

# LOWER ROXBURY SLOW STREETS PROJECT

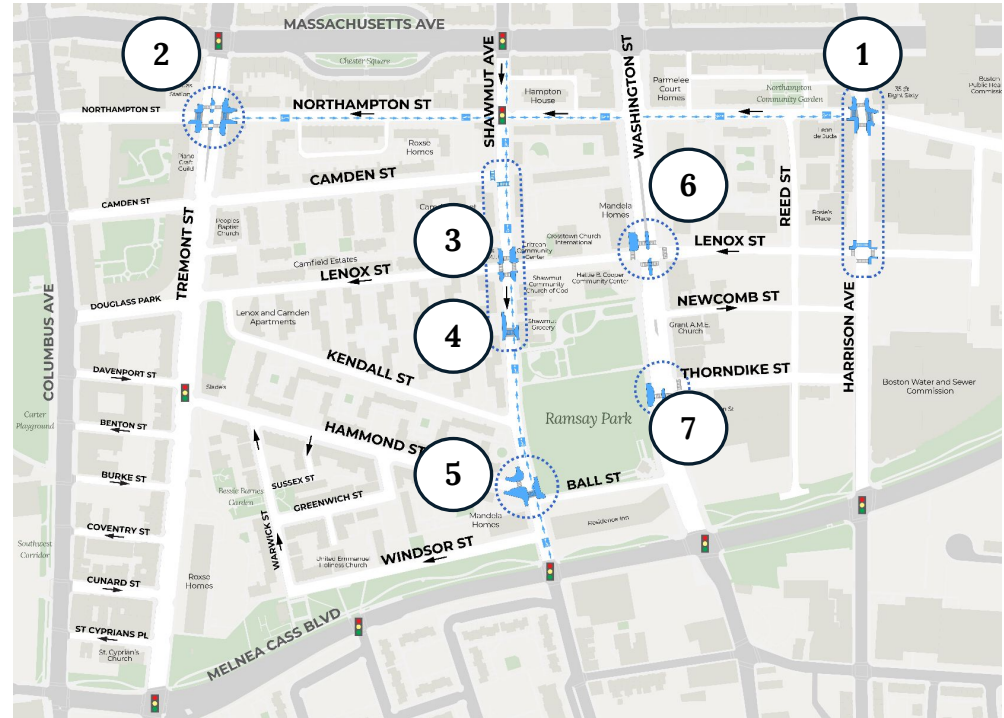
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*June 2026*



# AGENDA

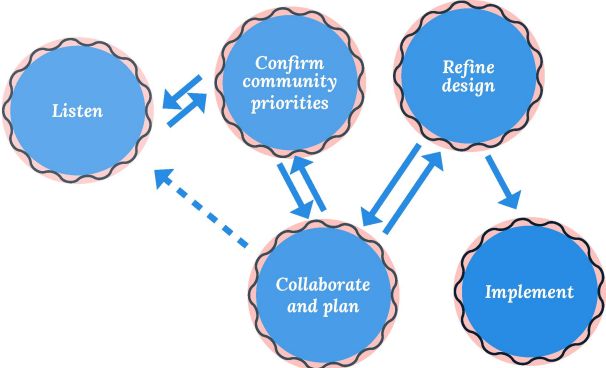
- Refresher/introduction to project history and community engagement process
- Street design tools used in this plan
- Virtual walk-through of design changes
- Timeline and next steps



# PLANNING & COMMUNITY ENGAGEMENT

- 14+ Virtual Advisory Group meetings
  - 9+ Community pop-ups/tabling events
  - 5 Open Houses
- ...and more: posters on the street, flyering, mailings to residents, surveys

## Community Engagement Model



-  **86** discussed safety for people walking or biking
-  **60** were about better bus service
-  **31** mentioned accessibility
-  **20** proposed new or safer crosswalks
-  **19** suggested improving sidewalks

# WHAT WE HEARD

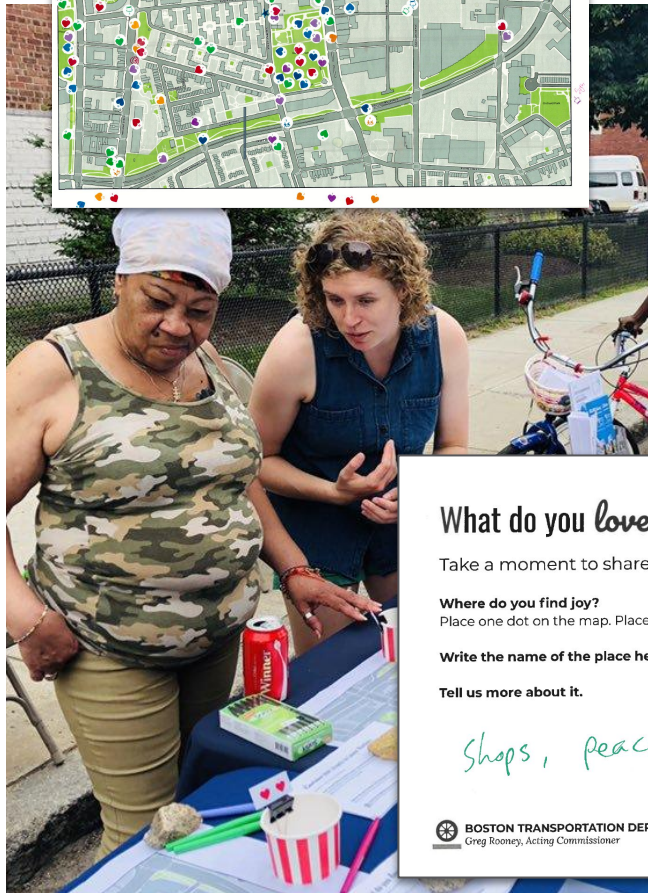
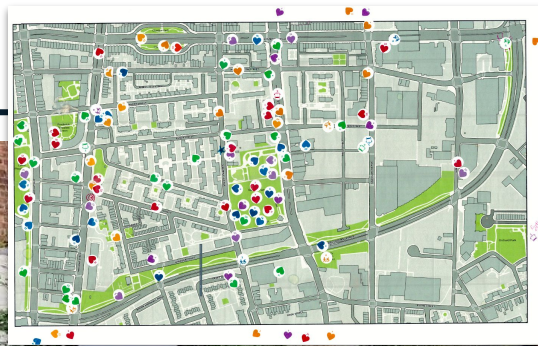
- ▶ Take a **broader look** at Lower Roxbury (not just Tremont Street)
- ▶ Listen to what the **people who live here now** want for their community
- ▶ Majority of comments we received were about improving **pedestrian safety and slowing speeds**



# 2019-2020

## Listening and Learning

We learned what people love about their community and what they would change



What do you *love* about Lower Roxbury?

