



# **NEIGHBORHOOD SLOW STREETS: INFORMATION FOR COMMUNITIES INTERESTED IN APPLYING**

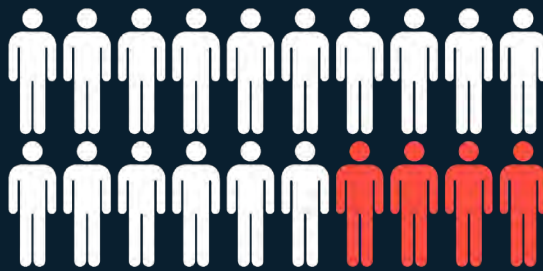
# VISION ZERO BOSTON



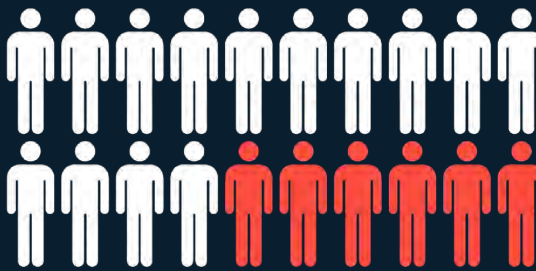
- Commitment to eliminate all fatal and serious injuries by 2030
- Designing for the most vulnerable benefits everyone
- “Early Action” policy in *Go Boston 2030*



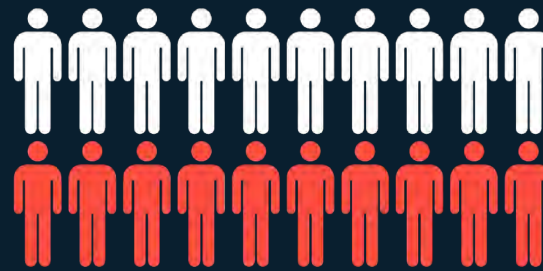
# SLOWER SPEEDS, SAFER STREETS



**17%** likelihood of  
fatal or  
severe injury



**30%** likelihood of  
fatal or  
severe injury



**47%** likelihood of  
fatal or  
severe injury

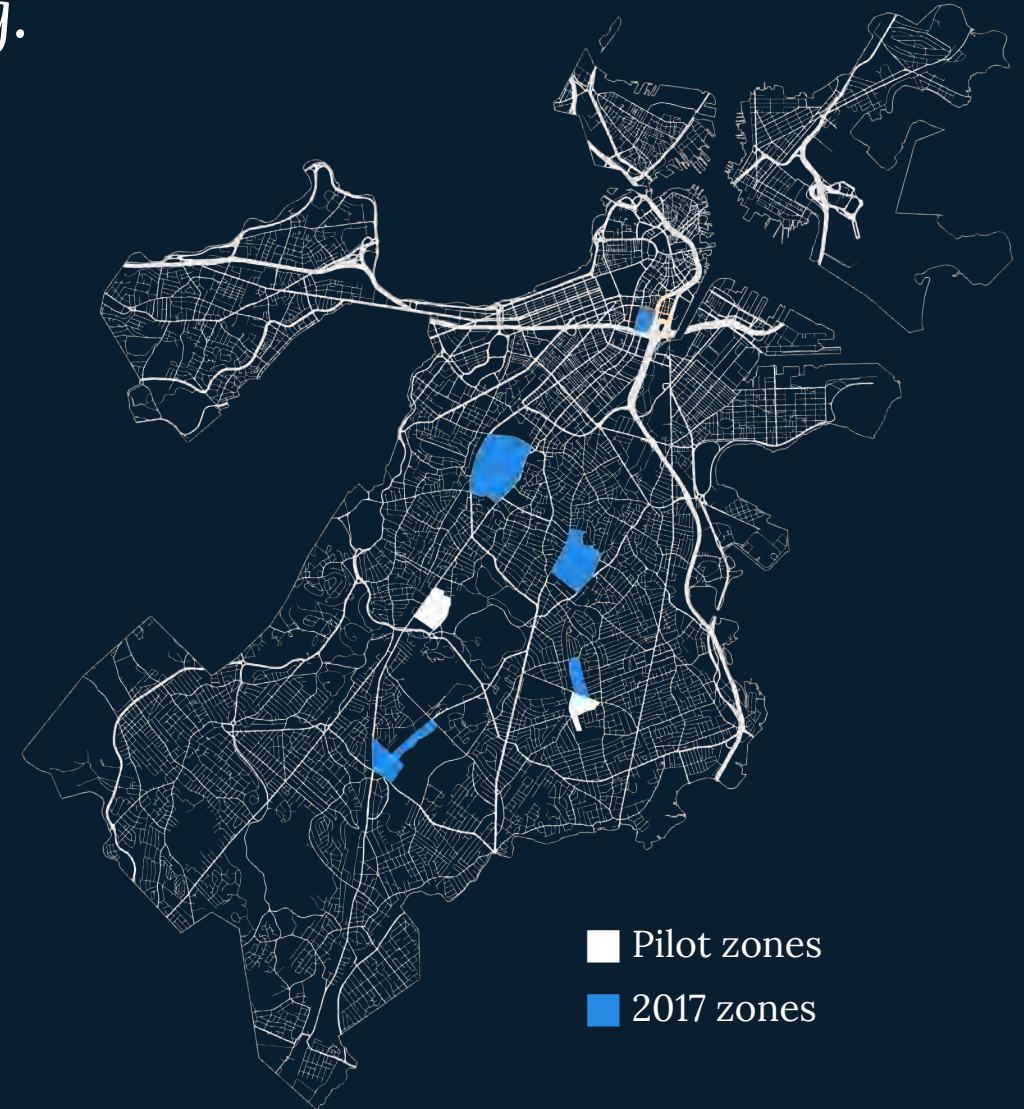
Source: *Impact Speed and a Pedestrian's Risk of Severe Injury or Death*, Brian Tefft, AAA Foundation for Traffic Safety, 2011

