

Lower South Street & Vicinity Area

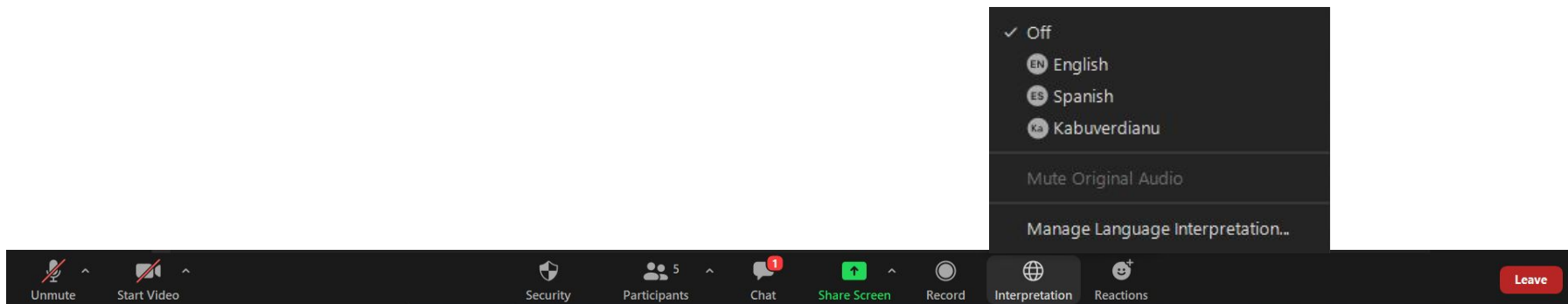
Neighborhood Slow Streets

April 14, 2022



Welcome! ¡Bienvenidos!

- Si hablas español y prefieres escuchar la reunión en esta lengua utiliza el botón de “Interpretation” (Interpretación) para acceder al canal de audio en español.



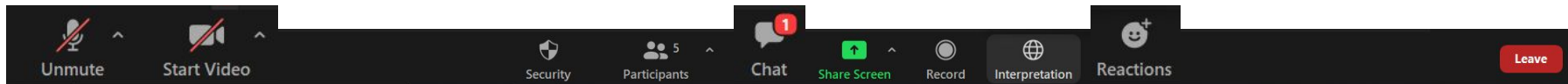
The image shows a meeting control bar at the bottom of a screen. The bar contains several icons and labels: Unmute, Start Video, Security, Participants (5), Chat (1), Share Screen, Record, Interpretation, Reactions, and a red Leave button. The Interpretation menu is open, showing options: Off (checked), EN English, ES Spanish, and Ka Kabuverdianu. Below these are Mute Original Audio and Manage Language Interpretation...

Unmute Start Video Security Participants 5 Chat 1 Share Screen Record Interpretation Reactions Leave

✓ Off
EN English
ES Spanish
Ka Kabuverdianu
Mute Original Audio
Manage Language Interpretation...

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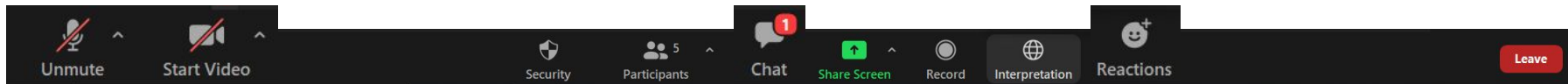
- Your microphones are turned off to start. You will need to unmute to speak. Joining via phone? Press ***6** to unmute.
 - Tu micrófono está apagado al empezar. Tendrás que reactivarlo para hablar. ¿Participando por teléfono? Presiona ***6** para reactivar el micrófono.
- You can use non-verbal feedback options. Raise your hand or leave a message in the chat box if you have a question. If you called into the meeting, use ***9** to raise your hand.
 - Puedes utilizar las opciones de reacción no verbales. O dejar un mensaje en el chat si tienes alguna pregunta. Si estás llamando por teléfono usa ***9** para levantar la mano.



Welcome! ¡Bienvenidos!

- This meeting **will be recorded**.
 - Esta reunión **será grabada**.

- Update your name in Zoom to include your preferred name and your pronouns.
 - Actualiza tu nombre en Zoom con tu nombre preferido y tus pronombres.



HI!



Hannah Fong (she/her)

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Dan Merrow (he/him)

Sr. Engineer, Active Transportation
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Stefanie Seskin (she/her)

Active Transportation Director
Boston Transportation Department
stefanie.seskin@boston.gov

TODAY'S MEETING:

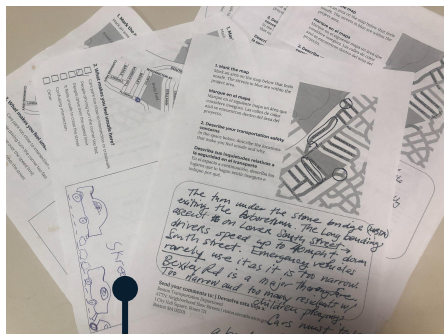
- ▶ As a follow-up to your feedback since our last meeting, we'll share **initial ideas** for addressing some safety concerns on Murray Hill Road, Lindall Street, and Basile Street
- ▶ Answer additional questions about project!



