

NEIGHBORHOOD SLOW STREETS: WEST OF WASHINGTON



Boston Transportation Department
Gina N. Fiandaca, Commissioner

April 17, 2019 | Public Meeting
Mount Horeb Lodge #10

MEETING GOALS

- Review project goals
- Share our design plans with residents and community members
- Discuss any final adjustments to design

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

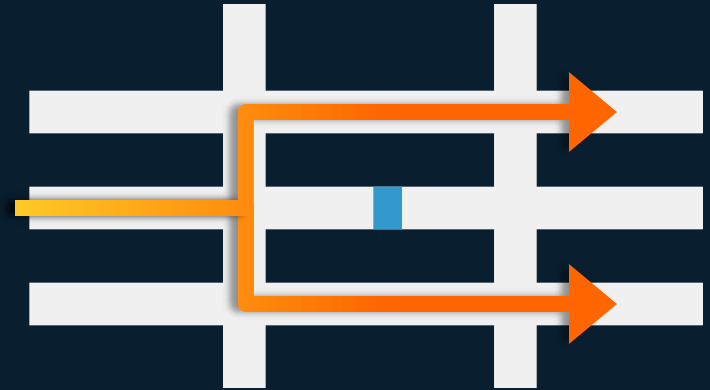
NEIGHBORHOOD SLOW STREETS

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

WEST OF WASHINGTON DESIGN PLAN



ZONE-WIDE: SPEED LIMIT REDUCTION

As people enter the zone:

- 20 MPH speed limit signs
- Supplemented with 20 MPH pavement marking



ZONE-WIDE: SPEED HUMPS

Our primary measure to control speeds in the zone. Will be installed on:

- Whitfield St
- Spencer St
- Millet St
- *Norwell St**

**pending final design approvals*

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

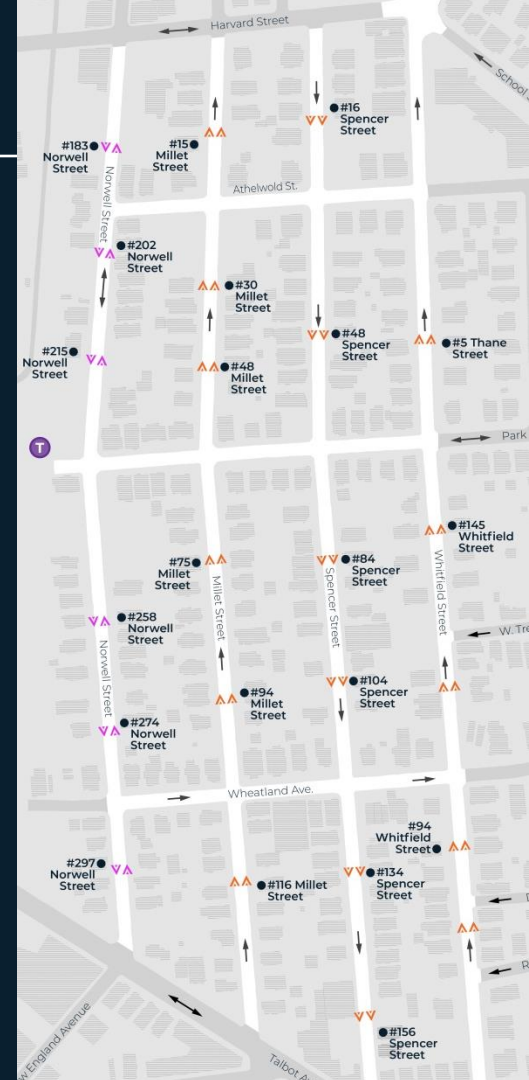
SPEED HUMPS

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



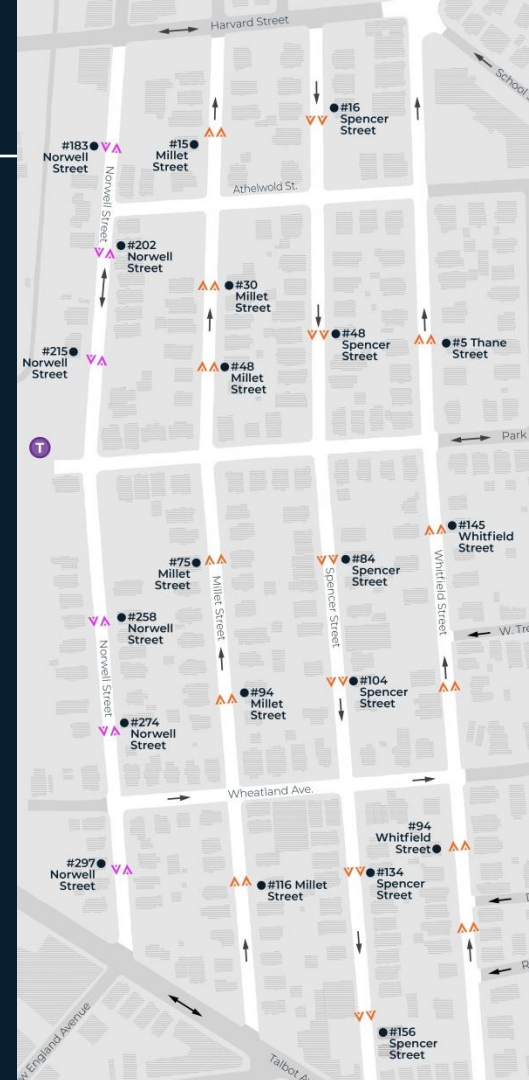
SPEED HUMPS

- Spaced 150-200' in WOW
- Addresses are noted on hand-out



NORWELL ST

- Pending final design review, propose series of 6 speed humps
- Double-yellow centerline at signalized intersections
 - Street is too narrow to continue for full-length
- Additional changes at Park St



