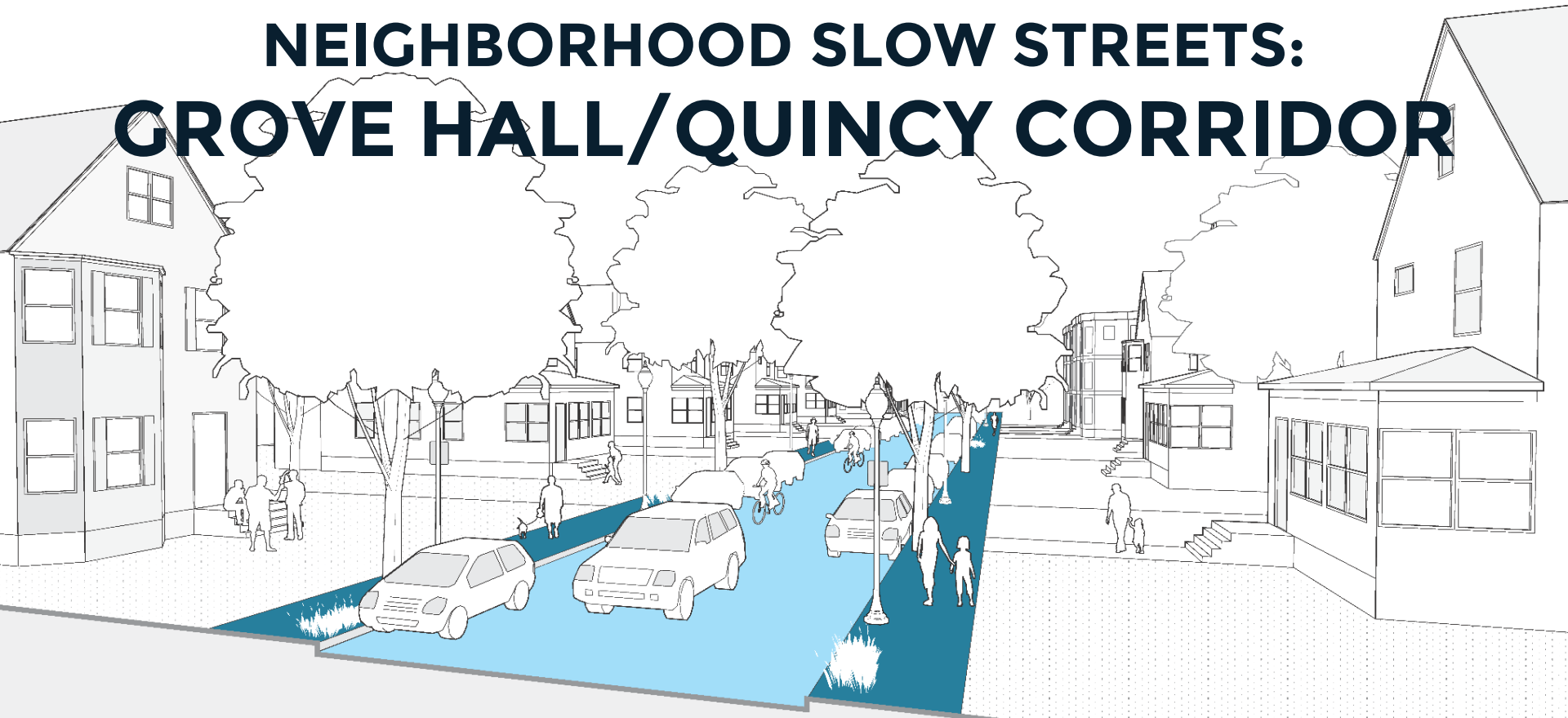


NEIGHBORHOOD SLOW STREETS: GROVE HALL/QUINCY CORRIDOR



Boston Transportation Department
Greg Rooney, Acting Commissioner

April 25, 2019 | Public Meeting
Grove Hall Community Center

MEETING GOALS

- Introduce more residents to the Neighborhood Slow Streets project
- Share our design plans for final feedback
- Provide timeline for next steps

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

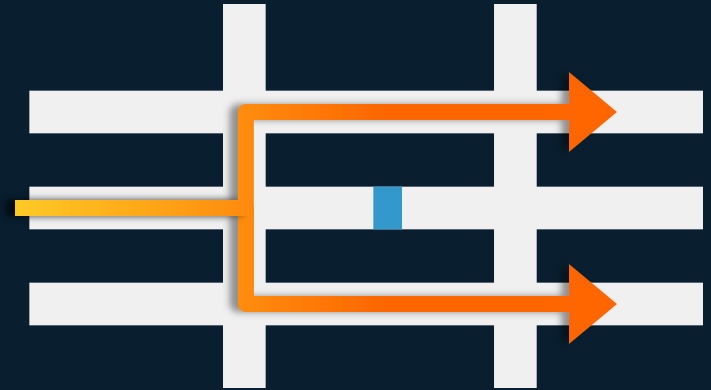
NEIGHBORHOOD SLOW STREETS

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

YOUR PARTICIPATION INFORMED THIS PLAN

SEPTEMBER 18, 2017

Community Walk

MAY 31, 2018

Public Meeting (Grove Hall Community Center)

JULY 5, 2018

Accepted feedback online, by phone or mail

APRIL 25, 2019

Public Meeting (Grove Hall Community Center)

MAY 23, 2019

Accepting feedback online, by phone or mail

TOP CONCERNS WE HEARD

- Vehicle speeds
- Difficult to cross streets
 - Especially on Howard Ave
- Interest in changing direction of some streets
 - Wayland, Cunningham
 - Magnolia, Ceylon



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 residential corridor.