HOW WE GOT HERE:

Fall 2020

Listened to and reviewed your safety concerns



- Created a **mail-in** and **online** survey
- Hosted **pop-up** workshop
- Introductory **virtual meeting**

March 2021

Shared initial ideas



- Hosted a virtual meeting in **March 2021**
- **Shared ideas** by mail asking for your feedback

Fall 2021

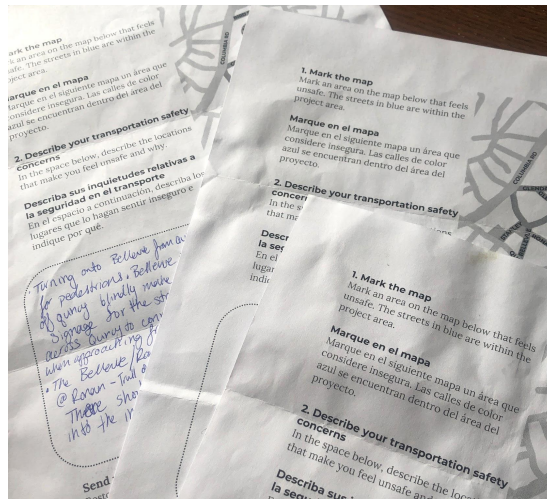
Shared initial designs



- Hosted a virtual meeting in **November 2021**
- Mailed postcards with **updated designs**

OUR DESIGN PROCESS:

YOUR COMMENTS



OUR OBSERVATIONS



CONCEPT DESIGN

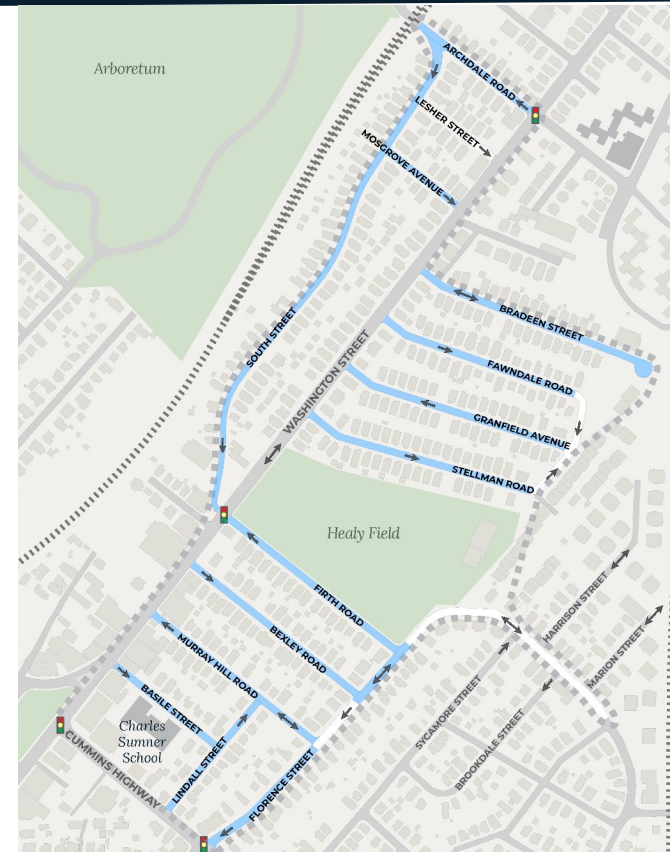


PREVIOUS CONTENT:

During the *November 2021 virtual meeting*, we shared the initial designs, including:

- ▶ Streets eligible for speed humps
- ▶ Initial designs for intersection of Archdale Road and South Street
- ▶ Initial designs for Florence Street between Marion Street and Flaherty Pool
- ▶ Initial designs for intersection of Firth Road and Florence Street

Find this content at: boston.gov/slow-streets/lower-south



— Street section eligible for speed humps

PREVIOUS CONTENT:

November 2021 meeting follow-up:

- ▶ Mailed [informational postcards](#)
- ▶ Offered [1-on-1 virtual meetings](#) to talk with a project team member

We heard *lots of feedback!*
Including:

- ▶ We heard we needed to take a closer look at the section of Murray Hill Road, Basile Street, and Lindall Street



TODAY WE'RE FOCUSING ON:

- ▶ Murray Hill Road
- ▶ Basile Street
- ▶ Lindall Street
- ▶ Florence Street





Clear corners

Drivers are more likely to see approaching vehicles or people crossing the street. This reduces the likelihood of crashes at intersections.



Crossing island

A crossing island provides space in the middle of a crosswalk for people to pause while crossing multi-lane streets.



Curb extension

A curb extension extends the sidewalk out into the parking lane. This makes crosswalks shorter and improves visibility of people crossing.

STREET DESIGN TOOLS



Hardened centerline

A row of bollards installed on the yellow centerline discourages drivers from cutting turns at higher speeds.