# WHAT IS NEIGHBORHOOD SLOW STREETS?



*A zone-based approach to traffic calming.*

- Targeted Vision Zero effort for residential streets
- Meant for a network of smaller, mostly residential streets
- Speed limit reduced to 20 MPH through traffic-calming street designs, such as speed humps





# SEVEN ZONES TODAY

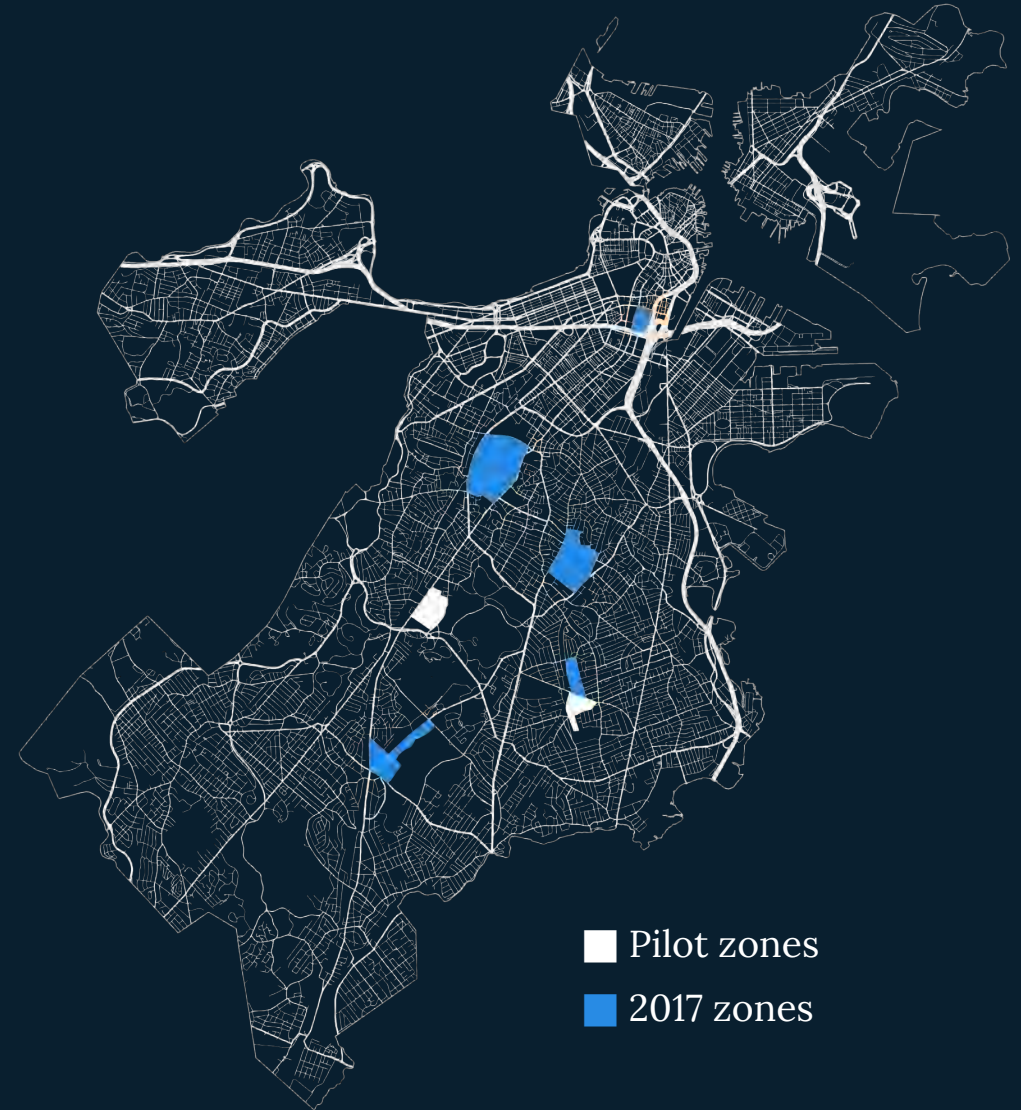


## PILOT COMMUNITIES

- Talbot-Norfolk Triangle
- Stonybrook

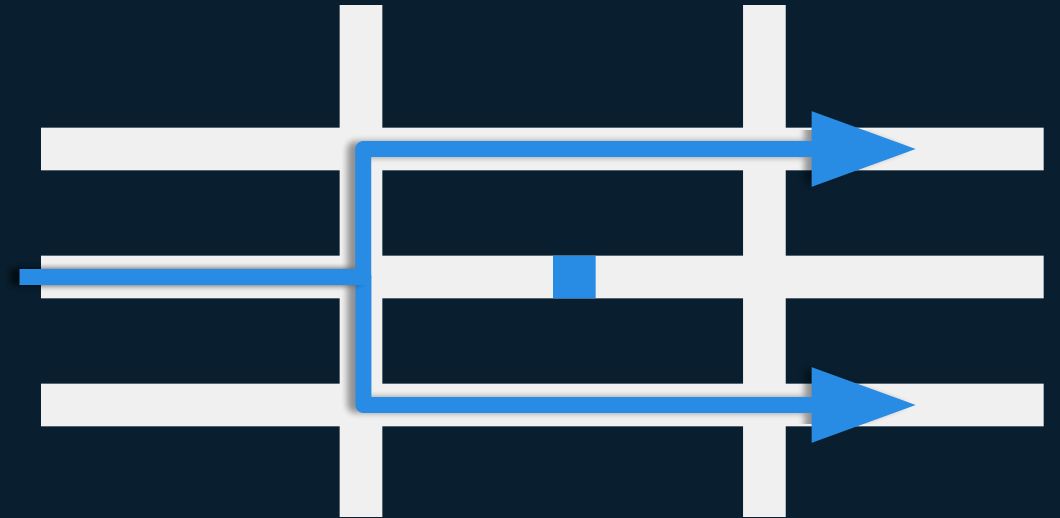
## 2017 COMMUNITIES

- Chinatown
- Grove Hall-Quincy Corridor
- Highland Park
- Mt Hope/Canterbury
- West of Washington



# WHY CAN'T WE LOOK AT JUST ONE STREET?

- We want to avoid the “**transfer effect**” from a single measure
  - *Drivers may seek alternate routes*
  - *Conditions may worsen on parallel routes without traffic calming*



# PROGRAM GOALS

- Reduce vehicle speeds
- Fewer crashes resulting in injury or property damage
- Improved feeling of safety
- Quality of life benefits



# NEIGHBORHOOD SLOW STREETS PROCESS OVERVIEW

## APPLICATION → PLAN DEVELOPMENT → IMPLEMENTATION

- Communities invited to apply
- Applicants submit contact info, a map, signatures, and three letters
- City evaluates every zones using the same objective criteria and selects 3-5 zones that:
  - Are home to higher percentages of youth, older adults, and people with disabilities
  - Experience higher numbers of traffic crashes per mile that resulted in an EMS response
  - Include, or border, community places: public libraries, BCYFs, schools, and parks
  - Support existing and planned opportunities for walking, bicycling, and access to transit
  - Are feasible for the City of Boston to implement improvements