GROVE HALL/QUINCY CORRIDOR DESIGN PLAN

DESIGN PLAN INCLUDES:

- Zone-wide changes
- Streets north of Quincy:
 - Howard Ave
 - Cunningham & Wayland, Bird-Magnolia-Ceylon
- Streets south of Quincy:
 - Lawrence Ave near the MLK
 - Intervale St near Children's Park

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

- 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 ARE NOT SPEED BUMPS!



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



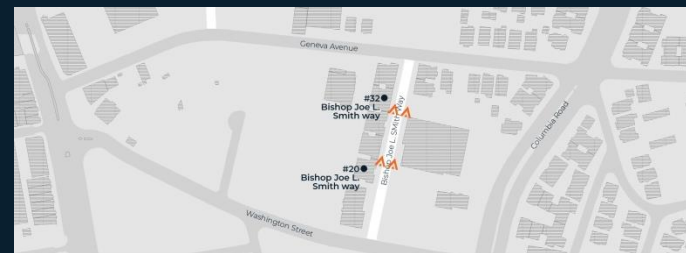
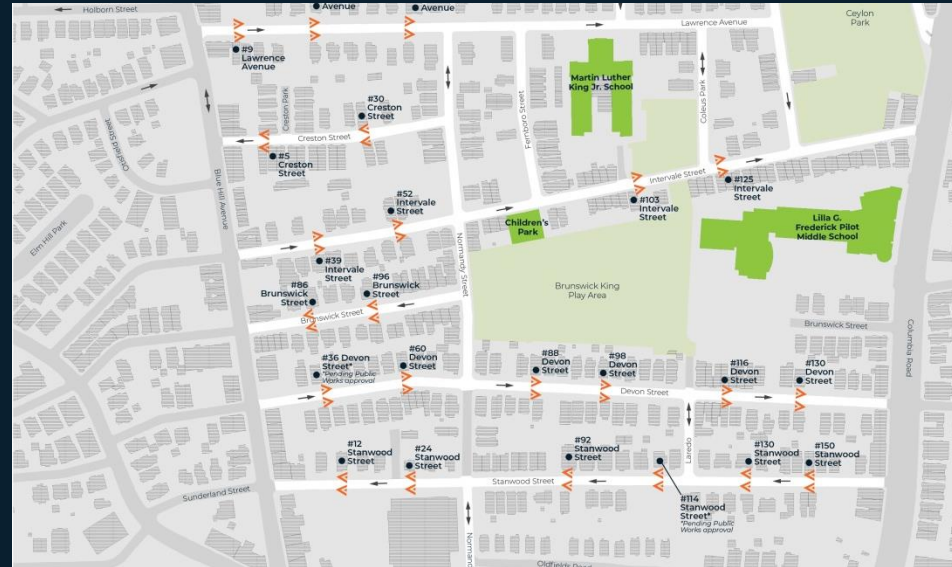
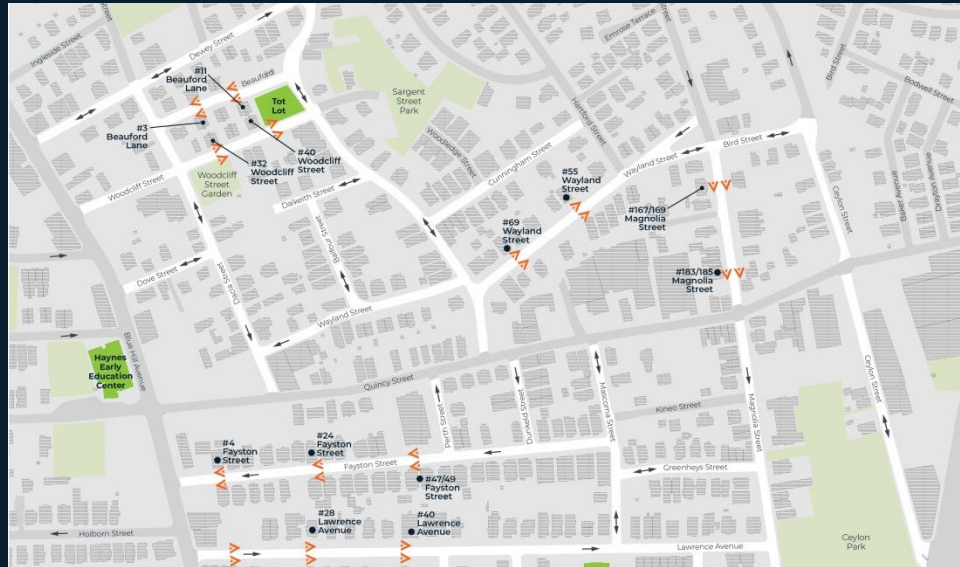
NO! Abrupt, hard bump, 3 to 4 feet long

ZONE-WIDE: SPEED HUMPS

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

- Beauford Ln
- Woodcliff St
- Wayland St
- Magnolia St
- Fayston St
- Lawrence Ave
- Creston St
- Intervale St
- Brunswick St
- Devon St
- Stanwood St
- Bishop Joe Smith Way

