

NEIGHBORHOOD SLOW STREETS: HIGHLAND PARK



Boston Transportation Department
Gina N. Fiandaca, Commissioner

May 17, 2018 | Public Meeting
Hawthorne Youth and Community Center

MEETING GOALS

- Introduce more residents to the Highland Park Neighborhood Slow Streets project
- Confirm our approach

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

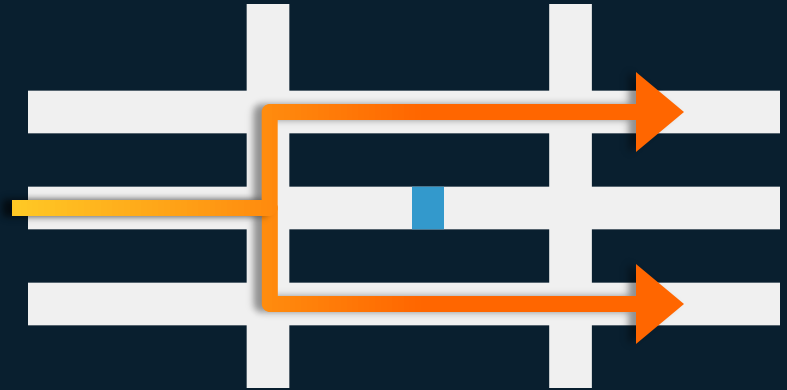
NEIGHBORHOOD SLOW STREETS

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**” from a single measure vs. system-wide approach
- Drivers seek alternate routes
- Traffic 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

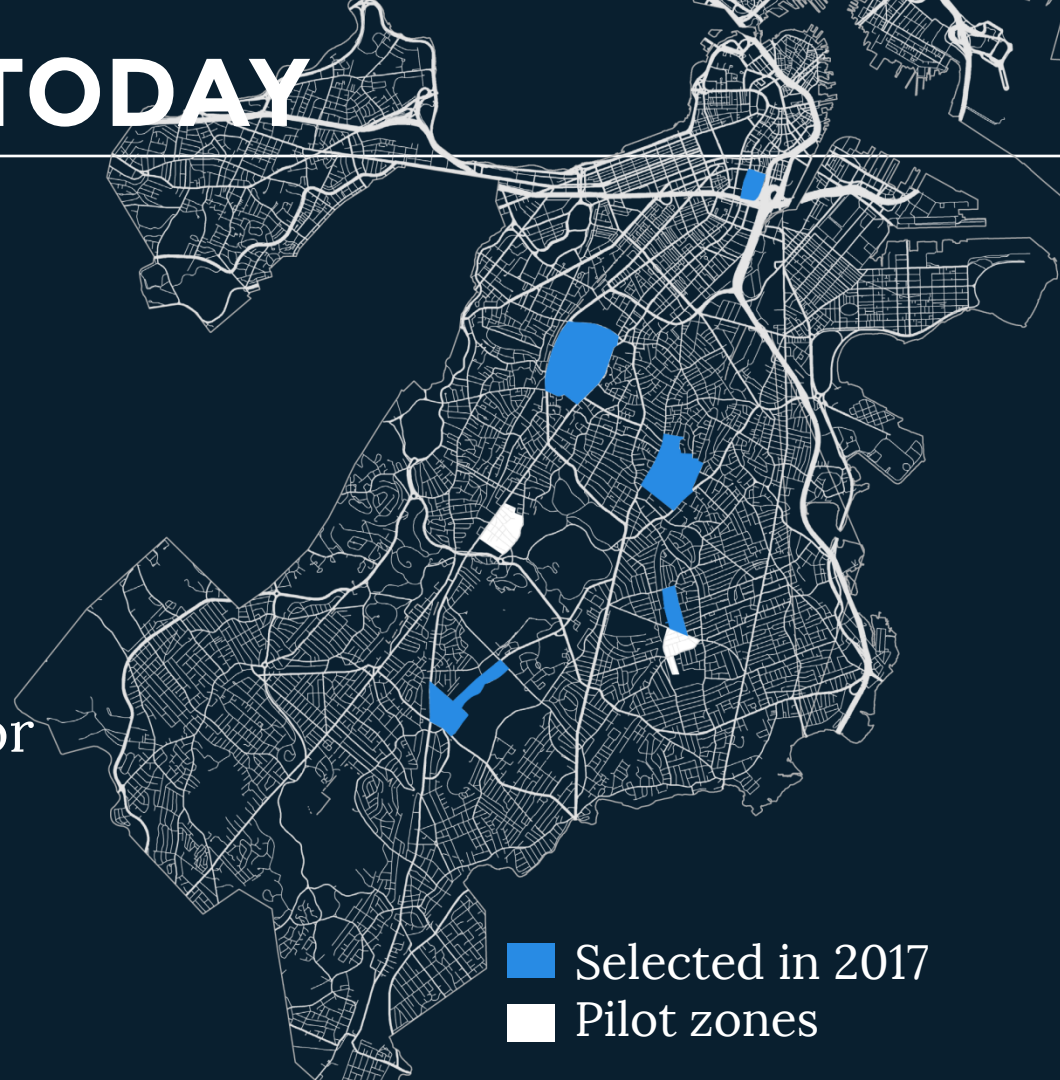
SEVEN ZONES TODAY

Pilot zones:

- Talbot-Norfolk Triangle
- Stonybrook

Selected in 2017:

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



■ Selected in 2017
■ Pilot zones

SLOW STREETS TOOLS

All zones will have:

- Speed humps
- “Safe Crossing” treatments
 - Marked crosswalks, daylighting, improved signage, and/or crossing islands
- Other necessary markings and signs

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!