High-visibility crosswalk

"Ladder"-style crosswalks, with thick white bars and parallel lines, are the most visible type of crosswalk marking.



In-street "Yield to Pedestrians" signs

These signs are placed on the street at unsignalized crosswalks. They remind drivers to yield to pedestrians.



SPEED HUMPS

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



CLEAR CORNERS

We restrict parking with paint and flex posts to improve visibility of other people on the street, including small children.

Drivers parked 20 feet within an intersection can block sight lines of other users on the street.



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An aerial photograph of a city grid, overlaid with a semi-transparent blue filter. The text 'FOCUS AREA: LINDALL, MURRAY HILL, BASILE' is centered in a bold, white, sans-serif font. The background shows a dense network of streets, buildings, and some green spaces.

FOCUS AREA: LINDALL, MURRAY HILL, BASILE

YOUR TRANSPORTATION-RELATED SAFETY CONCERNS

- ▶ People speed



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- ▶ The 2-way section of Murray Hill Road feels dangerous. Lane delineation is not clear



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- ▶ Vehicles block sightlines at intersections
- ▶ School buses have a hard time making turns



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- ▶ The 2-way section of Murray Hill Road feels dangerous. Lane delineation is not clear
- ▶ Vehicles block sightlines at intersections
- ▶ School buses have a hard time making turns
- ▶ People speed on Florence, making it hard to turn from the side streets



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- ▶ People speed
- ▶ The 2-way section of Murray Hill Road feels dangerous. Lane delineation is not clear
- ▶ Vehicles block sightlines at intersections
- ▶ School buses have a hard time making turns
- ▶ People speed on Florence, making it hard to turn from the side streets
- ▶ During school arrival and dismissal times, traffic is busy and crossing the street doesn't feel safe



ARRIVAL AND DISMISSAL OPERATIONS

People park too close to intersections

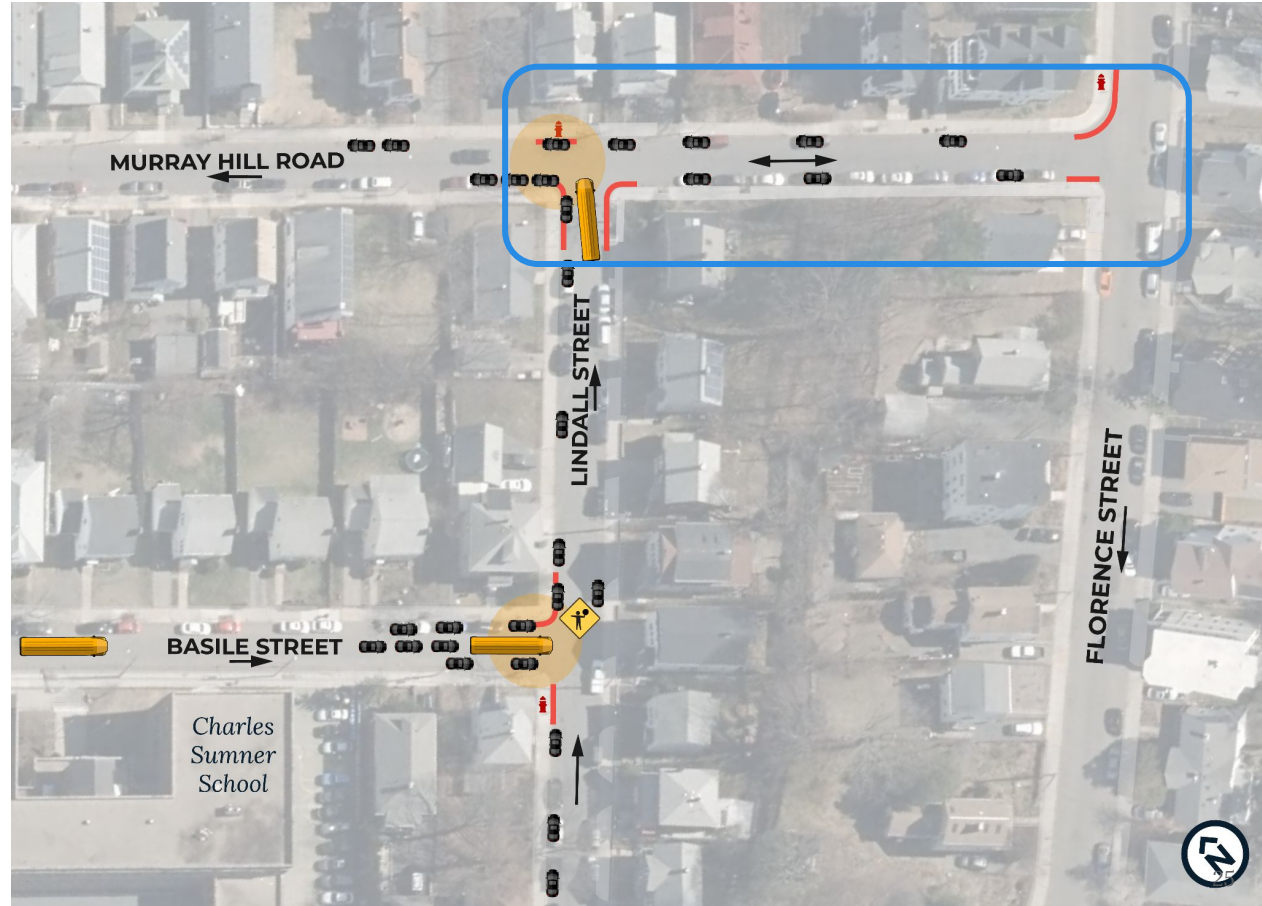
This makes it *hard to see other cars or pedestrians* and makes it difficult for buses to turn



