

D.U.N. EAST AND WEST NEIGHBORHOOD SLOW STREETS UPDATE

May 26, 2021

WHAT IS NEIGHBORHOOD SLOW STREETS?

- ▶ Focus on safety on a connected network of small, **neighborhood** streets
- ▶ Built design changes to improve safety and slow speeds
- ▶ Posted speed limit of 20 MPH



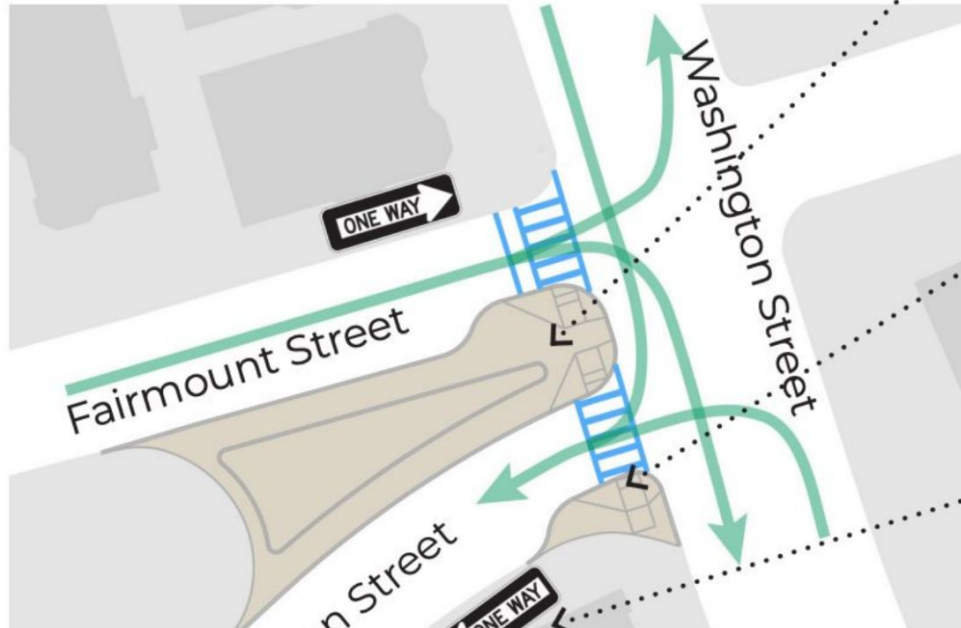
View the changes we'll install

boston.gov/slow-streets/dun

FAIRMOUNT STREET/OGDEN STREET

What we heard:

- *Crosswalk is really long (~70 feet long!)*
- *Intersection is confusing and dangerous*
- *Ogden is too narrow for two-way travel*
- *Wide intersection encourages speeding*



Changes:

Center median and pedestrian island

shortens time in crosswalk and provides a “refuge” for people crossing

Curb extensions

will encourage slower driving and safer turns

One-way streets in/out

Convert Ogden to one-way toward Wilmington to simplify travel flow

MILTON AVENUE AND EDSON STREET

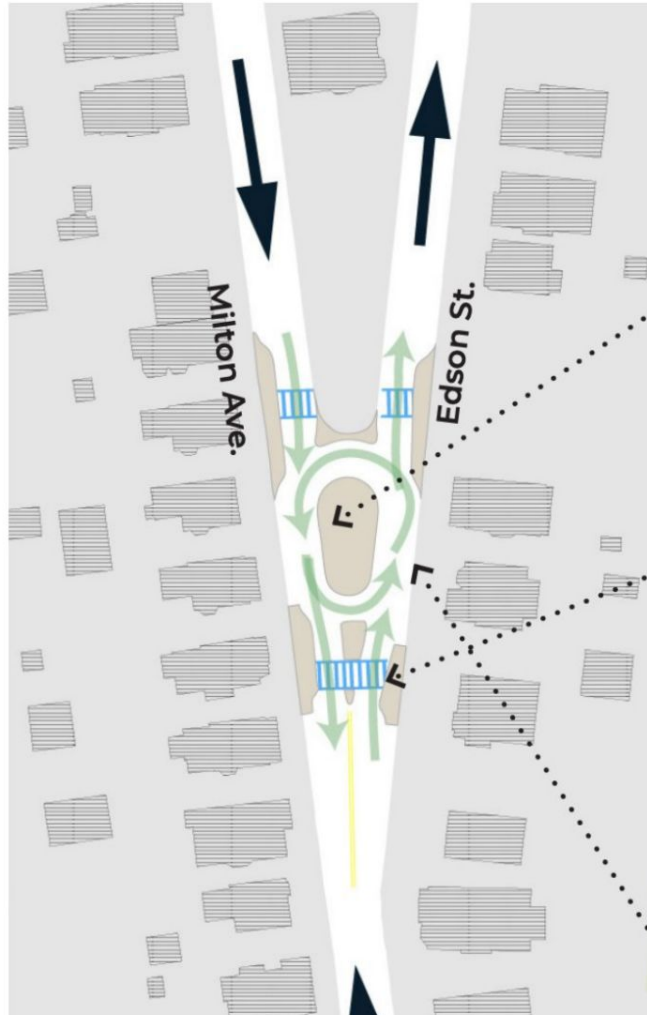
What we heard:

- The intersection feels confusing and dangerous
- People regularly speed
- History of collisions
- No safe place to cross street

Changes:

Create a safer intersection with a mini-roundabout, curb extensions, and new crosswalks. Add speed humps on Milton Avenue and Edson Street.

Photo: Mini-roundabout



The shape of the design encourages people to drive slowly through the intersection.

Mini-Roundabout

will encourage slower driving and safer turns

Crosswalks and Curb Extensions

will make crossing the street feel safer. Curb extensions shorten the crossing distance and encourage drivers to slow before the crosswalk.

Driveway Access

MILTON AVENUE



It's difficult to cross Milton near Rockwell

Visibility challenges at turns are common

Need more crosswalks

"Tight turn. Feels very narrow with parked cars"



Raised Crosswalk

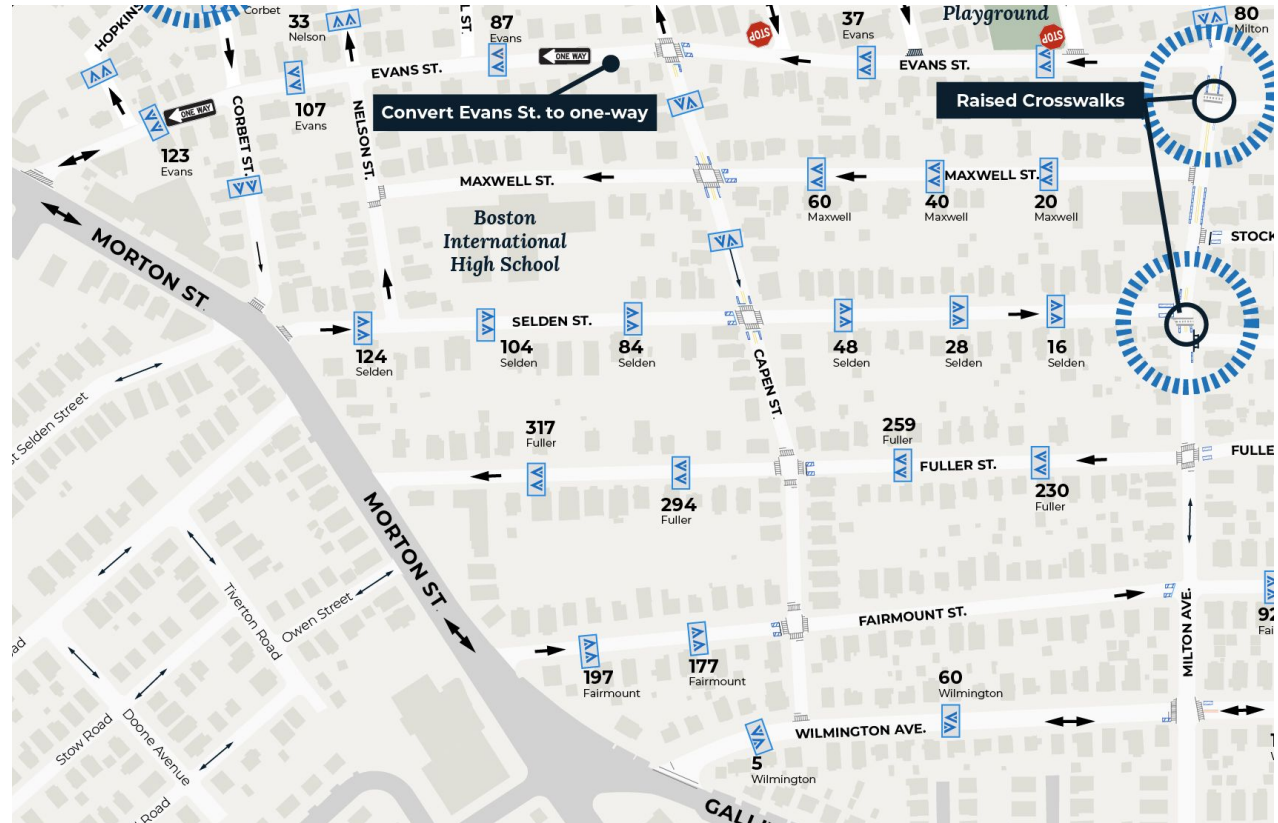
A raised crosswalk is at the same level as the sidewalk

