

NEIGHBORHOOD SLOW STREETS: CHINATOWN



Boston Transportation Department
Gina N. Fiandaca, Commissioner

July 26, 2018 | Public Meeting
China Trade Center

MEETING GOALS

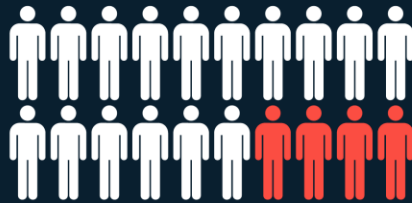
- Introduce more residents to the Neighborhood Slow Streets project
- Share our concept plans for your feedback

VISION ZERO BOSTON

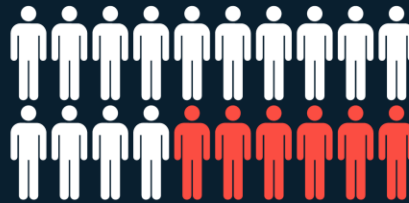
- Commitment to eliminate all fatal and serious injuries by 2030
- Designing for the most vulnerable benefits everyone
- “Early Action” policy in *Go Boston 2030*



SLOWER SPEEDS, SAFER STREETS



17% likelihood of fatal or severe injury



30% likelihood of fatal or severe injury



47% likelihood of fatal or severe injury

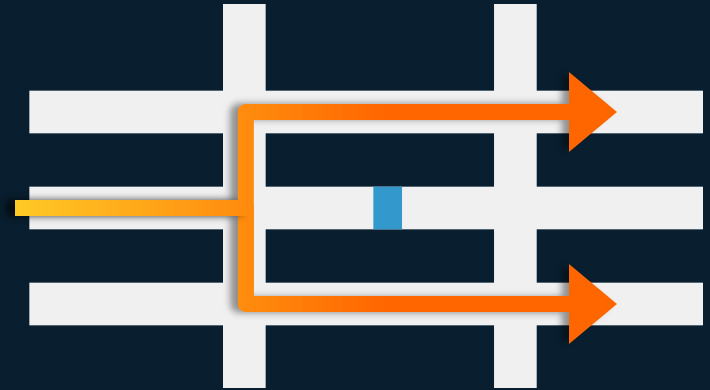
NEIGHBORHOOD SLOW STREETS

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**”
- 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

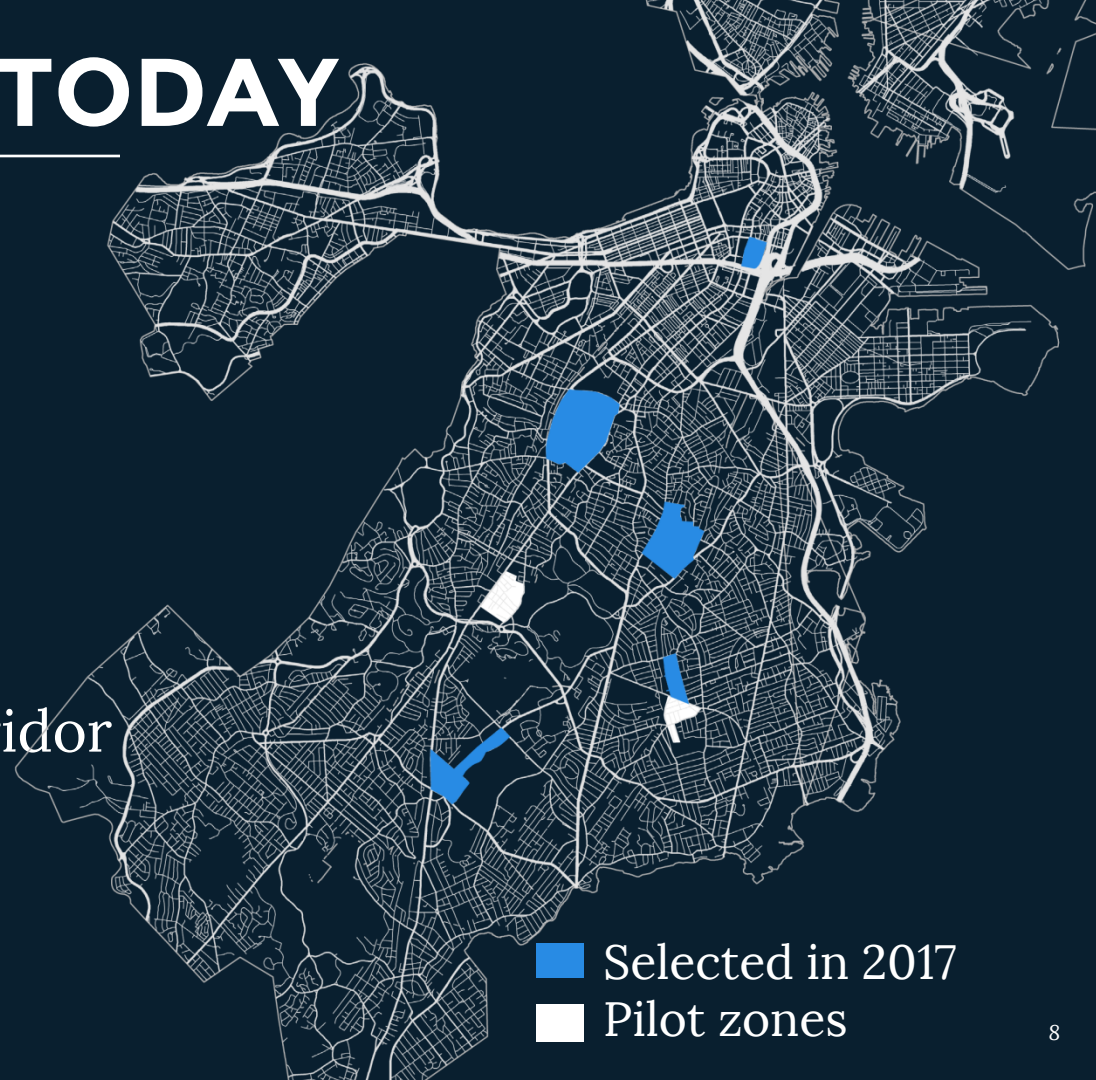
SEVEN ZONES TODAY

Pilot zones:

- Talbot-Norfolk Triangle
- Stonybrook

Selected in 2017:

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



CHINATOWN SLOW STREETS

Chinatown
城國中
Resident
Permit
Parking

Street Cleaning
2nd & 4th MONDAY

LER ST

LIFTY

228

216



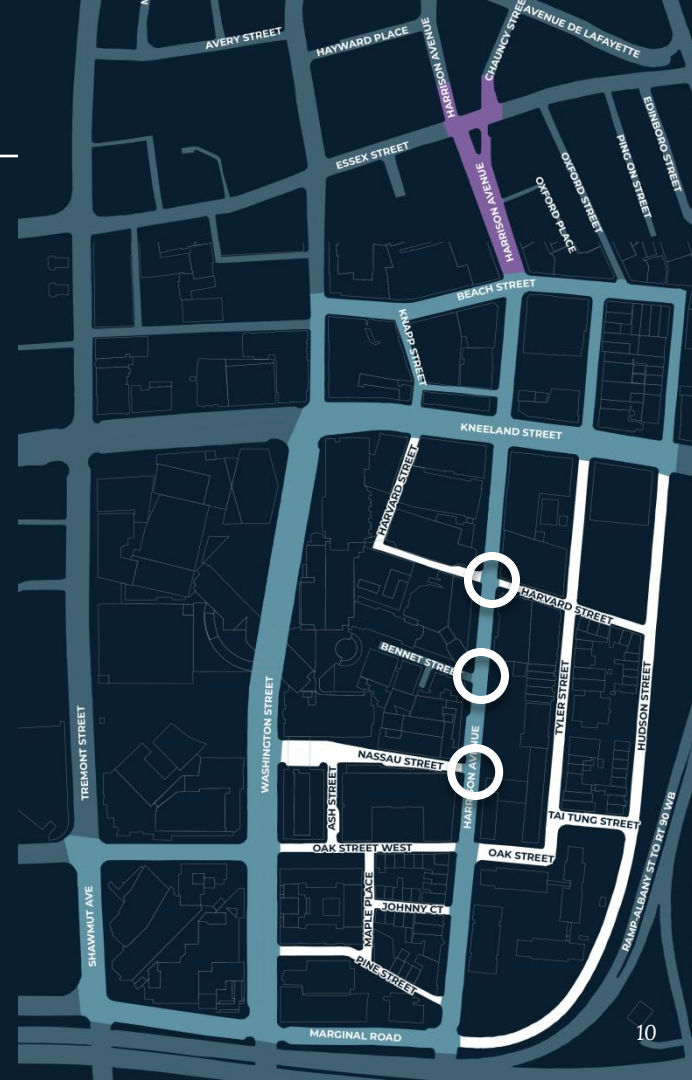
FDC



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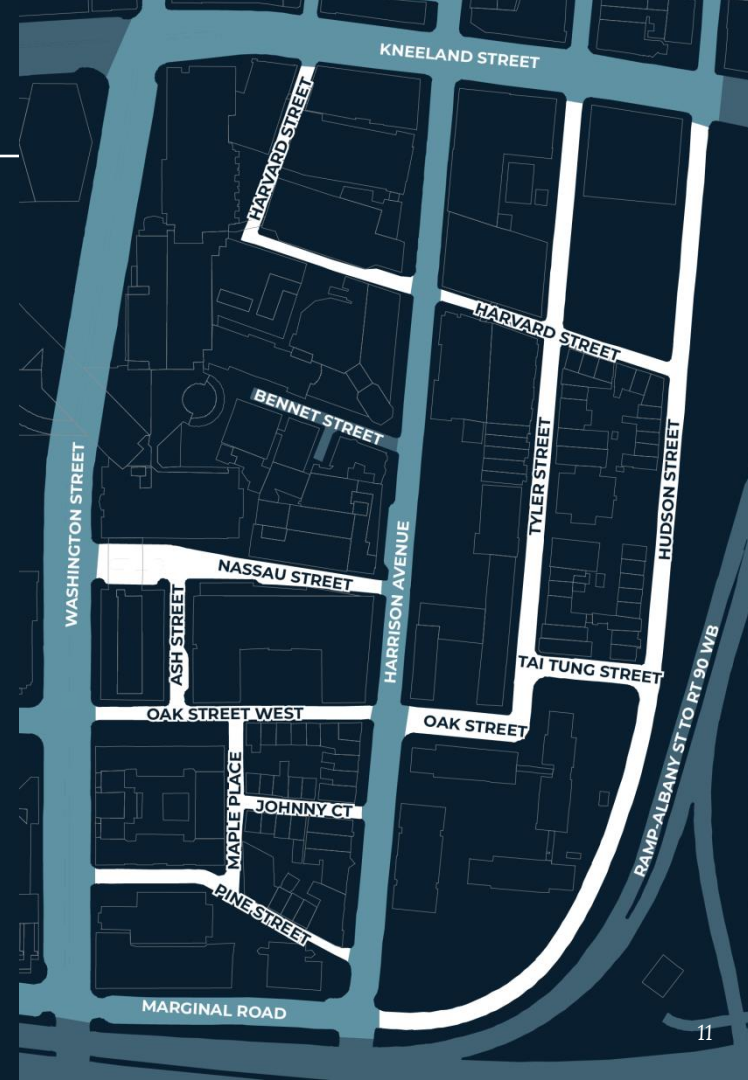
CHINATOWN ZONE

- 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)



