

NEIGHBORHOOD SLOW STREETS: WASHINGTON-HARVARD-NORWELL



Boston Transportation Department
Gregory Rooney, Acting Commissioner

June 12, 2019 | Public Meeting
Aspirers Community Centre, 358 Washington St

MEETING GOALS

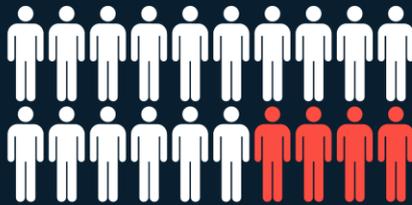
- Introduce more residents to the Neighborhood Slow Streets project
- Review data collected
- Share our proposed approach for your feedback

VISION ZERO BOSTON

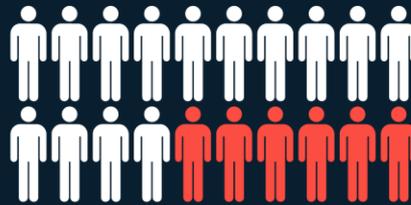
- Commitment to eliminate all fatal and serious injuries by 2030
- Designing for the most vulnerable benefits everyone
- “Early Action” policy in *Go Boston 2030*



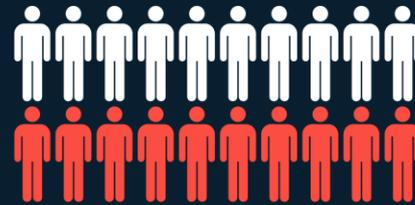
SLOWER SPEEDS, SAFER STREETS



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

TWELVE ZONES TODAY

-  *Pilot zones*
-  *2017 zones*
-  *2018 zones*



NEIGHBORHOOD SLOW STREETS

Program goals:

- Reduce vehicle speeds
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- Quality of life benefits

W-H-N TIMELINE TO DATE

JUNE 22, 2018

Application period opens

OCTOBER 2, 2018

Washington-Harvard-Norwell selected

OCTOBER 16, 2018

Community walk

NOVEMBER 2018

Data collection

DECEMBER 2018 – APRIL 2019

Concept design development

JUNE 12, 2019

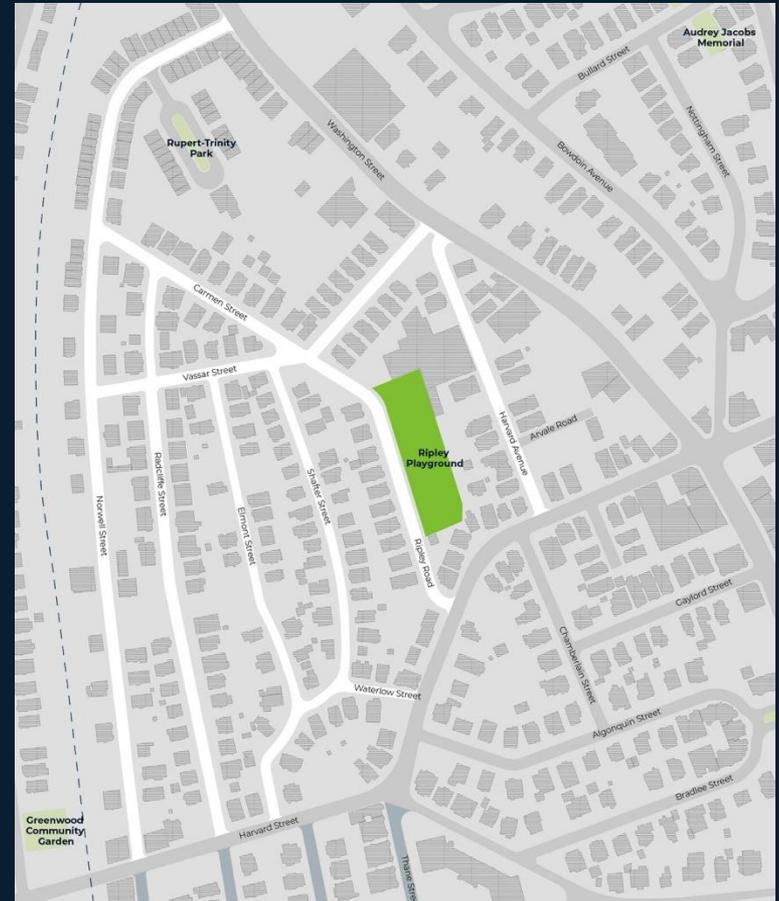
Public meeting #1



WASHINGTON-HARVARD-NORWELL SLOW STREETS

WASHINGTON-HARVARD-NORWELL ZONE

- Bounded by Washington St, Harvard St, and the Fairmount-Indigo Line
- Zone does not include Washington St or Harvard St
 - Only minor changes may be considered on these streets



