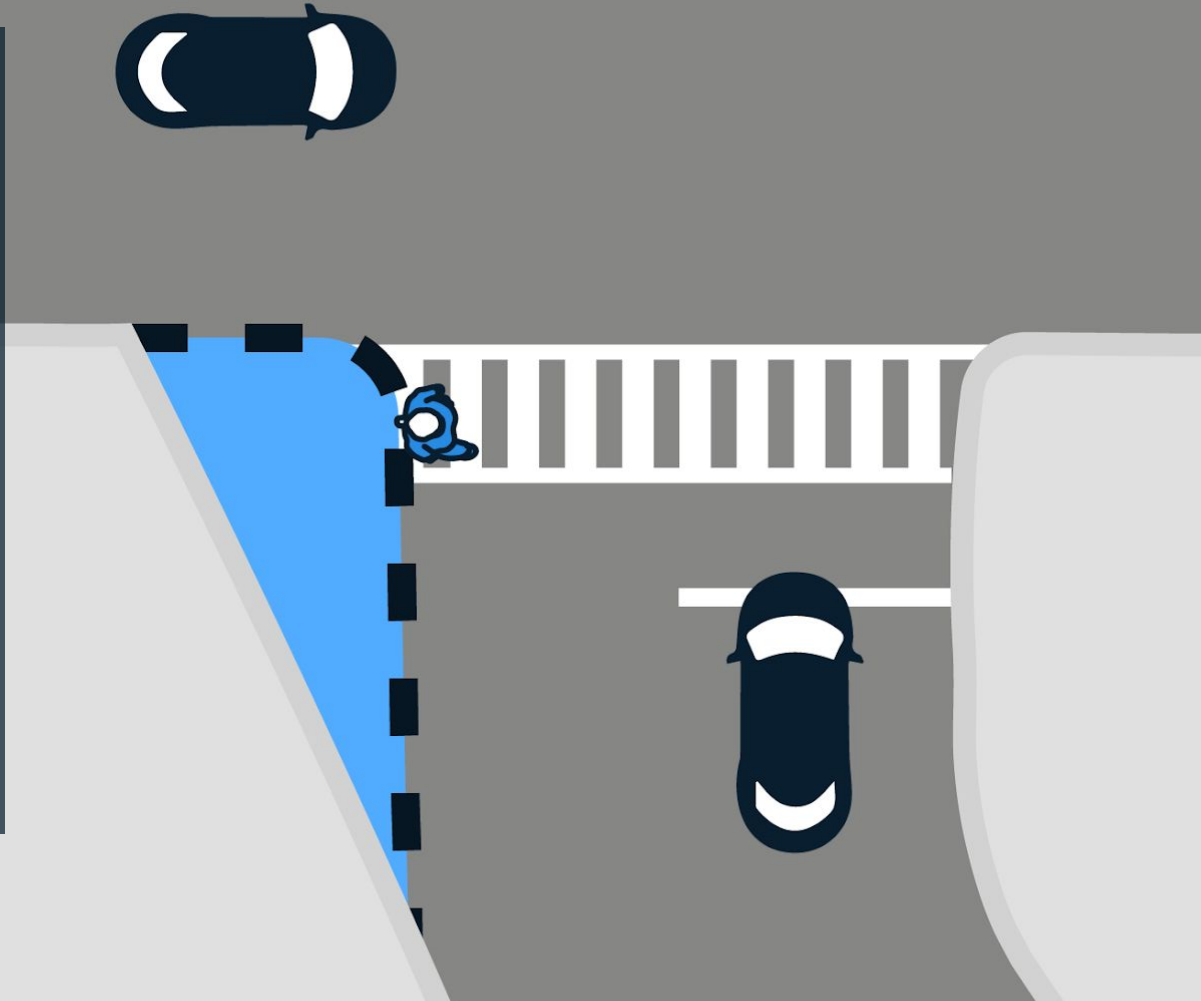
Curb extensions create a shorter crossing. The sidewalk is extended into the street approximately 6 feet.



