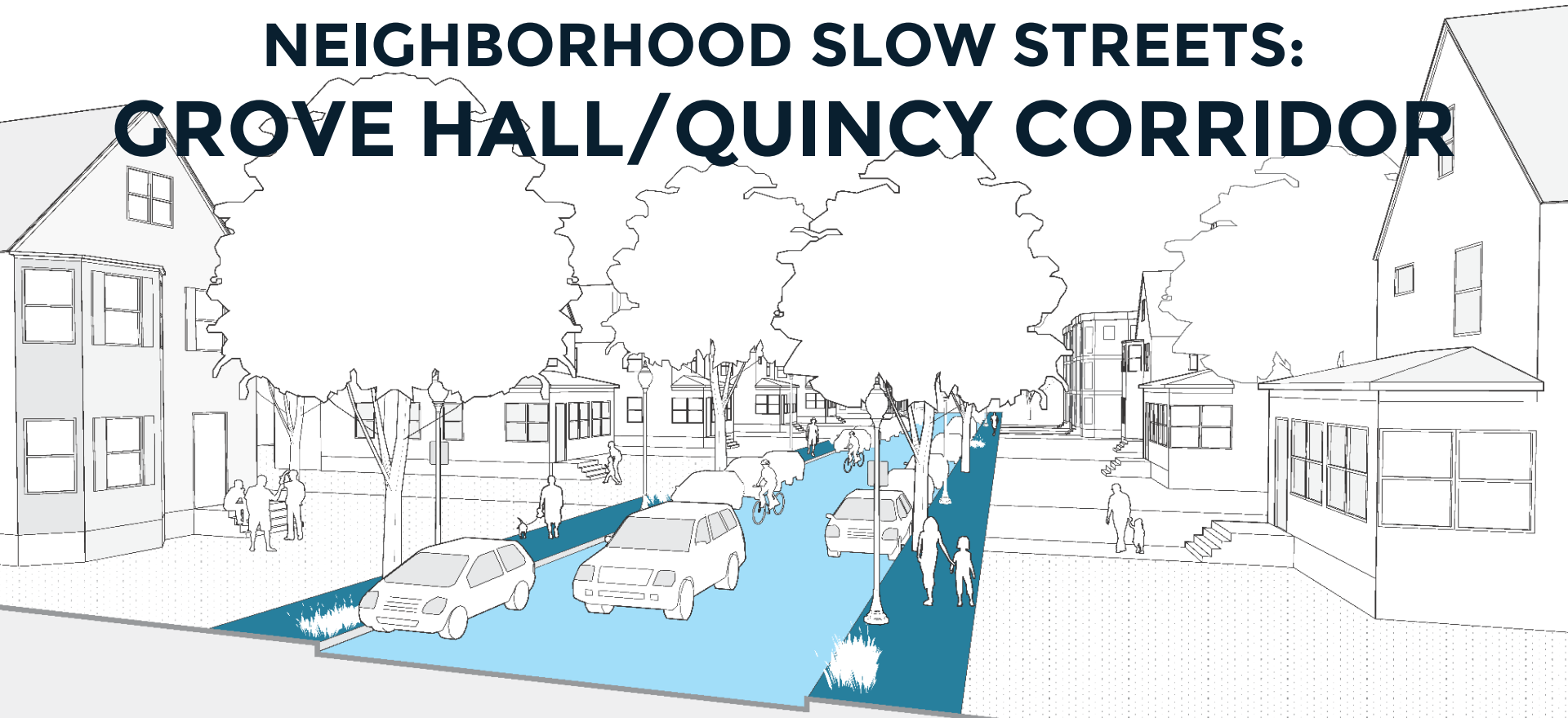


NEIGHBORHOOD SLOW STREETS: GROVE HALL/QUINCY CORRIDOR



Boston Transportation Department
Gina N. Fiandaca, Commissioner

May 31, 2018 | Public Meeting
Grove Hall Community Center

MEETING GOALS

- Introduce more residents to the Neighborhood Slow Streets project
- Share our 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