Parking Restrictions



WEST OF MILTON AVENUE

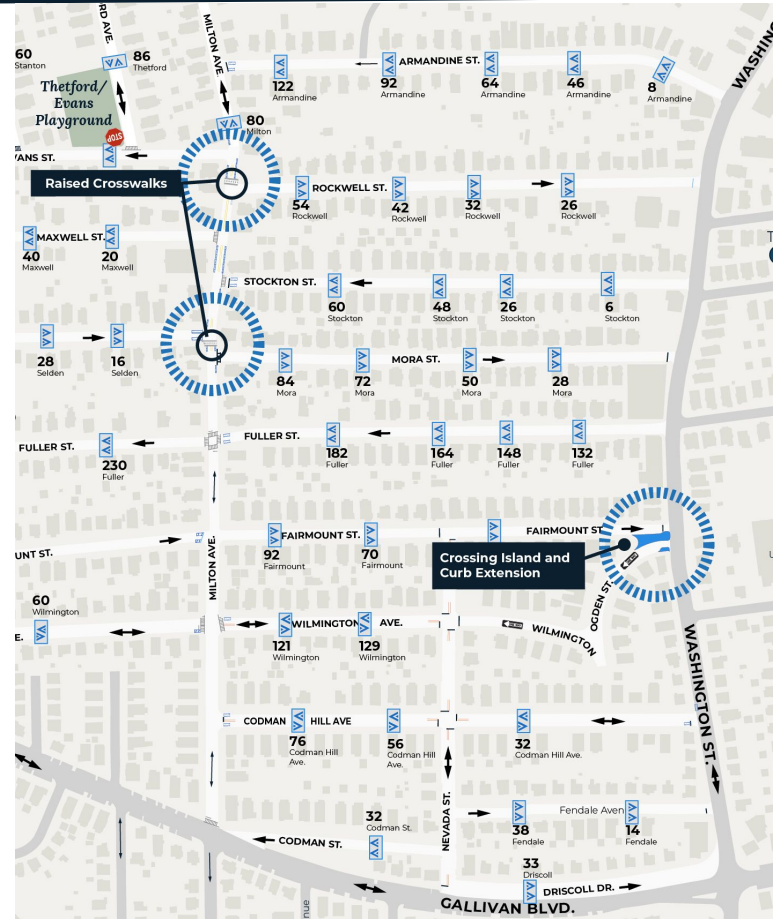
- ▶ Speed humps will be installed on most east-west streets.
- ▶ Some streets are too steep for speed humps.



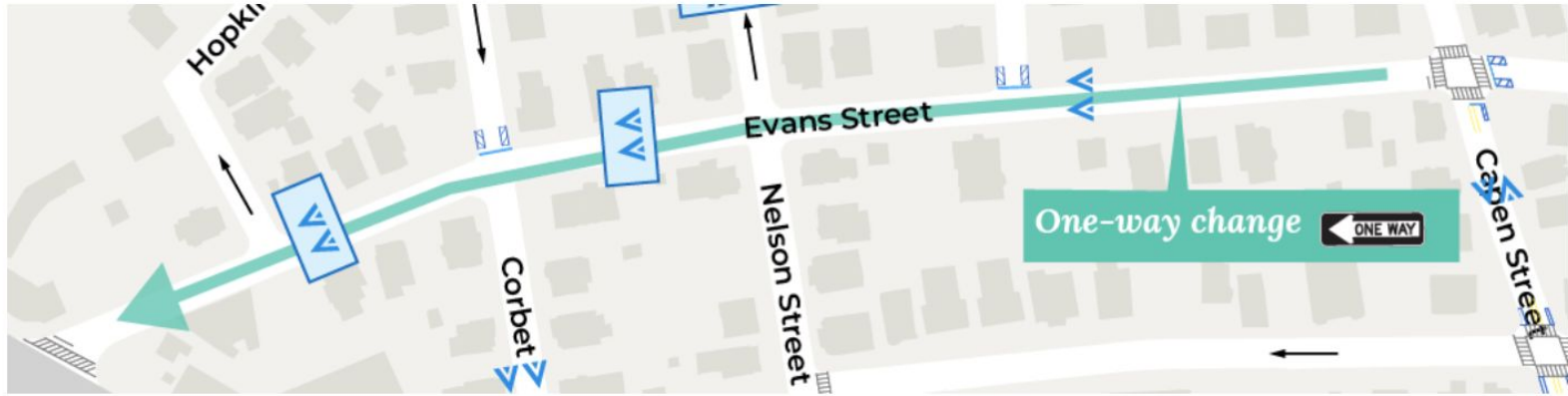
EAST OF MILTON AVENUE

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- ▶ Some streets are too steep for speed humps.