“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

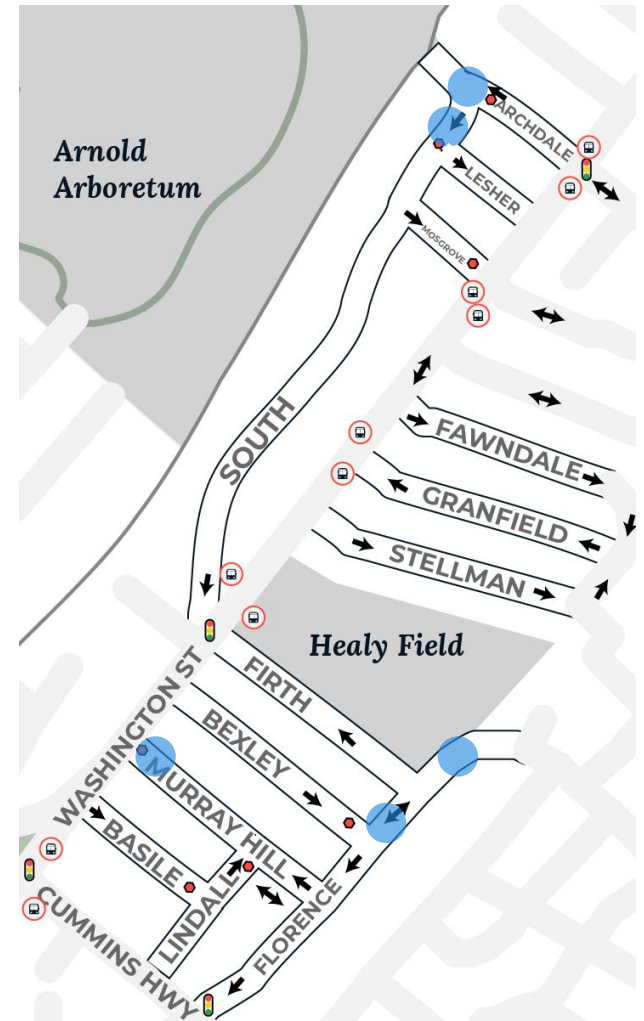
OUTDOOR WORKSHOPS

- ▷ September 12, 2020 at Healy Field

Poor visibility:

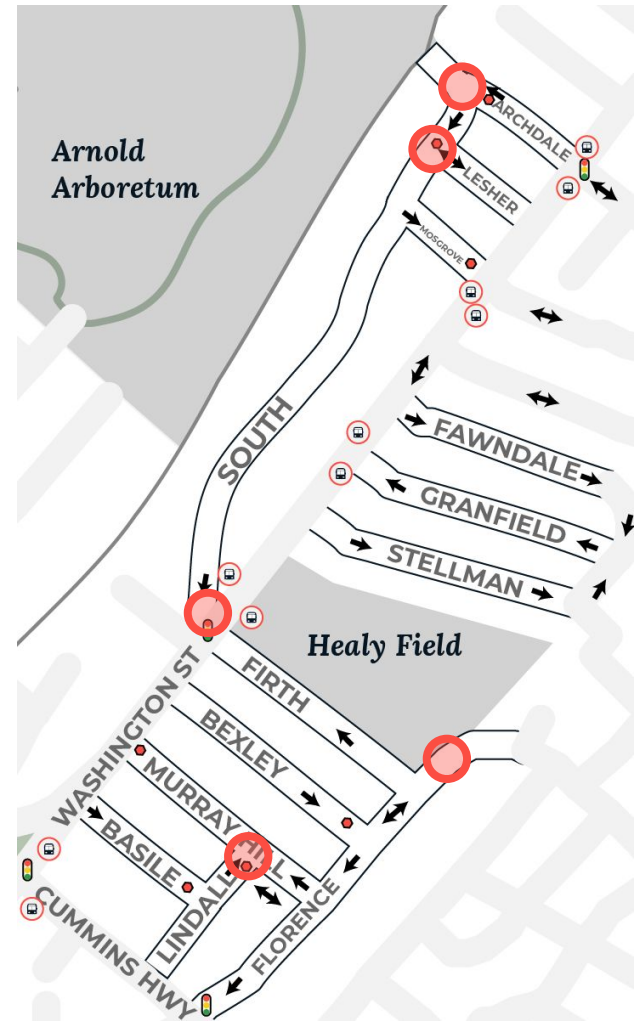
Can relate to:

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



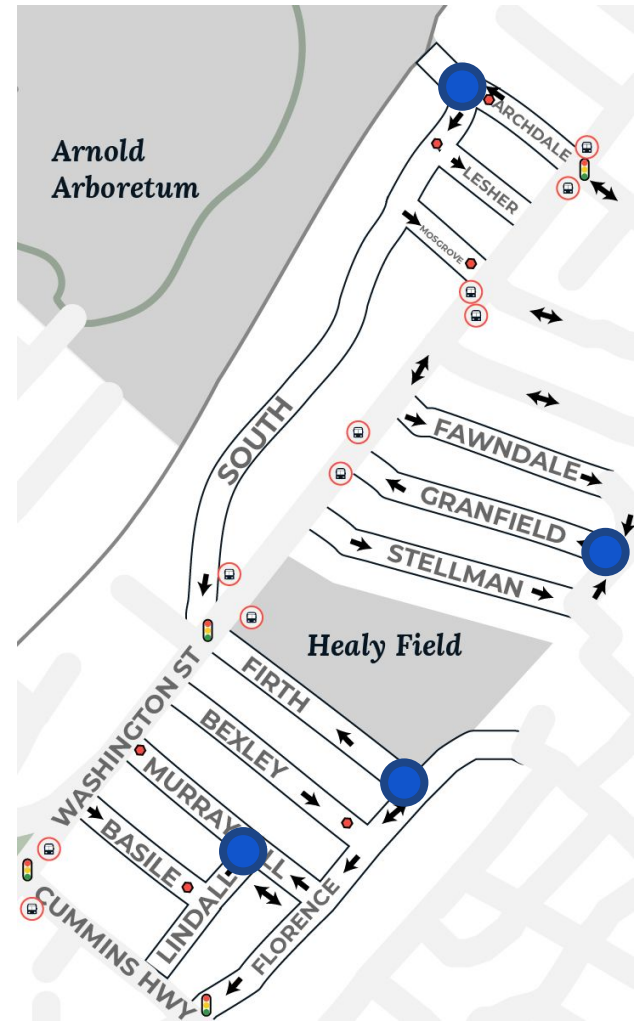
Crossings don't feel safe:

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



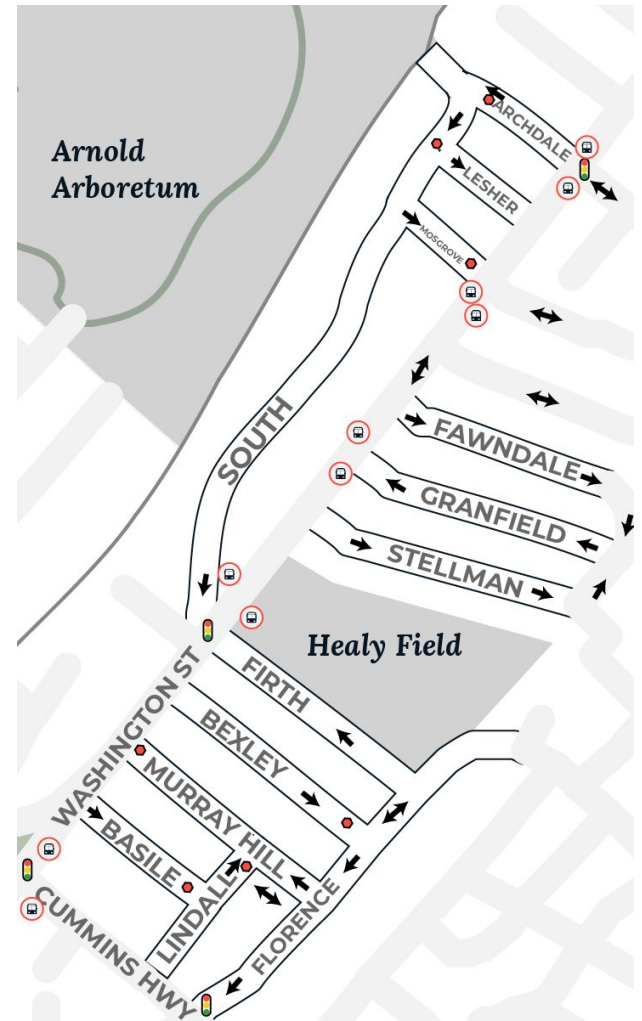
Fast turns:

- 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

- *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

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

Review engineering plans with you

Review any changes & what the final plan will look like

Schedule construction

Notify you when construction will begin

2022

Nearby projects

Washington Street Bus Lane

- ▶ boston.gov/departments/transportation/roslindale-bus-lanes
- ▶ email: BTDTtransitprograms@boston.gov

Mt Hope/Canterbury Neighborhood Slow Streets

- ▶ boston.gov/slow-streets/mount-hope

A Safer, Slower American Legion

- ▶ boston.gov/departments/transportation/safer-slower-american-legion

Birch Street Plaza

- ▶ Email: 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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