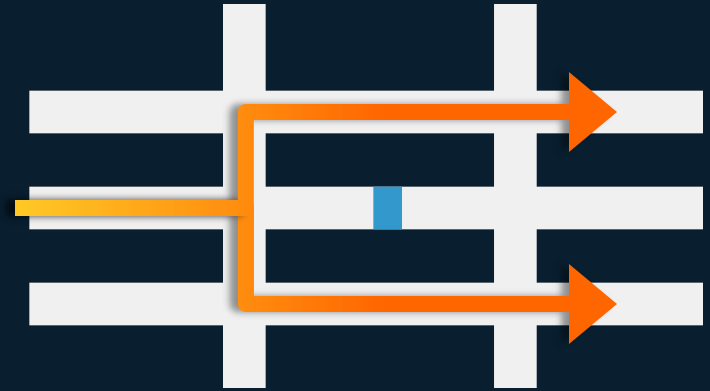
NEIGHBORHOOD SLOW STREETS

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

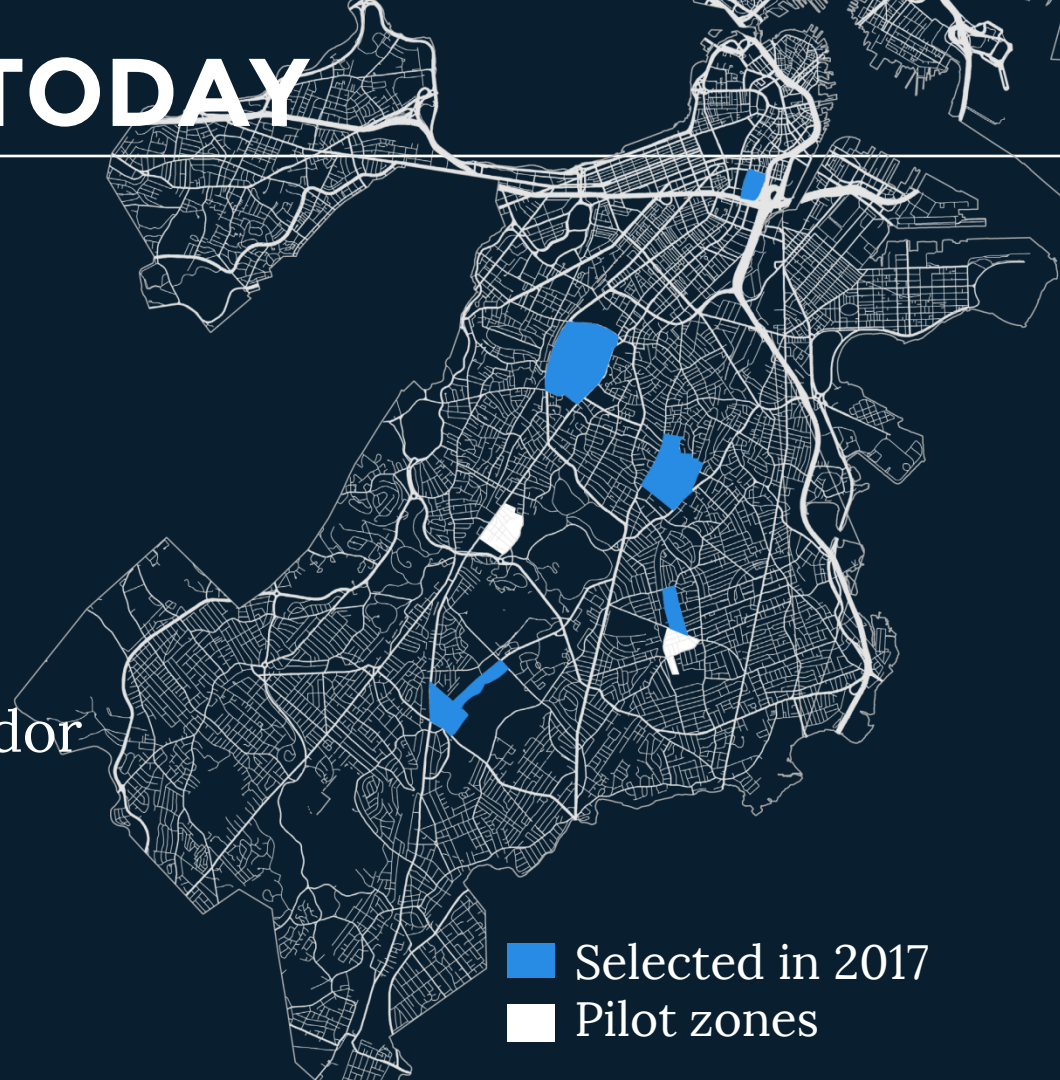
SEVEN ZONES TODAY

Pilot zones:


- Talbot-Norfolk Triangle
- Stonybrook

Selected in 2017:

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



■ Selected in 2017
■ Pilot zones

A blue-tinted photograph of a residential street. The street is lined with multi-story houses, some with balconies and porches. Several cars are parked along the side of the road. The sky is overcast, and the overall atmosphere is quiet and suburban. The text 'GROVE HALL/QUINCY CORRIDOR SLOW STREETS' is overlaid in white, bold, sans-serif font in the center of the image.

GROVE HALL/QUINCY CORRIDOR SLOW STREETS

GROVE HALL/QUINCY CORRIDOR ZONE

Some facts about the area:

- Nearly 1 in 2 households have a child under 18
- 8% of residents are aged 65 or older
- Multiple parks, schools



NEIGHBORHOOD CONSIDERATIONS

- 5.2 miles of streets within the zone
- Some hills
- This program will not change Blue Hill Ave or Columbia Rd
- Changes coming to Quincy St through separate effort



CONCERNS WE HEARD

- Vehicle speeds
- Difficult to cross streets
 - Especially on Howard Ave
- Interest in changing direction of streets

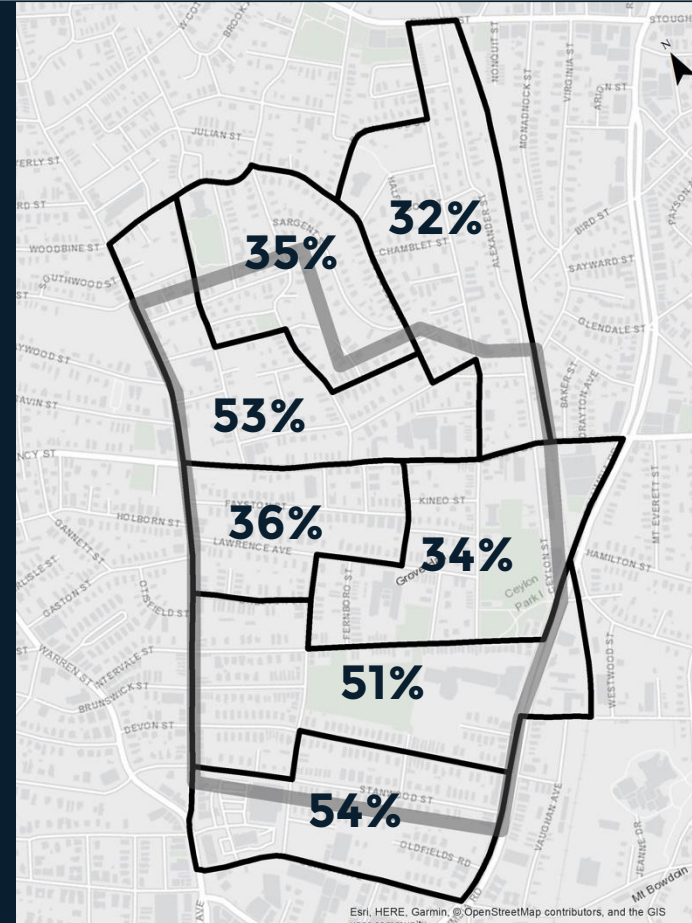


A blue-tinted photograph of a residential street. The street is lined with multi-story houses, some with balconies and porches. Several cars are parked along the side of the road. The sky is overcast, and there are bare tree branches in the foreground. The overall scene is a typical urban residential corridor.

GROVE HALL/QUINCY CORRIDOR DATA

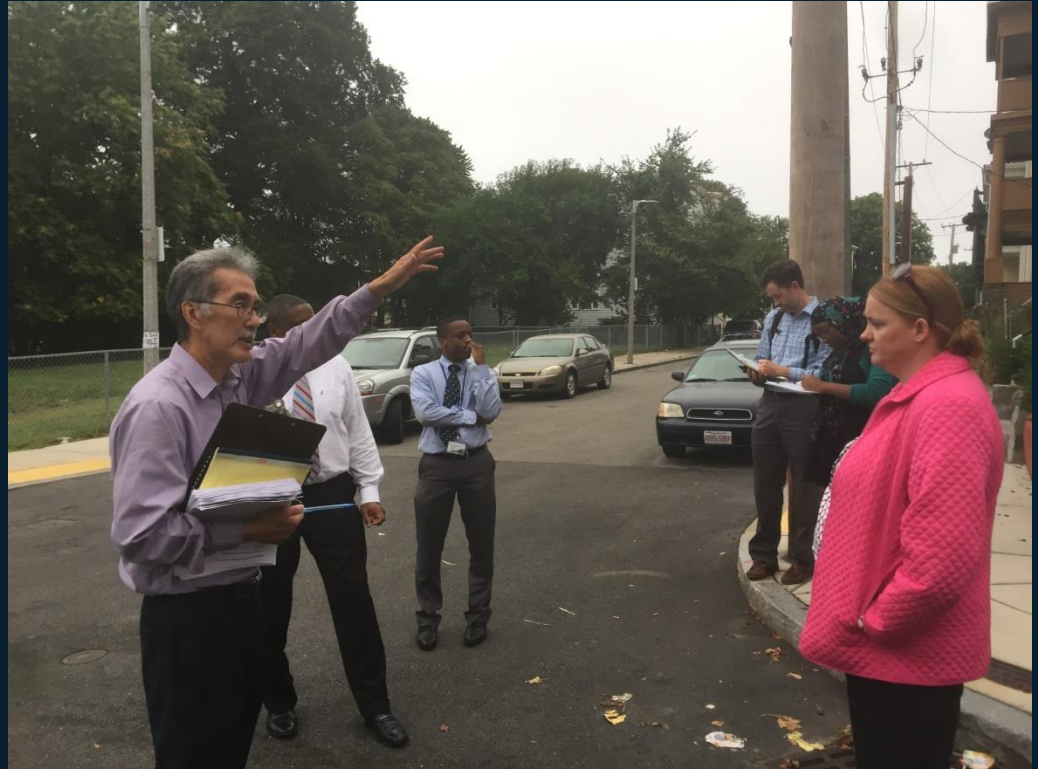
ACTIVE COMMUTES

- Of working residents, many are walking, taking transit, or bicycling regularly
- In addition, many kids and young people heading to schools

