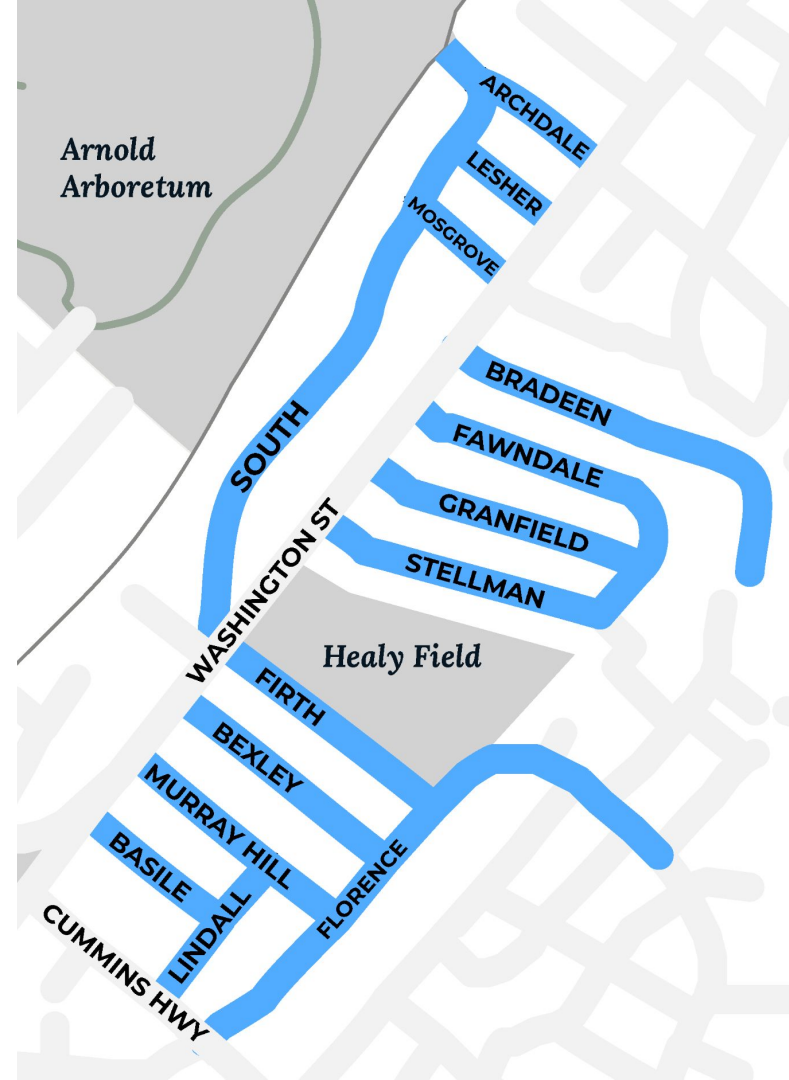


Lower South Street & Vicinity Area

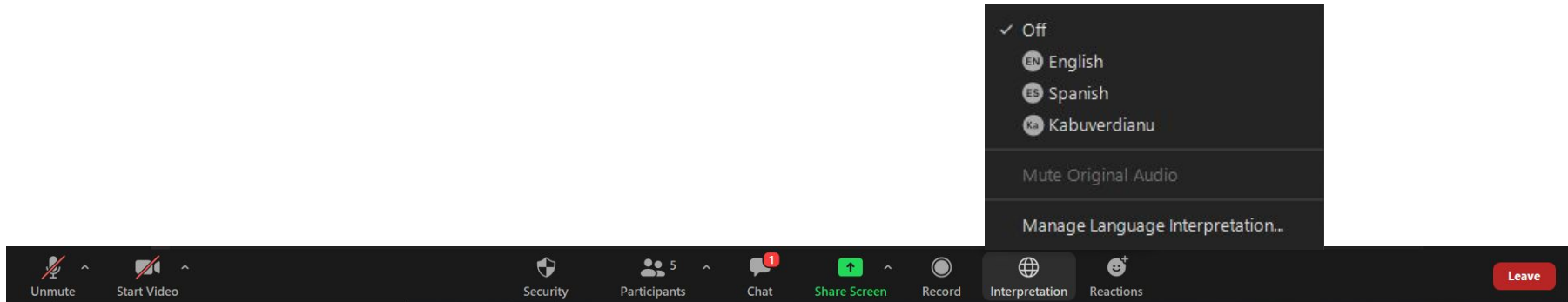
# Neighborhood Slow Streets

*June 2, 2022*



# Welcome! ¡Bienvenidos!

Si hablas español y prefieres escuchar la reunión en esta lengua utiliza el botón de “Interpretation” (Interpretación) para acceder al canal de audio en español.



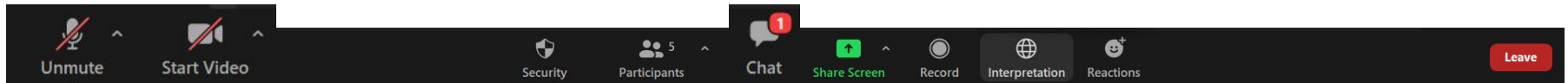
The image shows a meeting control bar at the bottom of a screen. The bar contains several icons: Unmute, Start Video, Security, Participants (5), Chat (1), Share Screen, Record, Interpretation, Reactions, and a red Leave button. The Interpretation menu is open, showing options: Off (checked), EN English, ES Spanish, and Ka Kabuverdianu. Below these are options for Mute Original Audio and Manage Language Interpretation...

Unmute Start Video Security Participants 5 Chat 1 Share Screen Record Interpretation Reactions Leave

✓ Off  
EN English  
ES Spanish  
Ka Kabuverdianu  
Mute Original Audio  
Manage Language Interpretation...

# Welcome!

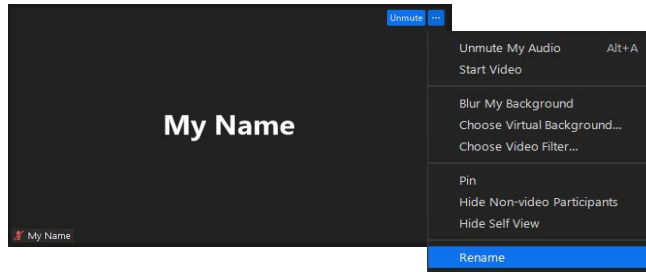
- ▶ Your microphones are turned off to start.
- ▶ While we are presenting, we will have limited ability to respond in the chat. We'll answer questions and revisit slides at the end.



A black Zoom meeting control bar at the bottom of the screen. From left to right, it contains: 'Unmute' (microphone icon with a slash), 'Start Video' (video camera icon with a slash), 'Security' (shield icon), 'Participants' (5 people icon), 'Chat' (speech bubble icon with a red '1' notification), 'Share Screen' (green screen icon), 'Record' (circular icon), 'Interpretation' (globe icon), 'Reactions' (smiley face icon), and a red 'Leave' button.

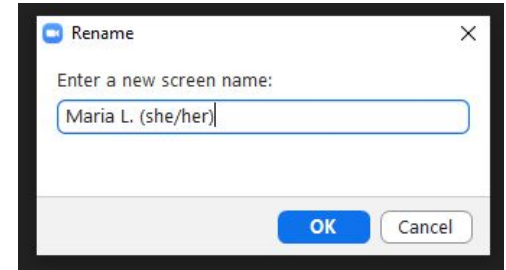
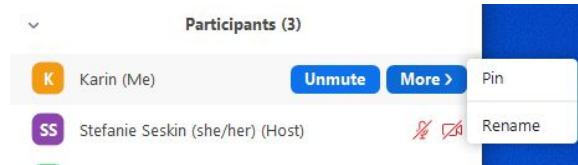
# Welcome!

- ▶ This meeting will be recorded.
- ▶ Update your name in Zoom to include your preferred name and your pronouns.



*Click the three dots in the top right of your video*

**OR** next to your name in the "participants" list



*Add your pronouns after your name*

# Hi!

---



**Hannah Fong (she/her)**

Planner, Active Transportation  
Boston Transportation Department  
hannah.fong@boston.gov



**Dan Merrow (he/him)**

Sr. Engineer, Active Transportation  
Boston Transportation Department  
daniel.merrow@boston.gov

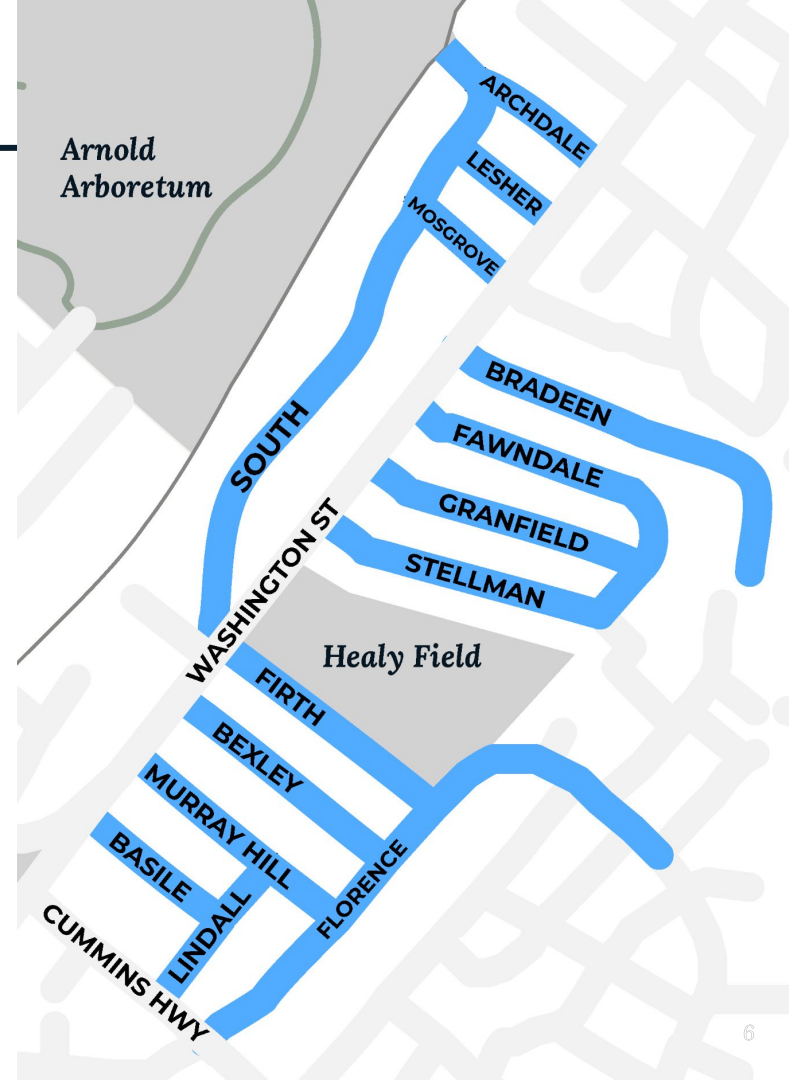


**Stefanie Seskin (she/her)**

Active Transportation Director  
Boston Transportation Department  
stefanie.seskin@boston.gov

# Today's meeting:

- ▶ Review a look at the **draft/proposed** design plan for all the streets marked in **blue**
- ▶ Share how the plan has **evolved and changed** in response to YOUR feedback, questions, and support
- ▶ Share next steps



# 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**



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



# 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**

# September 2020 "Meet us!" event at Healy Field

Shared information in multiple languages



We introduced different street design tools



You got to meet us and talk with us about your safety concerns



# Many conversations, different places

- ▶ Conversations in the neighborhood
- ▶ Feedback forms
- ▶ Letters
- ▶ Virtual meetings
- ▶ Virtual chats with the project team
- ▶ Emails
- ▶ Phone calls

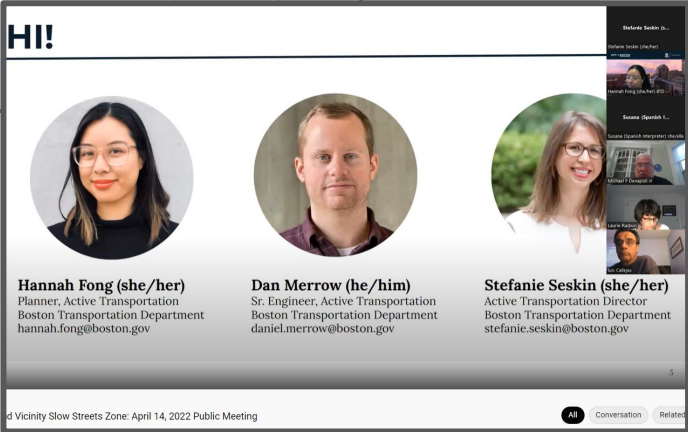
**1. Mark the map**  
Mark an area on the map that feels unsafe

**2. What makes you feel unsafe here?**

- Cars park too close to intersection or crosswalk
- People driving turn the corner too fast
- People drive over the speed limit
- It feels unsafe to cross the street
- Confusing intersection
- Other

**3. Describe your transportation and street safety concern**  
In the space below, describe the locations that feel unsafe and why they feel unsafe.