Take a moment to share your joy.

Where do you find joy?

Place one dot on the map. Place the matching one here →



Write the name of the place here. \_\_\_\_\_

Tell us more about it.

*Shops, peaceful, friends*

 BOSTON TRANSPORTATION DEPARTMENT  
Greg Rooney, Acting Commissioner

# 2021

## Confirming what we heard

We shared what we heard & provided info about **potential street design tools** at various pop-ups throughout the neighborhood, community meetings





# 2022 FALL/WINTER

## Refining designs

We refined the designs based on feedback from public outreach and other City departments and shared the final designs with community members





# PRIORITY LOCATIONS



1. Northampton at Harrison
2. Northampton at Tremont
3. Shawmut at Lenox
4. Shawmut mid-block (Lenox St. Apartments & businesses)
5. Shawmut at Hammond
6. Washington at Lenox
7. Washington at Thorndike

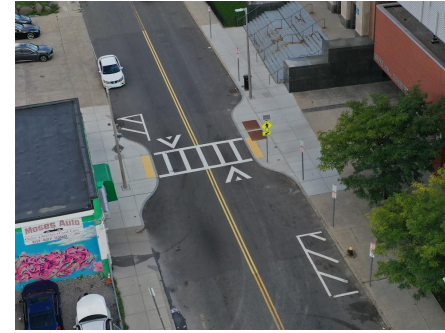
# STREET SAFETY DESIGN TOOLKIT



**SPEED HUMP**



**RAISED CROSSWALK**



**CURB BUMP-OUT**



**CONTRAFLOW BIKE  
LANE**

