



A safer, slower, more bikeable Poplar Street

*West Village Neighborhood Association
March 28, 2024*

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



Phase 1: most work finished last fall

Washington to Augustus

- ▶ 5 speed humps
- ▶ Contraflow bike lane northbound from Sycamore Street to Washington Street
- ▶ Curb regulation changes
- ▶ Striping and STOP sign at Sycamore

This spring, we will finish installing minor pavement markings.



Addressing your feedback on Phase 1

- ▶ Added missing signage
- ▶ Finished flexpost installation at Washington Street
- ▶ Parking enforcement
- ▶ Adjusting “no parking” areas for visibility

We appreciate your patience during the adjustment period!



Phase 2: scope and timeline

We will make accessibility upgrades to existing curb ramps, add new crosswalks, and install traffic calming measures. **This requires detailed engineering work, so it takes a little longer.**

- ▶ Thank you for your feedback on locations!

This year:

- ▶ Exploring interim traffic calming

2025 construction:

- ▶ Crosswalks, curb ramps, and curb extensions
- ▶ Shared lane markings to indicate bike route



Design toolkit for Phase 2



Raised crosswalks

- ▶ Same height as the sidewalk.
- ▶ Slows drivers and improves yielding
- ▶ More comfortable for people who use wheelchairs and other mobility aids
- ▶ No ponding in path of travel after rain and snow



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

Curb extensions

- ▶ Extends the sidewalk out into the parking lane, typically by 6 ft.
- ▶ Shortens crossing distances
- ▶ Increases visibility
- ▶ More space to build accessible ramps
- ▶ Allows for tighter corners, slowing driver speeds on turns



Clear corners



Parked vehicles or other obstructions can block views of other people driving, biking, or waiting to cross.



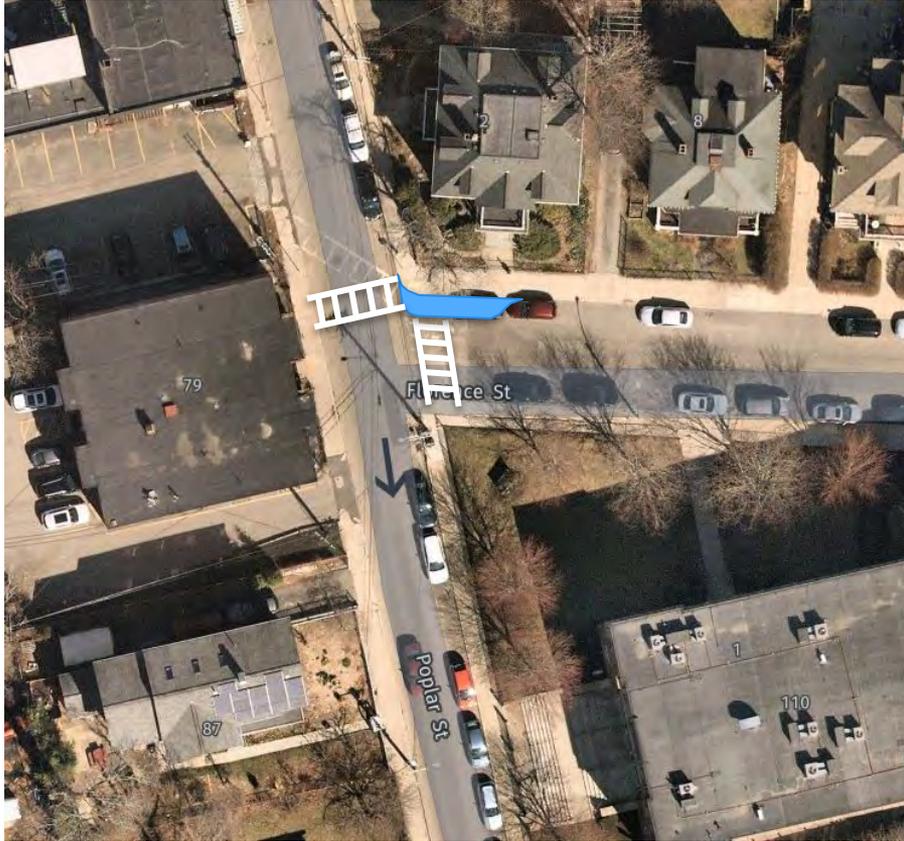
When parking is restricted, drivers are more likely to see approaching vehicles or people crossing the street

Each new crosswalk will impact 2 - 4 parking spaces for visibility

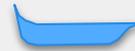
Concept Designs



Florence Street



LEGEND



Curb extension



Crosswalk



Preliminary design concept. Subject to change with further engineering work. Not to scale.

