

WELCOME TO THE MEETING

NEIGHBORHOOD SLOW STREETS: HIGHLAND PARK

Centre Street Traffic Calming



Your microphone is turned off. You will be able to unmute for discussion.



boston.gov/slow-streets/highland-park
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617-635-1347



Boston Transportation Department
Gregory T. Rooney, Commissioner

July 20, 2021 | Public Meeting
via Zoom

TEAM INTRODUCTIONS

Stefanie Seskin, Active Transportation Director, Boston Transportation Department

Hannah Fong, Planner, Boston Transportation Department

Daniel Merrow, Sr. Engineer, Boston Transportation Department

Margaret, Megan, and Alec, note-takers, Kittelson and Associates

PLEASE NOTE

- This project is already in construction, following a two-year public engagement process. We have limited ability to alter the design.
- No decisions are being made this evening. We will take notes during the discussions. We review those notes as well as all feedback received to date via phone, email, and letter.
- You will be notified of next steps via email and flyers.

AGENDA

- Review the Neighborhood Slow Streets process
- Share rationale for changes to Centre Street
- Breakout groups: discuss design and answer questions

An aerial photograph of a city, likely Cambridge, Massachusetts, featuring a prominent white steeple in the distance. The image is overlaid with a semi-transparent blue filter. Centered over the image is the text "NEIGHBORHOOD SLOW STREETS PROGRAM OVERVIEW" in a bold, white, sans-serif font.

NEIGHBORHOOD SLOW STREETS PROGRAM OVERVIEW

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*



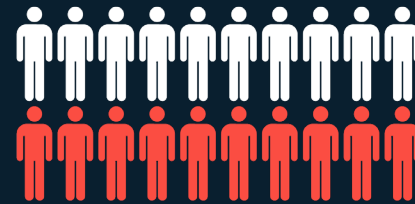
SLOWER SPEEDS, SAFER STREETS



17% likelihood of fatal or severe injury



30% likelihood of fatal or severe injury



47% likelihood of fatal or severe injury

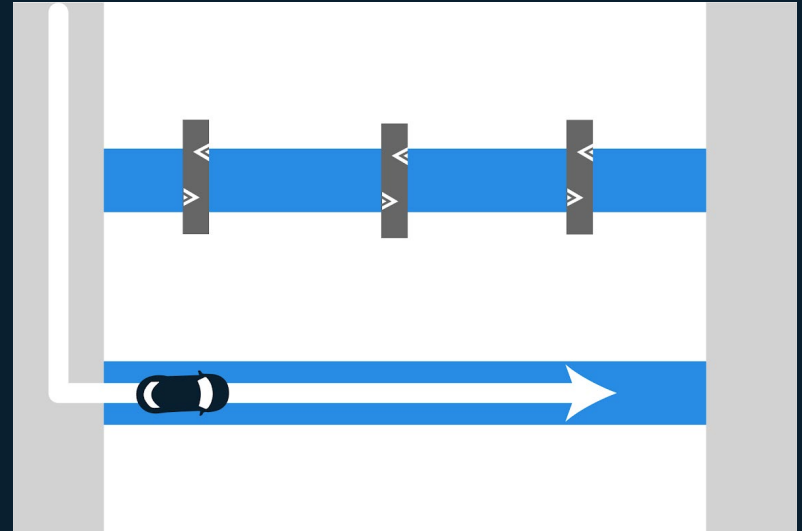
NEIGHBORHOOD SLOW STREETS

A zone-based approach to traffic-calming requests

- A bounded area of local streets
- Speed limit reduced to 20 MPH
- Build design changes to prevent the most serious crashes

WHY ZONES?

- Avoid the “**transfer effect**” from a single measure
- Evaluate the full network for most important changes
- Understand impacts to emergency response



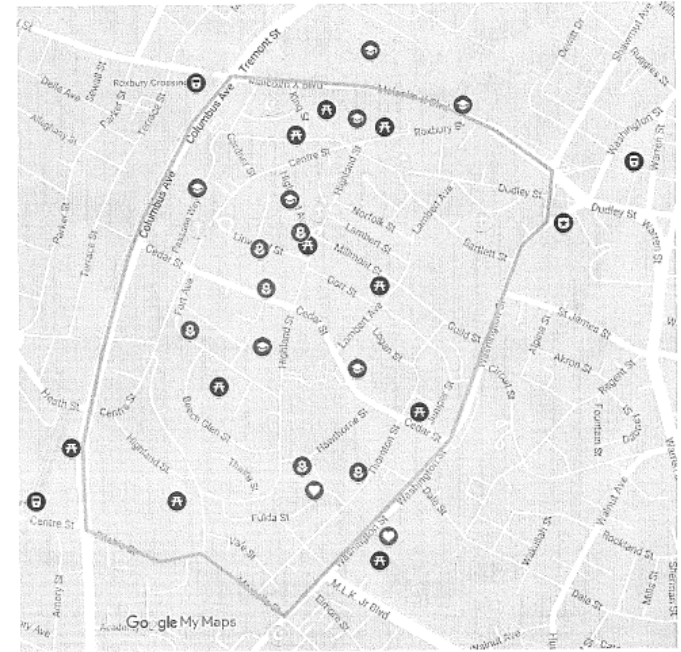
NOMINATION PROCESS

- Group of neighbors nominate their community for traffic-calming
 - Neighbors identify boundary of zone
 - Short petition (24 signatures) required to show broader interest
- Not a grant program, no fixed dollar amount

Map of proposed Highland Park Neighborhood Slow Streets Area

Legend

- Community Center
- Religious Building
- Police Station
- Park
- MBTA Station
- Community Garden
- School



PRIORITIZATION PROCESS

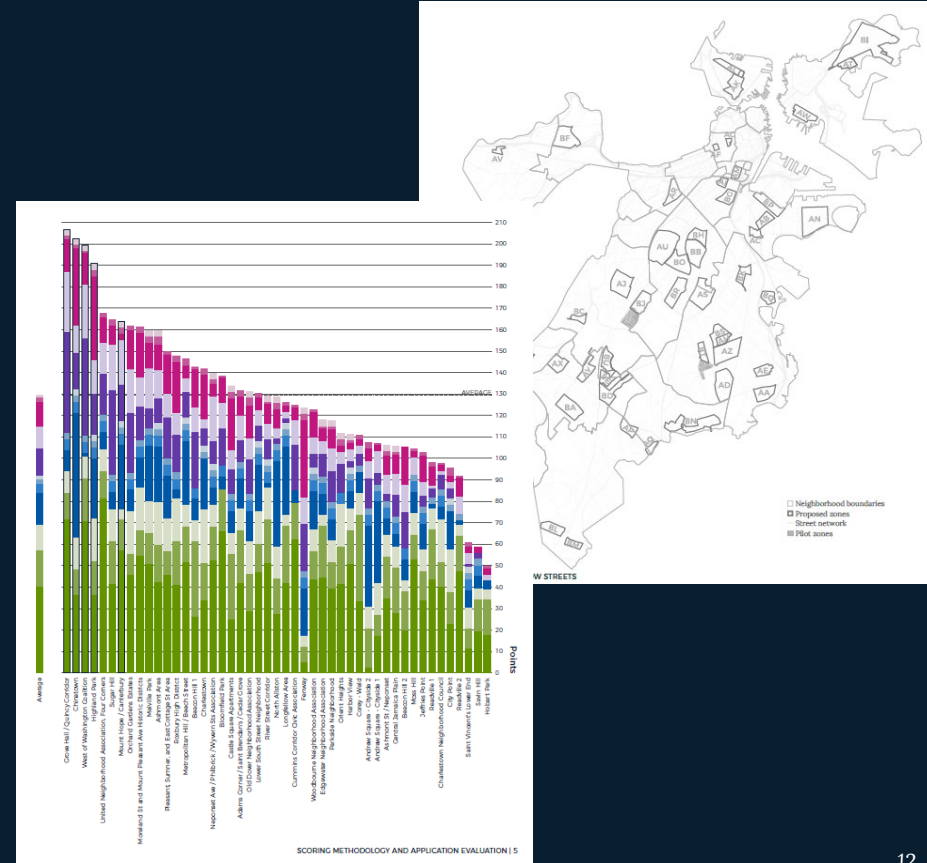
All zones with completed paperwork are scored:

- Vulnerable users: youth, people with disabilities, elders
- Public places: parks, schools, community centers, libraries
- Crash history: rate of injury-causing crashes per mile of zone streets
- Connections: Nearby transit, walking and biking networks

HIGHLAND PARK WAS PRIORITIZED IN 2017

We evaluated more than 45 zones in 2017

- Highland Park was 4th highest
- Many transportation connections, higher than average crash rate

