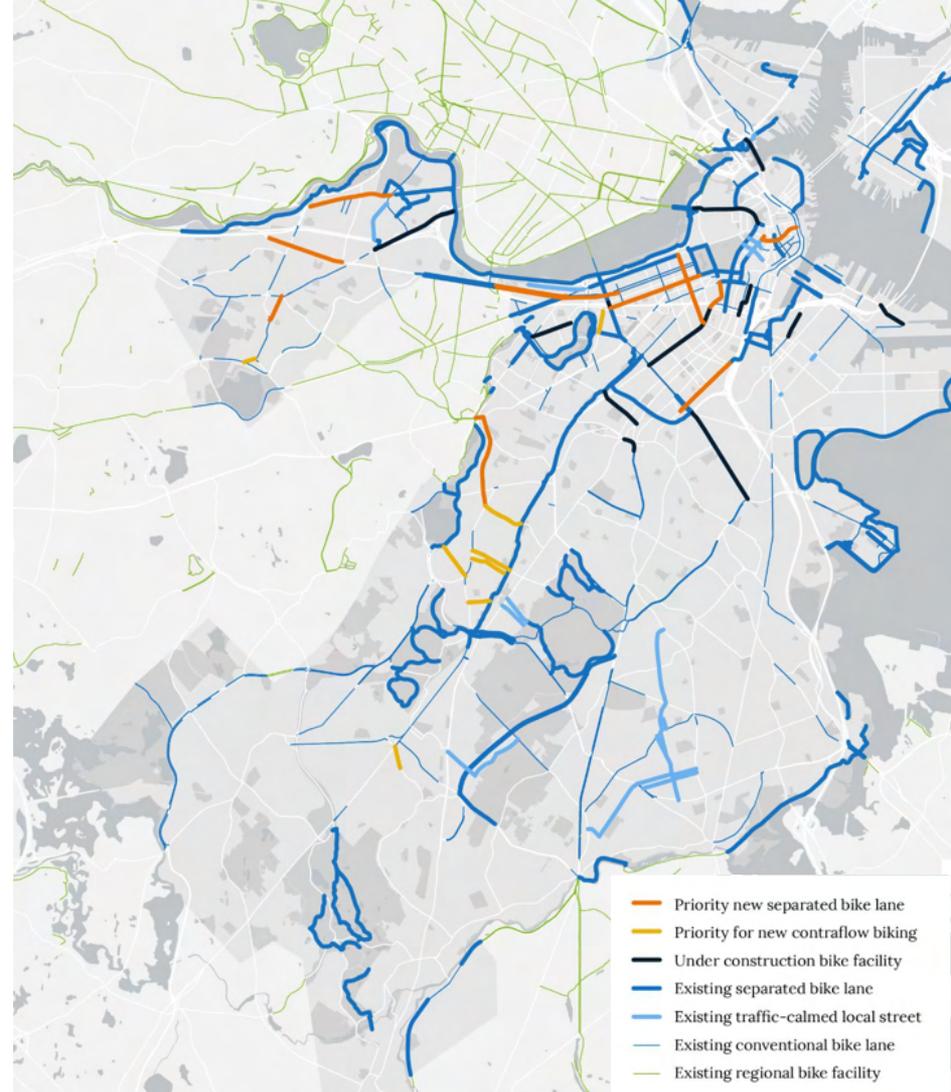


# A safer, slower, more bikeable Poplar Street

*West Village Neighborhood Association  
September 28, 2023*

**This year, we're  
working with  
stakeholders to  
expand the  
citywide bike  
network.**

**[boston.gov/bike-lanes](https://boston.gov/bike-lanes)**



# We'll focus on safe, comfortable streets

- ▶ These are types of bike facilities that make the most people feel comfortable
- ▶ They also provide safety benefits for people walking, driving, and rolling.