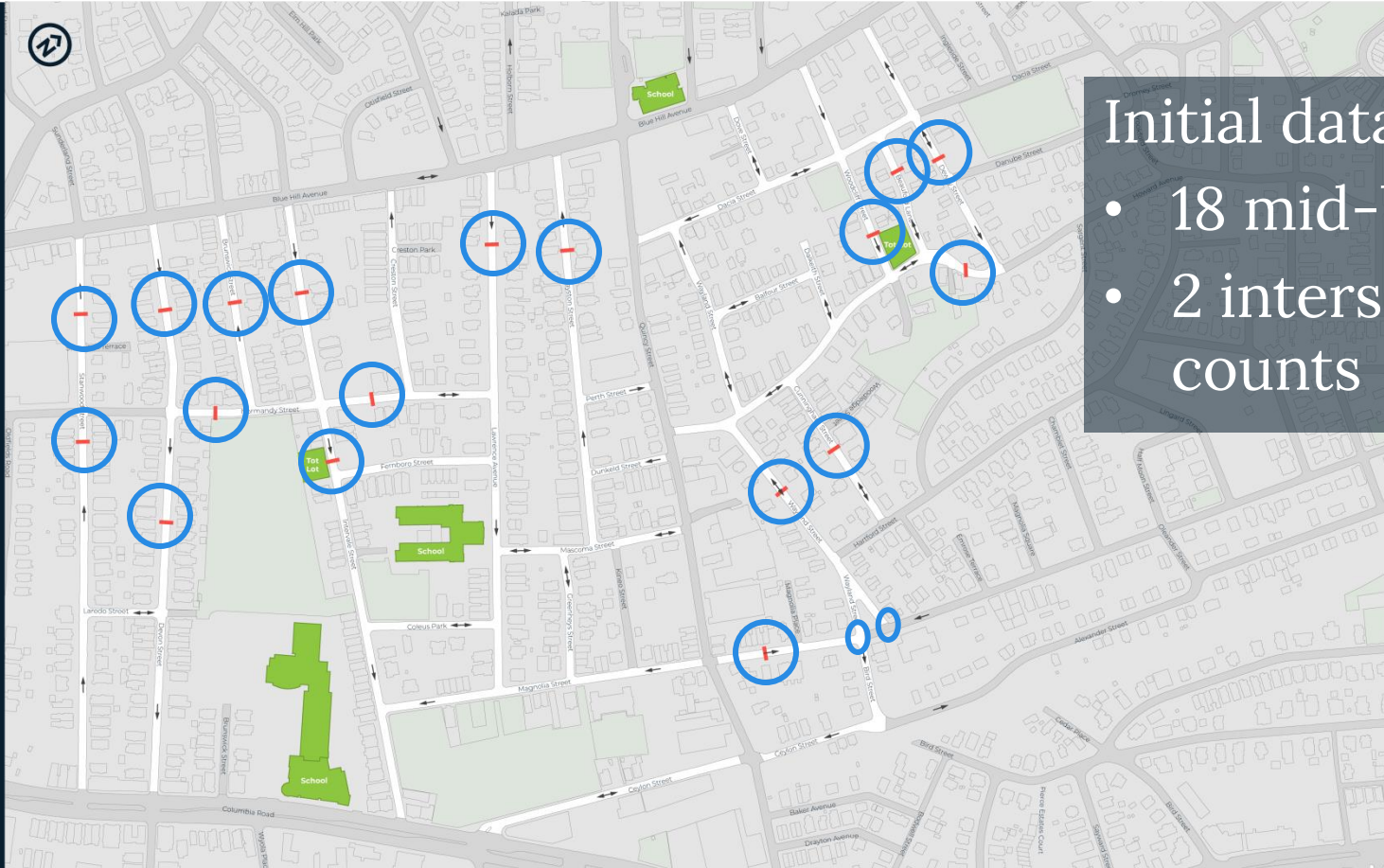


OBSERVATIONS

- Group walk in fall
- Multiple site visits this spring during peak times



NEIGHBORHOOD TRAFFIC COUNTS



Initial data collection

- 18 mid-block counts
- 2 intersection counts

A blue-tinted photograph of a residential street. The street is lined with multi-story houses, some with balconies and porches. Several cars are parked along the side of the road. The sky is overcast. The overall scene is a typical urban or suburban neighborhood.

GROVE HALL/QUINCY CORRIDOR FOCUS AREAS

PROPOSED FOCUS AREAS

1. Speed control across zone
2. Better crosswalks across zone, with a focus in four locations:
 - Howard at Beauford, Howard at Wayland, Lawrence at Mascoma, Intervale at Fernboro
3. Potential circulation changes around Wayland, Cunningham, Bird, Magnolia, and Ceylon

FOCUS: SPEED CONTROL

- Zone streets will be signed for 20 MPH
- Tools include:
 - Speed humps
 - Speed feedback signs
 - Lane markings



SPEED HUMPS

- Located on property lines (where feasible)
- Not located at driveways or intersections
- Spaced approx. 250' - 300'
- 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