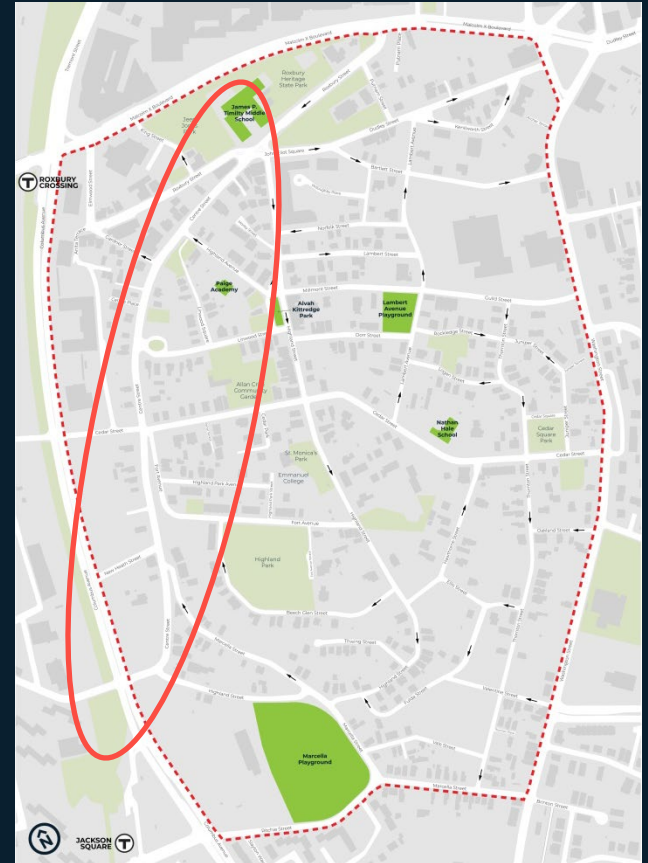


TRAFFIC CALMING ON CENTRE STREET



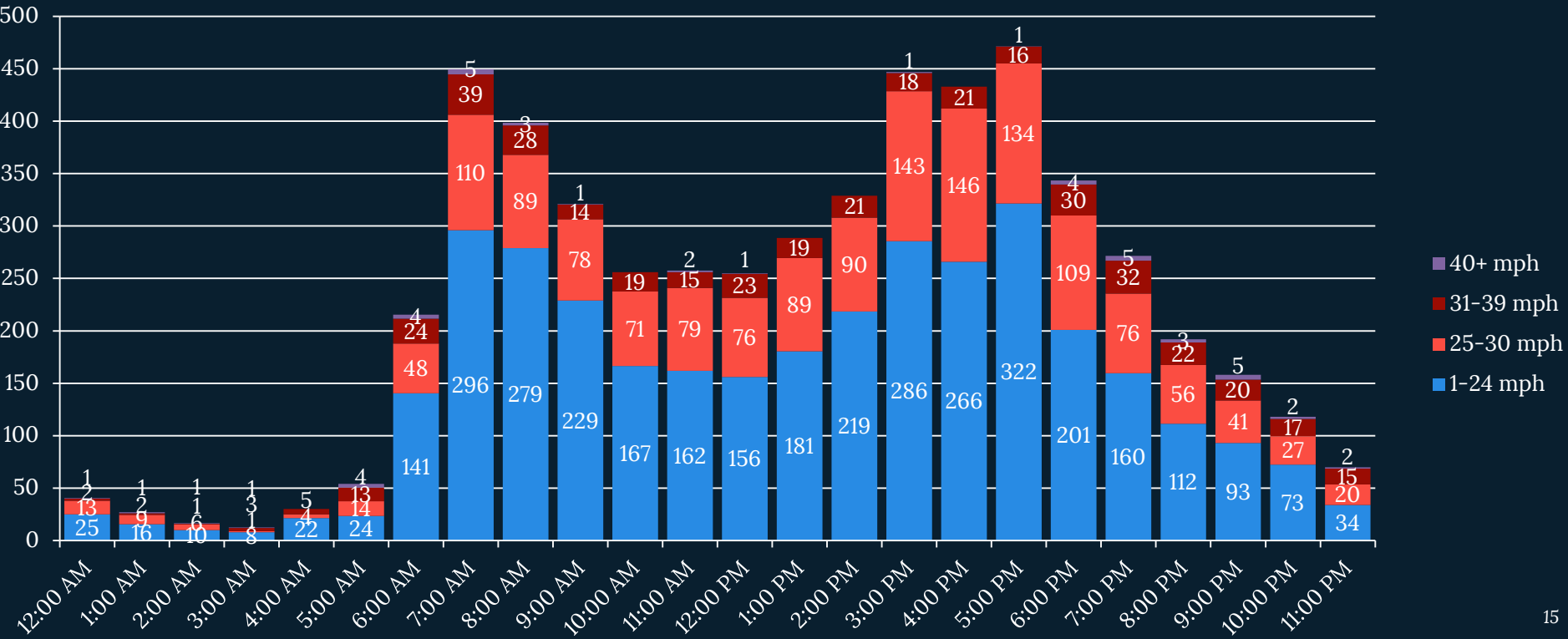
CHALLENGES ON CENTRE STREET

- Few marked crosswalks
- Unsafe speeding during the day
- Inaccessible bus stops
- Poor visibility when turning onto Centre



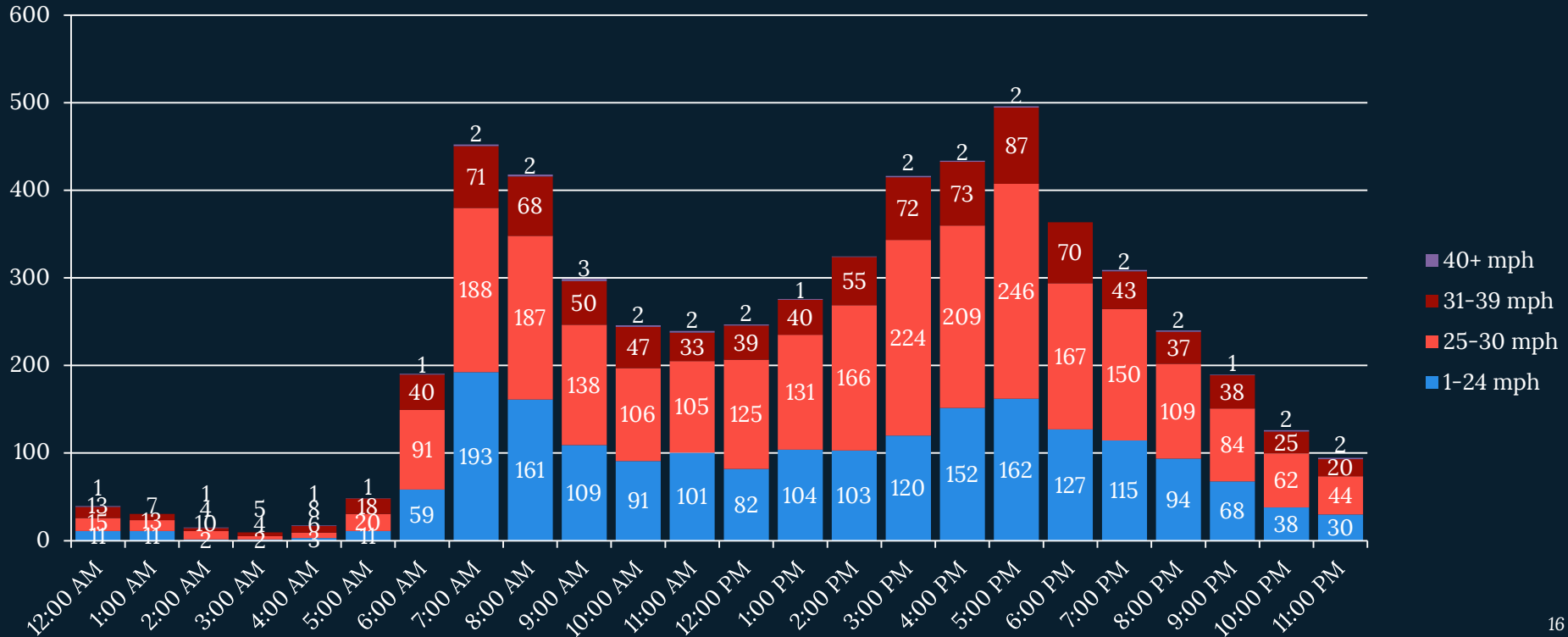
SPEED: CENTRE ST NEAR GARDNER

Drivers within and exceeding the speed limit, average of April 24-26, 2018



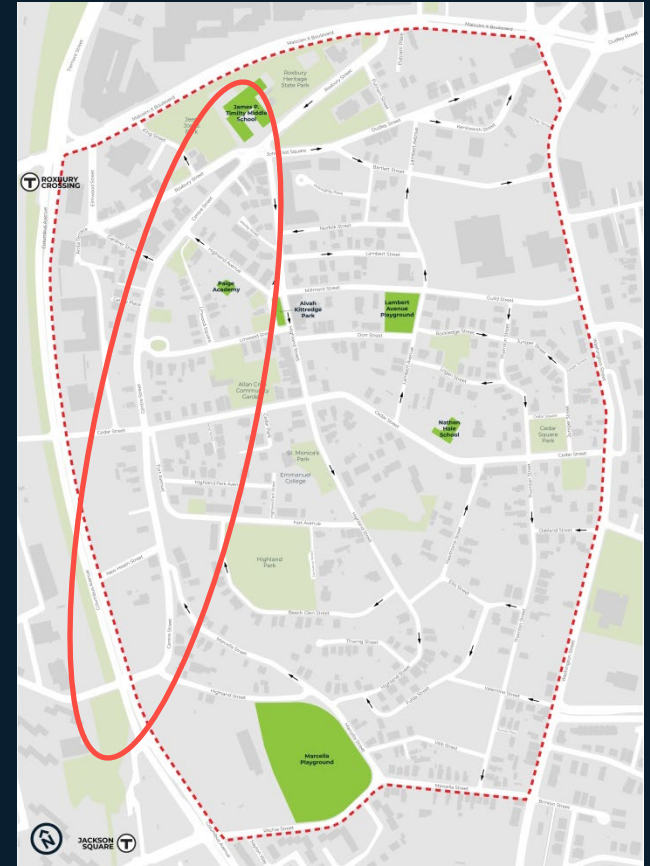
SPEED: CENTRE ST NEAR CEDAR

Drivers within and exceeding the speed limit, average of April 24-26, 2018



OUR DESIGN

- Consolidate bus stops in coordination with MBTA
- Add new, safe crossings at Highland Ave, Gardner St, and Marcella St/New Heath St
- Periodically narrow Centre Street with built medians to keep speeds at 25 MPH
- Improve visibility at key intersections
- Install speed feedback signs




WHY CONSOLIDATE STOPS?