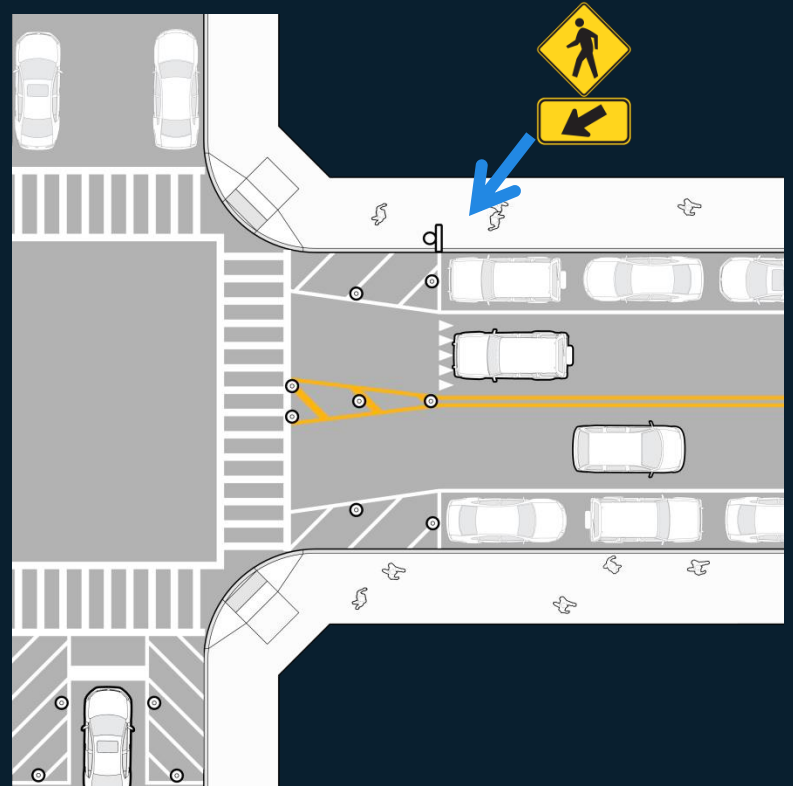
YES! Gradual taper up and down, 12 to 14 feet long



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

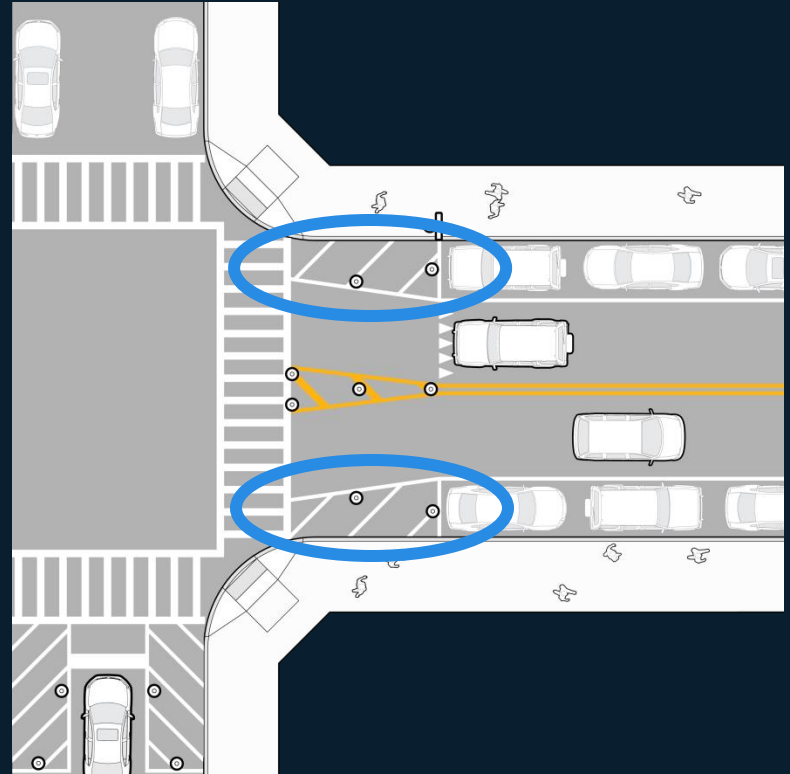
SAFE CROSSINGS

- High-visibility crosswalk markings
- High-visibility crosswalk signage
- Advance yield lines
- Parking restrictions
- Refuge island



DAYLIGHTING

- Improve visibility for drivers, pedestrians
- Restrict the non-conforming parking 20' from intersection
- Generally only nearside approach



EXAMPLE: DAYLIGHTING



CROSSING ISLANDS

- Proven safety countermeasure
 - Can reduce pedestrian crashes by 32%
 - Often used with curb extensions and other visibility enhancements



