

# Let's design a safer, slower, more bikeable Poplar Street!

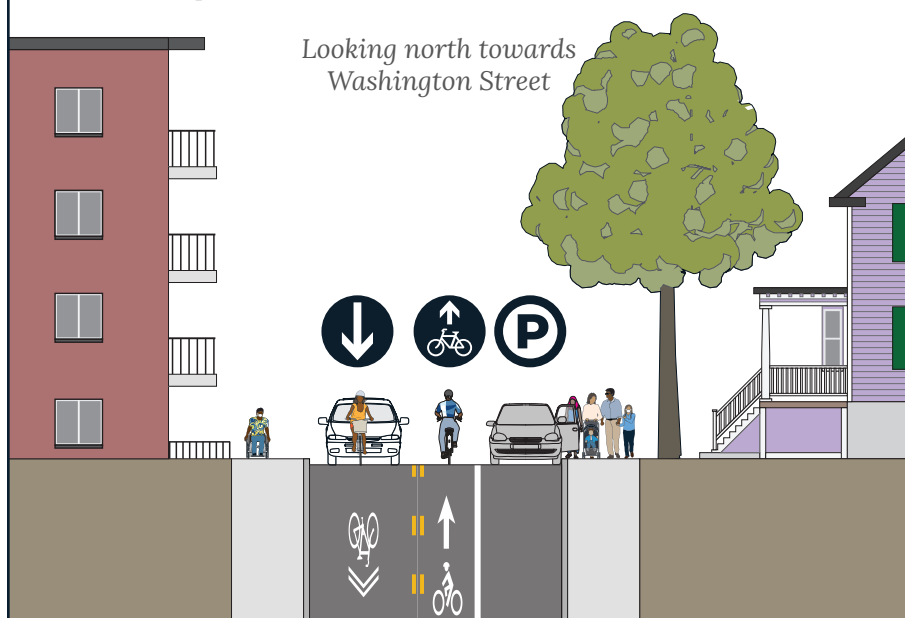
June 2023

## Our vision

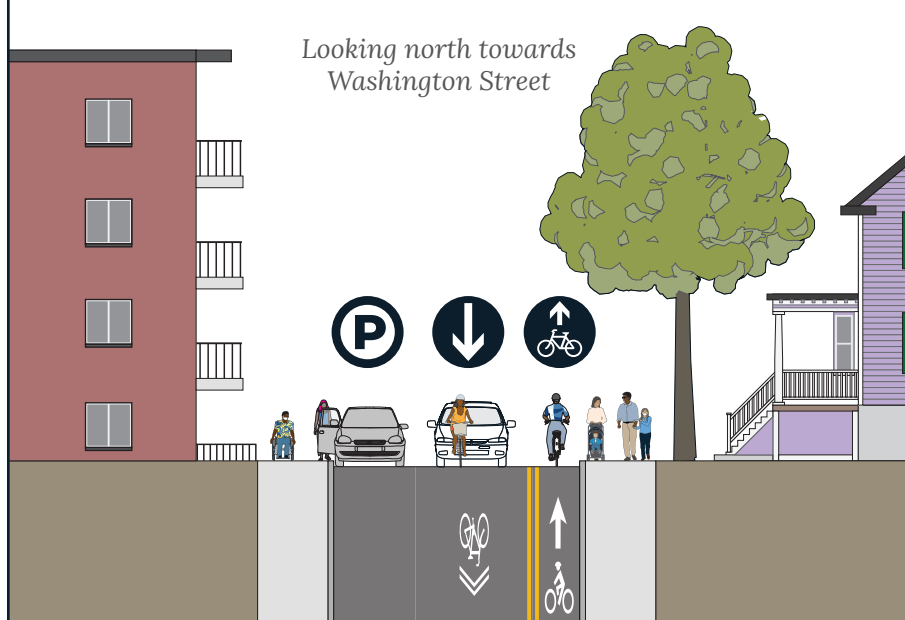
Poplar Street is a relatively flat and quiet street parallel to the hillier and busier Cummins Highway. It could be a great way to get to and from Roslindale Square if it were two-way for people biking but stayed the same for people driving. We also plan to add speed humps to calm traffic speeds. We aim to begin construction this year.

## Typical cross sections

Between **Washington Street and Florence Street**, we're keeping the parking on the east side of Poplar Street. We're adding some 15-minute parkings and keeping one accessible space.



Between **Florence Street and Sycamore Street**, we will move the parking to the west side of Poplar Street.