ARRIVAL AND DISMISSAL OPERATIONS

Parking on the 2-way section of Murray Hill makes the street feel really narrow

It feels dangerous!



CONCEPT DESIGN



*Approximate
location for
speed humps*



CONCEPT DESIGN

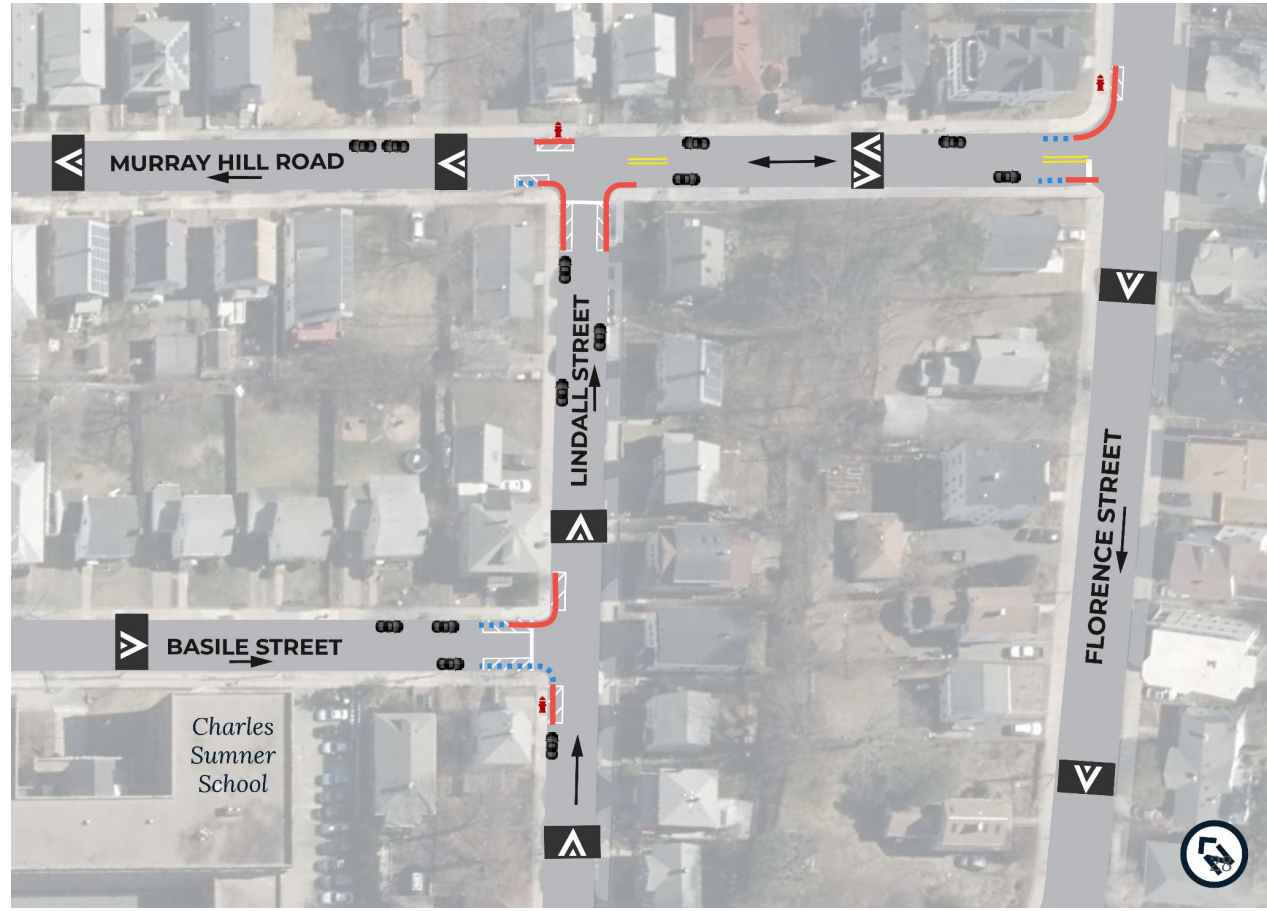
 Existing "No Parking" zone