- Bus stops should always be present in a pair
- Spacing stops further apart helps improve reliability and on-time performance
- Reduce impacts on curb uses and traffic flow





CENTRE ST BUS STOPS

MBTA Bus Stops


 Neighborhood Bus Stops

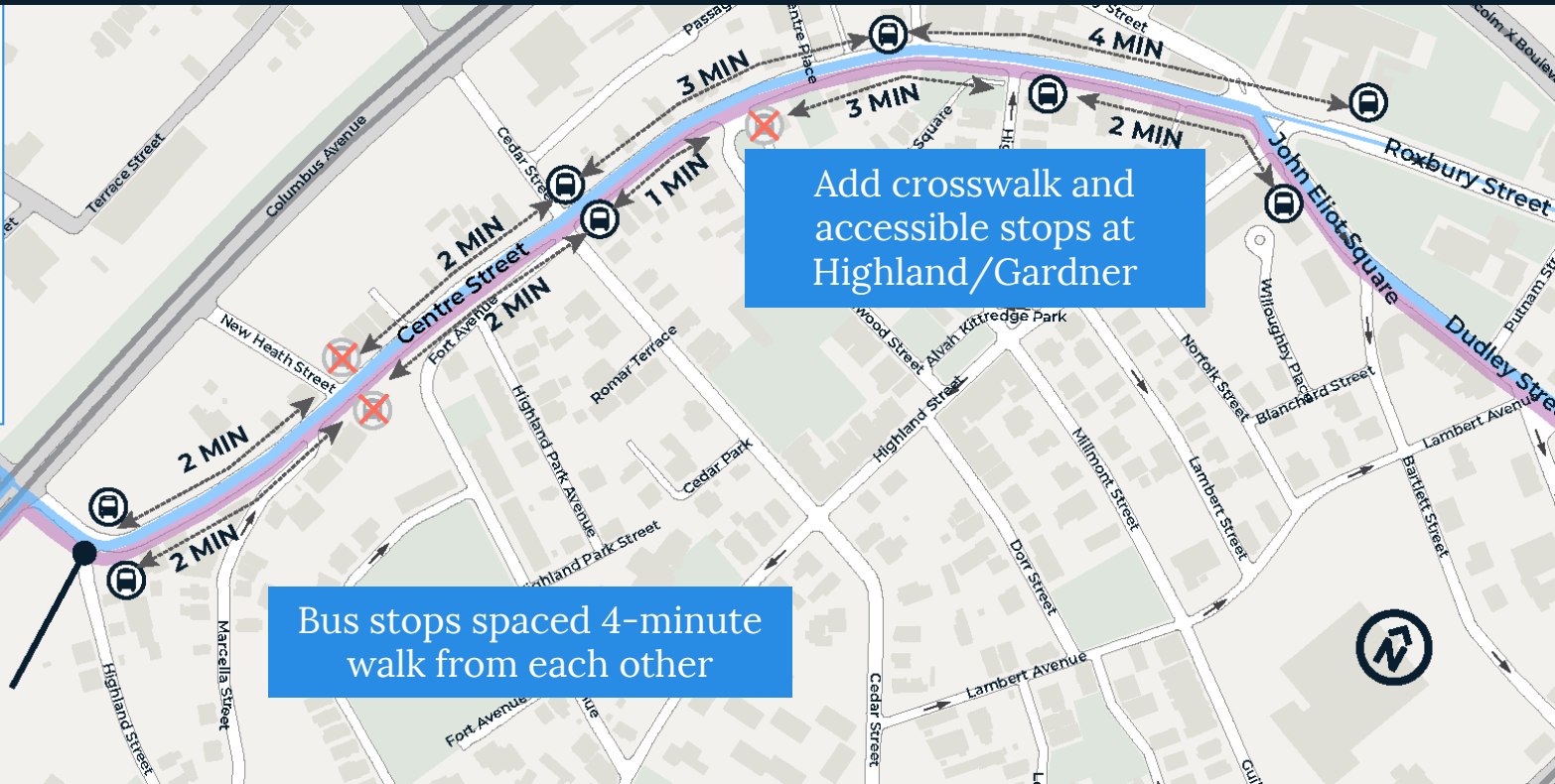
MBTA Bus Routes

 14

 41

Remove Bus Stop





CENTRE STREET AT HIGHLAND AVENUE



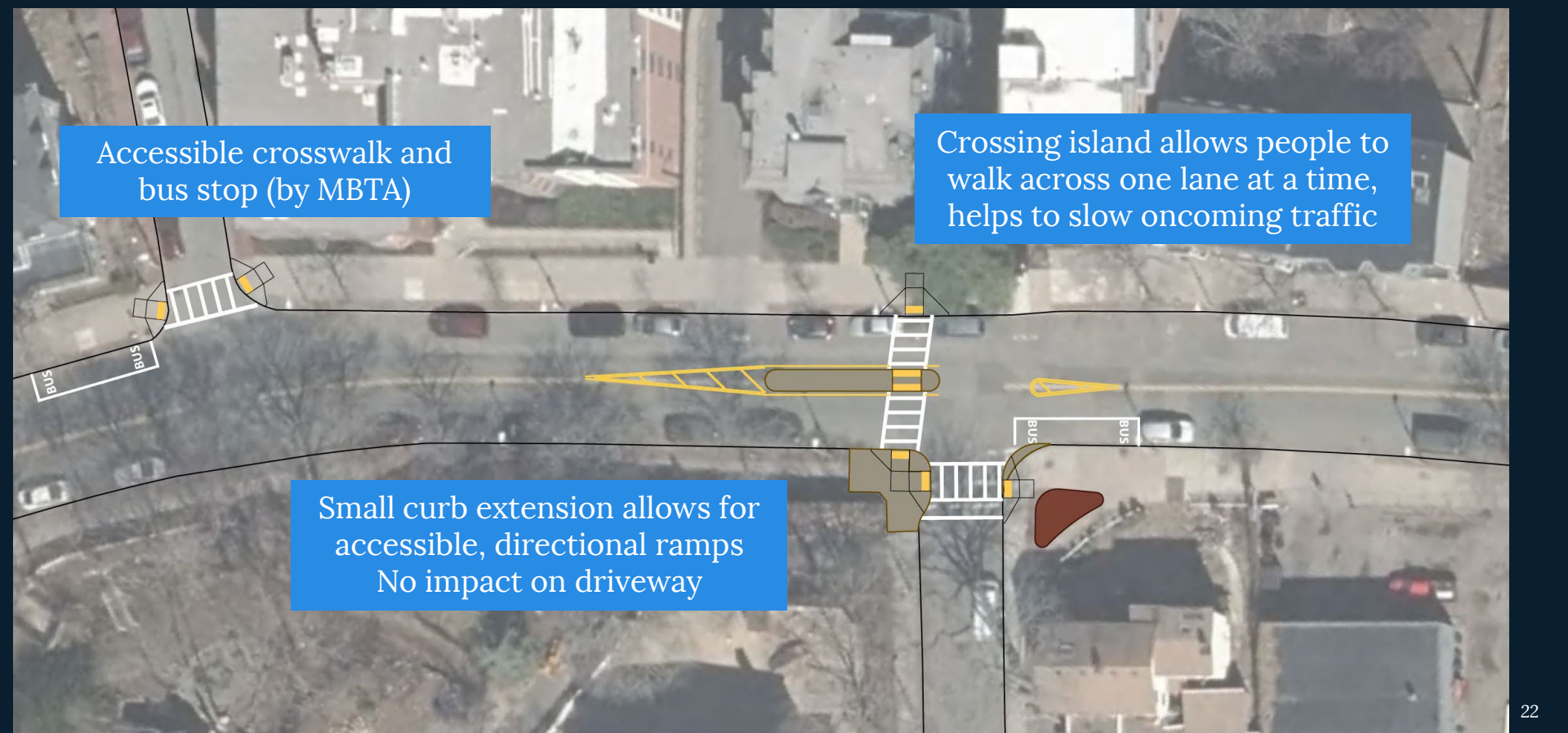


Update curb ramps
for accessibility

No crosswalk over
Centre Street

Control speeding on
Centre to improve safety

CENTRE ST AT HIGHLAND AVE

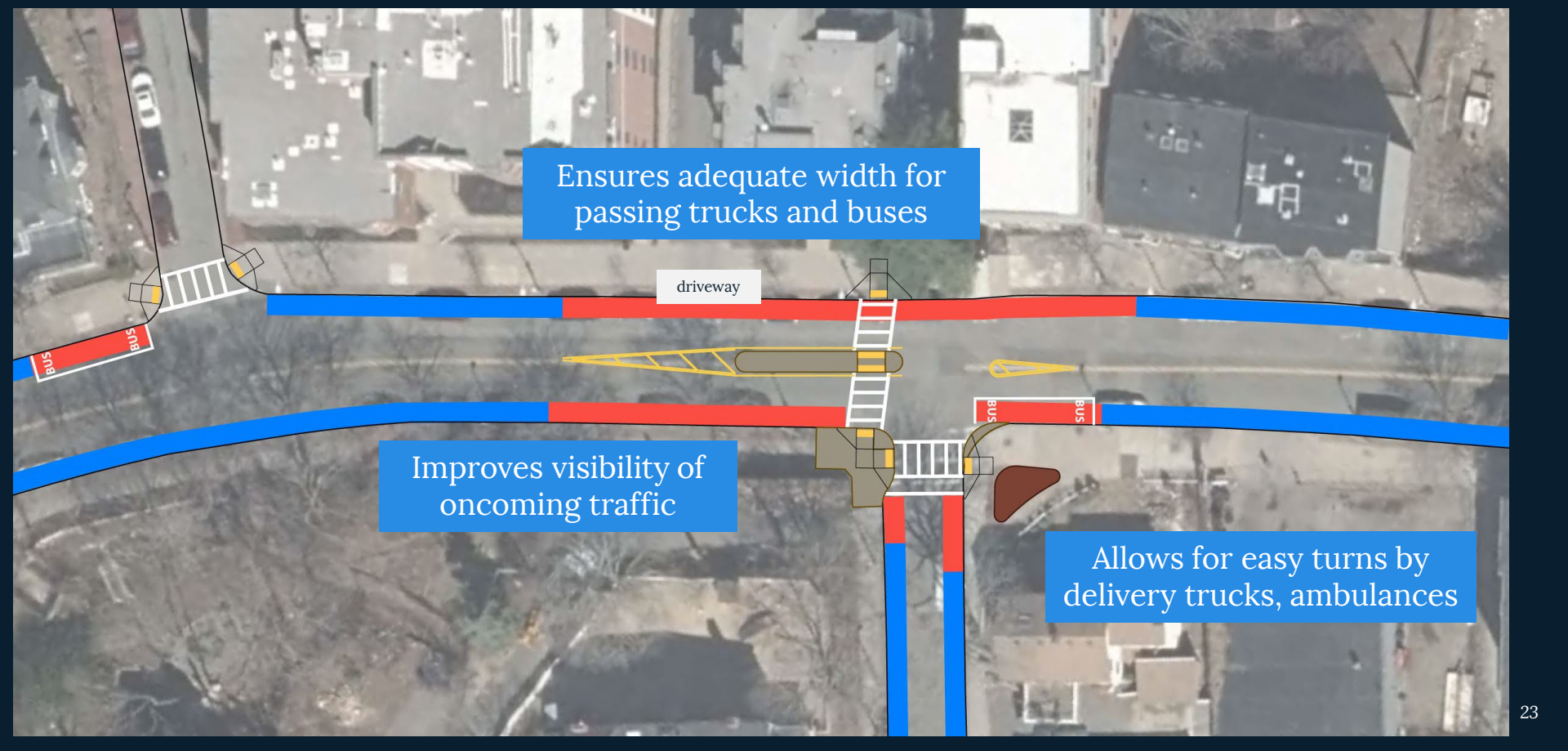


Accessible crosswalk and bus stop (by MBTA)