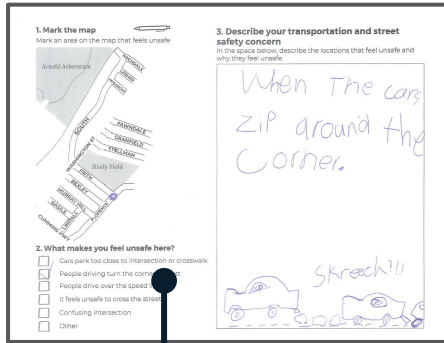
*When The cars zip around the corner.*



# Design process

## Fall 2020

Listened to and reviewed your safety concerns



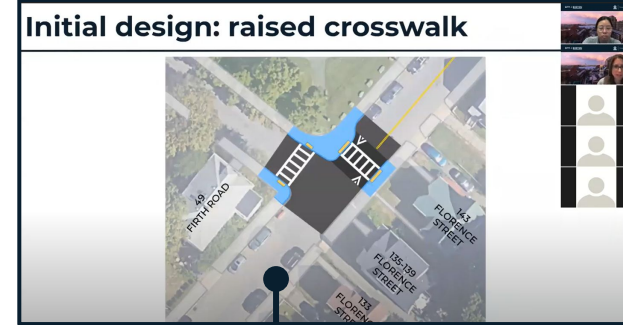
## March 2021

Shared initial options



## Fall 2021 - Spring 2022

Shared initial designs



- ▶ Created a **mail-in** and **online** survey
- ▶ Hosted **pop-up** workshop
- ▶ Introductory **virtual meeting**

- ▶ Hosted a virtual meeting in **March 2021**
- ▶ **Shared ideas** by mail asking for your feedback

- ▶ Hosted a virtual meeting in **November 2021 and April 2021**
- ▶ Mailed postcards with **updated designs**

# The project area

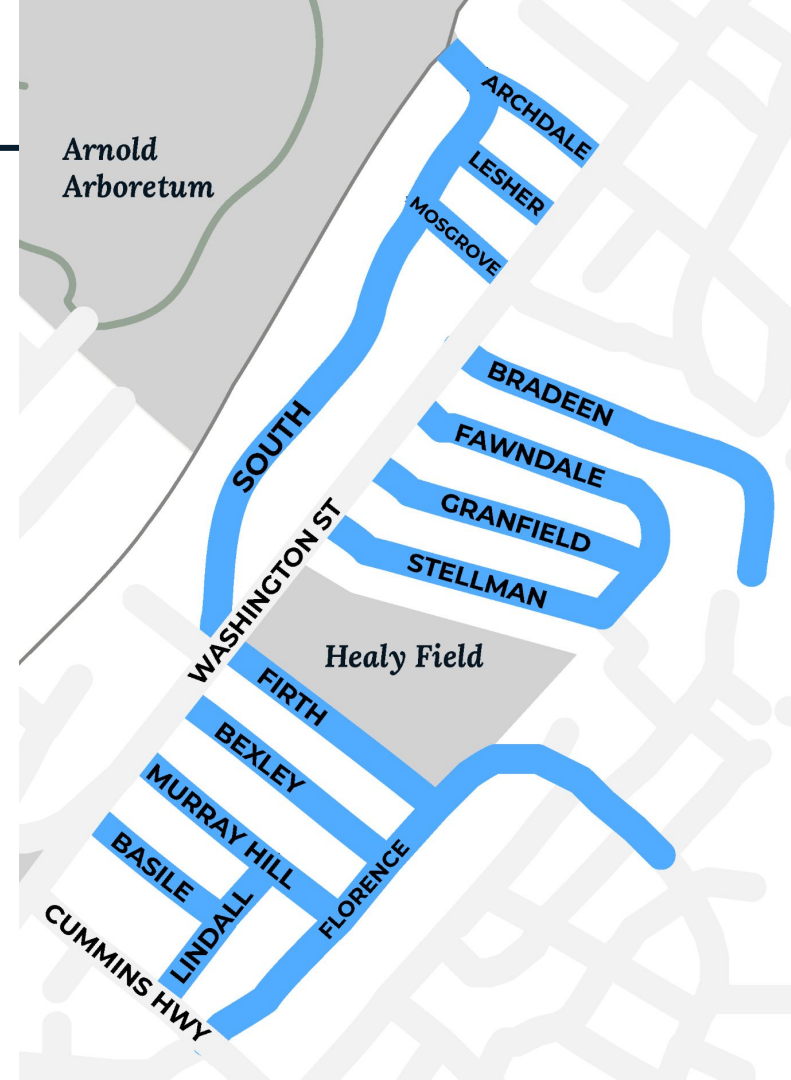
*Neighborhood Slow Streets* focuses on interventions appropriate for smaller streets aka “side streets.”

We do not work on major corridors, such as Washington Street through this program.



# Project streets

- ▶ Archdale Road
- ▶ Leshher Street
- ▶ Mosgrove Avenue
- ▶ South Street
- ▶ Bradeen Street
- ▶ Fawndale Road
- ▶ Granfield Avenue
- ▶ Stellman Road
- ▶ Firth Road
- ▶ Bexley Road
- ▶ Murray Hill Road
- ▶ Basile Street
- ▶ Lindall Street
- ▶ Some parts of Florence Street that aren't on a hill or curve



An aerial photograph of a city street grid, overlaid with a semi-transparent blue filter. The streets are arranged in a regular pattern, with buildings and green spaces interspersed. The text 'SPEED LIMIT CHANGES' is centered over the image in a large, white, sans-serif font.

# SPEED LIMIT CHANGES

# We change the regulatory speed limit

---

- ▶ In our Neighborhood Slow Streets zone, we design streets for a 20 MPH target speed.
- ▶ Using powers granted to us by Massachusetts General Law, we are able to lower the speed limit in these areas to 20 MPH.
- ▶ This is an enforceable speed.



# “Gateway” signs and markings

- ▶ Let people know they’re in a Slow Zone
- ▶ 20 MPH signs on both sides of the street
- ▶ Supplemental “20 MPH” pavement marking



# You can expect to find these

▶ At all entrances into the neighborhood from Washington Street and Cummins Highway:

- Archdale Road
- Bradeen Street
- Fawndale Road
- Stellman Road
- Bexley Road
- Basile Street
- Lindall Street



An aerial photograph of a city street grid, overlaid with a semi-transparent blue filter. The streets are arranged in a regular pattern, with buildings and trees visible between them. The overall tone is monochromatic blue.

# SPEED HUMPS

# SPEED HUMPS

Speed humps are installed on residential streets to encourage slower driving.



*A series of speed humps can effectively slow speeds*



*We aim to place speed humps 150 to 250 feet apart to slow speeds to 20-25 MPH*

# Speed humps are not speed bumps

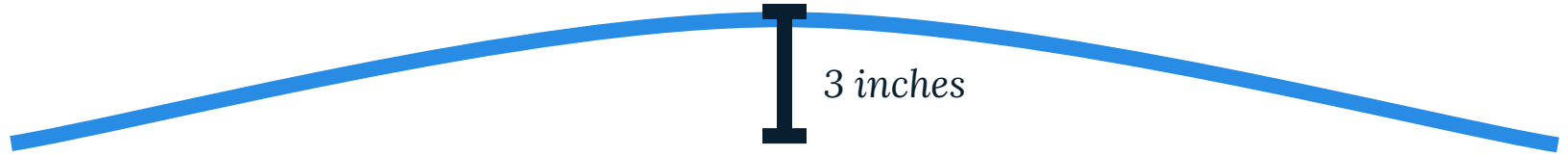


**YES!** Gradual taper up and down, 12 to 14 feet long



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

# Speed hump design:



*Allows street parking*



*With appropriate spacing, slows speeds to 20 MPH*



*No impact on drainage or snow removal*



*Not installed on curved roads*



*Not installed on hilly roads*



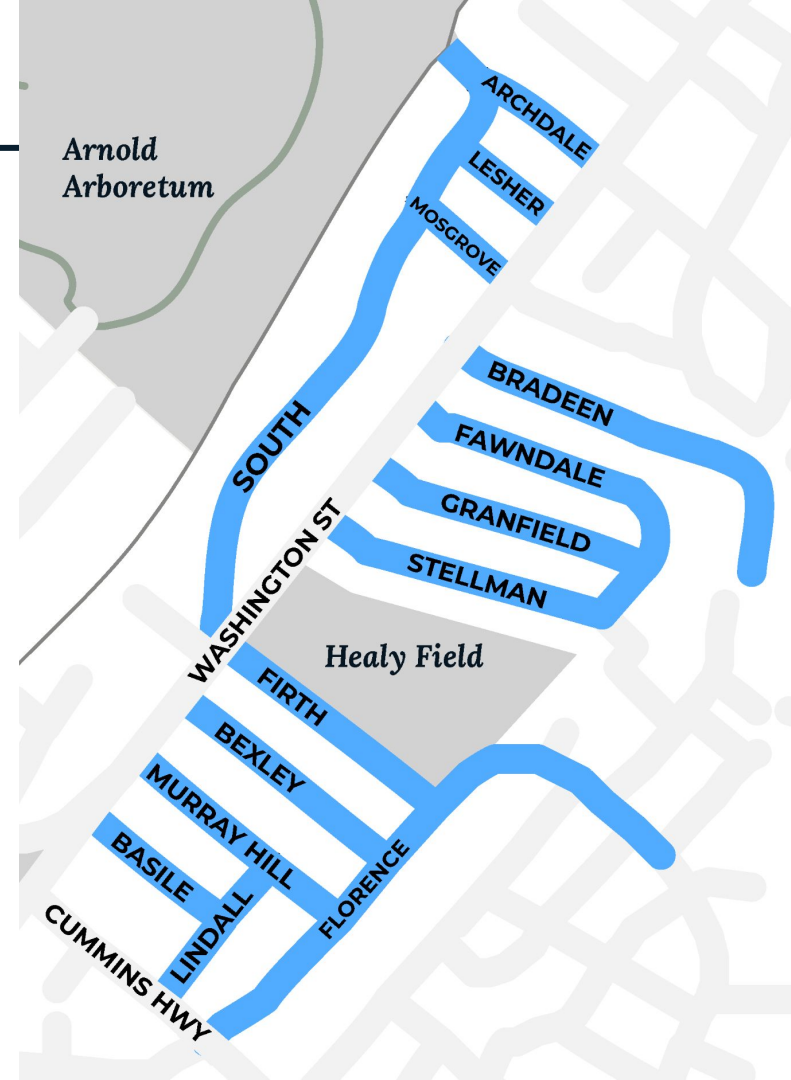
*Not located in front of driveways, on top of underground utilities*



*Not installed on major bus routes and major roads*

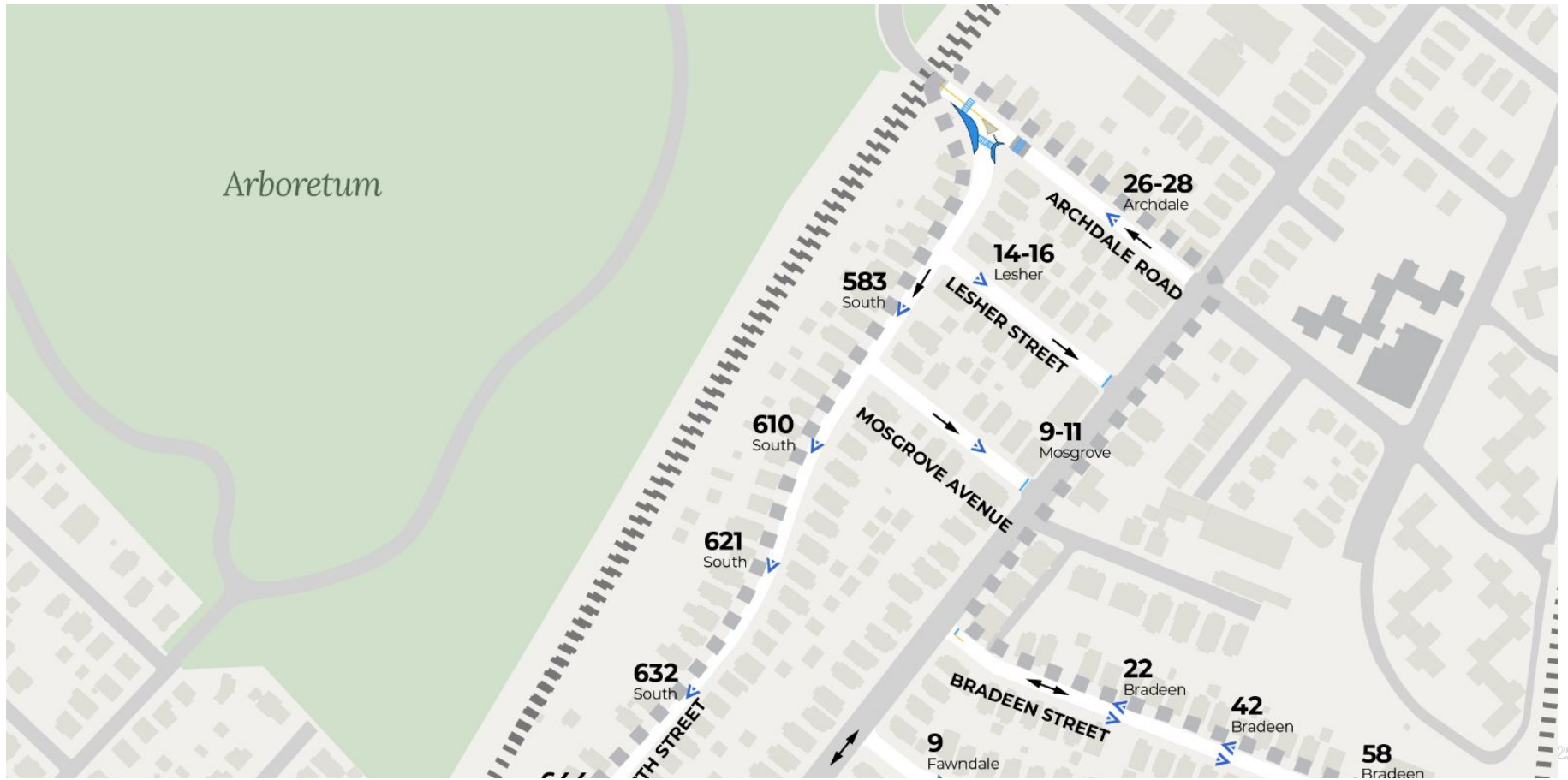
# Speed hump streets

- ▶ Archdale Road
- ▶ Lesher Street
- ▶ Mosgrove Avenue
- ▶ South Street
- ▶ Bradeen Street
- ▶ Fawndale Road
- ▶ Granfield Avenue
- ▶ Stellman Road
- ▶ Firth Road
- ▶ Bexley Road
- ▶ Murray Hill Road
- ▶ Basile Street
- ▶ Lindall Street
- ▶ Some parts of Florence Street that aren't on a hill or curve

