

NEIGHBORHOOD SLOW STREETS: DORCHESTER UNIFIED NEIGHBORHOOD



MEETING GOALS

- Introduce more residents to the Neighborhood Slow Streets project
- Review data collected
- Share our proposed approach 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

Program goals:

- Reduce vehicle speeds
- Fewer crashes resulting in injury or property damage
- Improved perception of safety
- Quality of life benefits

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

NEIGHBORHOOD SLOW STREETS

Prioritizes areas in the most need for traffic-calming, based on established criteria:

- High population of youth, older adults, and/or people with disabilities
- High rate of crashes per mile on neighborhood streets that result in an EMS response
- Include, or border, community places such as public libraries, schools, and parks
- Support existing and planned opportunities for walking, bicycling, and access to transit

TWELVE ZONES TODAY

Pilot zones:

- Talbot-Norfolk Triangle
- Stonybrook

Selected in 2017:

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

Selected in 2018:

- DUN East
- DUN West
- Redefine Our Community
- Washington-Harvard-Norwell
- West Selden & Vicinity

DUN TIMELINE TO DATE

JUNE 22, 2018

Application period opens

OCTOBER 2, 2018

DUN East and DUN West selected

OCTOBER 8, 2018

ROC community walk

OCTOBER 20, 2018

DUN community walk

NOVEMBER 2018

Data collection

DECEMBER 2018 – APRIL 2019

Concept design development

JUNE 5, 2019

Public meeting #1

A blue-tinted photograph of a residential street. The street is lined with parked cars on both sides. In the background, there are houses with porches and balconies. Large trees with sparse leaves are visible, suggesting an autumn or winter setting. The overall scene is a quiet neighborhood street.

DORCHESTER UNIFIED NEIGHBORHOOD SLOW STREETS

DUN ZONE



DUN ZONE

Some facts about the area:

- Nearly 1 in 2 households have a child under 18
- 9% of residents are aged 65 or older
- More than 40% of working residents walk, bike, and take public transit to work



NEIGHBORHOOD CONSIDERATIONS

- Hill is a challenge
- This program **will not** change Gallivan Blvd
- Small changes on Washington may be possible



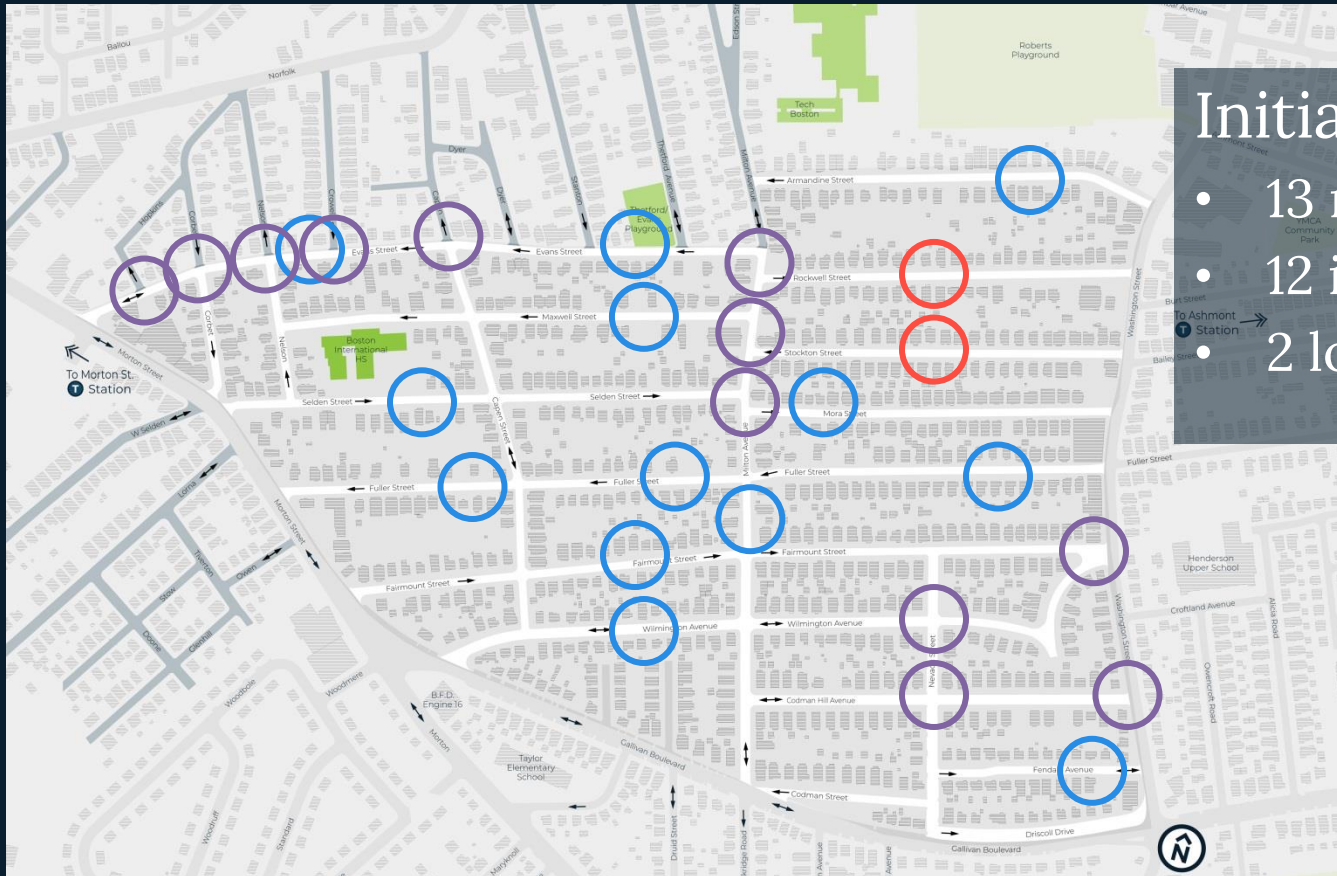
CONCERNS WE HEARD

- Vehicle speeds!
- Interest in converting streets from two-way to one-way routes: Evans St, Wilmington/Ogden
- Challenging to cross Milton
- Poor visibility at some intersections
- Definition needed at Fairmount/Ogden
- Need for a new crosswalk on Washington

DUN DATA

A blue-tinted photograph of a residential street. The street is lined with parked cars on both sides. In the background, there are houses and trees. The text "DUN DATA" is overlaid in the center in white.