**QUICK  
BUILD**



**FULL-BUILD**



**CONTRAFLOW  
BIKE LANES**



**TRAFFIC-  
CALMED  
LOCAL  
STREETS**

**SEPARATED BIKE LANES**

# Work completed to date

## Outreach

- ▶ Mayor Wu announces bike lane expansions (September 2022)
- ▶ Coordination with ONS and District 5 councilor office
- ▶ Postcards to addresses on Poplar Street and intersecting streets (469) (February 2023)
- ▶ Door-to-door flyering (February 2023 and April 2023)
- ▶ Virtual office hours every other Wednesday (ongoing)
- ▶ Community walk on May 6
- ▶ West Village Neighborhood Association meeting on May 25
- ▶ In-person office hours at the Roslindale Library on June 22, July 20, and August 10

## Design work

- ▶ Traffic data collection and analysis (October 2022)
- ▶ Design plans for pavement markings, signage, and speed humps
- ▶ Initial scoping for new crosswalks and ramps



Above: *about 30 community members attended our walk event on May 6*

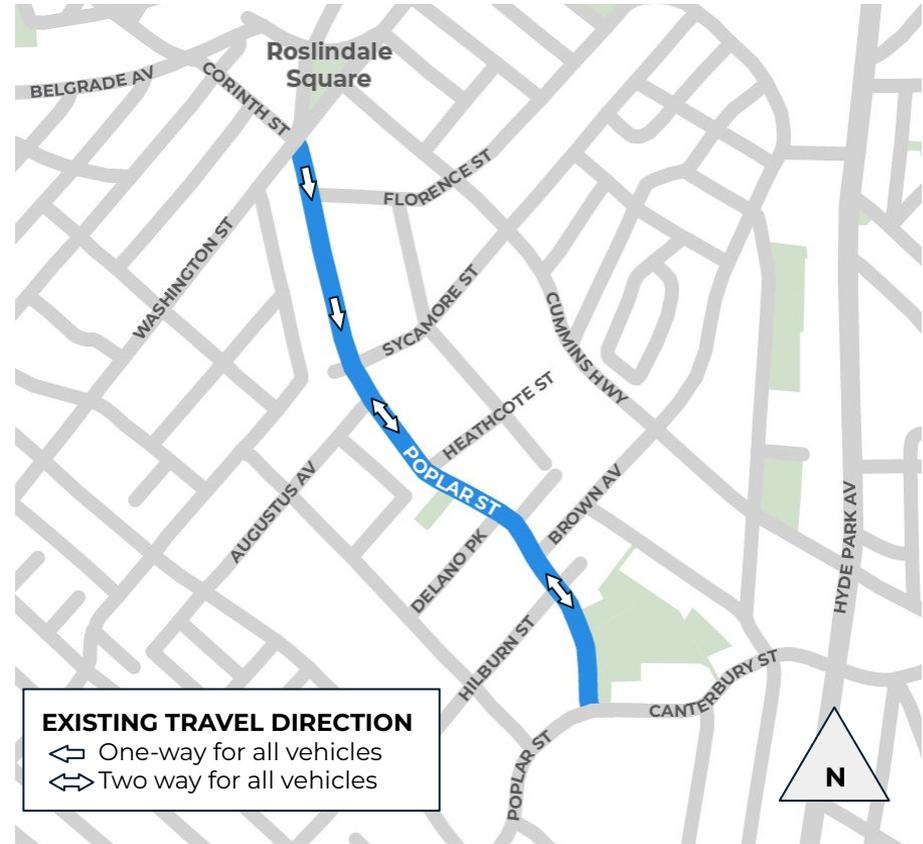
# Project location and goals

## Location

- ▶ Poplar Street between Washington Street and Canterbury

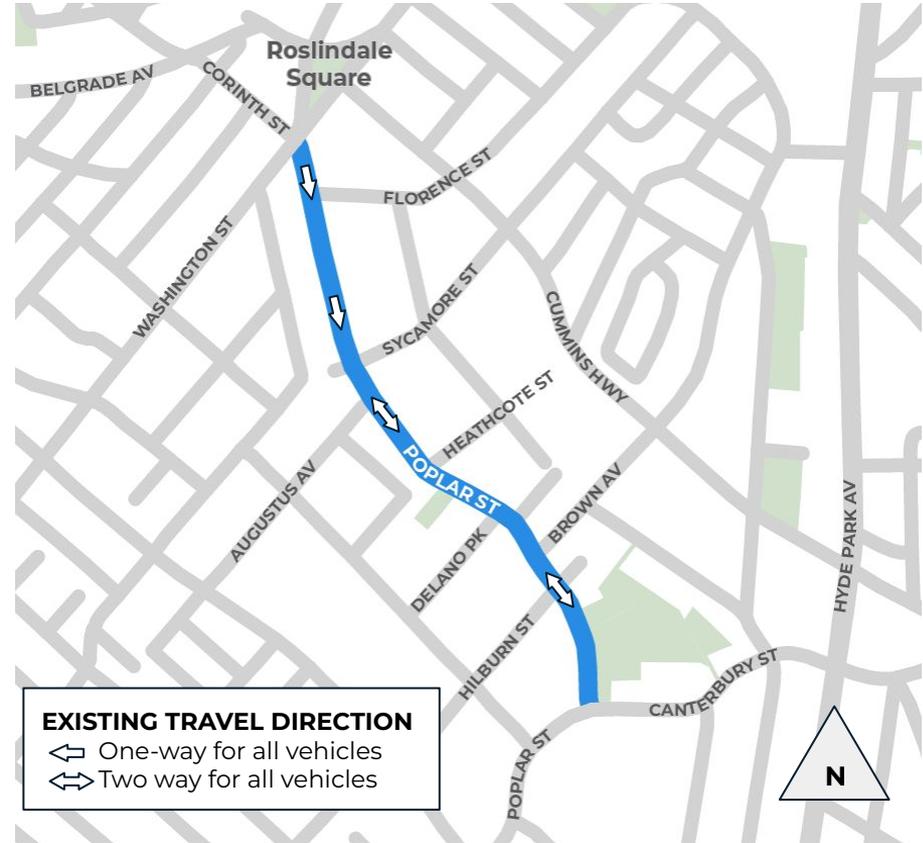
## Goals

- ▶ Improve safety for all street users by slowing vehicle speeds
- ▶ Add new crosswalks and bring curb ramps to a state of good repair
- ▶ Create a direct, family-friendly bike route to and from Roslindale Square



# Why Poplar Street?

- ▶ A neighborhood resident suggested a **contraflow lane on Poplar Street**. In evaluating the idea, we found that it could work.
- ▶ **Poplar Street provides a direct connection to Roslindale Square that avoids steep hills nearby.** The street serves daily destinations and is a helpful last-mile connection for commuters.
- ▶ **Vehicle volumes are moderate (around 2,400 per day).** We can make the street safer and more comfortable for everyone by adding traffic calming.