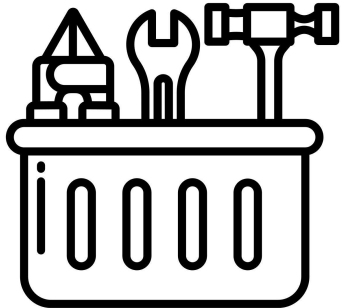


**GREEN  
INFRASTRUCTURE**



**PEDESTRIAN ISLAND**

# MATCHING TOOLS TO CONCERNS



SPEED HUMP



RAISED CROSSWALK



CURB BUMP-OUT



TRAFFIC FLOW LANE



GREEN INFRASTRUCTURE

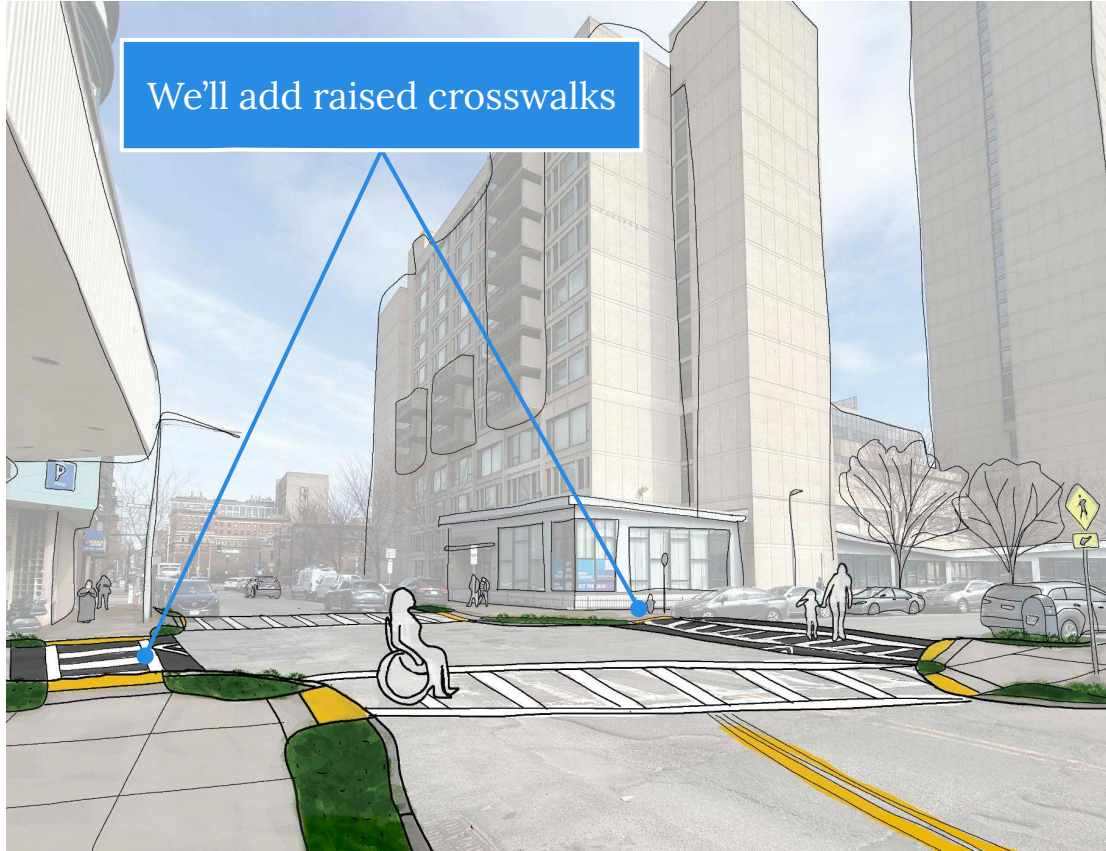


PEDESTRIAN ISLAND



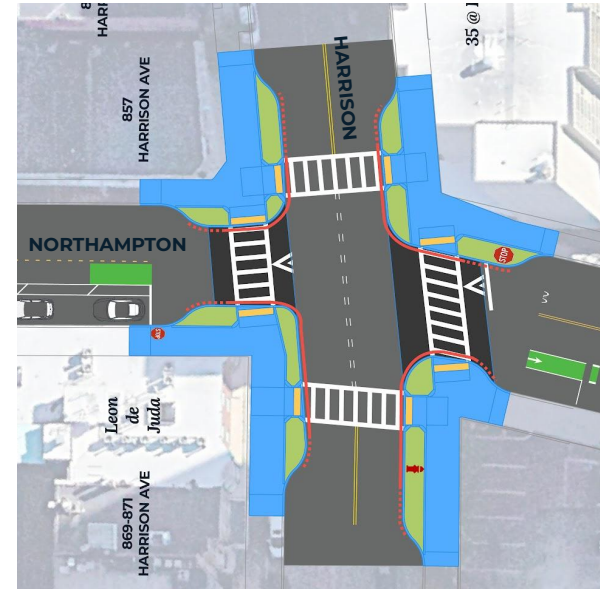
*“Witnessed a car crash at the intersection of Harrison and Northampton. The vehicle was going too fast, flipped, and hit a pedestrian.”*

# 1. NORTHAMPTON AT HARRISON



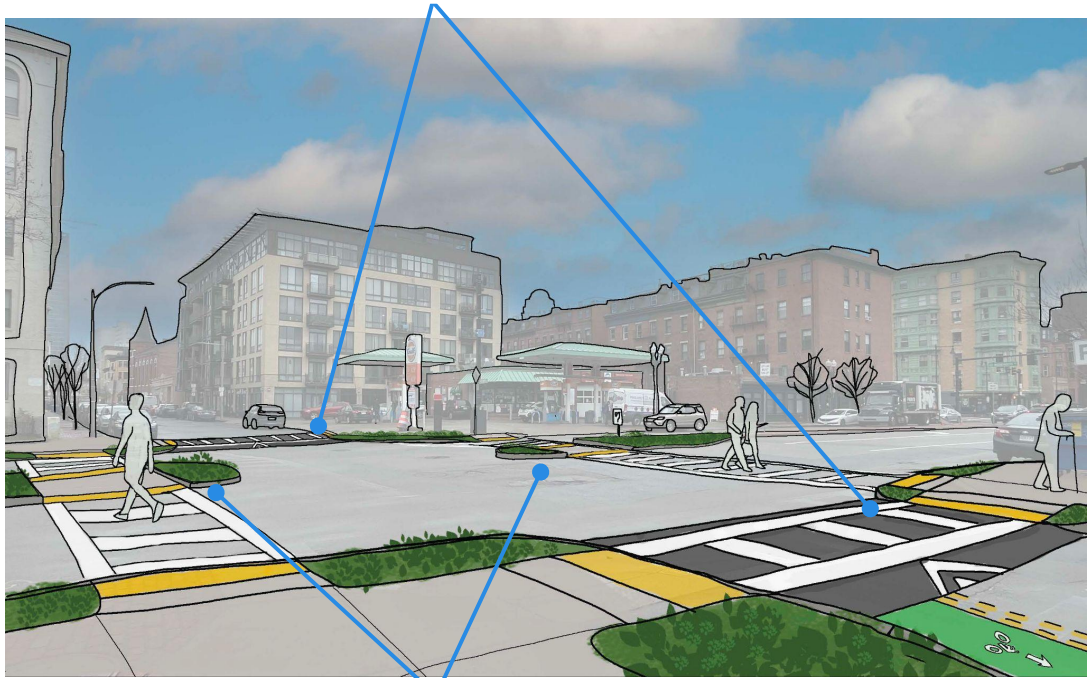
**Raised crosswalks and curb bump-outs** will slow drivers at this intersection.

We'll make the crosswalks across Harrison **shorter**



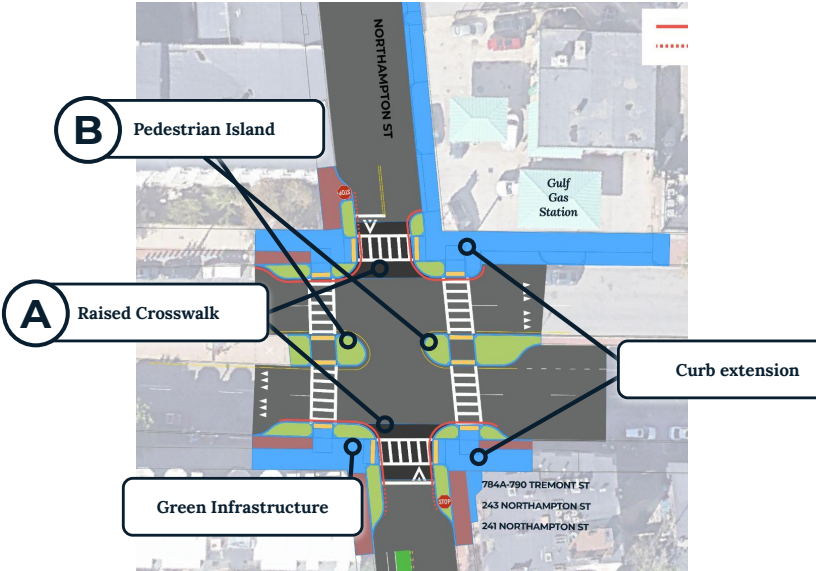
# 2. NORTHAMPTON AT TREMONT

**A** We'll add raised crosswalks



**B** We'll build safer pedestrian crossing islands

**Raised crosswalks** and **curb bump-outs** will slow drivers and make crosswalks safer and shorter. In addition, we'll rebuild the **pedestrian islands** on Tremont and add **green infrastructure**.