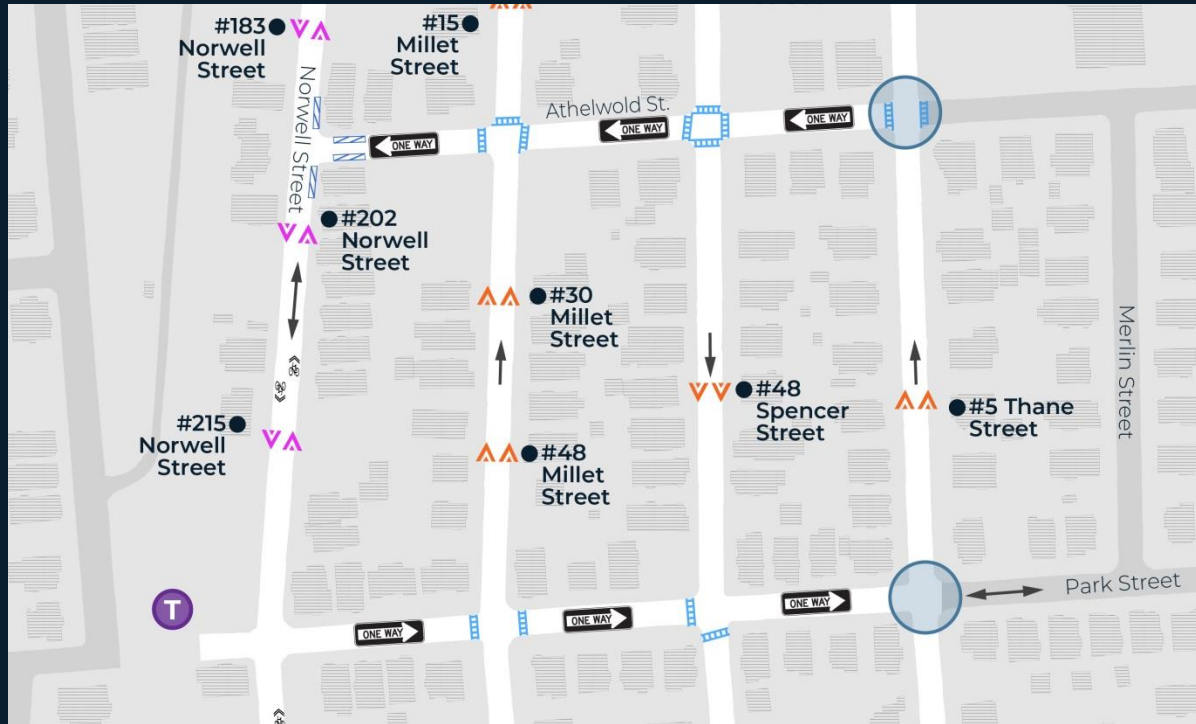
DOUBLE-YELLOW & SHARROWS

- Helps position people as they enter Norwell
 - Will refresh the center line north of Talbot
- “Sharrows” or shared-lane markings
 - Wayfinding for bicyclists
 - Complements Fairmount Greenway route



Sawyer Ave at Pleasant St, Dorchester

ONE-WAY CONVERSION: PARK & ATHELWOLD



- Athelwold becomes one-way to Norwell from Whitfield
- Park becomes one-way from Norwell to Whitfield

ONE-WAY ADDRESSES MULTIPLE ISSUES

Too narrow for two vehicles to pass each other

✓ **PASSING NOT NEEDED**



On-street parking well-used by residents, customers

✓ **RETAIN PARKING**

People park partially on sidewalk today

✓ **FEWER SIDESWIPE**

ATHELWOLD: DAYLIGHTING

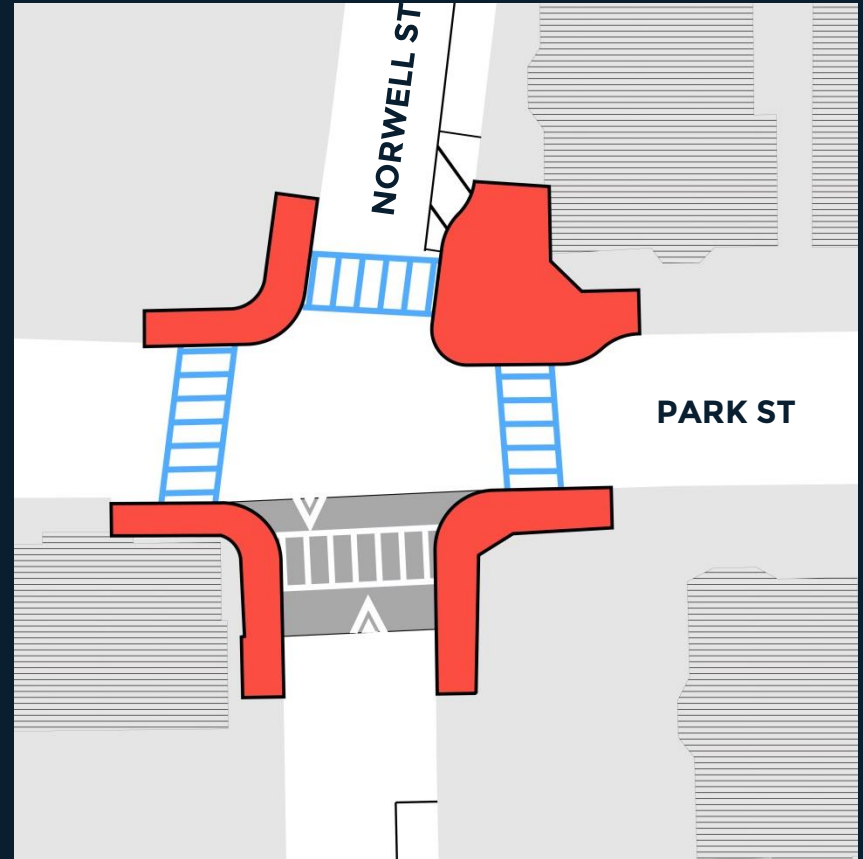
- Improve visibility for drivers, pedestrians
- Restricts parking ~20' from intersection
 - Both sides of Athelwold approaching Norwell
 - Norwell to the left and right of Athelwold



Eggleston Square

INTERSECTION OF NORWELL & PARK

- Raised crosswalk on southern leg of intersection
- Curb extension improves visibility around Park St
- Reconstructed sidewalks to improve accessibility of curb ramps