New York City DOT

EXAMPLE: TACTICAL CROSSING ISLAND



CONSTRUCTED CROSSING ISLANDS

- Possible in some locations
- Standard size is 6' wide by 20' long
- Depending on street width, there can be parking impacts



New York City DOT

SPEED FEEDBACK SIGNS

- Effective reminder
- Solar-powered



SLOW STREETS TOOLS

Some zones will have:

- Street direction changes
- Traffic diverters
- Raised crosswalks
- Curb extensions
- Bike facilities

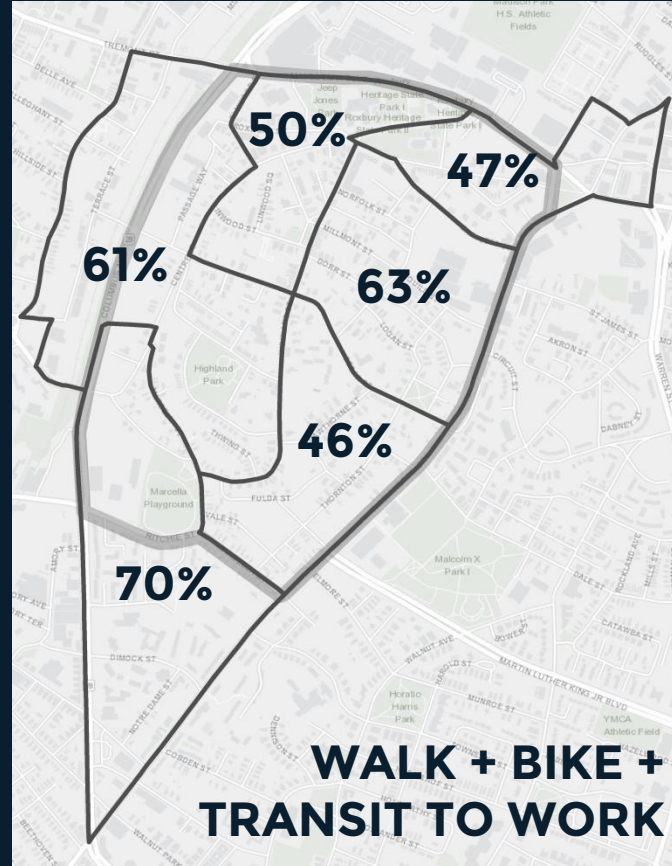
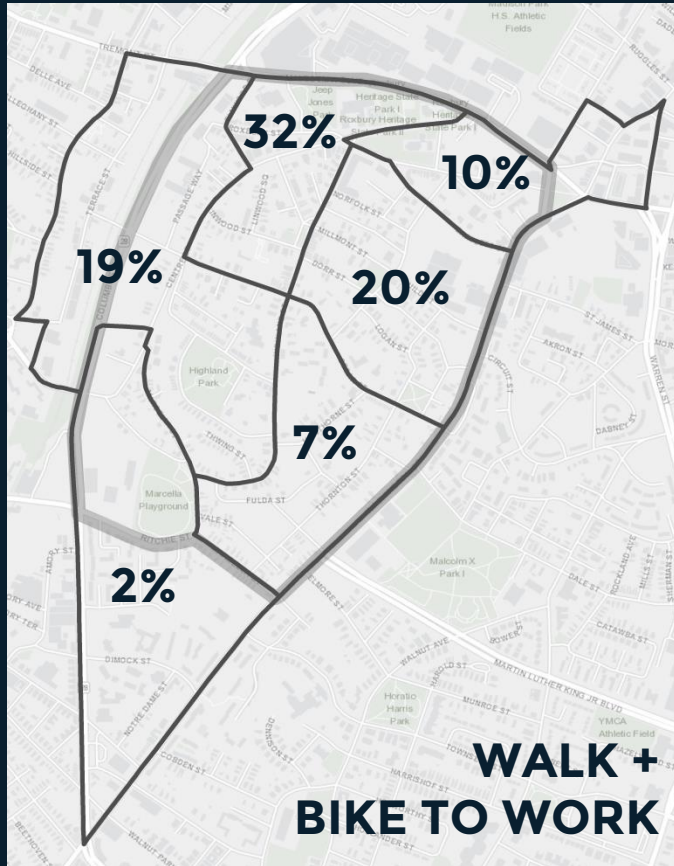


Cambridge, MA

HIGHLAND PARK SLOW STREETS

MARCELA PARK

ACTIVE COMMUTES



HIGHLAND PARK CONSIDERATIONS

- Large zone! 8.4 miles of streets within the zone
- Hills and twisting streets



TOP CONCERNS WE HEARD

- Crossing Centre St
- Cedar St, especially near the Nathan Hale
- Speeds on residential streets
- Volumes on Valentine and Fulda
- Confusion on Millmont
- Unsafe crossing at Ritchie and Marcella