W-H-N ZONE

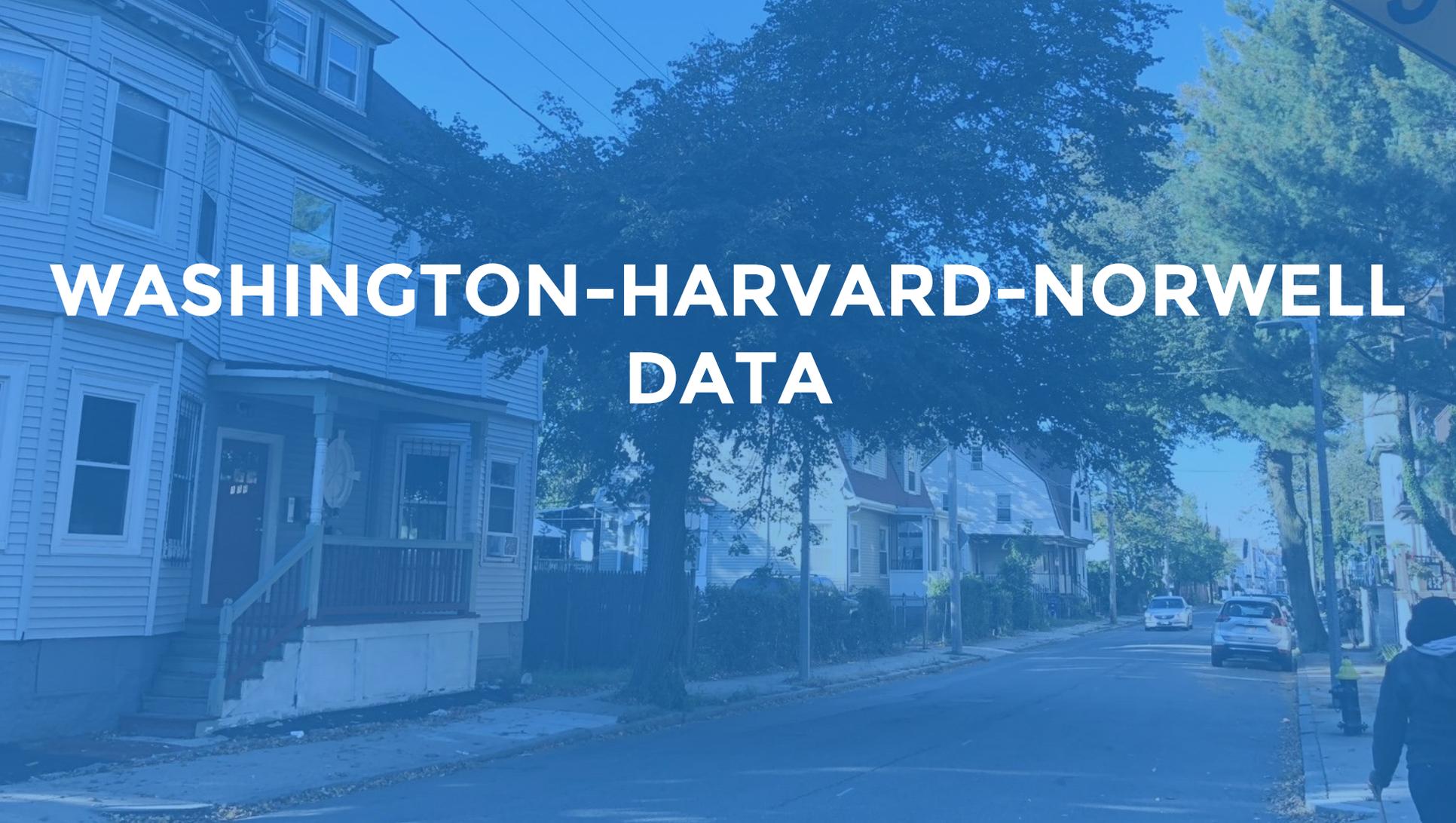
Some facts about the area:

- 38% of households have a child under 18
- Nearly 10% of residents are aged 65 or older



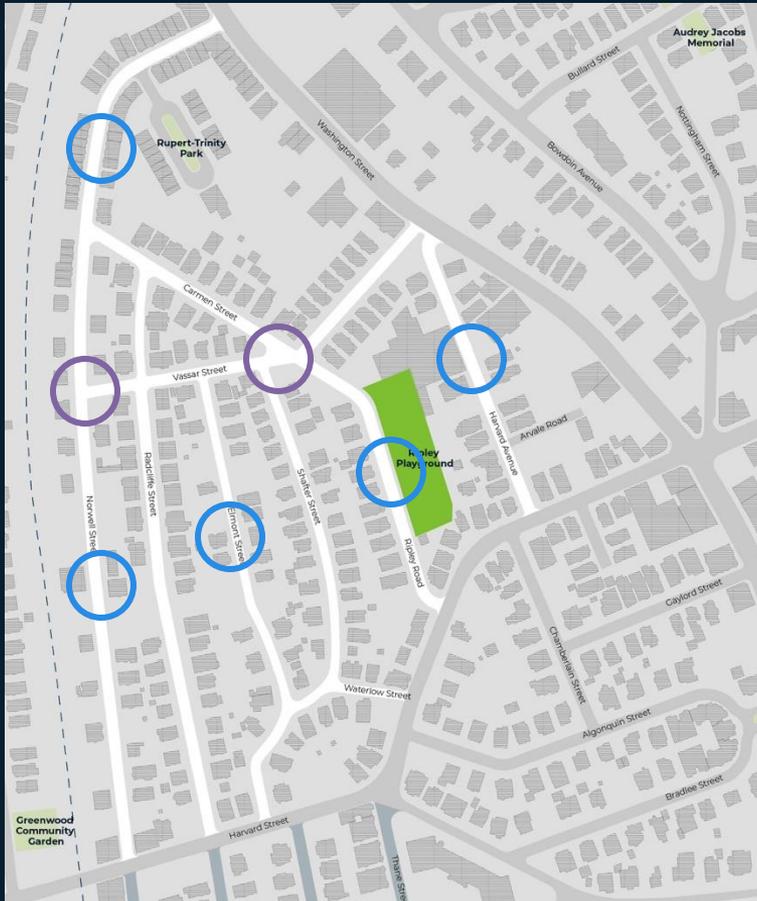
CONCERNS WE HEARD

- Speeding
- Bad sightlines at some intersections
- Narrow two-way streets
- Confusing intersection at Vassar at Carmen/Ripley