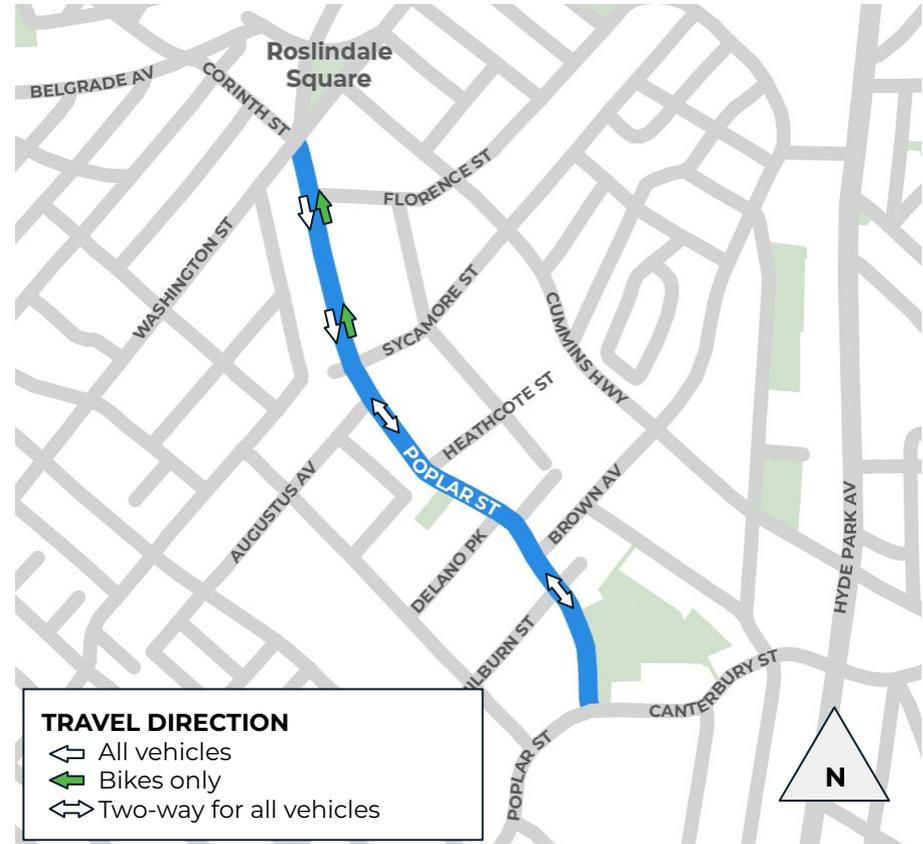
# Overview of design approach

## Washington to Augustus

- ▶ 5 speed humps
- ▶ New crosswalks
- ▶ Contraflow bike lane going north from Sycamore Street to Washington Street
- ▶ Keep one-way southbound for motor vehicles to Sycamore
- ▶ Striping and STOP sign at Sycamore

## Augustus to Canterbury

- ▶ 3 raised crosswalks
- ▶ Keep two-way travel for all traffic
- ▶ Keep parking on both sides



# What are contraflow bike lanes?

One-way streets help manage the flow of vehicles, particularly on neighborhood residential streets.

In Boston, we look at allowing people to bike in both directions on one-way streets that:

- ▶ Provide access to a major destination, park, or trail access point, and/or,
- ▶ Help bicyclists avoid an obstacle, like a major hill or busy street with less comfortable biking conditions.



Above: a photo of a contraflow bike lane on Mount Hope Street in Roslindale.

# How we design them

- ▶ We evaluate traffic volumes and speeds to be sure of the right design.
- ▶ On streets like Poplar Street, we can add contraflow bike lanes with paint and signage.
- ▶ The lane is positioned so that bicyclists ride on the right side of the street in the direction they are traveling, just like on two-way streets.
- ▶ “With flow” bicyclists share the general travel lane.



Above: a photo of a contraflow bike lane on Bay State Road in Fenway.

# A well-established design tool

- ▶ Contraflow bike lanes make it legal for people to bike in both directions.
- ▶ They have seen decades of use around the U.S., the Boston area, and globally.
- ▶ There are already contraflow bike lanes in Roslindale on [Mount Hope Street](#) and [Paine Street](#).



Above: a photo of a contraflow bike lane on Mount Hope Street in Roslindale.

