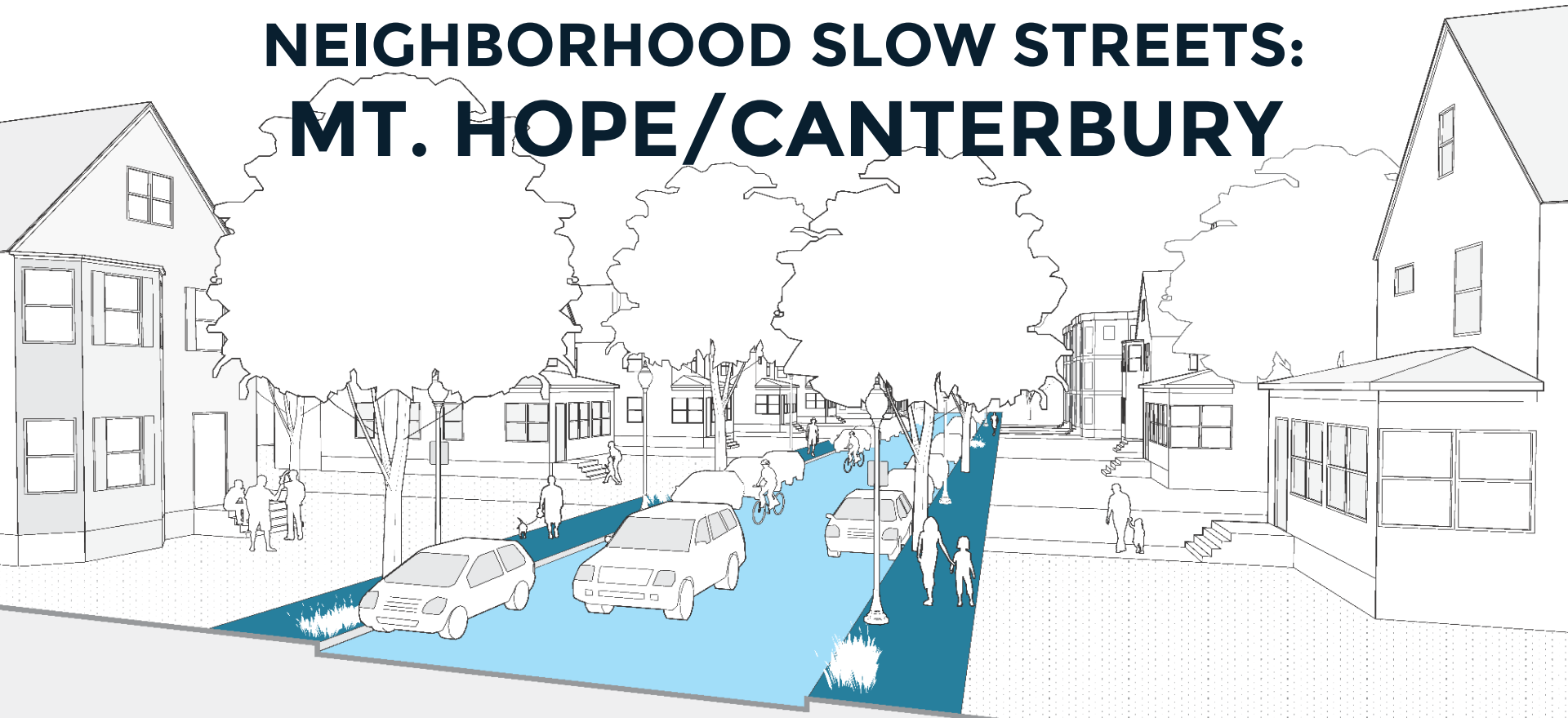


NEIGHBORHOOD SLOW STREETS: MT. HOPE/CANTERBURY



Boston Transportation Department
Gina N. Fiandaca, Commissioner

July 19, 2018 | Public Meeting
The Home for Little Wanderers

MEETING GOALS

- Introduce more residents to the Neighborhood Slow Streets project
- Share our concept plans for your feedback

VISION ZERO BOSTON

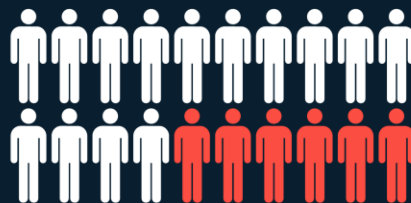
- Commitment to eliminate all fatal and serious injuries by 2030
- Designing for the most vulnerable benefits everyone
- “Early Action” policy in *Go Boston 2030*



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

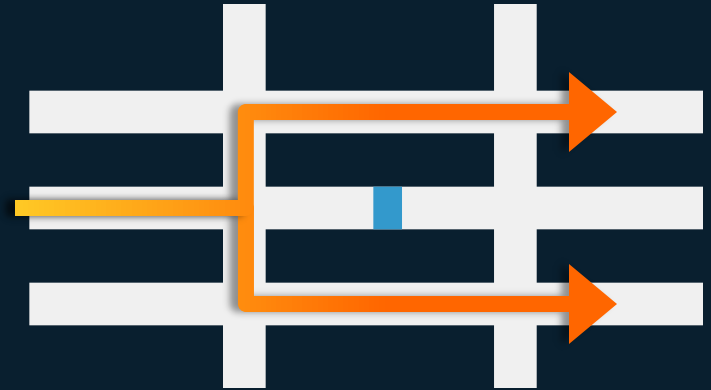
NEIGHBORHOOD SLOW STREETS

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**”
- Drivers seek alternate routes
- Traffic and/or speeds 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

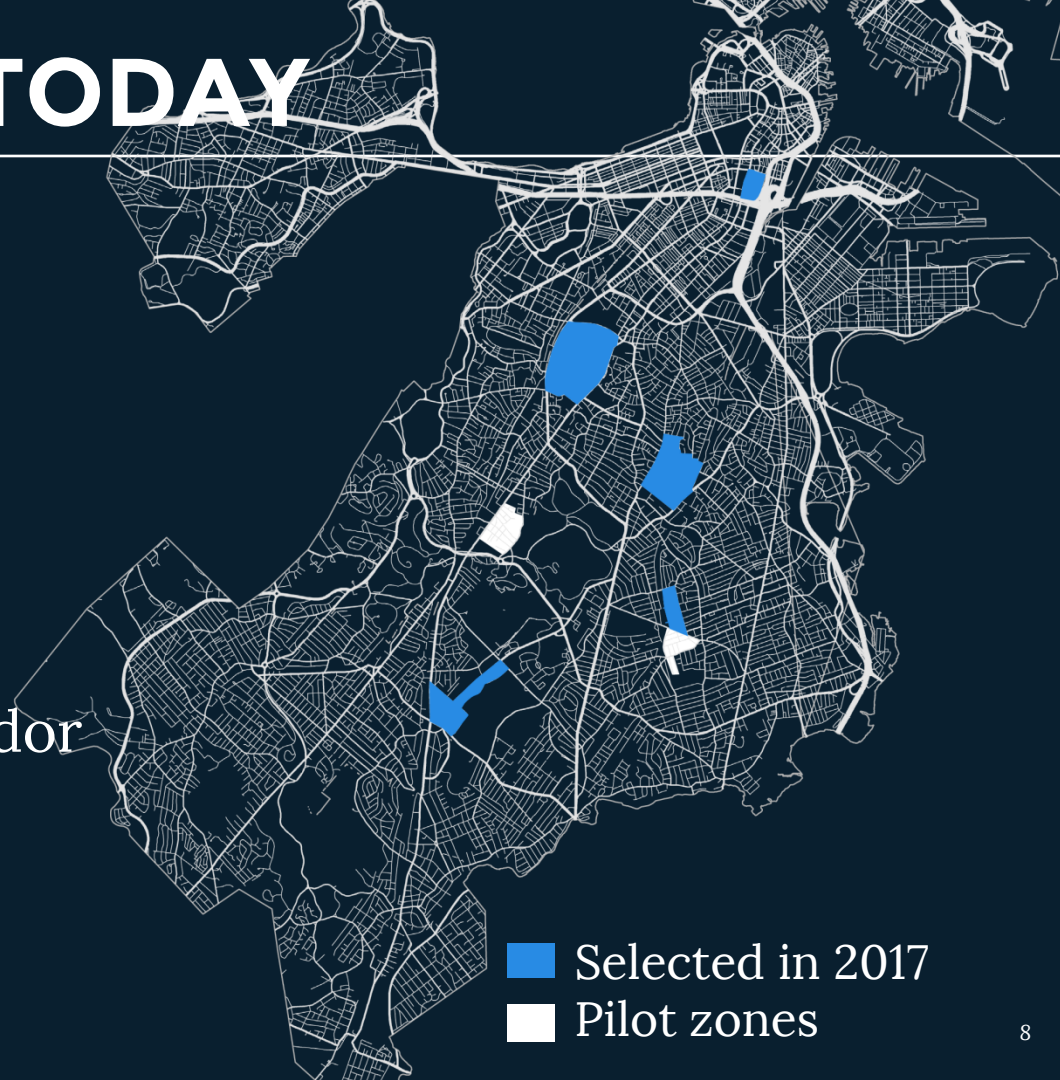
SEVEN ZONES TODAY

Pilot zones:

- Talbot-Norfolk Triangle
- Stonybrook

Selected in 2017:

- Chinatown
- Grove Hall-Quincy Corridor
- Highland Park
- Mt Hope/Canterbury
- West of Washington