WASHINGTON-HARVARD-NORWELL DATA

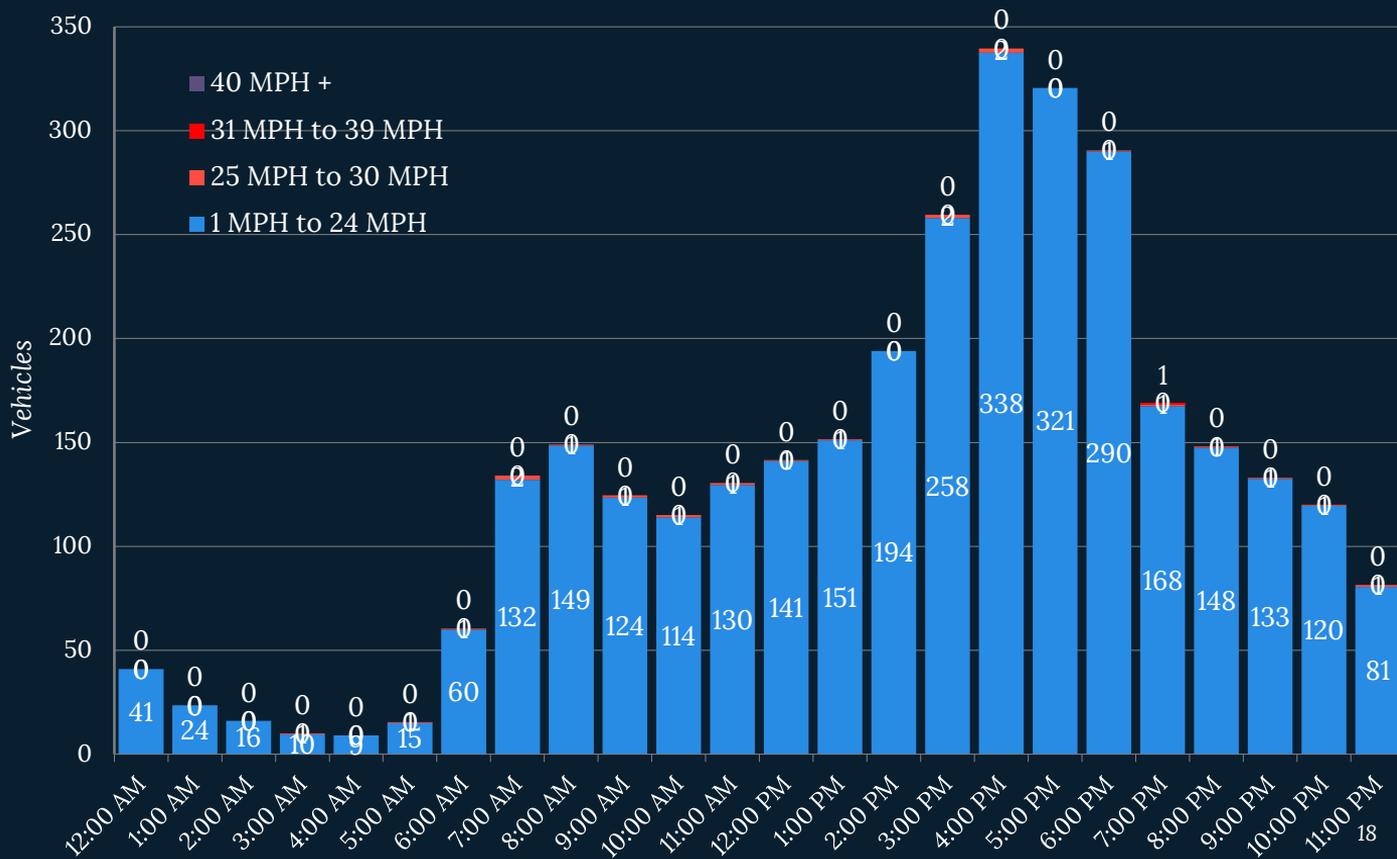
NEIGHBORHOOD TRAFFIC COUNTS



- 5 mid-block counts (speeds and volumes)
- 2 intersection counts

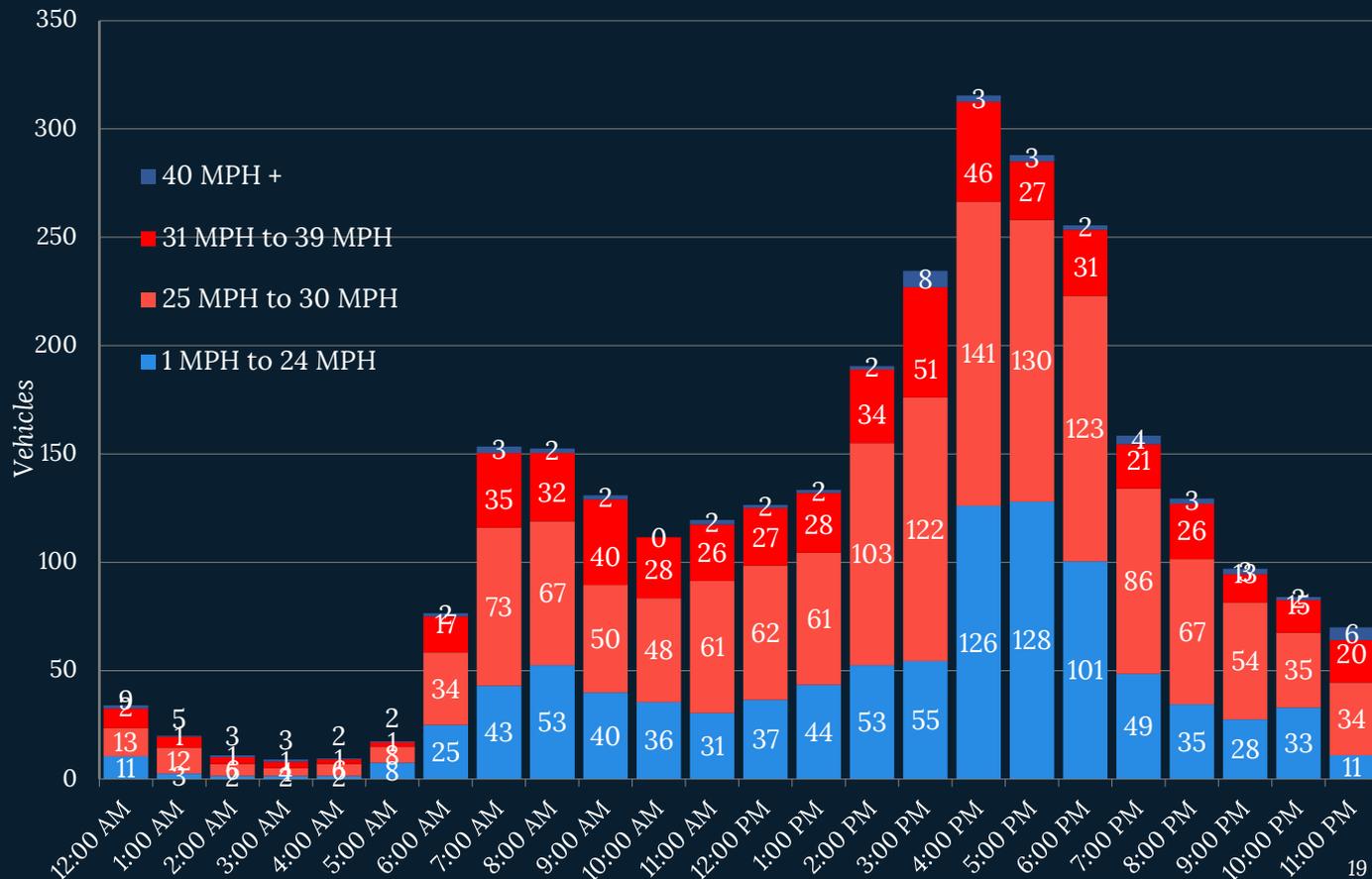