CHINATOWN ZONE

- 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



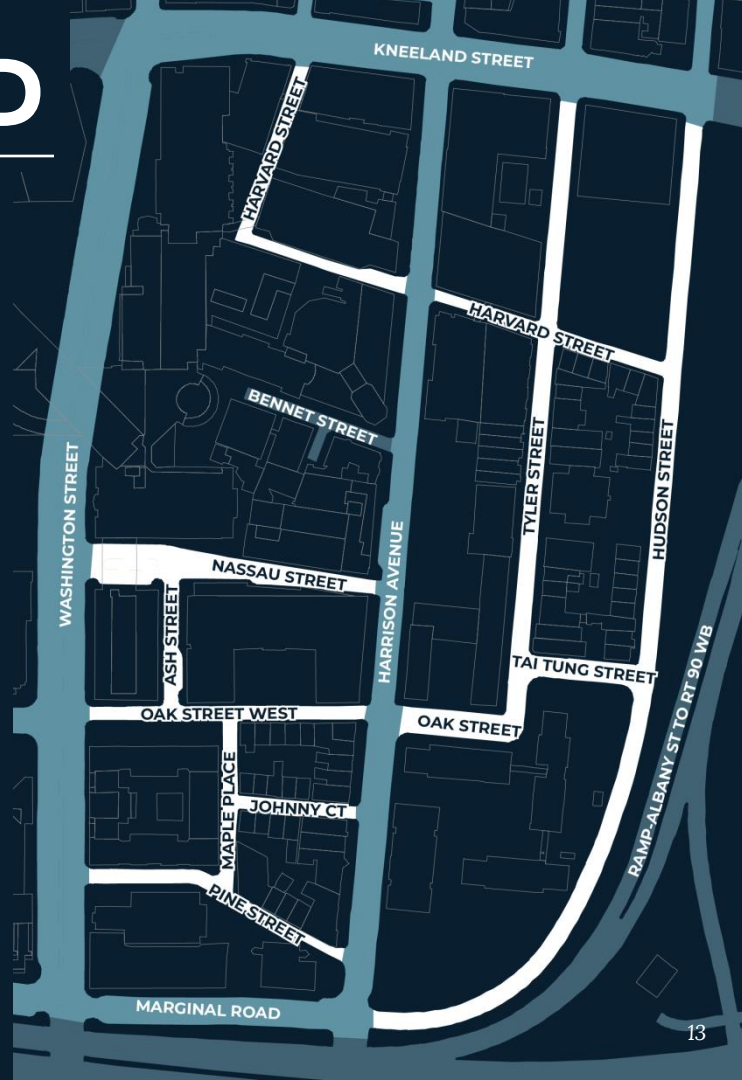
COMMUNITY INPUT AND OBSERVATIONS

- 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



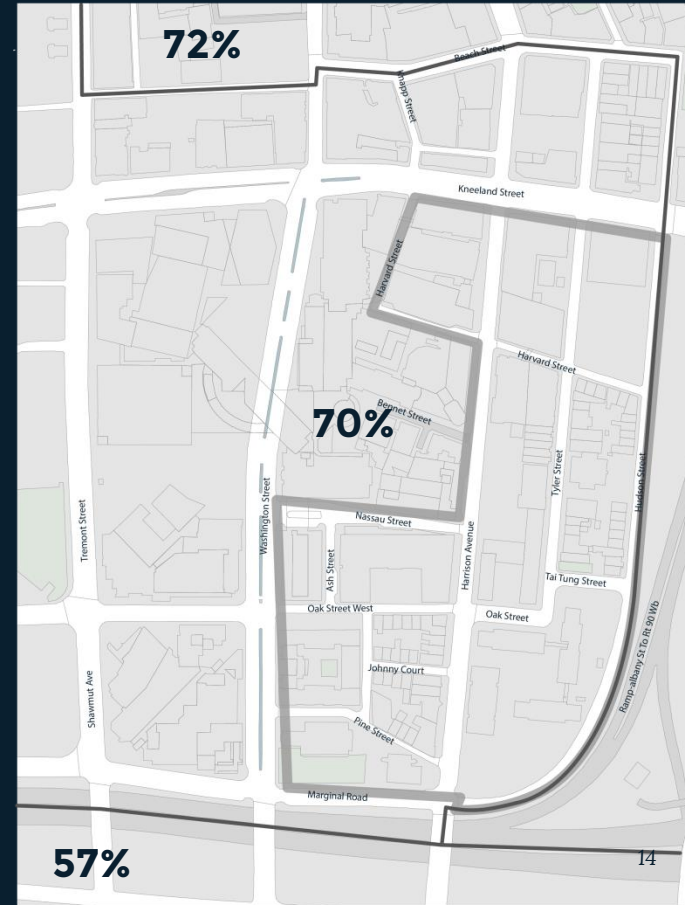
CONCERNS WE HEARD

- Poor visibility at crosswalks
 - People park right next to crosswalks
- People driving do not yield to people in crosswalks
- Considerations for Emergency vehicles



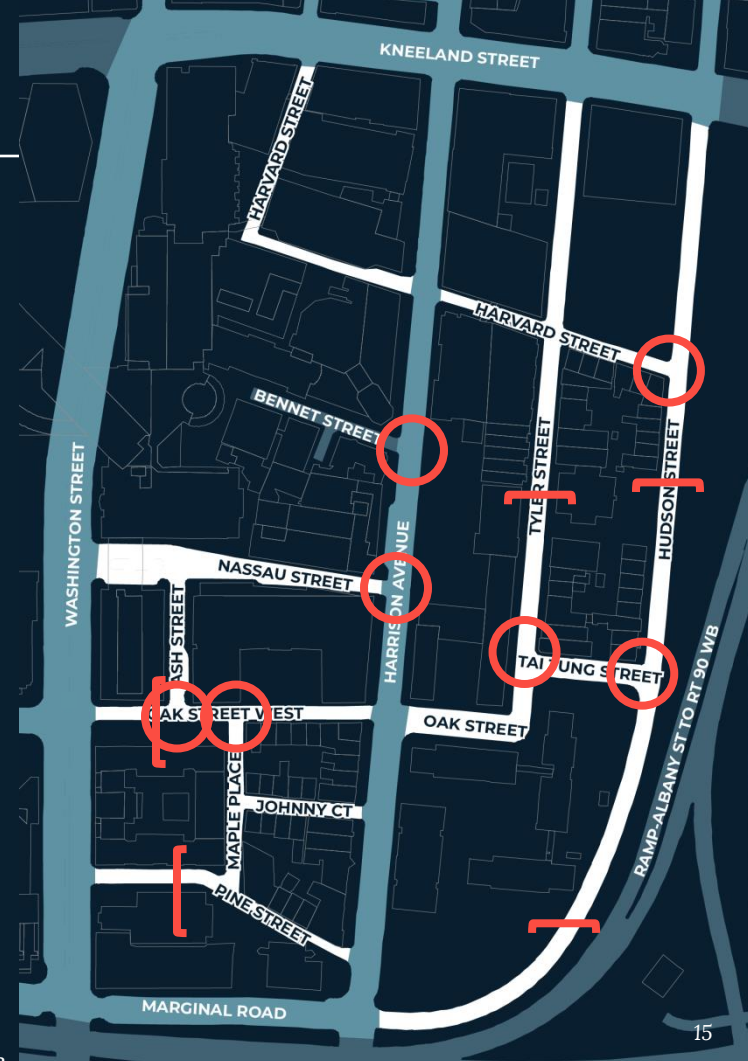
ACTIVE COMMUTES

- 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



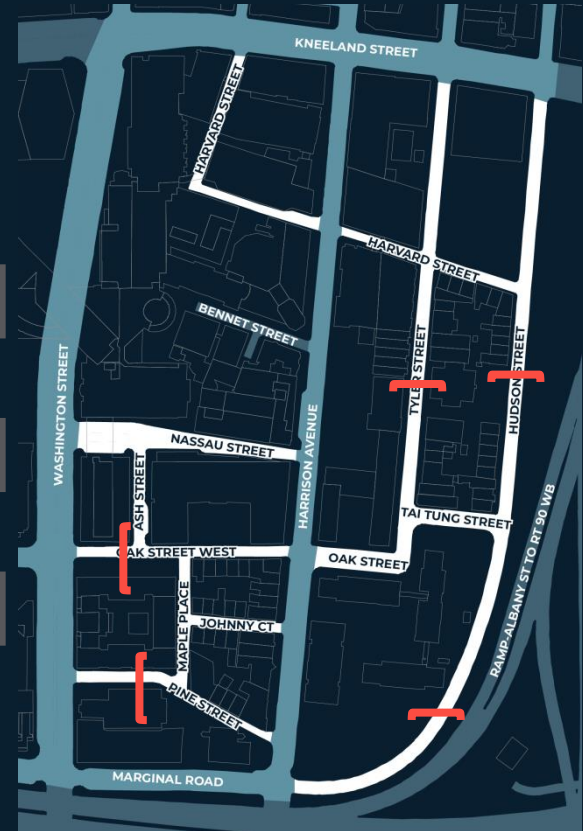
TRAFFIC COUNTS

- 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

STREET	85 TH PERCENTILE SPEED	% OF VEHICLES TRAVELING 25+ MPH
Oak St (Eastbound)	18.1	1%
Pine St (Eastbound)	16.8 mph	0%
Tyler St (Northbound)	17.5 mph	1%
79 Hudson St (Southbound)	19.0 mph	7%
183 Hudson St (Southbound)	24.6 mph	18%