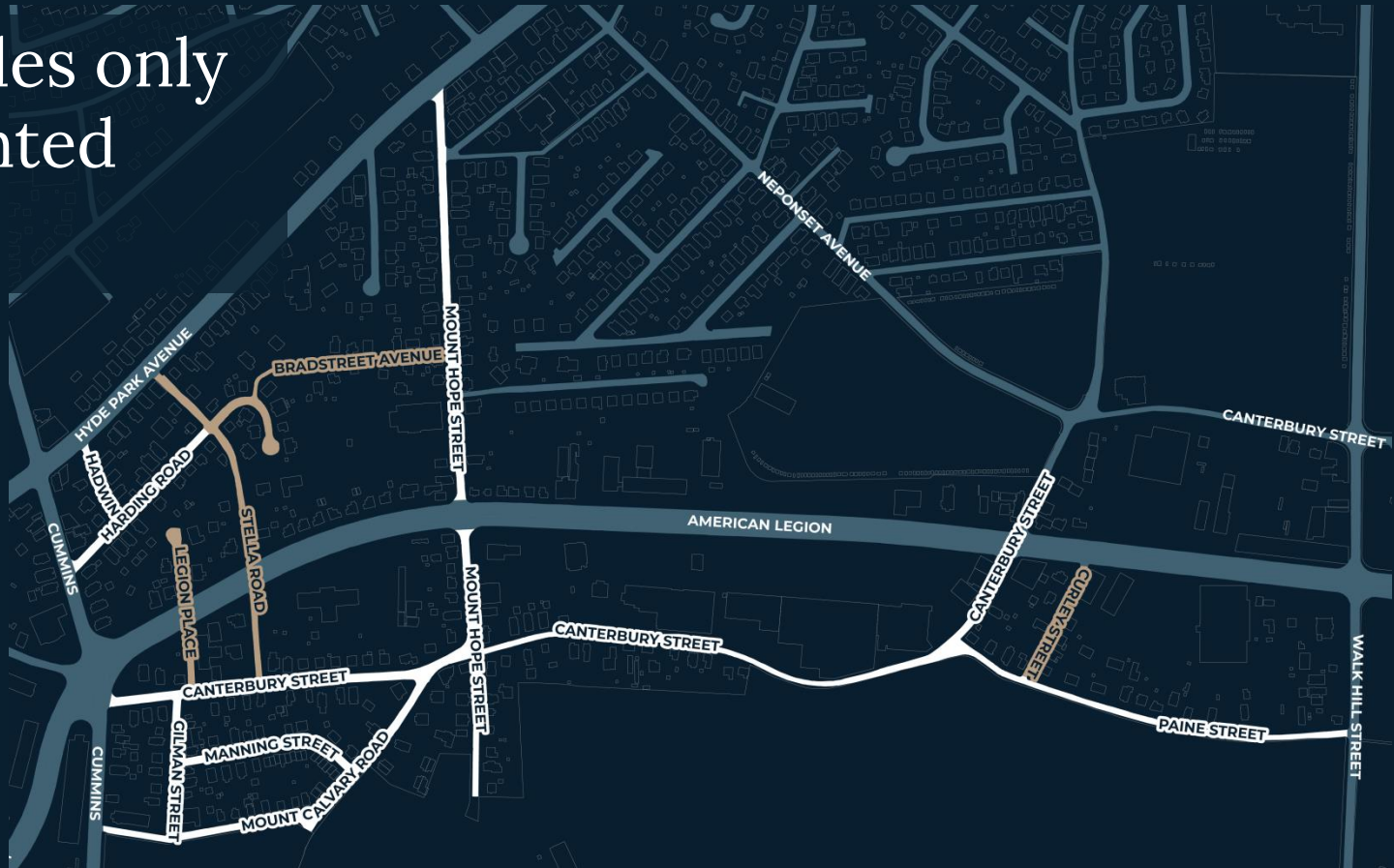




**MT. HOPE/CANTERBURY
SLOW STREETS**

MT. HOPE ZONE

Zone includes only the highlighted streets



MT. HOPE ZONE

- More than 1 in 3 households have a child under 18
- Nearly 10% of residents are aged 65 or older



CONCERNS WE HEARD

- Vehicle speeds
- Canterbury St at Mt Hope St & at Mt Calvary Rd
 - Sight lines, safe crossings for school children
- Clarity and circulation within neighborhood
 - Canterbury/Paine, Harding/Hadwin



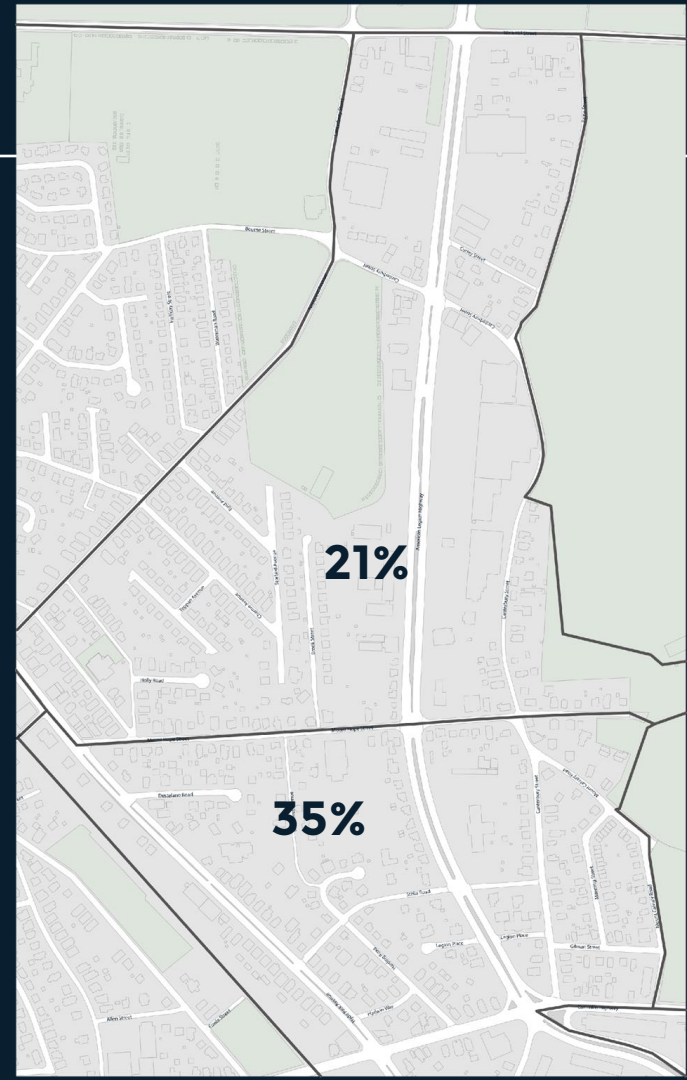
OBSERVATIONS

- Group walk October 4, 2018 helped identify key issues
- Multiple site visits this spring (March-June) to observe how people use the streets



ACTIVE COMMUTES

- Of working residents, between 1 in 3 and 1 in 4 are walking, taking transit, or bicycling regularly
- In addition, kids and young people heading to schools and buses