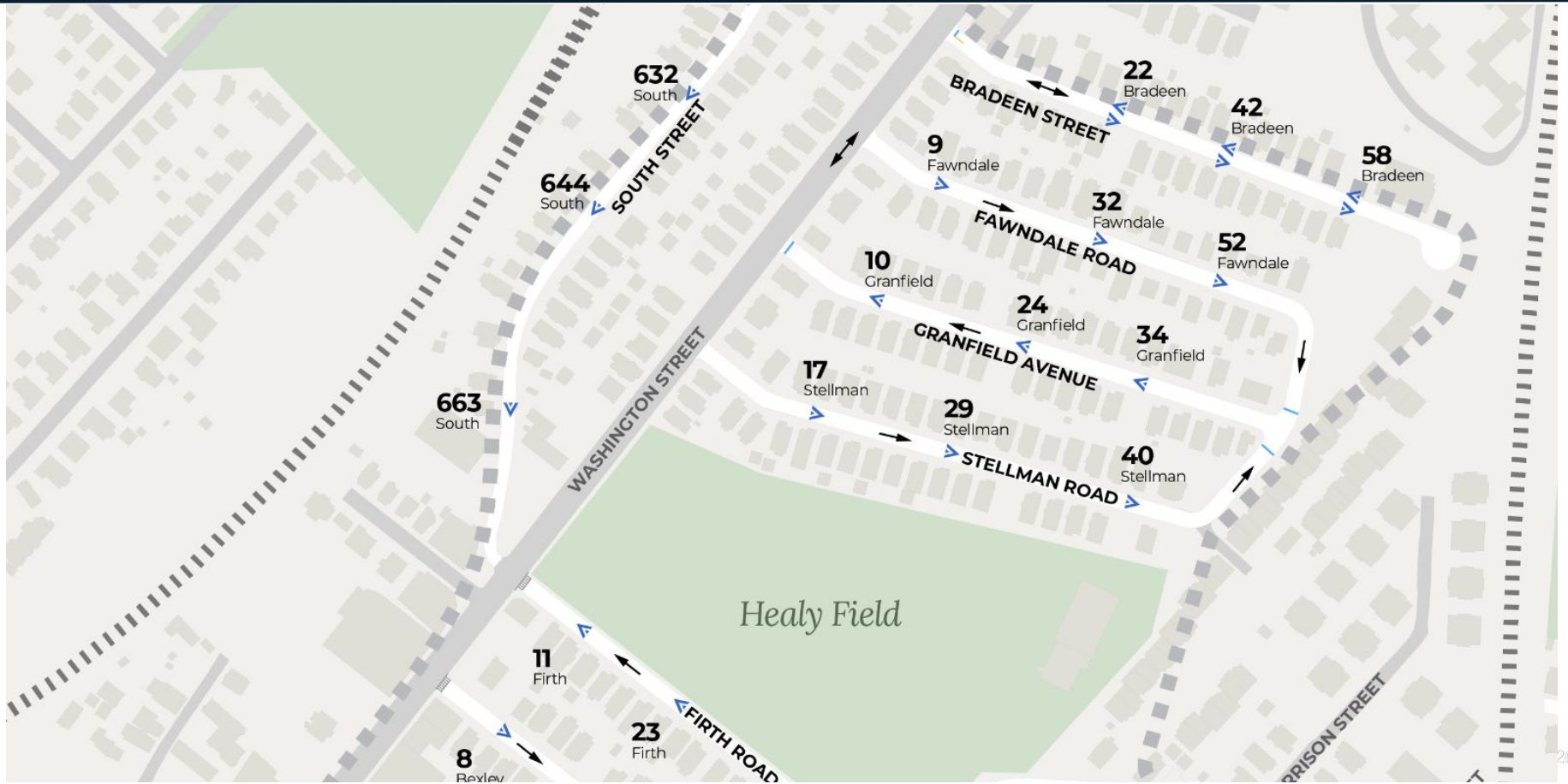




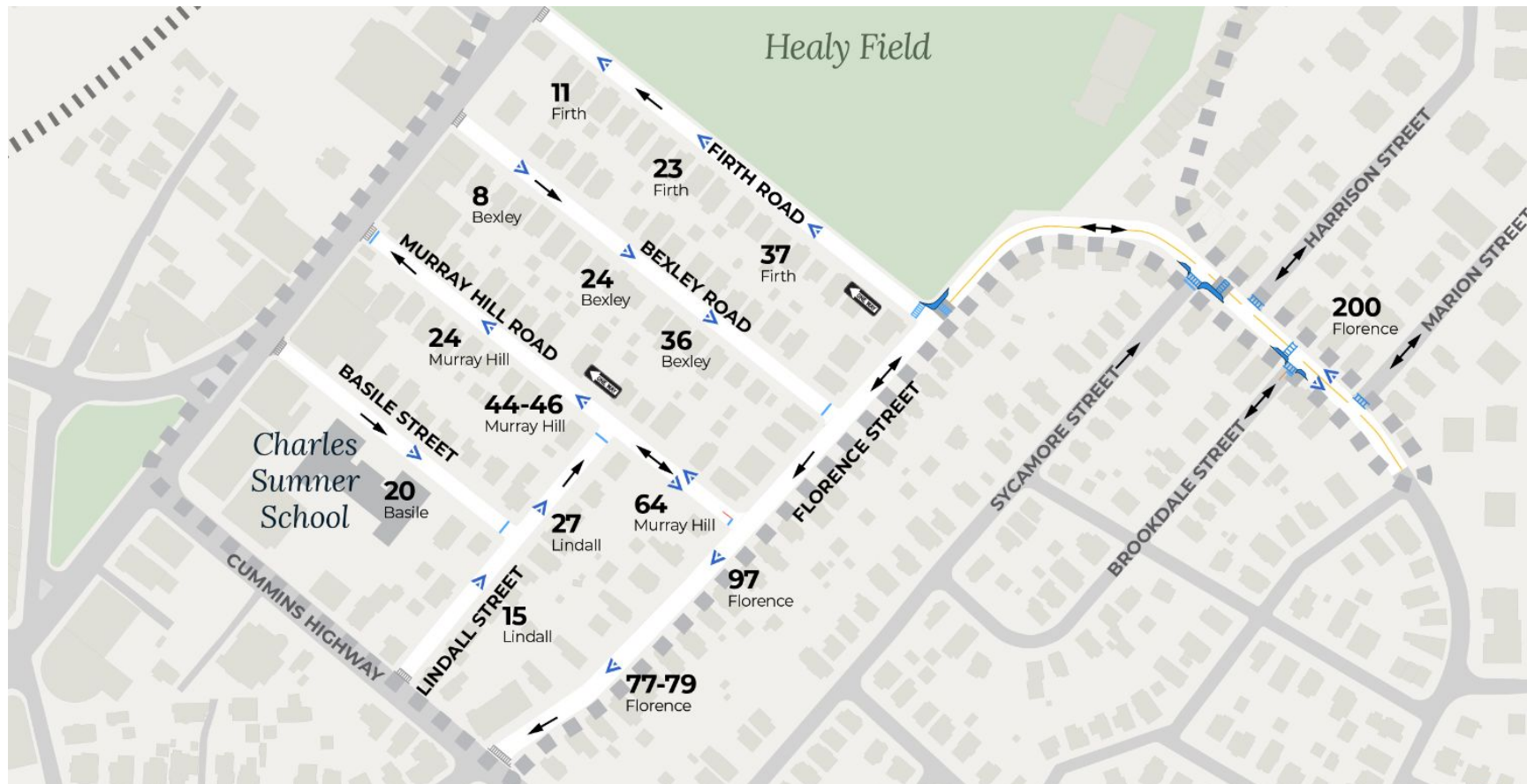
# Speed hump locations



# Speed hump locations



# Speed hump locations



An aerial photograph of a city street grid, overlaid with a semi-transparent blue filter. The streets are clearly visible, forming a dense network of blocks. The text "CLEAR CORNERS" is centered in the image in a large, white, sans-serif font.

# CLEAR CORNERS

# CLEAR CORNERS

We restrict parking with paint and flex posts to improve visibility of other people on the street, including small children.

Drivers parked 20 feet within an intersection can block sight lines of other users on the street.



# CLEAR CORNERS

Drivers parked 20 feet within an intersection can block sight lines of other users on the street.



# CLEAR CORNERS

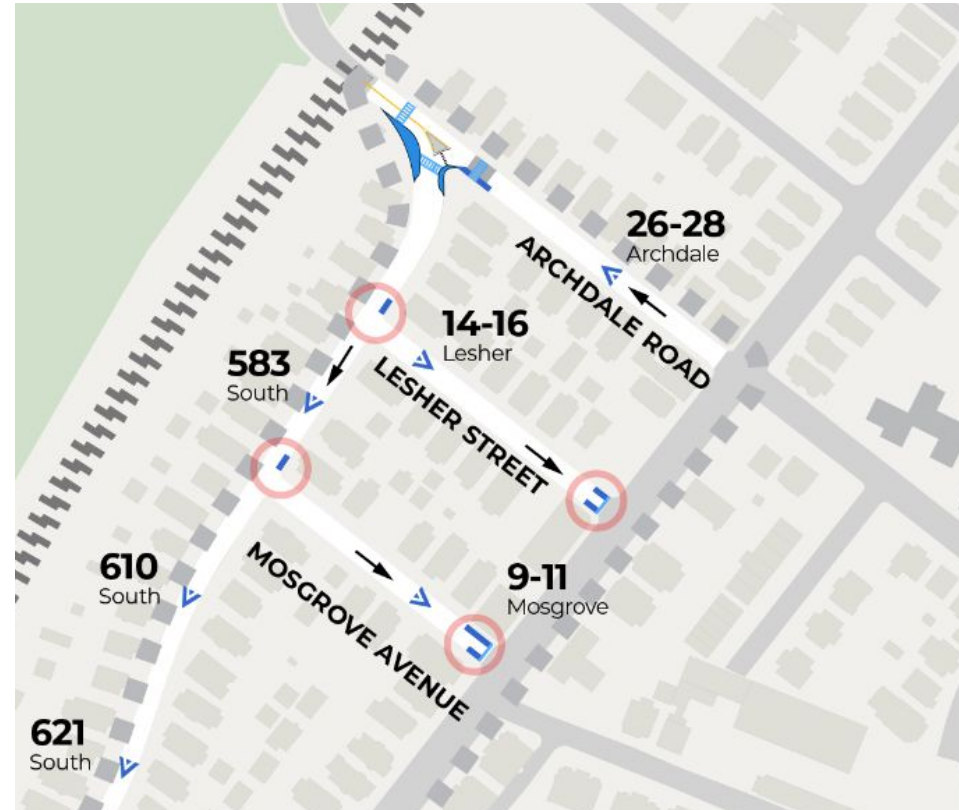
We restrict parking with paint and flex posts to improve visibility of other people on the street, including small children.



