

Moreland Street and Mount Pleasant Avenue Slow Streets Zone

Neighborhood Slow Streets

June 7, 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 (muted), Start Video (video off), Security (shield), Participants (5), Chat (1), Share Screen (green), Record (circle), Interpretation (globe), Reactions (smiley face), and a red Leave button. The Interpretation menu is open, showing a list of languages: Off (checked), EN English, ES Spanish, and Ka Kabuverdianu. Below the language list are options for Mute Original Audio and Manage Language Interpretation...

✓ Off

- EN English
- ES Spanish
- Ka Kabuverdianu

Mute Original Audio

Manage Language Interpretation...

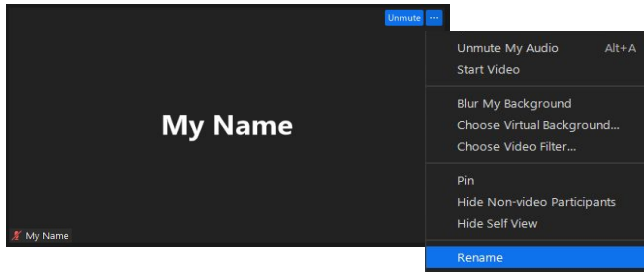
Unmute Start Video Security Participants 5 Chat 1 Share Screen Record Interpretation Reactions Leave

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.

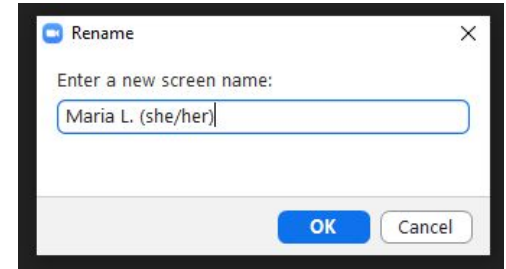
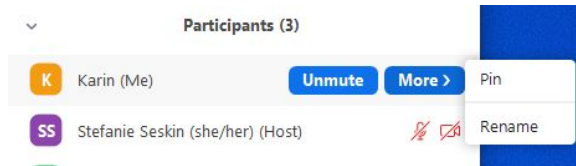
Welcome!

- ▶ 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:

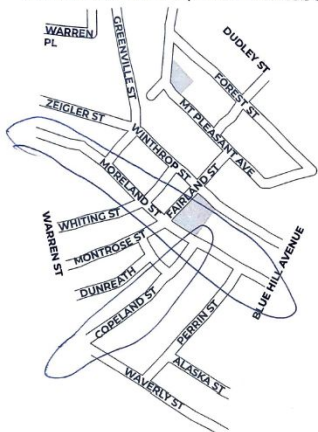
- ▶ Review the **draft** plan for all the **blue** streets
- ▶ Share how the plan has **evolved** in response to YOUR feedback and support
- ▶ Share next steps



Conversations with you and your neighbors shaped the project

- ▶ Pop-ups at parks
- ▶ Feedback forms
- ▶ Letters
- ▶ Virtual meetings
- ▶ Virtual chats with a planner/engineer
- ▶ Emails
- ▶ Phone calls

1. Mark the map 
Mark an area on the map below 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 safety concerns
In the space below, describe the location that make you feel unsafe and why.

MORELAND STREET

The street is bumpy & unmarked (lanes are unclear)

People drive too fast in the neighborhood.

On Copeland, Moreland and Perrin, etc.

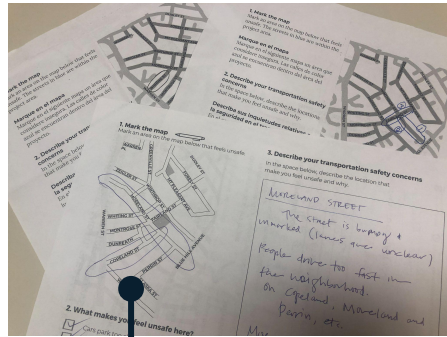
More crosswalks would be nice

Some corners are hard to take because of unmarked stop zones & parking too close to intersection

Design process:

Fall 2020

Safety concerns survey and listening



- Sent a **survey** by mail
- Hosted **pop-up** workshop
- **Online survey**

Spring 2021

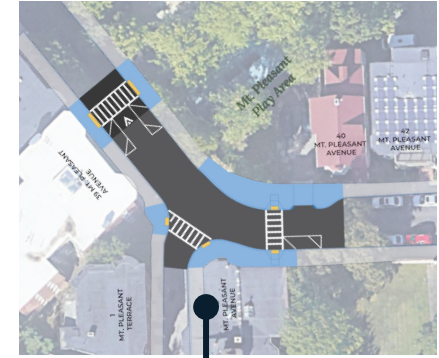
Shared initial iterations



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

Fall 2021 - NOW

Sharing second iterations



- Hosted a virtual meeting in **November 2021 and February 2022**
- Mailed postcards with **updated designs**

The project area

Neighborhood Slow Streets focuses on interventions appropriate for smaller streets aka “neighborhood” or “side streets”



Project Streets

- ▶ Moreland Street
- ▶ Mount Pleasant Avenue
- ▶ Forest Street
- ▶ Vine Street
- ▶ Adams Street
- ▶ Winthrop Street
- ▶ Greenville Street
- ▶ Warren Place
- ▶ Kearsarge Avenue
- ▶ Cleveland Street
- ▶ Whiting Street
- ▶ Fairland Street
- ▶ Montrose Street
- ▶ Dunreath Street
- ▶ Aspen Street
- ▶ Copeland Street
- ▶ Perrin Street
- ▶ Alaska Street
- ▶ Waverly Street



SPEED LIMIT CHANGES

Slow Zone “Gateway” signs and markings

- ▶ In our Neighborhood Slow Streets zone, we design streets for a **20 MPH** target speed.



Slow Zone “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



STREET DESIGN TOOLS

RAISED CROSSWALKS

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



CURB EXTENSIONS

Curb extensions create a shorter crossing. The sidewalk is extended into the street approximately 6 feet.



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

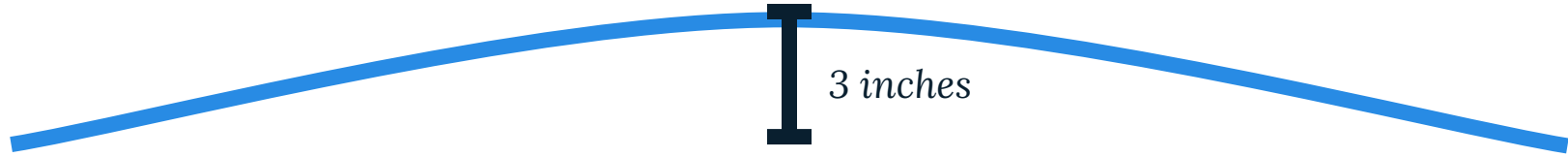


YES! Gradual taper up and down, 12 to 14 feet long



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

- ▶ Grenville Street
- ▶ Winthrop Street
- ▶ Cleveland Street
- ▶ Moreland Street
- ▶ Whiting Street
- ▶ Montrose Street
- ▶ Dunreath Street
- ▶ Copeland Street
- ▶ Aspen Street
- ▶ Perrin Street
- ▶ Alaska Street
- ▶ Waverly Street
- ▶ Fairland Street
- ▶ Mt. Pleasant Avenue
- ▶ Vine Street
- ▶ Forest Street



CLEAR CORNERS

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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.



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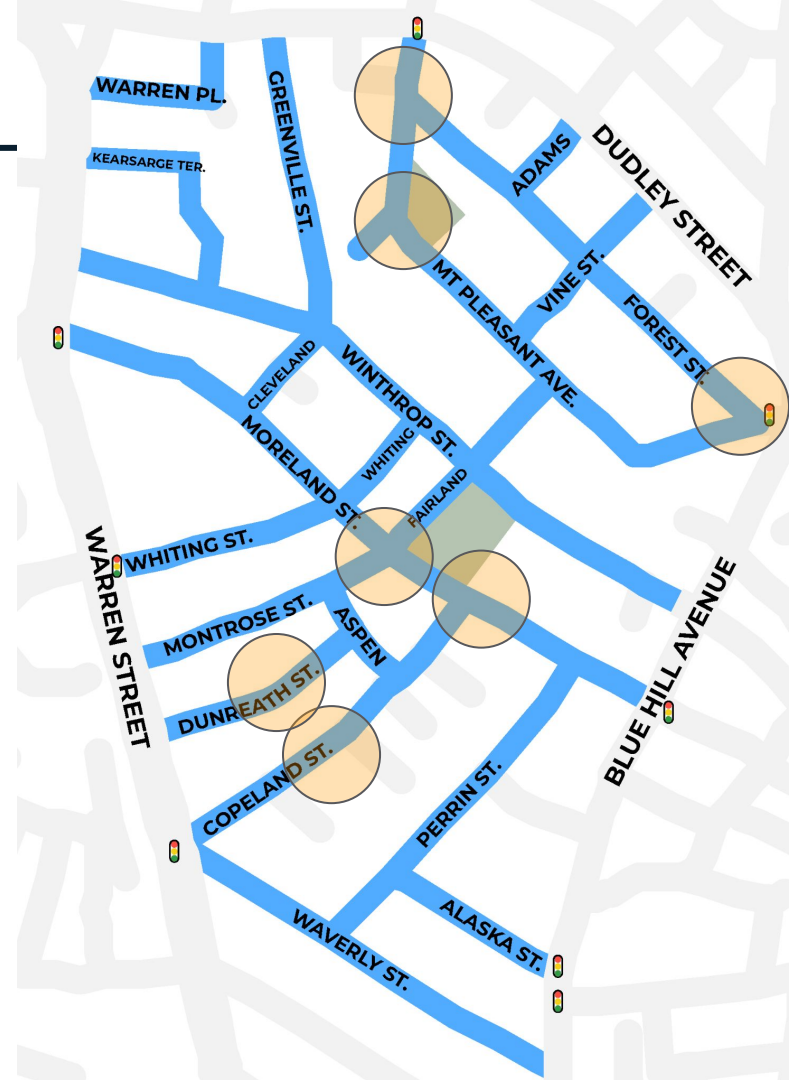


FOCUS AREAS: SAFER CROSSWALKS

Safer crosswalks

Focus areas where we'll use **additional tools** to slow speeds and make crossing safer:

- ▶ Mount Pleasant Avenue at Forest Street East and West
- ▶ Mount Pleasant Avenue Play Area
- ▶ Moreland Street at Gertrude Howes Playground
- ▶ Copeland Street at Little Scobie
- ▶ Dunreath Street at Little Scobie





**FOCUS AREA:
MOUNT PLEASANT AVENUE**

Safety concerns:

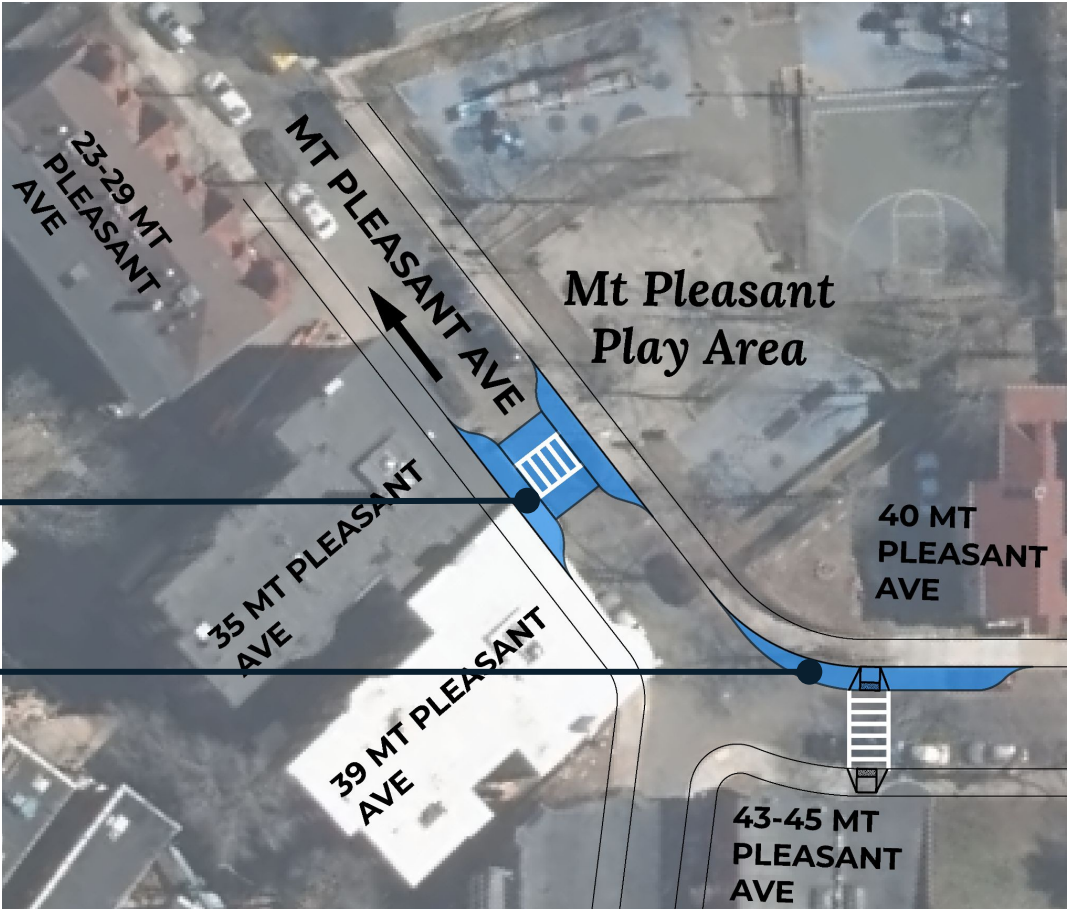
- ▶ People drive fast
- ▶ There are no safe crosswalks, close to this public park
- ▶ The tree at the corner creates a blindspot, making it hard to see people crossing the street



May 2021: Original idea

Raised crosswalk
and curb extensions

Curb extension and
new crosswalk



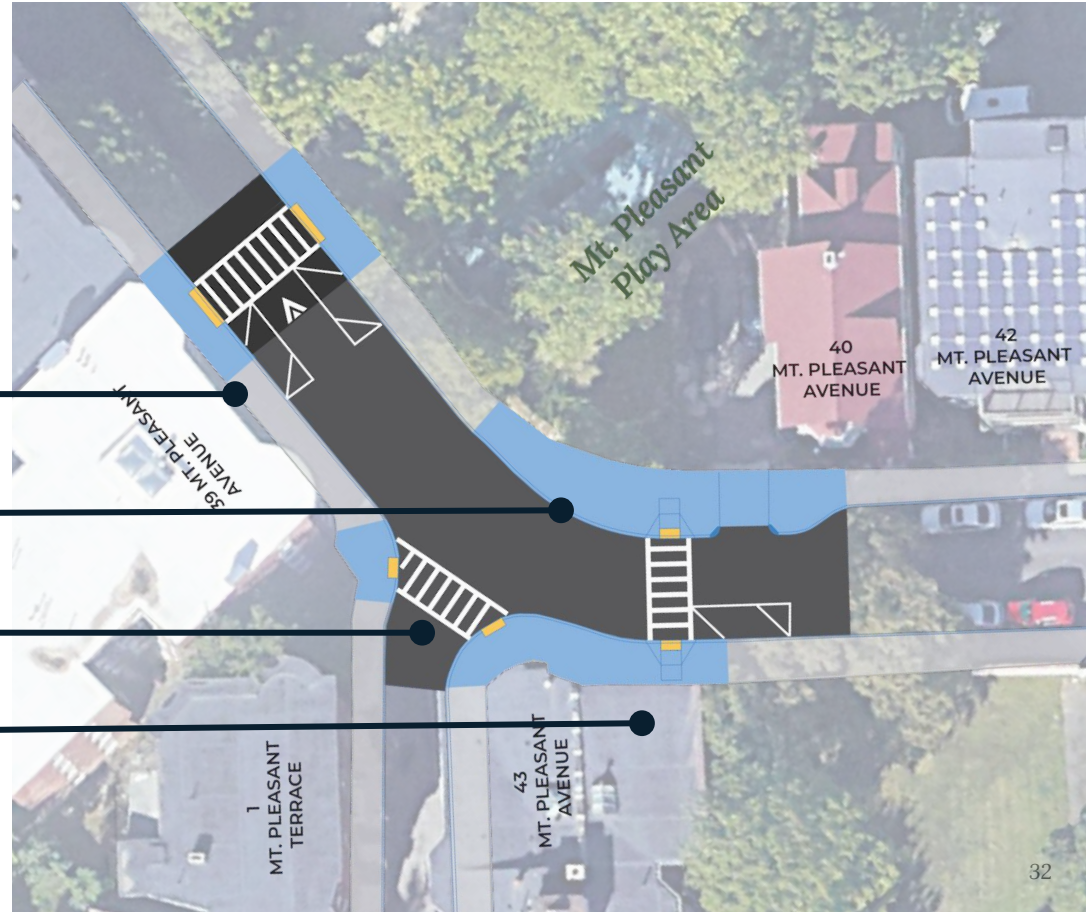
November 2021: Updated design

Raised crosswalk and curb extensions

Curb extension and new crosswalk

New curb ramp

New curb extension and curb ramps



June 2022: Final proposed design

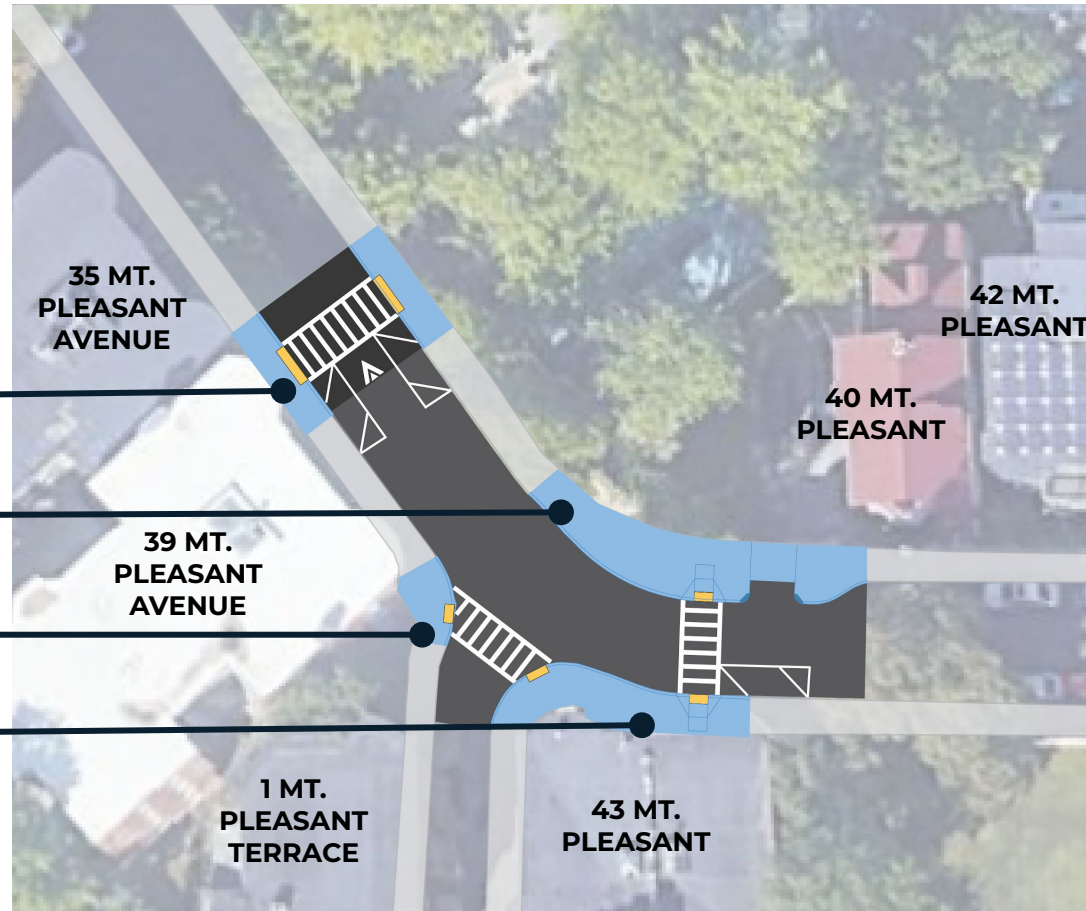
Proposed design:

Raised crosswalk
and curb extensions

Curb extension and
new crosswalk

New curb ramp

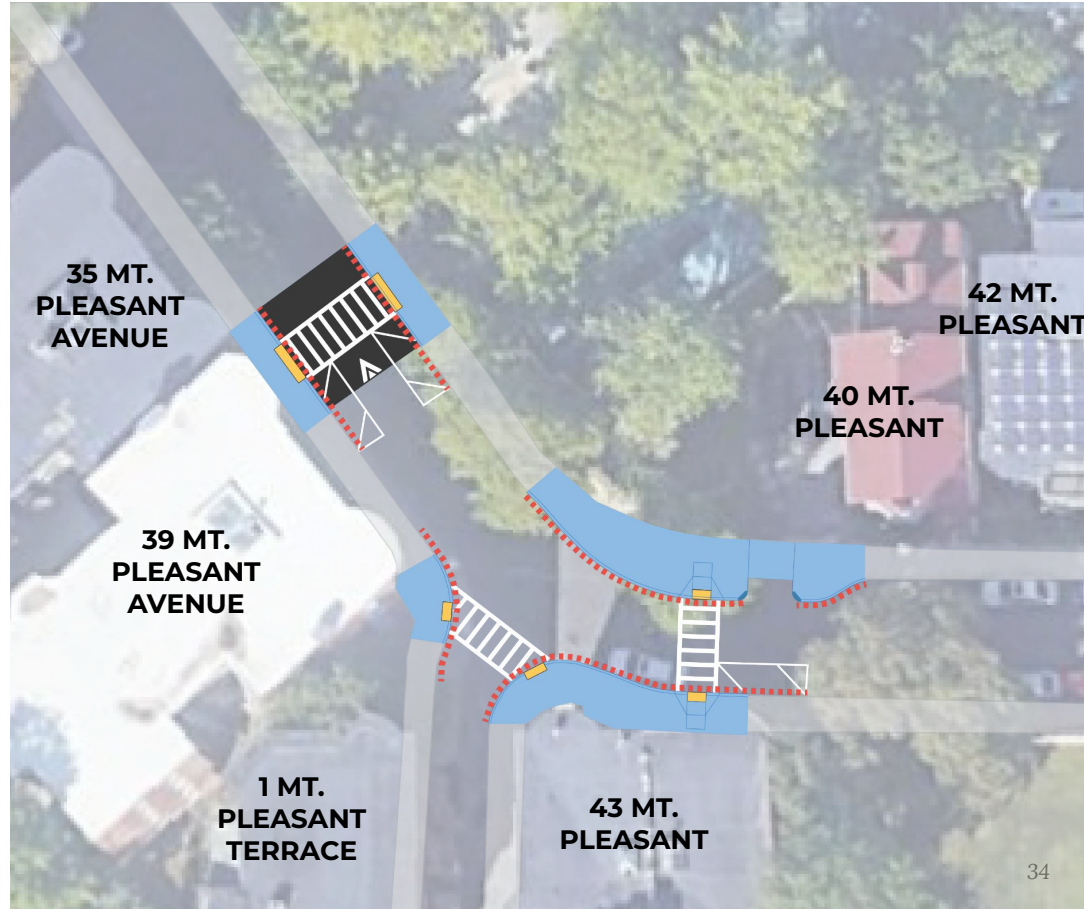
New curb extension
and curb ramps



June 2022: Final proposed design

Parking Restrictions

■ ■ ■ ■ Proposed Restriction



An aerial photograph of a residential street. The street is paved and runs vertically through the center. On the left side, there are several multi-story brick buildings with gabled roofs and dormer windows. A dark car is parked on the street near the bottom. On the right side, there are more buildings, some with yellow trim around the windows. In the background, there are bare trees and a grassy area. A semi-transparent blue horizontal band is overlaid across the middle of the image, containing white text.