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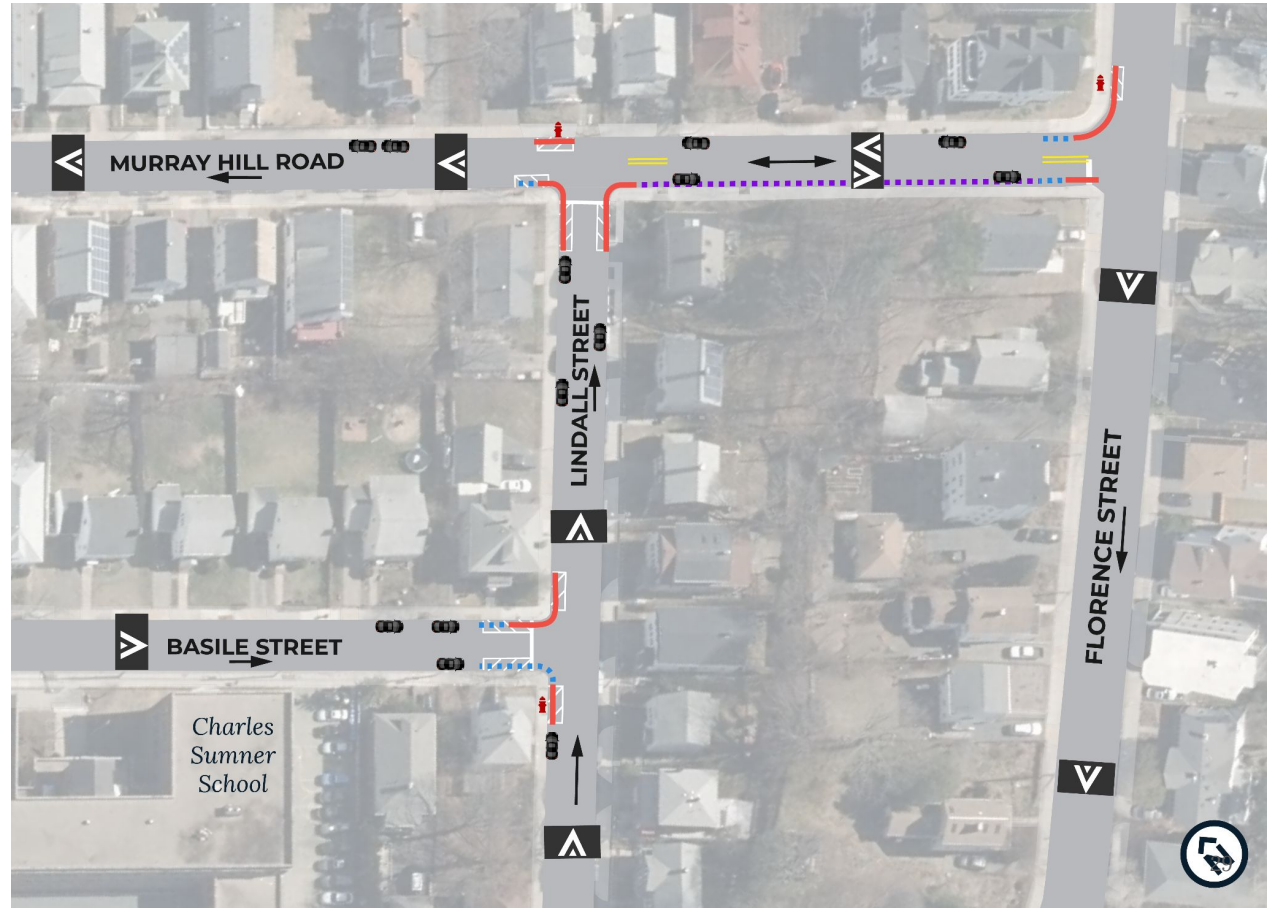
Existing “No Parking” zone

Additional parking restrictions to improve sightlines



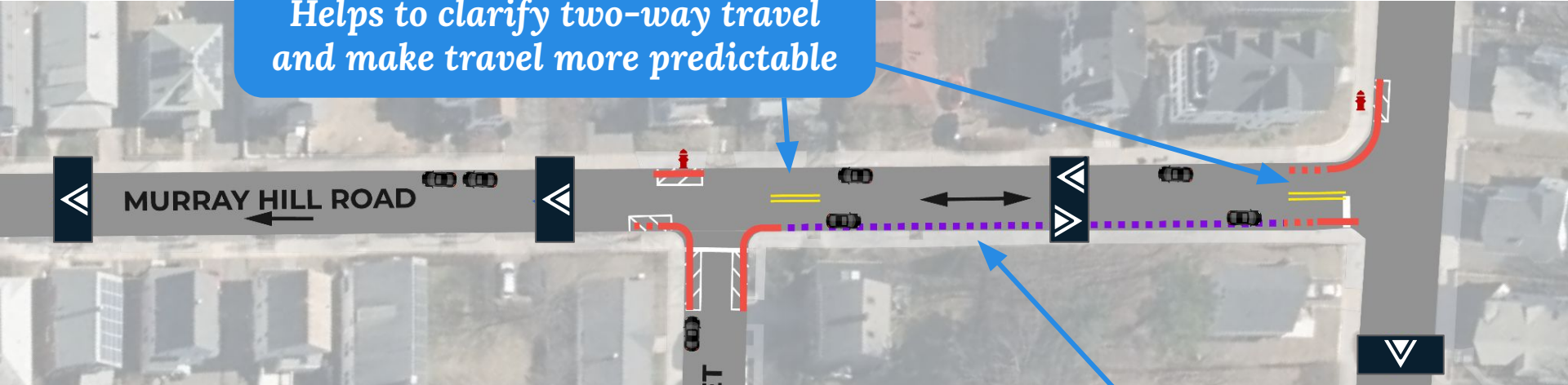
CONCEPT DESIGN

-  Existing “No Parking” zone
-  Additional parking restrictions to improve sightlines
-  Additional parking restrictions during specific hours