To download a map, visit:
boston.gov/slow-streets/dun



EVANS STREET



- ▶ We will make Evans Street one-way from Capen Street to the business driveways at Morton Street
- ▶ We will add a series of speed humps

CONSTRUCTION NOTIFICATION

- ▶ Everyone on our email list will get an update when construction begins
 - Sign up at boston.gov/slow-streets/dun
- ▶ We will send a letter or postcard to neighbors
- ▶ We will post flyers at locations where we are building curb extensions, raised crosswalks, and the mini roundabout
- ▶ Crews will flyer and post No Parking signs at least 48 hours in advance



Example flyer posted in the West of Washington zone

WHAT TO EXPECT FOR CONSTRUCTION

- ▶ First: Street direction changes should be posted
 - Temporary message boards should be up to help inform people
 - We will also send mail to neighbors on the streets to remind them of the change
- ▶ Then, speed humps will be installed
 - Temporary markings and signage will be posted



Speed hump with temporary markings and sign

WHAT TO EXPECT FOR CONSTRUCTION

- ▶ After the speed humps, crews will work on curb extensions, mini roundabout, and raised crosswalks will do their work
 - Look out for posted No Parking signs
 - Construction will take a few weeks
- ▶ Final pavement markings and signs will be installed last



Construction in process on mini-roundabout in TNT zone

HOW TO CONTACT US

- ▶ boston.gov/slow-streets/dun
 - Sign up for emails
 - Check the latest news
- ▶ slow.streets@boston.gov
- ▶ 617-635-1347

ADDITIONAL SLIDES

We start by listening to concerns, then find the best design tool for those concerns

TOOLS FOR SAFER CROSSINGS



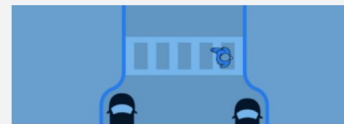
Clear corners

Drivers are more likely to see approaching vehicles or people crossing the street. This reduces the likelihood of crashes at intersections.



Crossing island

A crossing island provides space in the middle of a crosswalk for people to pause while crossing multi-lane streets.



Curb extension

A curb extension extends the sidewalk out into the parking lane. This makes crosswalks shorter and improves visibility of people crossing.



Hardened centerline

A row of bollards installed on the yellow centerline discourages



High-visibility crosswalk

"Ladder"-style crosswalks, with thick white bars and parallel lines,



In-street "Yield to Pedestrians" signs

These signs are placed on the street at unsignalized crosswalks. They

boston.gov/street-safety-toolkit

HOW WE APPROACH DESIGN

Engage
residents in
prioritizing **key**
focus areas

Prioritize people
walking and
biking, older
adults, youth,
and people with
disabilities

Reduce crashes
that lead to
serious **injury**
or **fatality**

CURB EXTENSIONS

Curb extensions create a shorter crossing. The sidewalk is extended into the street and provides more space for building an gradually sloping, accessible ramp.



RAISED CROSSWALKS

Raised crosswalks are at the same level as the sidewalk. They slow drivers and make it easier to see people crossing.



WITHOUT CLEAR CORNERS

Cars parked too close to the crosswalk can make it hard to see other drivers or people walking. This makes crashes at intersections more dangerous.



WITH CLEAR CORNERS

When corners are clear, drivers will better see pedestrians and other drivers on cross streets. They will be more prepared to reduce their speed before hitting the crosswalk.



PRIORITIZING PLACES WITH THE HIGHEST NEED

New zones are prioritized to serve our most vulnerable people, in our important community places, where crashes have happened.

ZONES WERE SCORED ON A SCALE OF 0 POINTS (LESS NEED) TO 100 POINTS (MOST NEED):

UP TO 60 POINTS				UP TO 35 POINTS		UP TO 15 POINTS						
ELDERS % of population are over 65 years old (Census data)	+	YOUTH % of households with youth under 18 years old (Census data)	+	DISABILITY % of households with a person with a disability (Census data)	+	COMMUNITY PLACES Public schools, community centers, libraries, and parks within or on the border of the zone	+	CRASHES ON MINOR STREETS Crashes per mile on the smaller, neighborhood streets (EMS data)	+	CRASHES ON MAJOR STREETS Crashes at intersection of major streets and smaller, neighborhood streets (EMS data)	+	CONNECTIONS Nearby transit stops and stations as well as walking and biking networks identified in Go Boston 2030 and other neighborhood plans