NEIGHBORHOOD TRAFFIC COUNTS

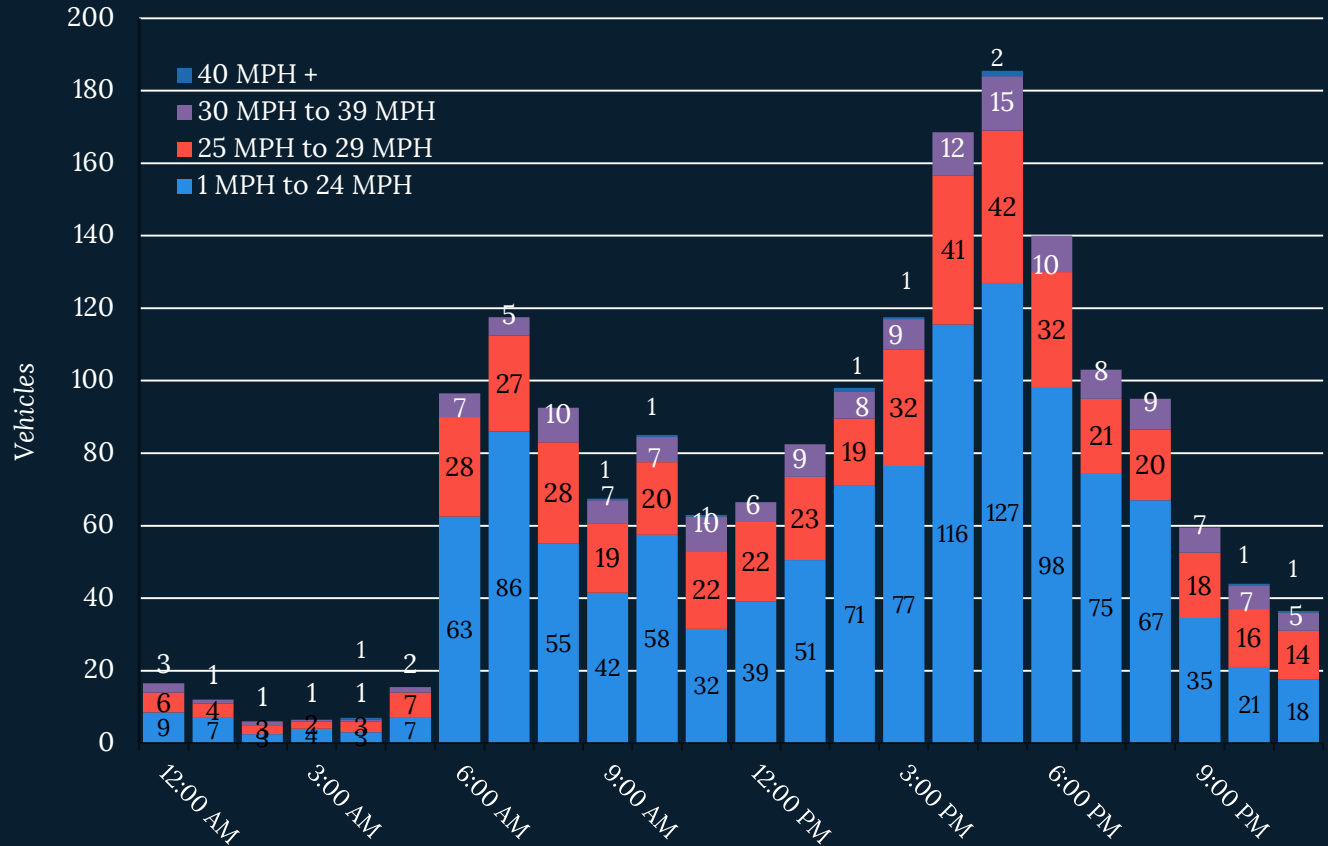


Initial data collection

- 13 mid-block counts
- 12 intersection counts
- 2 locations vandalized

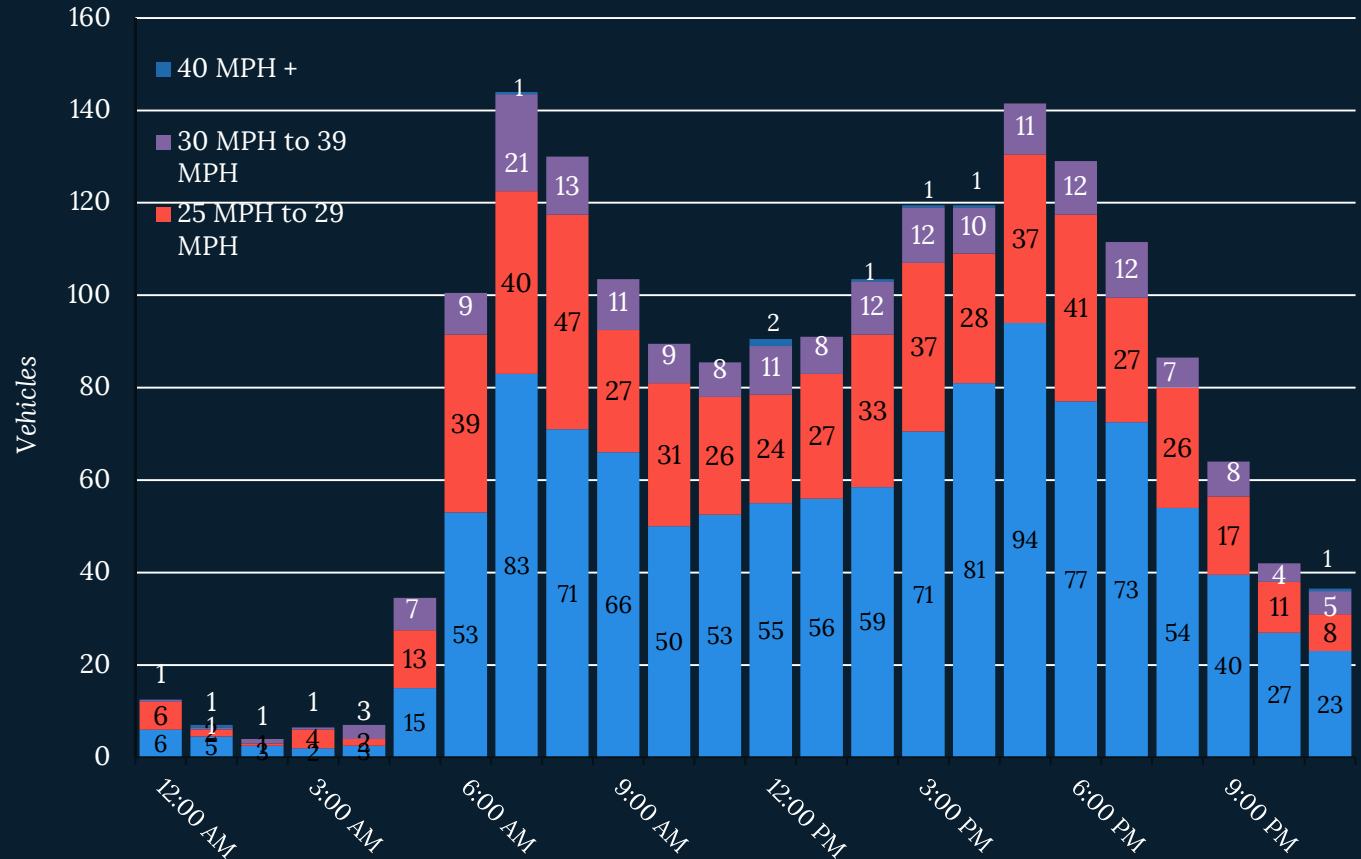
ARMANDINE ST

- 47% of drivers travel 25 MPH or higher
- Data collected Nov 6 & 7, 2018



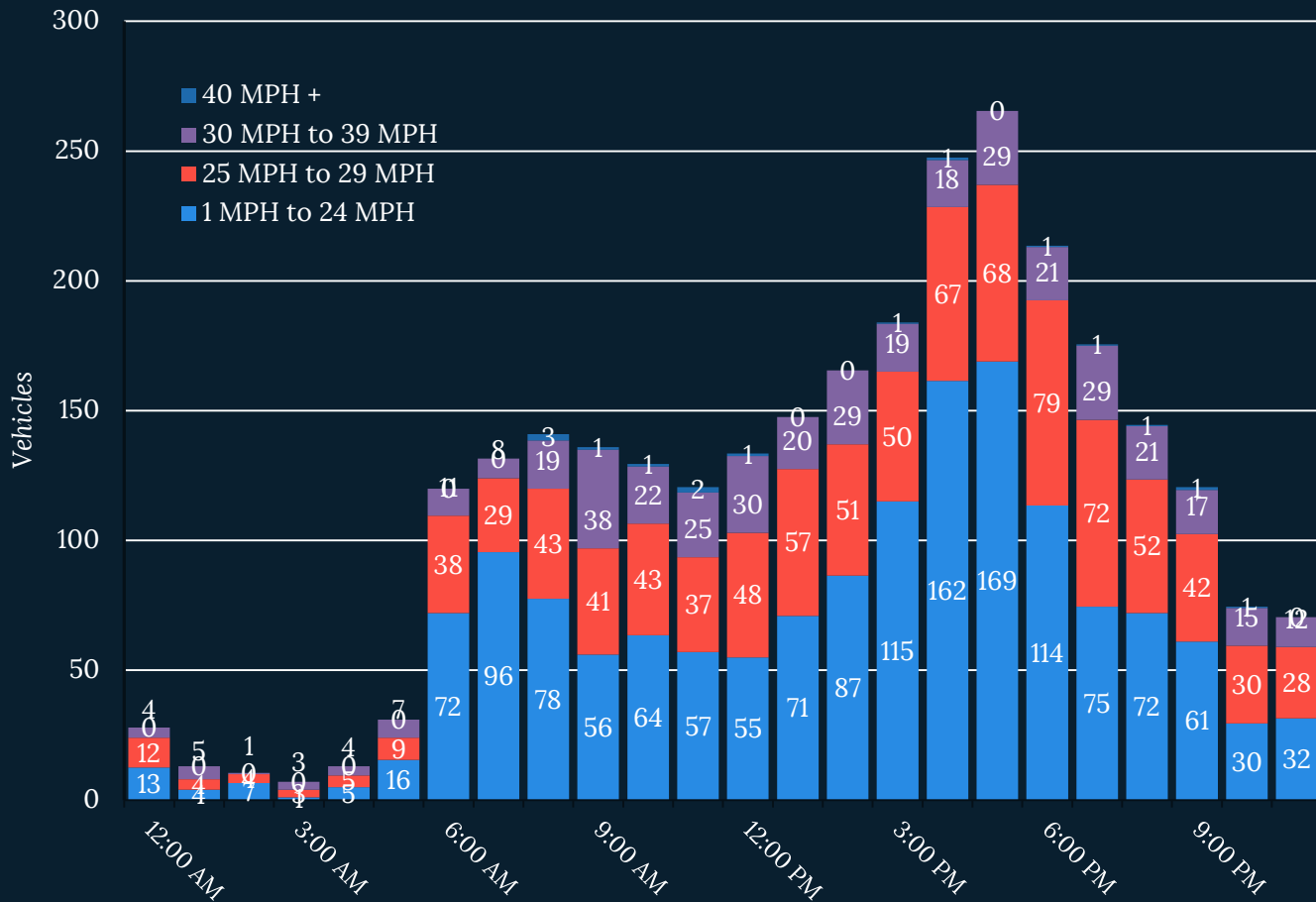
MORA ST

- 40% of drivers travel 25 MPH or higher
- Data collected Nov 6 & 7, 2018



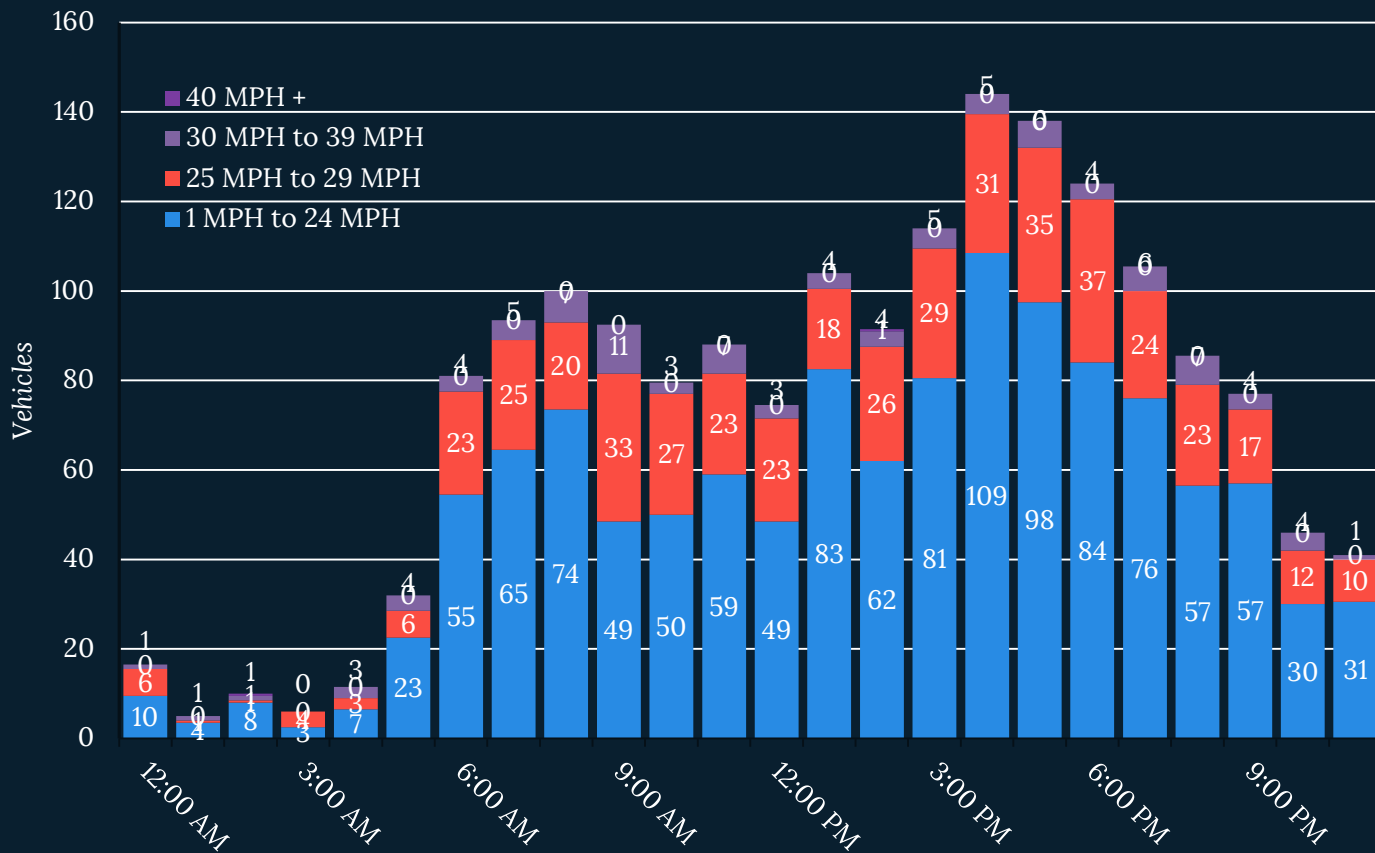
FULLER ST (EAST OF WASHINGTON)

- 47% of drivers travel 25 MPH or higher