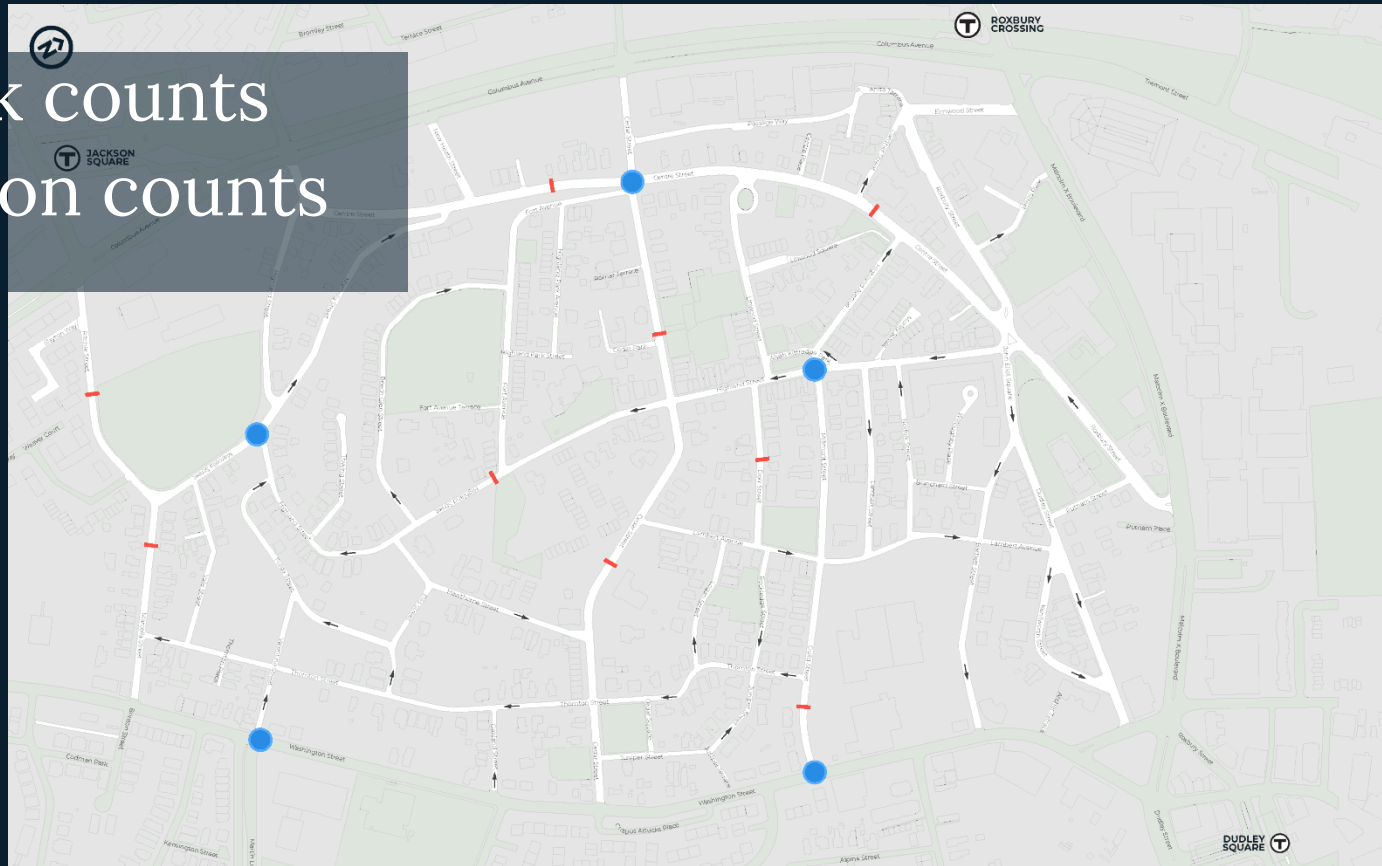


HIGHLAND PARK DATA

MARCELA PARK

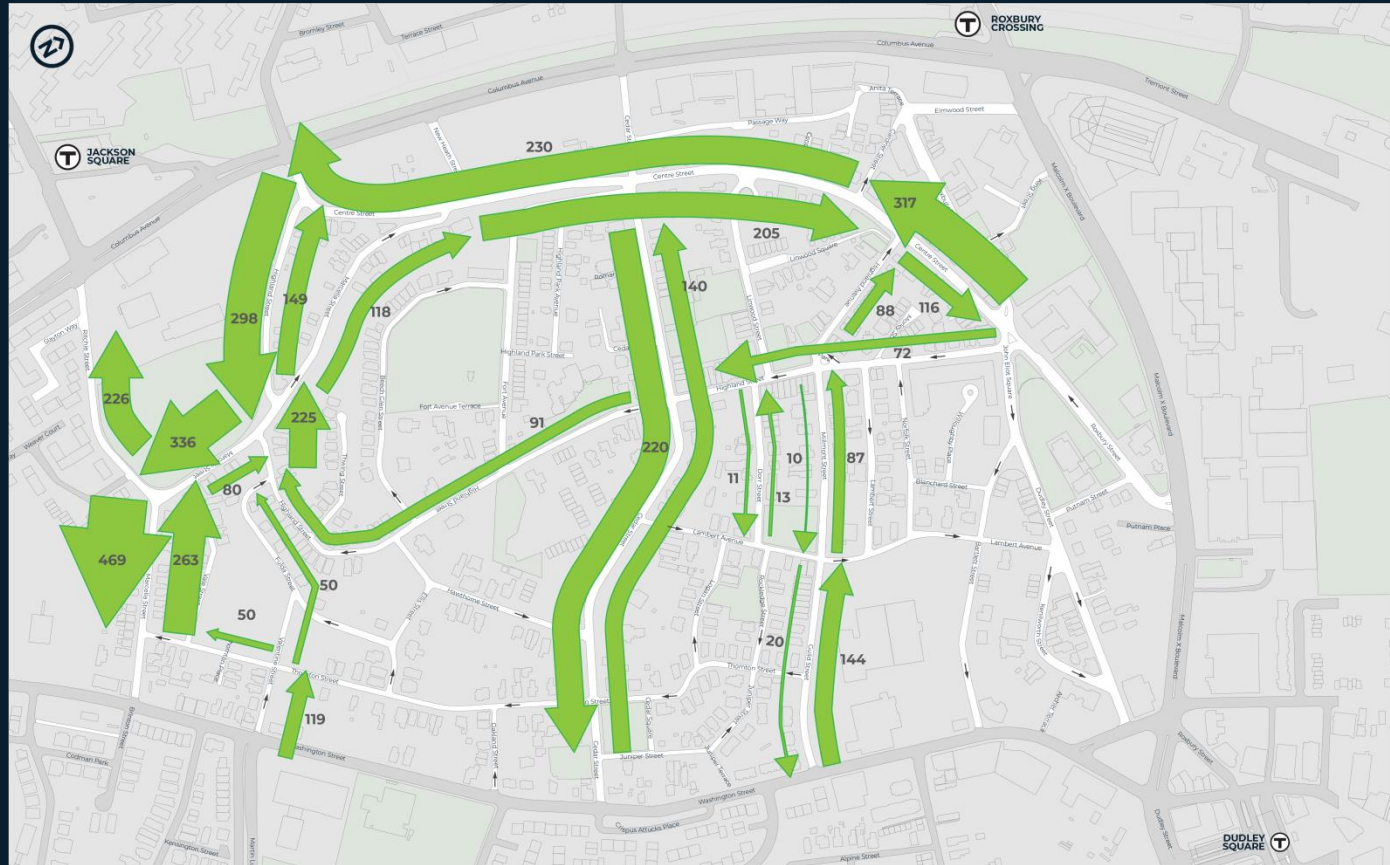
NEIGHBORHOOD COUNTS

- 9 mid-block counts