# Speed humps are not speed bumps



**YES!** Gradual taper up and down, 12 to 14 feet long

Keeps speeds around 20 mph

Compatible with emergency response



**NO!** Abrupt, hard bump, 3 to 4 feet long  
Found mainly in parking lots and private ways

Not used on City of Boston streets

# Raised crosswalks



Above: a raised crosswalk at Centre Street and Gayhead Street, Jamaica Plain



Above: a raised crosswalk at Park Street and Norwell Street, Dorchester

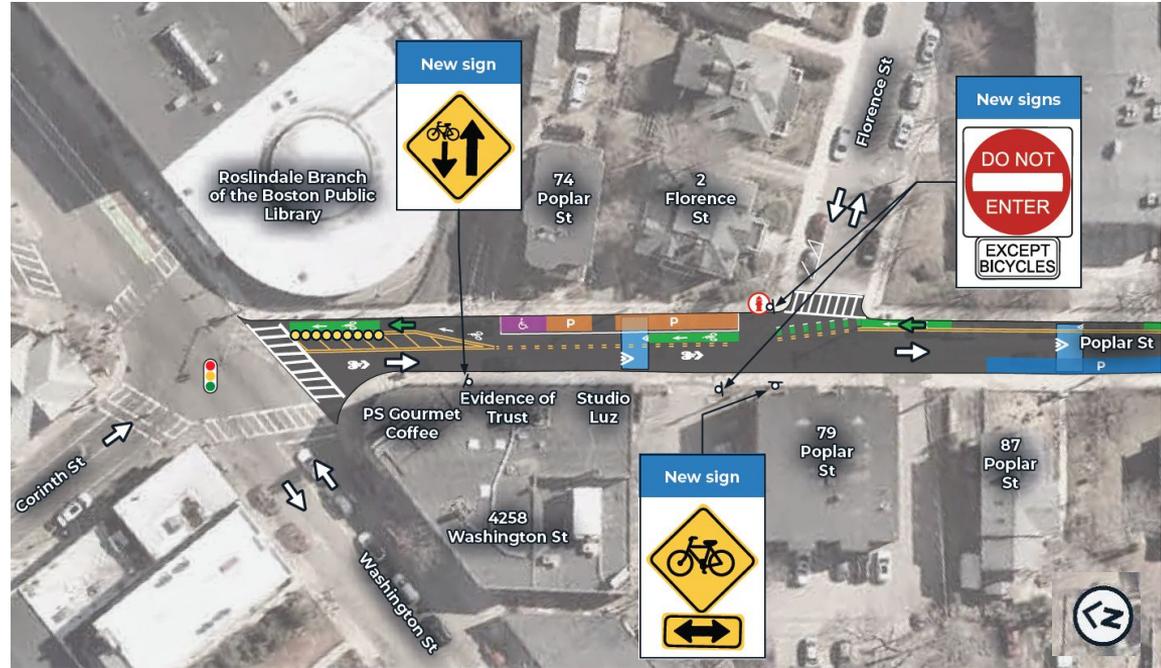
# Design plans: Washington to Augustus

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# Washington to Florence

- ▶ Speed humps
- ▶ Contraflow bike lane going northbound (towards Roslindale Square).
- ▶ Shared lane markings going southbound (towards Sycamore Street)
- ▶ Parking stays on east (even) side between Washington and Florence.
  - We have to keep the accessible parking space on the east side.
  - Add short-term parking on this block



## LEGEND

	Proposed speed hump*		Existing signalized intersection
	Direction of travel: all vehicles		Fire hydrant
	Direction of travel: bicycles only		Flexposts

## PARKING

	Unrestricted
	Accessible (HP-V)
	15-minute parking 8a - 6p ex. Sun Unrestricted 6p - 8a

# Managing vehicle turns

- ▶ We'll add a row of flexposts along the bike lane approaching Washington Street.
- ▶ People biking will have a protected space to wait for the signal.
- ▶ We are still exploring options for when during the signal phase people biking will enter the intersection.



### LEGEND

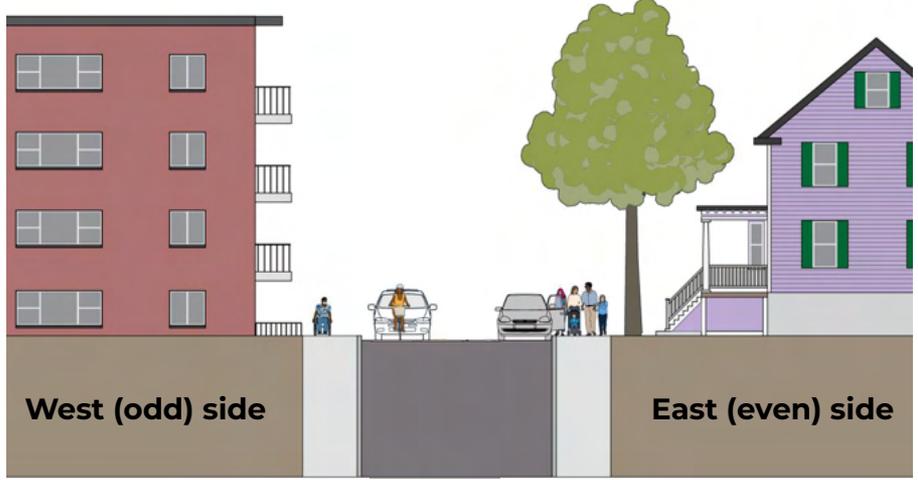
- Blue square: Proposed speed hump\*
- White arrow: Direction of travel: all vehicles
- Green arrow: Direction of travel: bicycles only
- Red dot: Existing signalized intersection
- Red circle with 'H': Fire hydrant
- Yellow circles: Flexposts