- Data collected Nov 6 & 7, 2018



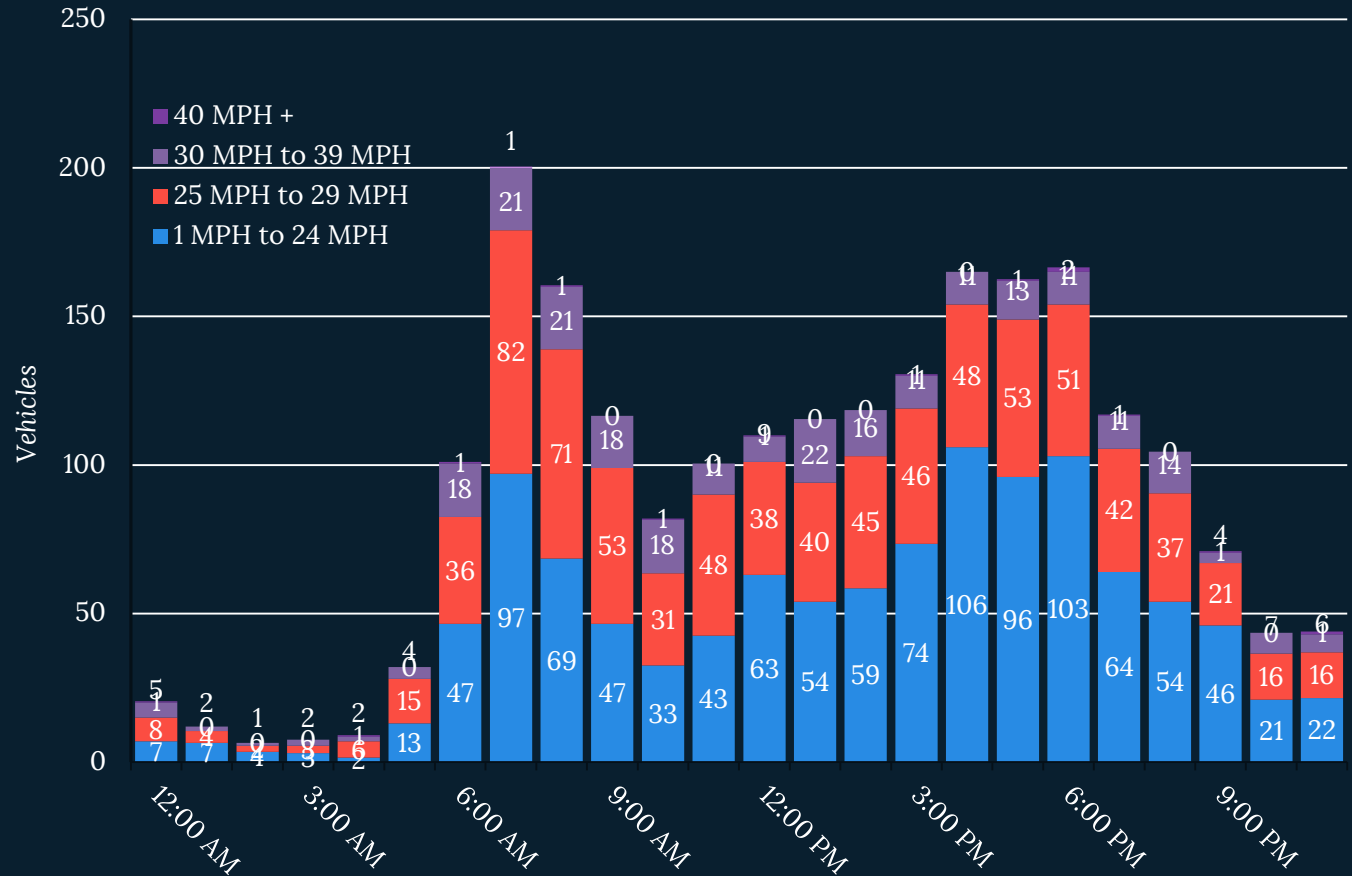
FULLER ST (WEST OF WASHINGTON)

- 31% of drivers travel 25 MPH or higher
- Data collected Nov 6 & 7, 2018



SELDEN ST

- 48% of drivers travel 25 MPH or higher
- Data collected Nov 6 & 7, 2018



A blue-tinted photograph of a residential street. The street is lined with parked cars on both sides. In the background, there are several houses, some with porches and balconies. Large trees with sparse leaves are visible along the street. The overall scene is a typical suburban neighborhood.