- 5 intersection counts



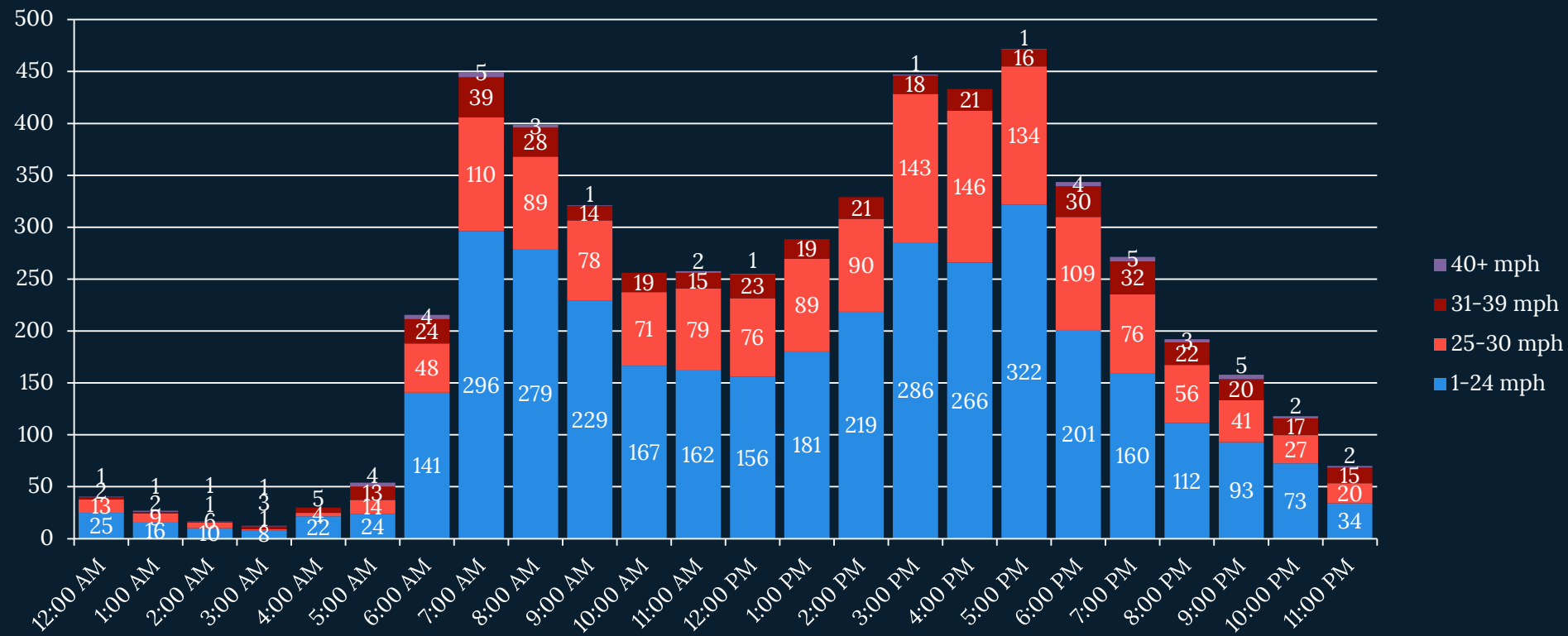
PM TRAFFIC VOLUMES + CIRCULATION

Vehicle traffic,
PM peak is
between 4 p.m.
and 5 p.m.