NORWELL ST (NORTH OF CARMEN)

- Very few (< 1%) of drivers travel 25 MPH or higher
- Data collected Nov 13 & 14, 2018



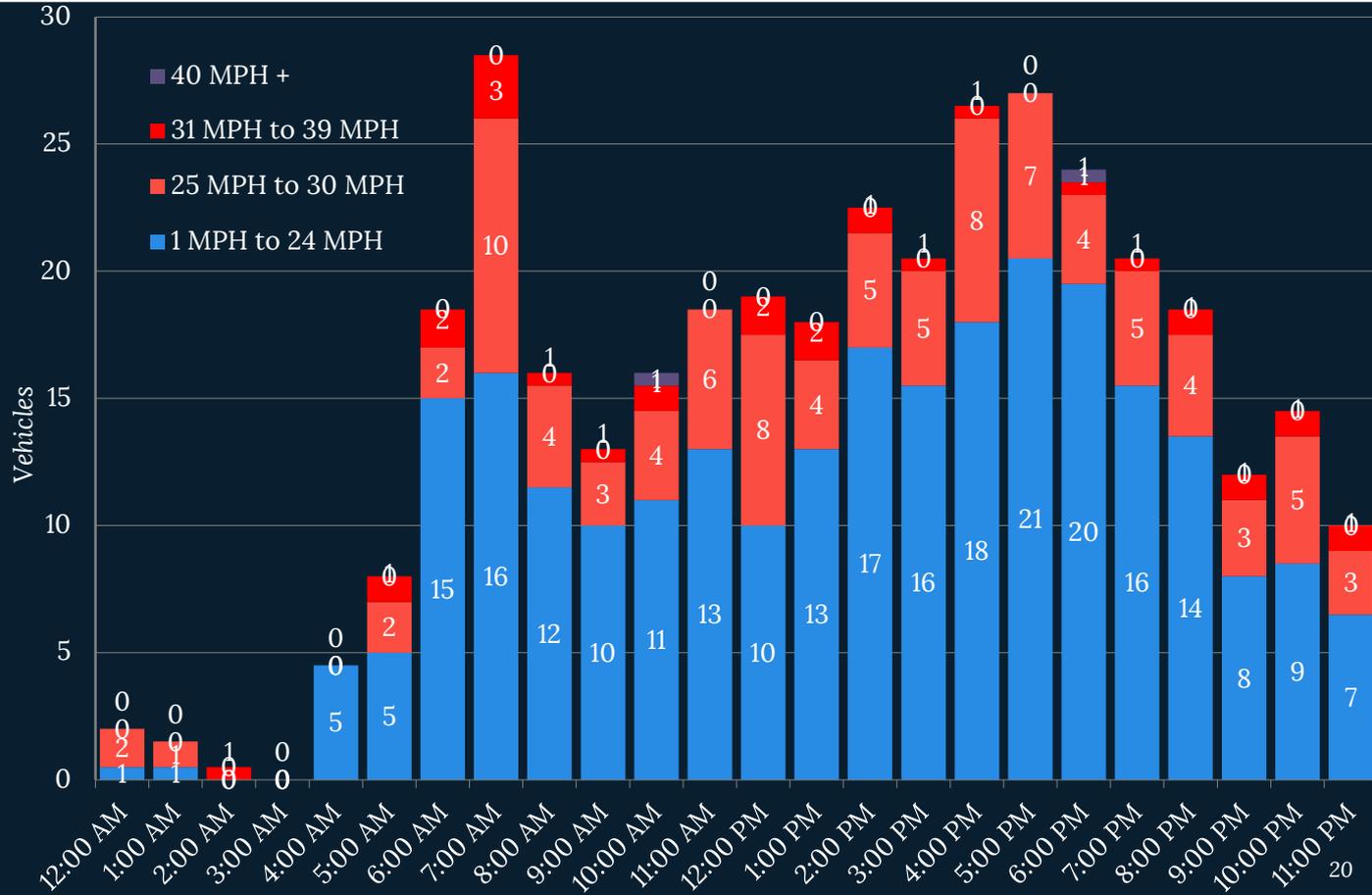
NORWELL ST (SOUTH OF VASSAR)