### PARKING

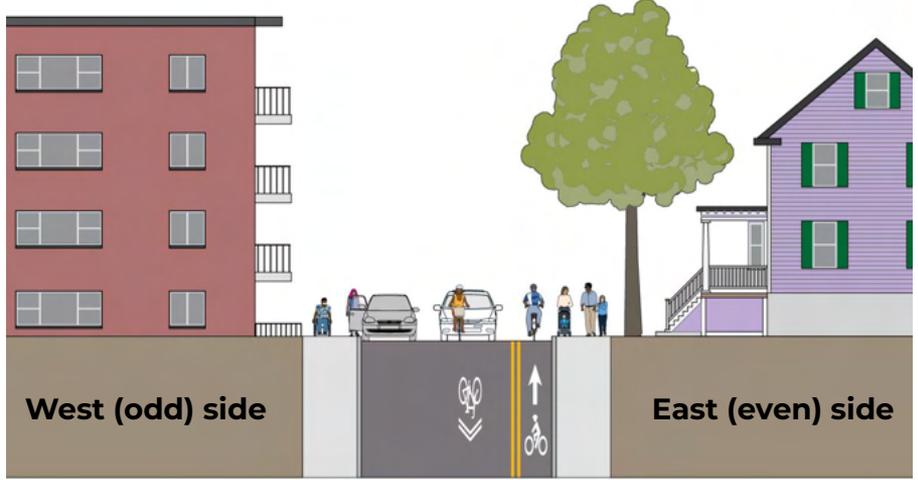
- Blue square with 'P': Unrestricted
- Purple square with wheelchair symbol: Accessible (HP-V)
- Orange square with 'P': 15-minute parking 8a - 6p ex. Sun  
Unrestricted 6p - 8a

# Parking changes: Florence to Sycamore

## Existing cross section



## Planned cross section



Parking moves to the west (odd) side of Poplar Street. This change will provide the space needed for the bike lane. And, it will create a more comfortable biking experience with parking and the bike lane on opposite sides.

# Parking changes: Wash. to Sycamore

**These numbers are approximate.**

We count parking spaces at one space per 20' of curb length.