ZONE-WIDE: SPEED HUMPS



*Addresses noted on handouts

IN SOME LOCATIONS: DAYLIGHTING

- Improves visibility for drivers, pedestrians
- Restricts parking 20' from intersection, per City rules
- Generally on approach to crosswalk



HOWARD AVE CURVE

Safety concerns:

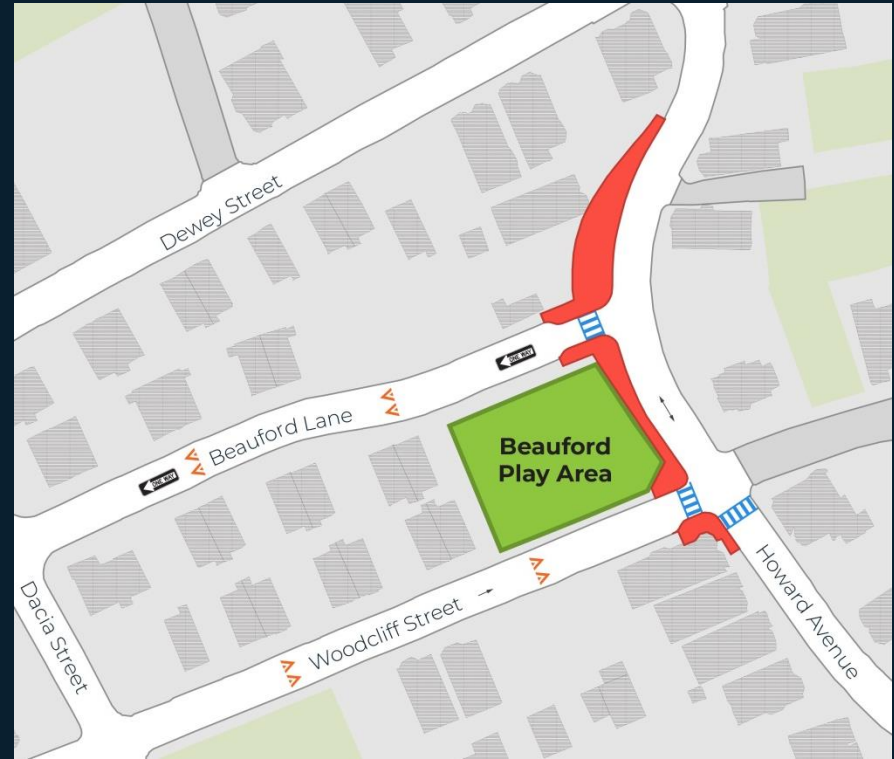
- Wide street encourages speeds and poor lateral positioning
- Curve limits visibility
- No crosswalks
- Alongside a playground



HOWARD AVE CURVE

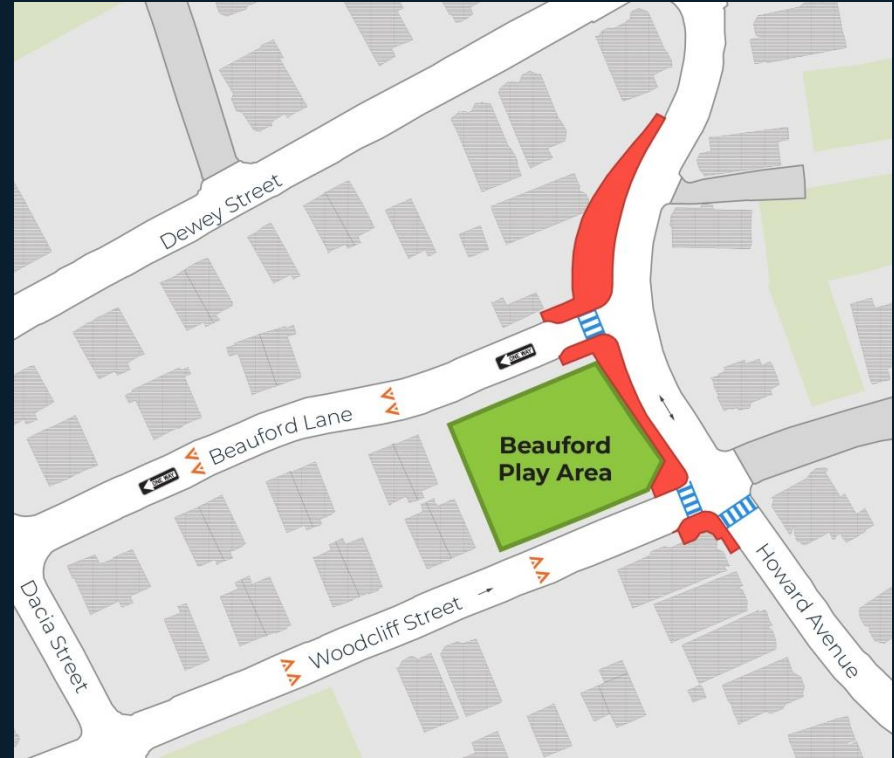
Design proposal:

- Realigns Howard slightly by widening western sidewalk
- Slows people turning from Howard onto Beauford
- Adds crosswalks to access Play Area



BEAUFORD AVE

- 25% of drivers travel over 25 MPH
- Narrow roadway (26') for two-way travel and parking
- Propose one-way conversion
 - Creates one-way pair with Dewey



HOWARD AT WAYLAND

Design proposal:

- Extends sidewalk on Wayland to provide shorter crosswalk and better accessible ramp
- Adds crosswalk across Howard Ave
- Installs raised crosswalk
 - Highest number of pedestrians cross Wayland here (50+ in the afternoon)



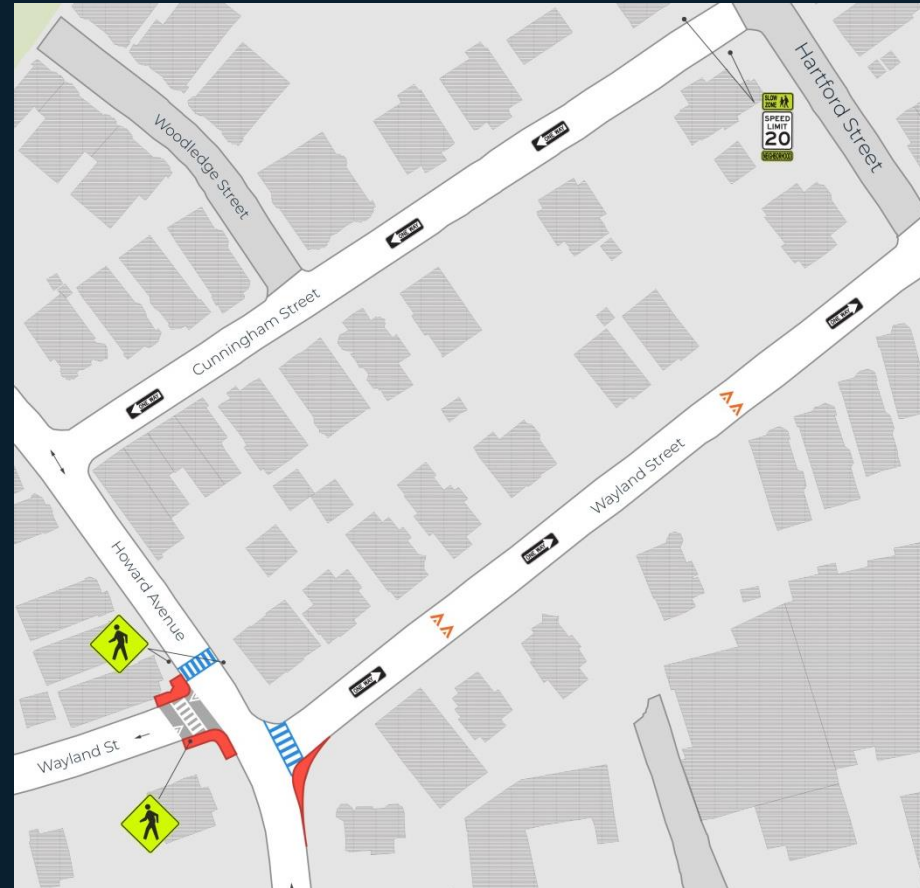
RAISED CROSSWALK

- Crosswalk is level or near-level with sidewalk
- Slows drivers at intersection
- Improves visibility of people crossing the street
- Easier for people with wheelchairs, walkers, strollers, carts



CUNNINGHAM & WAYLAND

- Residents shared a desire to create a one-way pair
- Design proposal:
 - Cunningham one-way **to** Howard
 - Wayland one-way **from** Howard



WAYLAND, BIRD, MAGNOLIA & CEYLON

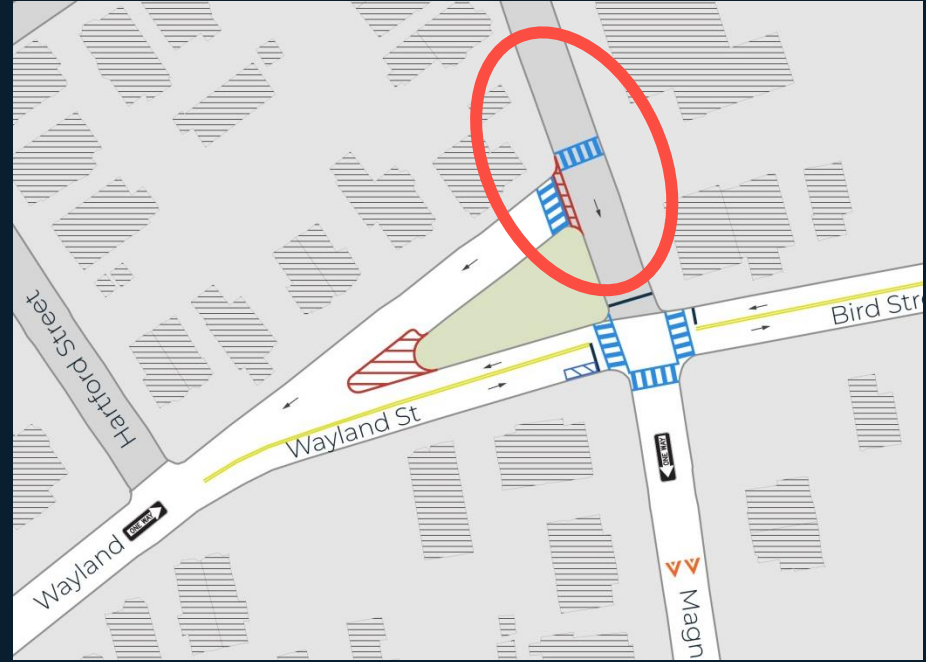
Design proposal:

- Uses pavement markings to clarify two-way portions of Wayland and Bird
- Changes directions of Magnolia and Ceylon to match use patterns
 - Ceylon one-way from Quincy
 - Magnolia one-way to Quincy



WAYLAND, BIRD, MAGNOLIA & CEYLON

- Pilot closure of one of Wayland's intersections with Magnolia
 - Retain access to homes on north side of Wayland
 - Simplify intersection and reduce potential for crashes



LAWRENCE AVE

Safety and operations concerns near MLK School:

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

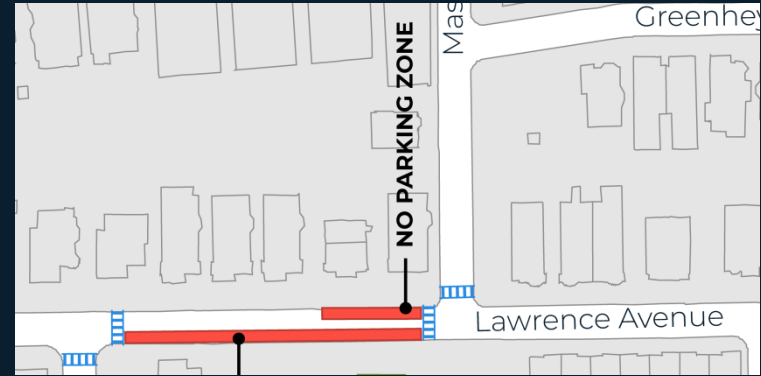


LAWRENCE AVE



OPTION 1:

- Restrict parking on both sides during school days
- Better visibility of crosswalk
- More space for everyone during pick-up/drop-off
- More daytime parking loss



OPTION 2:

- Restrict parking just approaching the crosswalk
- Better visibility of crosswalk
- Room to maneuver at Magnolia
- Less daytime parking loss

INTERVALE ST

Safety concerns:

- Missing crosswalks
- Poor accessibility for people with physical disabilities
- Some speeding (9% of drivers travel over 25 MPH)



INTERVALE ST

Design proposal:

- Improves visibility of people crossing by building a raised crosswalk
- Shortens crossing by extending the sidewalk on both sides
- Slows drivers approaching Fernboro



OUR NEXT STEPS

APRIL 2019

- Public meeting to share final plans (Tonight!)
- Refine final design, as needed, based on your and your neighbors' feedback
- Additional outreach to community members, BPS