# NEIGHBORHOOD SLOW STREETS PROCESS OVERVIEW

## APPLICATION → PLAN DEVELOPMENT → IMPLEMENTATION

- Community partner hosts a neighborhood walk
- Community partner may assist with a qualitative survey of neighborhood
- City collects and compiles relevant data
- City hosts initial public meeting
- City completes preliminary engineering work
- City hosts a second public meeting to present final traffic calming plan
- Community members will have the opportunity to provide additional comments

# NEIGHBORHOOD SLOW STREETS PROCESS OVERVIEW

## APPLICATION → PLAN DEVELOPMENT → IMPLEMENTATION

- City works with contractor to develop construction schedule, which is shared with the community partner and general public
- Construction takes place during weekday waking hours
- Community partner, in collaboration with City, may conduct post-construction qualitative survey
- City collects post-construction data

# SLOW STREETS TOOLS



## ALL ZONES WILL HAVE:

- Gateways
- Speed humps
- “Better Crosswalk” treatments
  - High-visibility crosswalks, daylighting, improved signage
- Other necessary markings and signs

## SOME ZONES WILL HAVE:

- Crossing islands
- Raised crosswalks
- Changes to street direction
- Speed feedback signs
- Other treatments to address specific needs

# TOOL: GATEWAYS

- Provide consistent, recognizable entrance to traffic-calmed zones
- 20 MPH pavement markings
- 20 MPH signs with Slow Streets special sign





# TOOL: SPEED HUMPS

- Located on property lines (where feasible)
- Not located at driveways or intersections
- Spaced approx. 250' - 300'
- 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