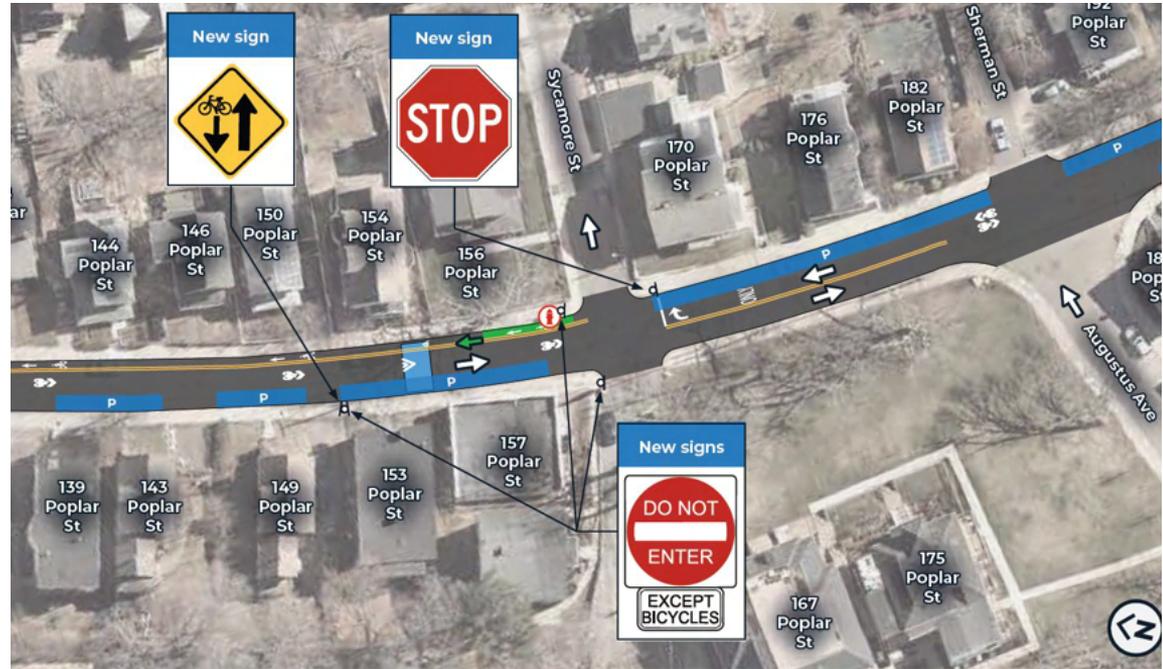
The actual number of spaces depends on how people park.

Regulation	Existing	Proposed	Change
Unrestricted	34	29	-5
Accessible	1	1	NA
15-minute	0	3	3
Total	35	33	-2

# Sycamore to Augustus

We heard from you, and observed, that the one-way to two-way transition can be confusing. We will:

- ▶ Add a double-yellow centerline and right-turn-only markings between Sycamore and Augustus.
- ▶ Add a stop sign for northbound drivers at Sycamore.



## LEGEND

- Proposed speed hump\*
- Fire hydrant

- Direction of travel: all vehicles
- Direction of travel: bicycles only

## PARKING

- Unrestricted

# New crosswalks

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# We'll add crosswalks to Poplar Street

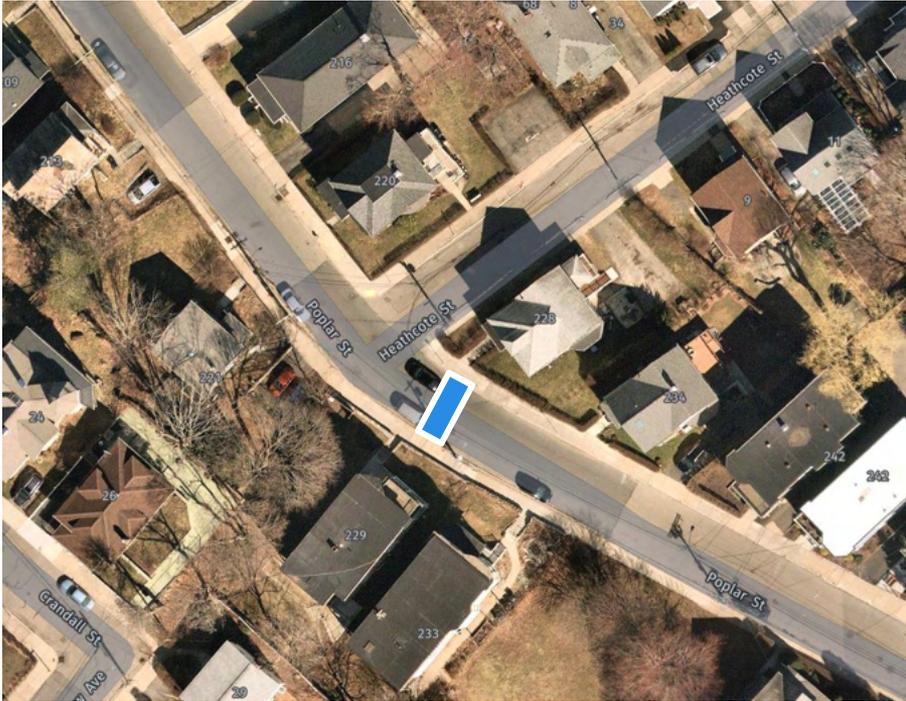
- ▶ We want to add new crosswalks to help you cross Poplar Street.
- ▶ We're taking your feedback on possible locations!
  - Not every location will be possible. We need to consider sight lines, accessibility, drainage, and existing utilities.
  - Each new crosswalk would require 2-4 parking spaces to be removed for visibility.