# We are proposing clear corners:

 Clear corners indicated by red circles

- ▶ Lesher at South
- ▶ Lesher at Washington (across from driveway)
- ▶ Mosgrove at South
- ▶ Mosgrove at Washington (existing)





# We are proposing clear corners:

○ Clear corners indicated by red circles

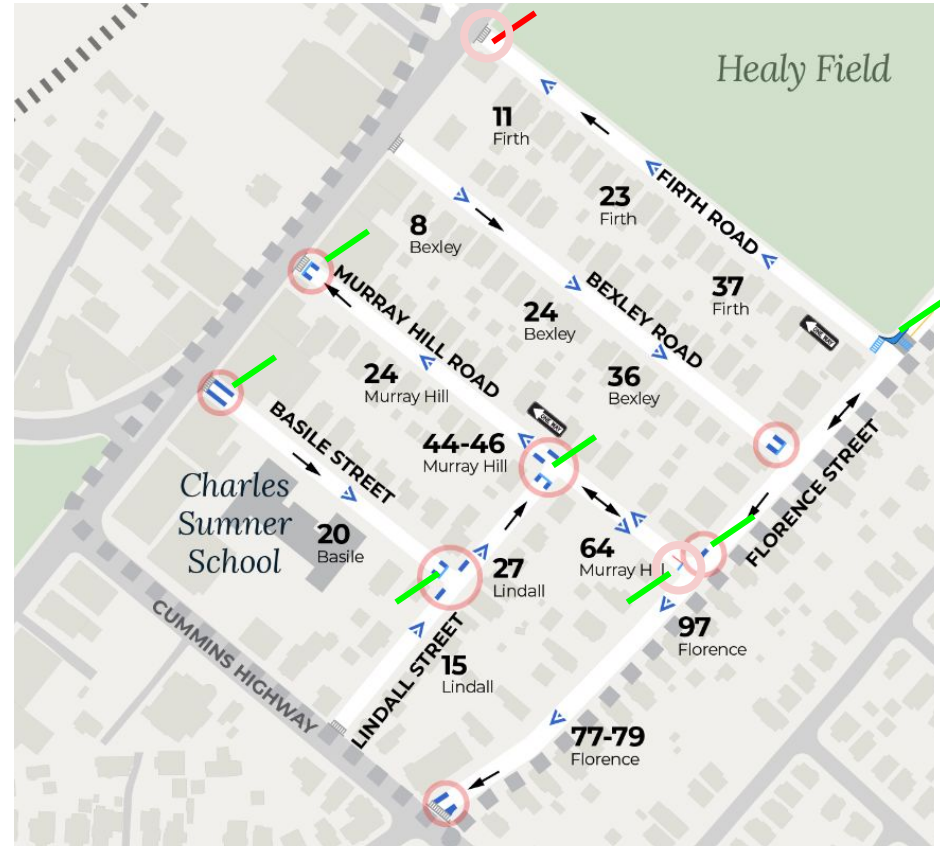
- ▶ Granfield at Washington
- ▶ Stellman at Fawndale



# We are proposing clear corners:

 Clear corners indicated by red circles

- ▶ Basile at Washington (existing)
- ▶ Murray Hill at Washington (existing)
- ▶ Lindall and Basile
- ▶ Lindall and Murray Hill
- ▶ Florence at Cummins
- ▶ Murray Hill at Florence
- ▶ Bexley at Florence



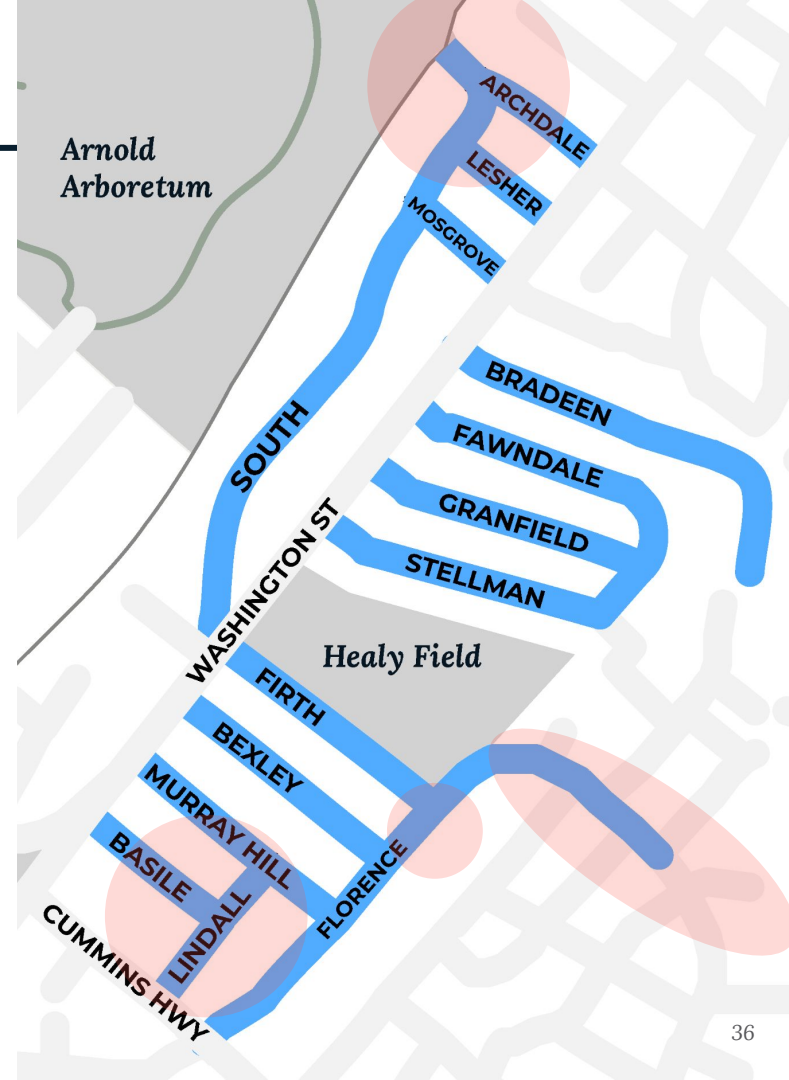
An aerial photograph of a city street grid, overlaid with a semi-transparent blue filter. The streets are arranged in a regular pattern, with buildings and green spaces visible between them. The overall tone is monochromatic blue.

# FOCUS AREAS

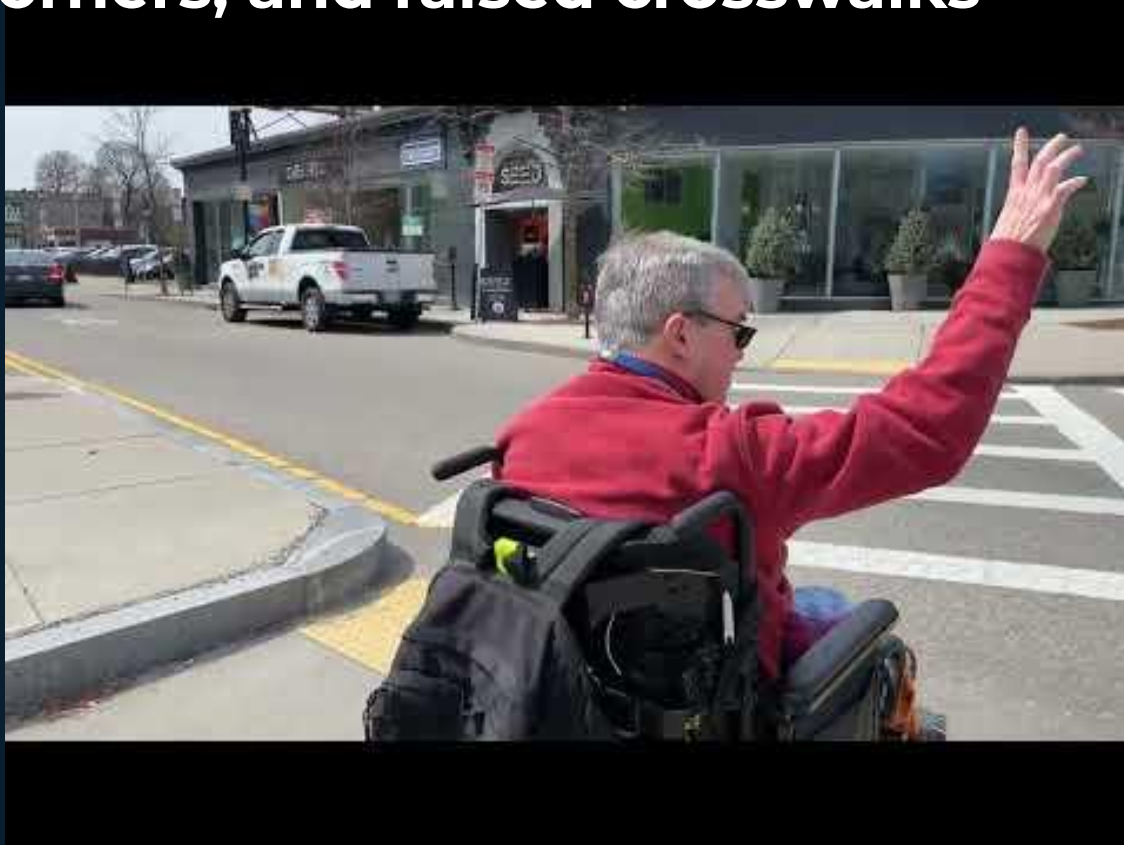
# Safer crosswalks

In our focus areas, we'll use **additional tools** to slow speeds and make crosswalks safer:

- ▶ South St. at Archdale Rd.
- ▶ Lindall St. at Basile St.
- ▶ Florence St. at Firth Rd.
- ▶ Florence St. between Marion St. and Sycamore St.



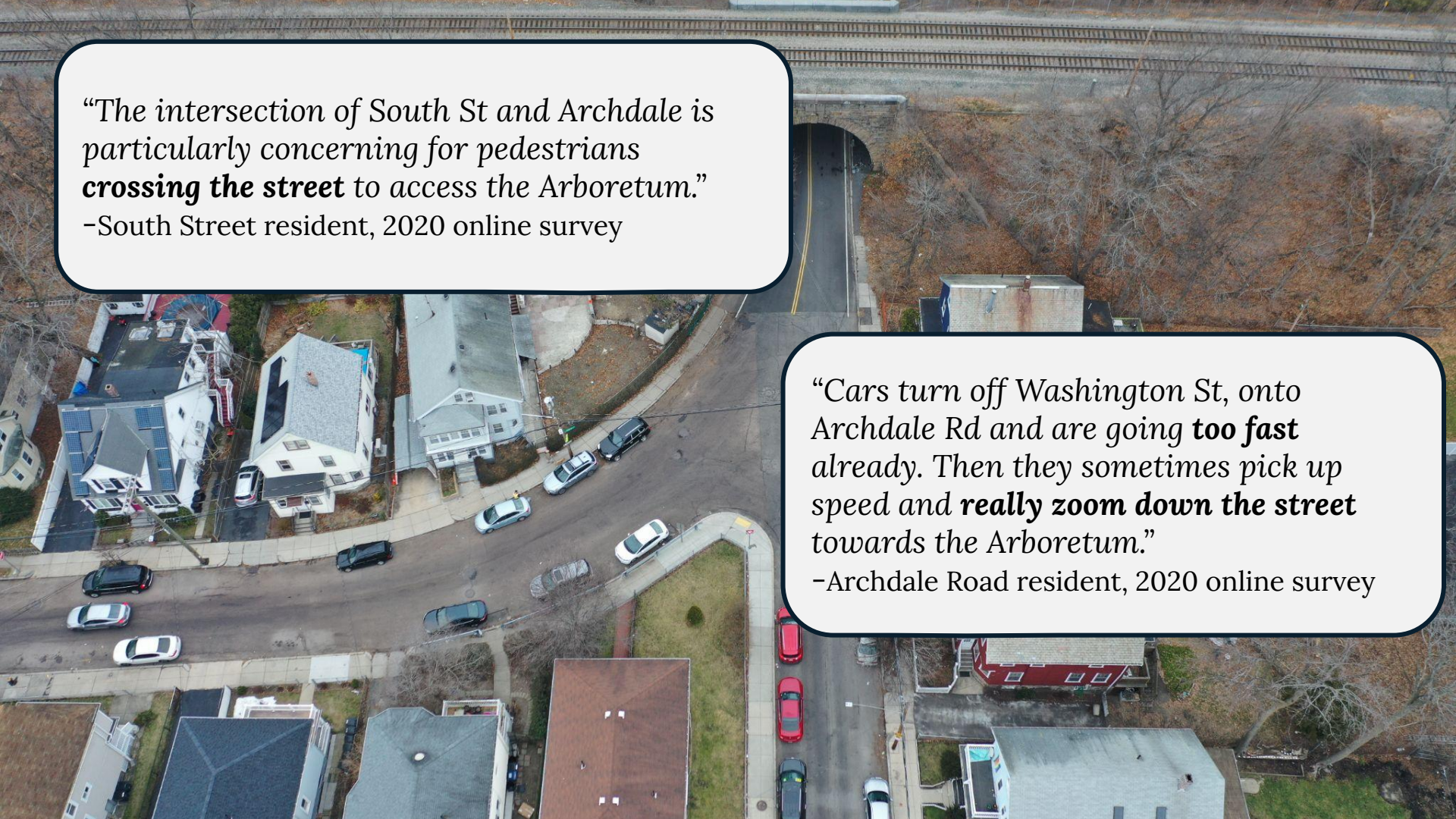
# Watch a video to learn about curb extensions, clear corners, and raised crosswalks



**WATCH VIDEO:** [bit.ly/safer-crossings-video](https://bit.ly/safer-crossings-video)



# FOCUS AREA: SOUTH STREET AT ARCHDALE ROAD

An aerial photograph showing a residential street intersection. In the background, a railroad bridge with multiple tracks spans across the scene. The street below has several houses, some with solar panels, and several cars parked or driving. The trees are mostly bare, suggesting a cooler season.