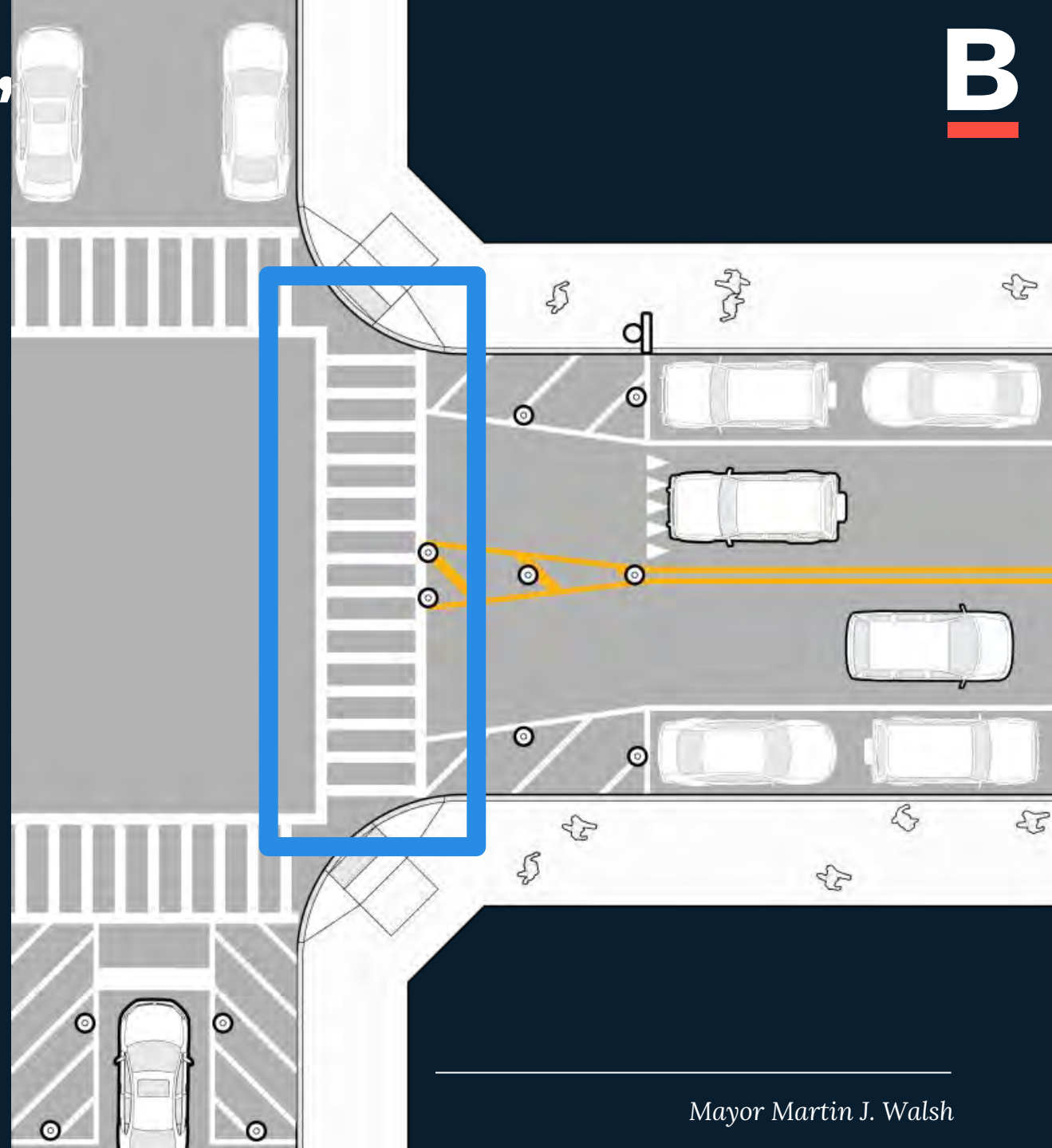


**NO!** Abrupt, hard bump, 3 to 4 feet long



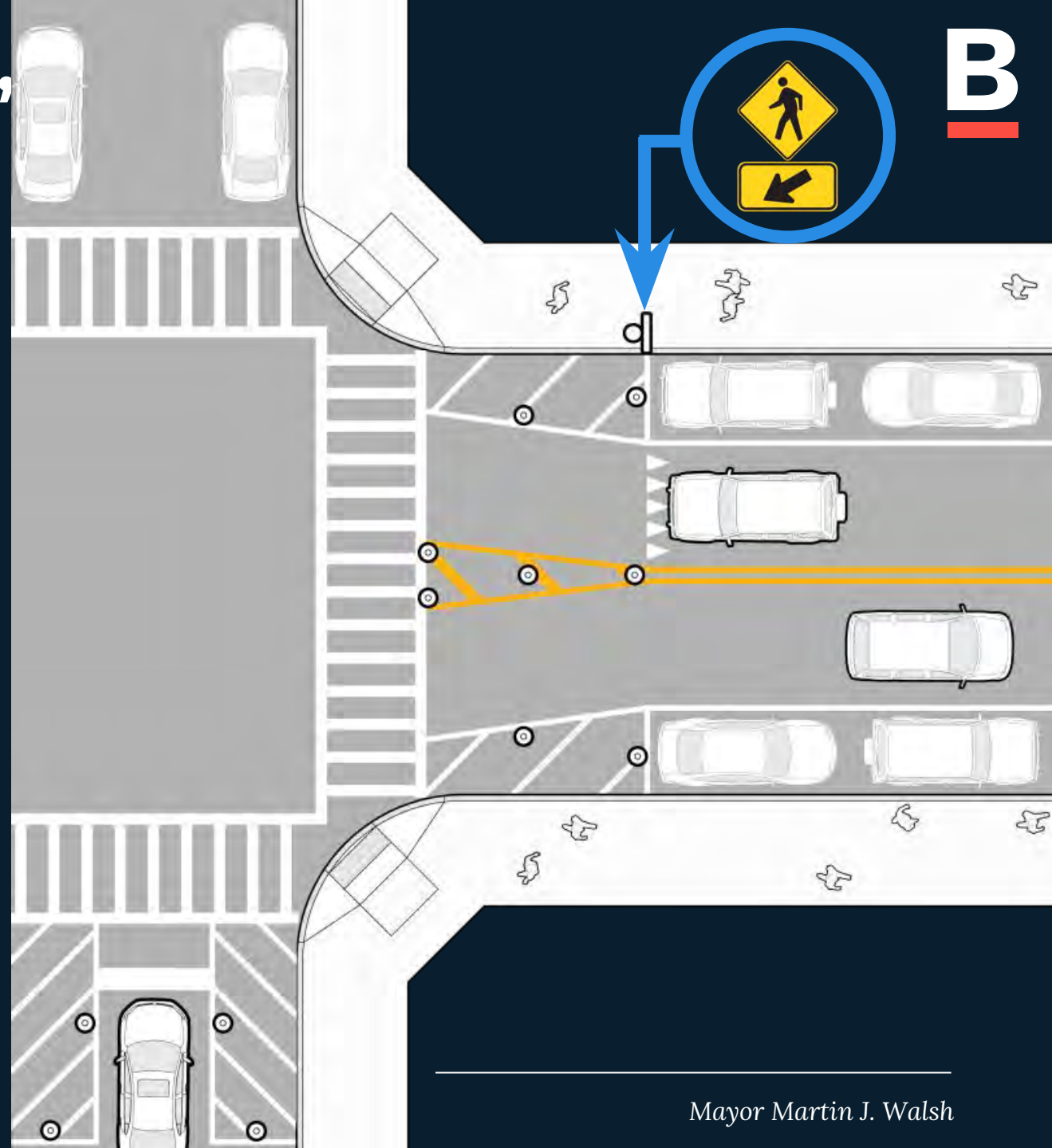
# “BETTER CROSSWALK” TREATMENTS

- High-visibility crosswalk markings