Crossing island allows people to walk across one lane at a time, helps to slow oncoming traffic

Small curb extension allows for accessible, directional ramps
No impact on driveway

PARKING RESTRICTIONS



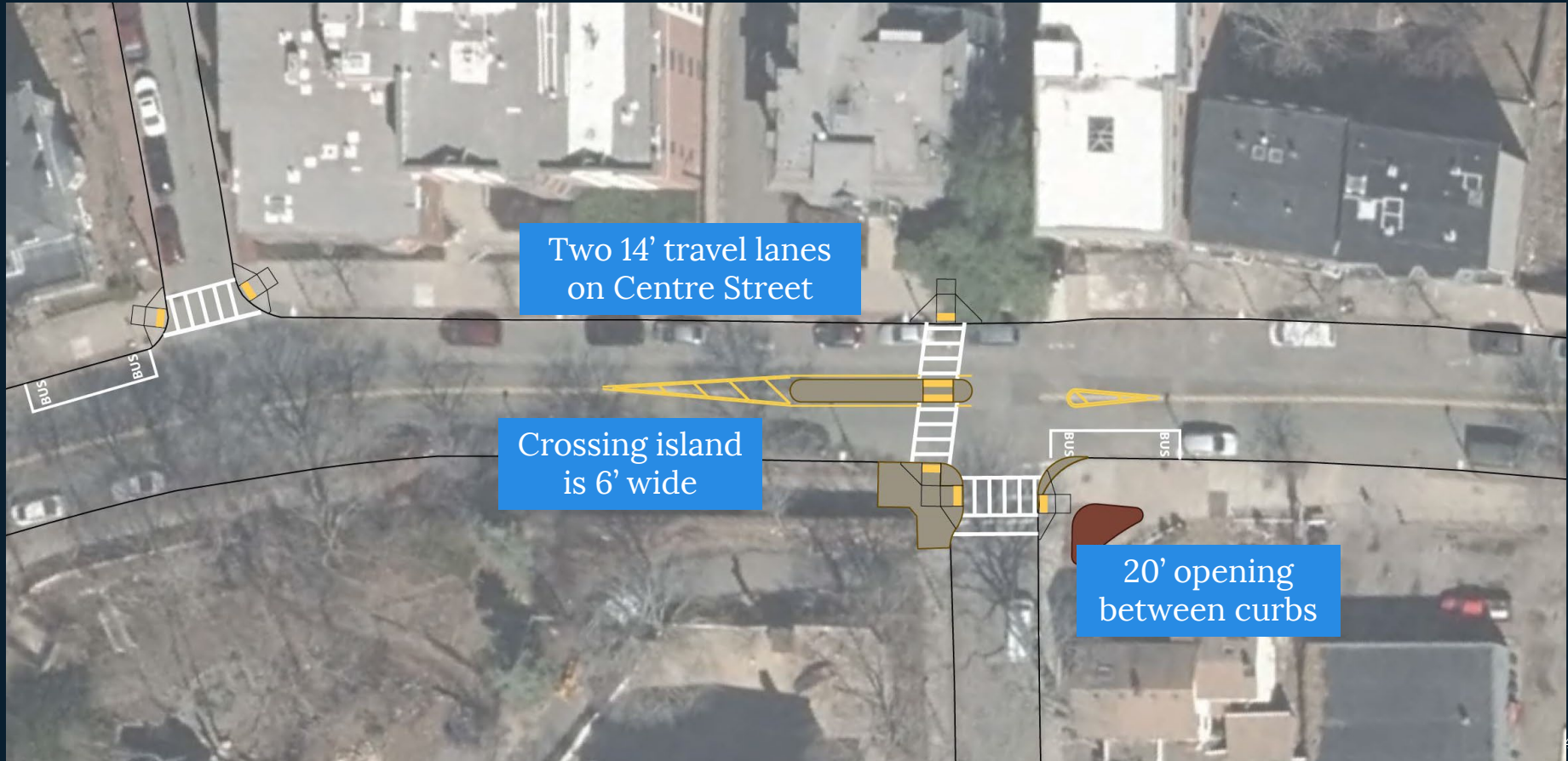
Ensures adequate width for passing trucks and buses

driveway

Improves visibility of oncoming traffic

Allows for easy turns by delivery trucks, ambulances

CENTRE ST AT HIGHLAND AVE




Two 14' travel lanes
on Centre Street

Crossing island
is 6' wide

20' opening
between curbs



CENTRE STREET AT LINWOOD STREET

An aerial photograph of a street intersection. The street is paved and has a double yellow line down the center. There are several cars on the street: a dark grey car, a white car, and a red car. The street is lined with sidewalks and trees. In the background, there are several houses, including a prominent yellow house with a bay window. The text overlays are blue boxes with white text.

Control speeding on
Centre to improve safety

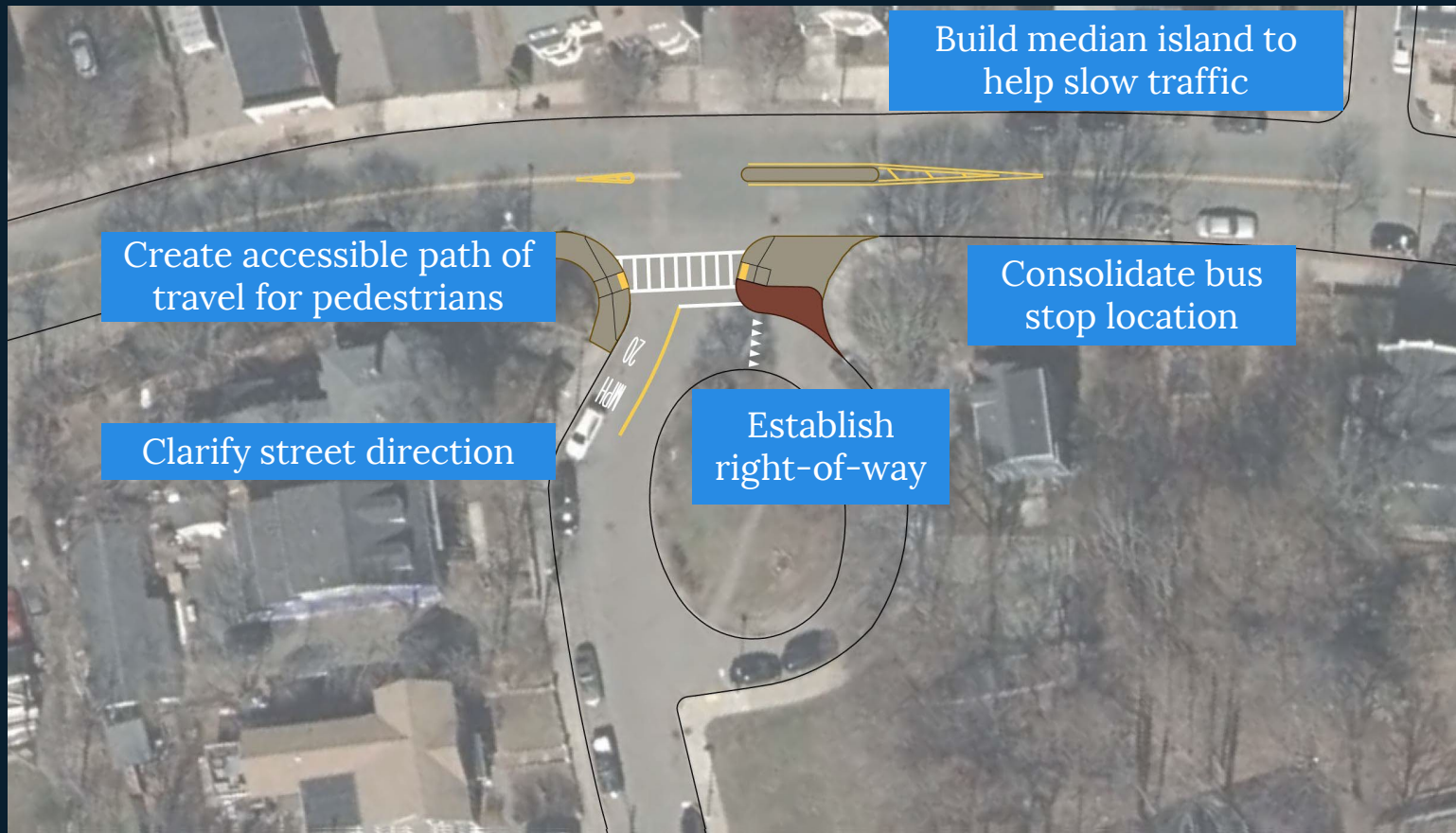
Bus stop does not have
a outbound partner