**FOCUS AREA:
MORELAND STREET NEAR
GERTRUDE HOWES**

People speed on
Moreland Street

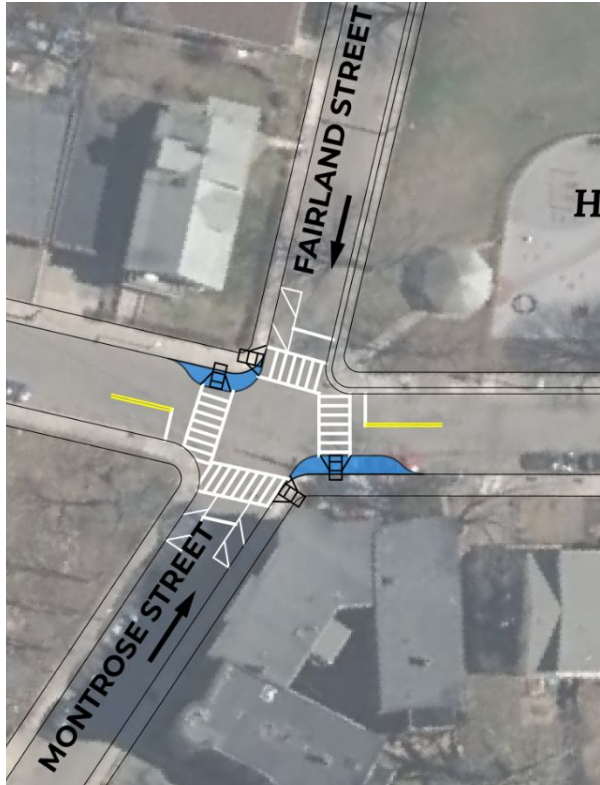


Crosswalks near the park don't feel safe for crossing

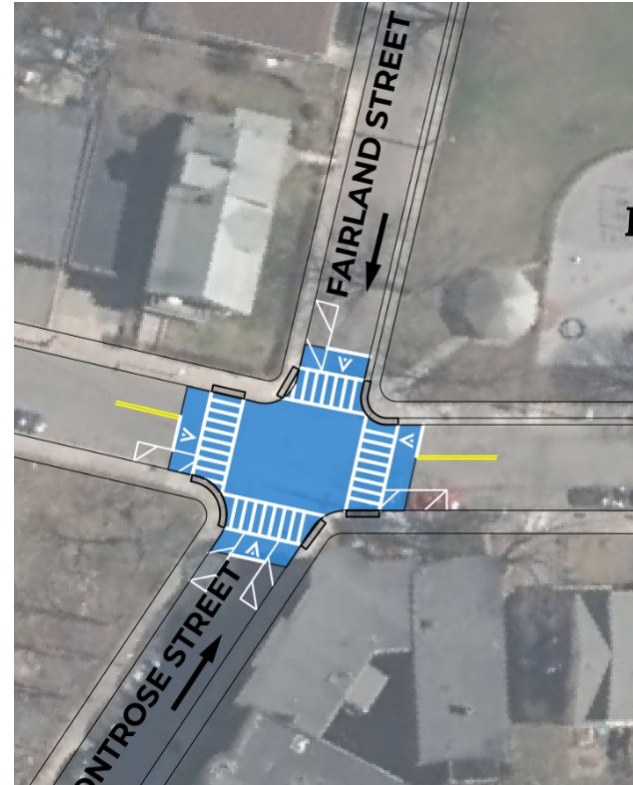


March 2021: Options for Moreland/Fairland

Option A: Curb extensions

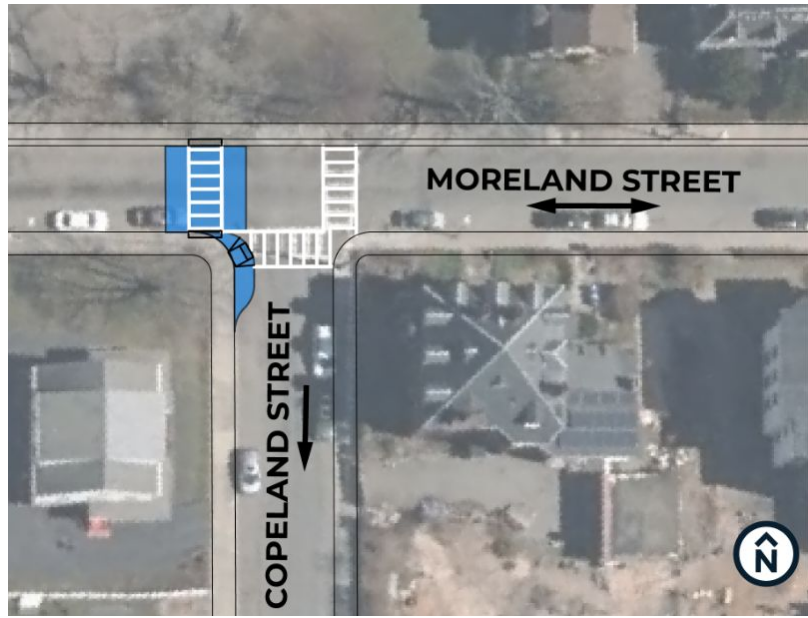


Option B: Raised intersection

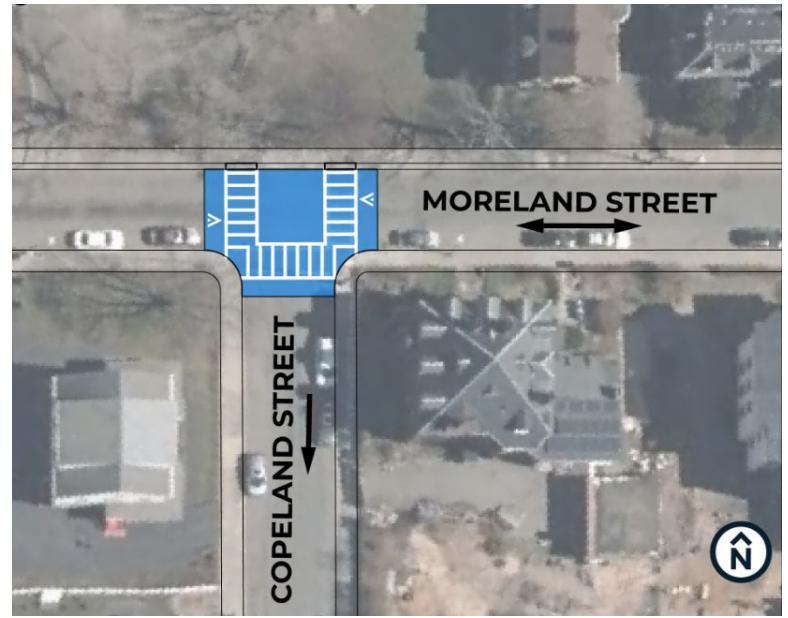


March 2021: Options for Moreland/Copeland

Option A: Raised crosswalk

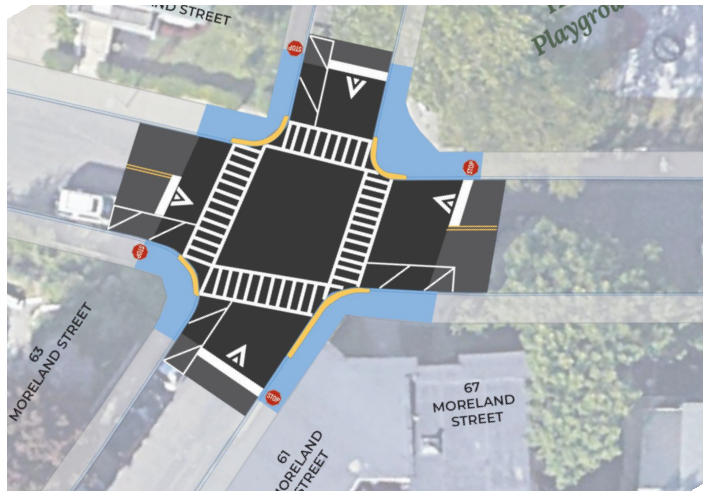


Option B: Raised intersection

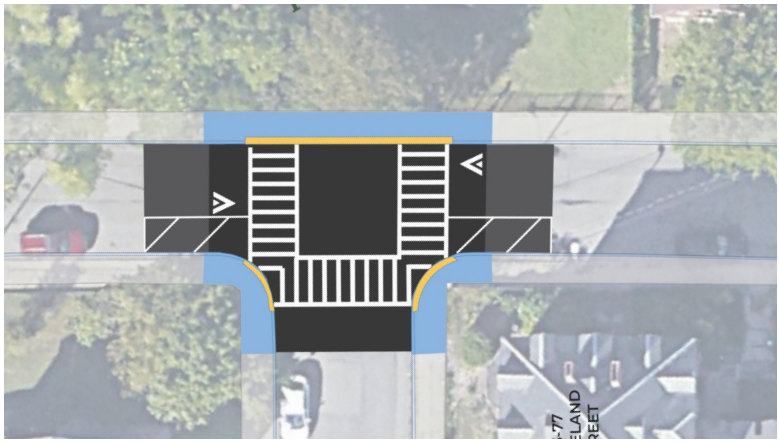


November 2021

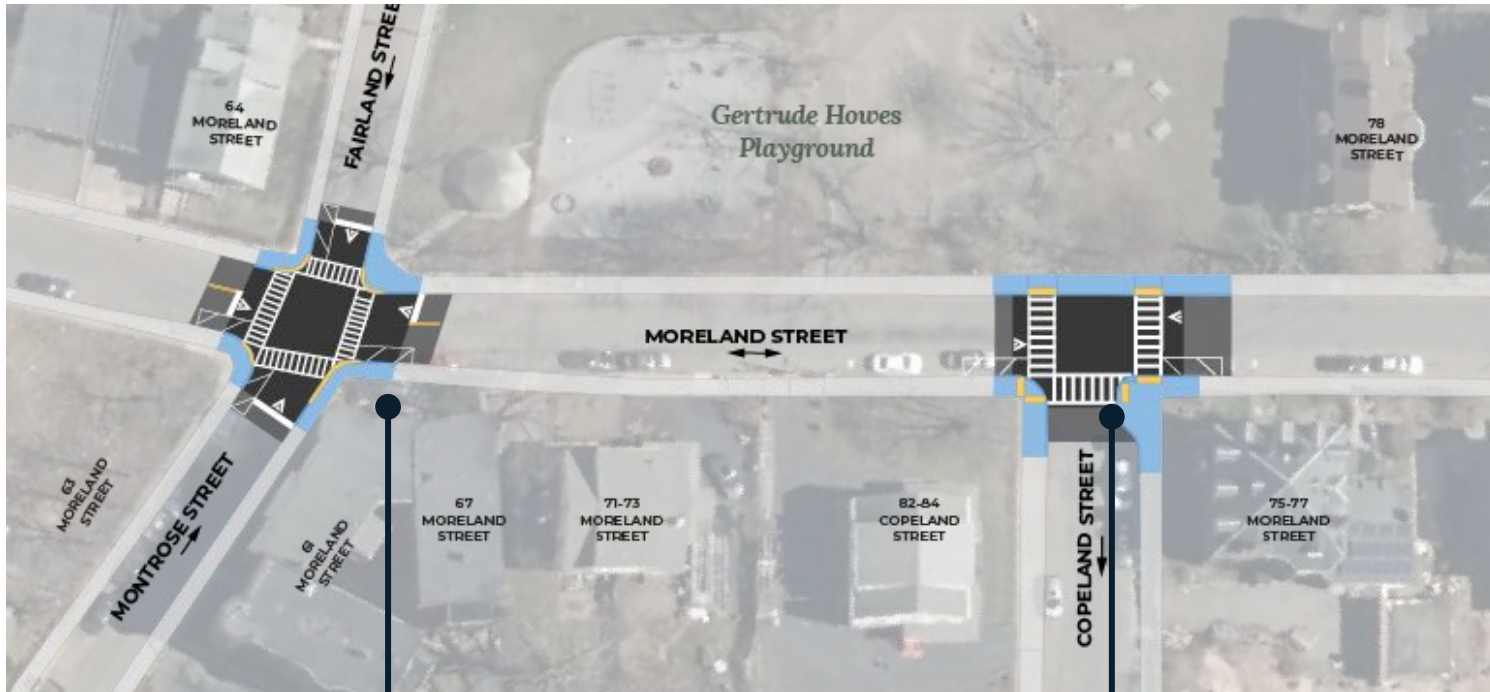
Raised intersection at Moreland, Montrose and Fairland Street



Raised intersection at Copeland Street and Moreland Street



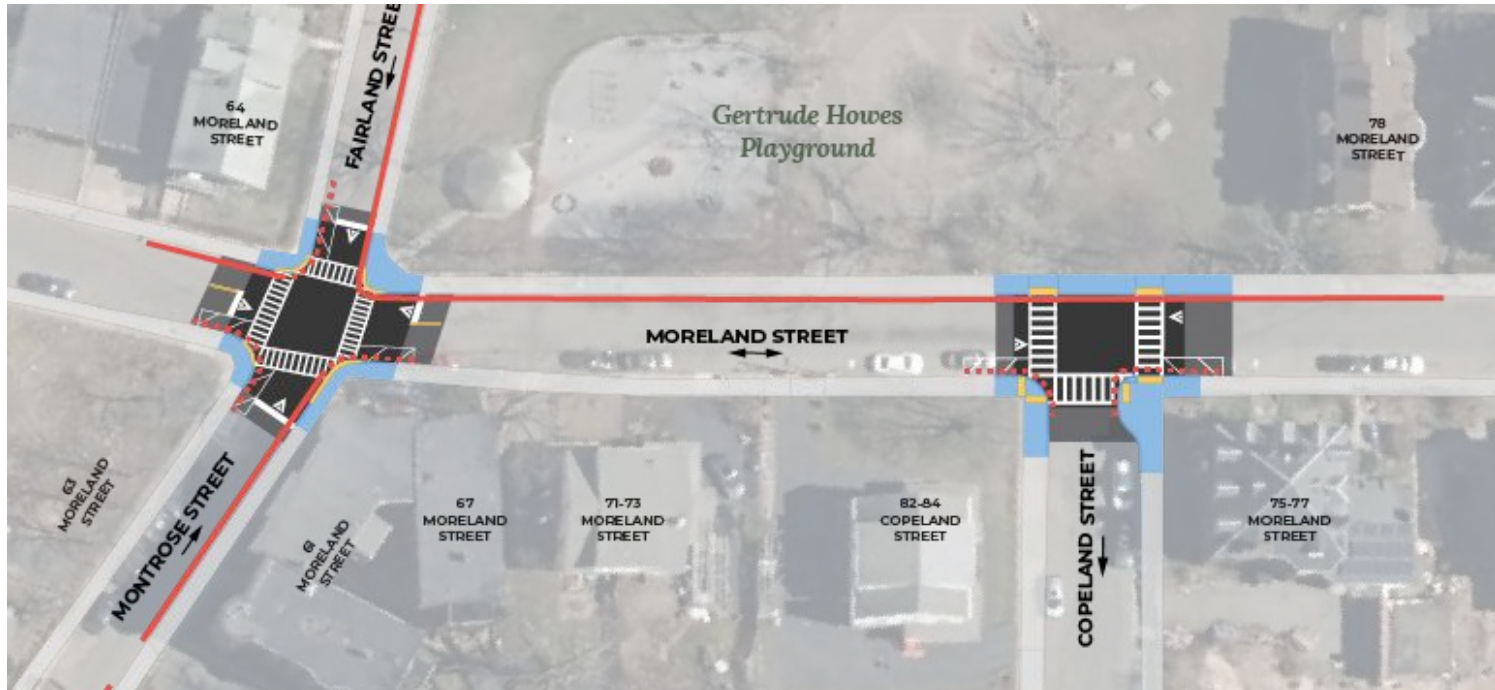
June 2022: Proposed final design



Raised intersection

Raised intersection
and curb extension

June 2022: Proposed final design



Parking Restrictions

— Existing Restriction

- - - Proposed Restriction

A photograph of a residential street. In the foreground, a dark grey SUV is parked on the left, and a blue Ford SUV is parked in the center. Further down the street, a white sedan and a dark car are visible. The background features multi-story houses with various siding and colors, including red brick and green. Large trees with green leaves are scattered throughout the scene, casting shadows on the asphalt. A blue semi-transparent banner is overlaid across the middle of the image, containing white text.