DORCHESTER UNIFIED NEIGHBORHOOD FOCUS AREAS

PROPOSED FOCUS AREAS

1. Zone-wide speed control
2. Capen St
3. West of Milton
 - Hilly streets: Fuller, Fairmount, Wilmington
 - Evans St
4. Milton Ave
5. East of Milton
 - Wilmington/Ogden street direction
 - Ogden/Fairmount/Washington
 - Washington St crosswalk

ZONE-WIDE: SPEED CONTROL

- Streets inside zone will be signed for 20 MPH
- Supplemental pavement markings



SPEED HUMPS IN BOSTON

- Located on property lines (where feasible)
- Not located at driveways or intersections
- Spaced approx. 150' - 250'
- No impact on parking
- No impact on drainage
- Cannot be used on hills or too close to a curve



Jamaica Plain

SPEED HUMPS ARE NOT SPEED BUMPS!

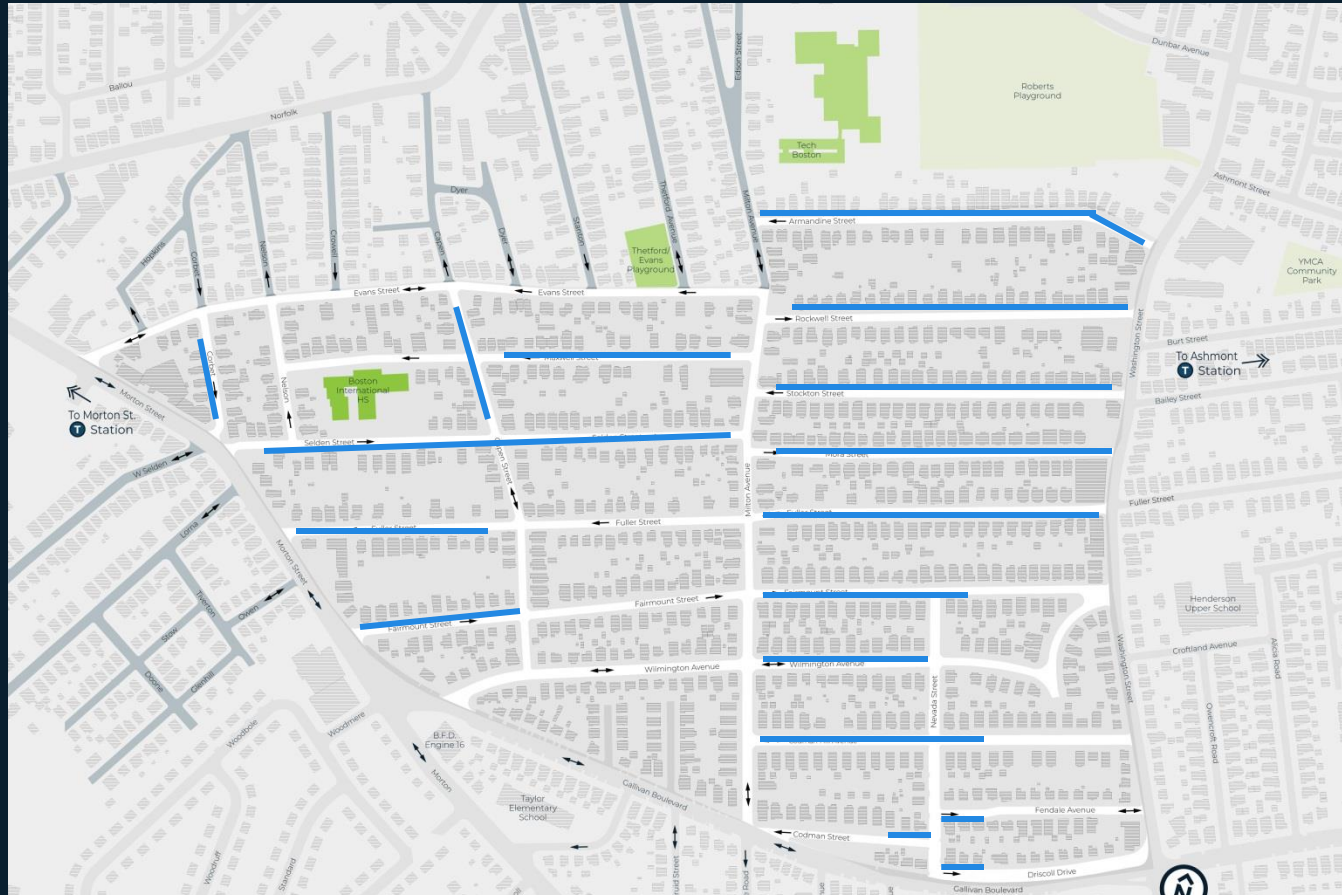


YES! Gradual taper up and down, 12 to 14 feet long



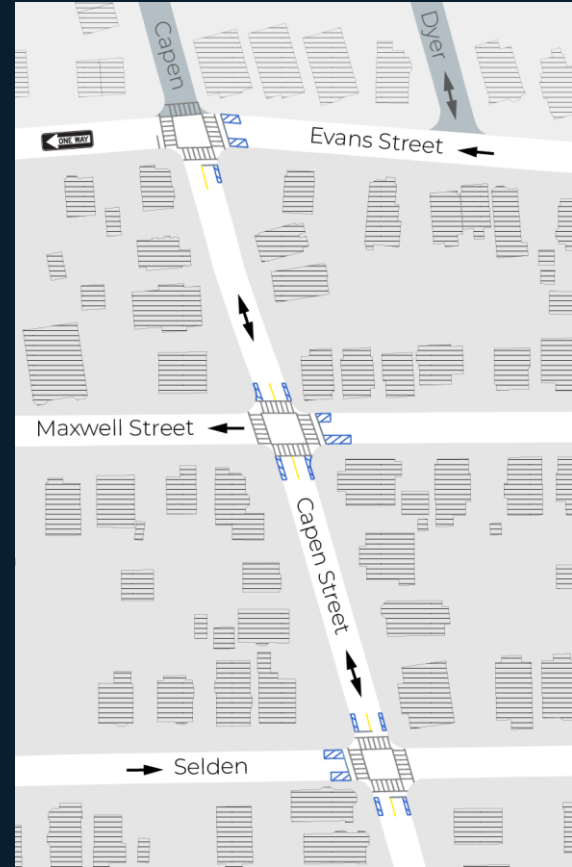
NO! Abrupt, hard bump, 3 to 4 feet long

POTENTIAL STREETS FOR SPEED HUMPS



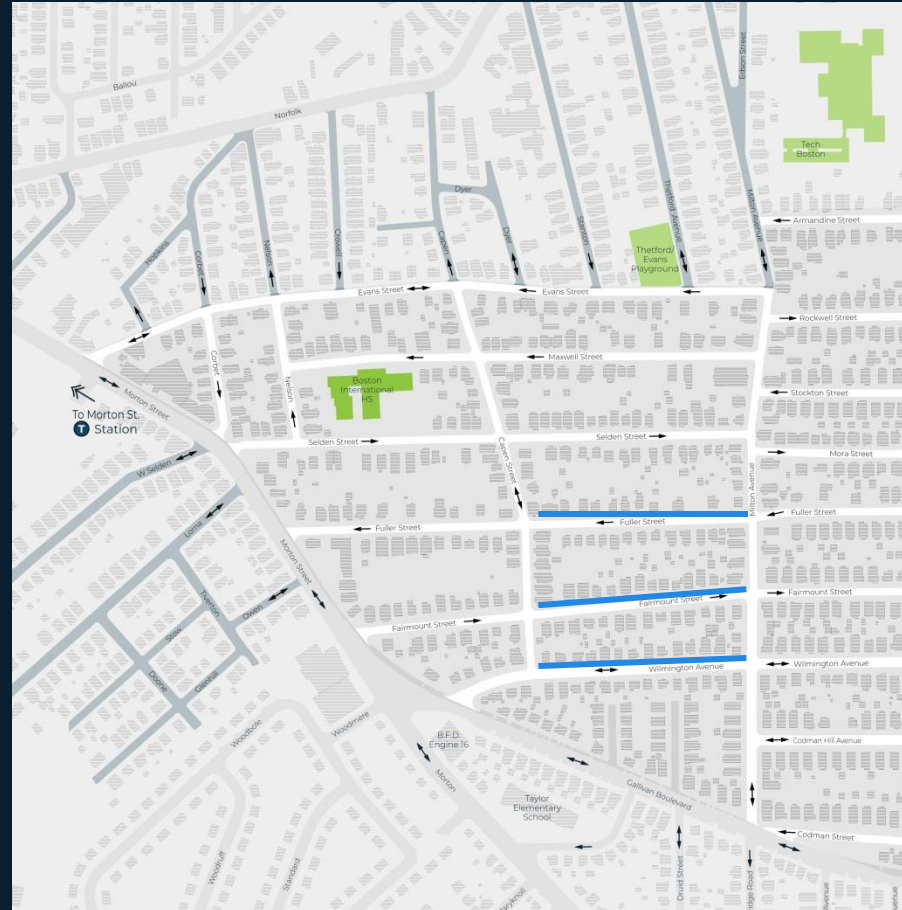
CAPEN ST

- Improve visibility by restricting parking at some intersections
- Add short sections of double-yellow center line to help align travel
- **ALSO:** Speed humps to control speeds



WEST: HILLY STREETS

- Noted speeding
- Too steep for speed humps or other raised/vertical traffic-calming
- Look to “horizontal” traffic-calming or signage



WEST: HILLY STREETS

Option 1: Chicanes

- “Offset” curb extensions
- Drivers must slow down to navigate
- Mark parking lanes to visually narrow street
- Driveway access retained
 - Some on-street parking loss



