NEIGHBORHOOD SLOW STREETS: CHINATOWN

July 26, 2018 | Public Meeting
China Trade Center
MEETING GOALS

• Introduce more residents to the Neighborhood Slow Streets project
• Share our concept plans for your feedback
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
A zone-based approach to traffic-calming requests

- A bounded area of local streets
- Speed limit reduced to 20 MPH
- Self-enforced lower speeds through targeted traffic-calming techniques
WHY ZONE-BASED?

- Avoid the “transfer effect”
- Drivers seek alternate routes
- Traffic and/or speeds may increase on parallel routes without traffic calming
PROGRAM GOALS

• Reduce vehicle speeds
• Fewer crashes resulting in injury or property damage
• Improved perception of safety
• Quality of life benefits
Pilot zones:
- Talbot–Norfolk Triangle
- Stonybrook

Selected in 2017:
- Chinatown
- Grove Hall–Quincy Corridor
- Highland Park
- Mt Hope/Canterbury
- West of Washington
CHINATOWN
SLOW STREETS
CHINATOWN ZONE

• Slow Streets zone includes only the streets in **white**
  – and potential improvements at Harrison Ave intersections

• Other nearby projects:
  – **Phillips Square** (*purple streets*)
  – **Vision Zero Focus** (*light blue streets*)

• Other streets (*darker blue streets*)
Some facts about the area:

– Nearly 1 in 4 households have a child under 18
– 8% of residents are aged 65 or older, 15% are aged 60 or older
COMMUNITY INPUT AND OBSERVATIONS

• Group walk on October 3, 2017 helped identify key issues
• Community members submitted comments
• Multiple site visits by project team this spring (March-June) to observe how people use the streets
CONCERNS WE HEARD

• Poor visibility at crosswalks
  – People park right next to crosswalks
• People driving do not yield to people in crosswalks
• Considerations for Emergency vehicles
ACTIVE COMMUTES

- Of working residents, vast majority are walking, taking transit, or bicycling regularly
- Many kids and older adults walking in the neighborhood
- Many people going to and from Tufts Medical Center
TRAFFIC COUNTS

• 5 mid-block counts
  – Mid-block counts include vehicle speeds
• 7 intersection counts
  – Intersection counts tell us if people turn or continue through
• Data collected in May 2018
### VEHICLE SPEEDS IN CHINATOWN

<table>
<thead>
<tr>
<th>STREET</th>
<th>85&lt;sup&gt;TH&lt;/sup&gt; PERCENTILE SPEED</th>
<th>% OF VEHICLES TRAVELING 25+ MPH</th>
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Locations approximate
CHINATOWN
CONCEPT PLAN
CONCEPT PLAN

- Gateways at entrances to 20 MPH zone
GATEWAY SIGNS & MARKINGS

• Located as people enter the zone
• Signed for 20 MPH
• Supplemented with 20 MPH pavement marking

Stonybrook Neighborhood Slow Streets Zone
CONCEPT PLAN

- Gateways
- Daylighting
DAYLIGHTING

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

Talbot–Norfolk Triangle Neighborhood Slow Streets Zone
CONCEPT PLAN

- Gateways
- Daylighting

PARKING IMPACTS
1 – 1-hour parking, 8 am – 4 pm
8 – Resident parking
3 – Metered / resident 6 pm – 8 am, Mon - Sat
2 – Metered
1 – Tufts patient, 6 am – 6 pm, Mon – Fri
15 – Total

*Existing no-parking regulations at Oak and Ash
CONCEPT PLAN

- Gateways
- Daylighting
- Enhanced crosswalks
ENHANCED CROSSWALK OPTIONS

• Designs will consider specific context of each location

• Looking into feasibility of different designs
  – Need to understand drainage and accessibility issues
  – Designs need to be approved by Engineering staff

Example intersection: Harrison Ave and Bennet St
EXPLORING: RAISED CROSSWALKS

- Crosswalk is level or near-level with sidewalk
  - Slows drivers
  - Improves visibility
  - Easier for people with wheelchairs, walkers, strollers, carts

Rendering of a raised crosswalk at the example intersection, Harrison Ave and Bennet St.
Rendering of a raised crosswalk at the example intersection, Harrison Ave and Bennet St.
ALTERNATIVE: CURB EXTENSIONS AND SIGNS

• Curb extensions
  – Reduces crossing distance
  – Improves visibility by restricting parking at intersection
• Pedestrian crossing signs with lights
  – Alerts drivers that people are trying to cross the street
  – May be possible in some locations, cannot be installed at every crosswalk

Rendering of curb extensions and signs with lights at Harrison Ave and Bennet St.
ALTERNATIVE: CURB EXTENSIONS AND SIGNS

Rendering of curb extensions and signs with lights at Harrison Ave and Bennet St.
CONCEPT PLAN

- Gateways
- Daylighting
- Enhanced crosswalks
- Chicane on Hudson St
## HUDSON ST: VEHICLE SPEEDS

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- Parking will flip sides
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Sparks St, Cambridge, MA Image source: Google maps
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CONCEPT PLAN

- Gateways
- Daylighting
- Enhanced crosswalks
- Chicane on Hudson St
- Nassau St
• Exploring pavement markings and signs
  – Better organizes the street
  – Alerts drivers to the presence of people walking
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| **JULY 2018** | Public meeting #1 (Tonight)  
Refine concepts, as needed, based on your and your neighbors’ feedback |
| **FALL - WINTER 2018-19** | Develop engineered design plans  
Internal review with BTD and PWD |
| **LATE WINTER 2019** | Public meeting #2 to share final plans  
Finish design  
Internal review with BTD and PWD |
| **LATE SPRING 2019** | Schedule construction with PWD, share anticipated schedule with public |
THANK YOU

boston.gov/slow-streets/chinatown

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