LATE SPRING 2019

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

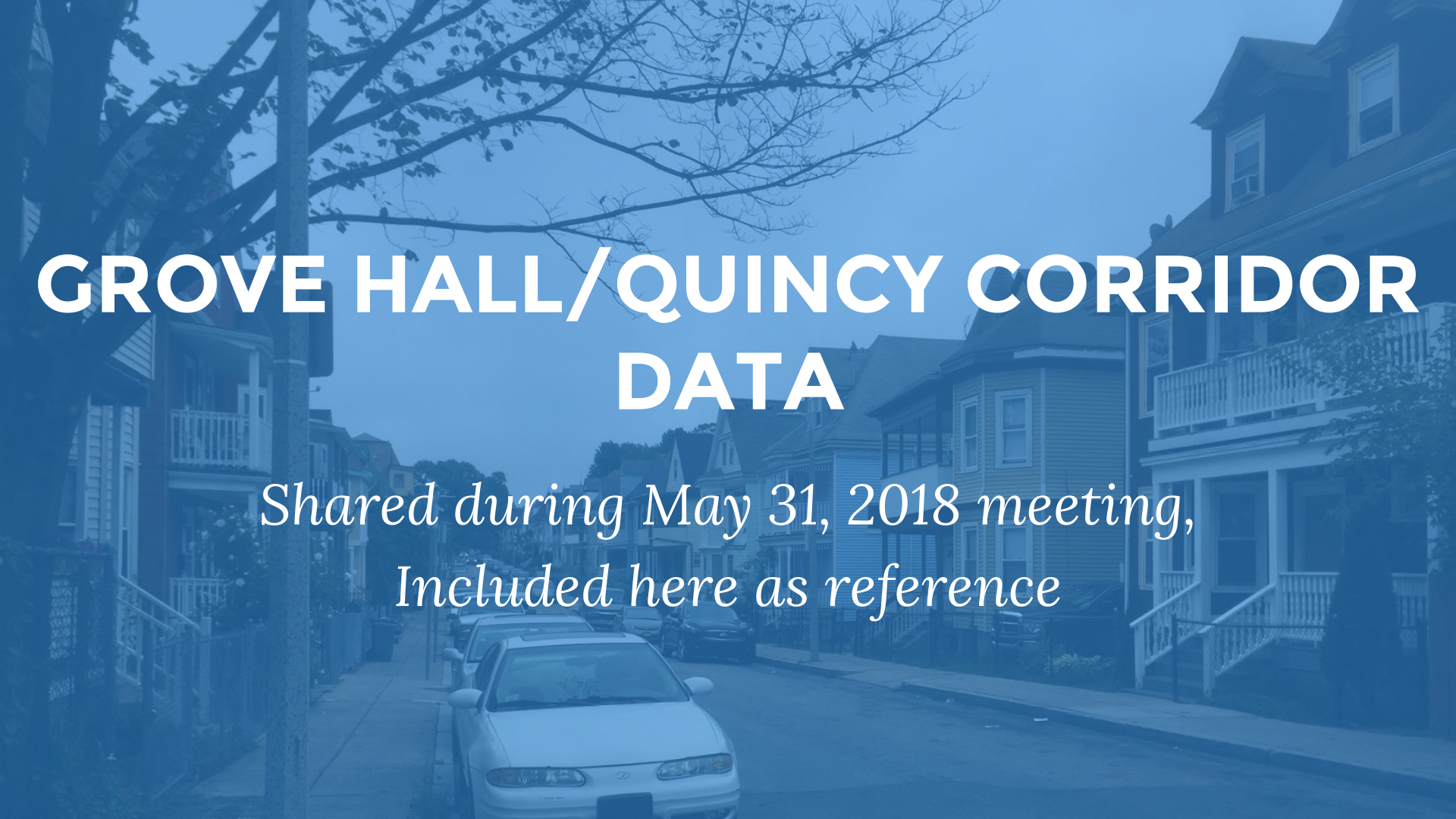
SUMMER 2019

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

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. The overall mood is calm and quiet.

THANK YOU

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

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. The overall scene is a typical urban residential neighborhood.

GROVE HALL/QUINCY CORRIDOR DATA

*Shared during May 31, 2018 meeting,
Included here as reference*

GROVE HALL/QUINCY CORRIDOR ZONE

Some facts about the area:

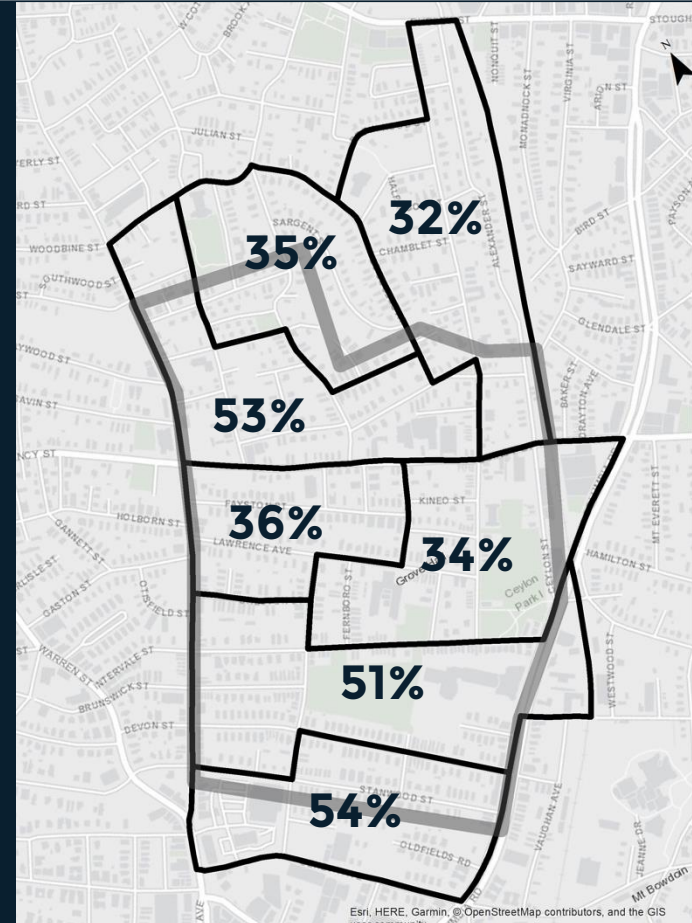
- Nearly 1 in 2 households have a child under 18
- 8% of residents are aged 65 or older
- Multiple parks, schools