*“The intersection of South St and Archdale is particularly concerning for pedestrians **crossing the street** to access the Arboretum.”*

*–South Street resident, 2020 online survey*

*“Cars turn off Washington St, onto Archdale Rd and are going **too fast** already. Then they sometimes pick up speed and **really zoom down the street** towards the Arboretum.”*

*–Archdale Road resident, 2020 online survey*

# March 2021: Design option

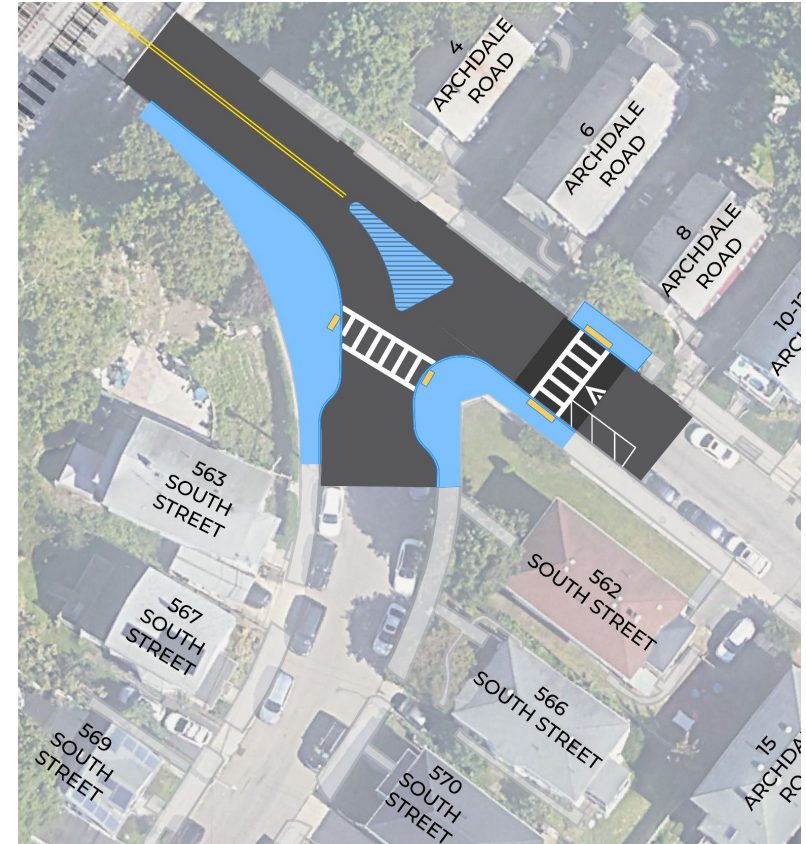
- ▶ Curb extensions to slow drivers on South Street
- ▶ New crosswalks over South Street and Archdale Road
- ▶ Splitter island clarifies movements, allows turns from Archdale to South





# November 2021: initial design

- ▶ Adjusted design based on feedback from residents
- ▶ While we heard support for the raised crosswalk, we also heard concerns from abutters about the impacts.



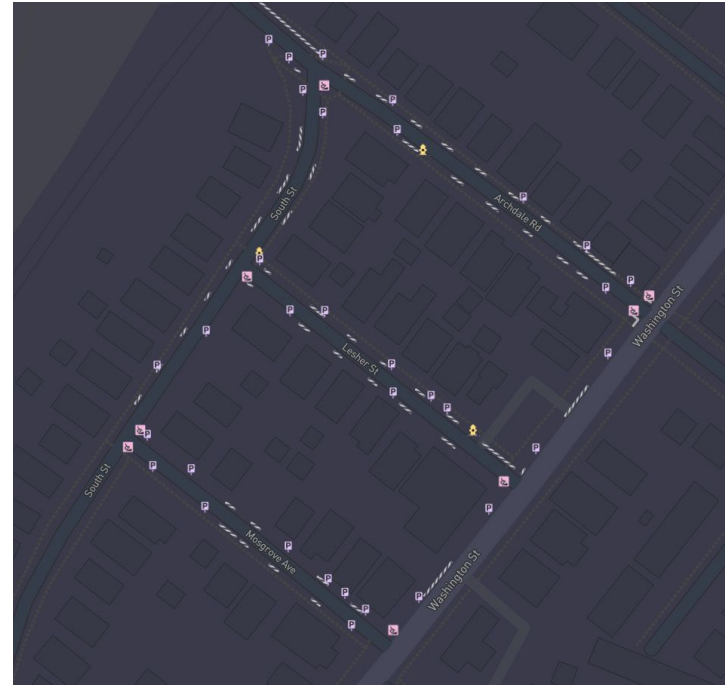
# Since then, we:

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- ▶ Collected more information about drivers' speeds
- ▶ Observed vehicle, pedestrian, and bicycle activity on multiple types of days and different times of days
- ▶ Completed a parking occupancy study
- ▶ Reviewed ideas from residents

# Parking occupancy study methodology

- ▶ Two people walk the streets in the area to capture all the locations of existing regulations, ramps, driveways, and hydrants
  - This information is geo-coded in the app
- ▶ We scheduled the study for a regular weekday evening without parking restrictions (i.e., not trash night) and a regular Saturday



# Parking occupancy study methodology

- ▶ We had two 30-minute “loops” for people to walk
- ▶ We collected only the first three characters of license plates and their state
- ▶ No photos or other personal information was saved
- ▶ We could not look up if cars were registered within the neighborhood or elsewhere



# Parking occupancy study results

Tuesday, data from 5 - 7 p.m.

Peak use observed at 6:30 p.m.



Saturday, data from 9 a.m. - 5 p.m.

Peak use observed at 9 a.m.



# Measuring driver speeds

- ▶ We measured vehicle speed by volume for 48 hours on two consecutive weekdays
- ▶ Understanding speeds helps us determine *safe stopping distances* ahead of crosswalks



Approximate locations where we collected traffic data

# Findings: Archdale Road

- ▶ The 85th percentile speed of drivers is 30 MPH.
- ▶ At that speed, the required stopping distance is 200 feet, which fits within the 400' block.
- ▶ We already are planning for speed humps on Archdale to reduce most drivers' speeds to around 20 MPH.
- ▶ Slower speeds, with additional visibility before the crosswalk, creates a very safe environment for pedestrians.

**This meets requirements for installing a crosswalk.**



*Approximate locations where we collected traffic data*

# Findings: South Street

- ▶ As an average of the two locations on South Street, the 85th percentile speed is 30.7 MPH.
- ▶ At that speed, the required stopping distance is 204 feet.
- ▶ However, the available distance is only 190 feet.

**At these speeds, we cannot install a crosswalk after the bridge.**



*Approximate locations where we collected traffic data*



# Additional ideas from residents

---

- ▶ Add a raised crosswalk at South and Leshler.
- ▶ Use Brookline's design detail for raised crosswalks
- ▶ Mark a walkway on the right side of Bussey Street from the bridge to the Bussey/South intersection using flex posts.
- ▶ Add more signs to tell people to slow down and warning signs for raised crosswalks.
- ▶ Paint on bridge that says Thank You for Slowing Down on both sides of the bridge.

# Additional ideas

- ▶ Add a raised crosswalk at South and Lesh.
- ▶ Use Brookline's design detail for raised crosswalks
- ▶ Mark a walkway on the right side of Bussey Street from the bridge to the Bussey/South intersection using flex posts.
- ▶ Add more signs to tell people to slow down and warning signs for raised crosswalks.
- ▶ Paint on bridge that says Thank You for Slowing Down on both sides of the bridge.
- ▶ Adding a crosswalk at Lesh Street is difficult because of the hydrant and driveways. Crosswalks cannot start or end at a hydrant. We cannot close driveways.
- ▶ A crosswalk at Lesher would require on-street parking removal.
- ▶ To minimize impact on emergency vehicles, we must limit the number of "raised" elements in the street.
- ▶ We prefer to keep the number of speed humps we have already planned rather than reduce the number.
- ▶ Turning speeds at Archdale will be reduced by the proposed change in the curbline.

# Additional ideas

---

- ▶ Add a raised crosswalk at South and Lesher.
- ▶ Use Brookline's design detail for raised crosswalks
- ▶ Mark a walkway on the right side of Bussey Street from the bridge to the Bussey/South intersection using flex posts.
- ▶ Add more signs to tell people to slow down and warning signs for raised crosswalks.
- ▶ Paint on bridge that says Thank You for Slowing Down on both sides of the bridge.
- ▶ We do not provide advanced warning markings for speed humps or raised crosswalks.
- ▶ These lines have a minimum required length that we cannot achieve on most of Boston's smaller, residential streets. Our block lengths are too short.
- ▶ Our signs, markings, and construction methods are consistent with Cambridge and Somerville.

# Additional ideas

- ▶ Add a raised crosswalk at South and Leshler.
- ▶ Use Brookline's design detail for raised crosswalks
- ▶ Mark a walkway on the right side of Bussey Street from the bridge to the Bussey/South intersection using flex posts.
- ▶ Add more signs to tell people to slow down and warning signs for raised crosswalks.
- ▶ Paint on bridge that says Thank You for Slowing Down on both sides of the bridge.
- ▶ As a standard practice, we do not create pedestrian paths that are separated only by flex posts.
- ▶ This type of design is unusual and can present problems for people with disabilities.
- ▶ We would not be able to sweep or plow this area, so could not encourage people to walk in it.

# Additional ideas

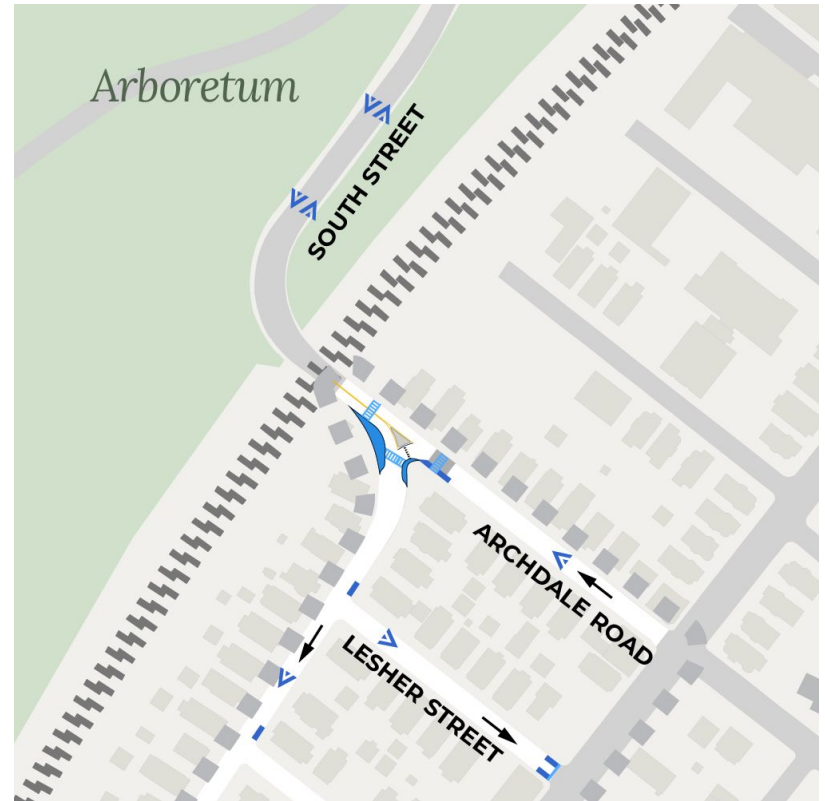
- ▶ Add a raised crosswalk at South and Leshner.
- ▶ Use Brookline's design detail for raised crosswalks
- ▶ Mark a walkway on the right side of Bussey Street from the bridge to the Bussey/South intersection using flex posts.
- ▶ Add more signs to tell people to slow down and warning signs for raised crosswalks.
- ▶ Paint on bridge that says Thank You for Slowing Down on both sides of the bridge.
- ▶ We provide the required signage for our crosswalks, raised crosswalks, and speed humps.
- ▶ Adding additional signs dilutes the value of the critical signs.
- ▶ We find that additional signs, specifically "Drive Slow" signs, have no impact on driver speeds.

# Additional ideas

- ▶ Add a raised crosswalk at South and Leshner.
- ▶ Use Brookline's design detail for raised crosswalks
- ▶ Mark a walkway on the right side of Bussey Street from the bridge to the Bussey/South intersection using flex posts.
- ▶ Add more signs to tell people to slow down and warning signs for raised crosswalks.
- ▶ Paint on bridge that says Thank You for Slowing Down on both sides of the bridge.
- ▶ We try to avoid signage that relies on words, since many people do not read English.
- ▶ We prefer that people focus on the street and not informational murals.
- ▶ If residents would like to paint the bridge, we can provide contacts at the MBTA and Arts Commission.

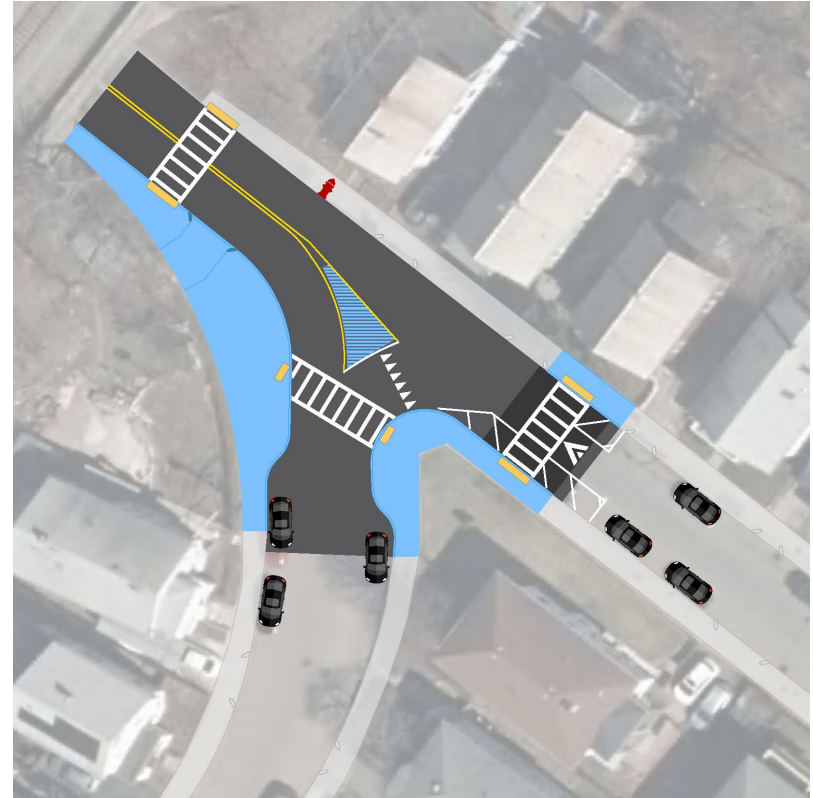
# Under consideration: speed humps in the Arboretum

- ▶ This option has not yet been approved by all parties.
- ▶ To minimize impact on emergency vehicles, we must limit the number of “raised” elements in the street.
- ▶ We already have proposed the maximum number of speed humps.