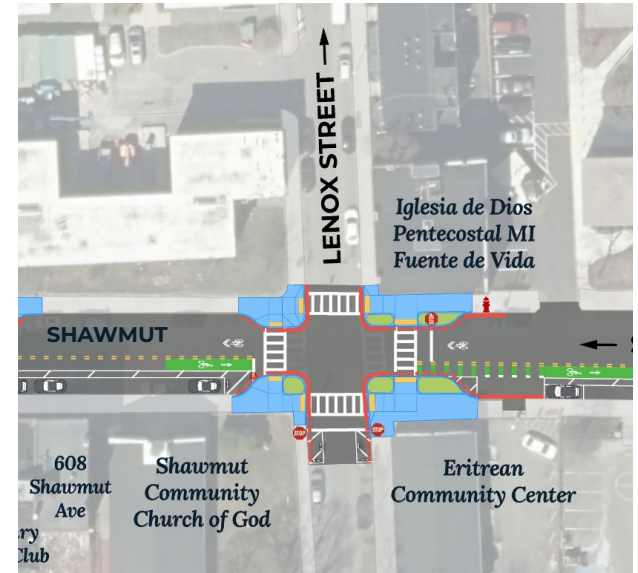
# 3. SHAWMUT AT LENOX



We'll rebuild all the ramps, restripe crosswalks, and make the crosswalks shorter

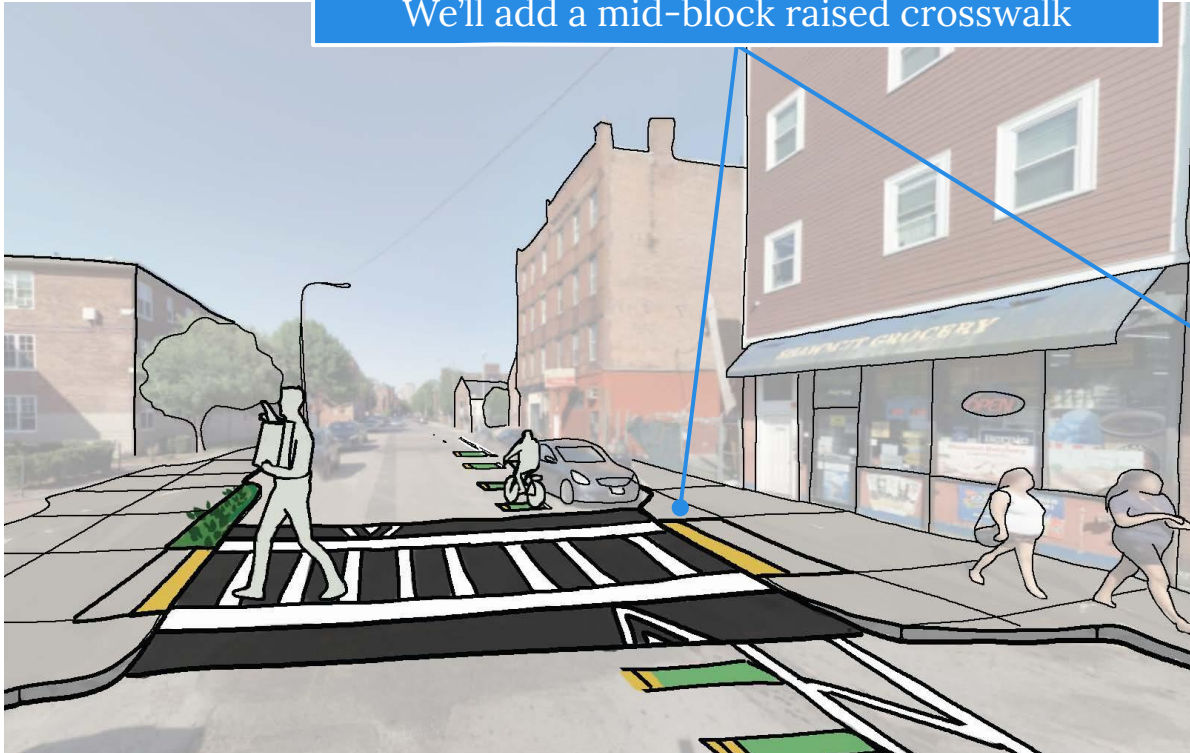
We'll add **curb bump-outs** to slow turning cars and make crosswalks shorter and safer.

We'll also add **green infrastructure**

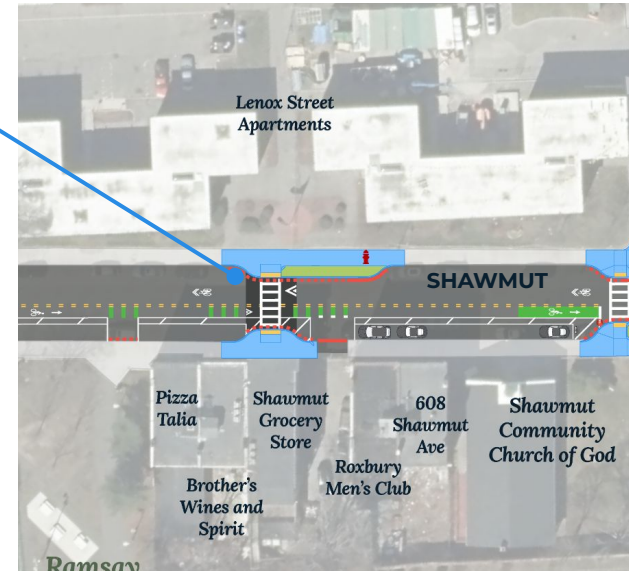


# 4. SHAWMUT AVENUE MID-BLOCK

Residents asked for a safer way to cross here.  
We'll add a mid-block raised crosswalk