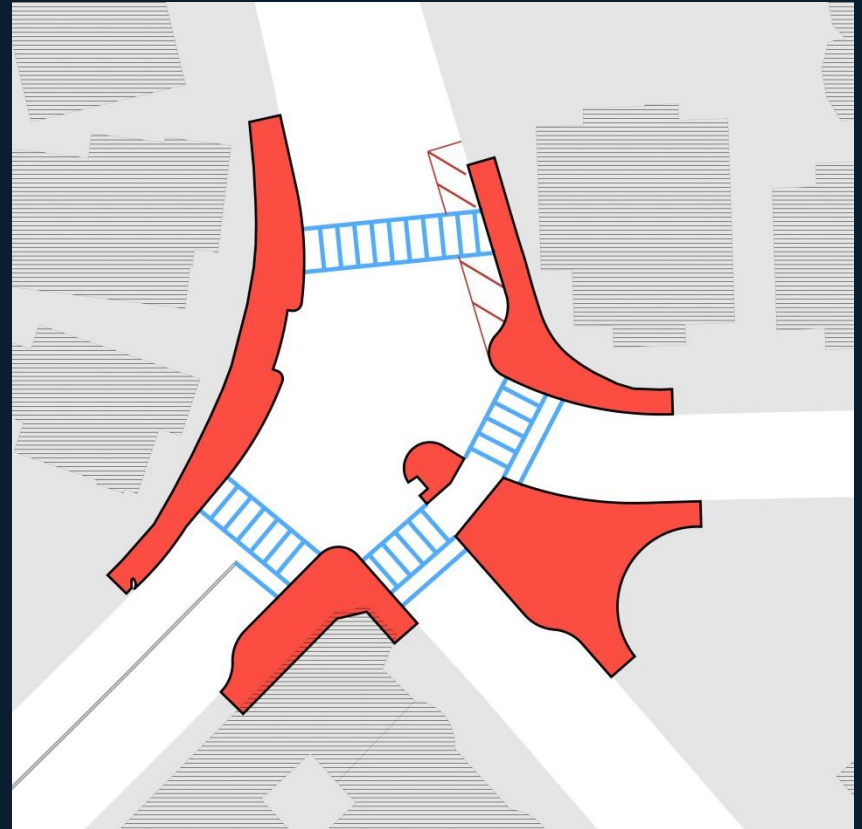
RAISED CROSSWALK

- Crosswalk is level or near-level with sidewalk
- Slows drivers at intersection
- Fully-raised intersection not feasible due to drainage issues