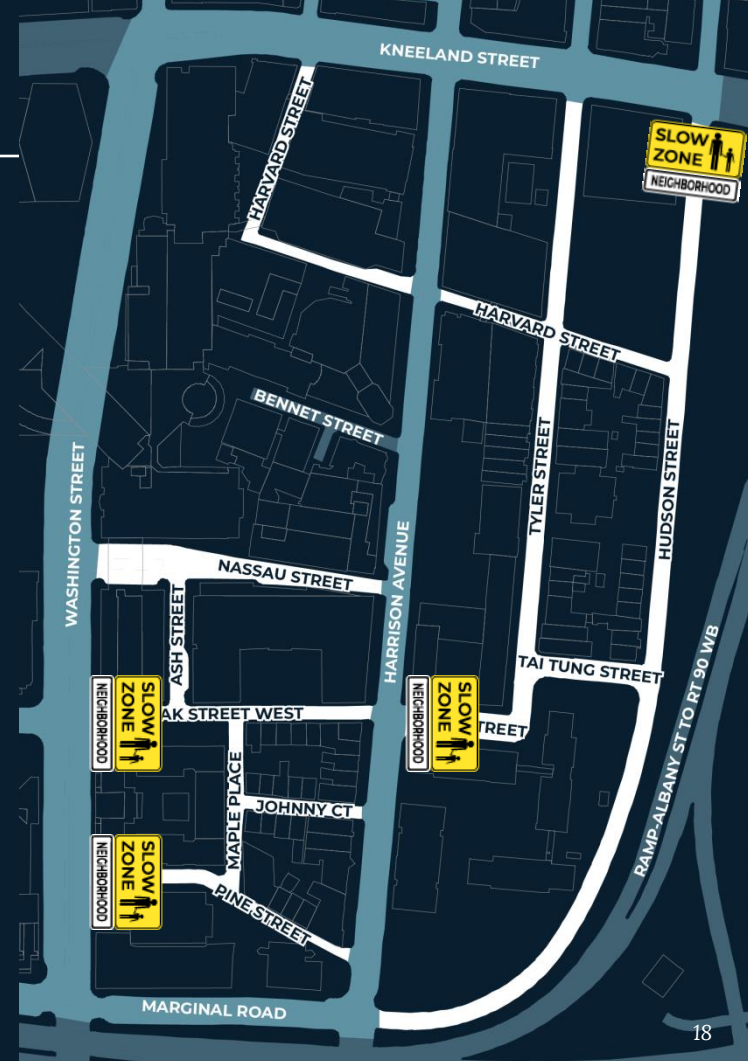
Locations approximate



CHINATOWN CONCEPT PLAN

CONCEPT PLAN

- Gateways at entrances to 20 MPH zone



GATEWAY SIGNS & MARKINGS

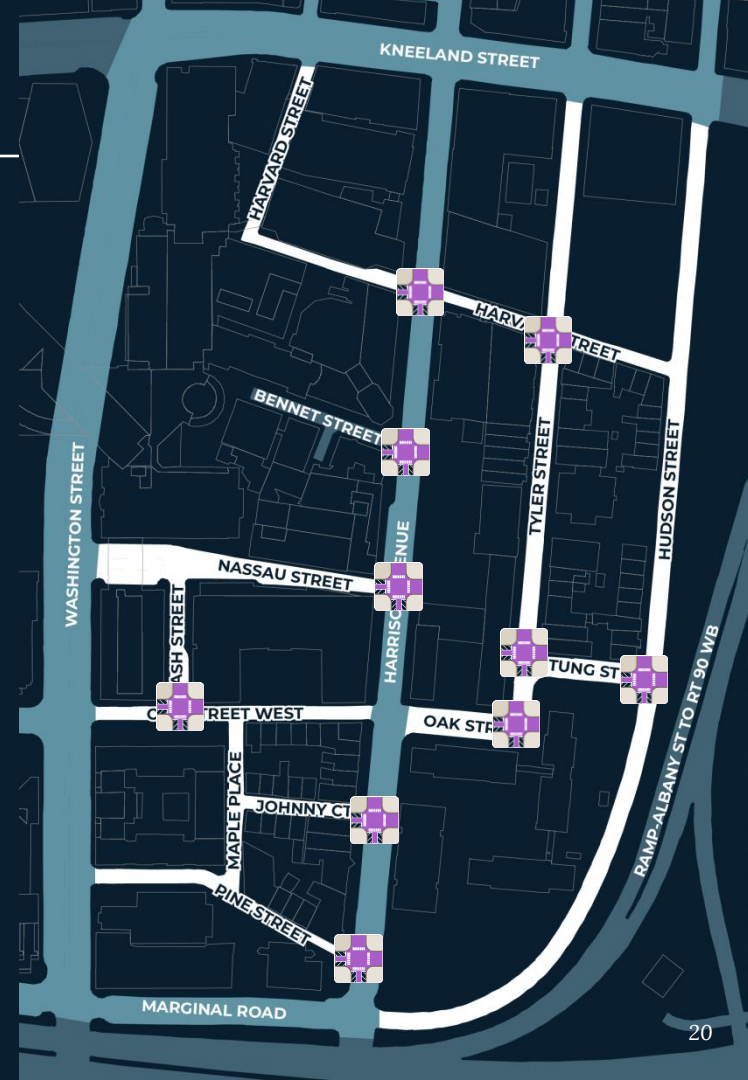
- Located as people enter the zone
- Signed for 20 MPH
- Supplemented with 20 MPH pavement marking



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

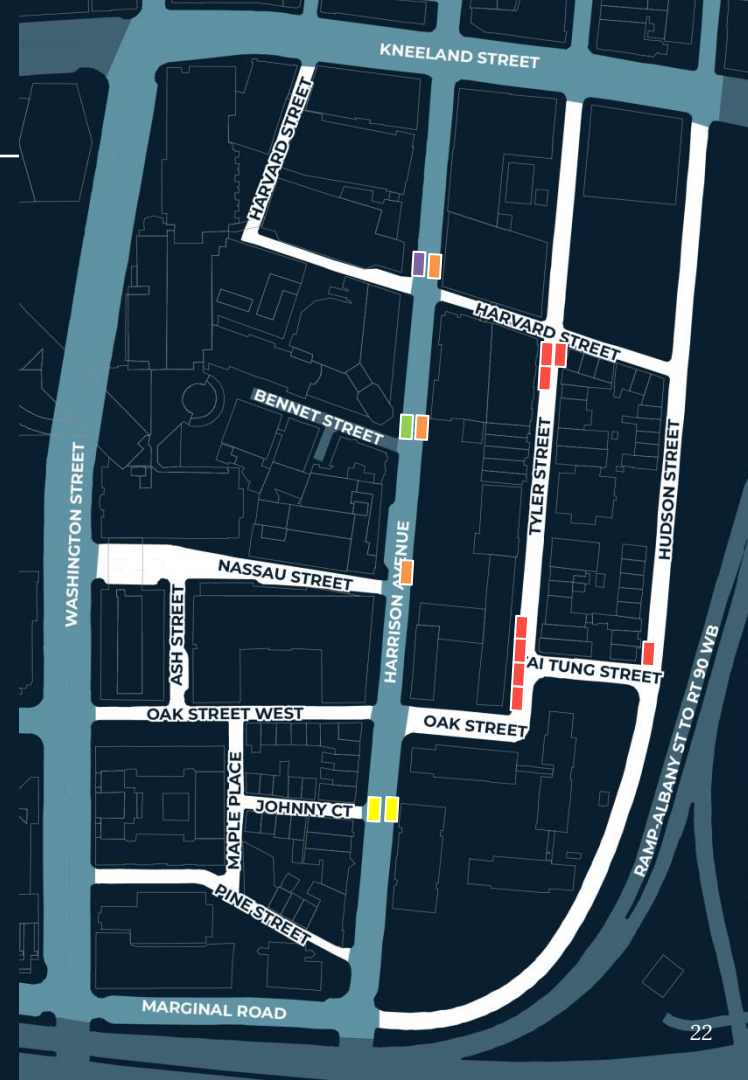
3 – Metered / resident 6 pm – 8 am, Mon – Sat