- 67% of drivers travel 25 MPH or higher
- 20% of drivers travel at 30 MPH+
- Data collected Nov 13 & 14, 2018



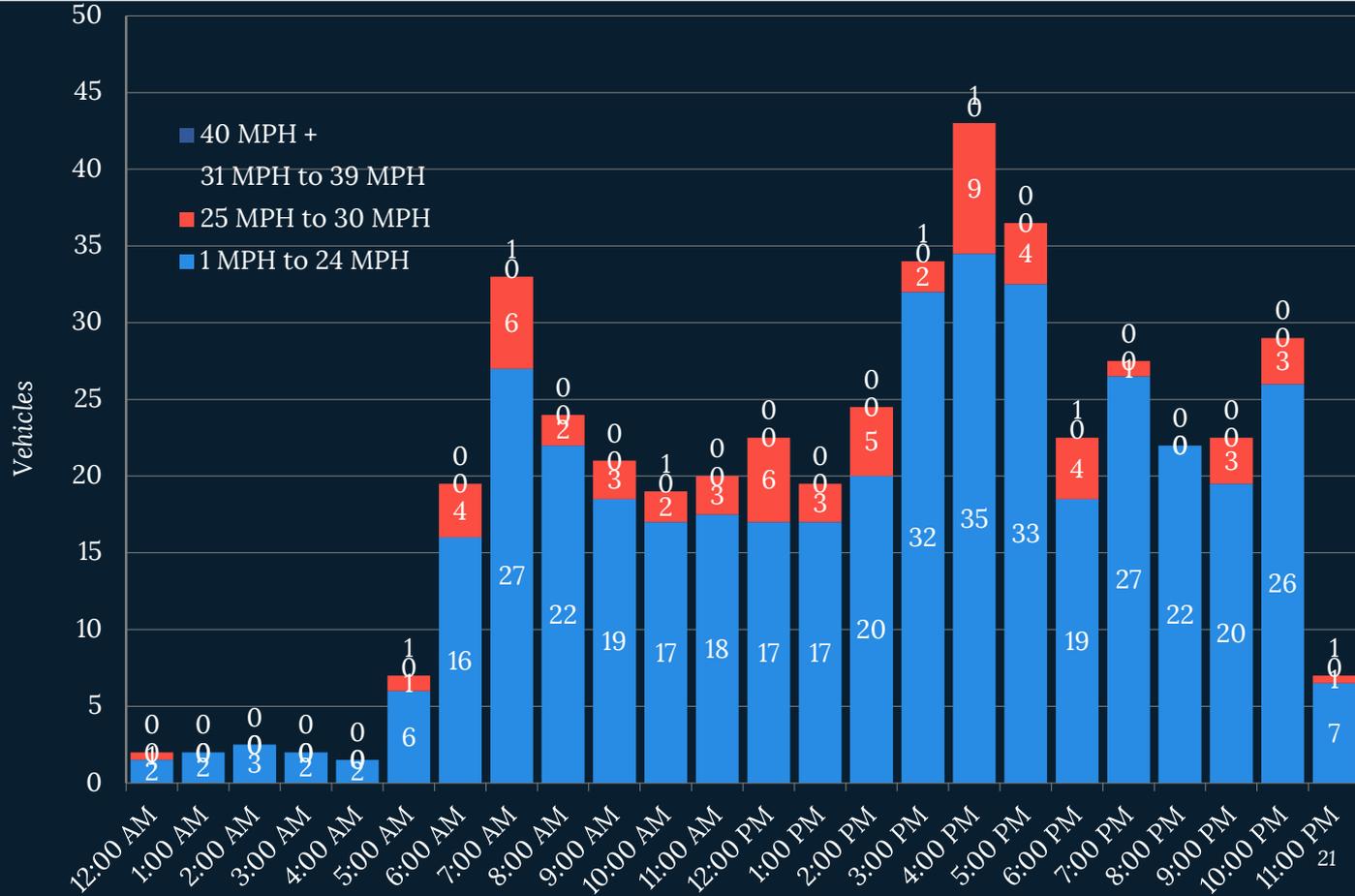
ELMONT ST

- 29% of drivers travel 25 MPH or higher
- Data collected Nov 13 & 14, 2018



RIPLEY RD

- **13%** of drivers travel 25 MPH or higher
- Data collected Nov 13 & 14, 2018





WASHINGTON-HARVARD-NORWELL FOCUS AREAS

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



SPEED HUMPS ARE NOT SPEED BUMPS!