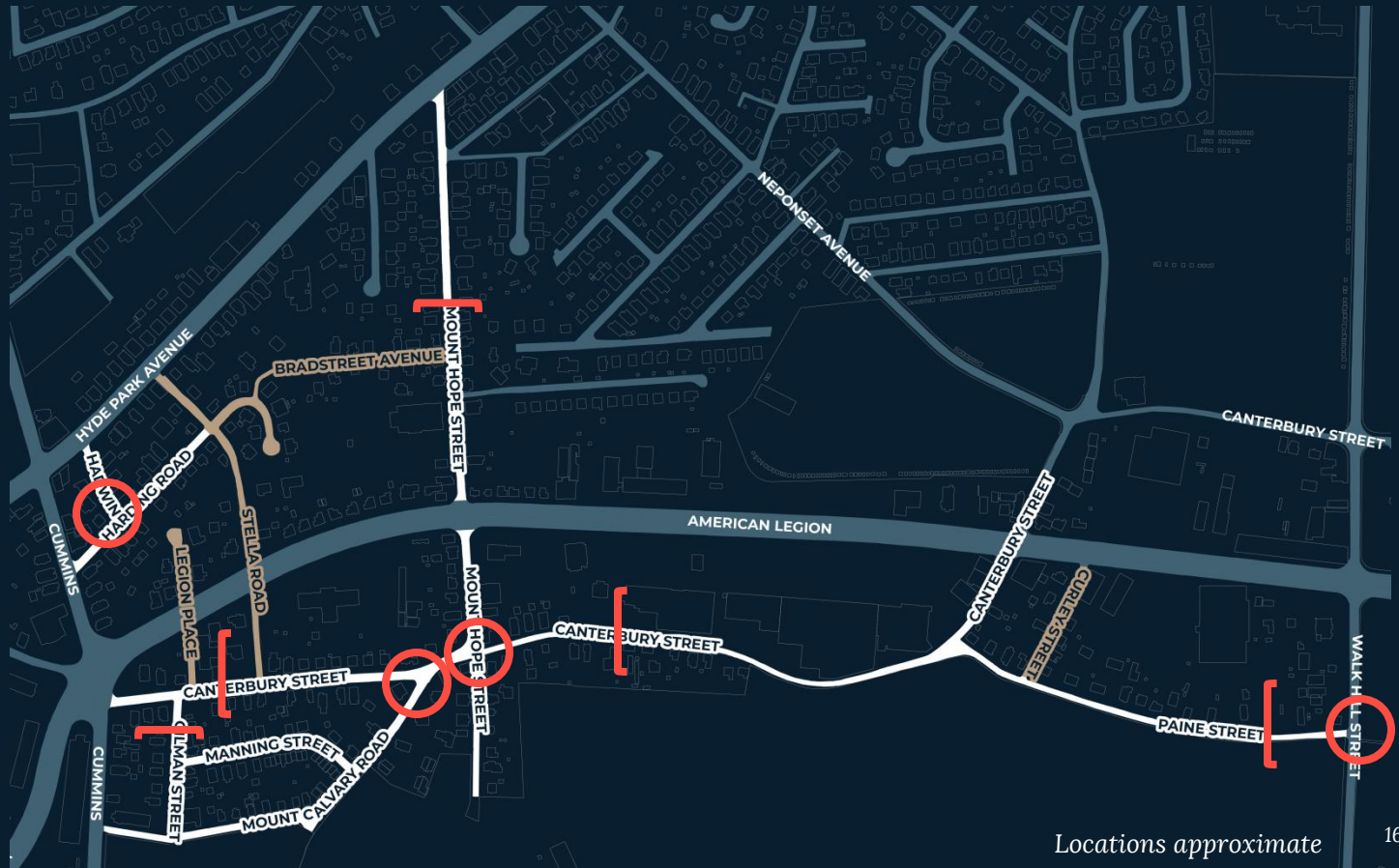


TRAFFIC COUNTS

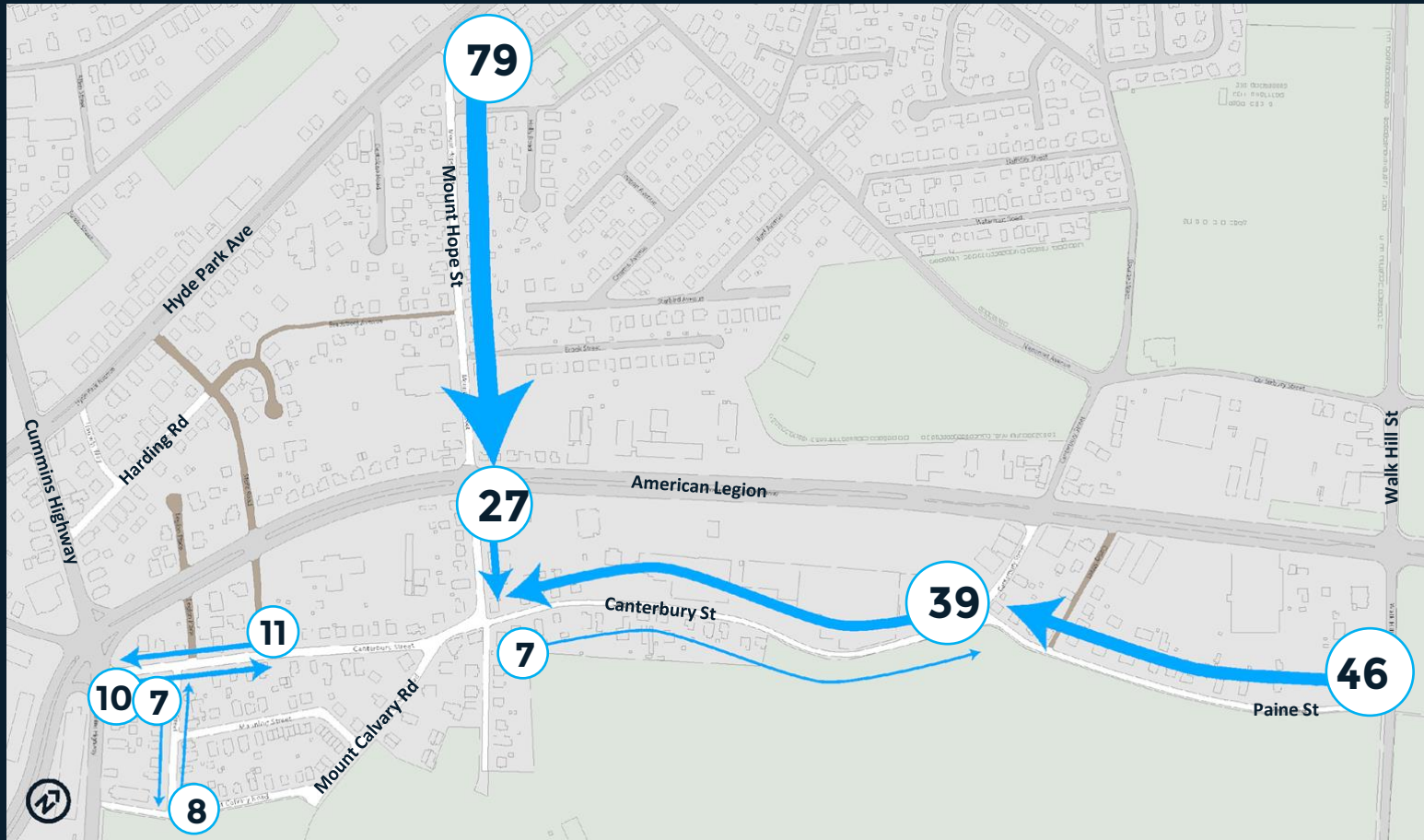
- 5 mid-block counts
 - Mid-block counts include vehicle speeds
- 4 intersection counts
 - Intersection counts tell us if people turn or continue through
- Data collected in May 2018