Difficulty seeing oncoming
traffic when turning from
Linwood

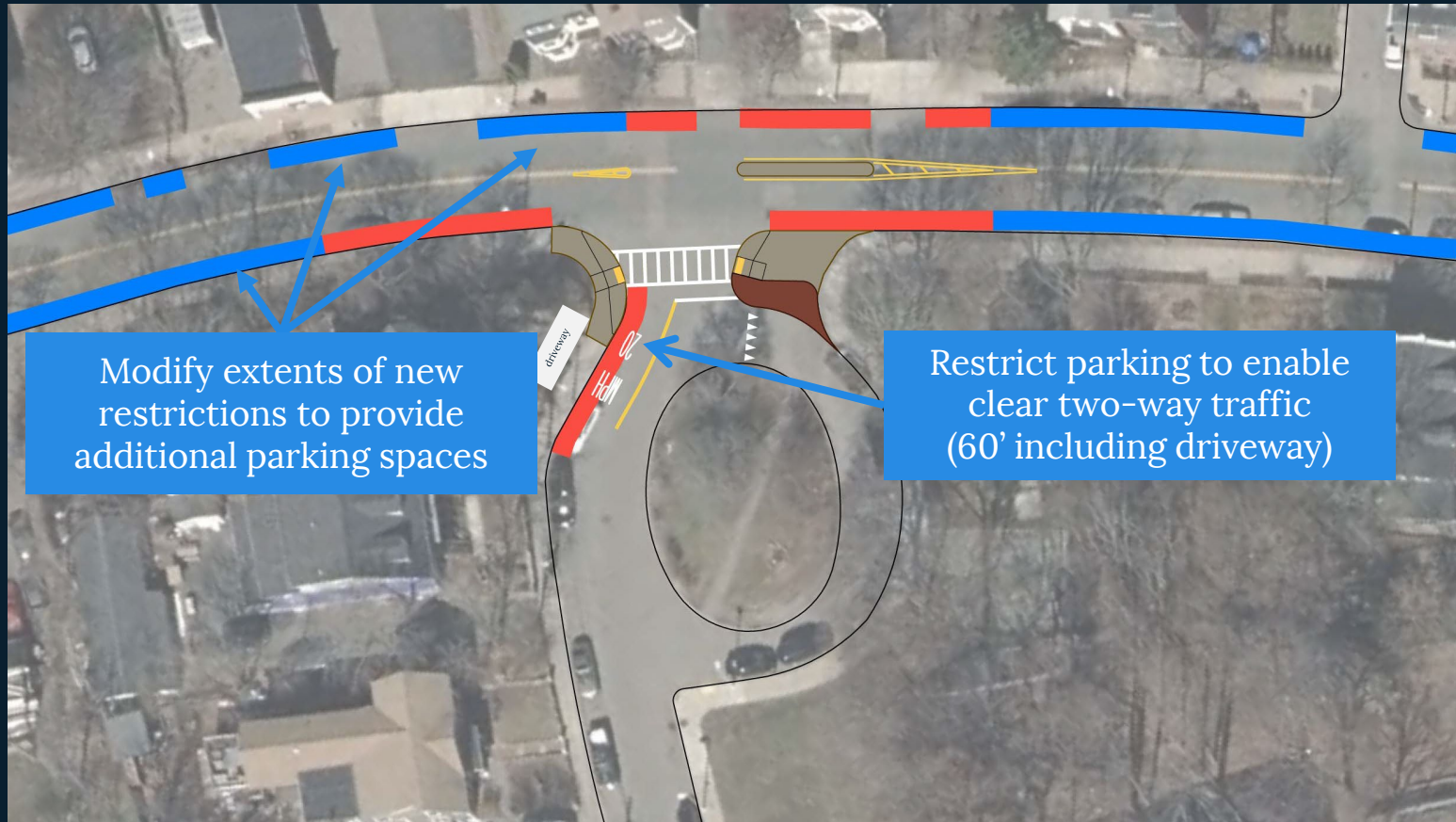
Very long, and
inaccessible, crossing
along Centre Street

Parcel is owned by
Boston Parks and
Recreation Department

CENTRE ST AT LINWOOD



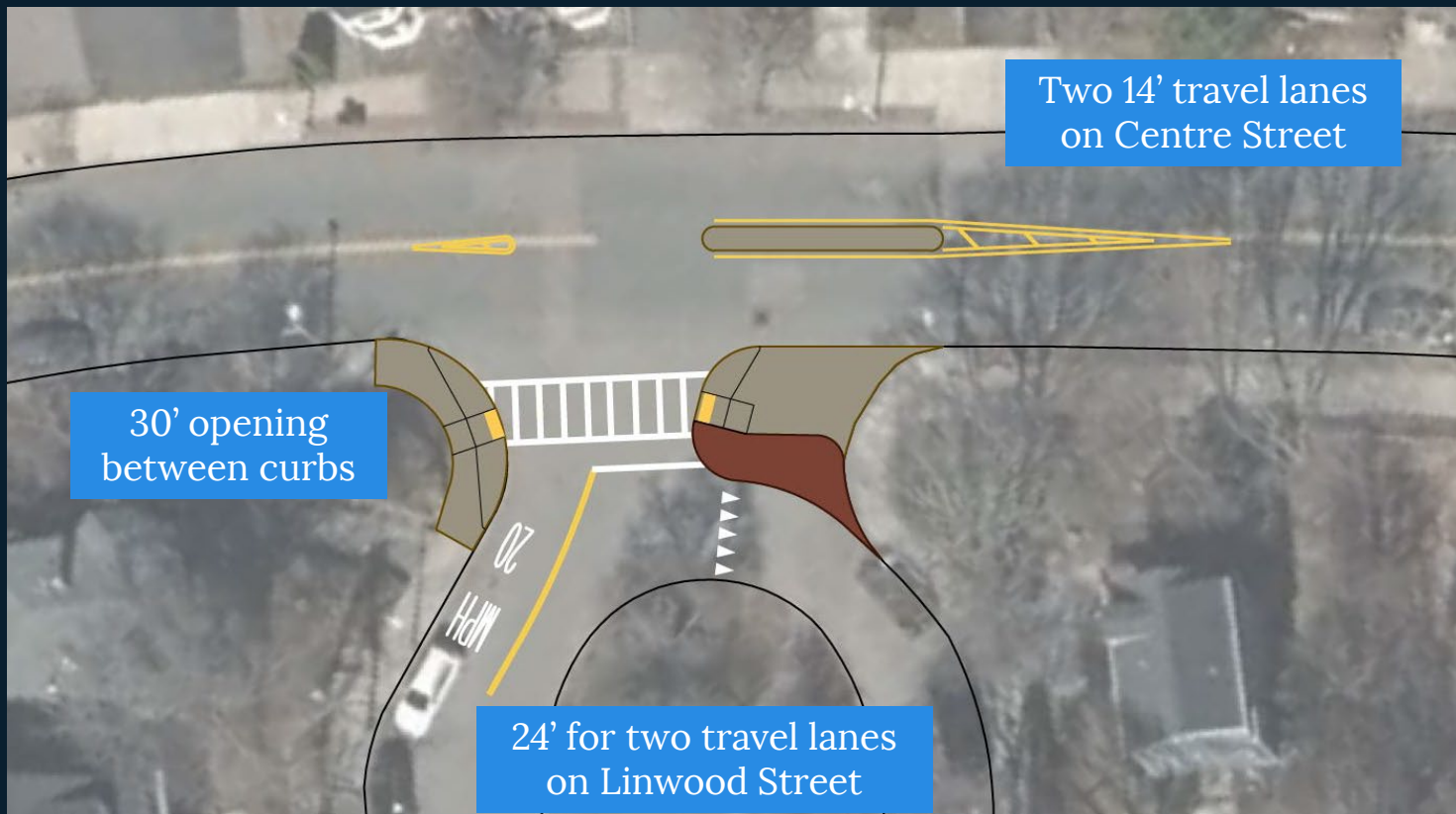
PARKING RESTRICTIONS



Modify extents of new restrictions to provide additional parking spaces

Restrict parking to enable clear two-way traffic (60' including driveway)

CENTRE ST AT LINWOOD



CENTRE ST AT MARCELLA/NEW HEATH



*New crosswalk and accessible ramps
Parking restrictions with paint and flex posts*



*Speed feedback sign
(proposed)*

DISCUSSION AND NEXT STEPS

- We will break into small groups for discussion.
- We will take notes. Please state your name before speaking.
- No decisions are being made tonight.
- We will notify you of the next steps.