# “BETTER CROSSWALK” TREATMENTS

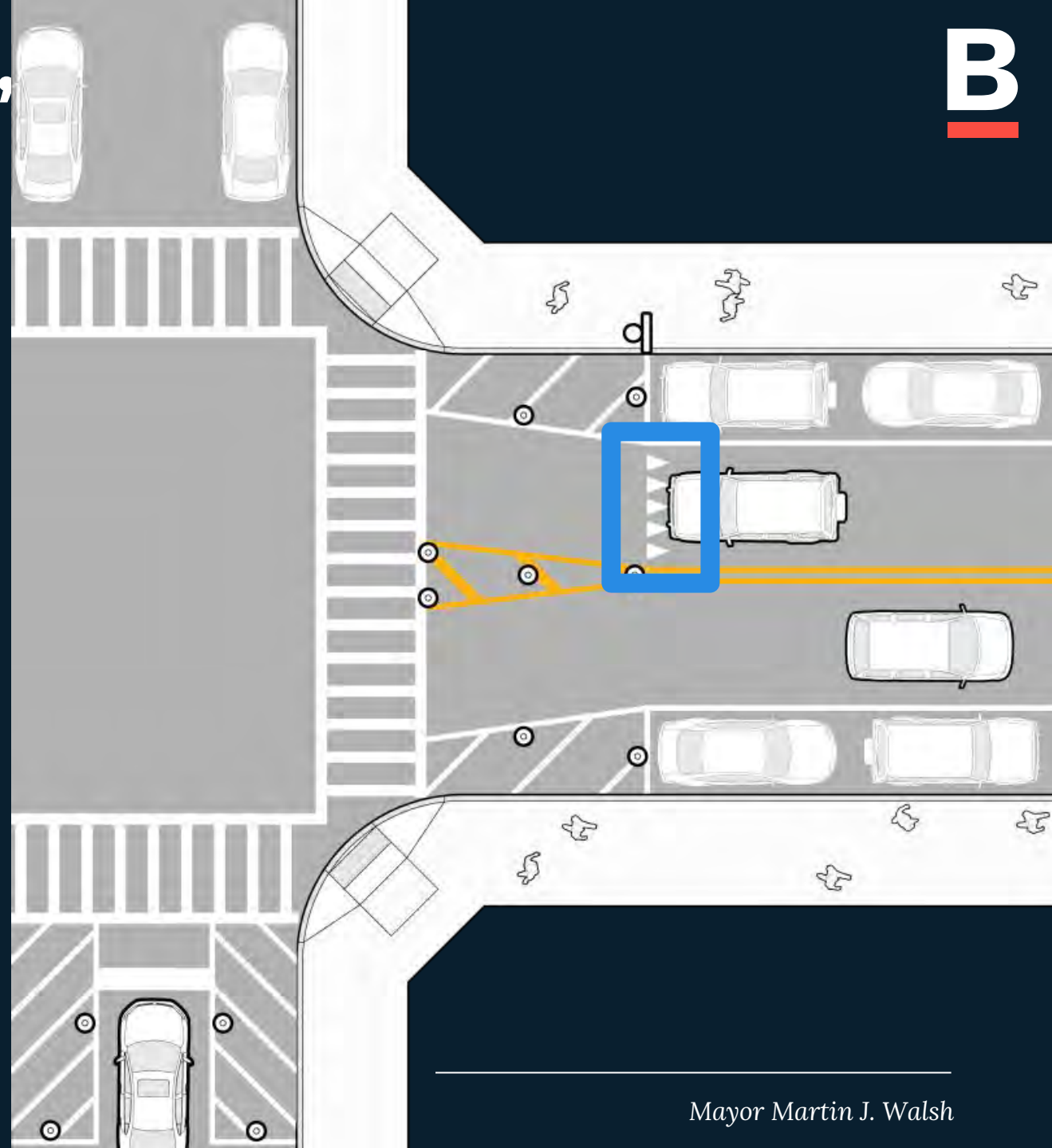
- High-visibility crosswalk markings
- High-visibility crosswalk signage