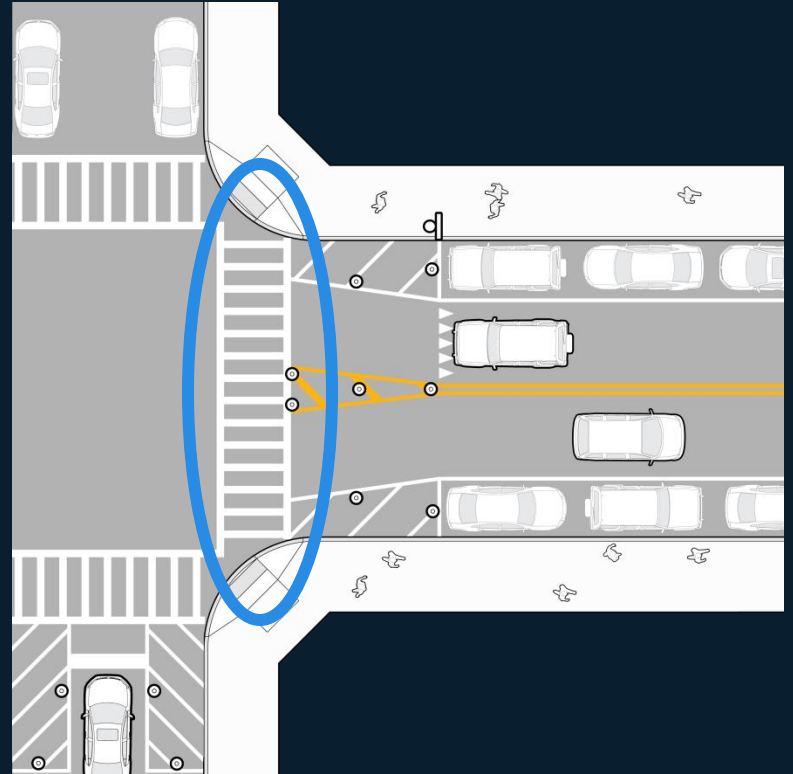
SPEED FEEDBACK SIGNS

- Effective reminder
- Solar-powered
- May be used on more hilly streets



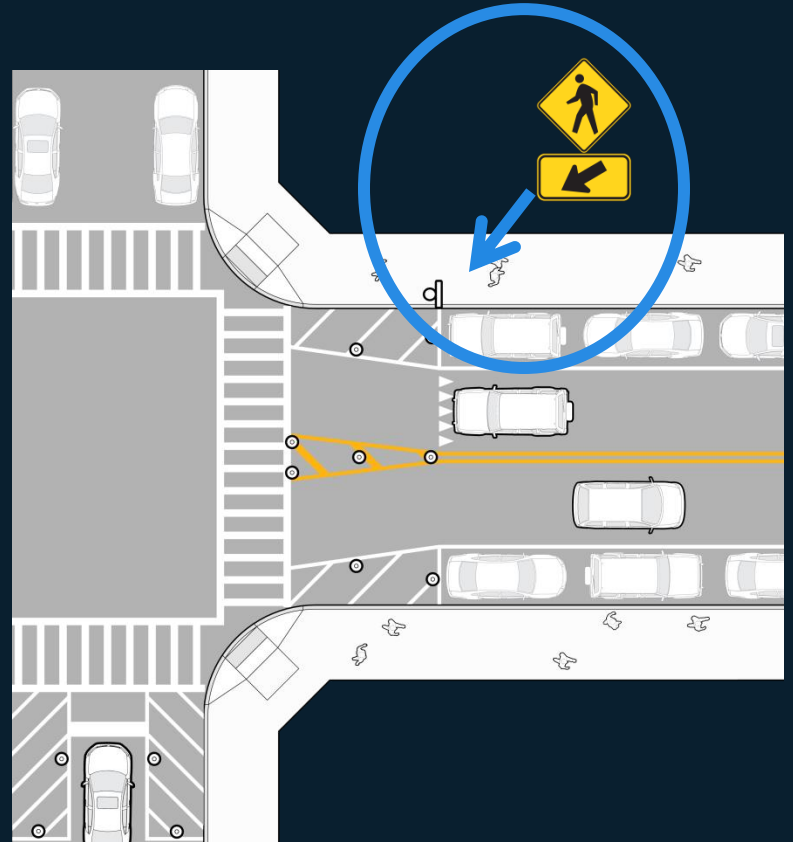
FOCUS: BETTER CROSSWALKS

- High-visibility crosswalk markings



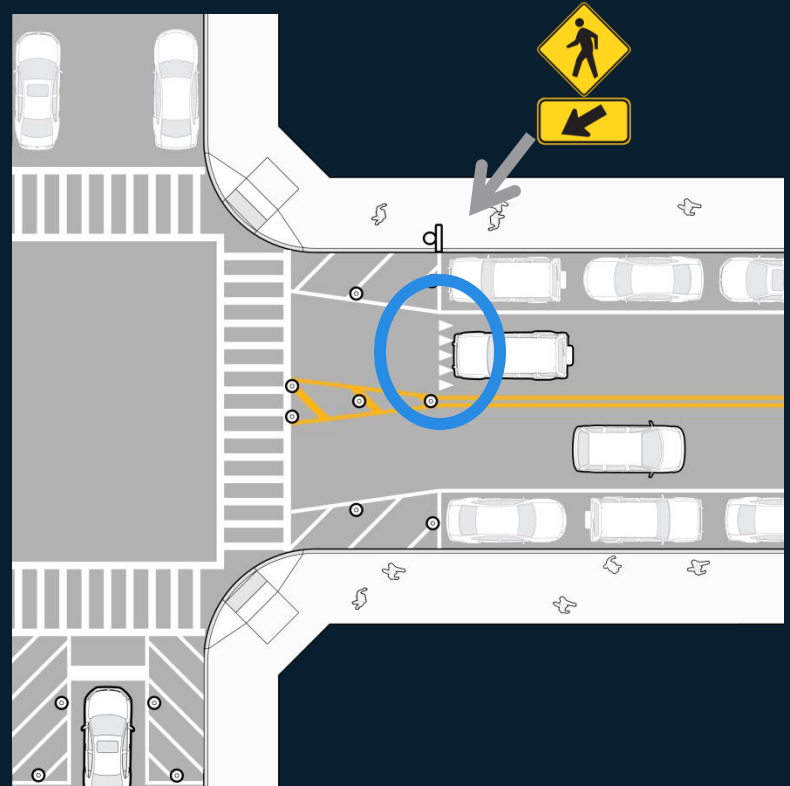
FOCUS: BETTER CROSSWALKS

- *High-visibility crosswalk markings*
- *High-visibility crosswalk signage*



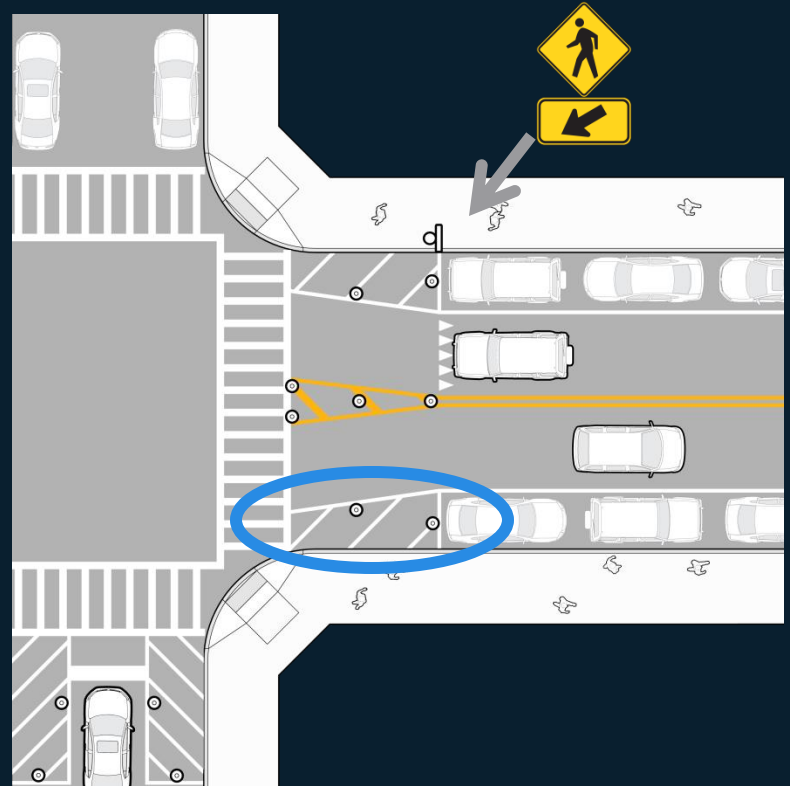
FOCUS: BETTER CROSSWALKS

- *High-visibility crosswalk markings*
- *High-visibility crosswalk signage*
- *Advance yield lines*



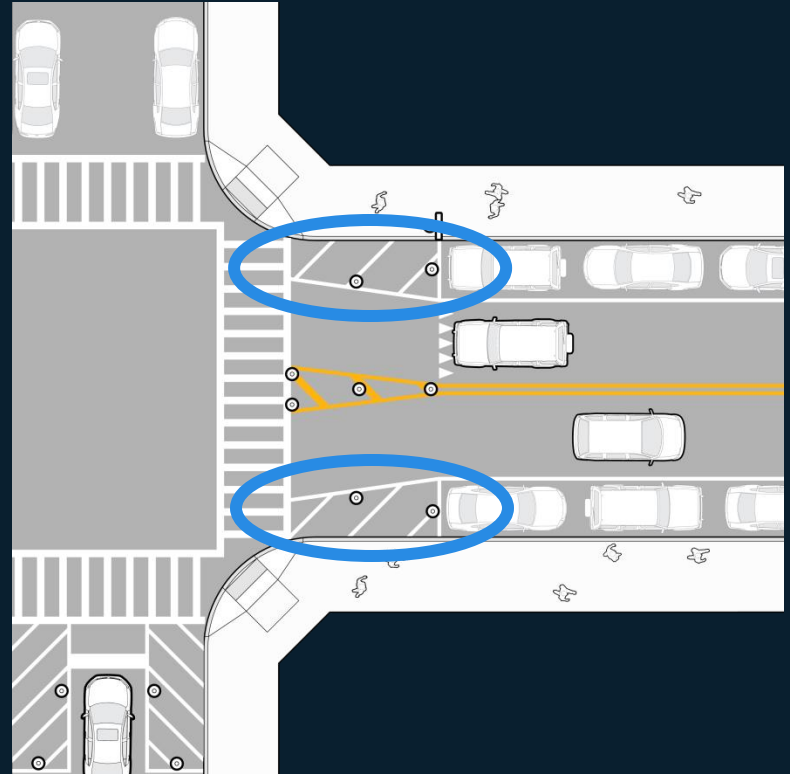
FOCUS: BETTER CROSSWALKS

- *High-visibility crosswalk markings*
- *High-visibility crosswalk signage*