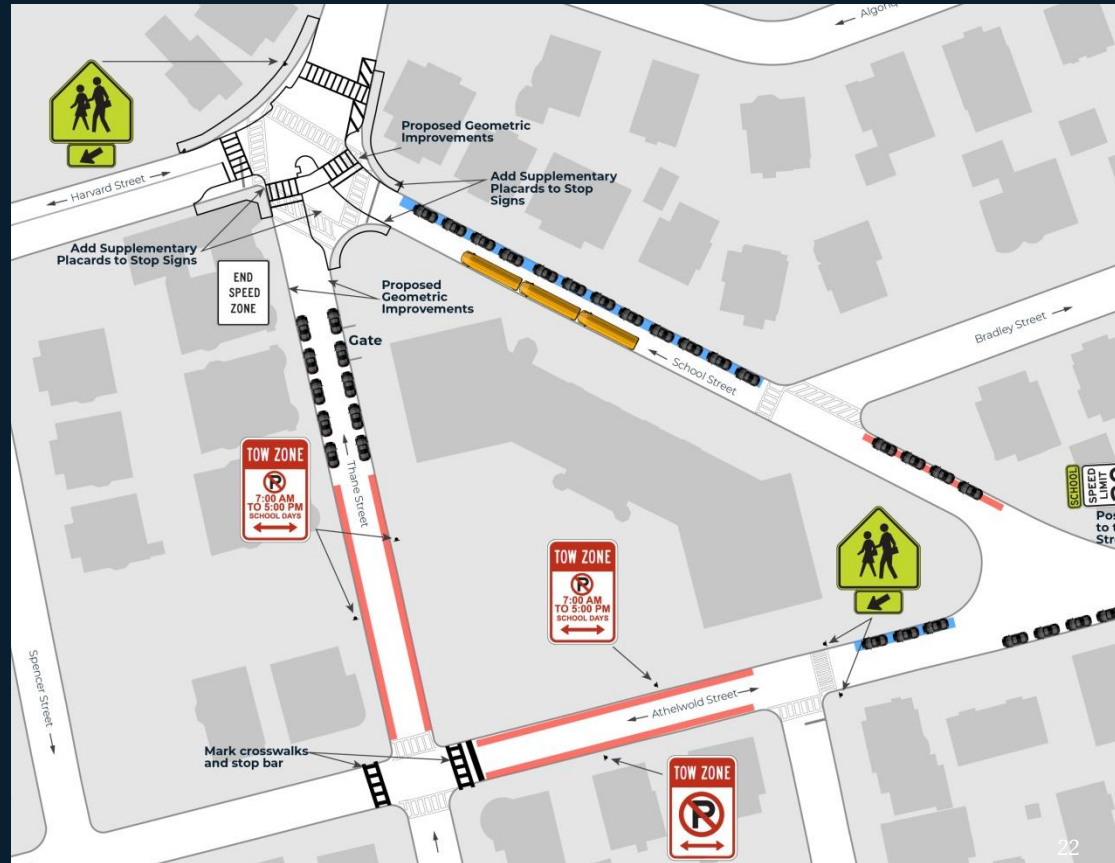
HARVARD / SCHOOL / THANE

- Shorter crossings
- Better visibility of crosswalks
- Accessible curb ramps for all crossings
- *Pending coordination with driveways*



HOLMES SCHOOL CIRCULATION

- Would like to continue consideration of parking restrictions
 - Pending coordination with BPS
- Will add additional signs
- Potential for new crosswalks at Thane St
 - Pending coordination with PWD



OUR NEXT STEPS

APRIL 2019

- Public meeting # 2 to share final plans
- Refine design, as needed, based on your and your neighbors' feedback

LATE SPRING 2019

- Seek approval from Public Improvements Commission
- Final design review by BTD and PWD
- Bid construction contract

SUMMER 2019

- Schedule construction with Public Works
(Construction is fully-funded for Fiscal Year 2020, covering July 2019 through June 2020)
- Share likely schedule with neighbors