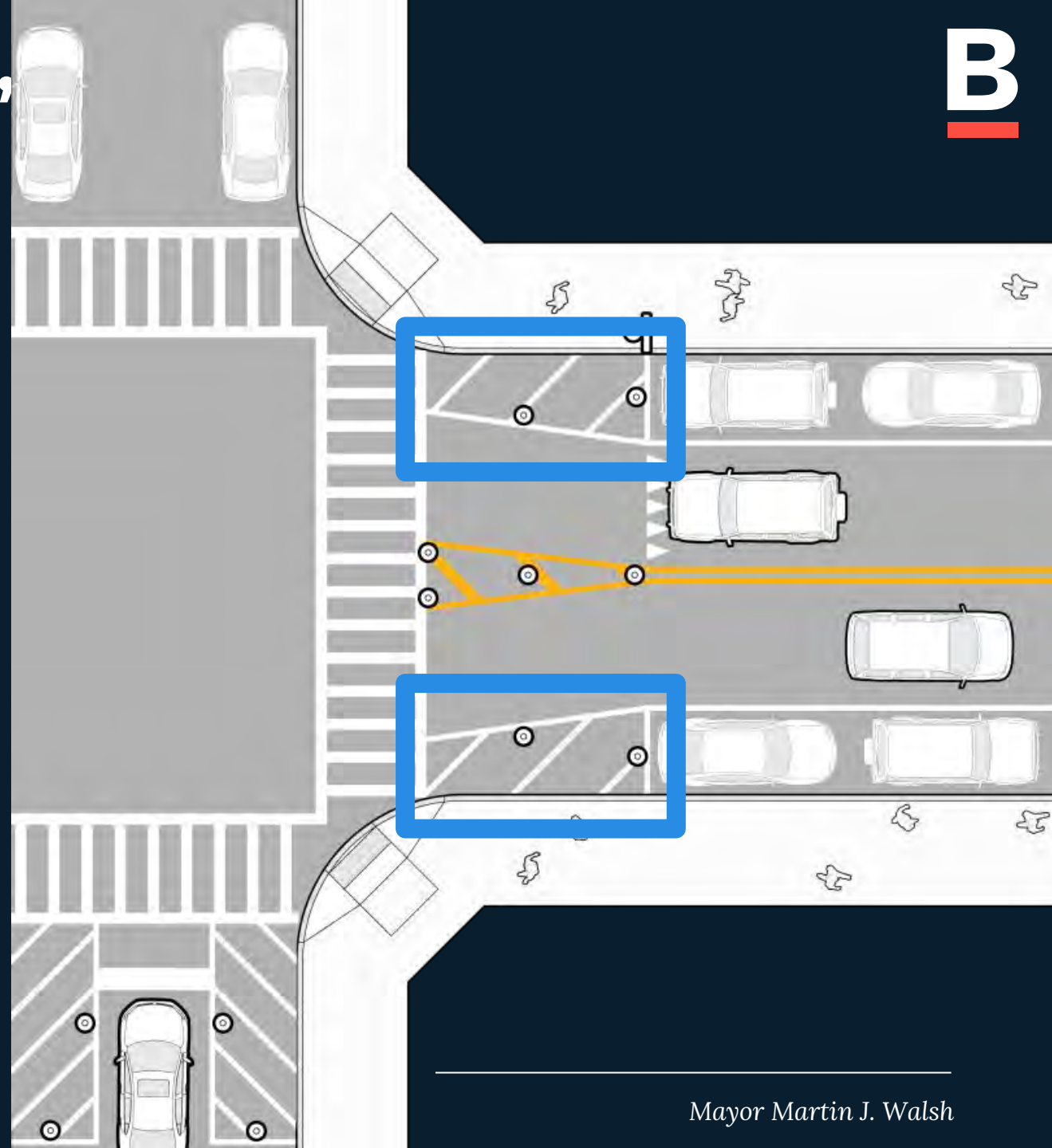
# “BETTER CROSSWALK” TREATMENTS

- High-visibility crosswalk markings
- High-visibility crosswalk signage
- Advance yield lines