CLOSER LOOK: MURRAY HILL ROAD

ADD DOUBLE-YELLOW LINE
*Helps to clarify two-way travel
and make travel more predictable*

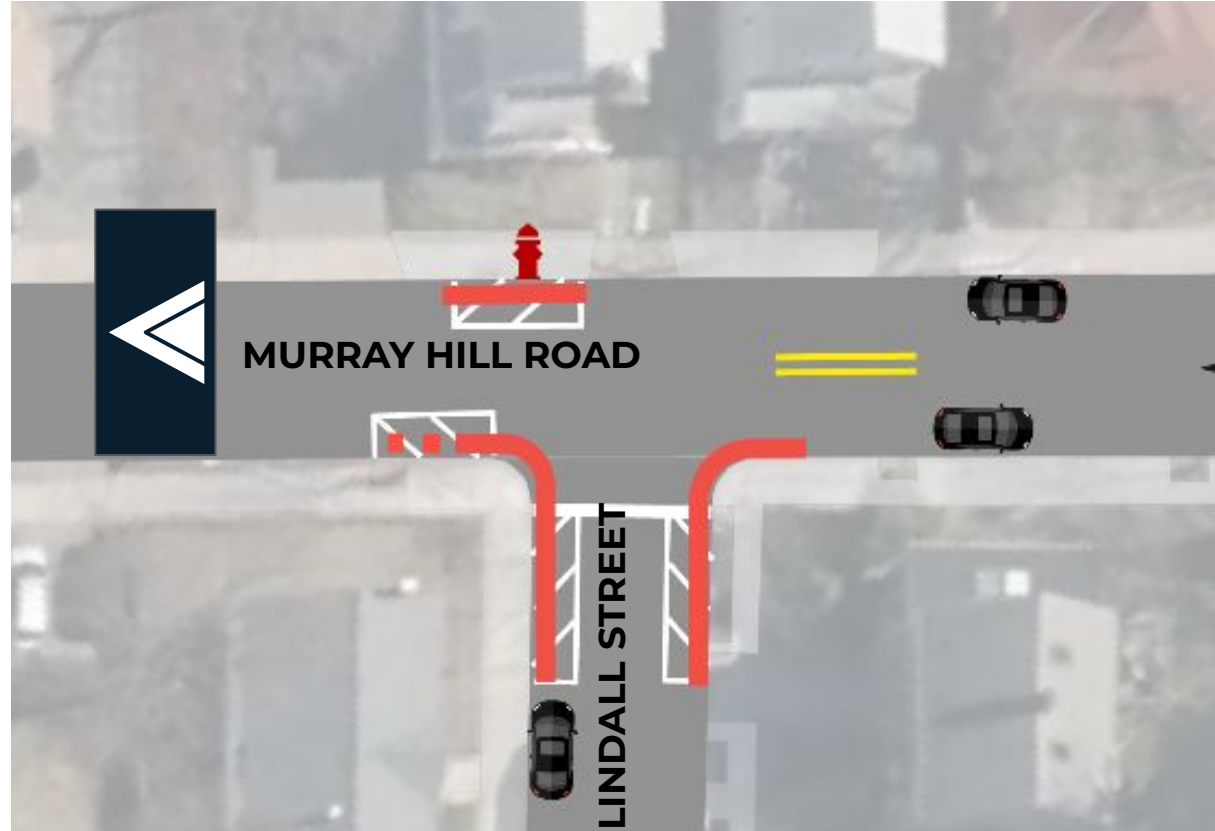


- - - No parking zone during specific hours

CLOSER LOOK