Cambridge, MA

WEST: HILLY STREETS

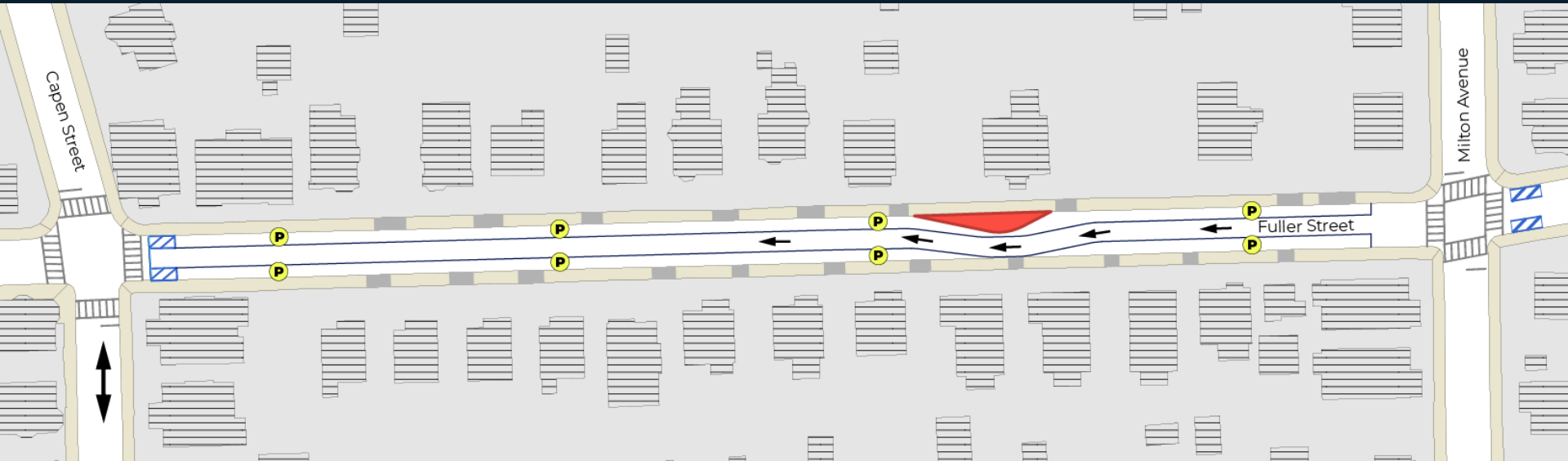
Option 1: Chicanes

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WEST: FULLER ST

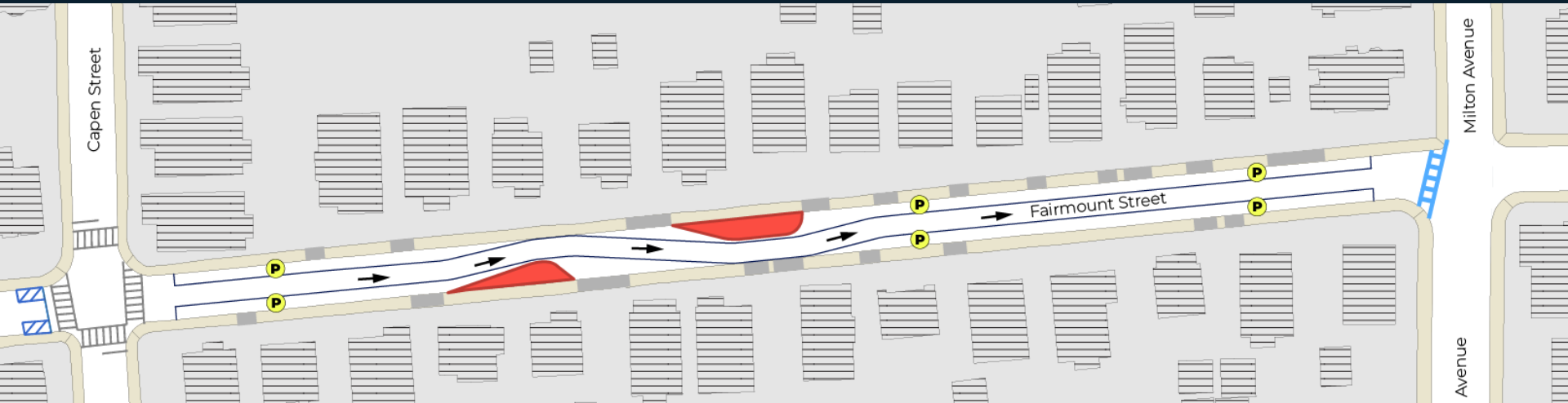
Option 1: Chicane



Proposed design, may change in design process

WEST: FAIRMOUNT ST

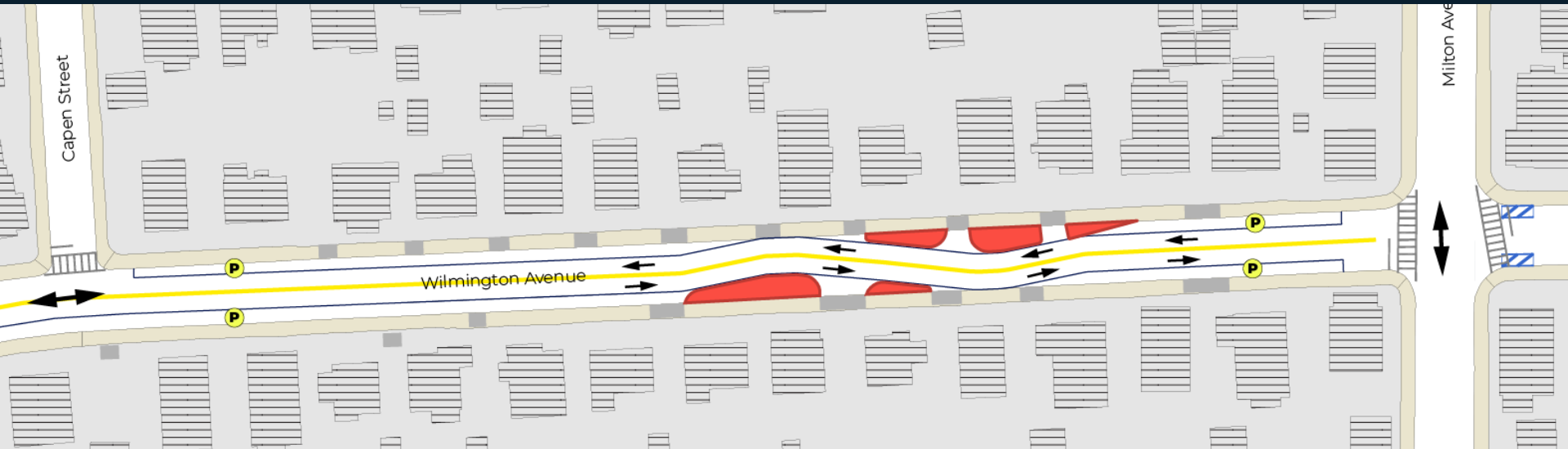
Option 1: Chicane



Proposed design, may change in design process

WEST: WILMINGTON ST

Option 1: Chicane



Proposed design, may change in design process

WEST: HILLY STREETS

Option 2: Speed feedback signs

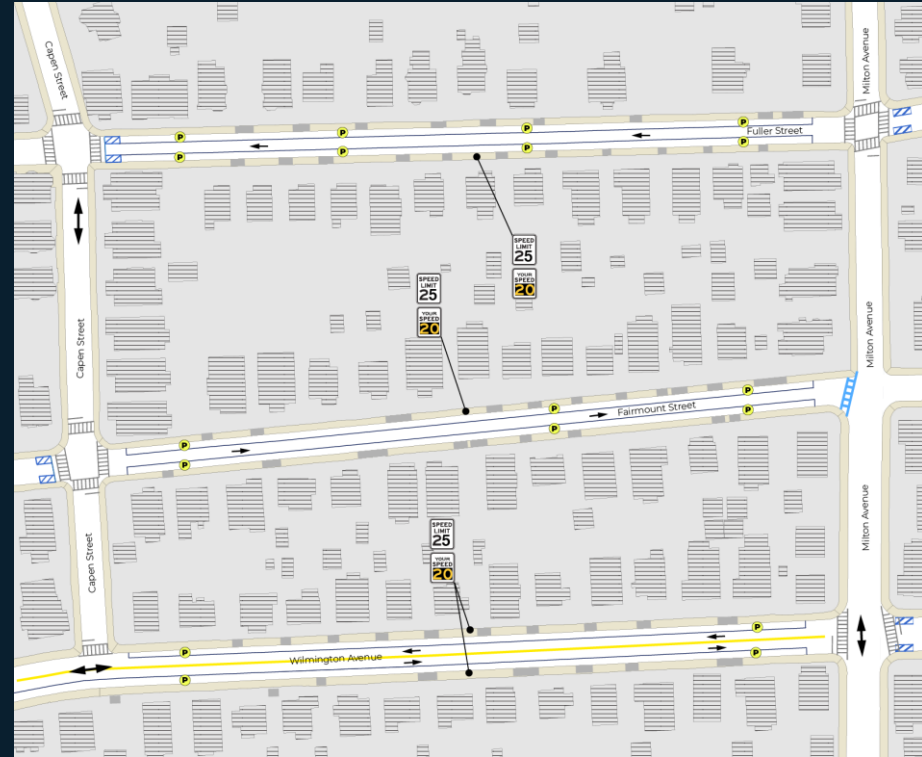
- Mark parking lanes to visually narrow street