FOCUS AREA: COPELAND STREET AND LITTLE SCOBIE

Curve in the street creates a blindspot making it hard to see people crossing



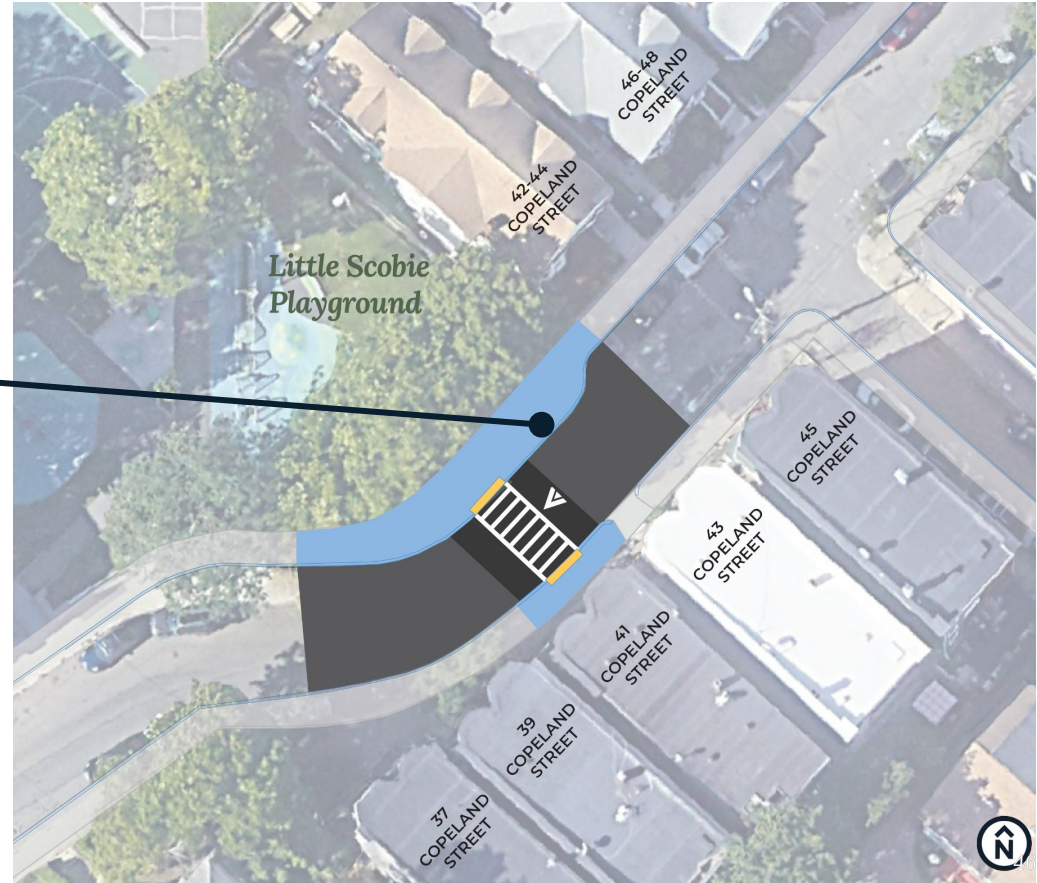
March 2021

Curb extension and raised crosswalk



November 2021

Curb extension and
raised crosswalk



February 2022: 3 options

Option 1



Option 2



Option 3

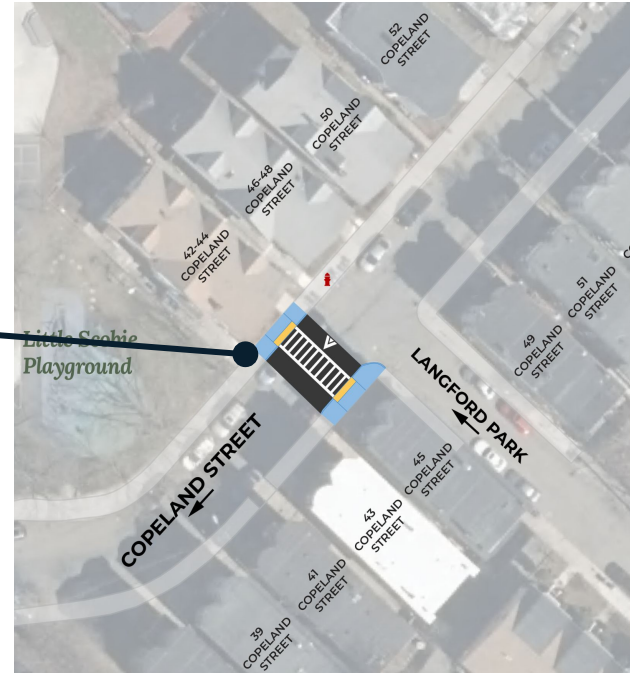


June 2022 Proposed final design

We've heard the most support for Option 2

Raised crosswalk

Option 2

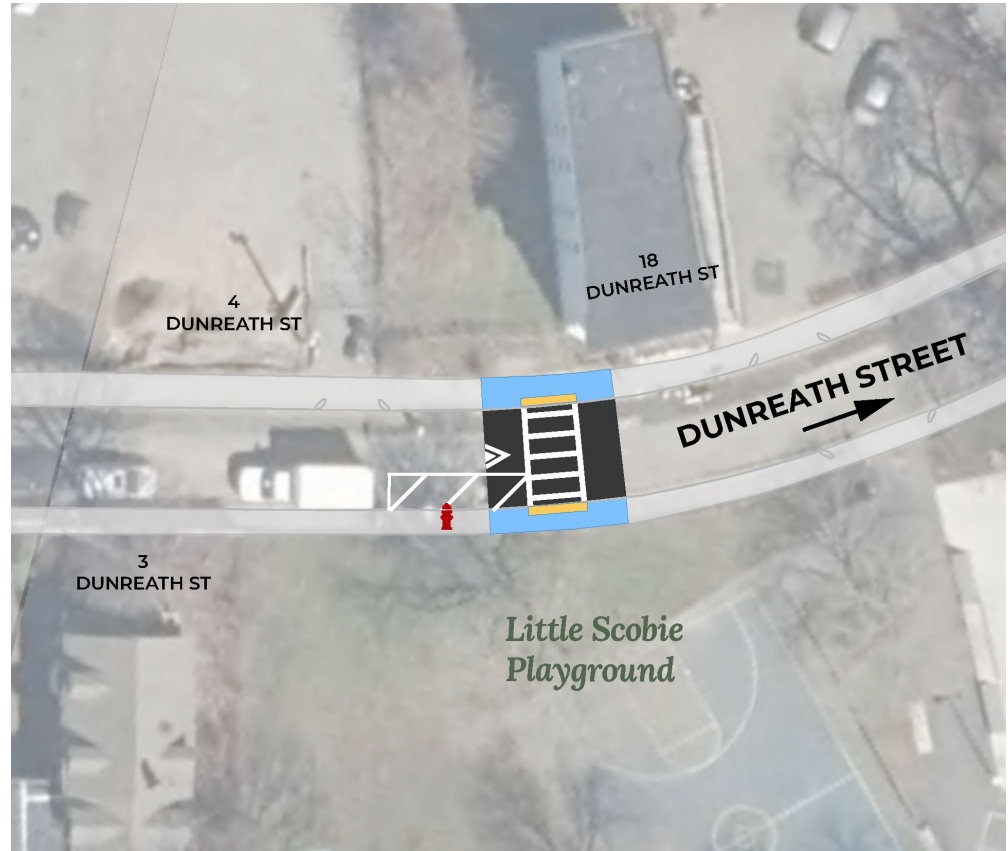


NEW FOCUS AREA: DUNREATH STREET



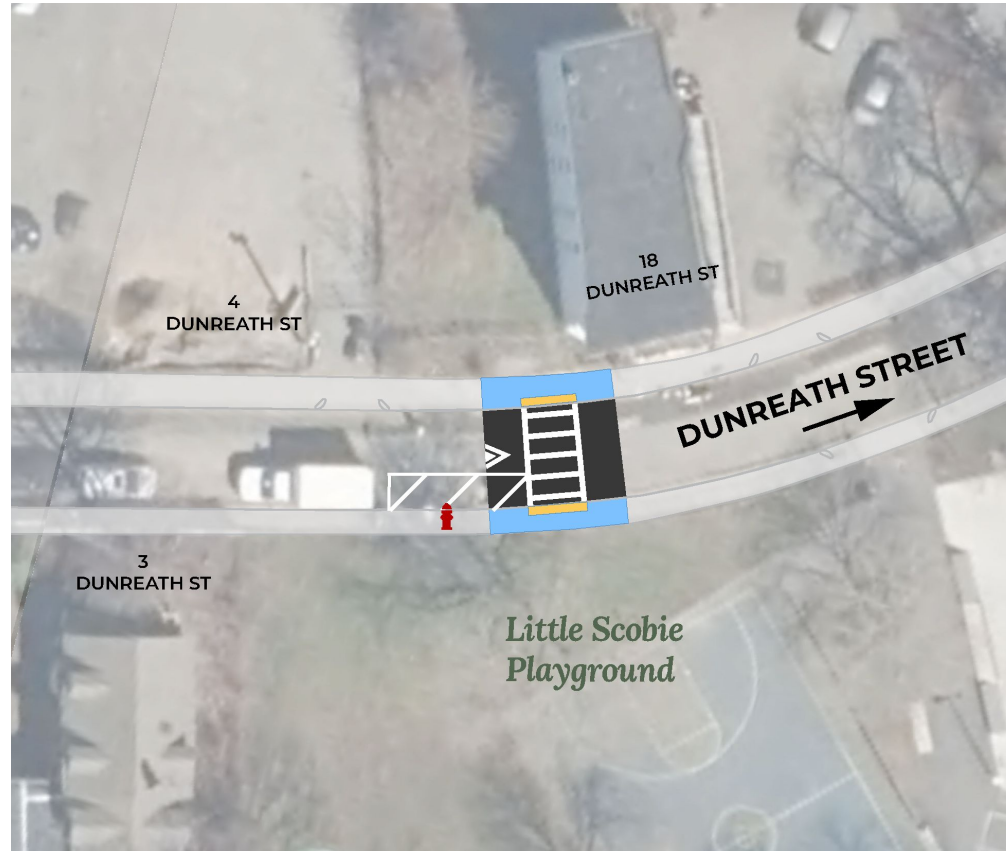