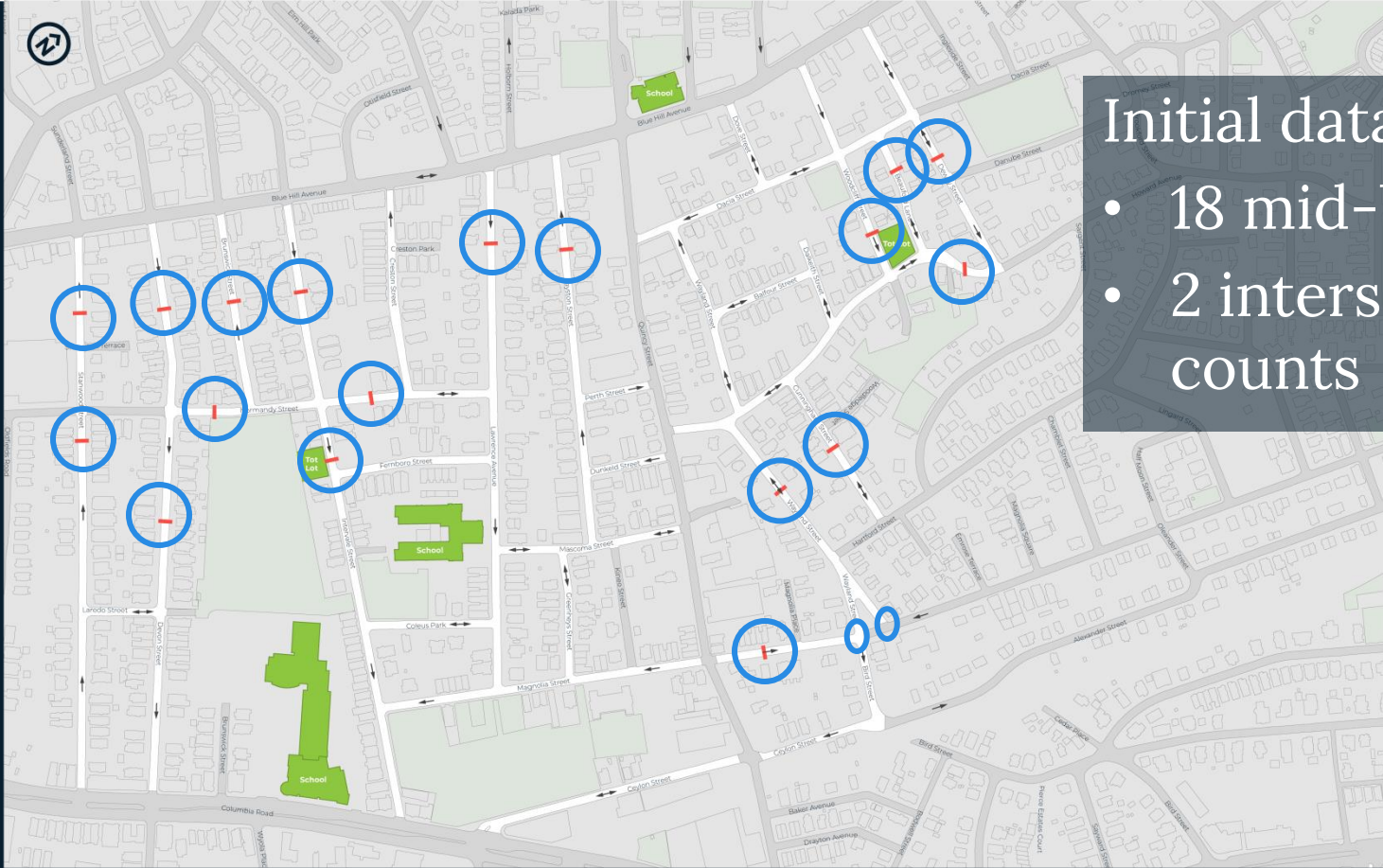
ACTIVE COMMUTES

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

Map shows percentage of residents who commute to work by walking, by bicycling, and by taking transit