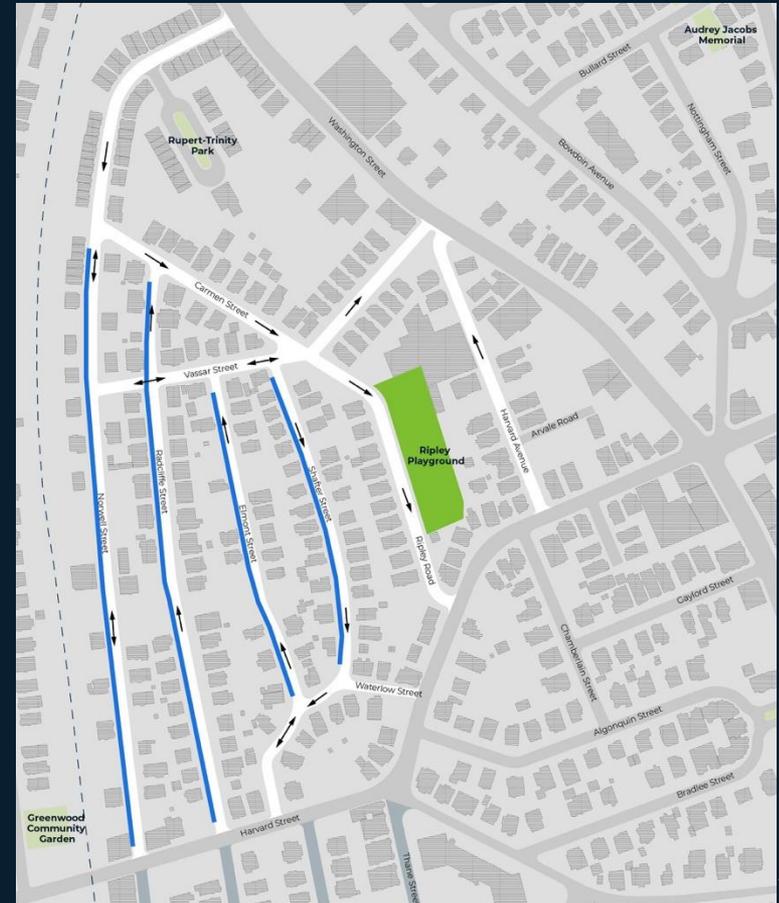
YES! Gradual taper up and down, 12 to 14 feet long



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

POTENTIAL STREETS FOR SPEED HUMPS

- Norwell St, south of Vassar
- Radcliffe St
- Elmont St
- Shafter St

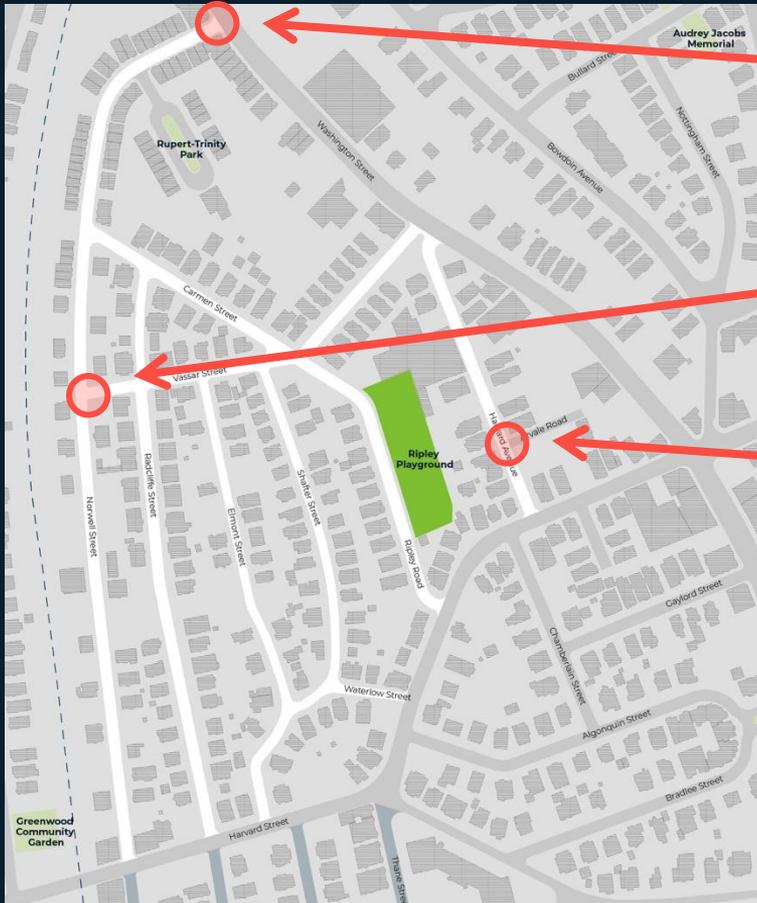


DAYLIGHTING

- Improves visibility for drivers, pedestrians
- Restricts parking 20' from intersection, per City rule
- Generally on approach to crosswalk