- Install speed feedback signs mid-block
 - Reminds drivers of their speeds



WEST: HILLY STREETS

Option 2: Speed feedback signs

- Mark parking lanes to visually narrow street
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 - Reminds drivers of their speeds



WEST: EVANS ST

- Narrow for two-way travel, when cars are parked on both sides
- Request to study extending “one-way” to Morton



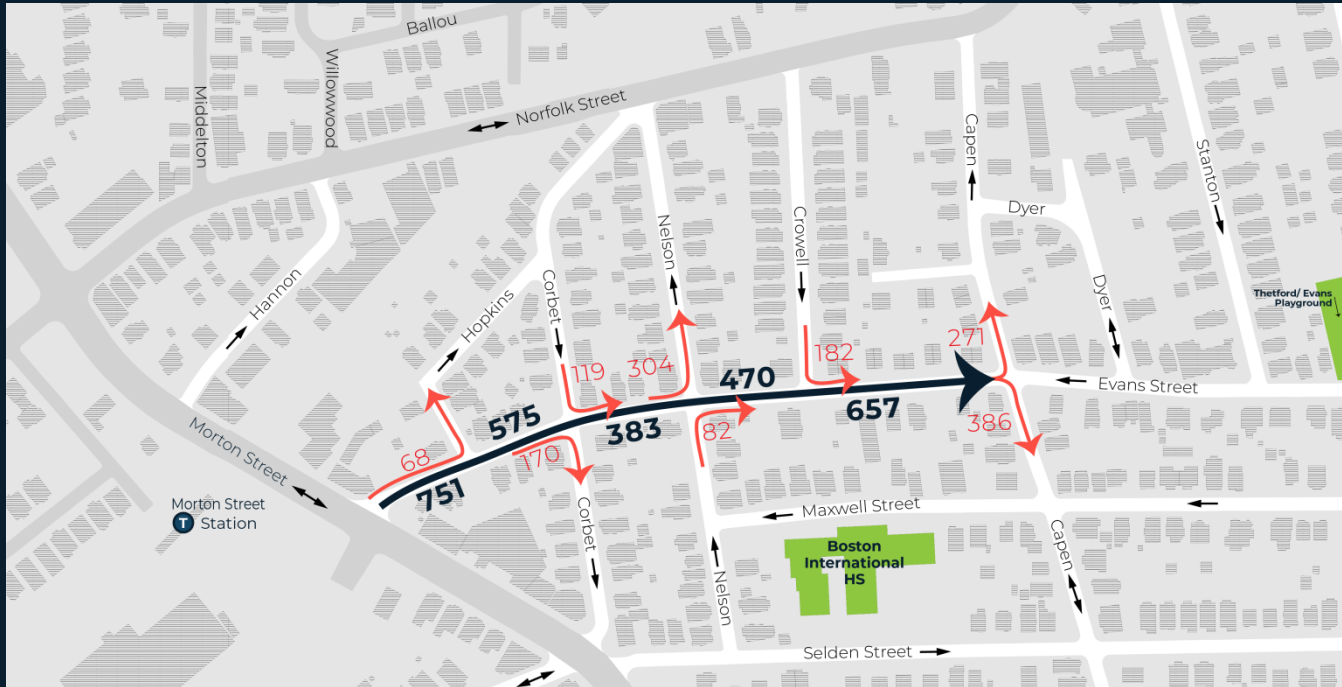
WEST: EVANS ST

- Heavier travel westbound
 - Average westbound volume: 1588 vehicles
 - Average eastbound volume: 736 vehicles
- Noted speeding
 - **32%** travel at 25 MPH or more eastbound
 - **27%** westbound