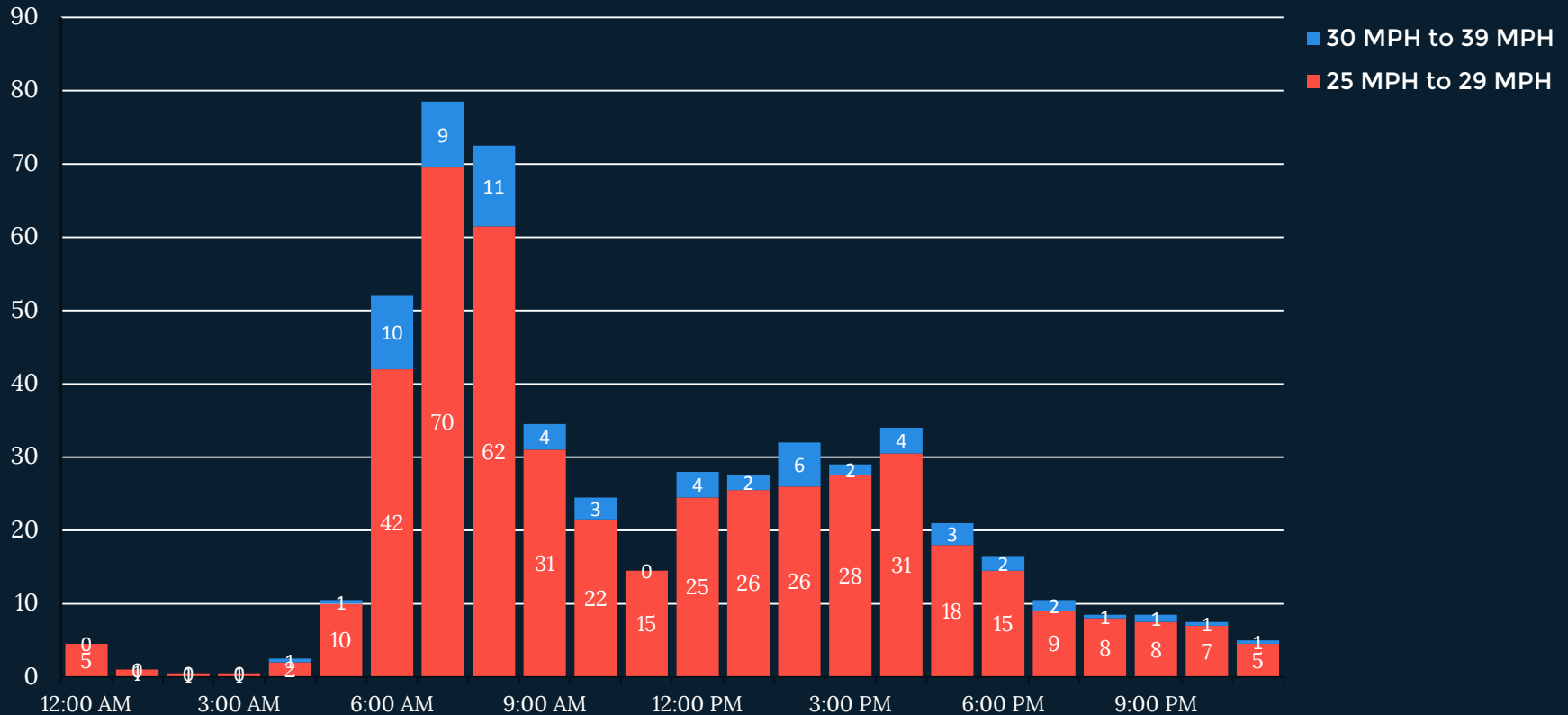
NEIGHBORHOOD TRAFFIC COUNTS



Initial data collection

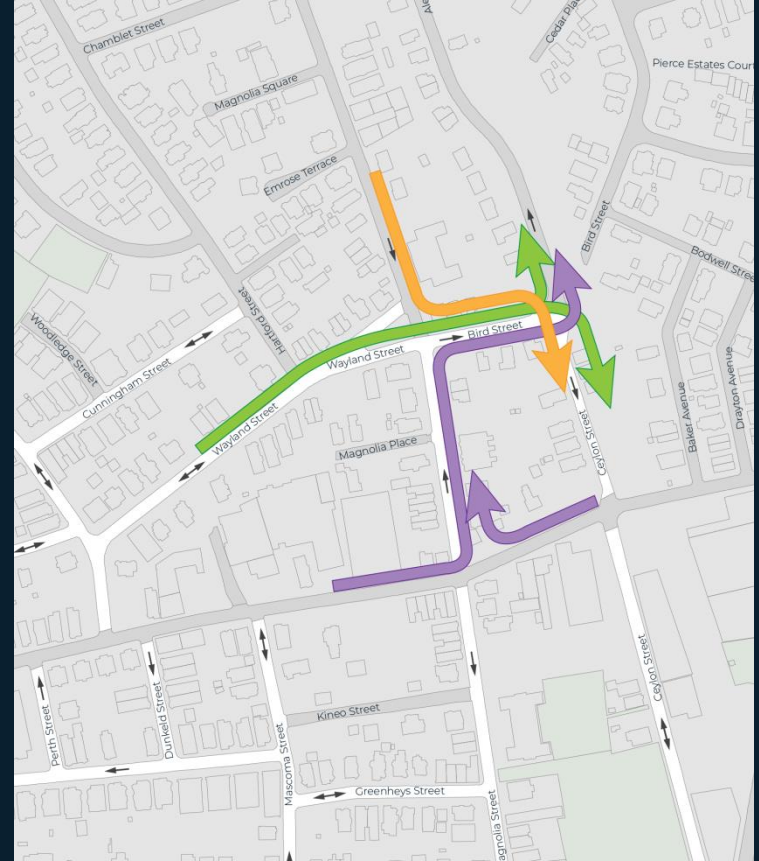
- 18 mid-block counts
- 2 intersection counts

BEAUFORD ST: WESTBOUND SPEEDS

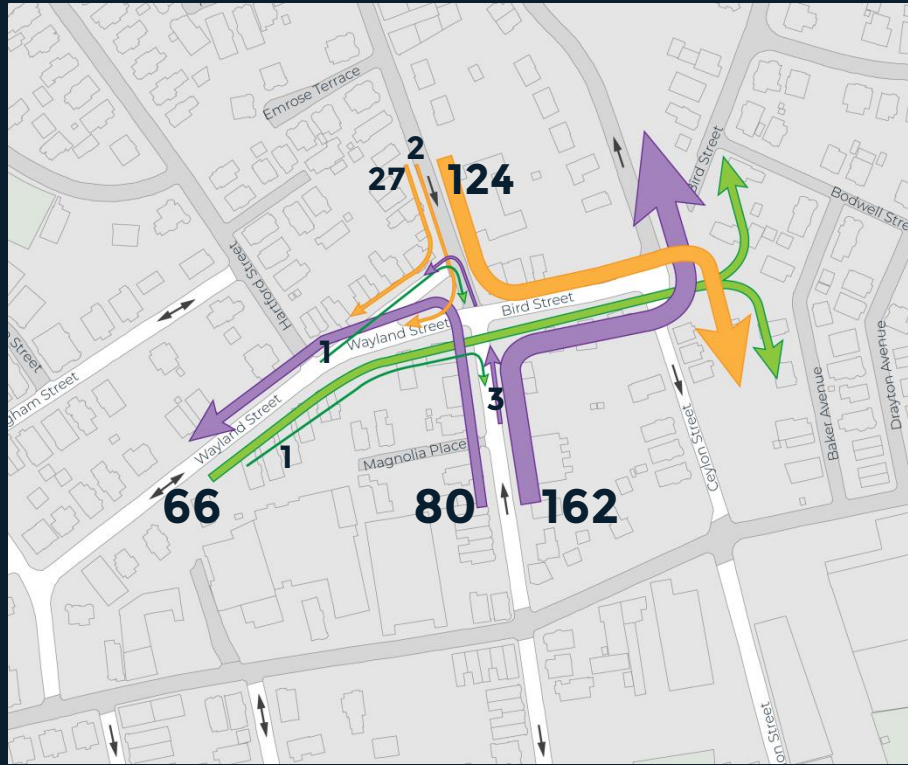


FOCUS: WAYLAND/CUNNINGHAM/BIRD/MAGNOLIA

- 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