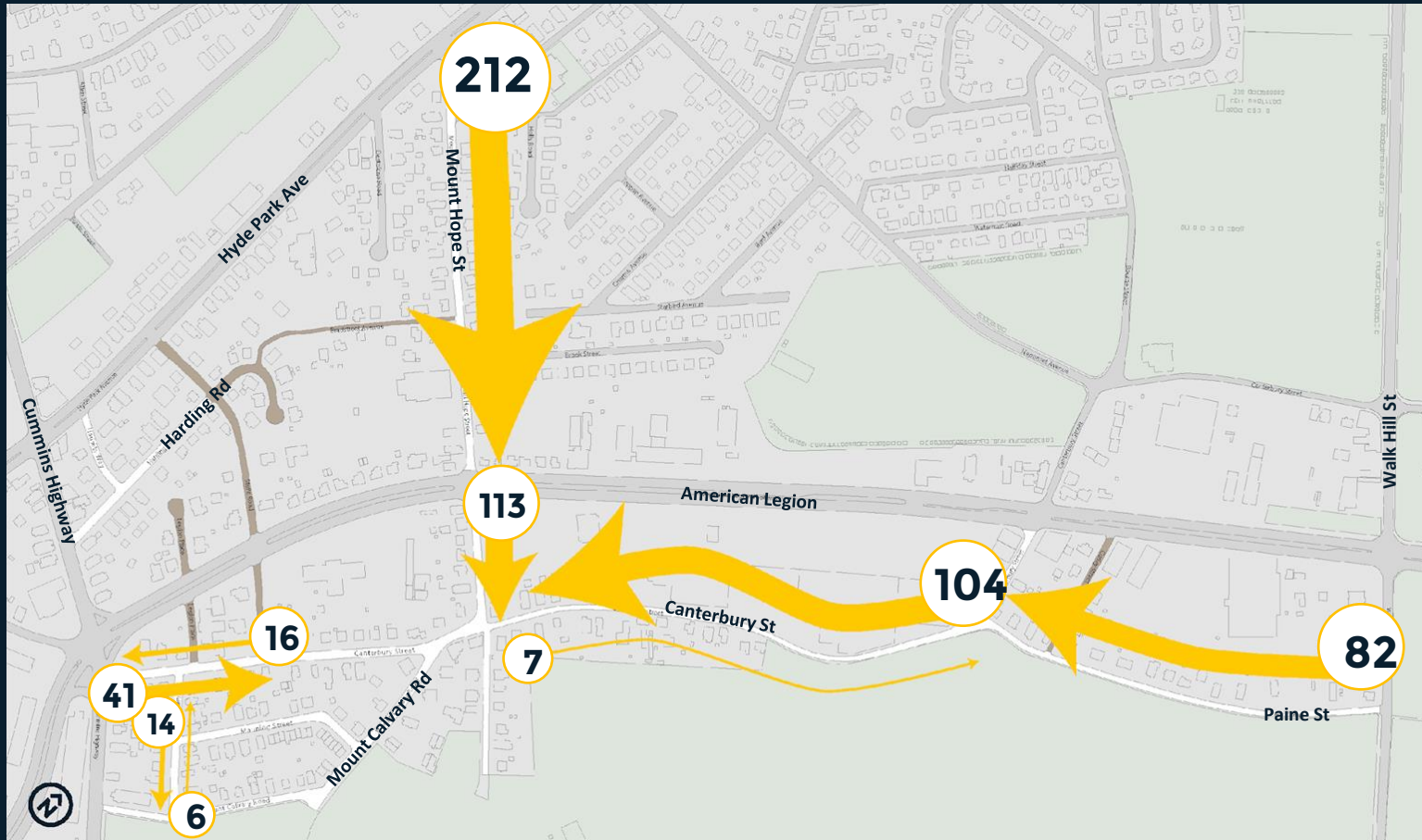
TRAFFIC COUNTS



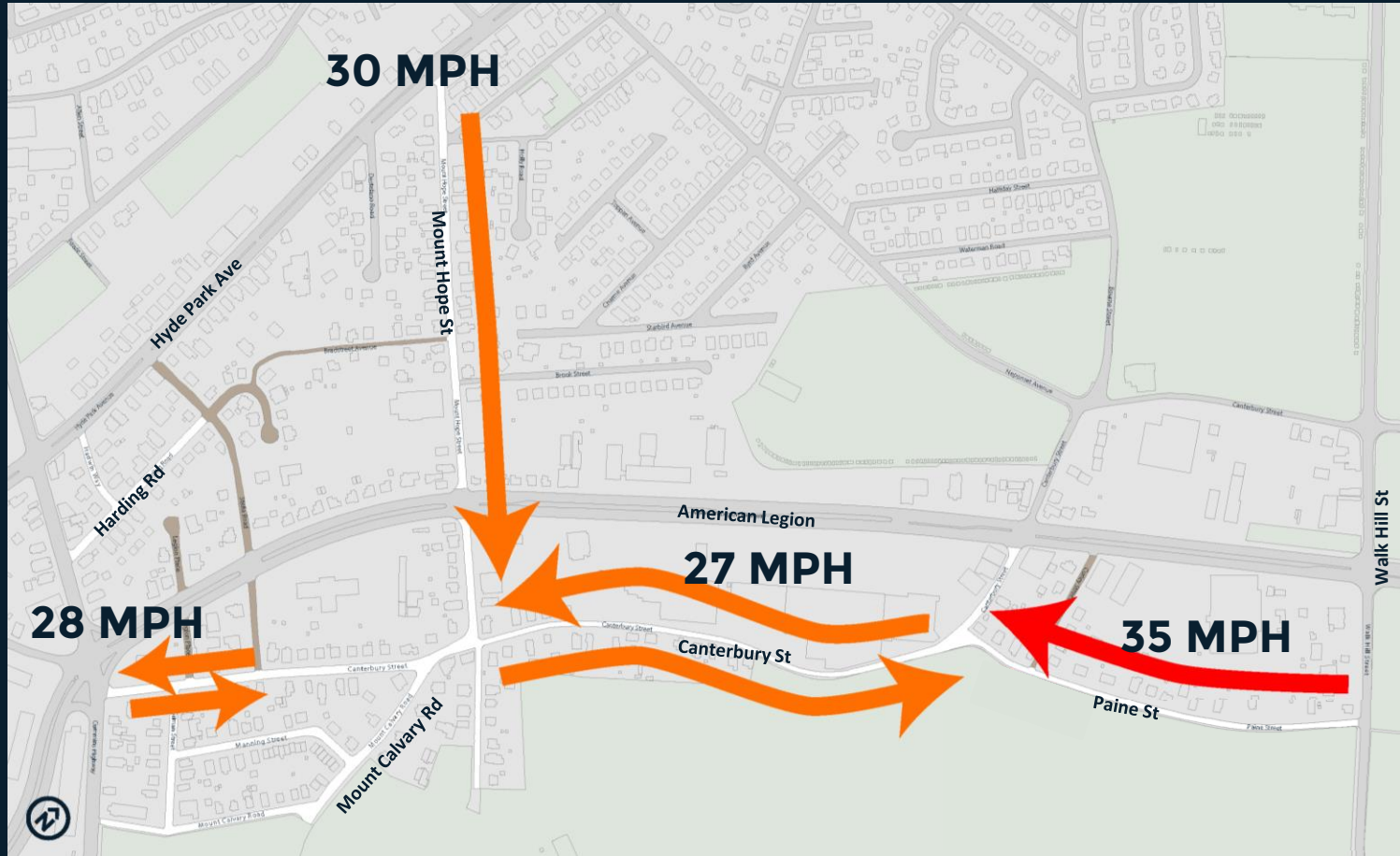
VEHICLE VOLUMES: AM PEAK (7:00-8:00)



VEHICLE VOLUMES: PM PEAK (4:15-5:15)



VEHICLE SPEEDS (85th PERCENTILE)