THANK YOU

boston.gov/slow-streets/wow

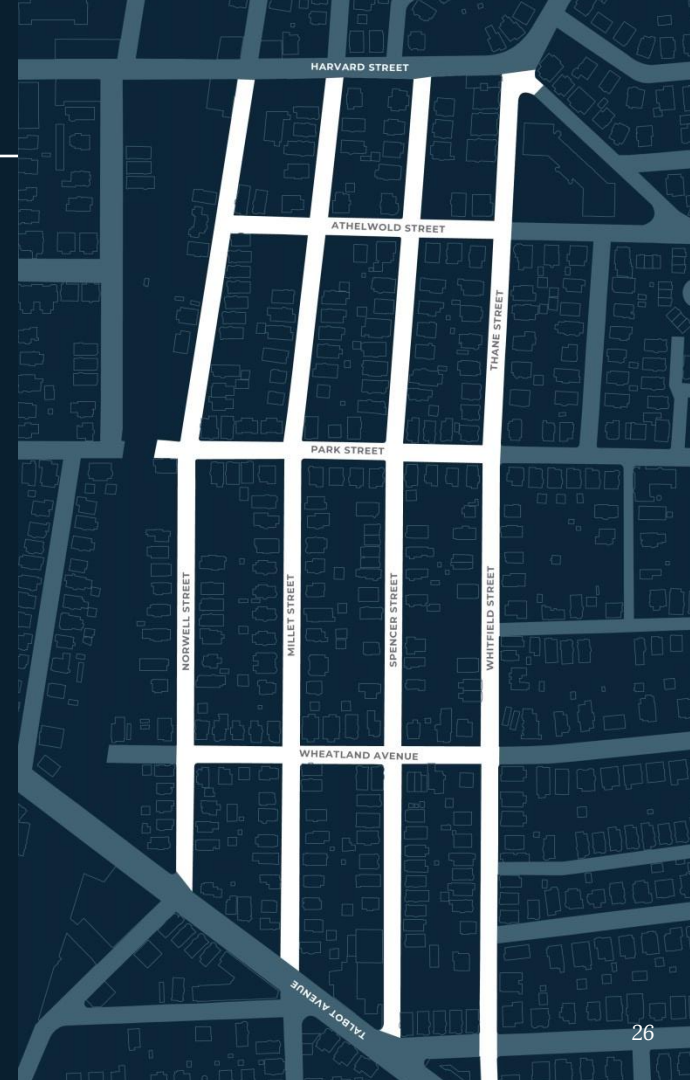
visionzero@boston.gov

WEST OF WASHINGTON DATA

*Shared at June 28, 2018 meeting,
included as reference here*

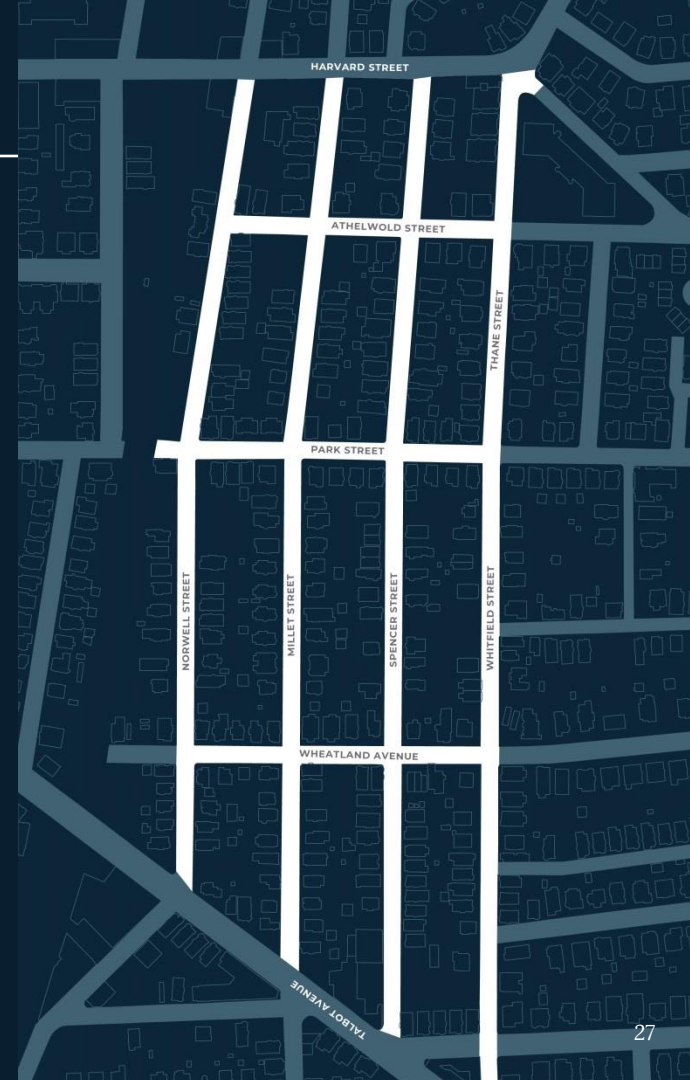
WOW ZONE

- Zone includes only the highlighted streets →
- Some facts about the area:
 - Nearly 1 in 2 households have a child under 18
 - 13% of residents are aged 65 or older



CONCERNS WE HEARD

- Vehicle speeds
- Norwell/Park intersection issues
 - Better, safer way to get to the Fairmount Line
- Not enough space to drive on Park St
- Howard/Thane/School intersection issues
 - Sight lines, safe crossings for school children