## Parking summary

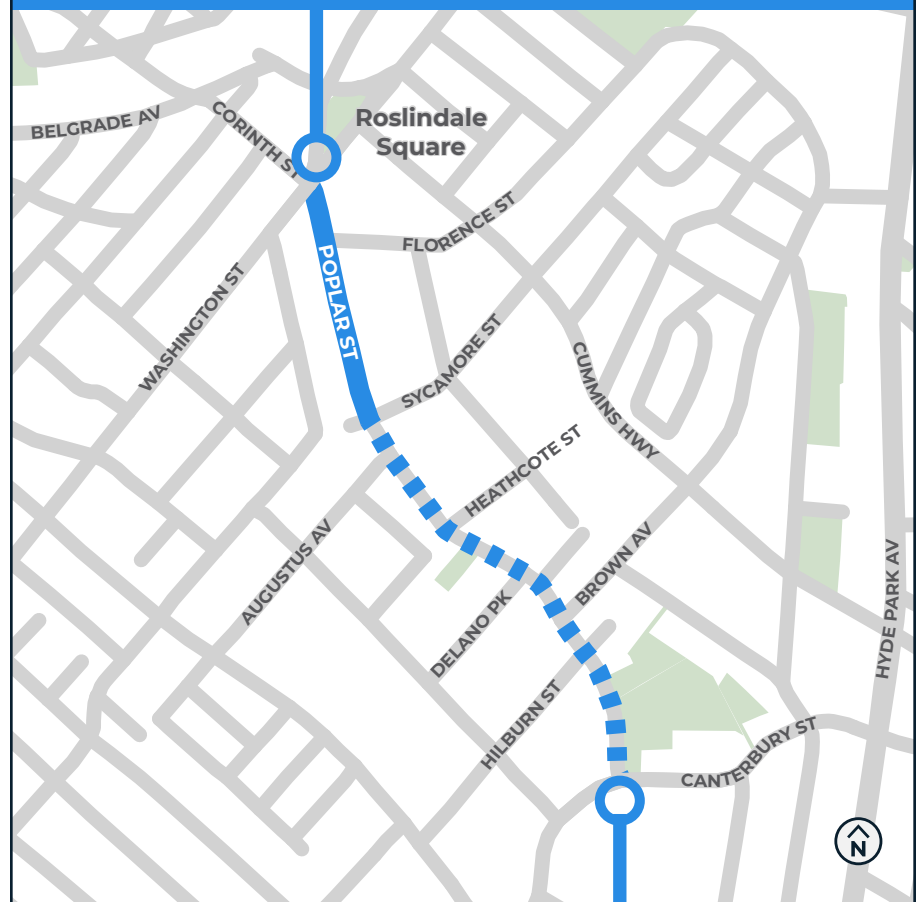
Numbers refer to parking between Washington and Sycamore Street, and are approximate and subject to change. We consider one parking space to be 20' of curb length.

Regulation	Existing	Proposed	Change
Unrestricted	34	29	-5
Accessible	1	1	NA
15-minute	0	3	3
Total	35	32	-2

## Proposed changes

### Washington to Sycamore

- ▶ Speed humps
- ▶ Contraflow bike lane going northbound (towards Roslindale Square)
- ▶ Keep one-way southbound travel for motor vehicles (towards Sycamore street)
- ▶ Keep parking on the east side north of Florence Street; move parking to the west side south of Florence Street.



### Sycamore to Canterbury

- ▶ Speed humps
- ▶ Keep two-way travel for motor vehicles
- ▶ Keep parking on both sides

## Stay up to date

Chat with the project team during office hours.

- ▶ **Every other Wednesday, 3-7 p.m.**  
by phone or virtual meeting:  
[bit.ly/bbb-appt](https://bit.ly/bbb-appt)
- ▶ **Thursday, July 20, 4-7 p.m.** Roslindale Branch of the Boston Public Library
- ▶ **Thursday, August 10, 4-7 p.m.**  
Roslindale Branch of the Boston Public Library

**What do you like about these ideas?  
What are your questions?**  
Tell us, write it on a card, or email us:  
[better-bike-lanes@boston.gov](mailto:better-bike-lanes@boston.gov).

## Contraflow bike lanes

### DIRECT ROUTES, BETTER ACCESS

One-way streets help manage the flow of vehicles. We might want to allow people to bike in both directions on one-way streets that:

- ▶ Provide access to a major destination, park, or trail access point, and/or,
- ▶ Help bicyclists avoid an obstacle, like a major hill or busy street with less comfortable biking conditions.