HIGHLAND PARK ADDITIONAL MATERIALS

*Shared at earlier meetings,
included as reference here*

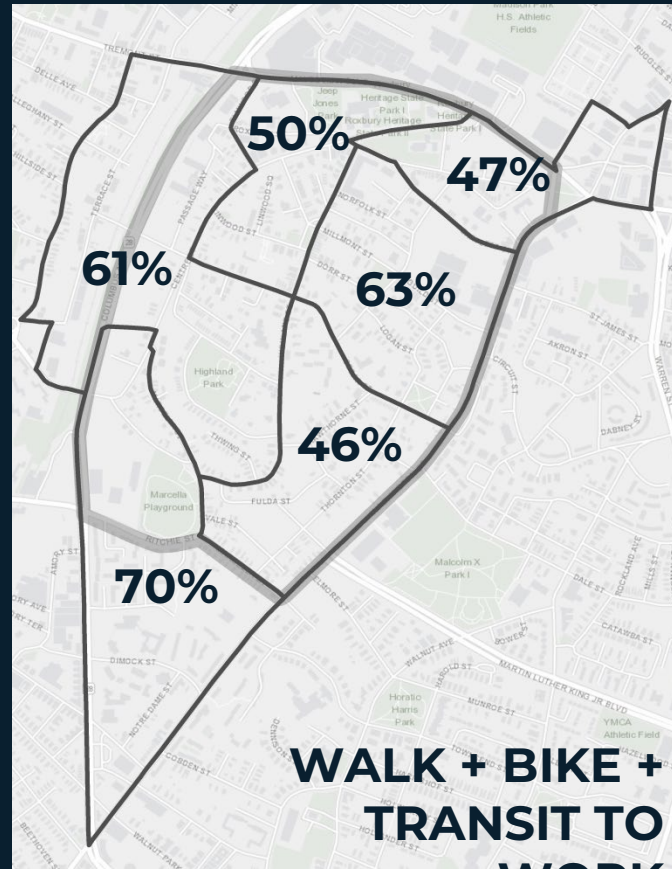
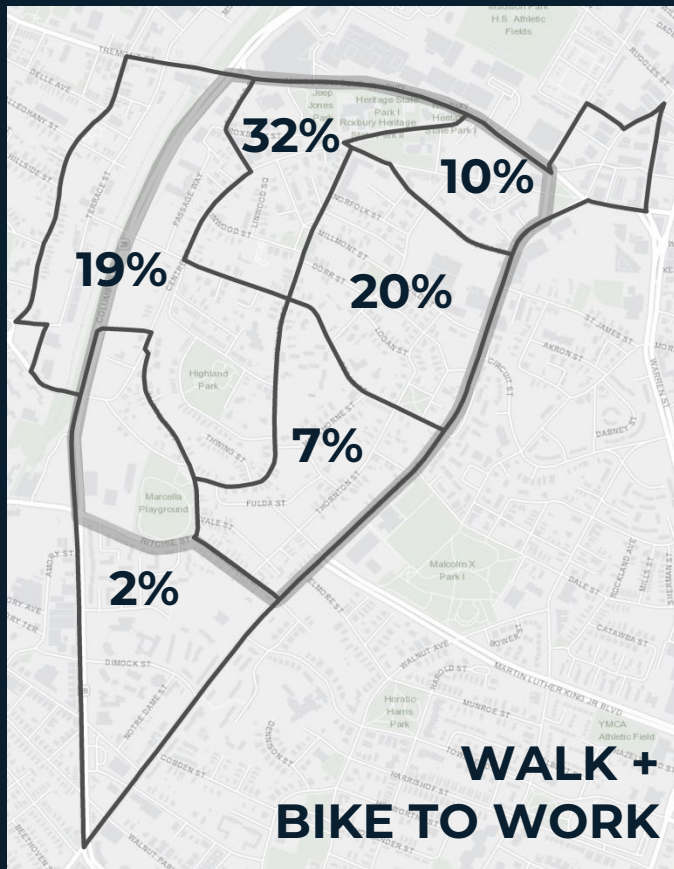
boston.gov/slow-streets/highland

HIGHLAND PARK ZONE

- Nearly 1 in 4 households have a child under 18
- 10% of residents are aged 65 or older
- Destinations: parks, schools, transit

