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

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

- 20 MPH: 17% likelihood of fatal or severe injury
- 25 MPH: 30% likelihood of fatal or severe injury
- 30 MPH: 47% likelihood of fatal or severe injury
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
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- Advance yield lines
“BETTER CROSSWALK” TREATMENTS

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- 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

Source: NYC DOT
“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