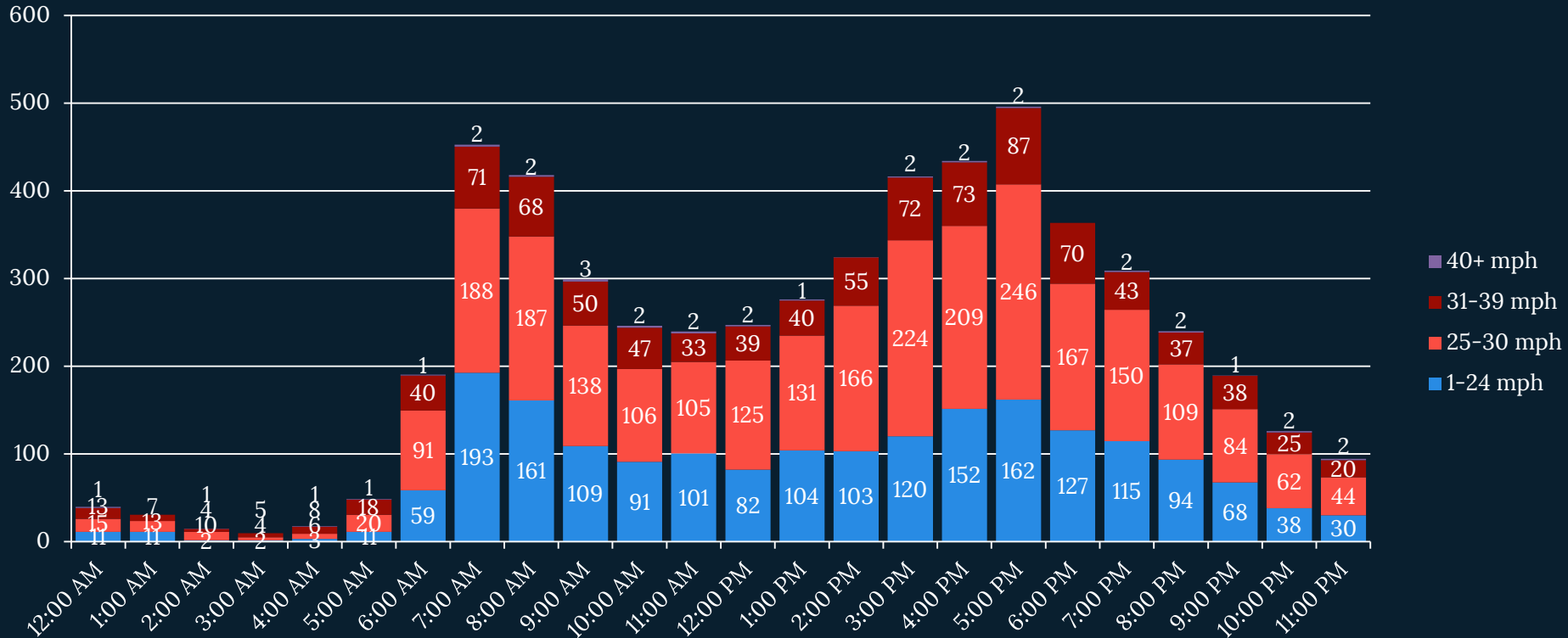
SPEED: CENTRE ST NEAR GARDNER

Drivers within and exceeding the speed limit, average of April 24-26, 2018



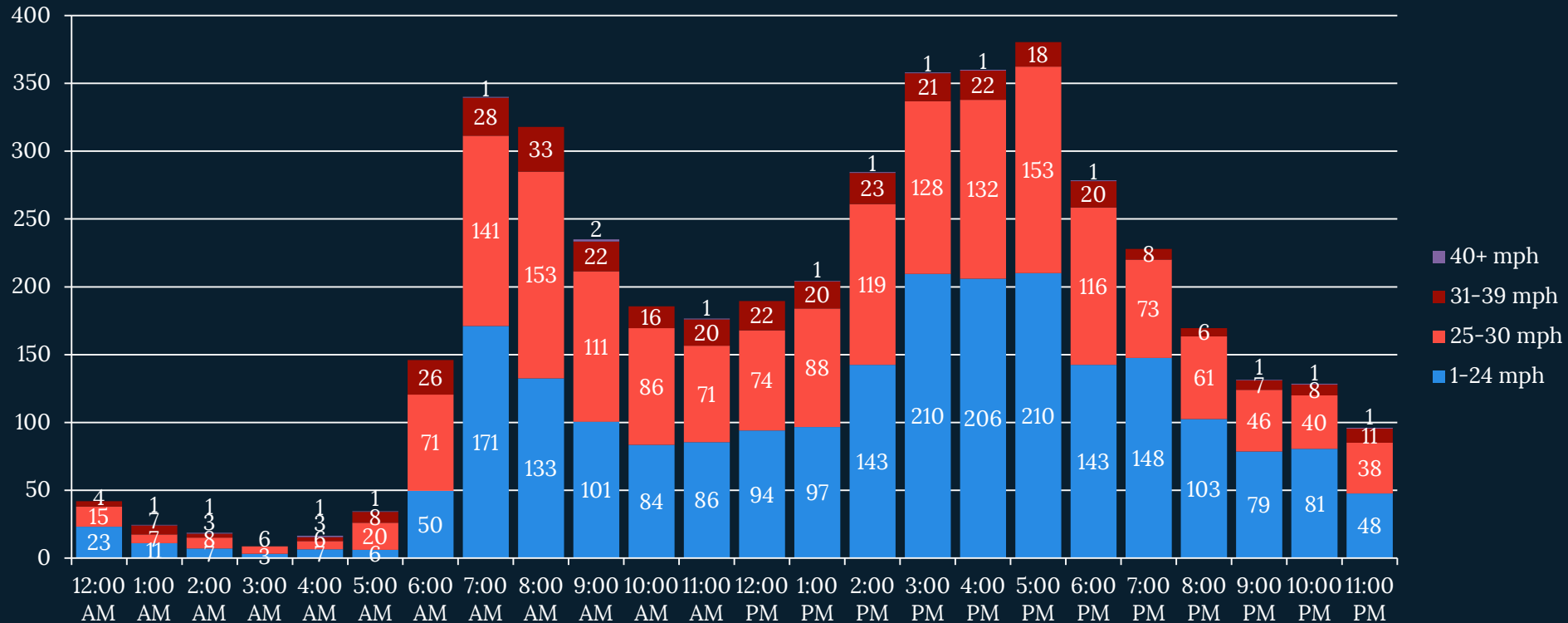
SPEED: CENTRE ST NEAR CEDAR

Drivers within and exceeding the speed limit, average of April 24-26, 2018



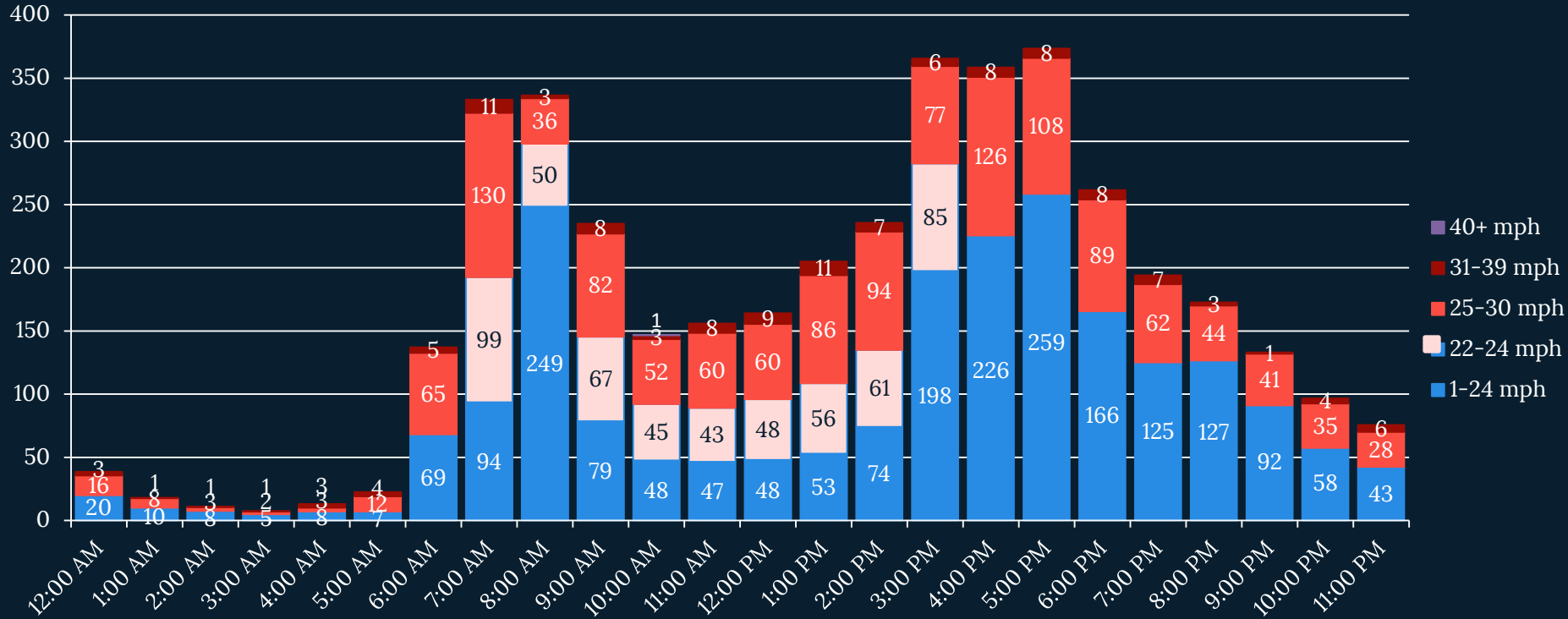
SPEED: CEDAR ST NEAR HIGHLAND

Drivers within and exceeding the speed limit, average of May 1-2, 2018



SPEED: CEDAR ST NEAR NATHAN HALE

Drivers within and exceeding the speed limit, average of April 24-26, 2018



CRASHES BY MODE

MODE	NUMBER OF CRASHES 2015-2017		
	EMS	BPD	TOTAL
Walk	15	9	24
Bike	19	9	28
Vehicle	78	194	272
Total	112	212	324