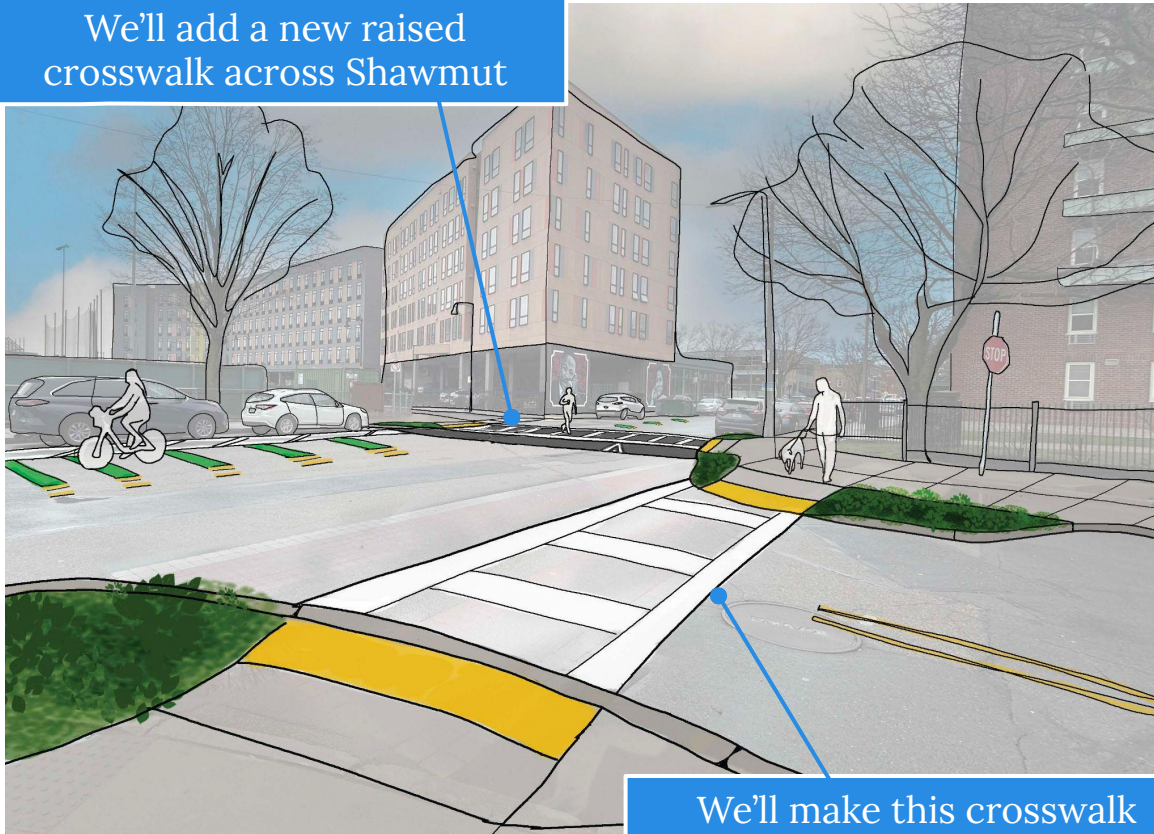


We'll add a new **raised crosswalk** with **curb bump-outs** on Shawmut Avenue near the small businesses, where residents shared many people cross in the middle of the street.



# 5. SHAWMUT AT HAMMOND

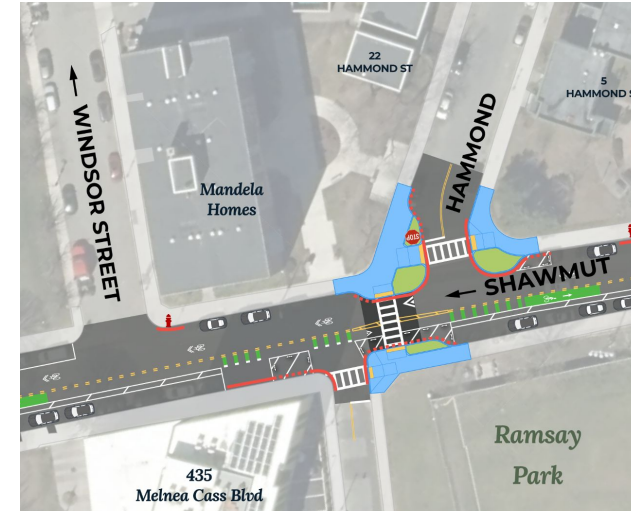
We'll add a new raised crosswalk across Shawmut



We'll make this crosswalk shorter and straighter

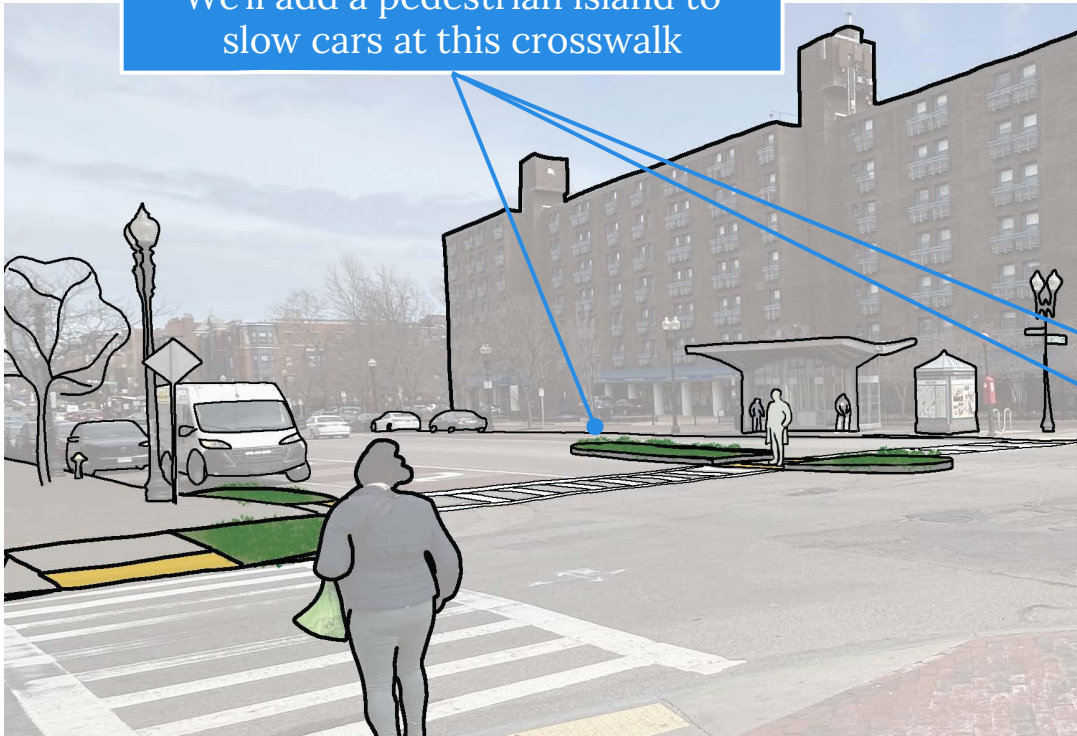
**Raised crosswalks** and **curb bump-outs** will slow drivers at this intersection.