- *Advance yield lines*
- *Daylighting*



DAYLIGHTING

- Improve visibility for drivers, pedestrians
- Restrict the non-conforming parking 20' from intersection
- Generally only nearside approach

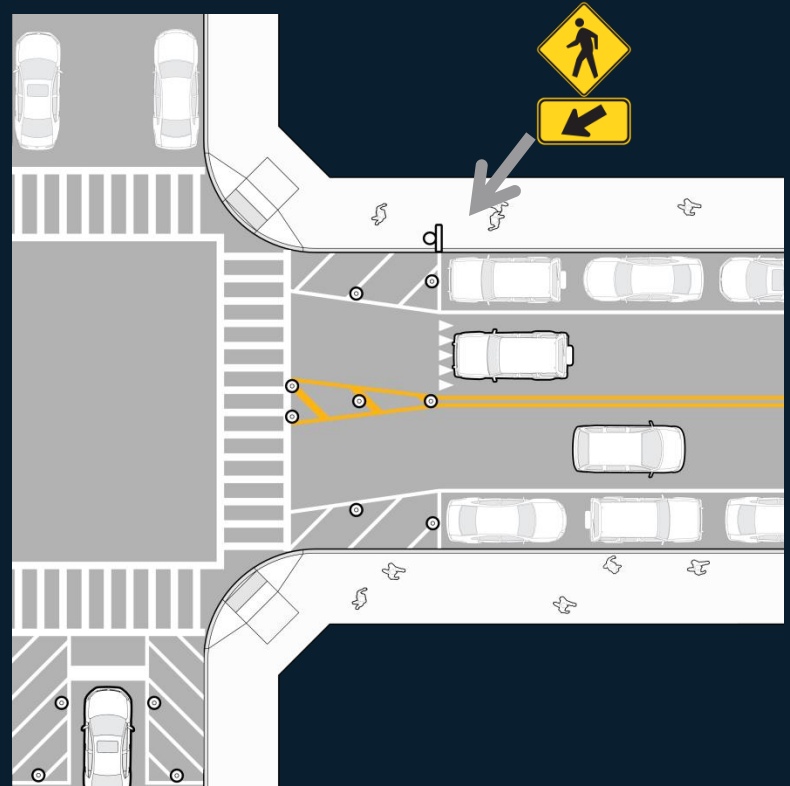


EXAMPLE: DAYLIGHTING



FOCUS: BETTER CROSSWALKS

- *High-visibility crosswalk markings*
- *High-visibility crosswalk signage*
- *Advance yield lines*
- *Parking restrictions*
- *In some locations:*
 - *Raised crosswalks*



EXAMPLE: RAISED CROSSWALK

- Crosswalk is level or near-level with sidewalk, slows drivers
- Planned along Quincy St
- Possible in **some** locations
 - Can impact parking, drainage
 - Cannot be used on hills or too close to curve