2 – Metered

1 – Tufts patient, 6 am – 6 pm, Mon – Fri

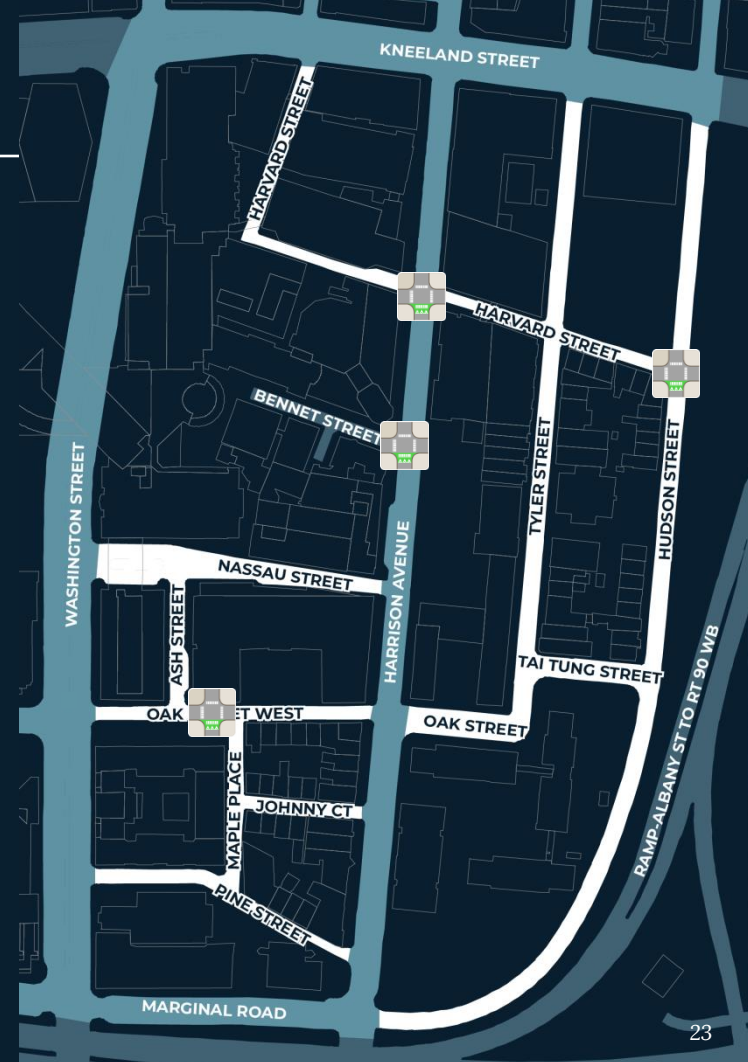
15 – Total

*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.

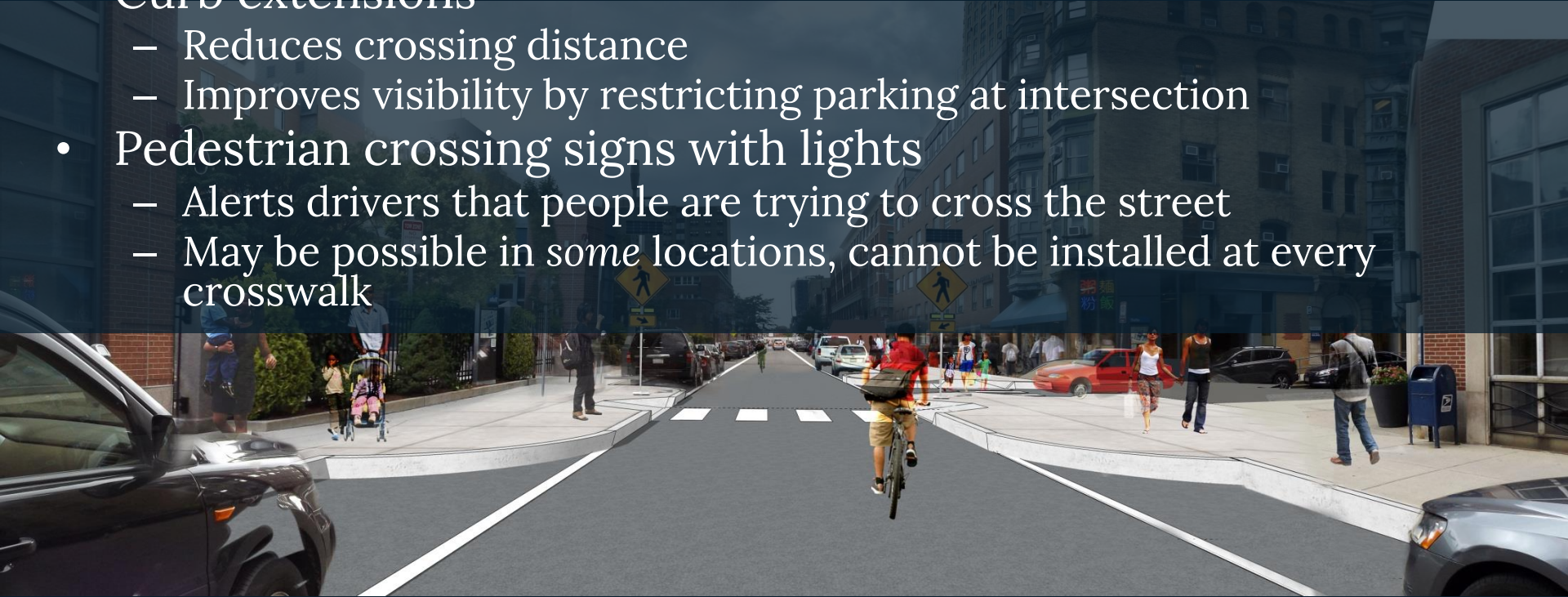
EXPLORING: RAISED CROSSWALKS



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.