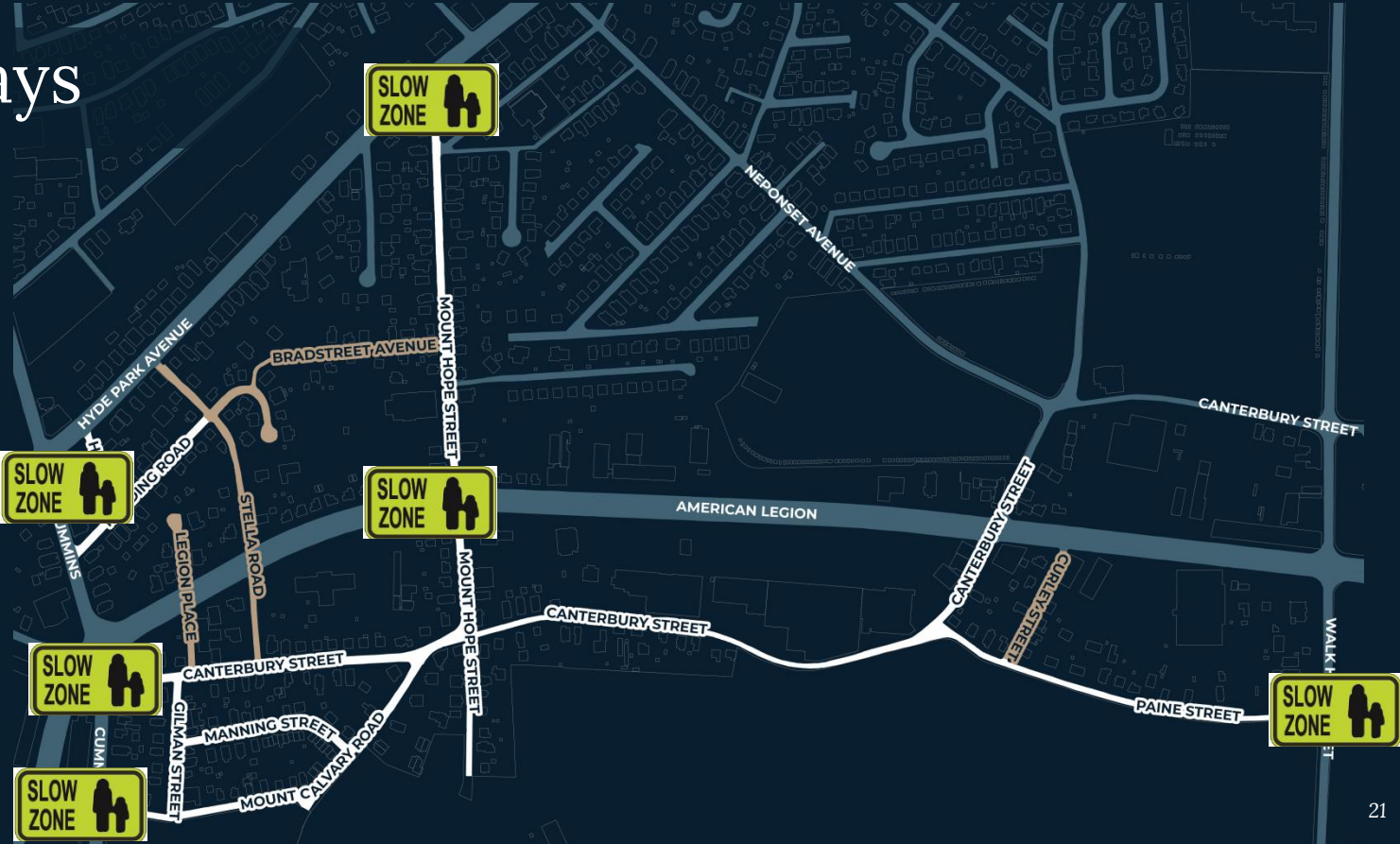




MT. HOPE/CANTERBURY CONCEPT PLAN

CONCEPT PLAN

- Gateways



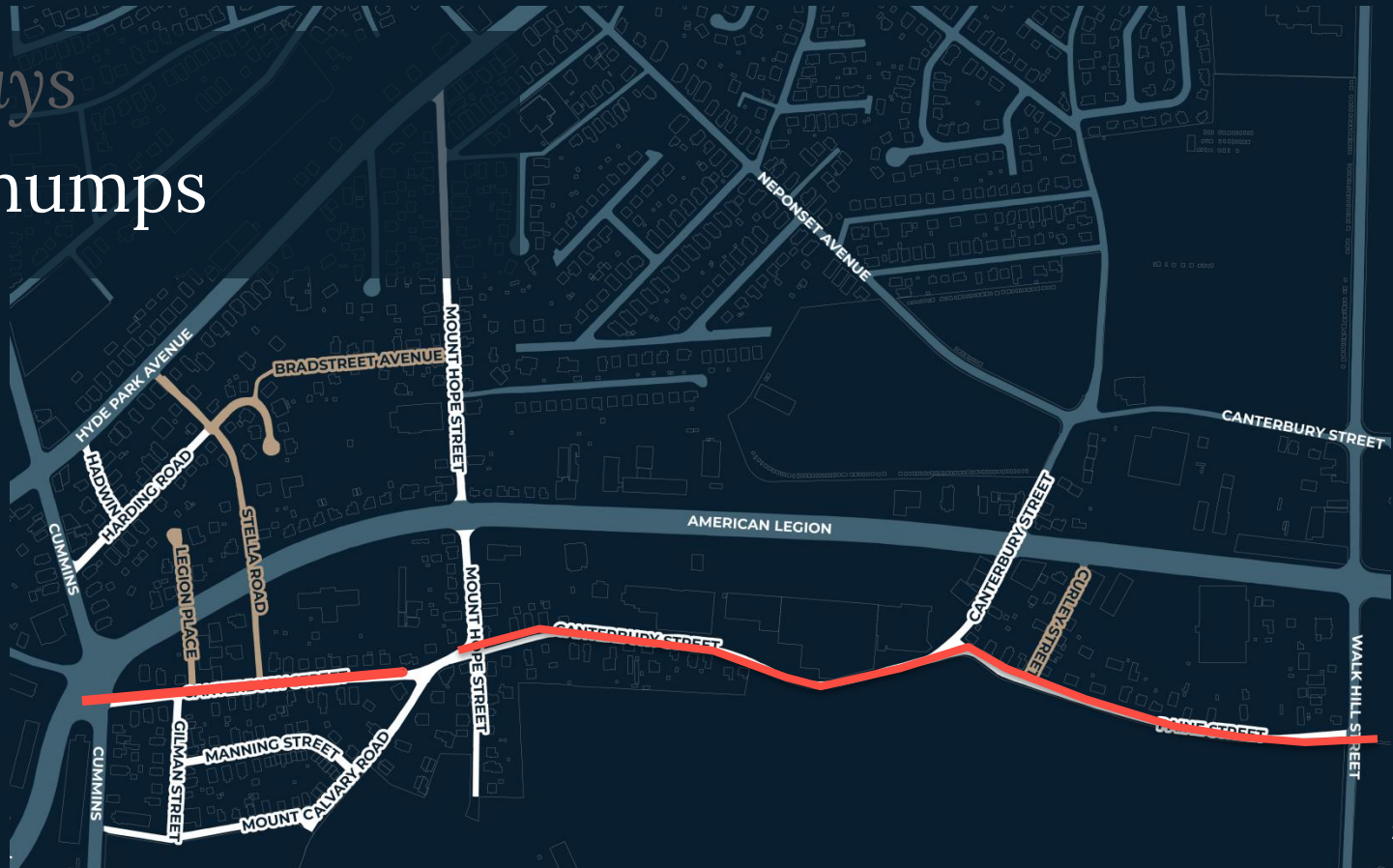
GATEWAY SIGNS & MARKINGS

- Located as people enter the zone
- Signed for 20 MPH
- Supplemented with 20 MPH pavement marking



CONCEPT PLAN

- Gateways
- Speed humps



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

SPEED HUMPS

- Located on property lines (where feasible)
- Not located at driveways or intersections
- Spaced approx. 200'-250'
- No impact on parking
- No impact on drainage
- Cannot be used on hills or too close to a curve



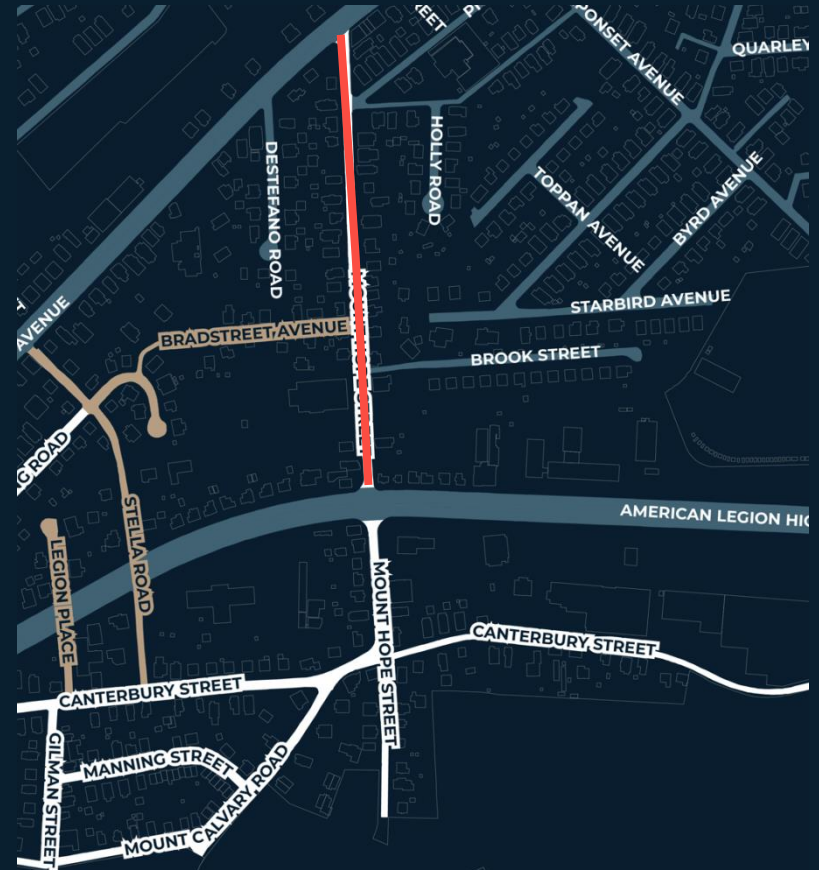
PROPOSAL: MT CALVARY RD

- Desire to improve safety for people crossing street to opening in fence
 - Cannot add crosswalk without sidewalks
- **Proposal:** Add speed hump(s) to slow drivers



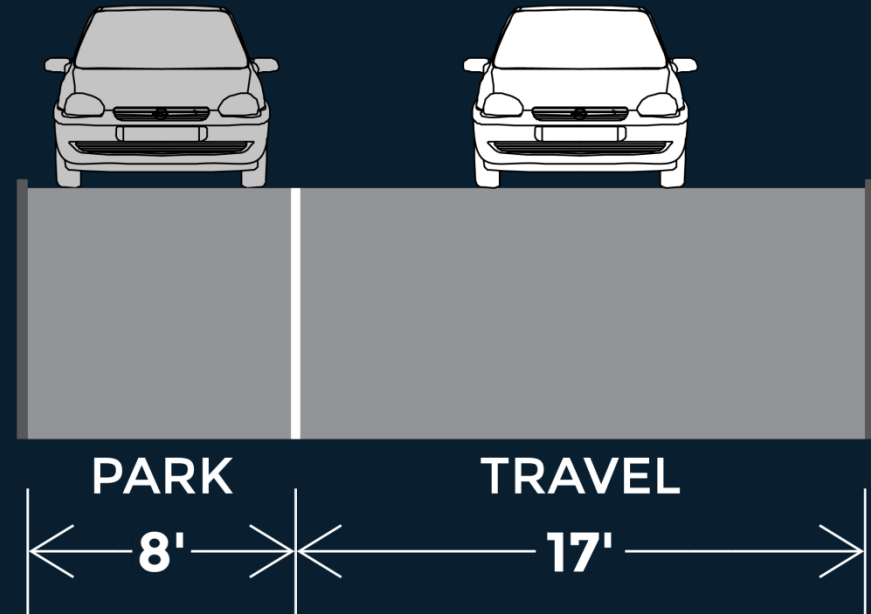
CONCEPT PLAN

- Gateways
- Speed humps
- Mt Hope St safety



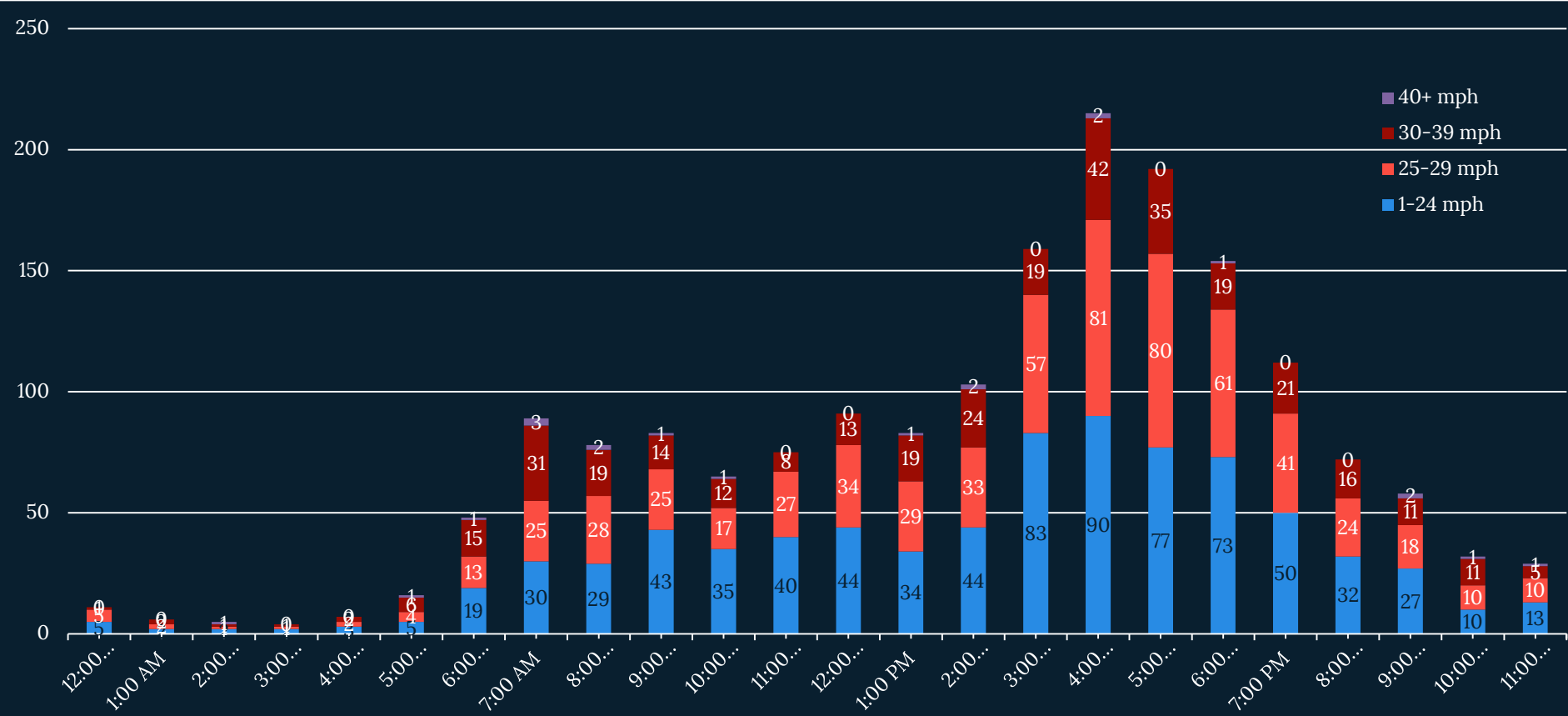
MT HOPE ST (HYDE PARK TO AM. LEGION)