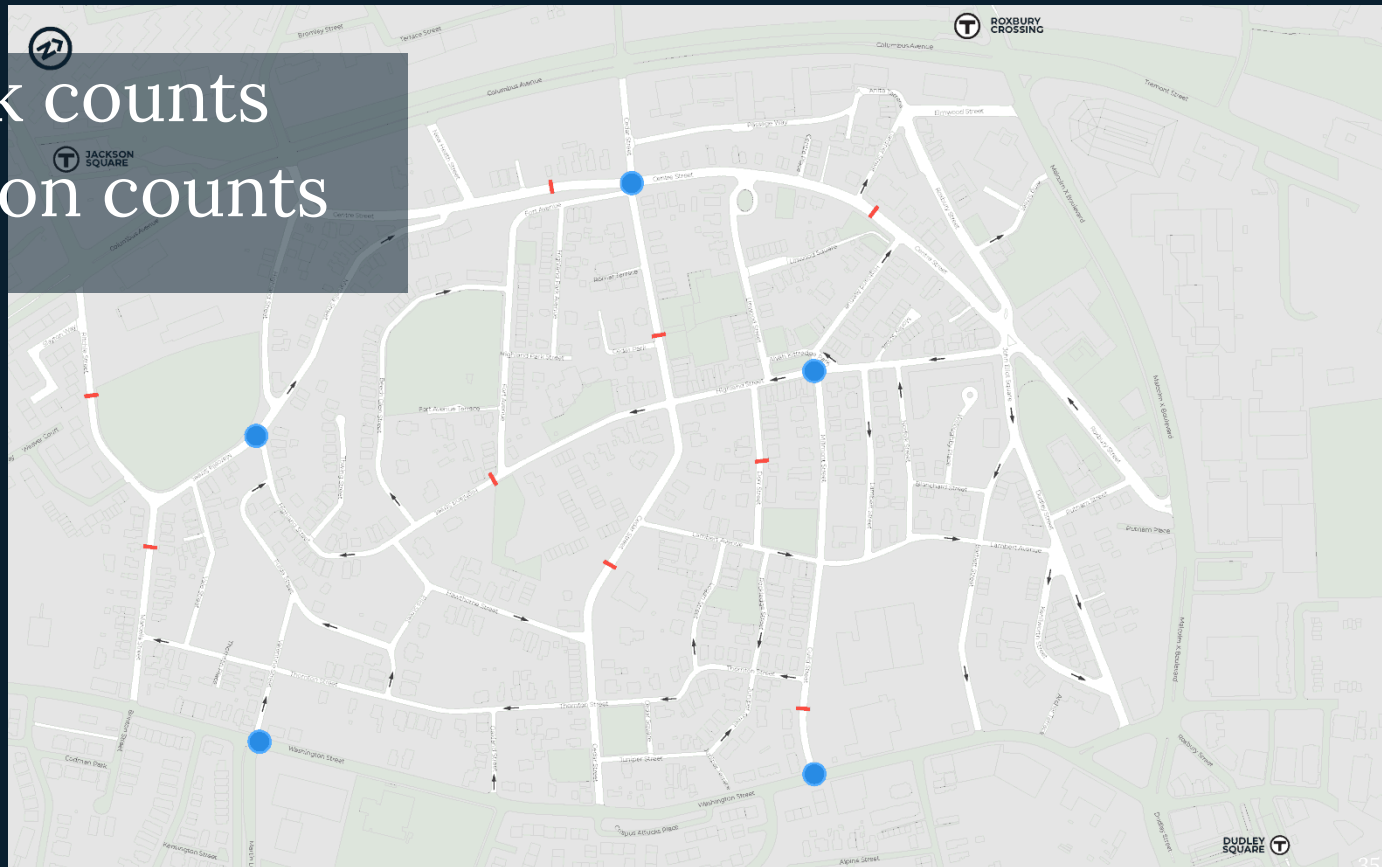


ACTIVE COMMUTES



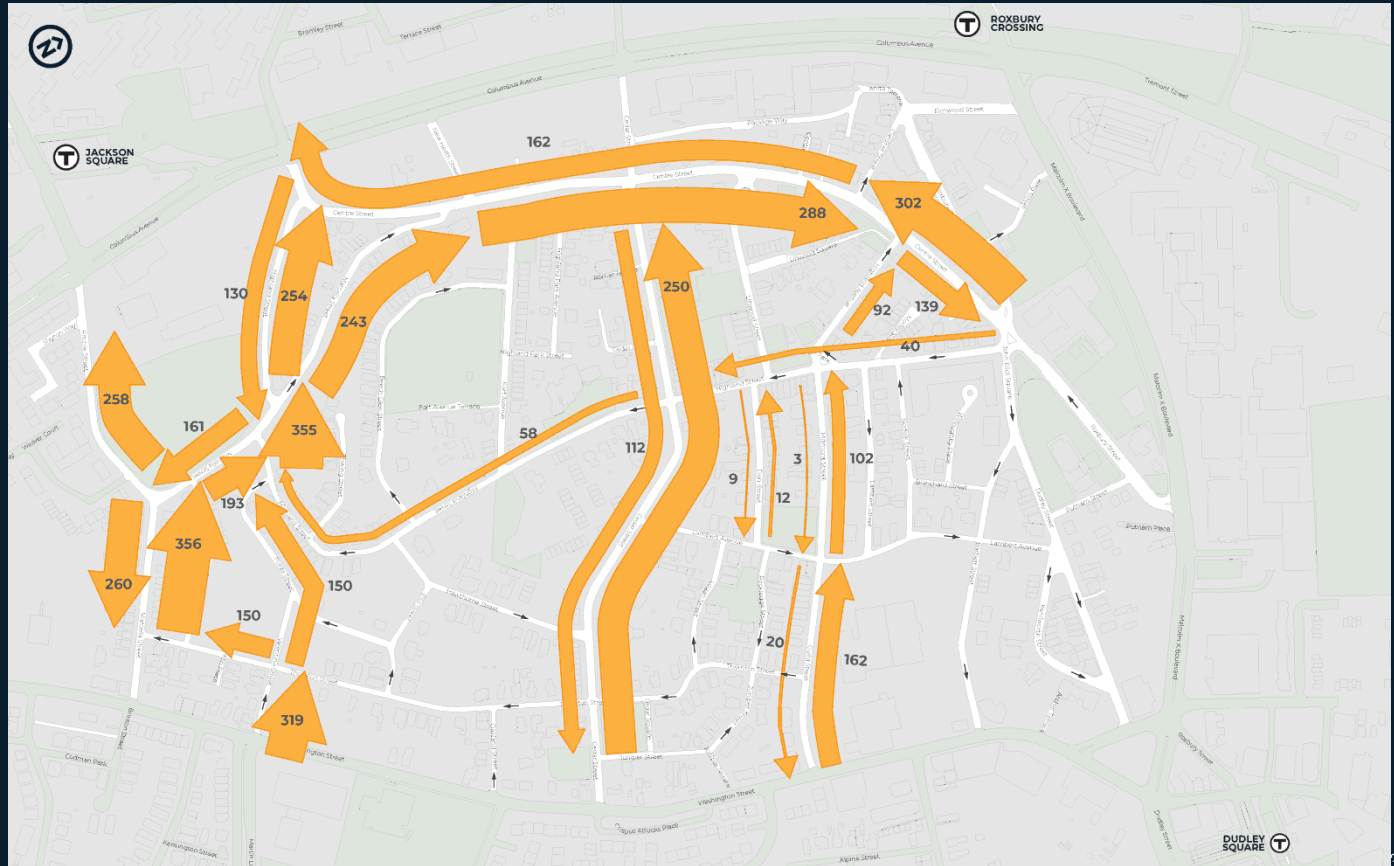
NEIGHBORHOOD COUNTS

- 9 mid-block counts
- 5 intersection counts



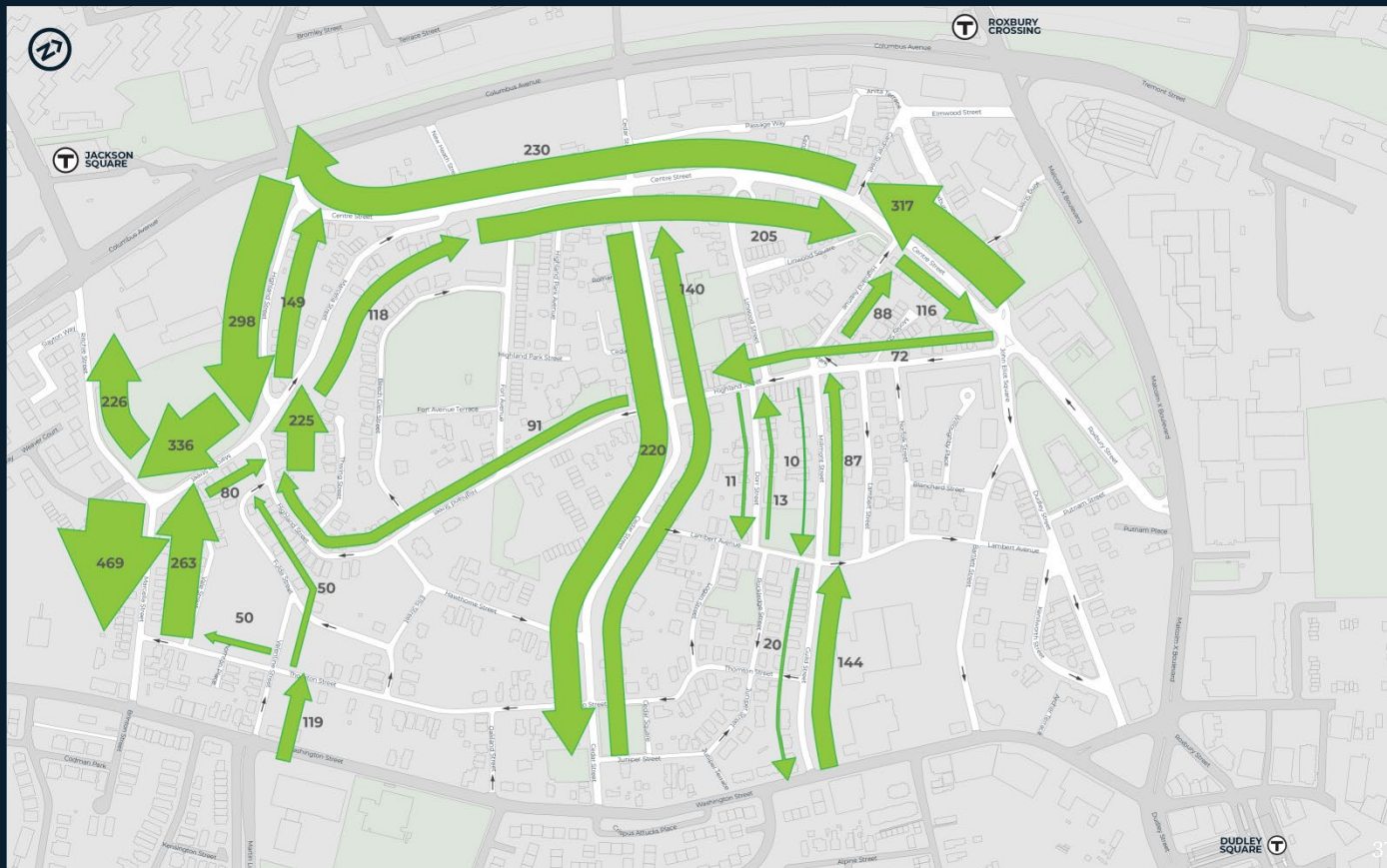
AM TRAFFIC VOLUMES + CIRCULATION

Vehicle traffic,
AM peak is
between 7:15
and 8:15 a.m.



PM TRAFFIC VOLUMES + CIRCULATION

Vehicle traffic,
PM peak is
between 4 p.m.
and 5 p.m.



CRASHES BY MODE

MODE	NUMBER OF CRASHES 2015-2017		
	EMS	BPD	TOTAL
Walk	15	9	24
Bike	19	9	28
Vehicle	78	194	272
Total	112	212	324

CRASHES BY SEVERITY

SEVERITY	BPD (2015-2017)		MASSDOT (2013-2015)	
	#	%	#	%
Fatality	0	0%	1	3%
Injury	60	28%	17	52%
Property Damage Only	126	59%	8	24%
Unknown/Not Reported	26	12%	7	21%
Total	212	100%	33	100%

Severity data was available for 245 of the 357 crashes analyzed (BPD 2015-2017, MassDOT 2013-2015).

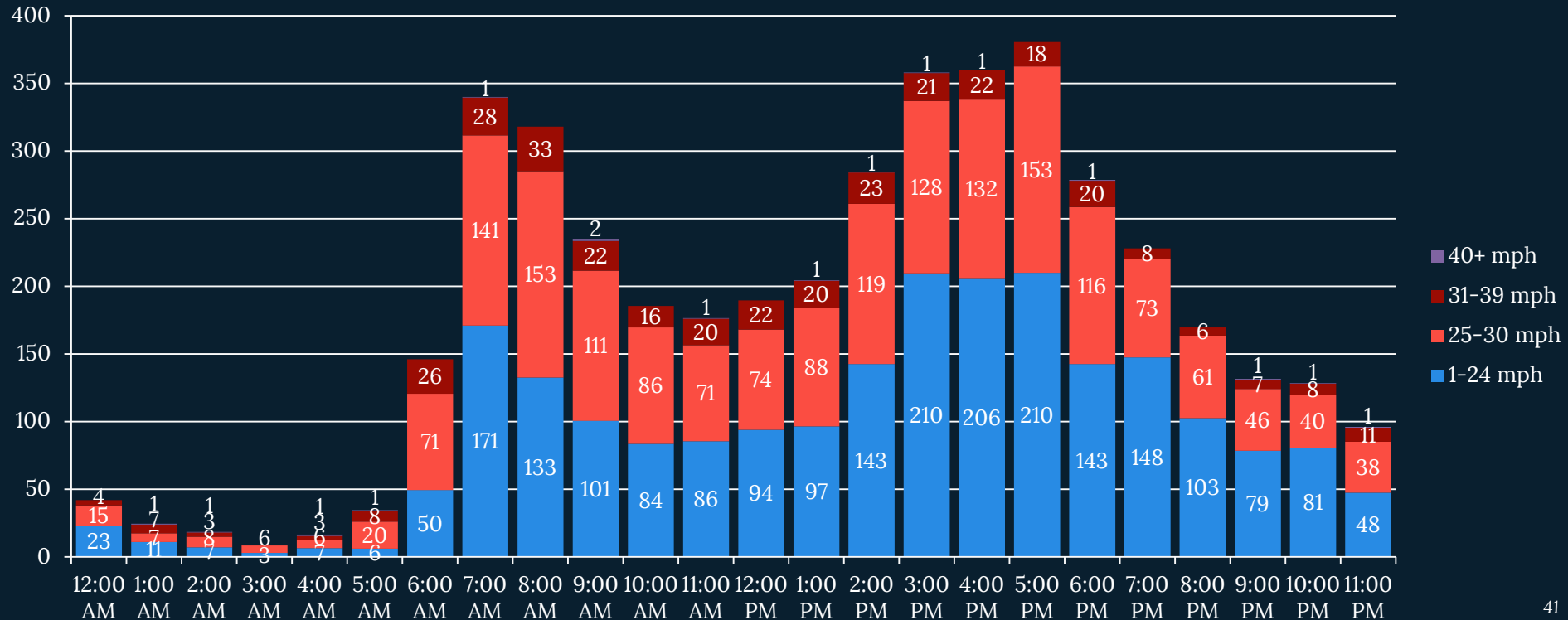
CRASHES BY EVENT TYPE

EVENT TYPE	NEIGHBORHOOD STREETS		ZONE BOUNDARY STREETS	
	#	%	#	%
Moving in Traffic	2	18%	12	55%
Parked Car	5	45%	-	-
Pedestrian	2	18%	-	-
Fixed object	-	-	1	5%
Movable Object	1	9%	-	-
Unknown/Not Reported	1	9%	9	41%
Grand Total	11	1	22	100%

Event type was available for 33 of the crashes analyzed (MassDOT 2013-2015)