# Under consideration: crosswalk at the bridge

- ▶ *If we are able to add the speed humps*, we could add a crosswalk at the bridge.
- ▶ That possible, new crosswalk **cannot** be a raised crosswalk.
- ▶ We can keep or remove the proposed raised crosswalk on Archdale Road.
- ▶ We will build the curb extensions and flush splitter island.
  - We have redesigned the splitter island to allow a parking space in front of 6 Archdale Road.





# Under consideration: crosswalk at the bridge

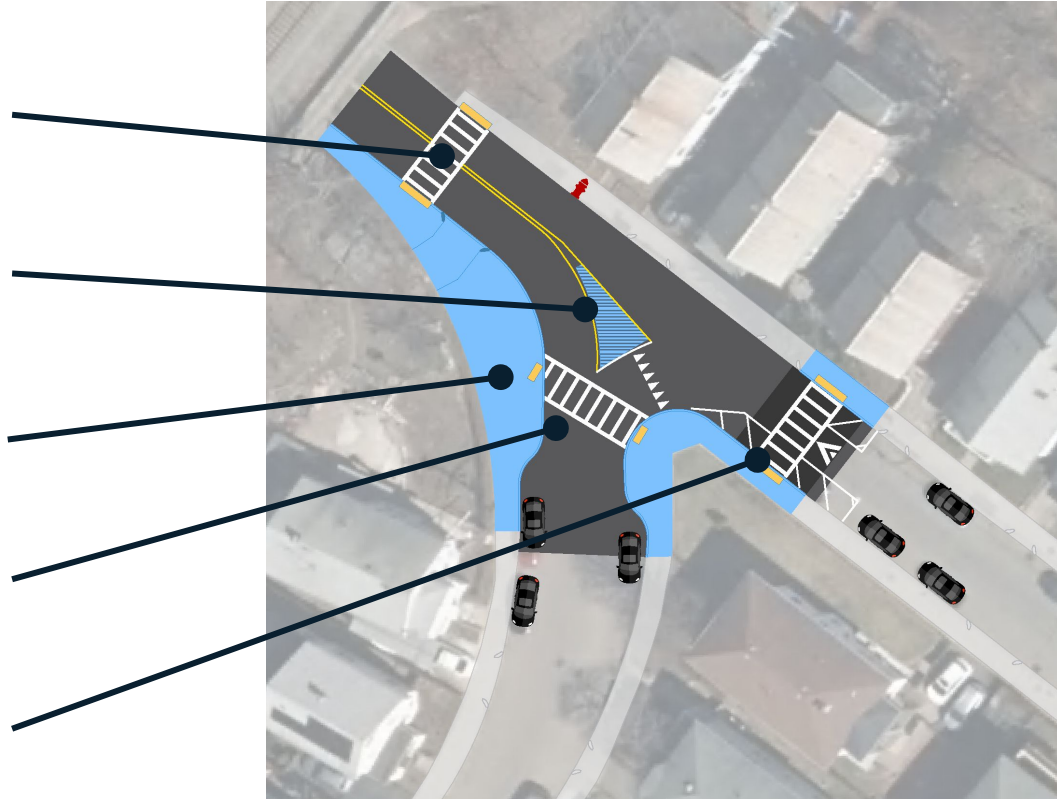
Potential location for crosswalk and new ramps

Redesigned flush splitter island to create another parking space at 6 Archdale

Curb extensions to slow turning drivers

New crosswalk over South Street

Raised crosswalk over Archdale with advance parking restrictions for visibility






# FOCUS AREA: FLORENCE STREET

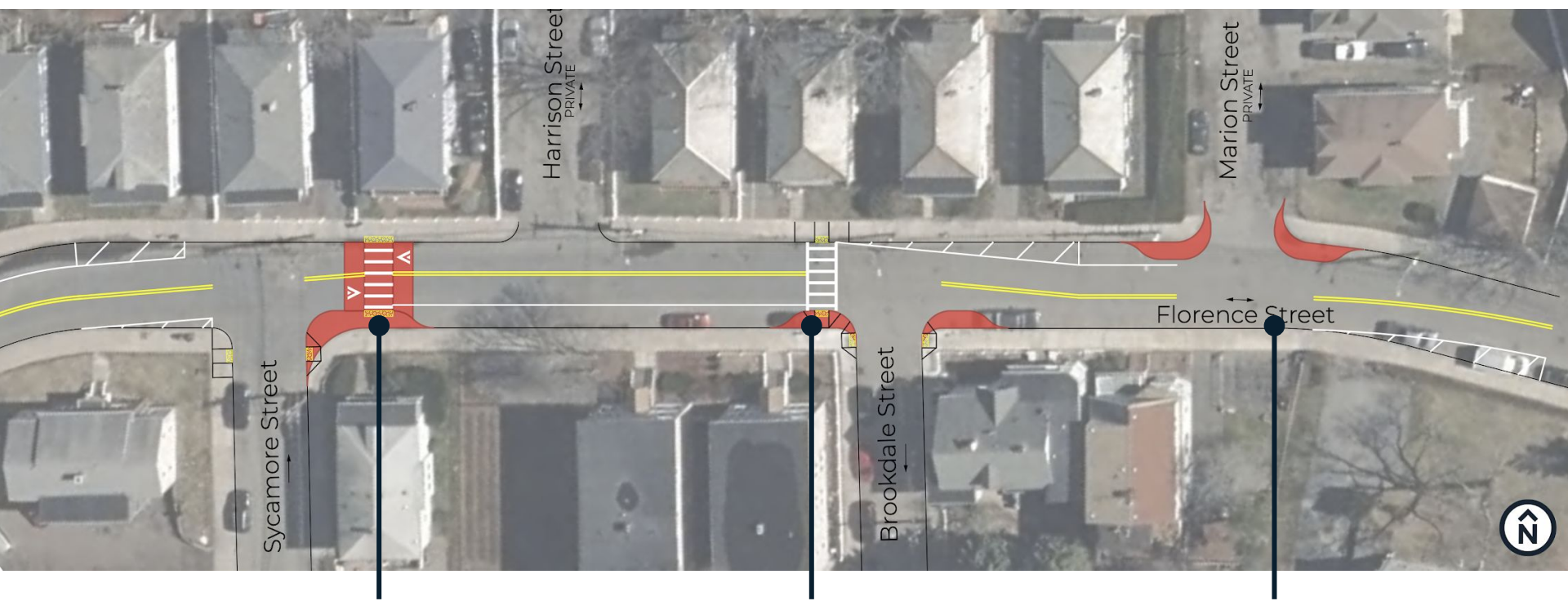
No crosswalks across Florence Street between Blakemore Bridge and Firth Road



An aerial photograph of a residential neighborhood. A street runs vertically through the center, curving to the right at the top. A callout box with a black border and white background is positioned on the left side of the street, with a black line pointing to the curve. The neighborhood features various houses, some with swimming pools, and a baseball field in the background. Trees with autumn foliage are scattered throughout.