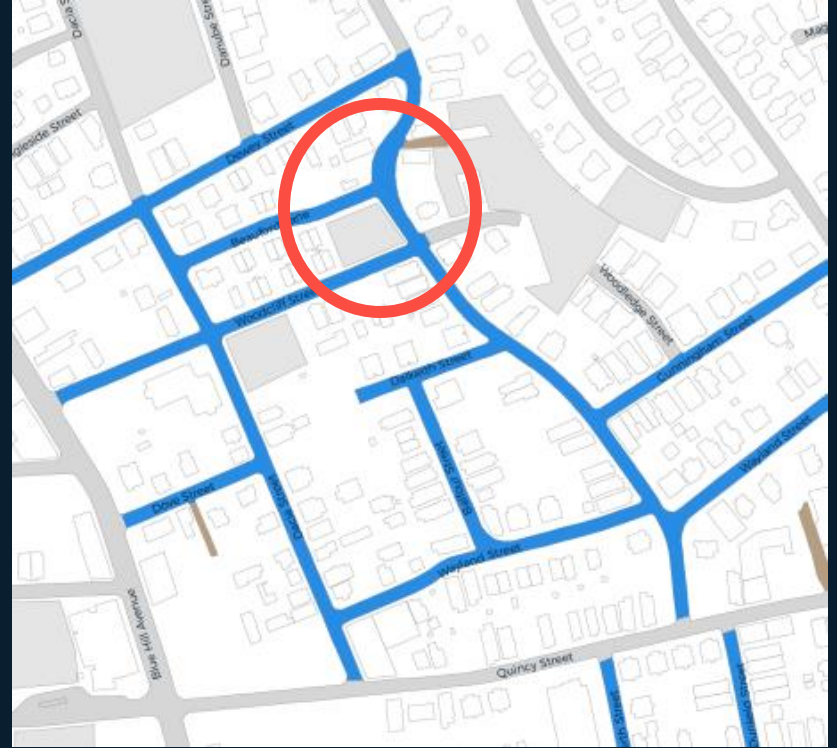


Cambridge, MA

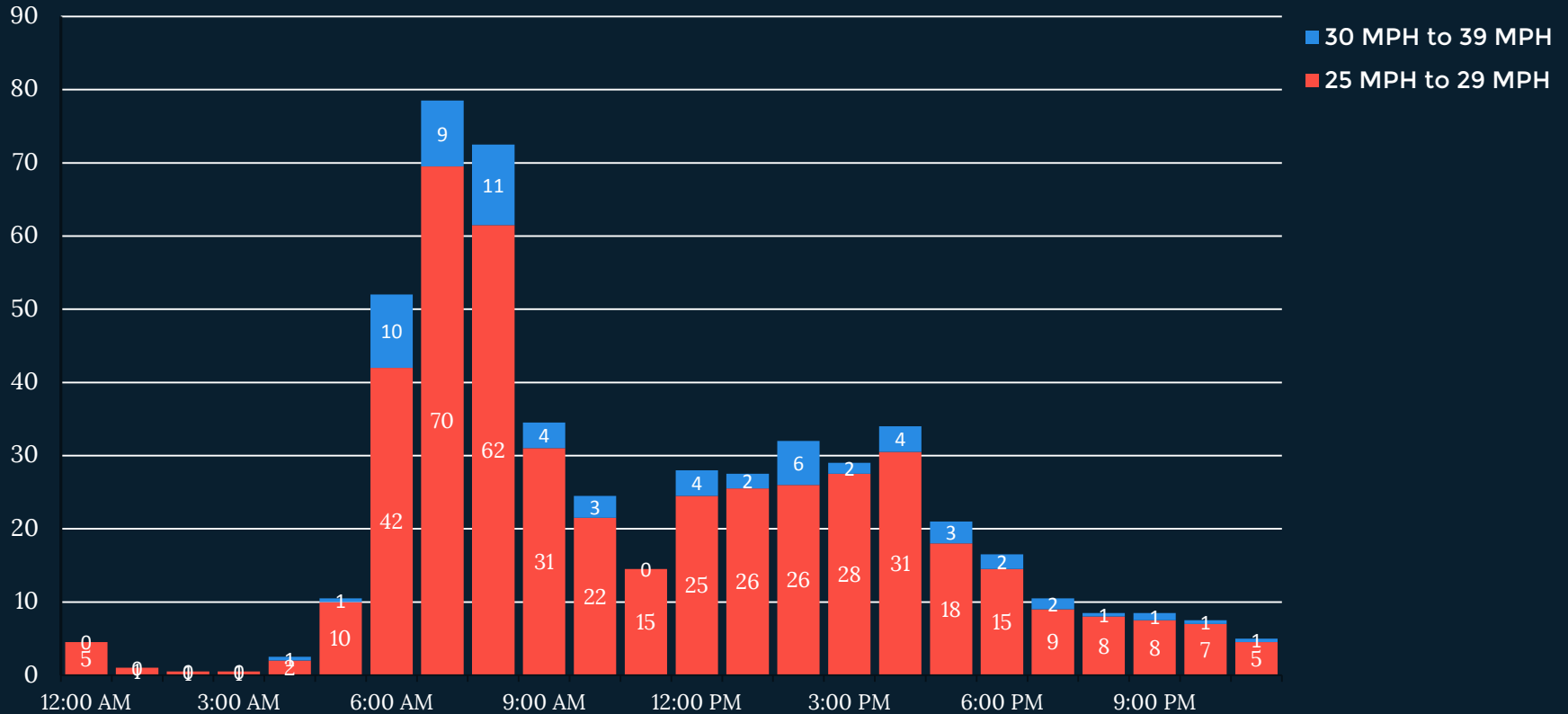
FOCUS: HOWARD AVE

Near the Tot Lot:

- Missing crosswalks
- Speed concerns



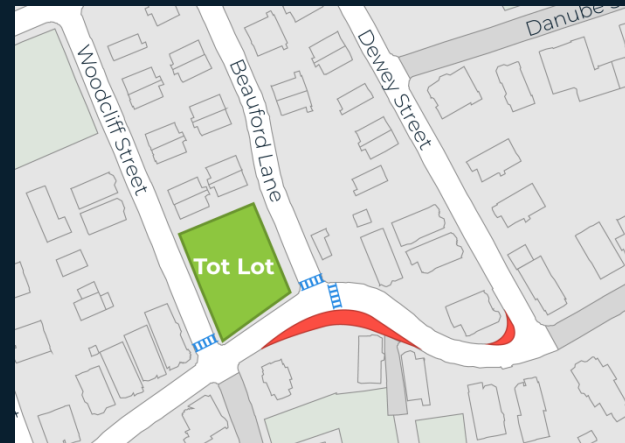
BEAUFORD ST: WESTBOUND SPEEDS



POTENTIAL CHANGES: HOWARD AVE

Ideas include:

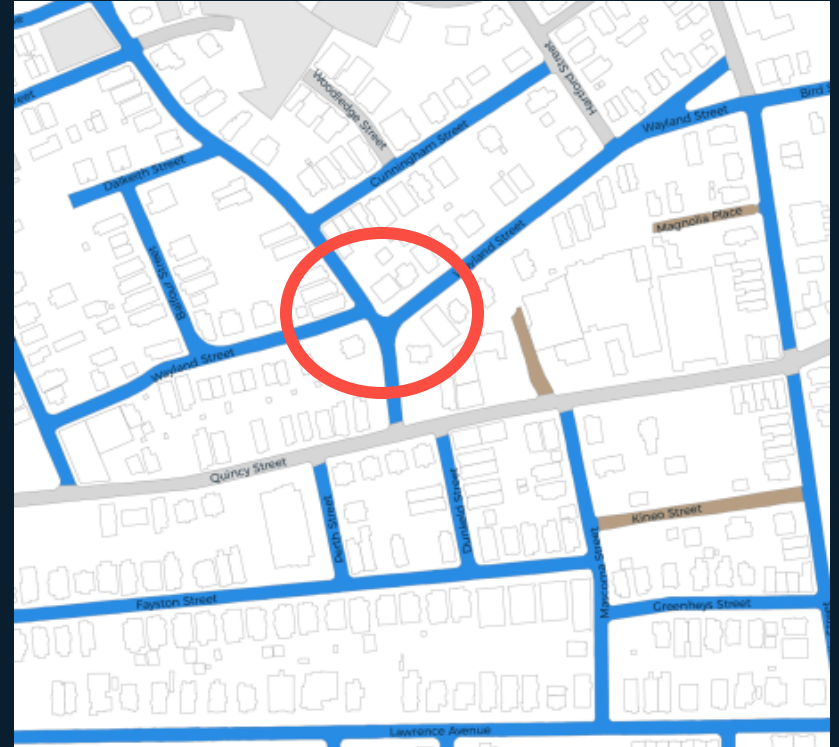
- Add good crosswalks
- Realign Howard Ave curves
- Slow down drivers with speed humps on Beauford, Woodcliff



FOCUS: HOWARD AVE

At Wayland:

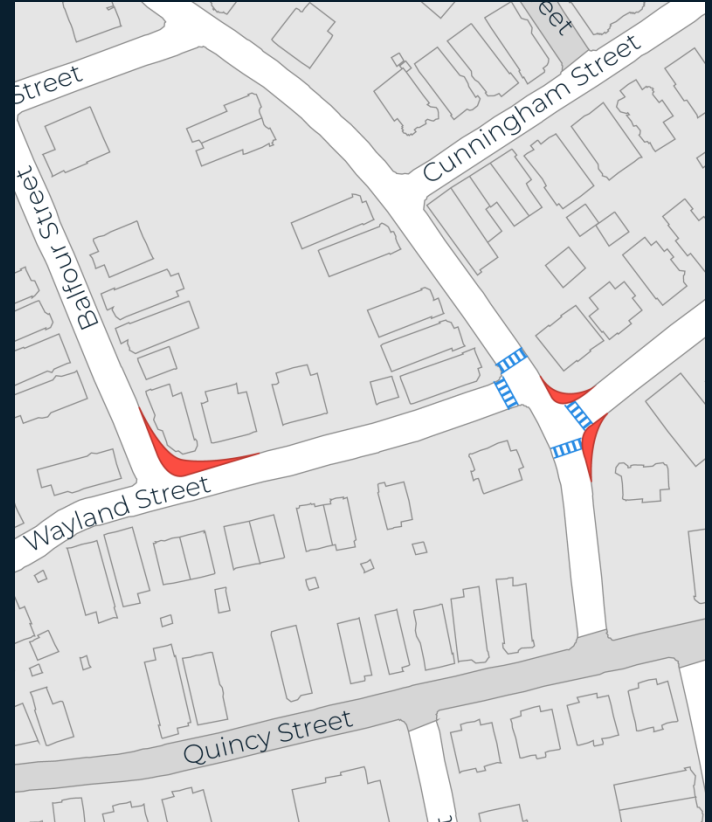
- Missing crosswalks
- Crashes



POTENTIAL CHANGES: HOWARD AVE

Ideas include:

- Add good crosswalks
- Tighten corners to slow people turning
- Potential changes to the direction of Wayland and Cunningham



FOCUS: LAWRENCE AVE

In front of MLK School:

- Youth using crosswalk are sometimes hard to see
- Bus drop-off and pick-up
- Drivers navigating through while buses are parked



POTENTIAL CHANGES: LAWRENCE AVE

Ideas include:

- Add good crosswalks
- Extend the No Parking Zone along the school to better accommodate buses
- Introduce No Parking zone opposite school to improve visibility and allow passing