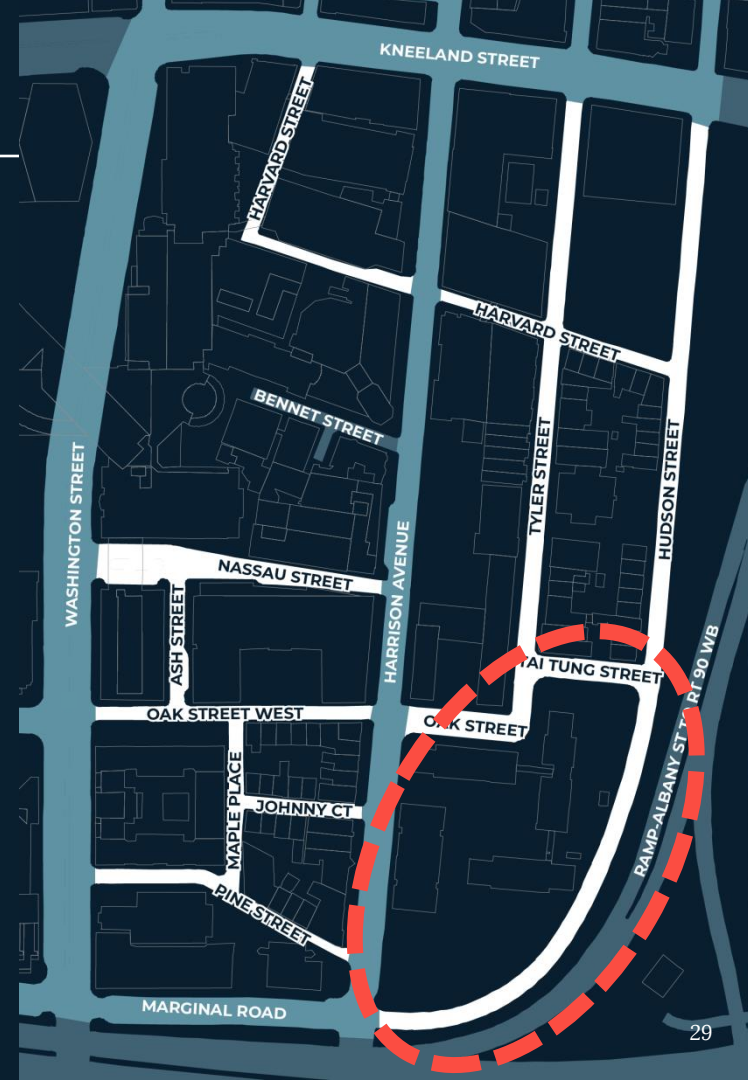
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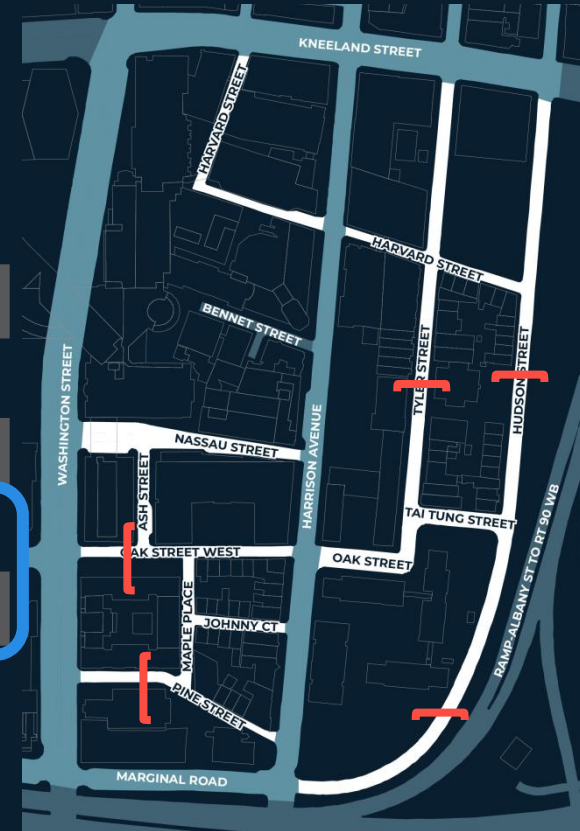
CONCEPT PLAN

- Gateways
- Daylighting
- Enhanced crosswalks
- Chicane on Hudson St



HUDSON ST: VEHICLE SPEEDS

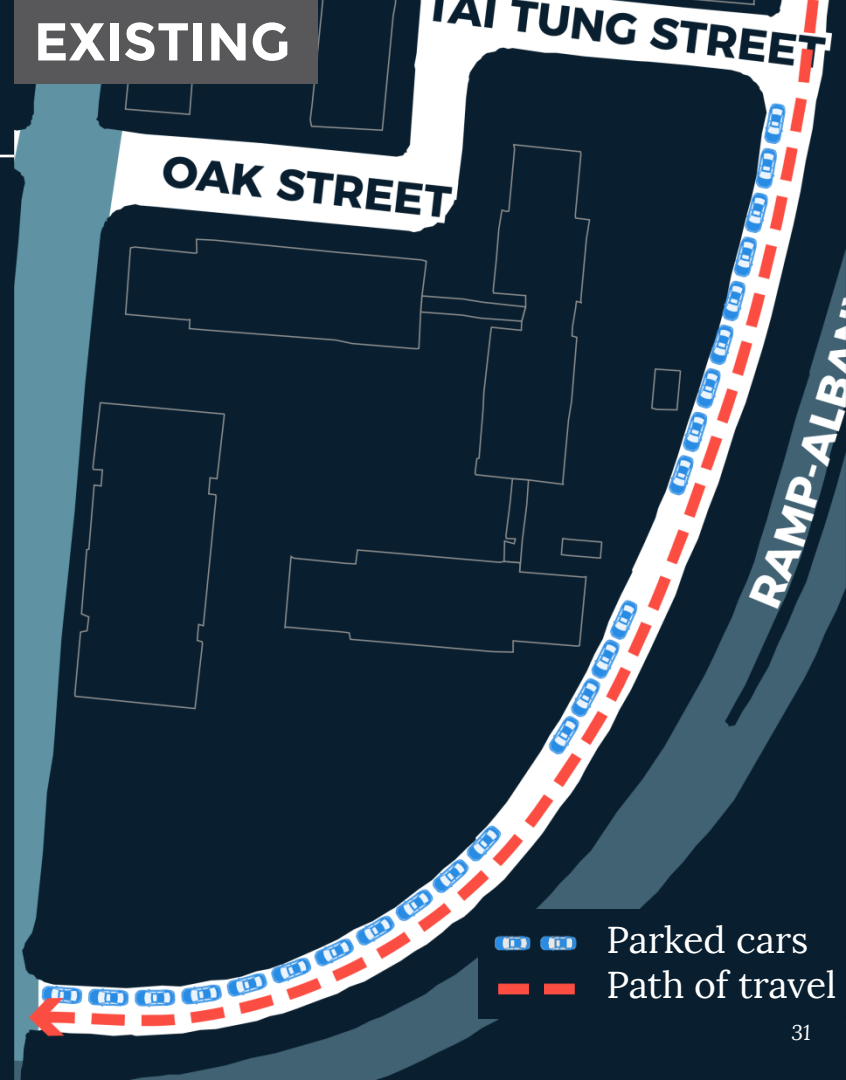
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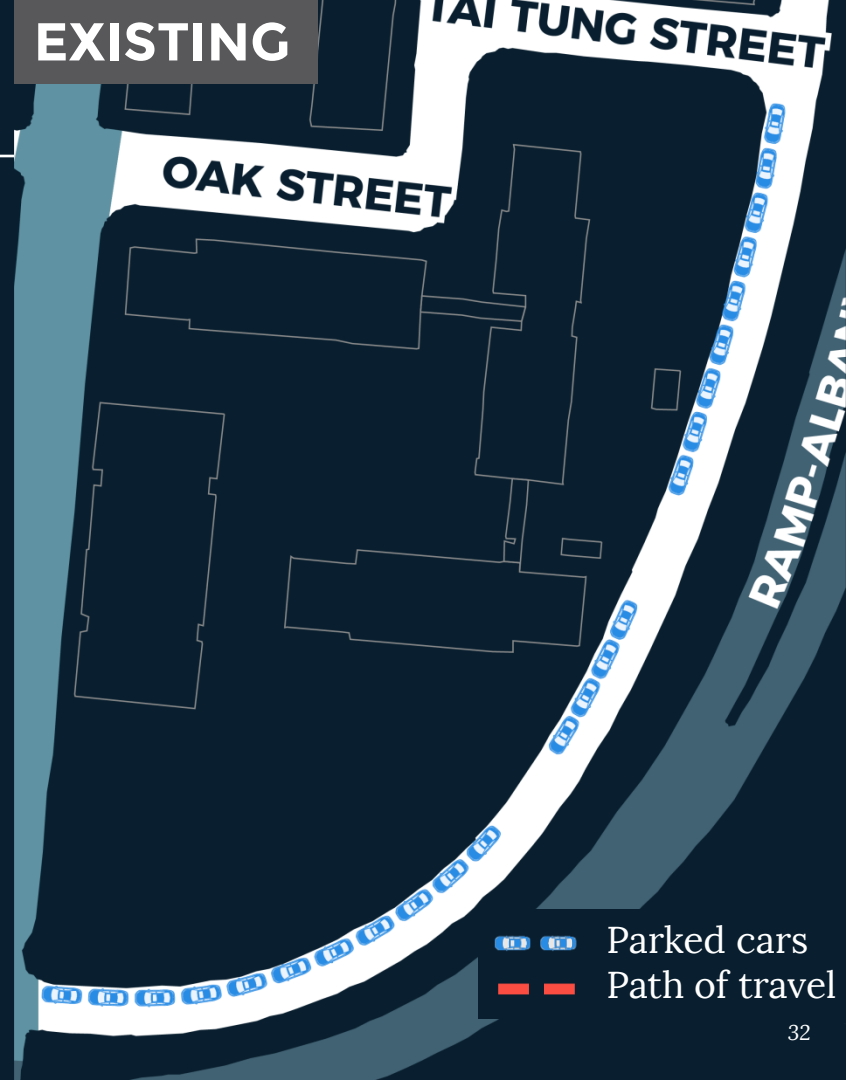
HUDSON ST CHICANE