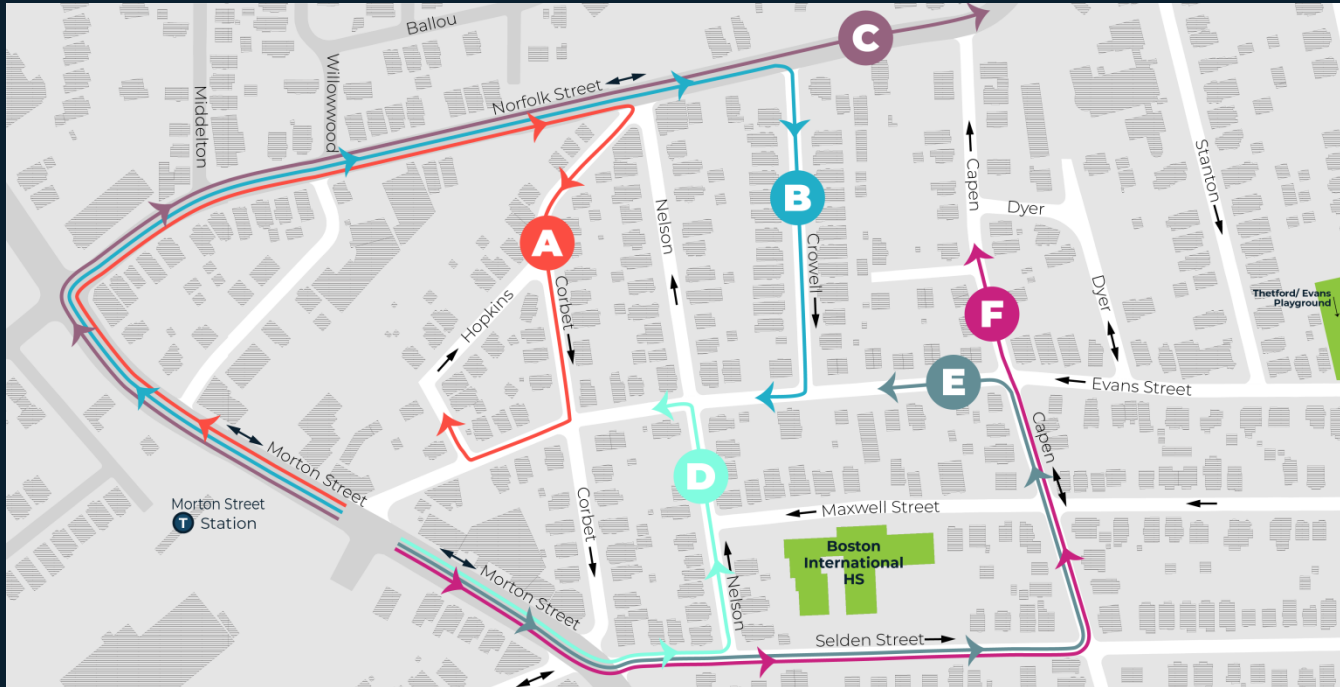
WEST: EVANS ST

Vehicular traffic to re-route



WEST: EVANS ST

Possible alternative routes



MILTON AVE

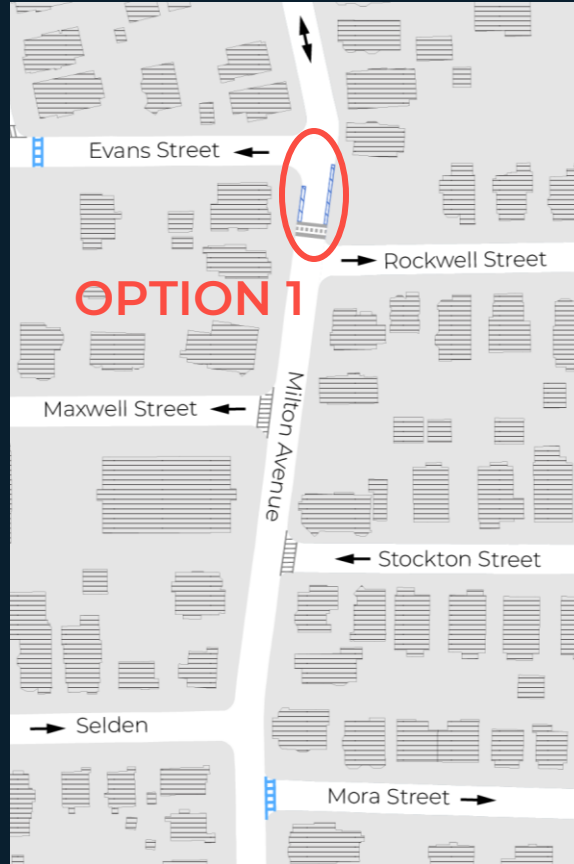
- Challenging to cross street safely
- People park on sidewalks to avoid side-swipes
- Narrow for two-way travel



MILTON AVE

Proposal:

- Create new raised crosswalk
- Restrict parking to improve crosswalk visibility and to better facilitate two-way travel



RAISED CROSSWALK

- Crosswalk is level or near-level with sidewalk
- Slows drivers at intersection
- Improves visibility of people crossing the street
- Easier for people with wheelchairs, walkers, strollers, carts





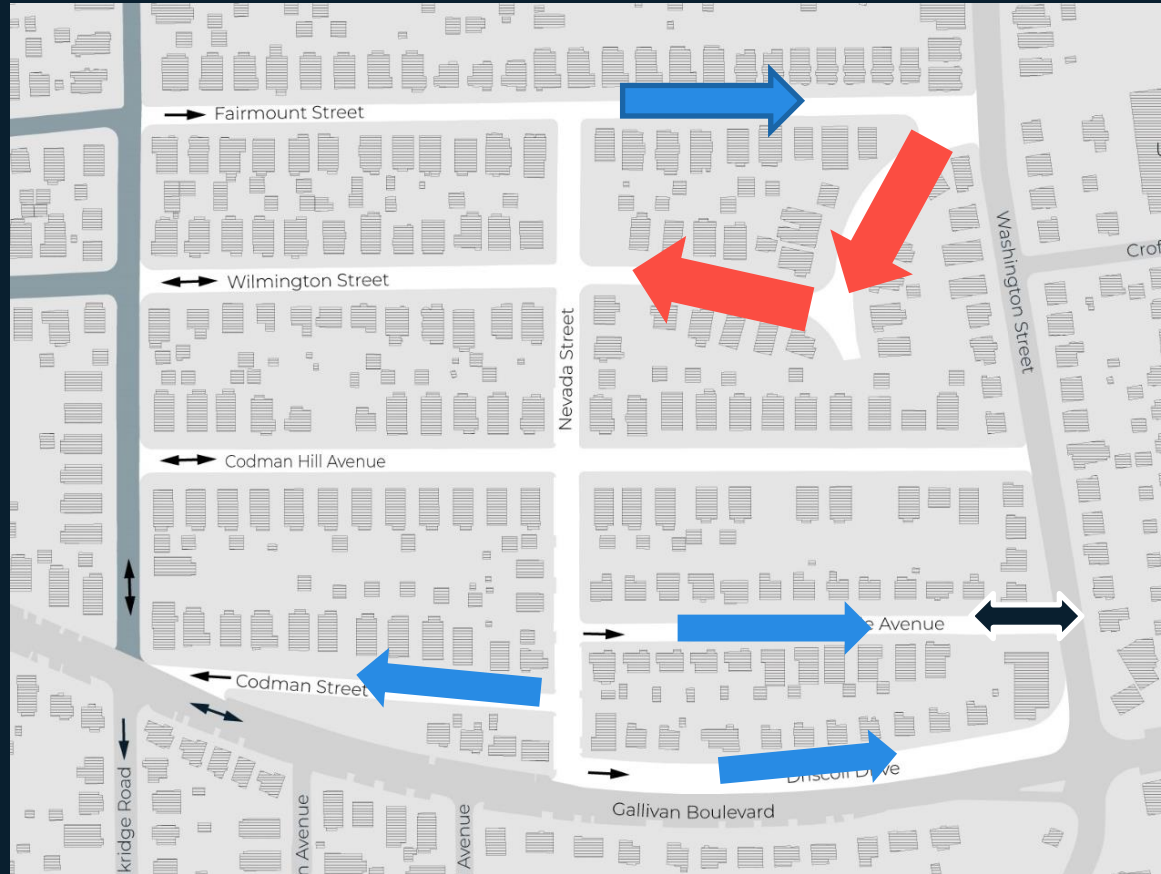
EAST: WILMINGTON/OGDEN

- Too narrow for two-way travel
 - *Especially* when school buses are present
- People park on sidewalks