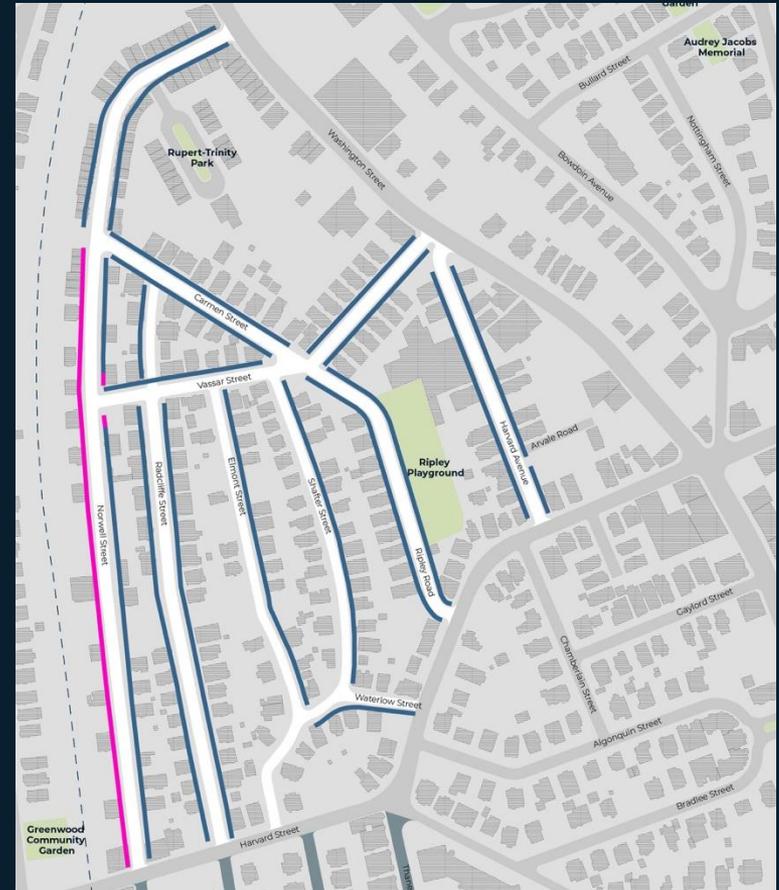
POTENTIAL LOCATIONS FOR DAYLIGHTING



- Washington St approaching Norwell
- Norwell St at Vassar St
- Harvard Ave at Arvale Rd

NORWELL ST – POTENTIAL PARKING RESTRICTION

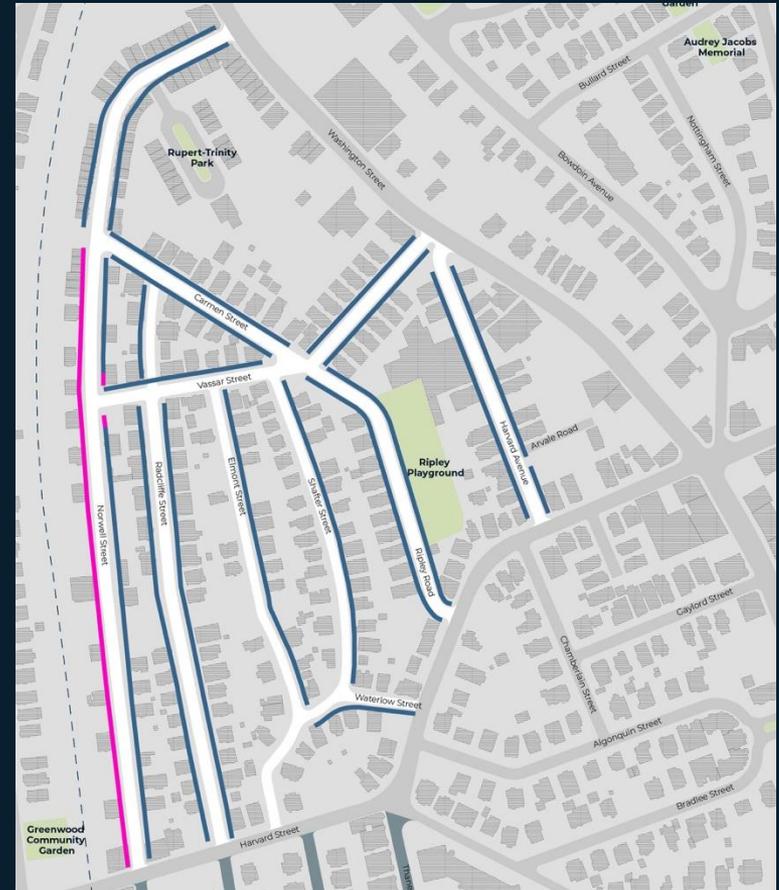
- Approximately 3000 drivers use Norwell every day
- Too narrow for two vehicles to pass safely
- People might park on sidewalk, blocking pedestrians



NORWELL ST – POTENTIAL PARKING RESTRICTION

Proposal: Restrict parking on west side

- Match conditions south of Harvard St
- Parking observations showed ~6 vehicles parked on that side
 - 24 were parked on the other side; space for approximately 46 total parked cars



CARMEN/VASSAR/RIPLEY

- Wide intersection
- Few pavement markings
- No crosswalks



CARMEN/VASSAR/RIPLEY

Proposal:

- Extend the curbs along Carmen and Vassar to make a regular intersection
- Add crosswalks
- Vassar St becomes one-way between Shafter and Ripley