- Creates a gradual “S” curve on the street
- Slows drivers
- Parking will flip sides



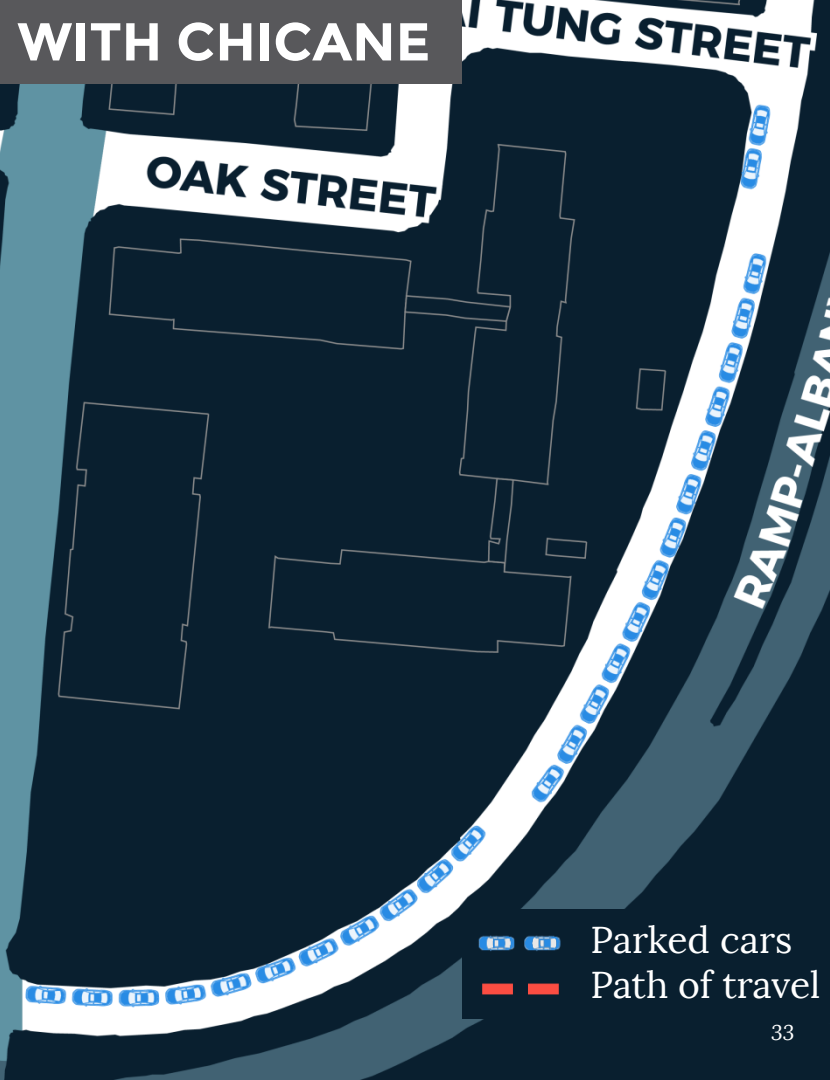
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 Parked cars
 Path of travel

HUDSON ST CHICANE

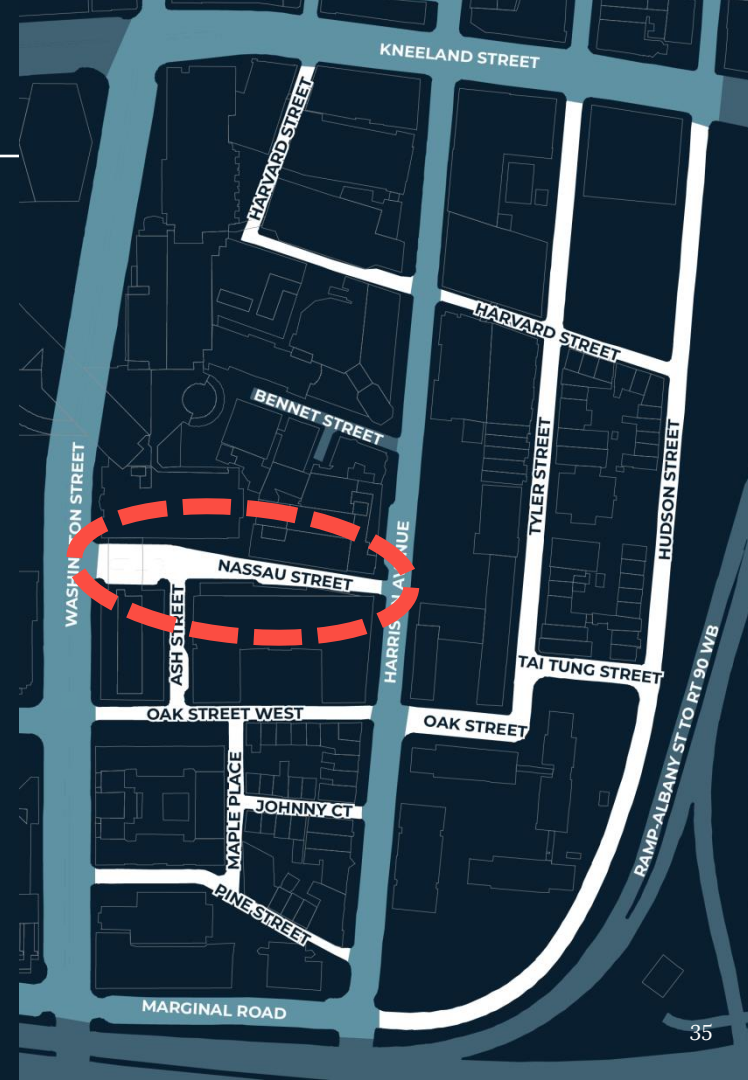
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Sparks St, Cambridge, MA Image source: Google maps