FOCUS: INTERVALE

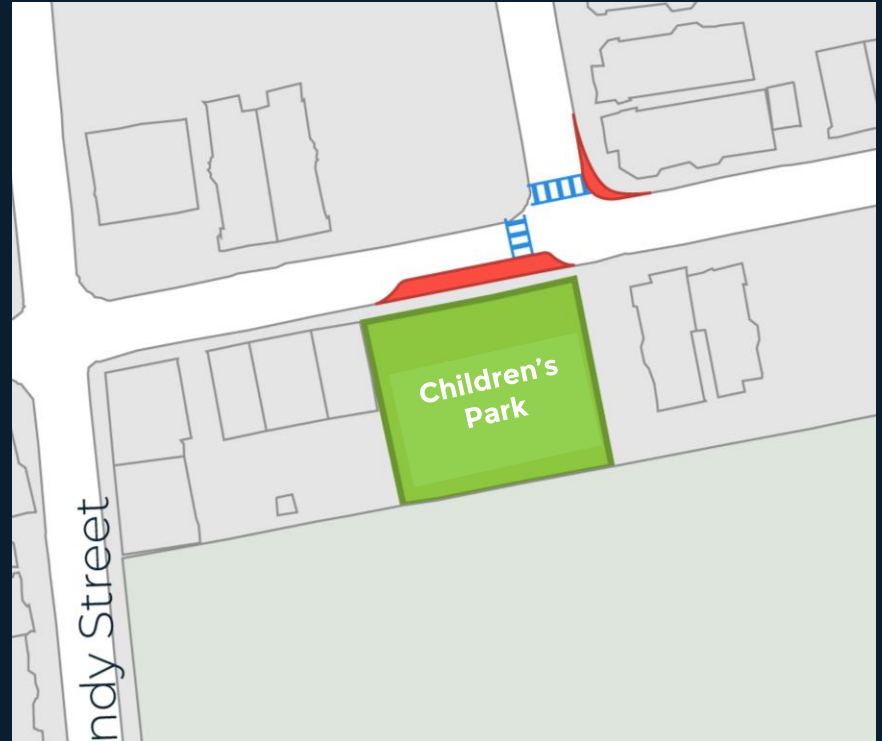
- Missing crosswalks



POTENTIAL CHANGES: INTERVALE

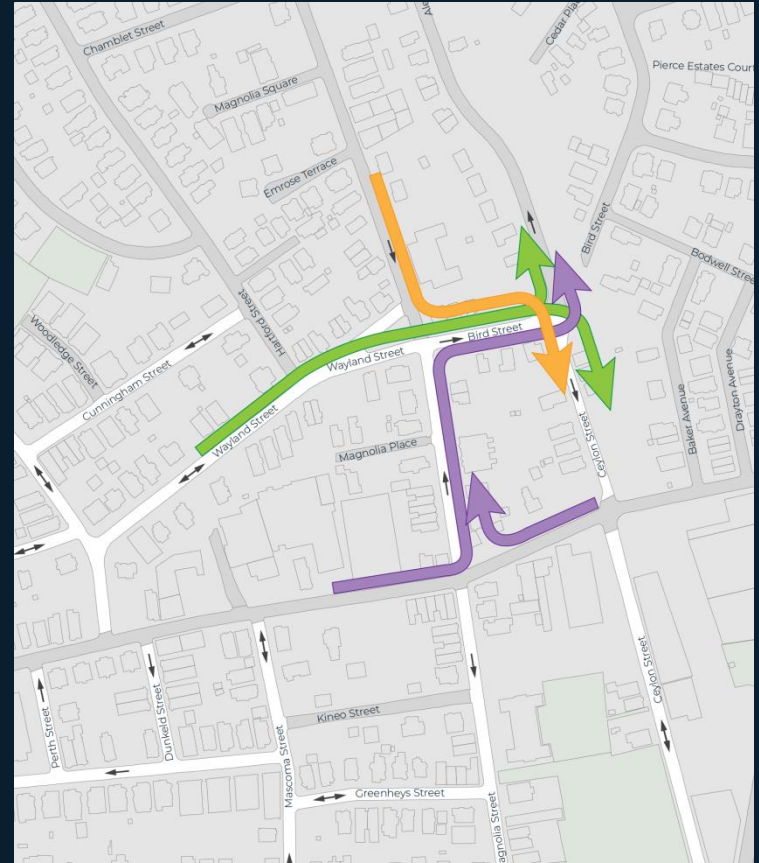
At Children's Park:

- Add good crosswalks
- Extend sidewalk to shorten crosswalk distance, create gateway to park

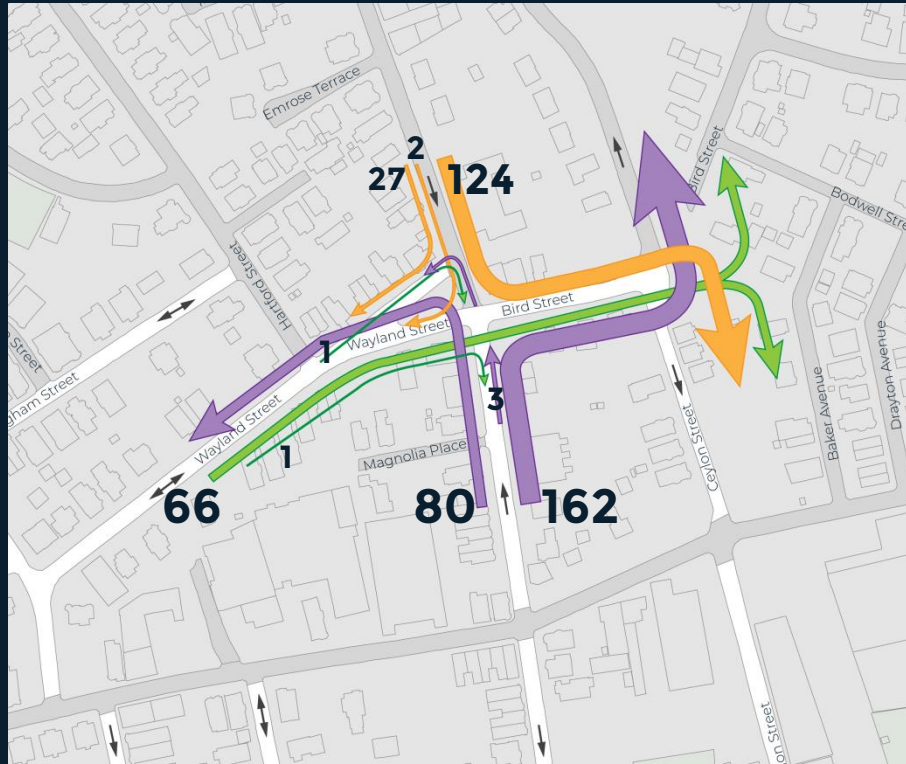


FOCUS: WAYLAND/CUNNINGHAM/BIRD/MAGNOLIA

- Can't always pass people going in other direction
- Spread out traffic across more streets
- More predictable, easier to navigate
- Reduce conflicting movements at intersections



TRAFFIC FLOW



AM PEAK



PM PEAK

POTENTIAL CHANGES: WAYLAND/CUNNINGHAM/BIRD/MAGNOLIA

Ideas include:

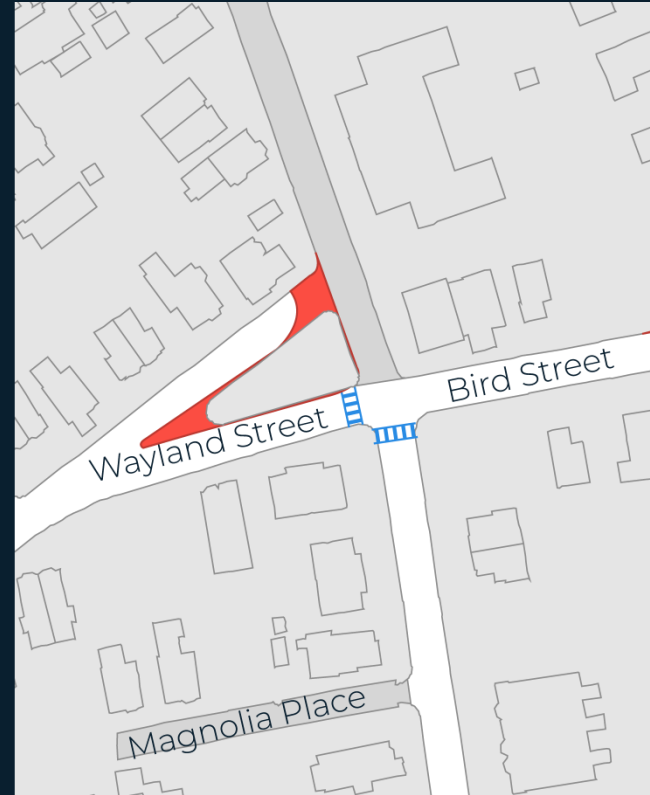
- Changing direction:
 - Magnolia
 - Ceylon
- Convert Wayland and Cunningham to a pair of one-way streets



POTENTIAL CHANGES: WAYLAND/CUNNINGHAM/BIRD/MAGNOLIA

Ideas include:

- Simplify the intersections of Wayland at Magnolia
- Add good crosswalks



OUR NEXT STEPS

MAY-JUNE 2018

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

SUMMER-FALL 2018

Develop concept design
Internal review with BTD and PWD

FALL-WINTER 2018

Public meeting # 2 to determine preferred designs
Finish design
Internal review with BTD and PWD

SPRING 2019

Public meeting #3 to share near-final design
Make final refinements to design
Schedule construction with PWD

IN THE BACK:

- Leave a sticky note with your ideas
- Review the data
- Ask us questions

A blue-tinted photograph of a residential street. The street is lined with multi-story houses, some with balconies. A white car is parked in the foreground on the left side of the road. The sky is overcast, and there are bare tree branches in the upper part of the frame.

THANK YOU

*boston.gov/slow-streets/grove-hall
visionzero@boston.gov*