CRASHES BY SEVERITY

SEVERITY	BPD (2015-2017)		MASSDOT (2013-2015)	
	#	%	#	%
Fatality	0	0%	1	3%
Injury	60	28%	17	52%
Property Damage Only	126	59%	8	24%
Unknown/Not Reported	26	12%	7	21%
Total	212	100%	33	100%

Severity data was available for 245 of the 357 crashes analyzed (BPD 2015-2017, MassDOT 2013-2015).

CRASHES BY EVENT TYPE

EVENT TYPE	NEIGHBORHOOD STREETS		ZONE BOUNDARY STREETS	
	#	%	#	%
Moving in Traffic	2	18%	12	55%
Parked Car	5	45%	-	-
Pedestrian	2	18%	-	-
Fixed object	-	-	1	5%
Movable Object	1	9%	-	-
Unknown/Not Reported	1	9%	9	41%
Grand Total	11	1	22	100%

Event type was available for 33 of the crashes analyzed (MassDOT 2013-2015)

HIGHLAND PARK FOCUS AREAS

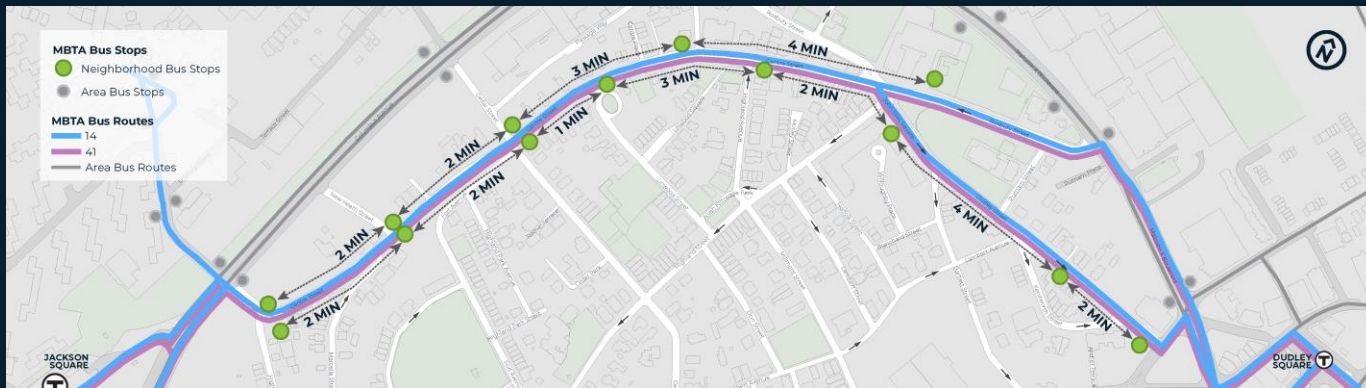
MARCELA PARK

PROPOSED FOCUS AREAS

- Speed control
 - Speed humps, speed feedback signs, lane markings, chicane

PROPOSED FOCUS AREAS

- *Speed control*
- Crossing Centre St
 - Safe Crossing treatments, bus stop changes, feasibility of raised devices, speed feedback



PROPOSED FOCUS AREAS

- *Speed control*
- *Crossing Centre St*
- Nathan Hale school zone
 - Safe Crossing treatments, feasibility of raised devices (slope + curve), speed feedback signs

PROPOSED FOCUS AREAS

- *Speed control*
- *Crossing Centre St*
- *Nathan Hale school zone*
- Street direction changes
 - Guild and Millmont
 - Valentine and Fulda

ACTIVITY INSTRUCTIONS

- How do you travel from starting point to end point and back?
- How would you travel if the street direction was changed? Try different possibilities.
- Recommend a street direction change, if any.

OUR NEXT STEPS

MAY 2018

Adjust course, as needed, based on your and your neighbors' feedback

SUMMER-FALL 2018

Develop concept design
Internal review with BTD and PWD

FALL-WINTER 2018

Public meeting # 2
Finish design for preferred concept + internal review

SPRING 2019

Public meeting #3
Make final refinements to design
Schedule construction with PWD

IN THE BACK:

- Visit our boards
- Leave a sticky note with your ideas
- Review the data
- Ask us questions

A blue-tinted photograph of a city street intersection. In the foreground, there is a crosswalk and a stop sign on a pole. The background shows a park area with a fence and some buildings under a clear sky. The overall scene is captured in a monochromatic blue color scheme.

THANK YOU

*boston.gov/slow-streets/highland
visionzero@boston.gov*