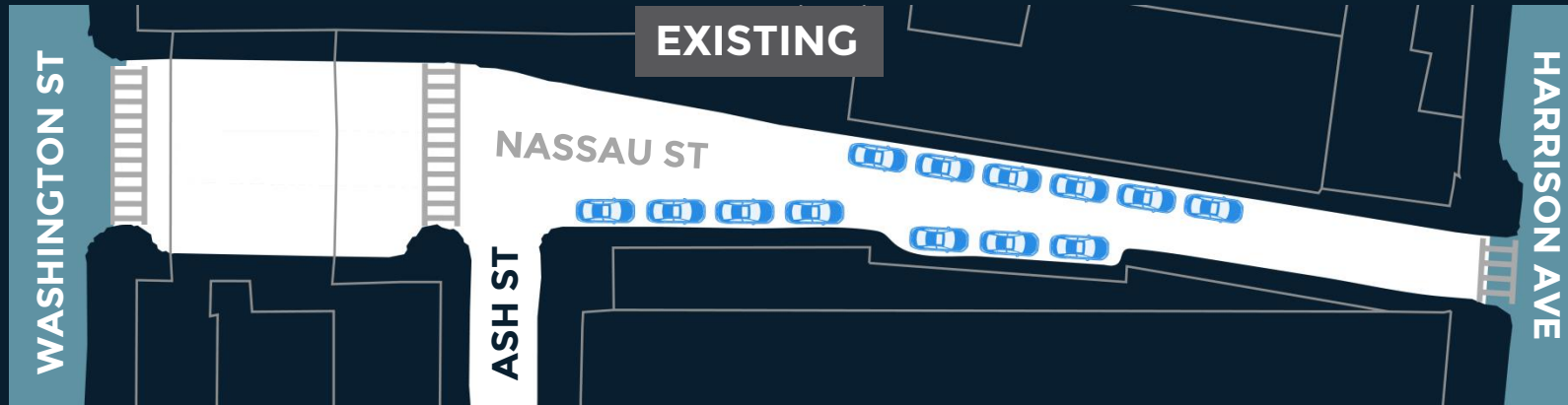
CONCEPT PLAN

- Gateways
- Daylighting
- Enhanced crosswalks
- Chicane on Hudson St
- Nassau St



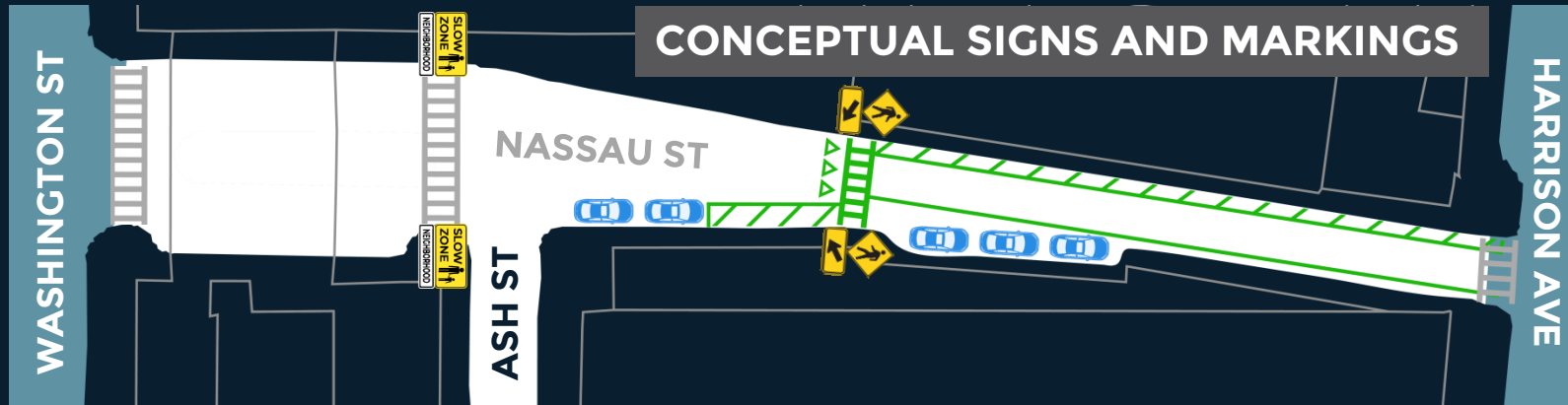
NASSAU ST

- Exploring pavement markings and signs
 - Better organizes the street
 - Alerts drivers to the presence of people walking



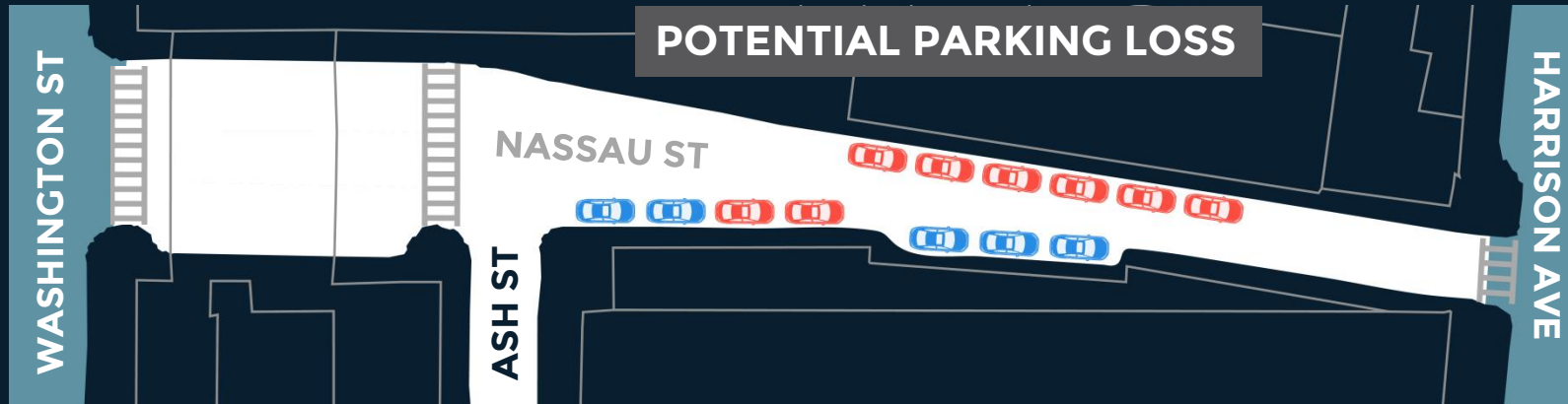
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OUR NEXT STEPS

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
visionzero@boston.gov