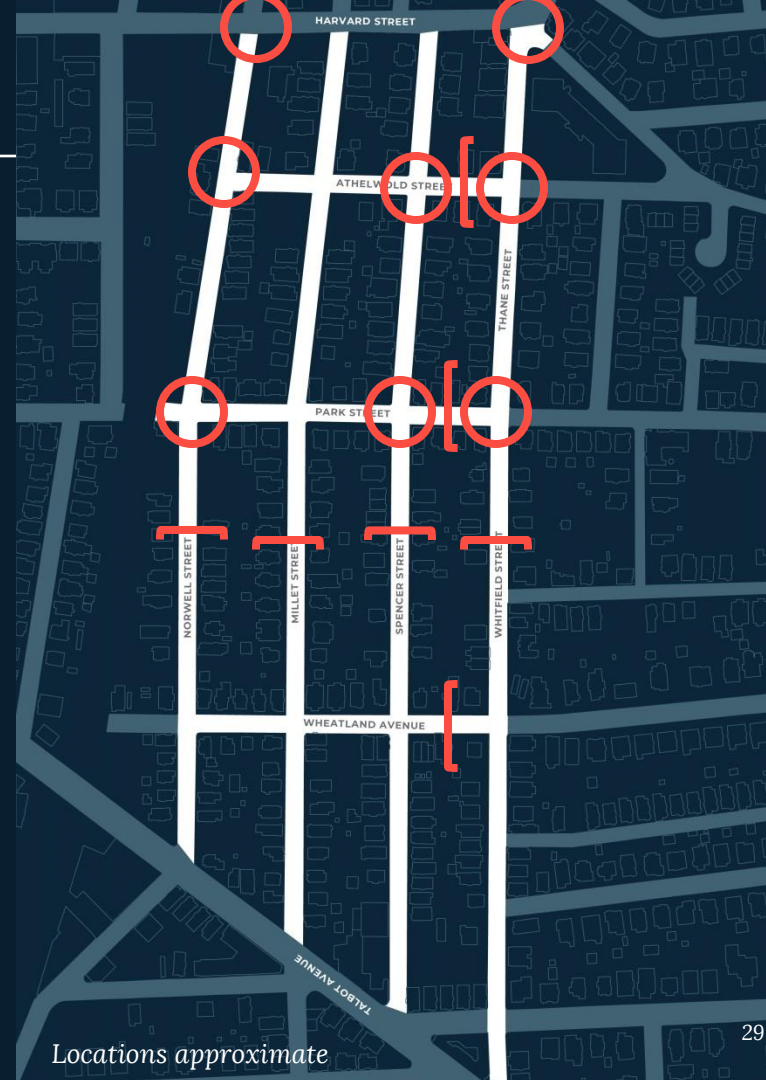
ACTIVE COMMUTES

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



TRAFFIC COUNTS

- 7 mid-block counts
 - Mid-block counts include vehicle speeds
- 8 intersection counts
 - Intersection counts tell us if people turn or continue through
- Data collected in April and June 2018



Locations approximate

VEHICLE SPEEDS IN WOW

STREET	85 TH PERCENTILE SPEED	% OF VEHICLES TRAVELING 25+ MPH
Millet St (Northbound)	27 MPH	27.7%
Spencer St (Southbound)	29 MPH	41.7%
Whitfield St (Northbound)	26 MPH	27.7%
Athelwold St (Eastbound)	19 MPH	1.4%
Athelwold St (Westbound)	19 MPH	2.2%
Park St (Eastbound)	20 MPH	1.7%
Park St (Westbound)	15 MPH	0.5%
Wheatland Ave (Eastbound)	19 MPH	0.4%