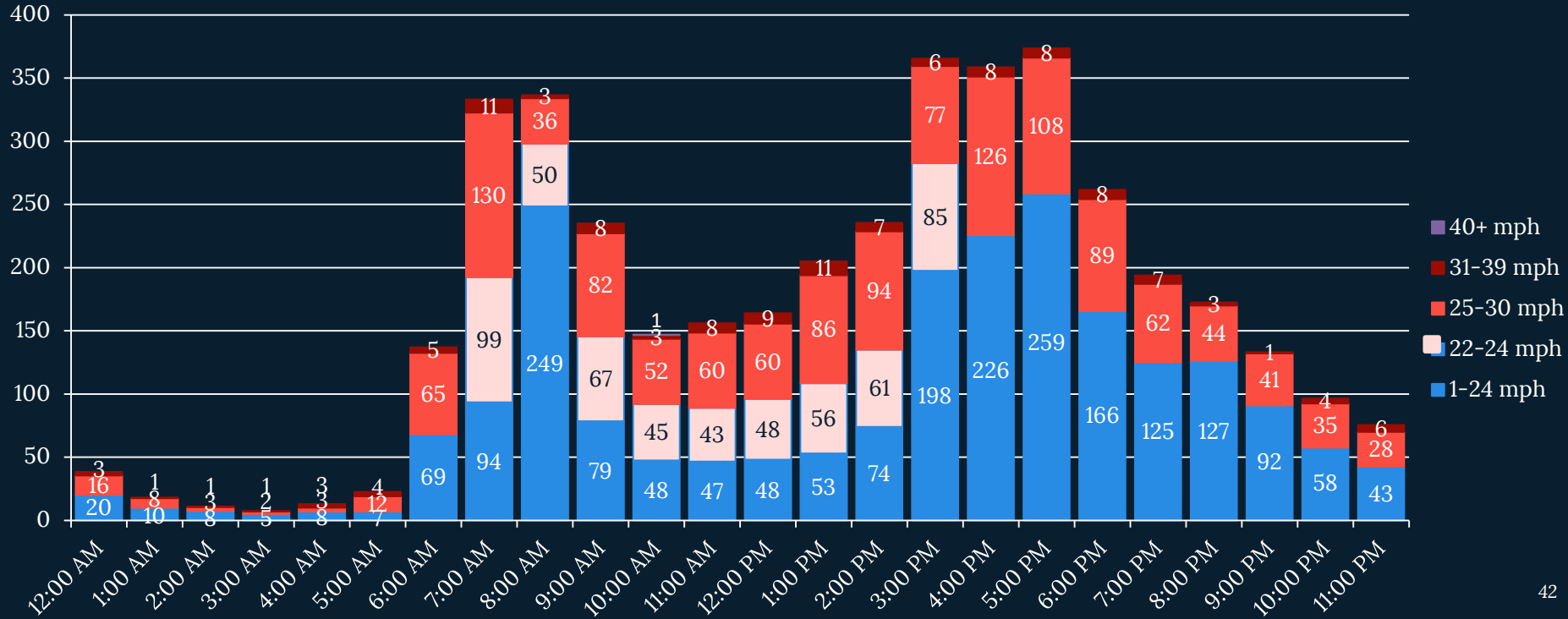
SPEED: CEDAR ST NEAR HIGHLAND

Drivers within and exceeding the speed limit, average of May 1-2, 2018



SPEED: CEDAR ST NEAR NATHAN HALE

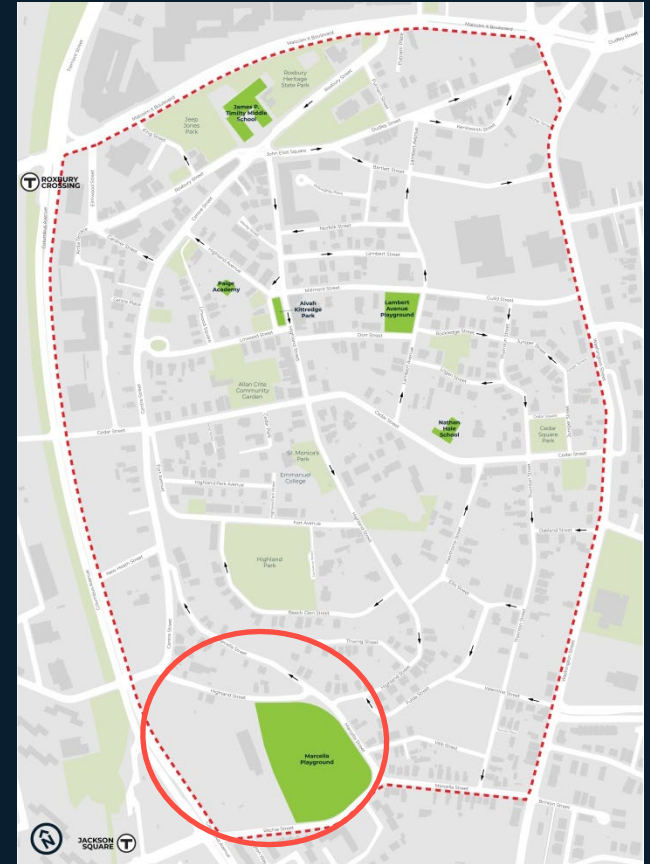
Drivers within and exceeding the speed limit, average of April 24-26, 2018



AROUND MARCELLA PLAYGROUND

Challenges:

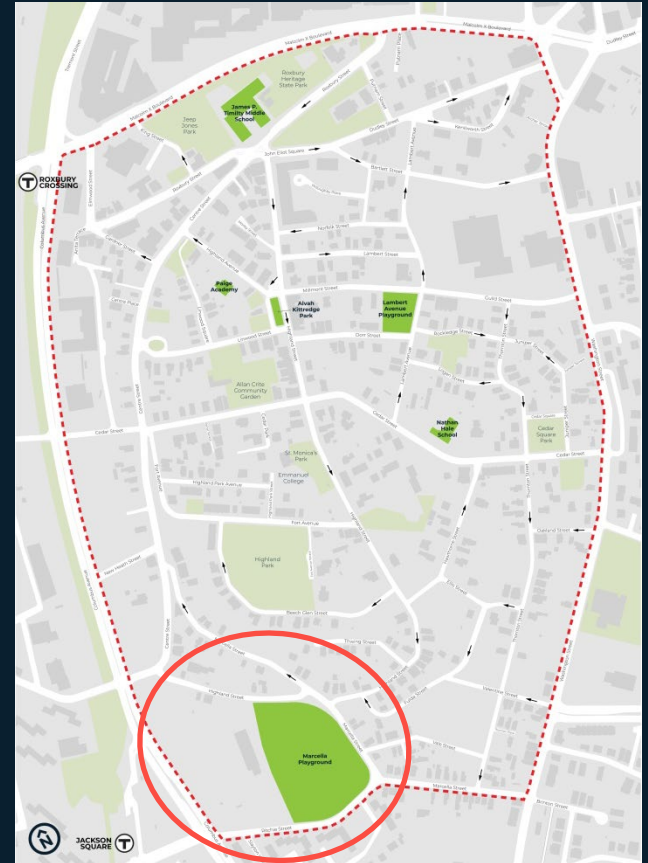
- Confusing intersections
- Speeds



AROUND MARCELLA PLAYGROUND

Design proposal:

- Tighten intersections
- Provide safer crossings
- Speed humps



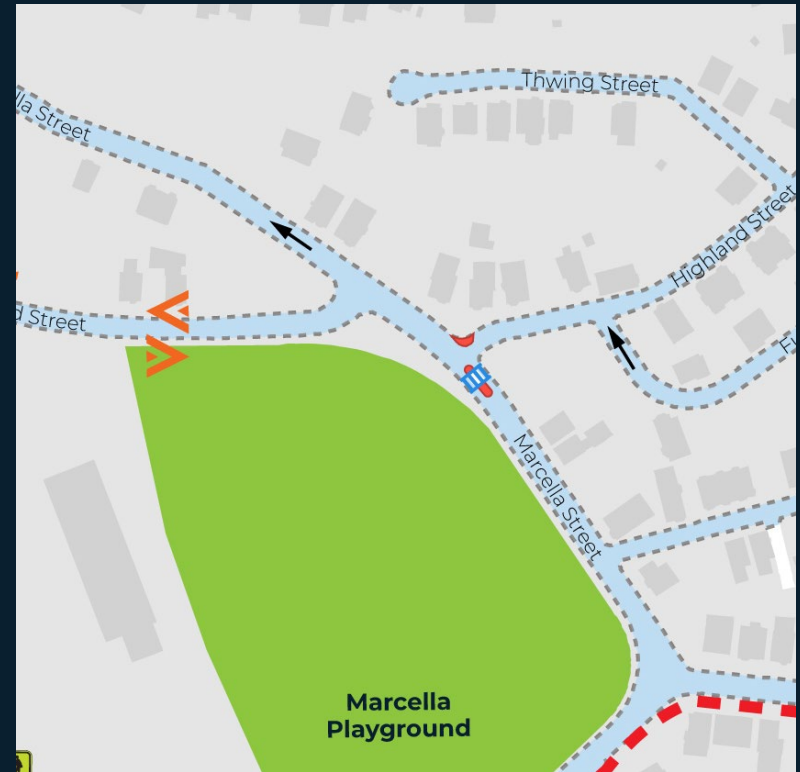
HIGHLAND ST

- Add speed humps



MARCELLA AT HIGHLAND

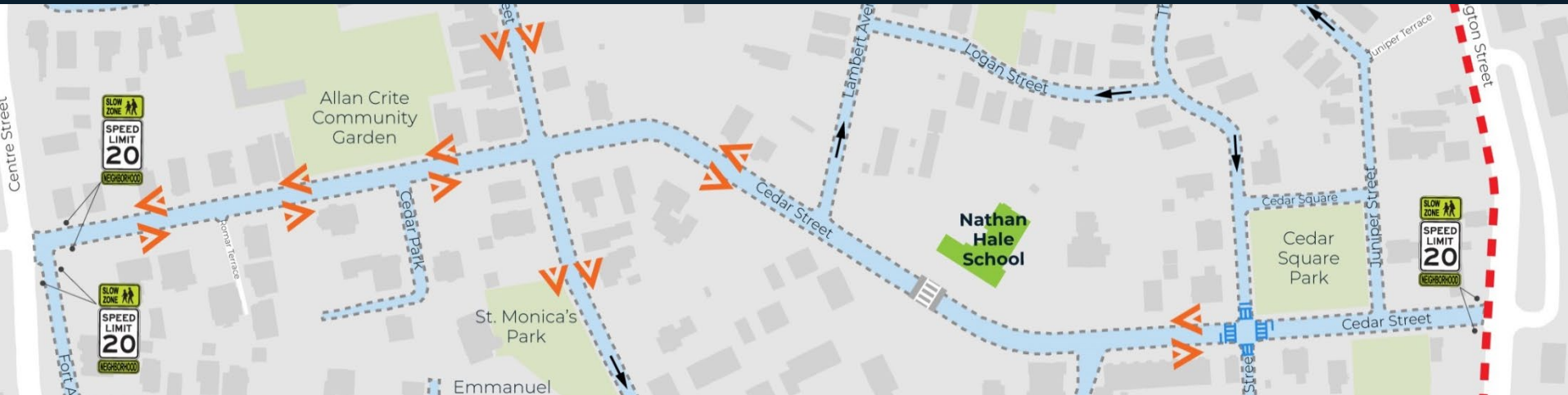
- Small curb extension to improve crosswalk alignment over Highland St
- Crossing island for crosswalk over Marcella



CEDAR STREET

Design proposal:

- Speed humps
- Raised crosswalk



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