- Parking allowed on one side
- Travel lane is wider than typical for a one-way, one-lane street
- Drivers regularly travel above 25 MPH speed limit



Existing cross section


MT HOPE ST SPEEDS & VOLUMES

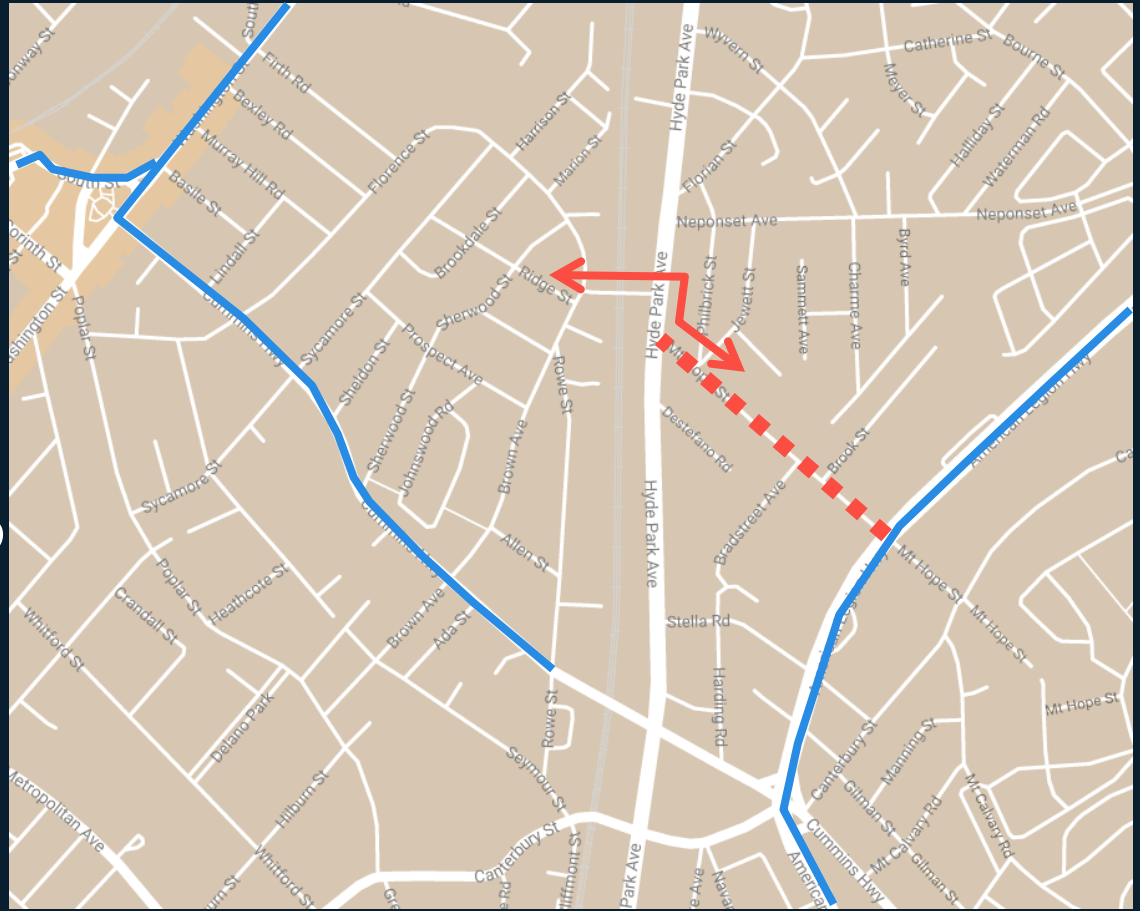


Average of May 16 and 17, 2018

OPT 1: SPEED HUMPS + CONTRAFLOW

- Allows two-way bike link via Hyde Park Ave + Blakemore St bridge
- Visually narrows roadway
- Speed humps help slow drivers
- Potential to add speed feedback sign(s)

 Existing bike facilities



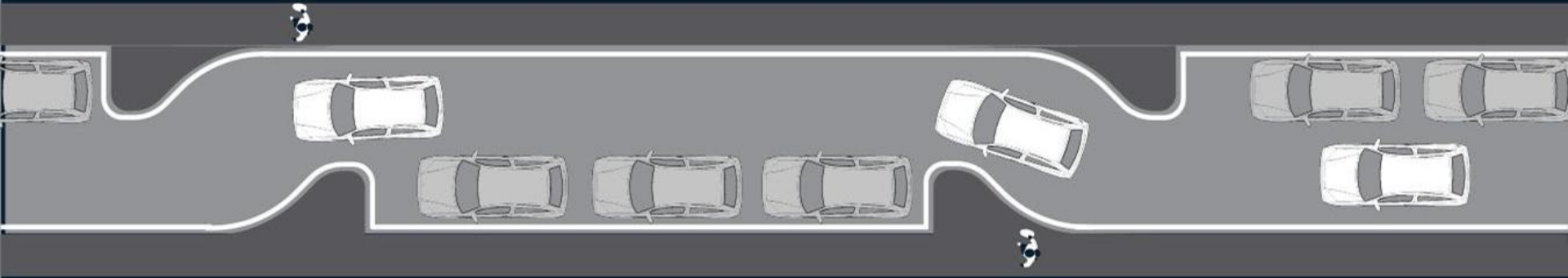
OPT 1: SPEED HUMPS + CONTRAFLOW

Exact design to be determined



OPT 2: PARKING CHICANE

- Creates a gradual “S” curve on the street
- Slows drivers
- Parking flips sides periodically, account for driveways/curb cuts



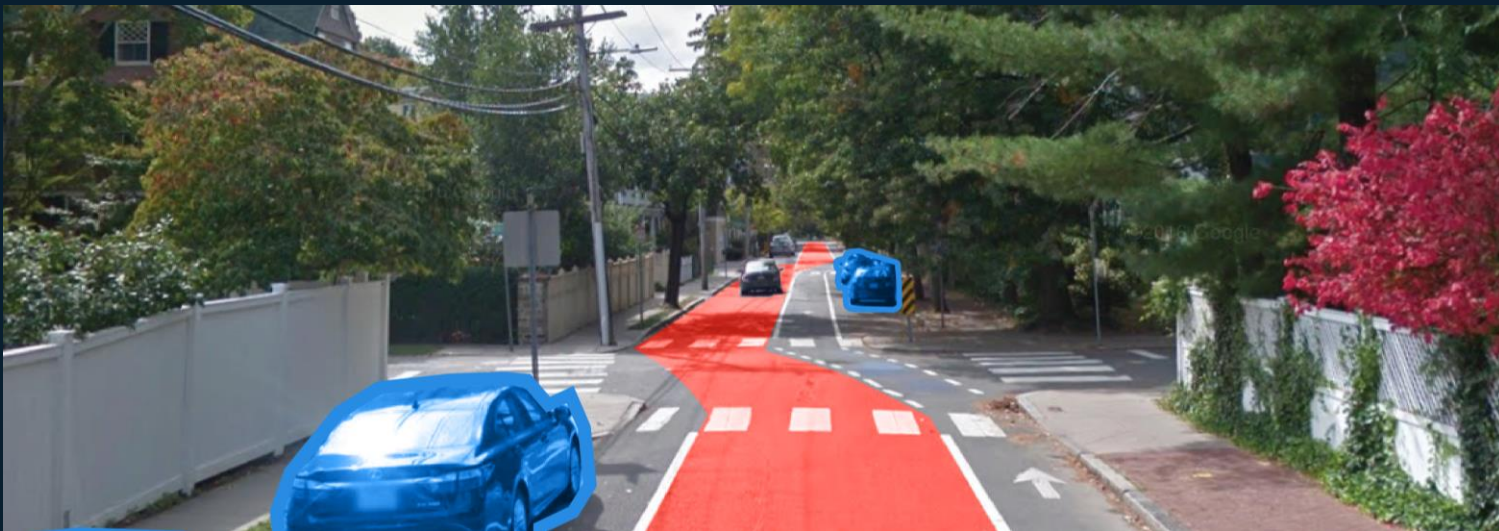
OPT 2: PARKING CHICANE

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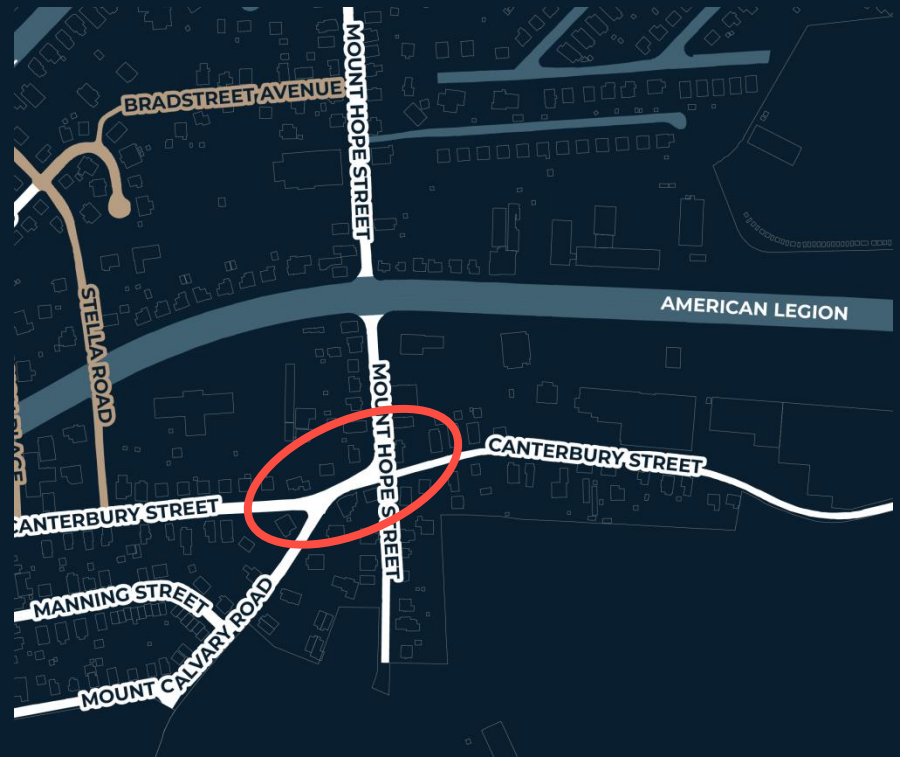
OPT 2: PARKING CHICANE