Need to slow people driving before they reach the curve at the street

# March 2021: Option 1

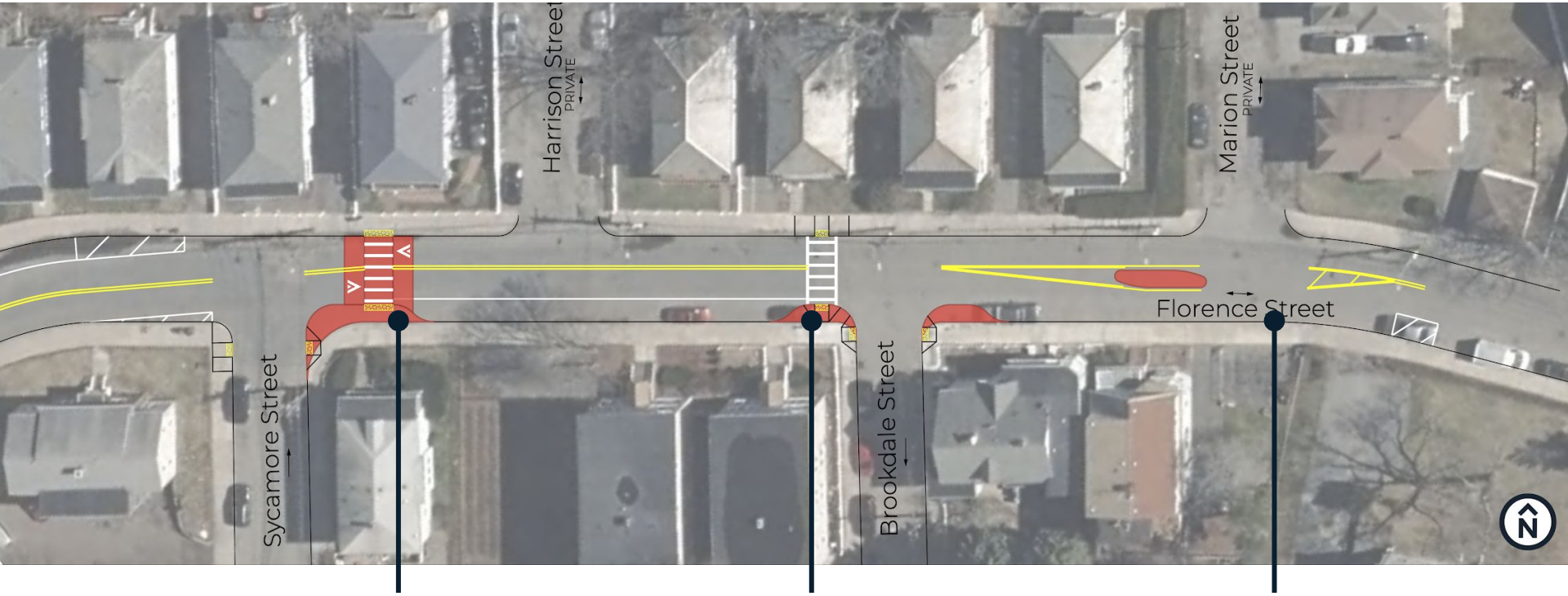


**Raised crosswalk ,  
curb extension,  
and new ramps**

**New crosswalk, curb  
extension, and new  
ramps**

**Chicane with curb  
extensions**

# March 2021: Option 2

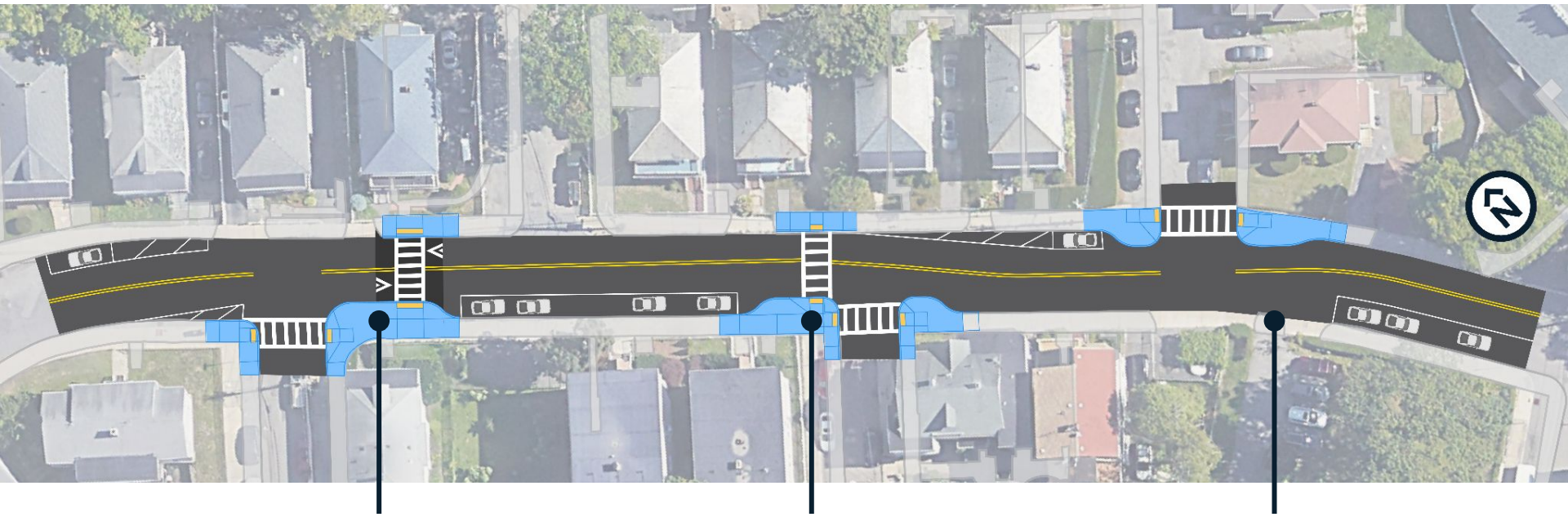


**Raised crosswalk ,  
curb extension, and  
new ramps**

**New crosswalk, curb  
extension, and new  
ramps**

**Chicane with island  
and curb extensions**

# November 2021: initial designs

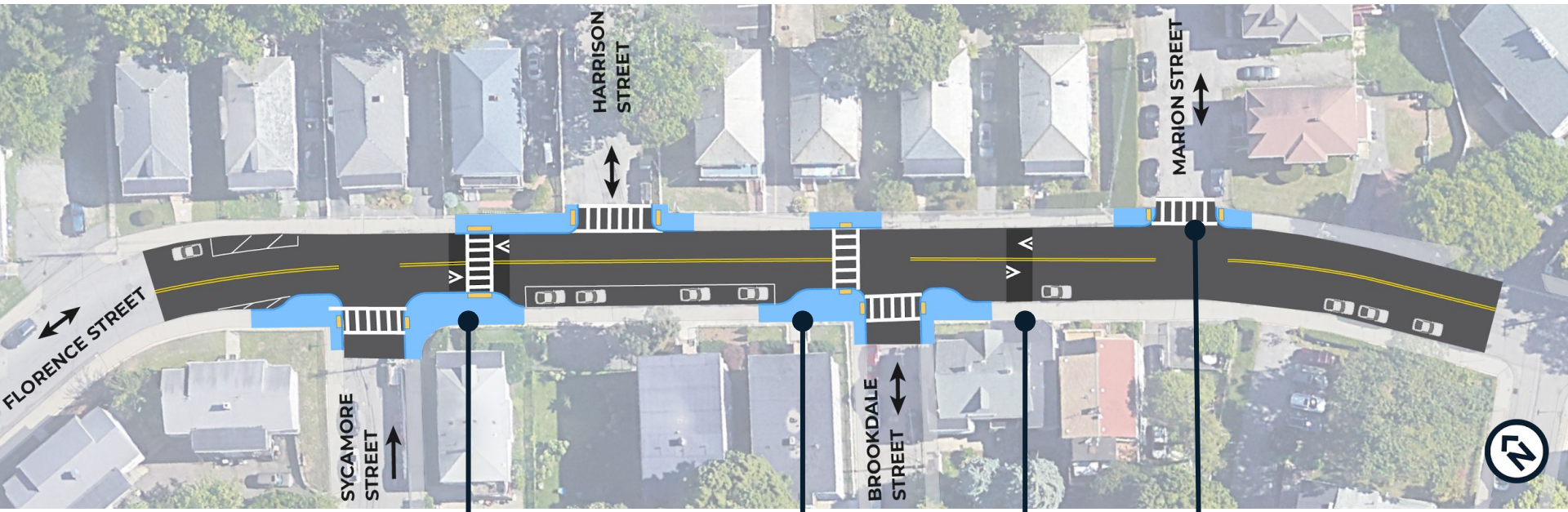


**Raised crosswalk,  
curb extension, and  
new ramps**

**New crosswalk,  
curb extensions,  
and new ramps**

**Chicane with curb  
extensions**

# May 2022: Proposed final design



**Raised crosswalk, curb extension, and new ramps**

**New crosswalk, curb extensions, and new ramps**

**Speed hump**

**New ramps**



A blue-tinted photograph of a street intersection. In the foreground, a crosswalk with white stripes is visible on the asphalt. To the left, there is a fenced-in area, possibly a tennis court, with trees and a building in the background. To the right, a utility pole with various signs and equipment stands near the intersection. The sky is overcast with some clouds. The overall scene is a typical urban or suburban street intersection.


# **FOCUS AREA: FLORENCE STREET AT FIRTH ROAD**

People don't feel safe using existing crosswalk across Florence Street.



Drivers gain speed along Florence Street. They are still driving fast coming around the curve.



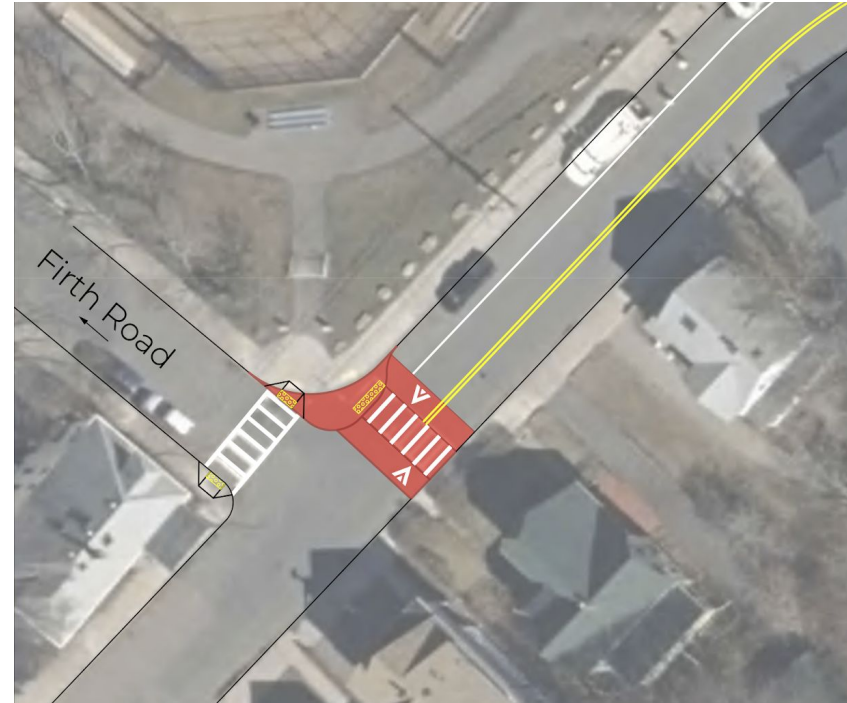
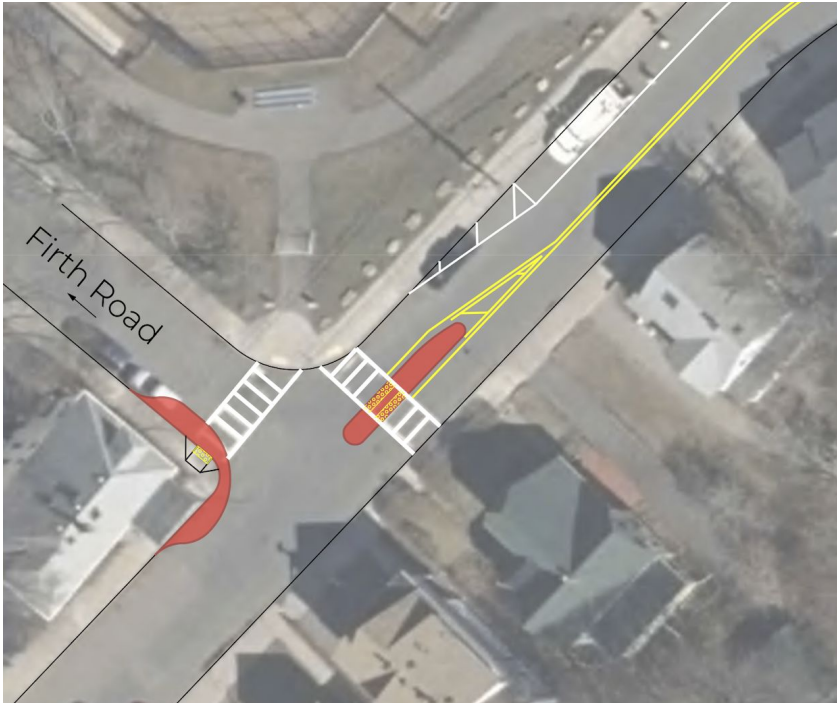
An aerial photograph of a residential street intersection. A white callout box with a black border and a pointer is overlaid on the left side of the image. The pointer points to a white car parked on the street just before a crosswalk. The scene includes a basketball court on the left, several houses with different roof colors (grey, green, white), and a street with a crosswalk and a yellow diamond-shaped sign. The text inside the callout box reads: "Sometimes, people park too close to crosswalk, obscuring views of people trying to cross the street."

Sometimes, people park too close to crosswalk, obscuring views of people trying to cross the street.