VEHICLE SPEEDS IN WOW

STREET

**85TH PERCENTILE
SPEED**

**% OF VEHICLES
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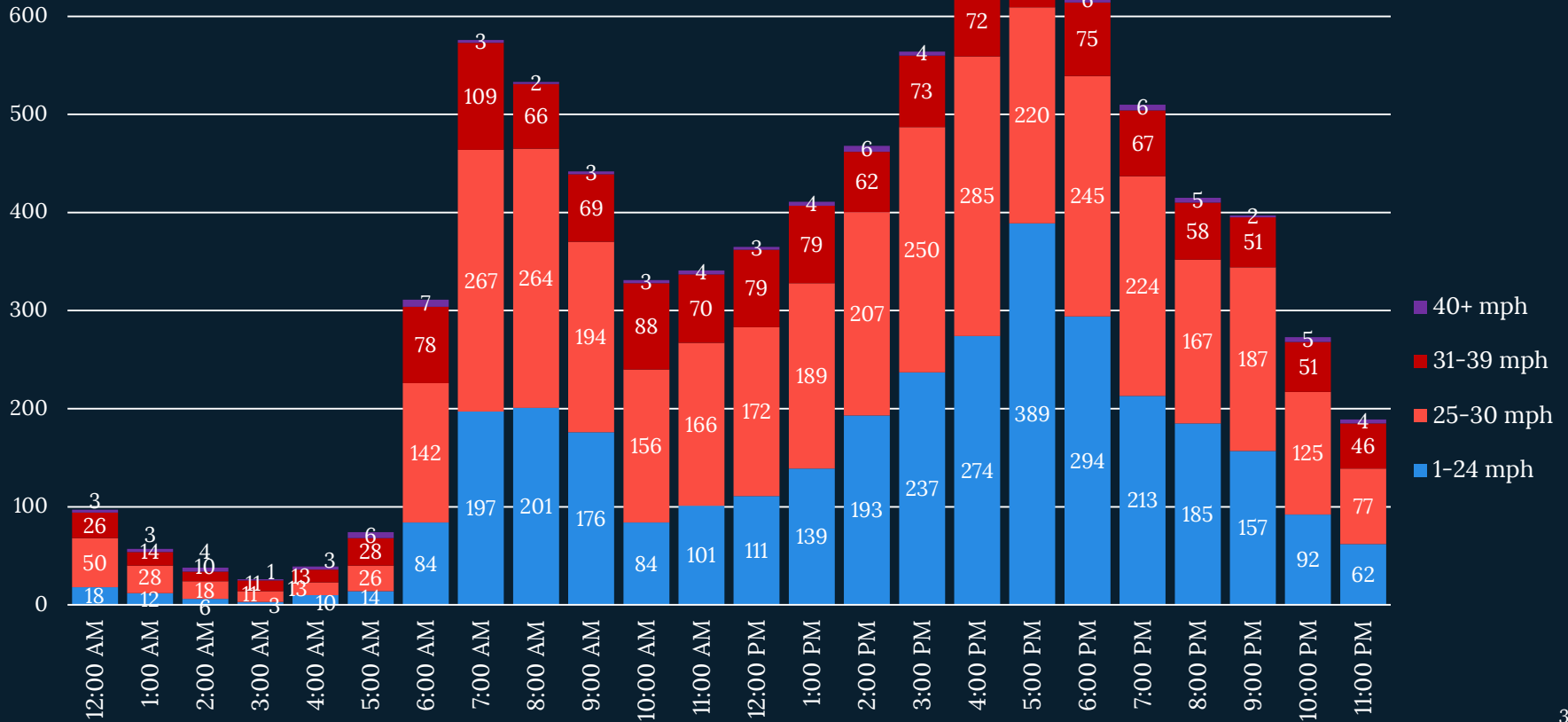
0.5%

Wheatland Ave (Eastbound)

19 MPH

0.4%

NORWELL ST SPEEDS



PARK ST & ATHELWOLD ST

STREET	85TH PERCENTILE SPEED	% OF VEHICLES TRAVELING 25+ MPH	TOTAL TRAFFIC VOLUMES	AM PEAK TRAFFIC VOLUMES	PM PEAK TRAFFIC VOLUMES
Athelwold St (Eastbound)	19 MPH	1.4%	636	80	68
Athelwold St (Westbound)	19 MPH	2.2%	269	22	32
Park St (Eastbound)	20 MPH	1.7%	1,971	187	162
Park St (Westbound)	15 MPH	0.5%	2,896	206	294
Wheatland Ave (Eastbound)	19 MPH	0.4%	915	67	88