New crosswalk for Dunreath Street at Little Scobie

You asked us to look at a crosswalk for the entrance to the park on Dunreath Street



New crosswalk for Dunreath Street at Little Scobie

Here is what the design would look like

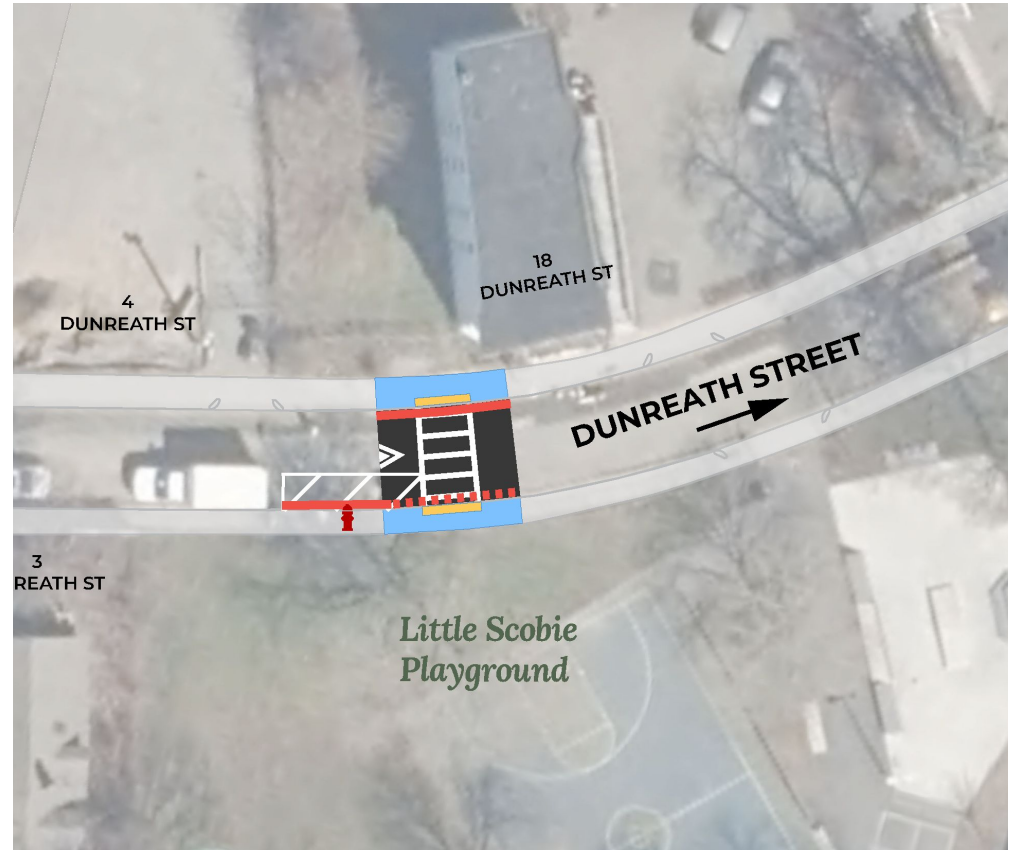



New crosswalk for Dunreath Street at Little Scobie

Parking Restrictions

- Existing Restriction
- - - Proposed Restriction

*No parking at
crosswalk or fire
hydrant*





NEW FOCUS AREA: FOREST AND MT. PLEASANT

Mount Pleasant Street at Forest Street



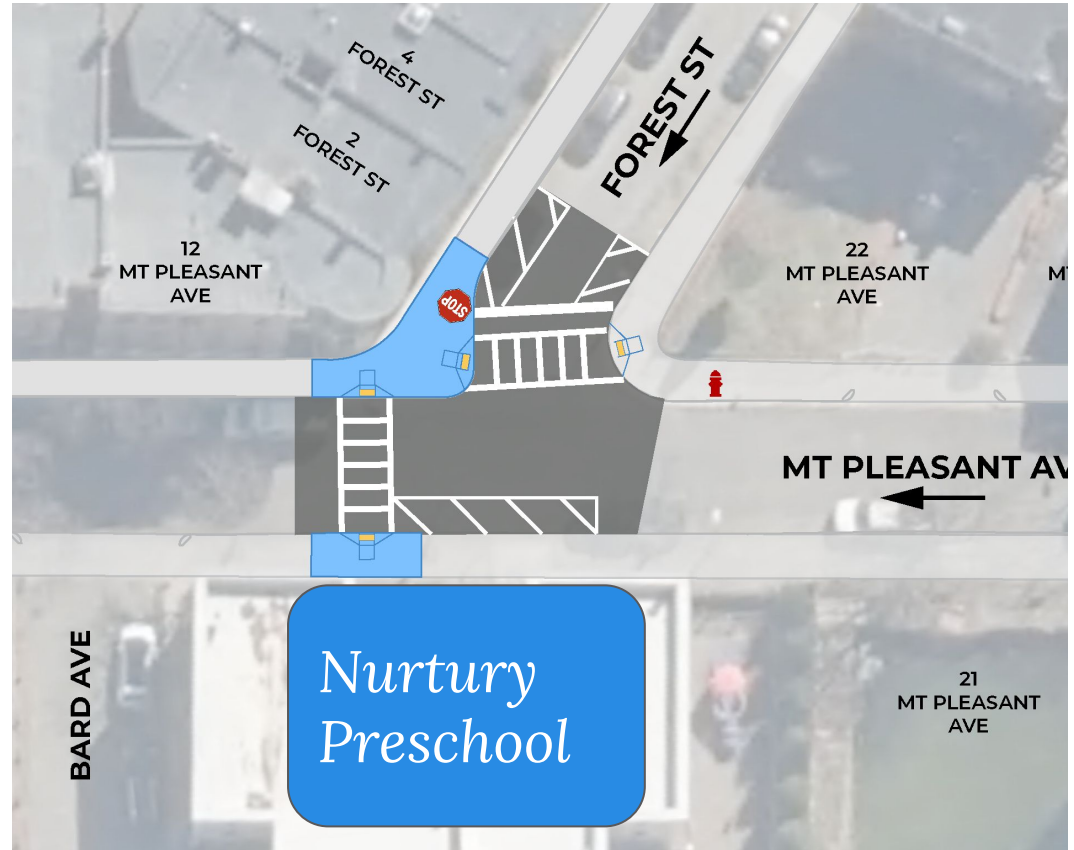
Mount Pleasant Street at Forest Street East