We'll make the crosswalk across Hammond **shorter**



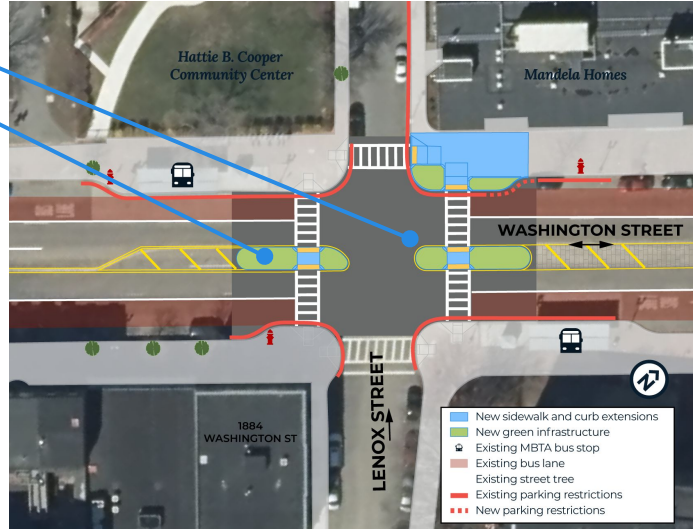
# 6. WASHINGTON AT LENOX

We'll add a pedestrian island to slow cars at this crosswalk



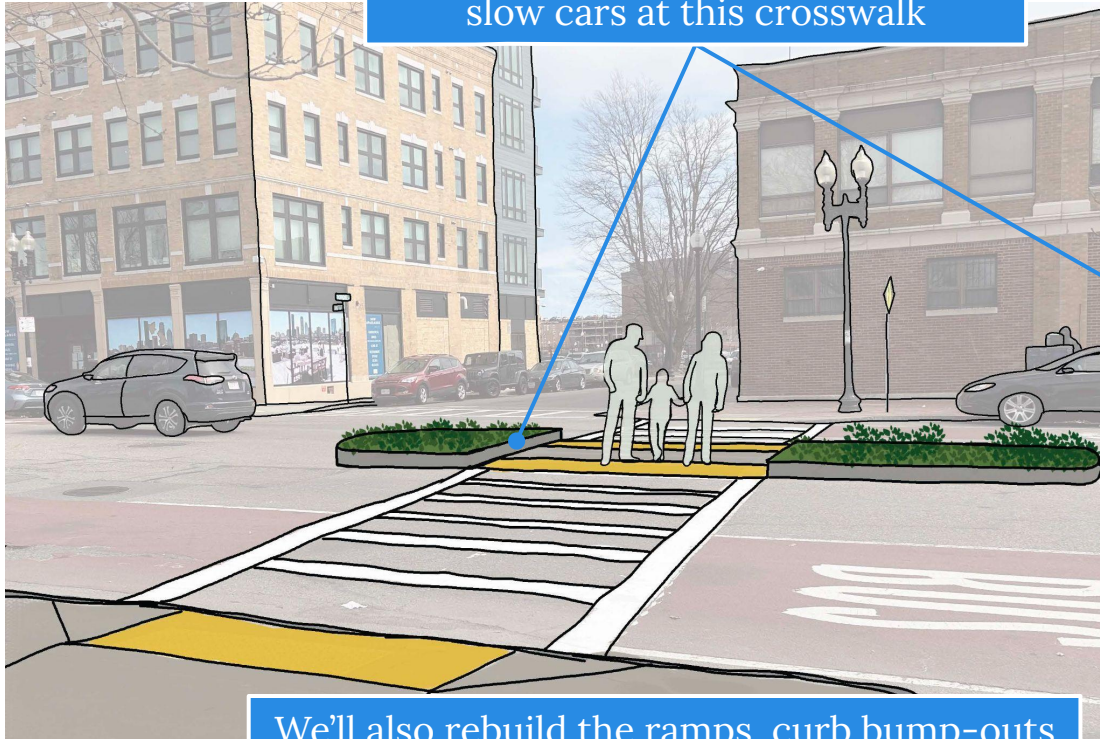
We'll rebuild the ramps, restripe crosswalks and make the crosswalks shorter

**Pedestrian islands** will encourage drivers to slow down and make them more aware of pedestrians in the crosswalk. In January 2025, a driver **hit and killed** a pedestrian at this intersection.



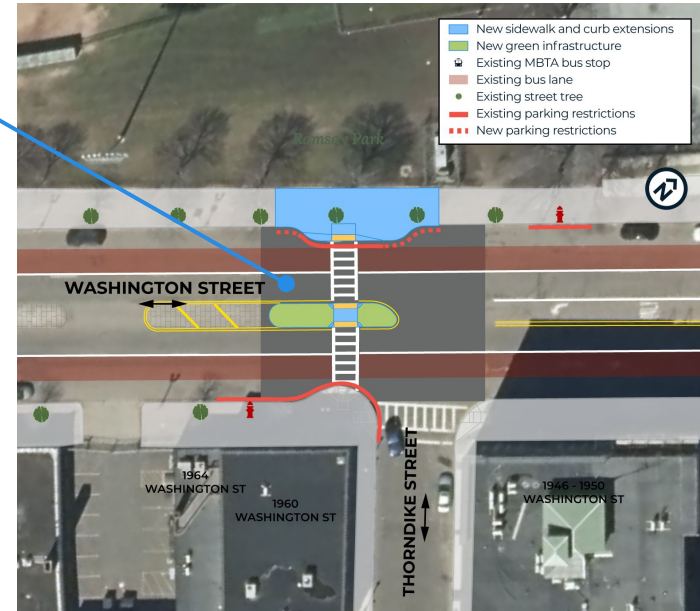
# 7. WASHINGTON AT THORNDIKE

We'll add a pedestrian island to slow cars at this crosswalk



We'll also rebuild the ramps, curb bump-outs and restripe the crosswalk

A **pedestrian island** will encourage drivers to slow down and make them more aware of pedestrians in the crosswalk.