# “BETTER CROSSWALK” TREATMENTS

- High-visibility crosswalk markings
- High-visibility crosswalk signage
- Advance yield lines
- Daylighting / parking restrictions





# DAYLIGHTING EXAMPLE

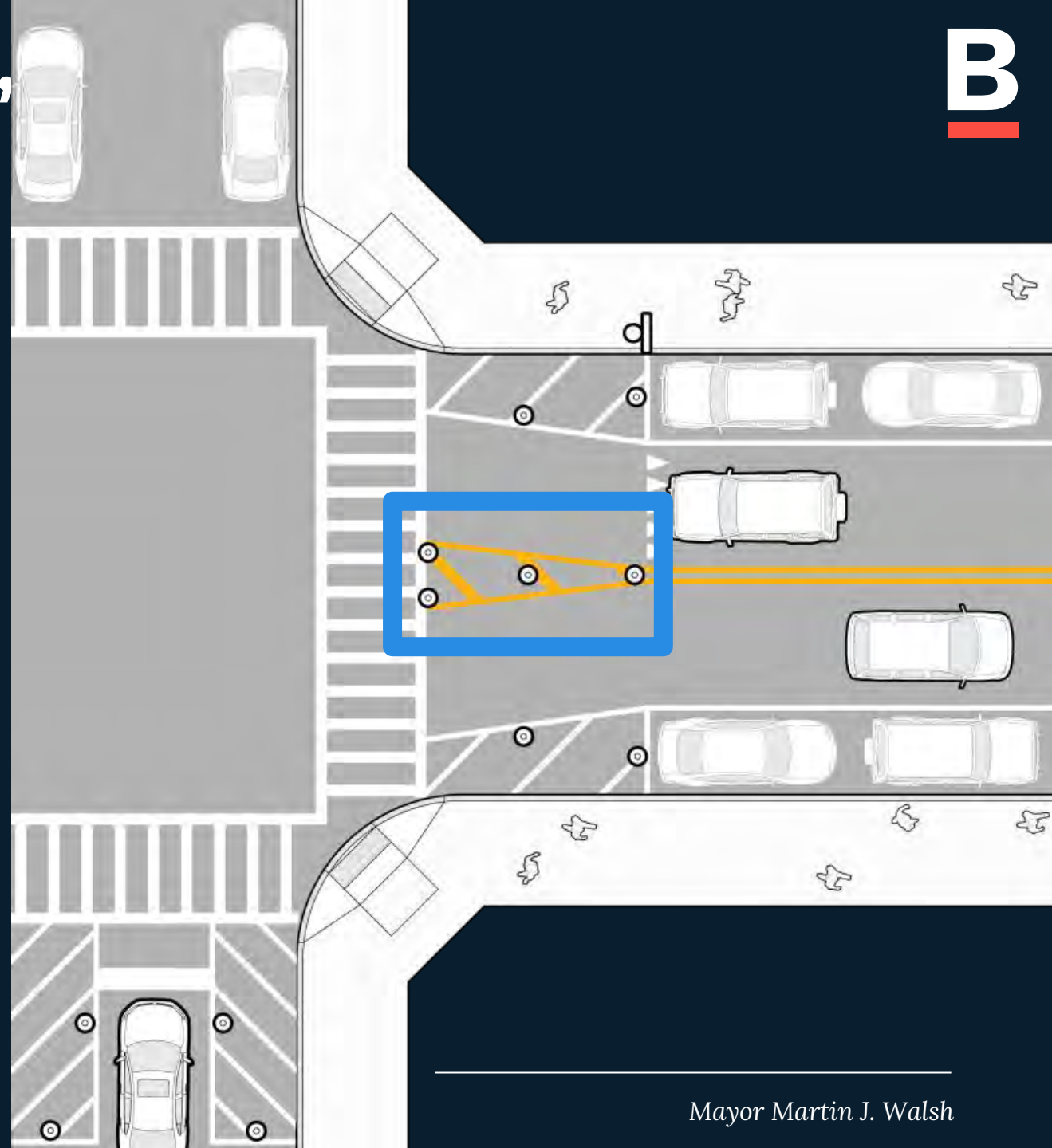


- Improve visibility for drivers, pedestrians
- Restricts parking 20' from intersection, per City rules
- Generally only nearside approach to intersection

*Washington St, Dorchester*

# “BETTER CROSSWALK” TREATMENTS

- High-visibility crosswalk markings
- High-visibility crosswalk signage
- Advance yield lines
- Daylighting / parking restrictions
- In some locations:
  - *Crossing islands*