- ▶ No crosswalk across Mt. Pleasant Avenue
- ▶ Speeding on Mt. Pleasant
- ▶ Many students cross during school arrival and dismissal, but it doesn't feel safe



Mount Pleasant Street at Forest Street East

We would add a new crosswalk and curb ramps

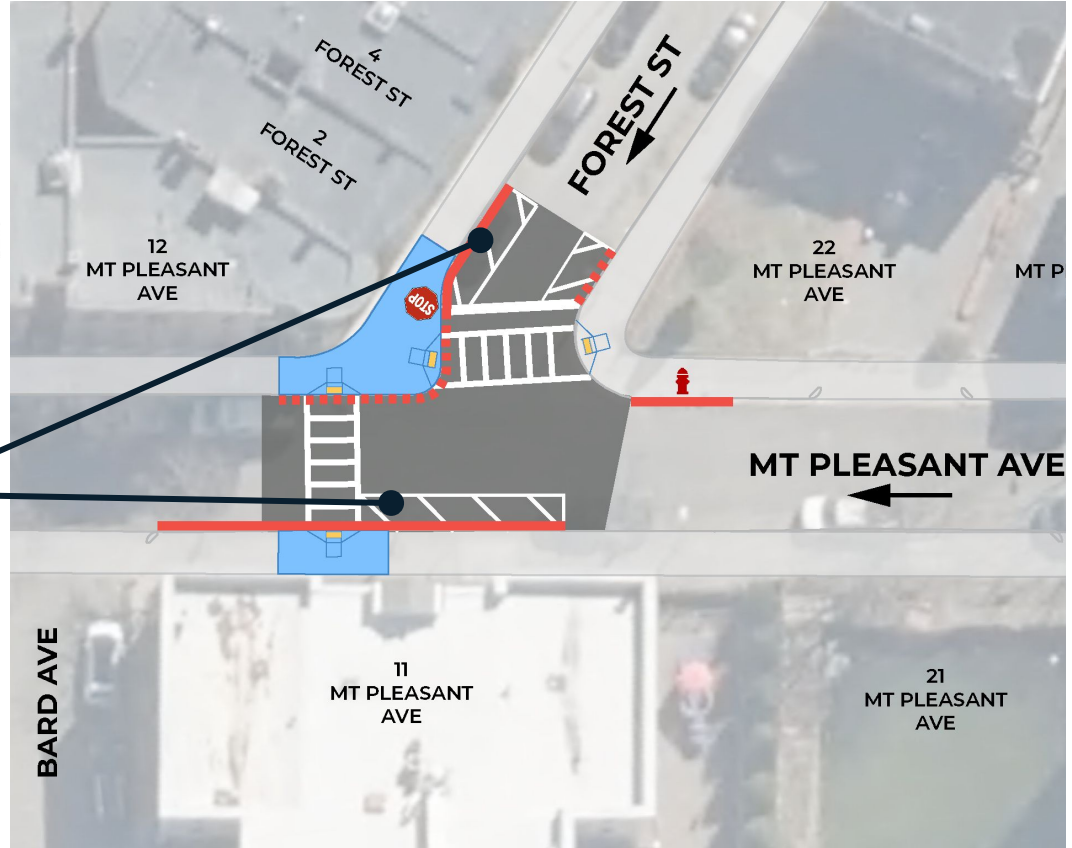


Mount Pleasant Street at Forest Street East

Parking Restrictions

- Existing Restriction
- - - Proposed Restriction

Restrict parking for visibility

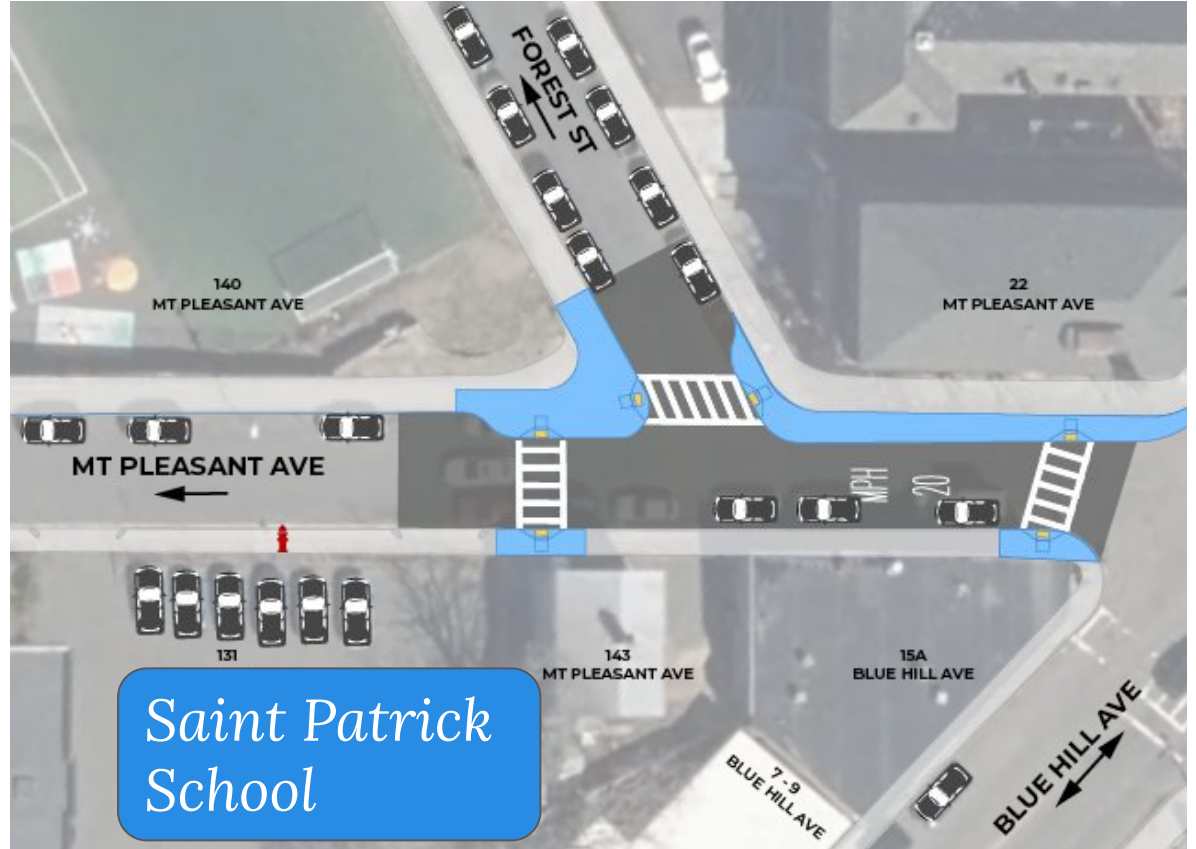


Mount Pleasant Street at Forest Street West



Mount Pleasant Street at Forest Street West

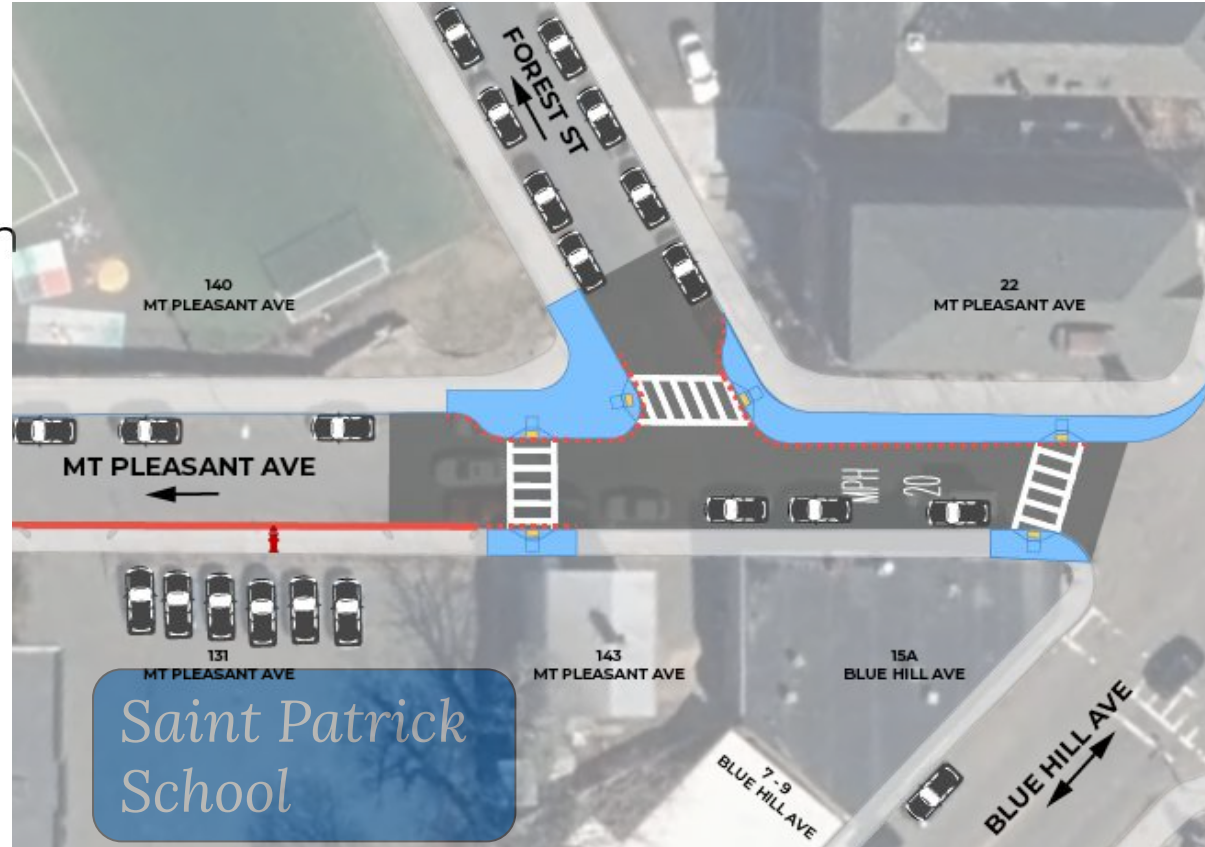
We would add new crosswalks and curb ramps



Mount Pleasant Street at Forest Street West

Parking Restrictions

- Existing Restriction
- - - Proposed Restriction





PERRIN STREET

Perrin Street: Safety concerns

“Perrin Street continues to be a dangerous street. With parking on both sides of the street and it being a two-way street enhances the frustrations of getting by”

- 2020 Mail-in survey

“Heavy traffic - speeding - need speed bumps”