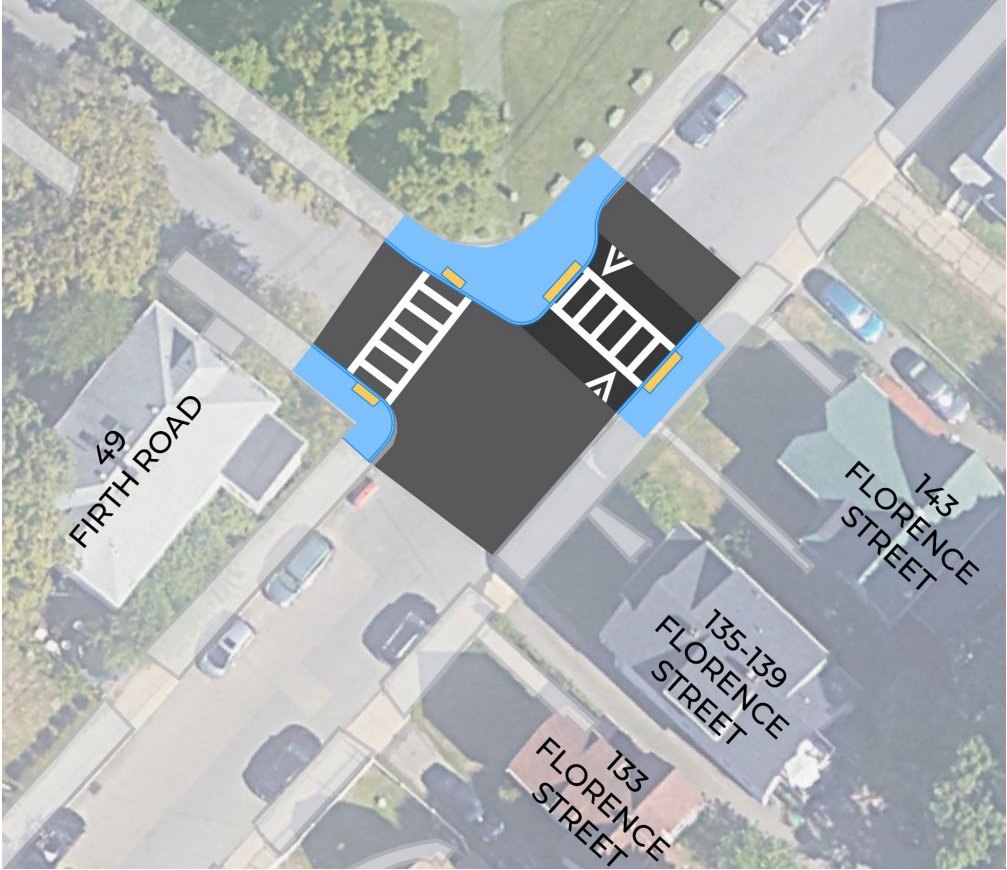
# March 2021: Design options

Option A:  
Crossing island

Option B:  
Raised crosswalk



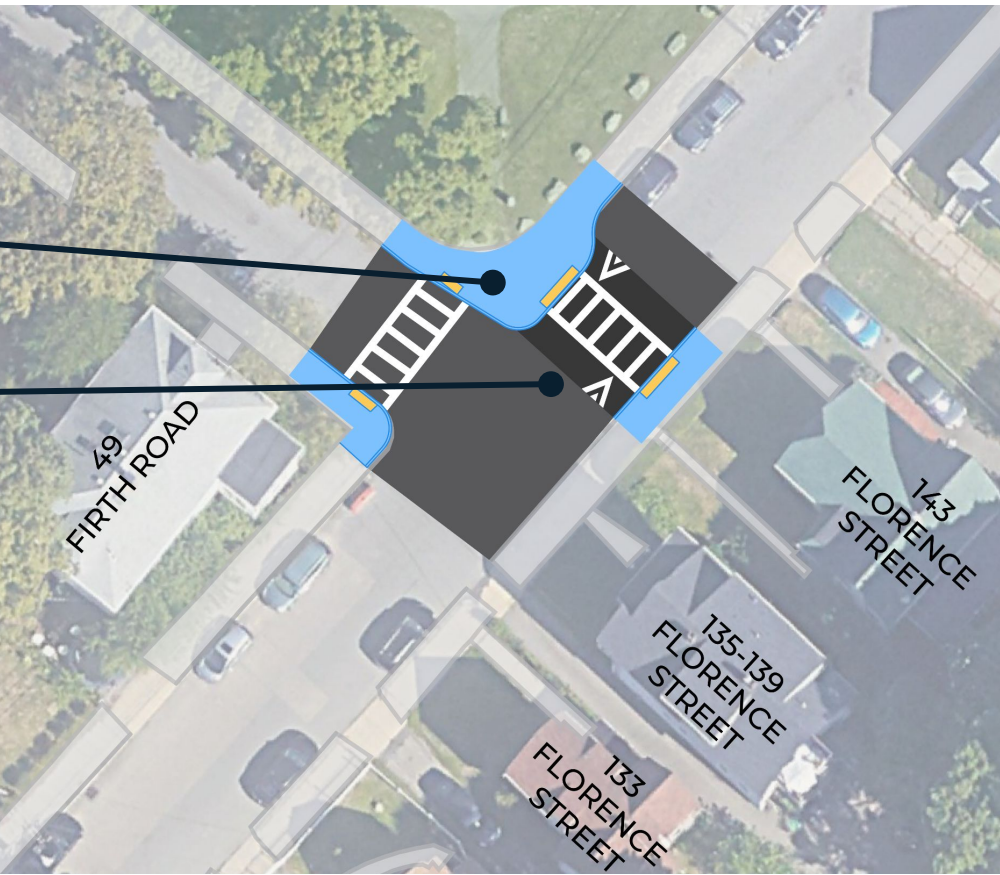
# November 2021: Initial design



# May 2022: Proposed final design

**Curb extension, repaint crosswalk, new curb ramps**

**Raised crosswalk and new ramps**





# FOCUS AREA: MURRAY HILL ROAD AND LINDALL STREET





# Safety concerns:


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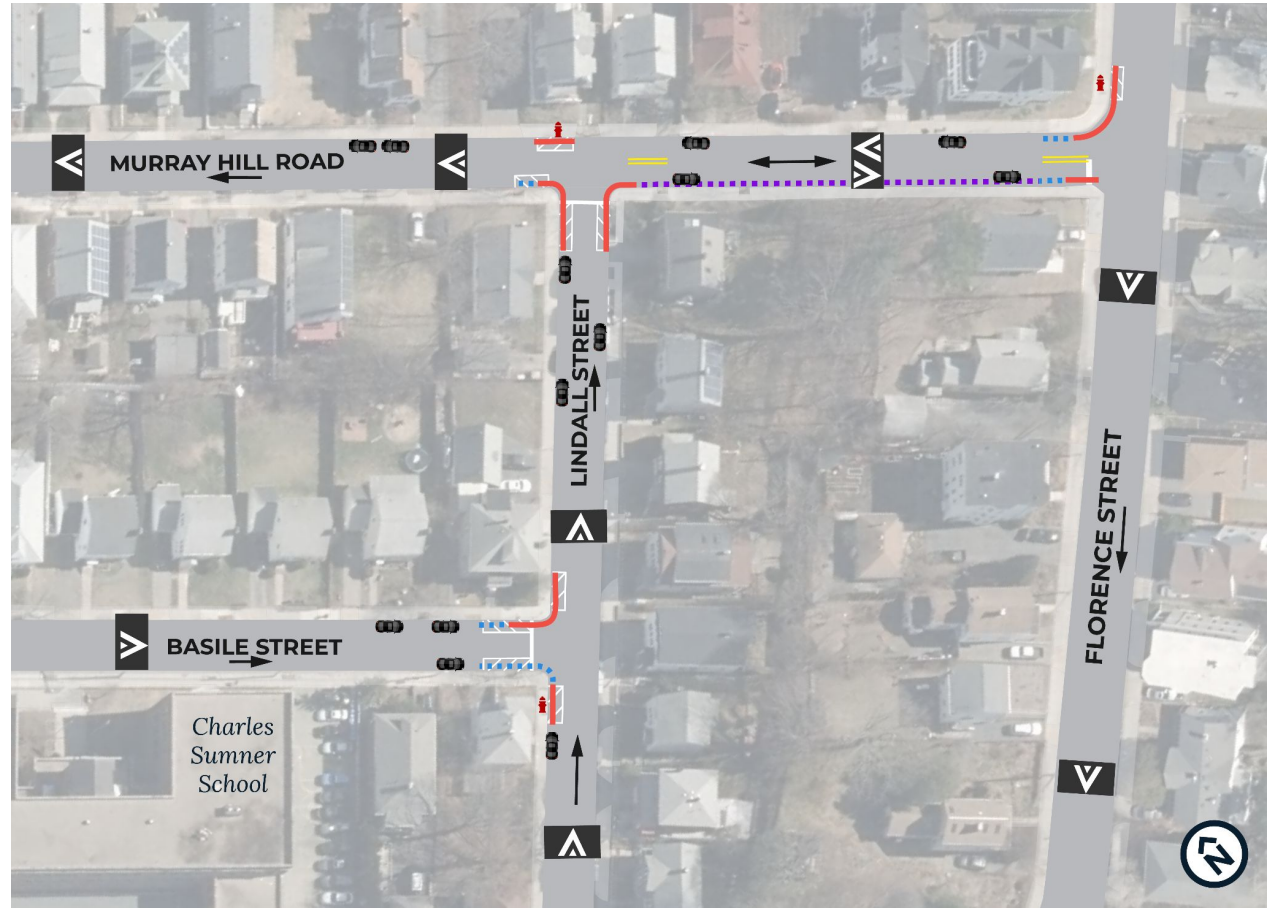
- ▶ People speed
- ▶ The 2-way section of Murray Hill Road feels dangerous. Lane delineation is not clear.
- ▶ Vehicles block sightlines at intersections
- ▶ School buses have a hard time making turns
- ▶ People speed on Florence, making it hard to turn from the side streets
- ▶ During school arrival and dismissal times, traffic is busy and crossing the street doesn't feel safe

# Concept design for these streets

 Existing “No Parking” zone

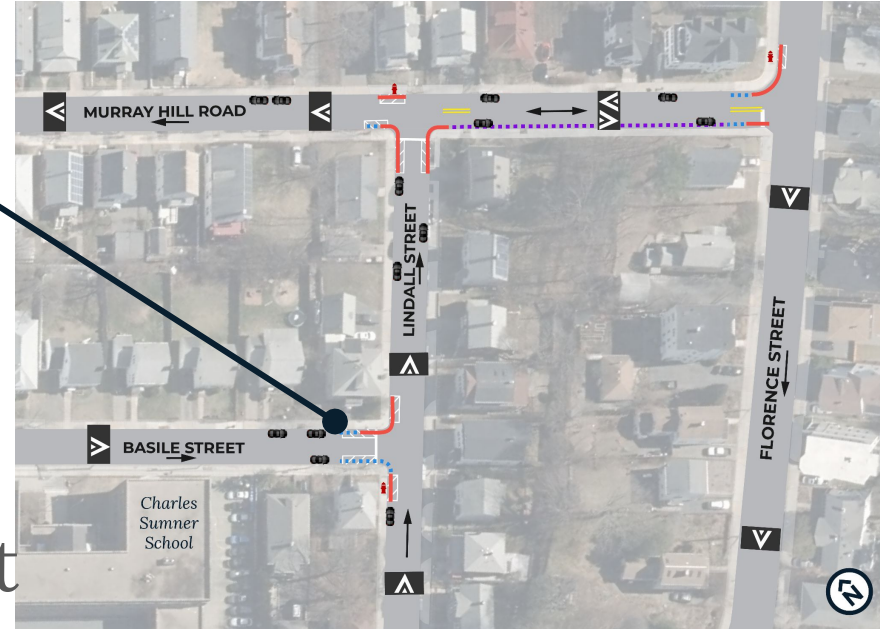
 Additional parking restrictions to improve sightlines

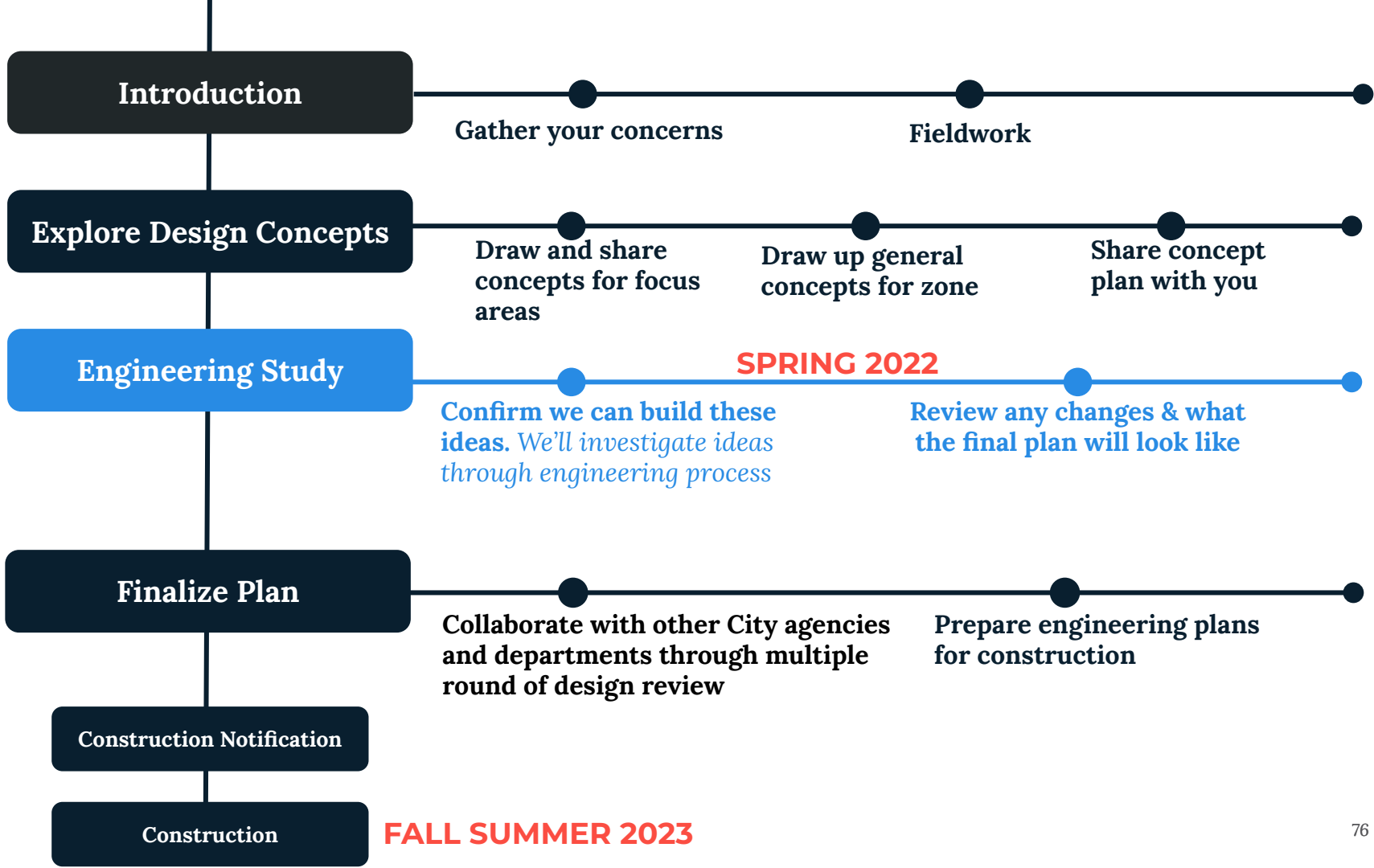
 Additional parking restrictions during specific hours



# Changes we will make based on what we heard:

- ▶ On the northside of Basile approaching Lindall, we will not extend the parking restriction from 15' to 20'
- ▶ We will encourage BTD's enforcement team to visit periodically.





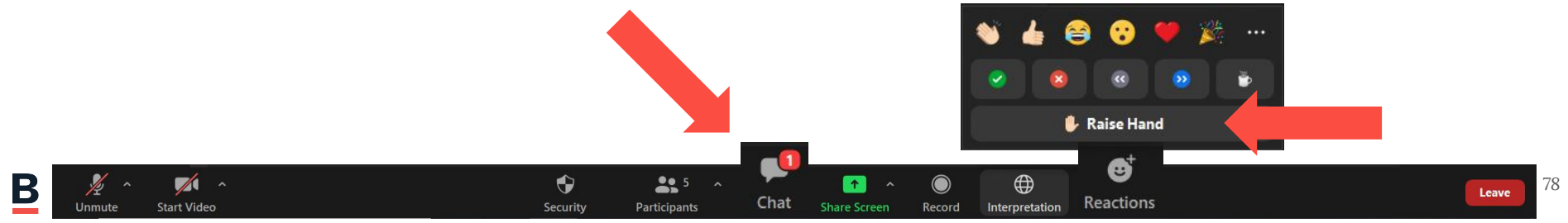
# Meet with us this summer!

- ▶ We'll be outside in your neighborhood. We can review the plans and answer your questions.
- ▶ Look out for flyers in the neighborhood and invitations in the your mailbox.



# Questions?

- ▶ Raise your hand or leave a message in the chat box if you have a question.
  - If you called into the meeting, use \*9 to raise your hand.
- ▶ Please keep your questions brief, so everyone who wishes to speak has the opportunity to contribute.
- ▶ Focus on your own needs and use words like “I” and “me.”



# Thank YOU!

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**YOU** shaped this project.

Your concerns, comments, feedback, and conversations shaped this process and the design of this project.

# Contact info:

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- ▶ [boston.gov/slow-streets/lower-south](https://boston.gov/slow-streets/lower-south)
  - Sign up for emails
  - Check the latest news
  - Schedule an appointment to talk with the project team
- ▶ [slow.streets@boston.gov](mailto:slow.streets@boston.gov)
- ▶ 617-635-1347