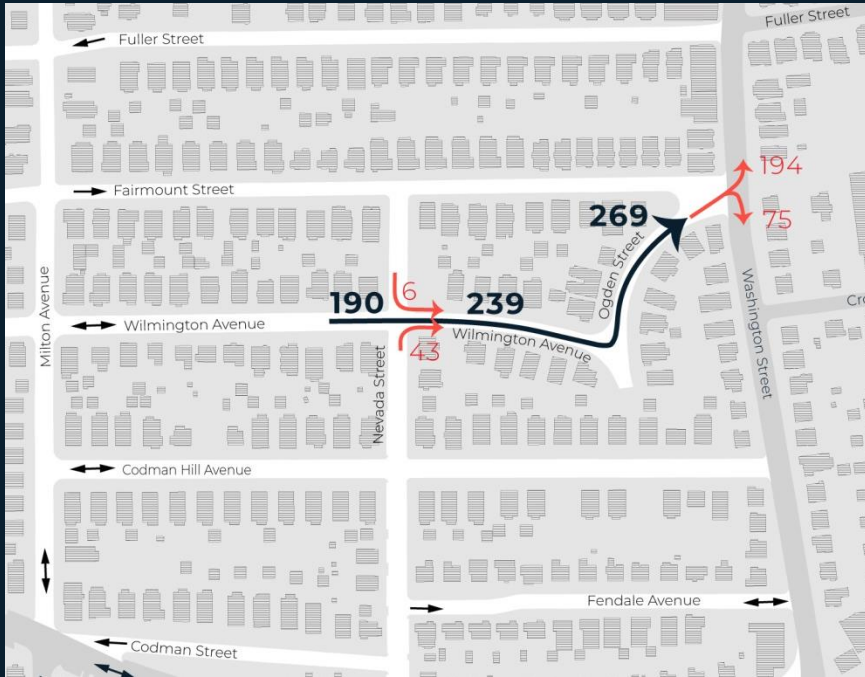
EAST: WILMINGTON/OGDEN

-  Existing one-way
-  Possible change

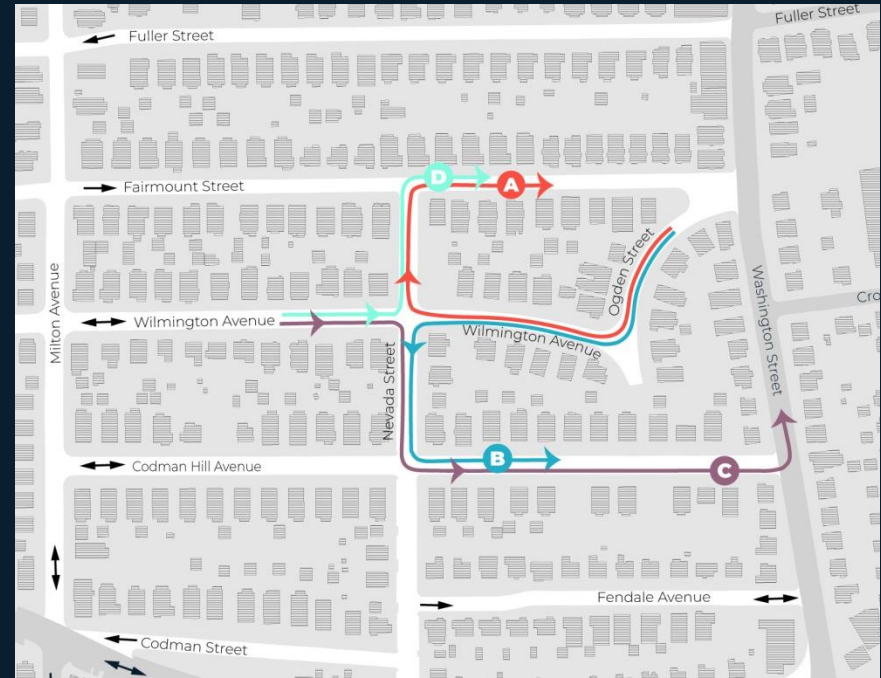


EAST: WILMINGTON/OGDEN

Vehicular traffic to re-route



Possible alternative routes



EAST: FAIRMOUNT/OGDEN

- Very long crosswalk, no other markings
- Not clear who should drive where
 - Extra confusing with two-way Ogden
- Need to retain parking option



EAST: FAIRMOUNT/OGDEN



EAST: FAIRMOUNT/OGDEN

Preliminary concept 1:

- Cobblestone area defines space, but allows for parking
- Retain visual and physical separation between parking area and sidewalk

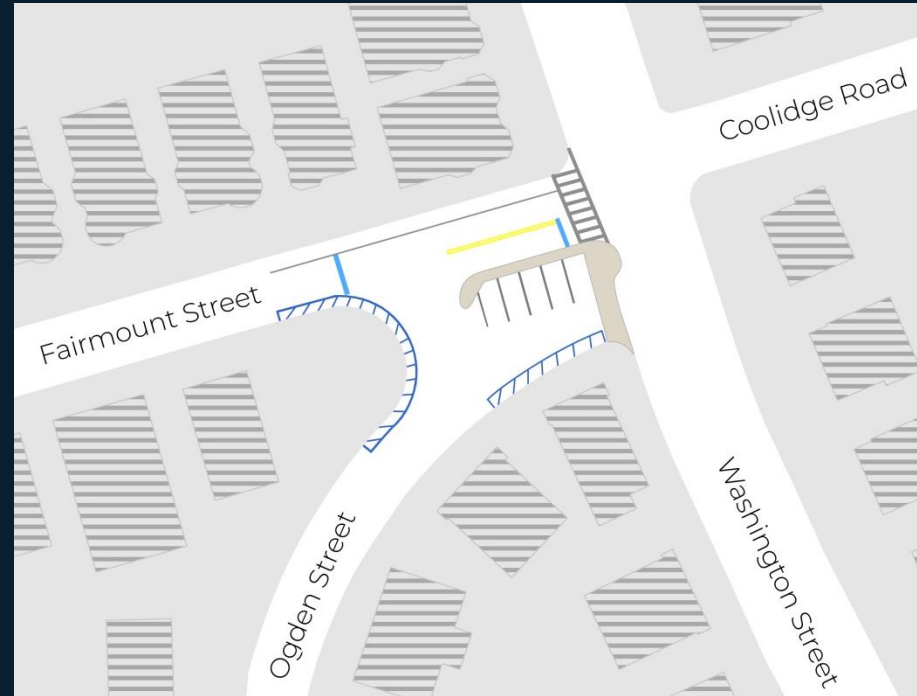


Proposed design, may change in design process

EAST: FAIRMOUNT/OGDEN

Preliminary concept 2:

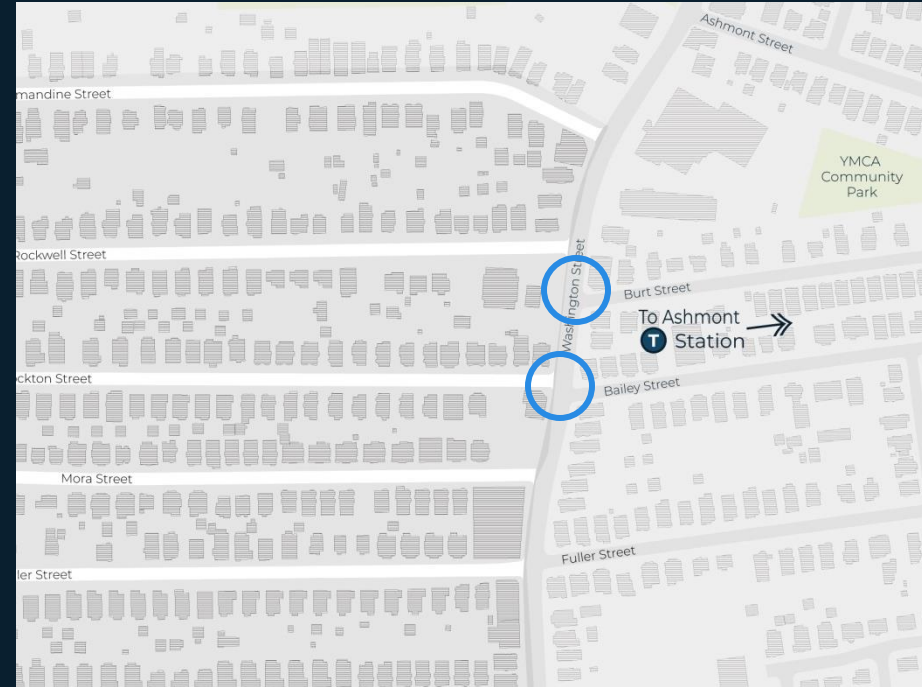
- Create more of a “parking lot” at bottom of Ogden
- Pull-in parking from Ogden



Proposed design, may change in design process

EAST: WASHINGTON ST CROSSWALK

- New crosswalk requested
- Pending data collection & engineering analysis
- Bailey/Stockton at Washington or Burt at Washington



OUR NEXT STEPS

JUNE 2019

- Public meeting # 1 (tonight!)
- Adjust course, as needed, based on your and your neighbors' feedback

SUMMER-FALL 2019

- Develop engineered design plans
- Internal review with BTD and PWD

FALL 2019 - WINTER 2020

- Public meeting # 2
- Finish design
- Internal review with BTD and PWD
- Review from BWSC, Disabilities, BPDA, ONS, etc.

SPRING 2019

- Approval from Public Improvements Commission
- Schedule construction with PWD
- Pre-construction notification

IN THE BACK:

- Review the data
- Look at our proposed approach in more details
- Ask us questions
- Add additional concerns, questions, and comments

A blue-tinted photograph of a residential street. The street is lined with parked cars on both sides and trees with sparse leaves, suggesting an autumn or winter setting. The houses are multi-story with porches and balconies. The overall scene is quiet and suburban.

THANK YOU

*boston.gov/slow-streets/dun
visionzero@boston.gov*