- 2020 Mail-in survey

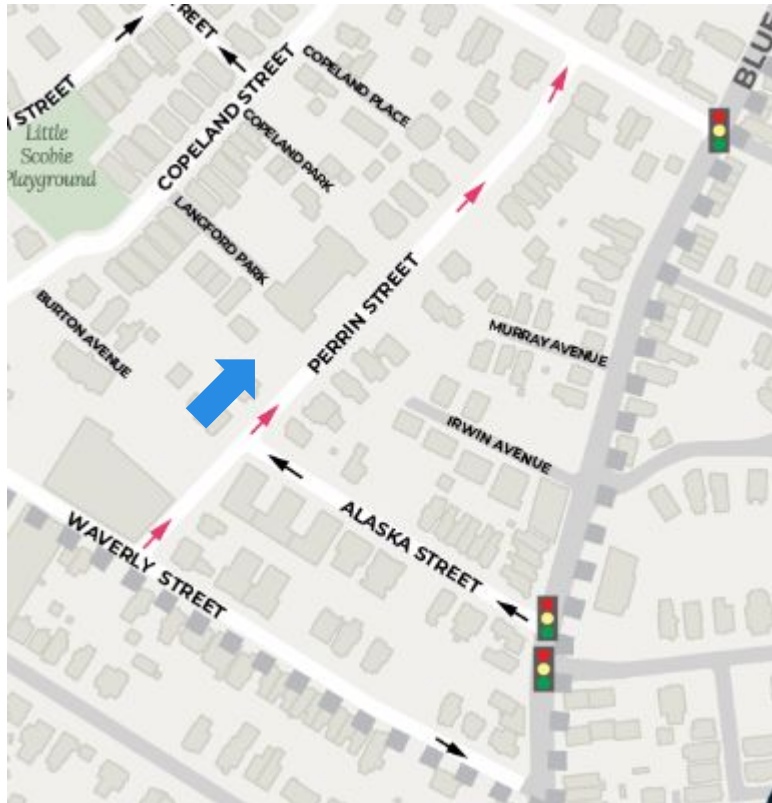
“Turning from Perrin St onto Moreland St is dangerous if cars are blocking vision by parking too close to corner”

- 2020 Pop-up survey

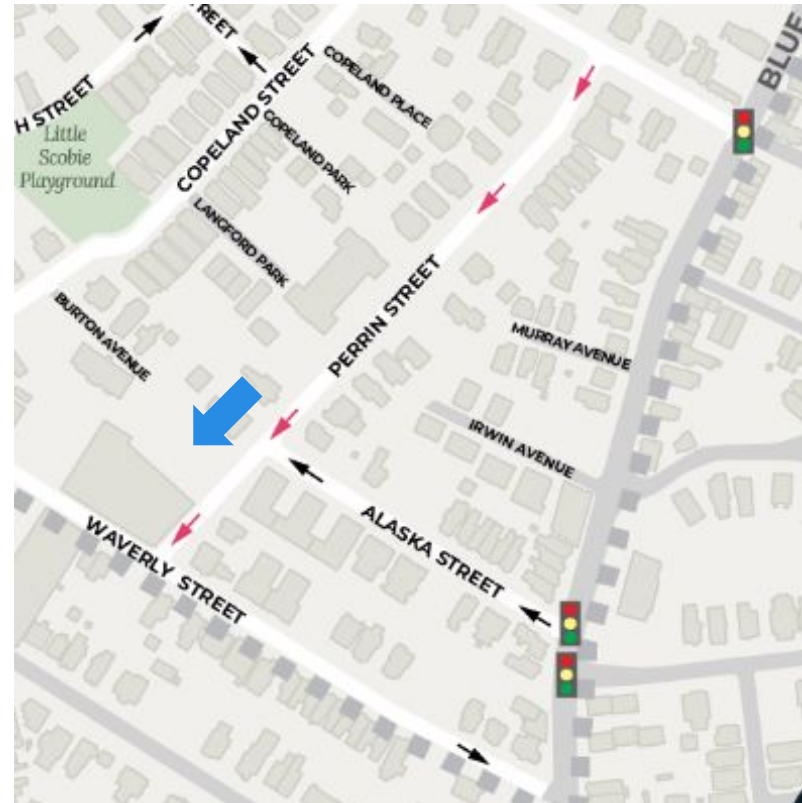


Perrin Street street direction - 5 options

A. Full one-way toward Moreland Street

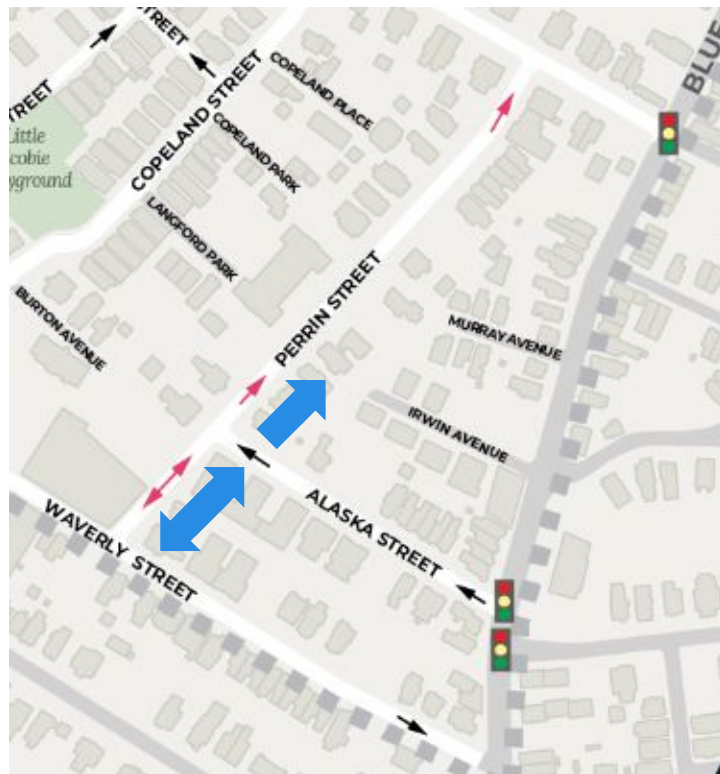


B. Full one-way toward Waverly Street

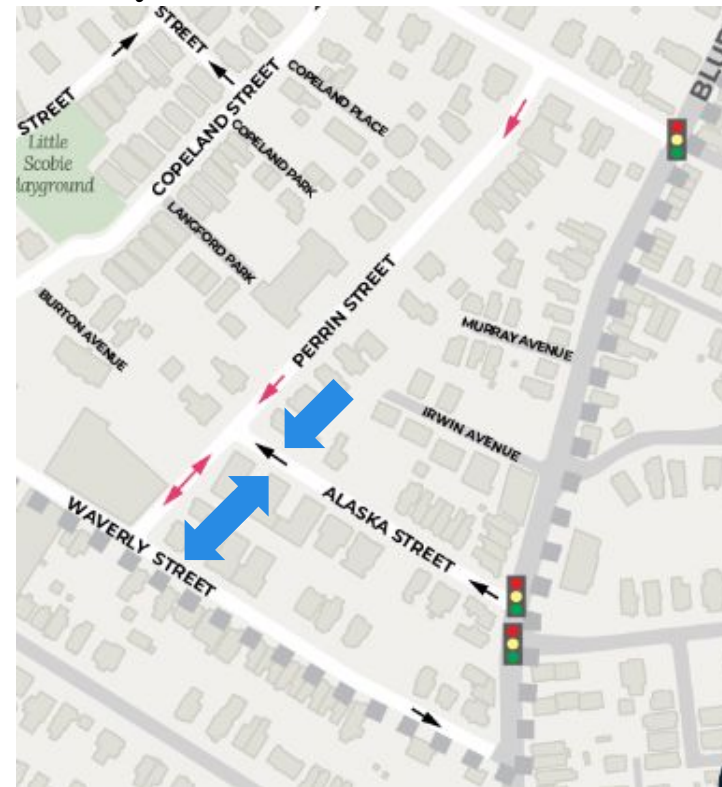


Perrin Street street direction - 5 options

C. One-way from Alaska Street to Moreland Street



D. One-way from Alaska Street to Waverly Street



Perrin Street street direction - 5 options

One-way from Alaska Street heading toward Moreland Street

One-way from Alaska Street heading toward Waverly Street





NEW FOCUS AREA: FOREST STREET AND VINE STREET

Mount Pleasant between Vine and Fairland

Safety concerns:

- ▶ People drive the wrong way on Mount Pleasant Street to get from Vine Street to Fairland Street
- ▶ People drive really fast



Mount Pleasant between Vine and Fairland

Challenges:

- ▶ Few street design too effective in addressing wrong-way driving
- ▶ Too narrow to build anything *and* retain required widths for fire and emergency access
- ▶ Sensitivities to parking restrictions



Mount Pleasant between Vine and Fairland

Things we can do:

- ▶ Add speed humps
- ▶ Make Mount Pleasant Avenue two-way between Vine and Fairland
- ▶ Add street elements to make this safer



Mount Pleasant between Vine and Fairland

Things we can do:



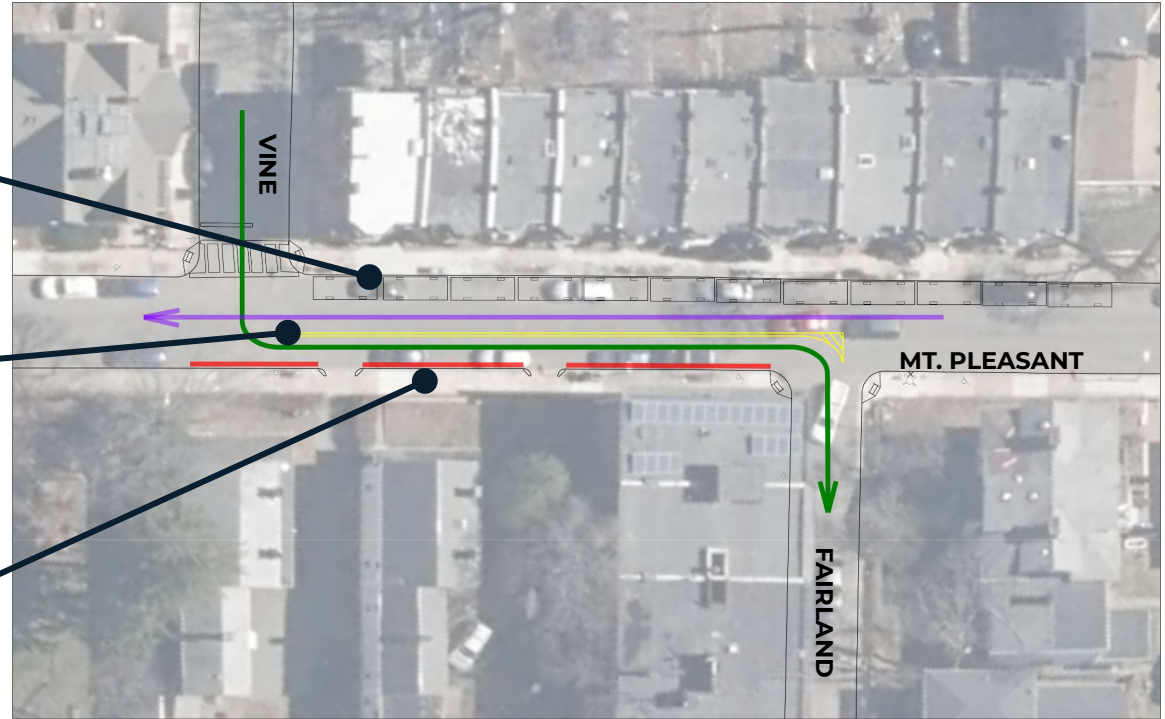
Add speed humps

- ▶ Make the two-way movement on Mount Pleasant Avenue between Vine Street and Fairland Street legal, but more predictable