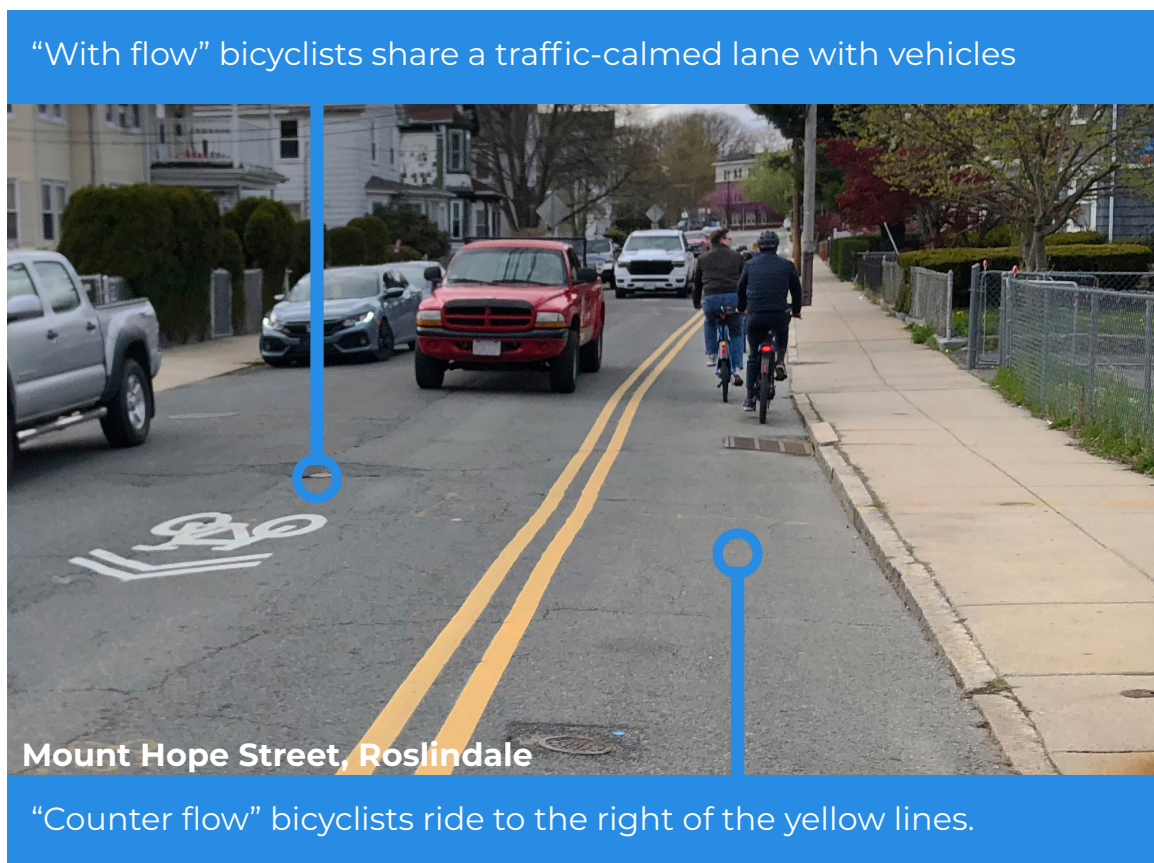
**Contraflow bike lanes are a well-established design tool.** They have seen decades of use around the U.S., the Boston area, and globally.



Bay State Road, Fenway  
Signage alerts drivers approaching from side streets to expect two-way bike travel



Mount Hope Street, Roslindale  
Signage alerts drivers entering the street of two-way bike travel



“With flow” bicyclists share a traffic-calmed lane with vehicles

Mount Hope Street, Roslindale

“Counter flow” bicyclists ride to the right of the yellow lines.



Bay State Road, Fenway

Signage indicates bicycles can enter the block

## Speed humps

### 24/7 TRAFFIC CALMING

Speed humps help to keep drivers at steady, safer speeds. They don't impact drainage, street sweeping, snow removal, or street parking. They work on narrower streets that have low traffic volumes and no MBTA bus service.

**We worked with emergency responders to create our speed hump design standards.** Our speed humps preserve emergency response times.

*We have a bold plan for transforming Boston's streets to better serve people walking, rolling, and riding bikes in the next three years:*

[boston.gov/bike-lanes](https://boston.gov/bike-lanes)



Gartland Street, Jamaica Plain