# Possible crosswalk locations

## Heathcote Street

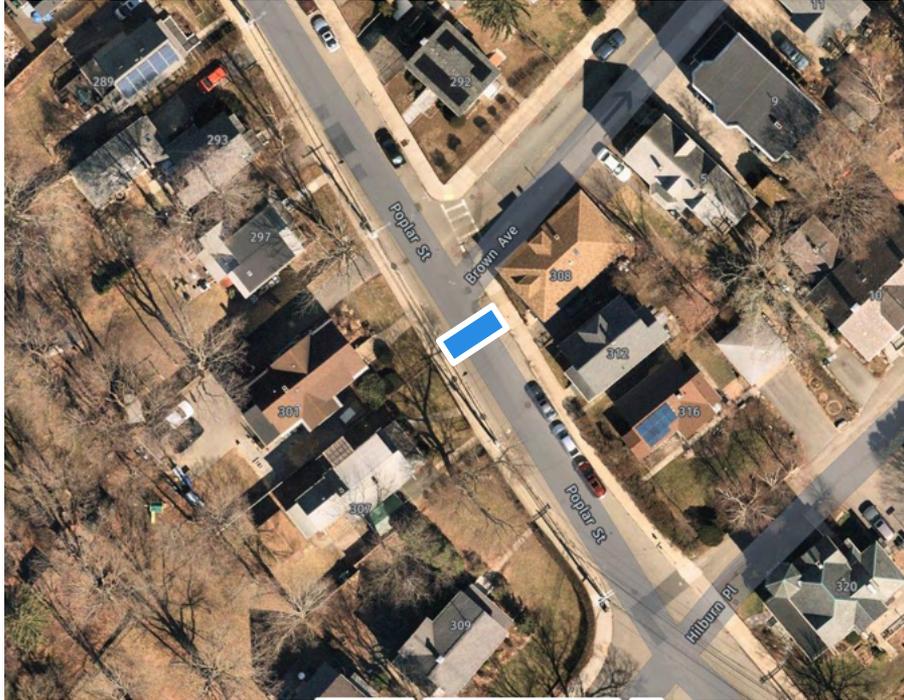


## Delano Park/Cornauba St Ext



# Possible crosswalk locations

## Brown Avenue



# Going forward

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- ▶ **This fall:** Install speed humps, contraflow bike lane, other striping, and signage on Poplar Street between Washington Street and Augustus Ave.
- ▶ **Next year:** Build new curb ramps and crosswalks.
  - North of Augustus Ave, we'll build street-level crosswalks.
  - South of Augustus Ave, we can build raised crosswalks.
  - We'll continue design work throughout the fall and winter.
  - We'll share updates with you about crosswalk locations and design tradeoffs as we go forward.

# Getting in touch with us

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- ▶ Learn more and join our project email list for updates: [boston.gov/poplar-street](https://boston.gov/poplar-street)
- ▶ Sign up for virtual office hours: [bit.ly/bbb-apt](https://bit.ly/bbb-apt)
- ▶ Send us an email: [better-bike-lanes@boston.gov](mailto:better-bike-lanes@boston.gov)

# Thank you!

[boston.gov/poplar-street](https://boston.gov/poplar-street)  
[better-bike-lanes@boston.gov](mailto:better-bike-lanes@boston.gov)