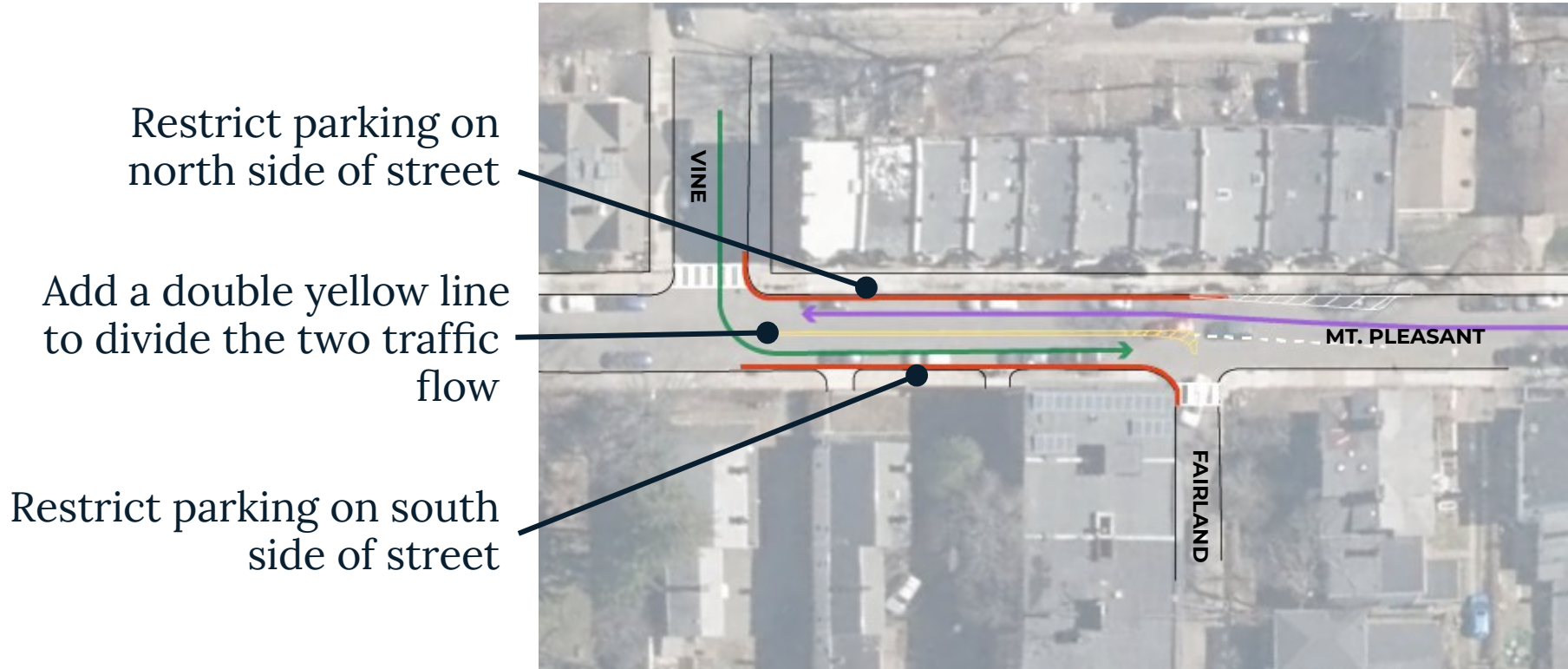


Mount Pleasant between Vine and Fairland Option

- Keep parking on north side of street
- Add a double yellow line to divide the two traffic flow
- Restrict parking on south side of street



Mount Pleasant between Vine and Fairland Option 2

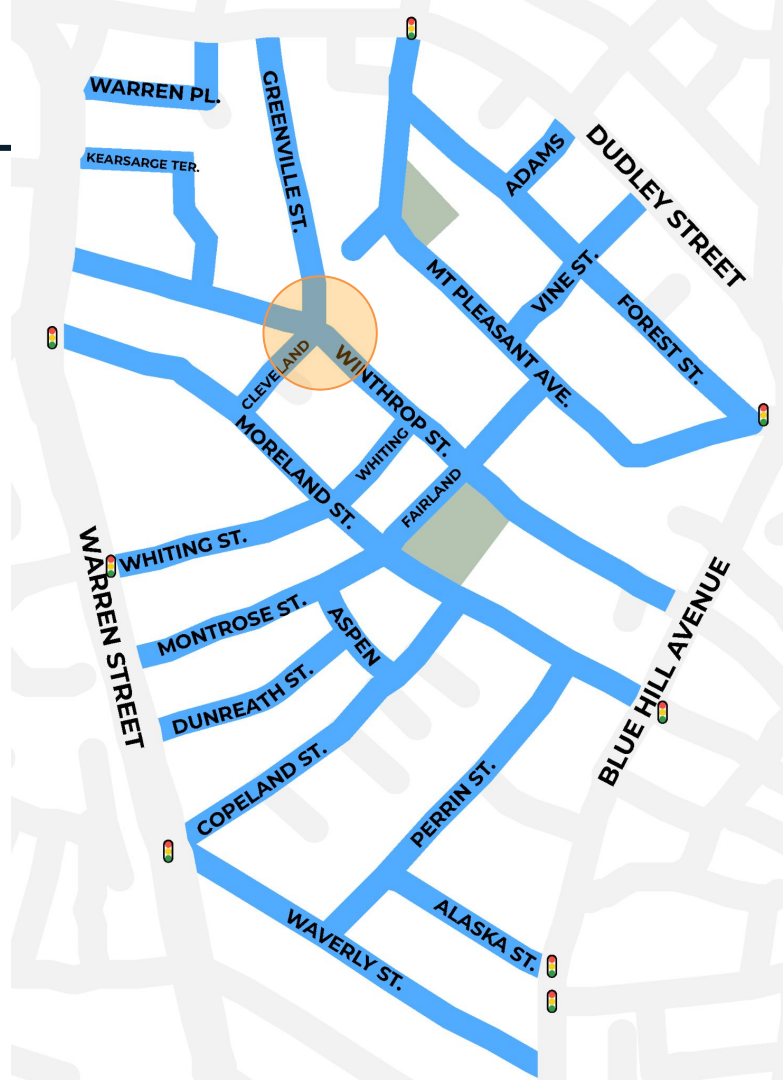




NEW FOCUS AREA: FOREST STREET AND VINE STREET

Your safety concerns

- Speeding
- Wrong-way driving
- Blowing through stop signs



Street direction options:

Option 1 – Reverse Cleveland, Reverse Whiting



Option 2 – Reverse Cleveland



Option 3 – 2-way Cleveland



Option 4 – 2-way Winthrop (2 blocks)



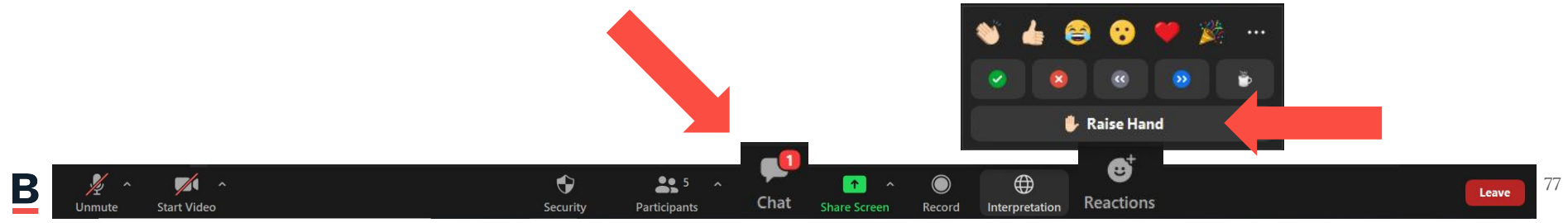
Meet with us this summer!

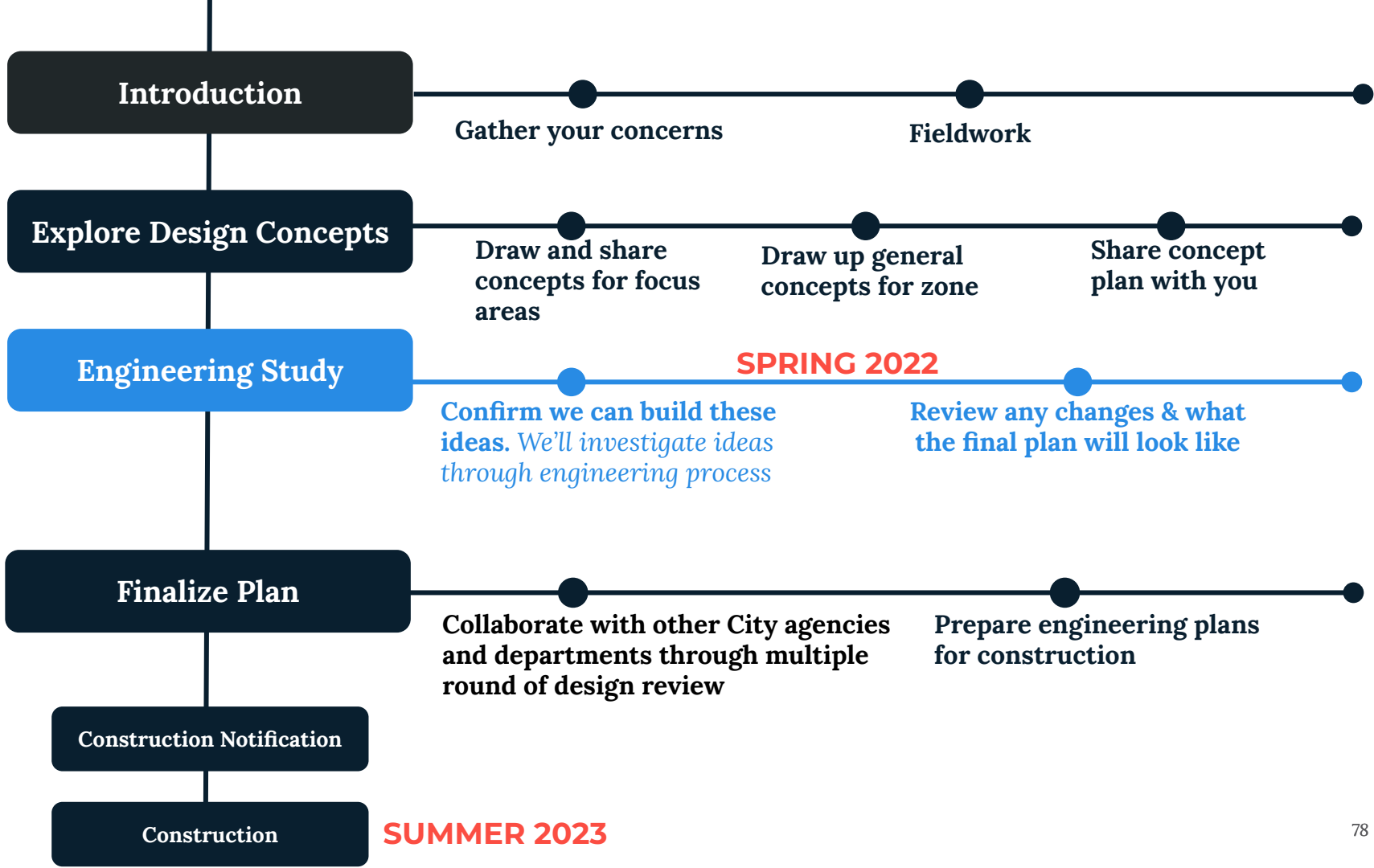
- ▶ We'll be outside in your neighborhood. We can review the plans and answer your questions.
- ▶ Look out for flyers in the neighborhood and invitations in the your mailbox.



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.
- ▶ To be respectful of everyone's time, please keep your questions brief.





Thank YOU!

YOU shaped this project.

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

Contact info:

- ▶ boston.gov/slow-streets/moreland
 - Sign up for emails
 - Check the latest news
 - Schedule an appointment to talk with the project team
- ▶ slow.streets@boston.gov
- ▶ 617-635-1347