- Creates a gradual “S” curve on the street
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CONCEPT PLAN

- Gateways
- Speed humps
- Mt Hope St safety
- Canterbury at Mt Hope & at Mt Calvary



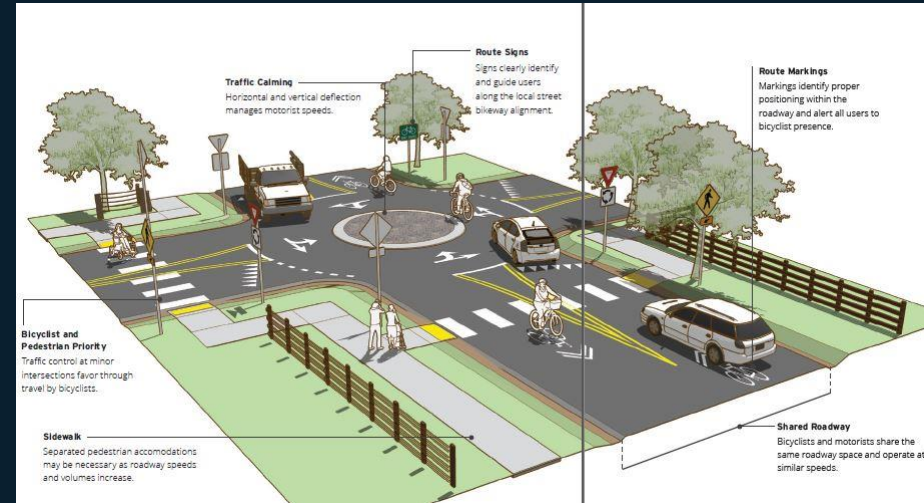
CHALLENGES AT CANTERBURY/MT HOPE/MT CALVARY

- Wide intersections
- Long pedestrian crossings
- Few signs and markings to help people navigate



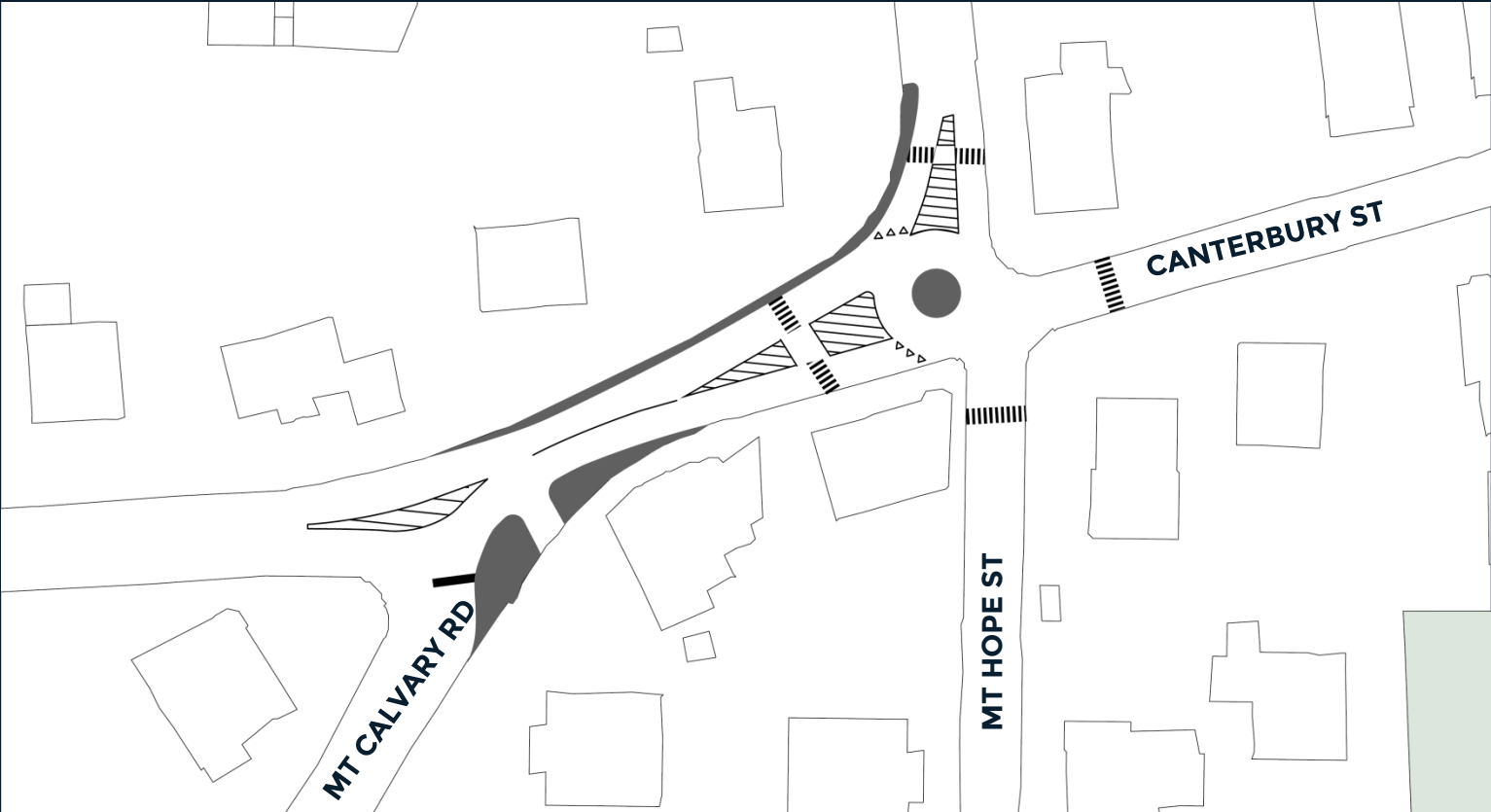
OPTION 1: CIRCLE

- Desire to retain “rural” feel while improving safety
- Need to consider bus operations, fire department needs, existing driveways
- Locate crosswalks to shorten distance, provide good visibility
- Yield control at circle



Federal Highway Association's
Small Town and Rural Multimodal Networks Guide

OPTION 1: CIRCLE



OPTION 1: CIRCLE

Examples of treatments elsewhere:



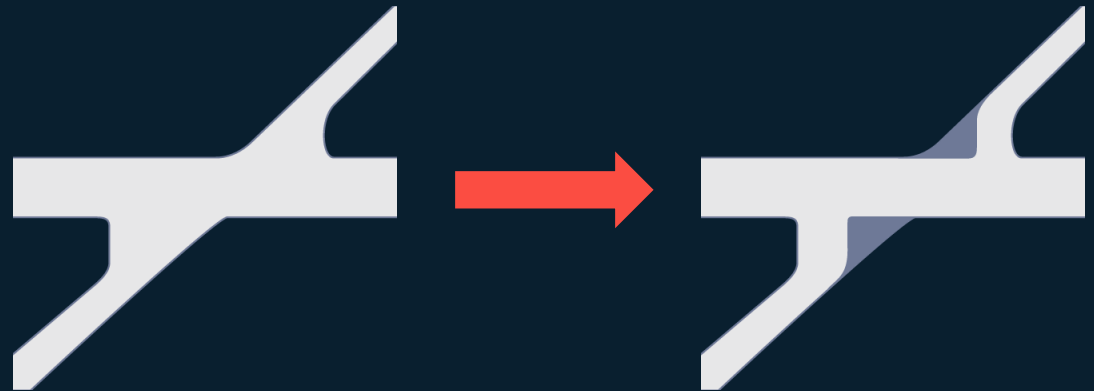
Temporary curb extensions



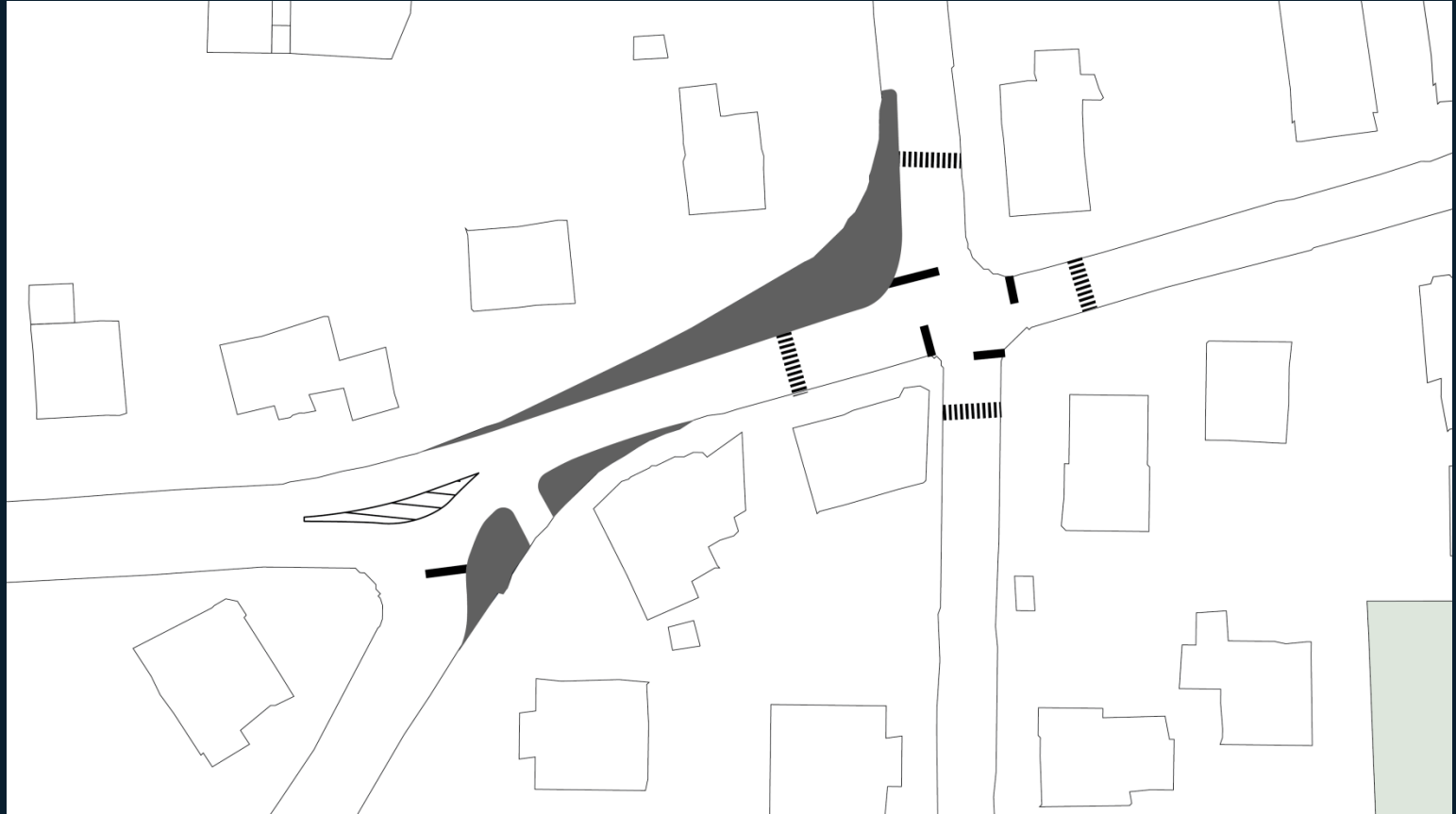
Neighborhood-scale traffic circle

OPTION 2: SQUARE

- “Square” the intersection of Mt Hope St & Canterbury
 - Investigate all-way STOP control
- Consider: buses, fire department, driveways

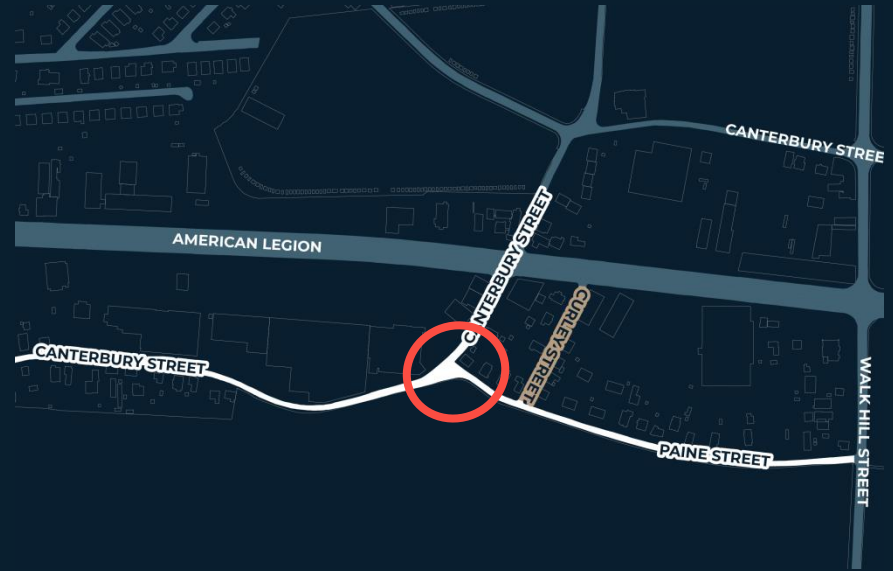


OPTION 2: SQUARE



CONCEPT PLAN

- Gateways
- Speed humps
- Mt Hope St safety
- Canterbury at Mt Hope & at Mt Calvary
- Pavement markings & sign improvements
 - Canterbury/Paine



CANTERBURY/PAINE

- Challenges: Confusing signage, no markings
- Will look into relocating signs, adding pavement markings to clarify proper operation thru area



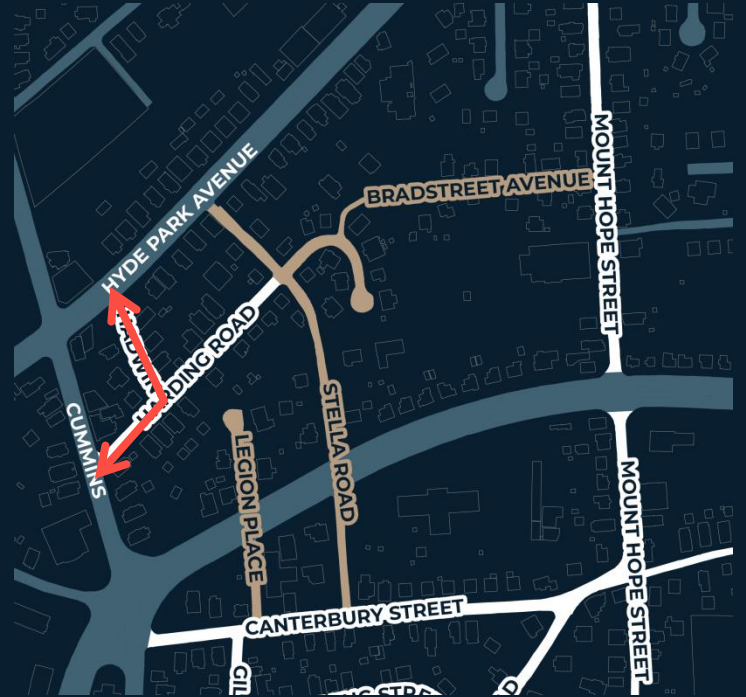
Multiple STOP signs on Paine St, no indication of where to stop



Do Not Enter signs not clear when approaching from Canterbury

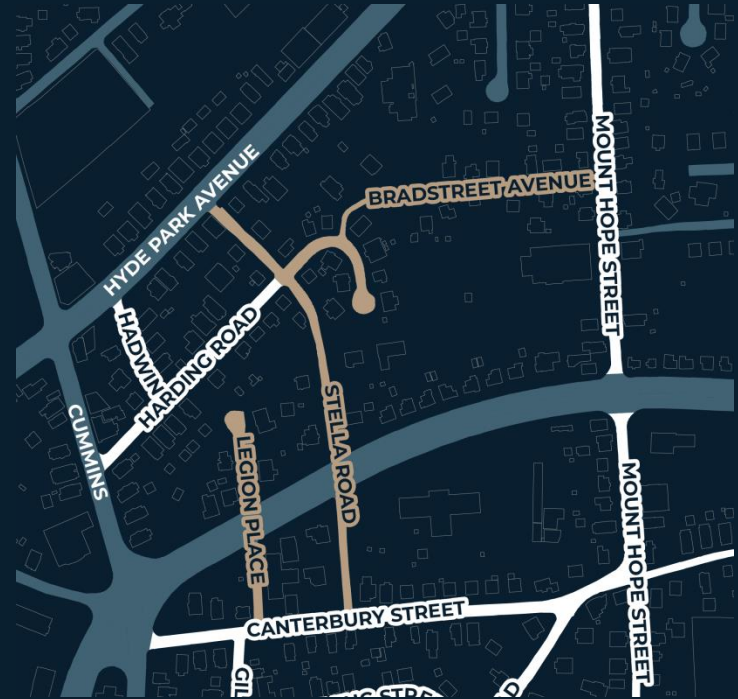
CONCEPT PLAN

- Gateways
- Speed humps
- Mt Hope St safety
- Canterbury at Mt Hope & at Mt Calvary
- Pavement markings & sign improvements
- Hadwin & Harding circulation



HADWIN & HARDING CIRCULATION

- In both peak AM and PM, ~45 drivers use Harding to turn left onto Hadwin
- **Proposal:** Focus on keeping speeds low, encourage drivers to behave as guests
- Additional analysis needed to understand impact of making Harding one-way to prevent that move



OUR NEXT STEPS

JULY 2018

Public meeting # 1 (Tonight)
Refine concepts, as needed, based on your and your neighbors' feedback

**FALL - WINTER
2018-19**

Develop engineered design plans
Internal review with BTD and PWD

LATE WINTER 2019

Public meeting # 2 to share final plans
Finish design
Internal review with BTD and PWD

LATE SPRING 2019

Schedule construction with PWD, share anticipated schedule with public



THANK YOU

boston.gov/slow-streets/mount-hope

visionzero@boston.gov