# EXAMPLE: PAINTED CROSSING ISLAND



Washington St, Dorchester



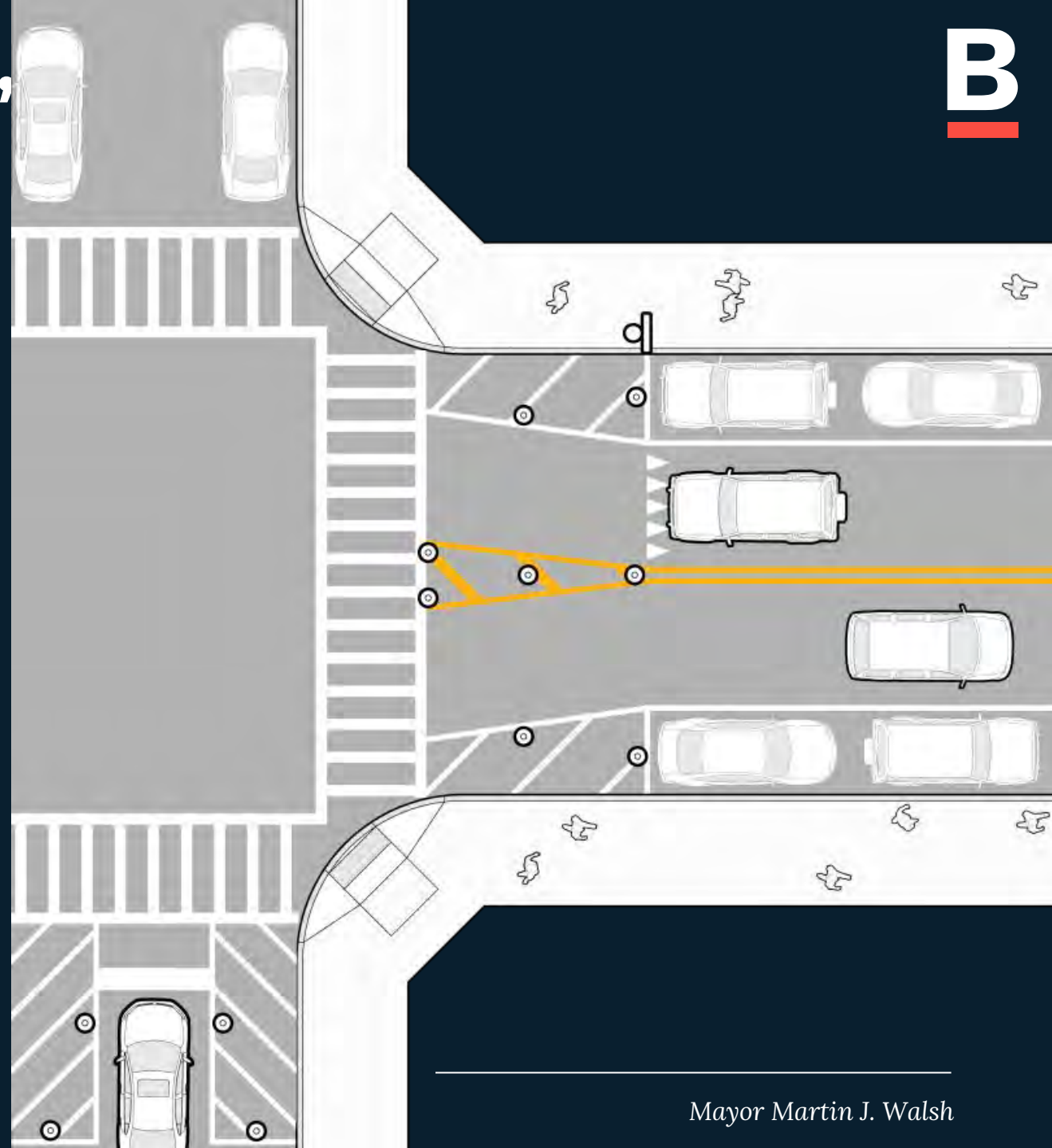
# EXAMPLE: BUILT CROSSING ISLAND

- Proven safety countermeasure
- Can reduce pedestrian crashes by 32%
- Often used with curb extensions and other visibility enhancements
- Possible in some locations
- Depending on street width, there can be parking impacts



# “BETTER CROSSWALK” TREATMENTS

- High-visibility crosswalk markings
- High-visibility crosswalk signage
- Advance yield lines
- Daylighting / parking restrictions
- In some locations:
  - *Crossing islands*
  - *Raised crosswalks*





# TOOL: RAISED CROSSWALK

- Crosswalk is level or near-level with sidewalk
- Slows drivers, improves visibility of people crossing
- Possible in some locations
- Can impact parking, drainage
- Cannot be used on hills or too close to curve



Cambridge, MA



# TOOL: SPEED FEEDBACK SIGNS

- Effective reminder
- Solar-powered
- May be used on more hilly streets



Norfolk St, Dorchester

# STEPS TO COMPLETE BEFORE APPLYING

*Application deadline August 24*

- Identify primary contact
- Agree on zone boundaries (may need adjustment at City's direction)
- Collect signatures from community members that live in the zone
- Get three letters of support from organizations, key community stakeholders, or officials

**Find more info at [boston.gov/neighborhood-slow-streets](https://boston.gov/neighborhood-slow-streets)**