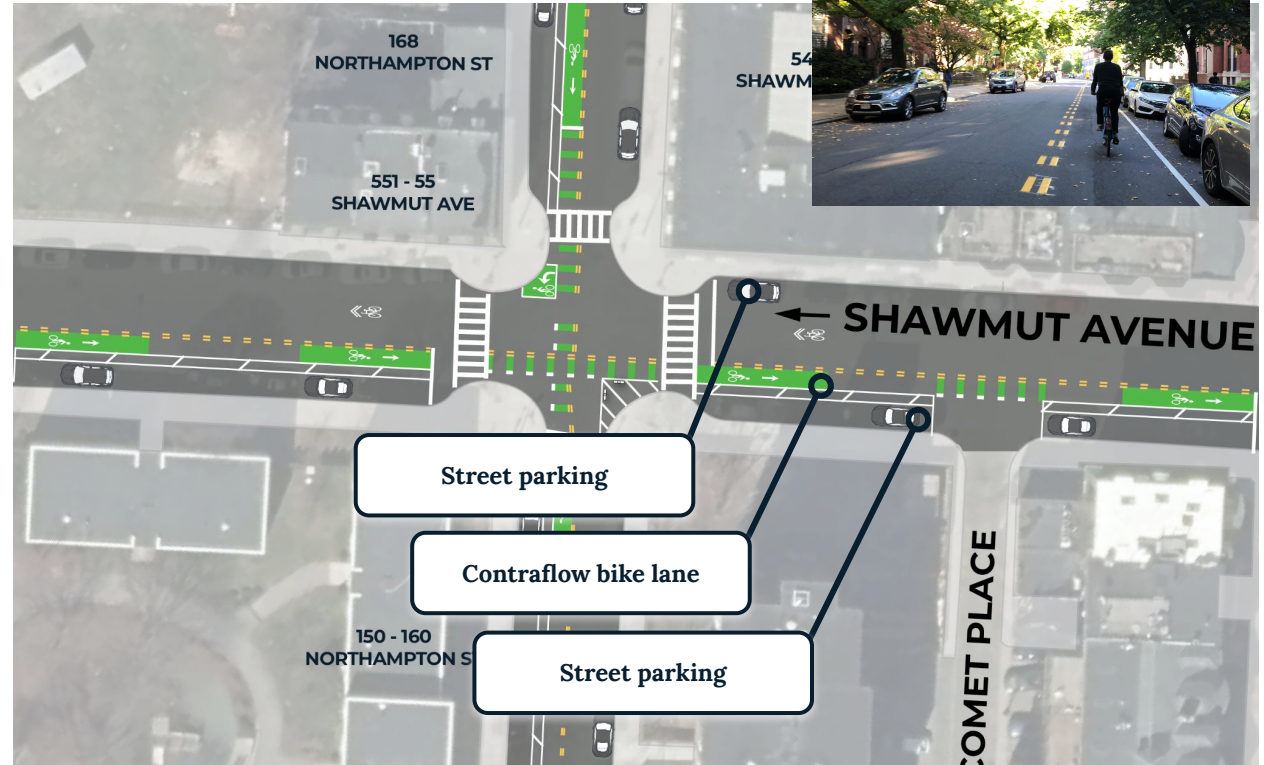
# SHAWMUT AVENUE CONTRAFLOW BIKE LANE

(Mass Ave to Melnea Cass)

Shawmut Avenue is one travel lane, but way too wide. Wide streets encourage speeding.

We'll slim the travel lane to curb speeding. With the extra space, we'll add a **contraflow bike lane**. People will be able to bike in the opposite direction of vehicle traffic.

This will **not impact** the location of parking along the corridor.



# NORTHAMPTON STREET CONTRAFLOW BIKE LANE

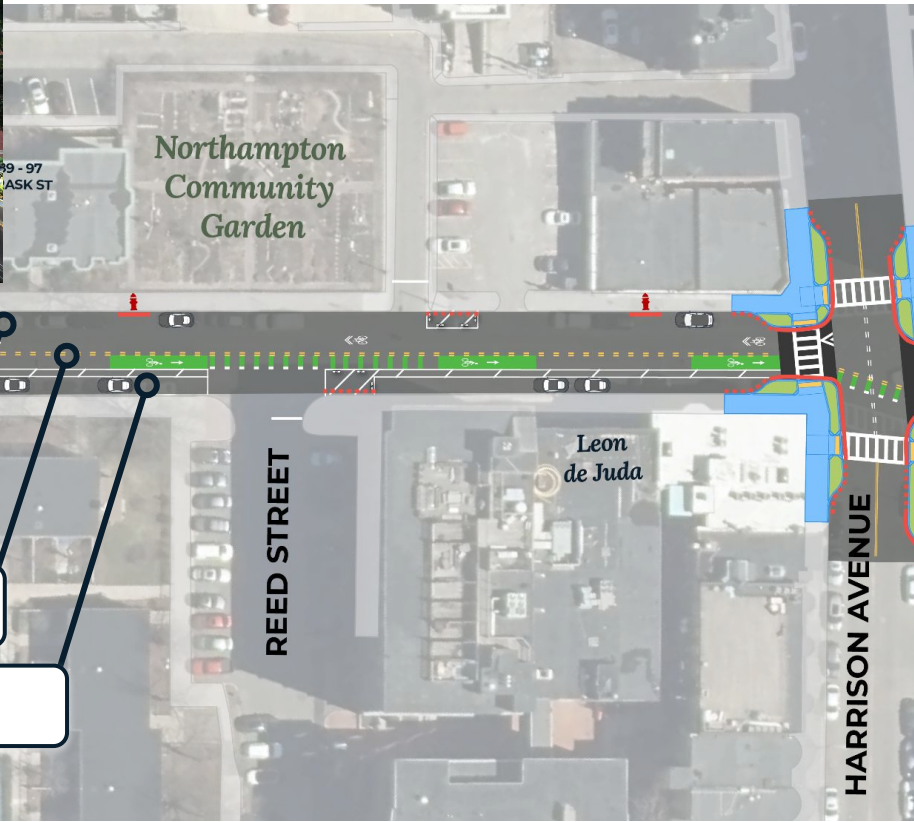
(Tremont to Harrison)

Northampton Street is one travel lane, but way too wide. Wide streets encourage speeding.