CARMEN/VASSAR/RIPLEY



TODAY

Google

CARMEN/VASSAR/RIPLEY



PROPOSED

CARMEN/VASSAR/RIPLEY

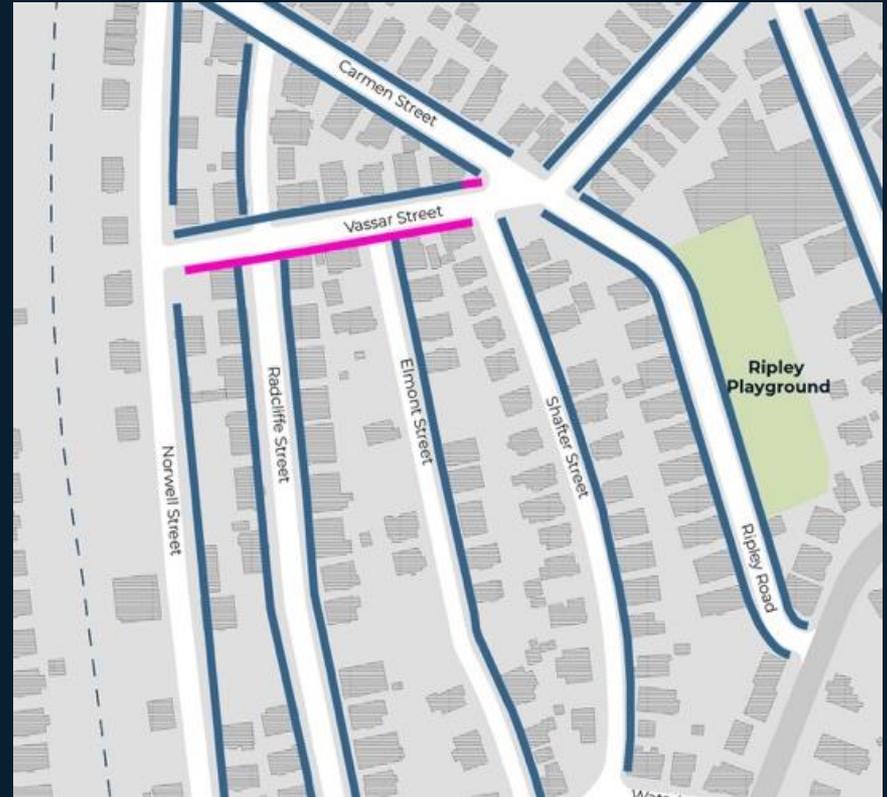
Proposed intersection change requires making Vassar St one-way from Shafter to Carmen/Ripley

- Fewer than 10 drivers vehicles make this turn today
- Re-route down Ripley, before joining Waterlow or Harvard St



VASSAR ST - POTENTIAL PARKING RESTRICTION

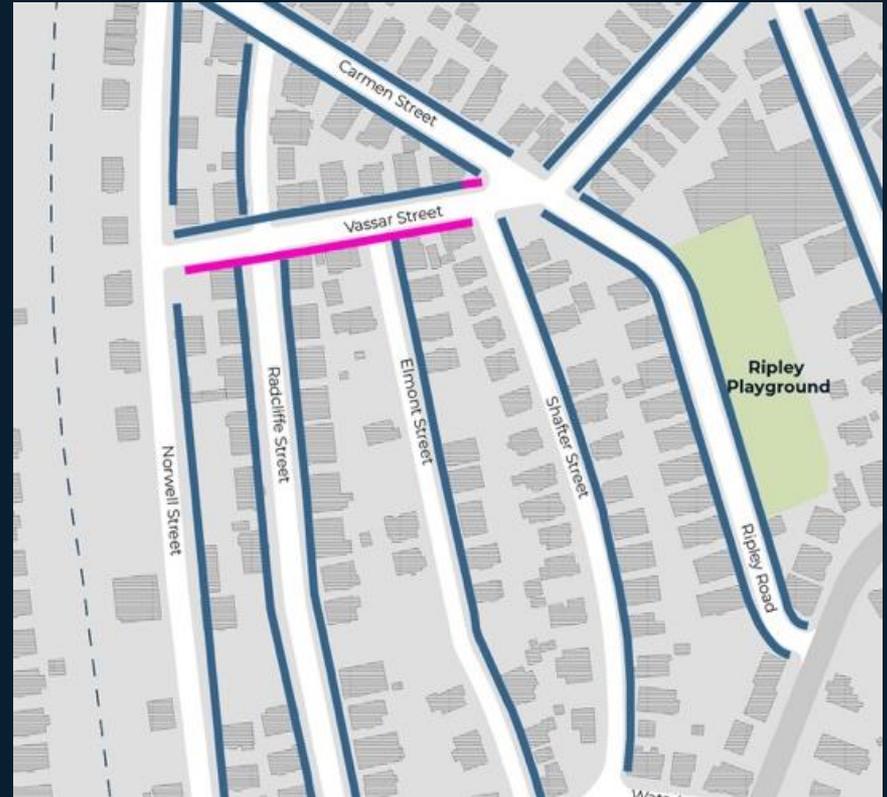
- Too narrow for two vehicles to pass safely
- People might park on sidewalk, blocking pedestrians



VASSAR ST - POTENTIAL PARKING RESTRICTION

Proposal: Restrict parking on south side

- Parking observations showed ~5 vehicles parked on that side
 - 3 were parked on the other side; space for approximately 11 total parked cars



RIPLEY RD

Add crosswalk at
playground entrance

*Options, pending
engineering:*

1. Raised crosswalk OR
2. Crosswalk with curb extensions



RAISED CROSSWALK

- Crosswalk is level or near-level with sidewalk
- Slows drivers at crosswalk
- People crossing the street are more visible to drivers
- Easier for people with wheelchairs, walkers, strollers, carts



CROSSWALK WITH CURB EXTENSIONS

- High-visibility crosswalk markings
- People walking can see past parked vehicles
- Drivers more able to see people waiting to cross, particularly youth



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, Public Safety, ONS, etc.

SPRING 2020

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

WE WANT YOUR FEEDBACK

Tonight:

- Ask us questions
- Add additional concerns, questions, and comments to maps

Through mid-July:

- Review meeting materials online
- Provide comments online or via phone, email, and letter

A blue-tinted photograph of a residential street. On the left is a three-story house with a porch. The street is lined with trees and other houses in the background. A person is visible on the sidewalk in the lower right corner.

THANK YOU

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