Sycamore Street



LEGEND



Curb extension



Crosswalk



Preliminary design concept. Subject to change with further engineering work. Not to scale.

Heathcote Street



LEGEND



Crosswalk

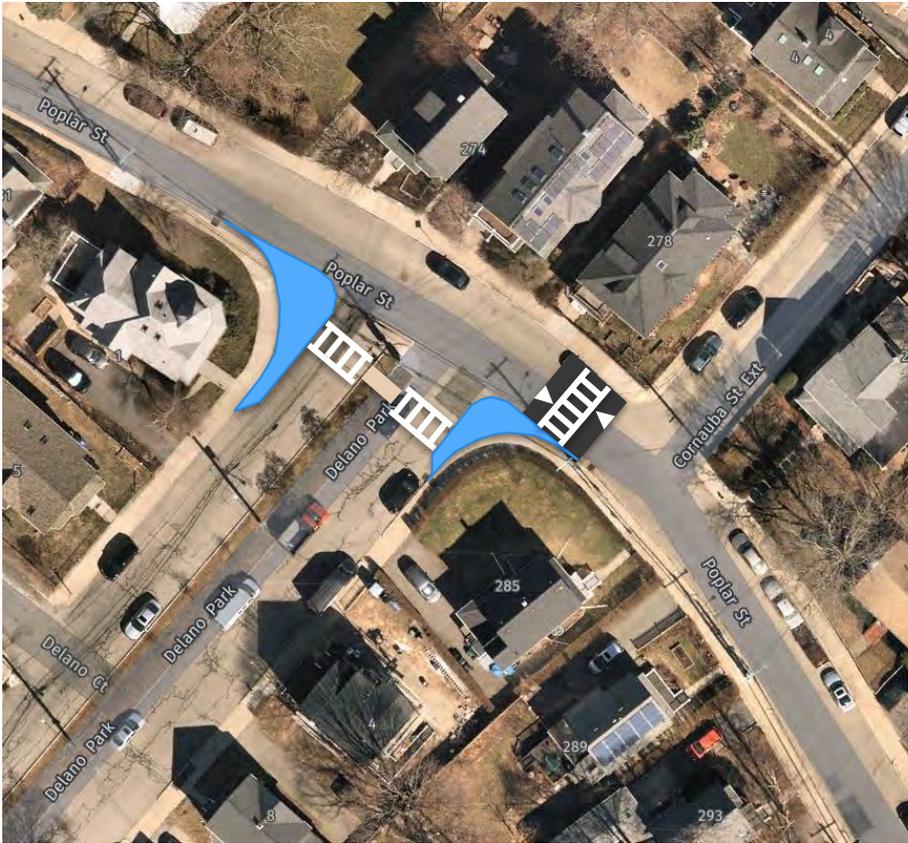


Raised crosswalk

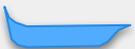


Preliminary design concept. Subject to change with further engineering work. Not to scale.

Delano Park/Cornauba St Ext



LEGEND

-  Curb extension
-  Crosswalk
-  Raised crosswalk

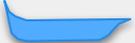


Preliminary design concept. Subject to change with further engineering work. Not to scale.

Brown Avenue and Hilburn Street



LEGEND

-  Curb extension
-  Crosswalk
-  Raised crosswalk



Preliminary design concept. Subject to change with further engineering work. Not to scale.

Conclusion

- ▶ We'll provide updates and take feedback at key milestones
- ▶ Learn more and join our project email list for updates: boston.gov/poplar-street
- ▶ Send us an email: better-bike-lanes@boston.gov

Thank you!

boston.gov/poplar-street
better-bike-lanes@boston.gov