We'll slim the travel lane to curb speeding. With the extra space, we'll add a **contraflow bike lane**.

People will be able to bike in the opposite direction of vehicle traffic.

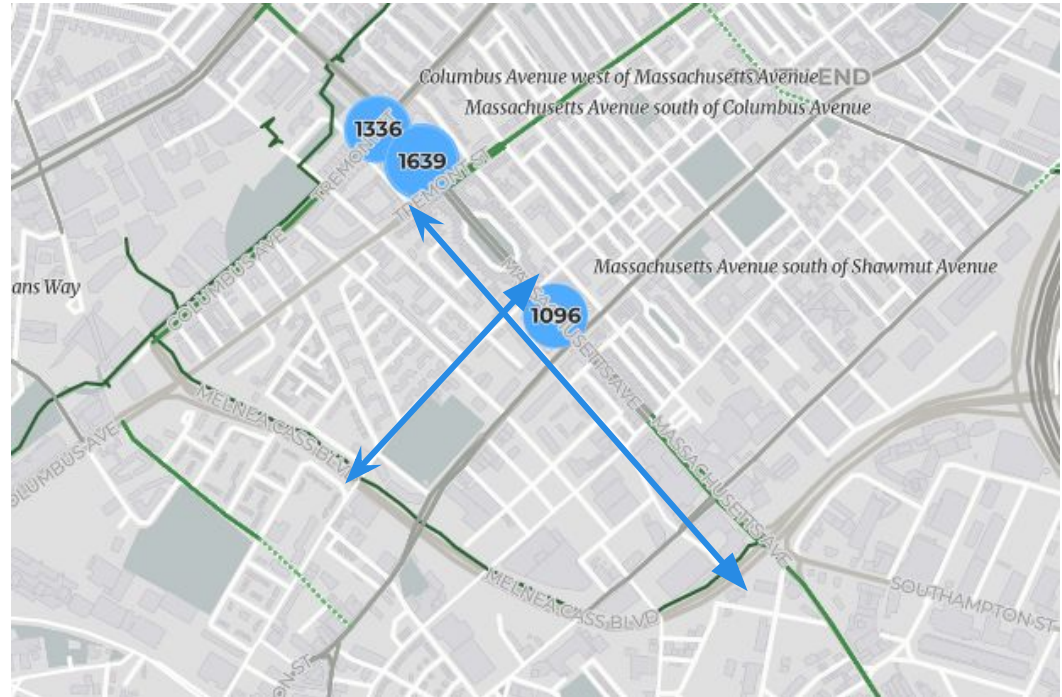
This will **not impact** the location of parking along the corridor.



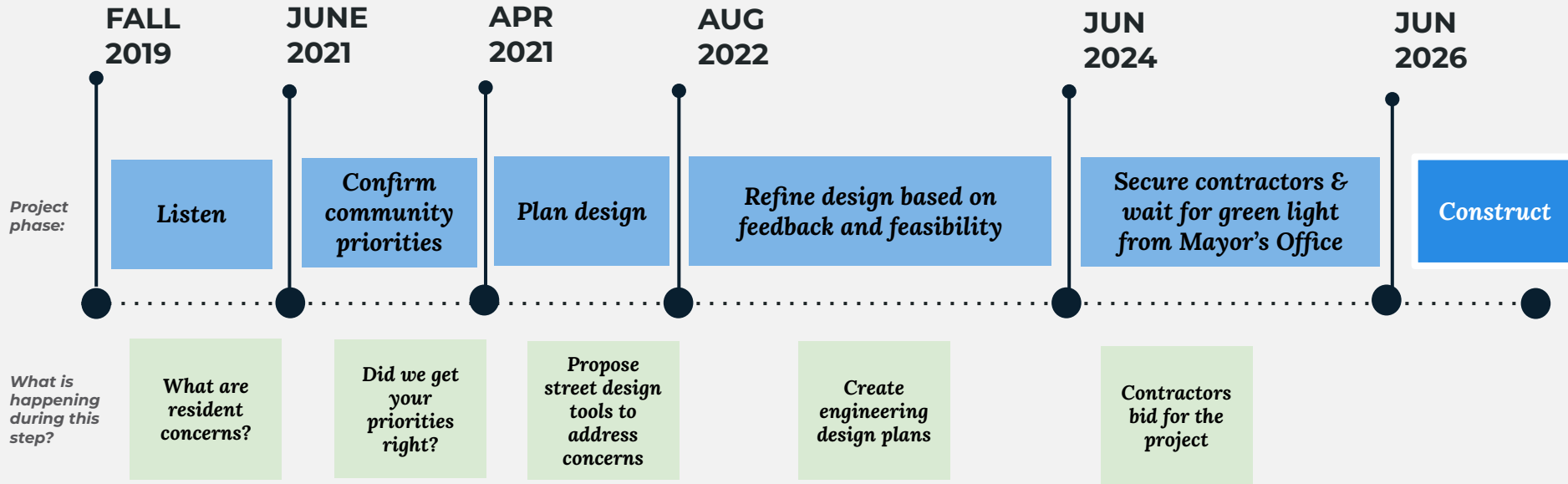
# BIKE CONNECTIONS

About 1000-1200 people bike on Mass Ave each day during the fall and summer

With a contraflow bike lane, Northampton would provide a provide a low-stress east-west option for 1000+ cyclists to get from Tremont to Melnea Cass



# WHERE WE'RE AT



# CONSTRUCTION PROCESS

Replace and move  
drainage basins and pipes  
*1-2 weeks/location*



Excavate, install new  
curb and pour sidewalks  
*4-6 weeks/location*



Pave street and install  
ramps, markings, and signs  
*~1-2 weeks for a group of  
intersections*



# CLEAR CORNERS

When people park right in front of a crosswalk, it can make it hard to see other vehicles or pedestrians about to cross. Parking is prohibited 20 feet ahead of a crosswalk - and we can mark this area with signs and buffers. This reduces the likelihood of crashes at intersections.

Also, clear corners also make it easier for fire trucks, delivery trucks, and other larger vehicles to turn. With clear corners, these bigger vehicles are less likely to scrape other parked cars or get stuck.



Before and after restricting parking in front of crosswalk