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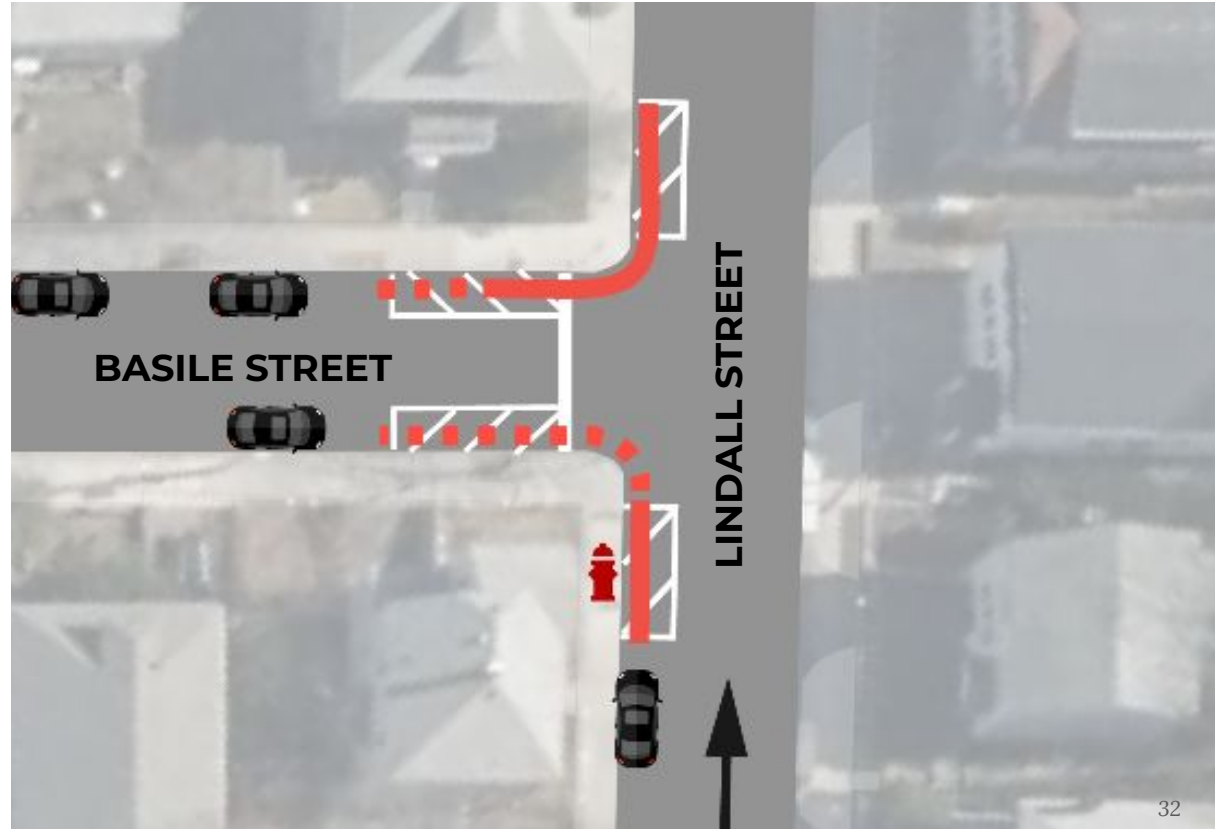
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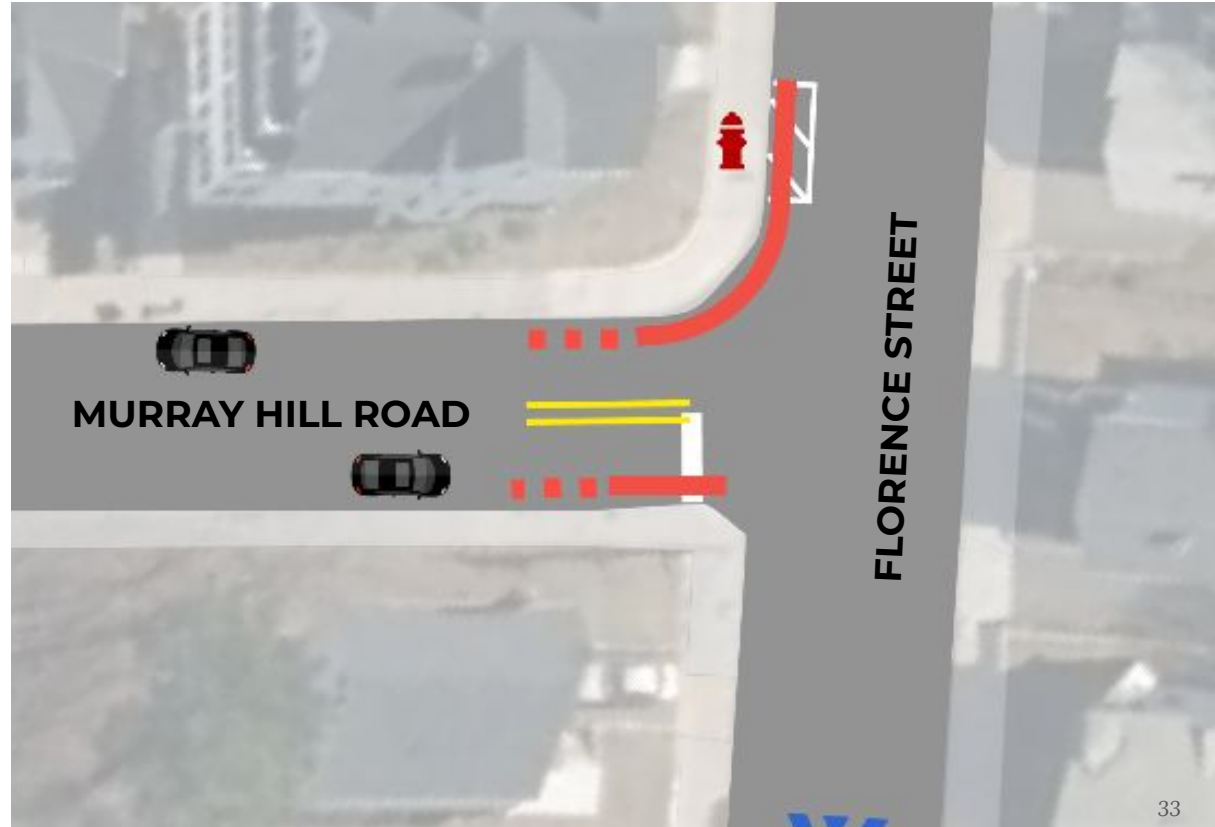
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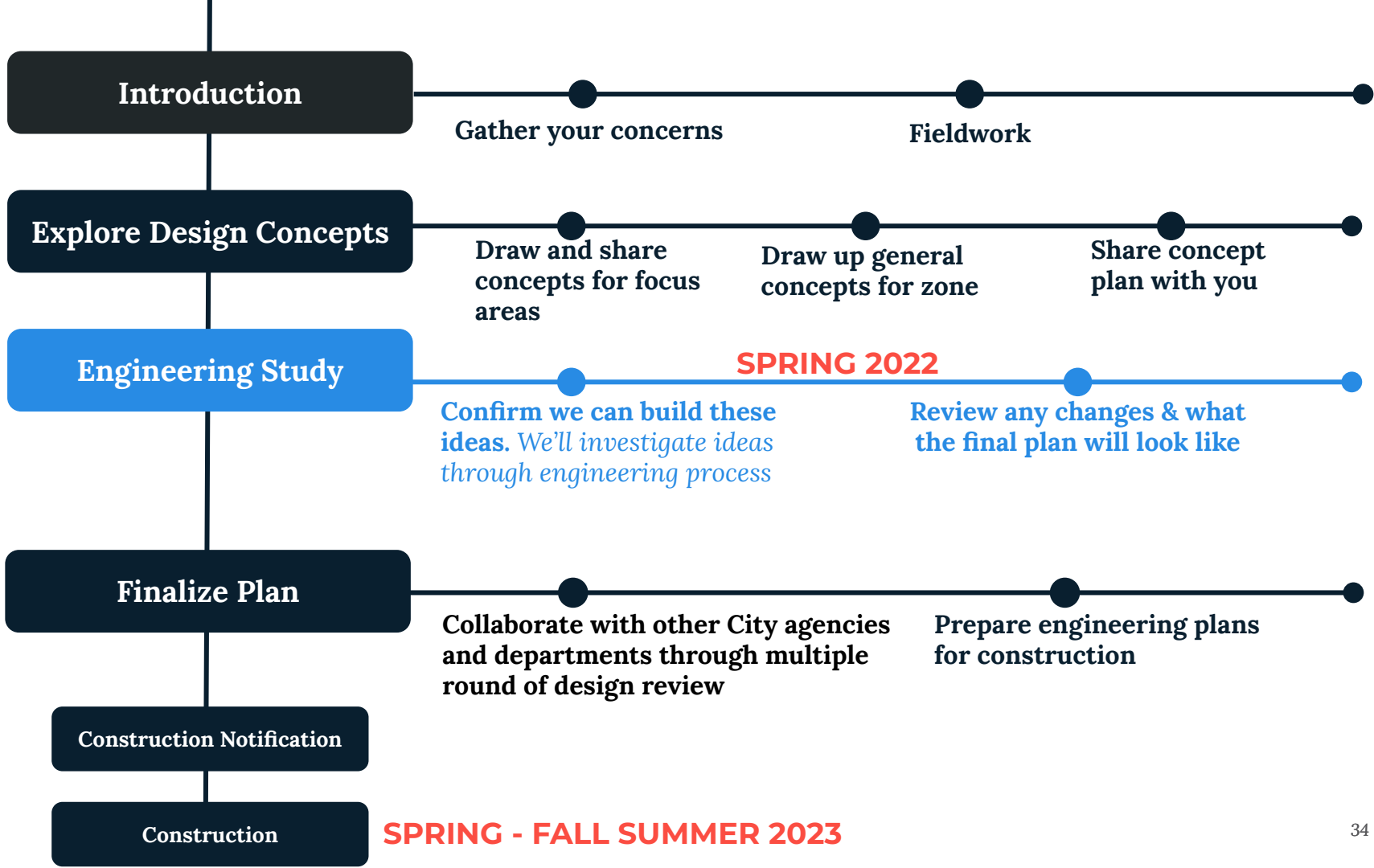


CLOSER LOOK

Existing “No Parking” zone

Additional parking restrictions to improve sightlines





STAY IN TOUCH

- ▶ boston.gov/slow-streets/lower-south
 - Sign up for emails
 - Check the latest news
- ▶ slow.streets@boston.gov
- ▶ 617-635-1347