

2017 NEIGHBORHOOD SLOW STREETS

SCORING METHODOLOGY AND APPLICATION EVALUATION



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OVERVIEW

The Boston Transportation Department received applications from 47 communities by the March 24 deadline. Several communities did not provide clearly marked maps of their zones, so we asked for clarification. Ultimately, three did not provide a map of a zone with boundaries; we were unable to evaluate their applications. Another three communities applied with non-contiguous areas. We evaluated each of those areas individually. As a result there are 47 separate zones submitted by 44 communities.



OVERVIEW

PROPOSED ZONES

AA | Adams Corner / Saint Brendan's / Cedar Grove
AB | Andrew Square - City Side 1
AC | Andrew Square - City Side 2
AD | Ashmont Area
AE | Ashmont St / Neponset
AF | Beacon Hill 1
AG | Beacon Hill 2
AH | Bloomfield Park
AI | Castle Square Apartments
AJ | Central Jamaica Plain
AK | Charlestown
AL | Charlestown Neighborhood Council
AM | Chinatown
AN | City Point
AO | Corey - Weld
AP | Cummins Corridor Civic Association
AQ | Edgewater Neighborhood Association
AR | Fenway
AS | Grove Hall / Quincy Corridor
AT | Harbor View
AU | Highland Park
AV | Hobart Park
AW | Jeffries Point
AX | Longfellow Area
AY | Lower South Street Neighborhood
AZ | Melville Park
BA | Metropolitan Hill / Beech Street
BB | Moreland St and Mount Pleasant Ave Historic Districts
BC | Moss Hill
BD | Mount Hope / Canterbury
BE | Neponset Ave / Philbrick / Wyvern Sts Association
BF | North Allston
BG | Old Dover Neighborhood Association
BH | Orchard Gardens Estates
BI | Orient Heights
BJ | Parkside Neighborhood
BK | Pleasant, Sumner, and East Cottage St Area
BL | Readville 1
BM | Readville 2
BN | River Street Corridor
BO | Roxbury High District
BP | Saint Vincent's Lower End
BQ | Savin Hill
BR | Sugar Hill
BS | United Neighborhood Association, Four Corners
BT | West of Washington Coalition
BU | Woodbourne Neighborhood Association

OVERVIEW

SELECTED ZONES

We are pleased to announce the five communities who will join the Neighborhood Slow Streets Program in 2017:

- ▶ Chinatown
- ▶ Grove Hall / Quincy Corridor
- ▶ Highland Park
- ▶ Mount Hope / Canterbury
- ▶ West of Washington Coalition

EVALUATION CRITERIA

We assessed each zone using the objective criteria that were described on our web page and in the application materials. We expected that the higher-scoring zones would be those selected for the program. Our criteria were:

- ▶ Community support, as evidenced by letters of support, a presentation, signed petitions, surveys, and/or neighborhood reports or audits
- ▶ Percentage of households with children under 18
- ▶ Percentage of population aged 65 and above
- ▶ Presence of schools, parks, community centers, libraries, and public housing
- ▶ Proximity to rail transit and bus routes
- ▶ Identified walking or bicycling routes to schools or other bicycle routes identified in master plans
- ▶ Crash history, including total number of crashes and number of crashes that resulted in fatal or serious injuries
- ▶ Clear, strong boundaries to the neighborhood zone
- ▶ Geographic diversity of selected neighborhoods
- ▶ Feasibility of the City to implement improvements

Throughout the process, we needed to differentiate between streets that are in the zone and streets that create a boundary to the zones. Zone streets are local, residential streets, that generally have no more than one lane in each direction, and typically do not have a double yellow centerline. Boundary streets are the larger streets that, generally, surround the zones. Through this program, we are only able to make changes to zone streets.

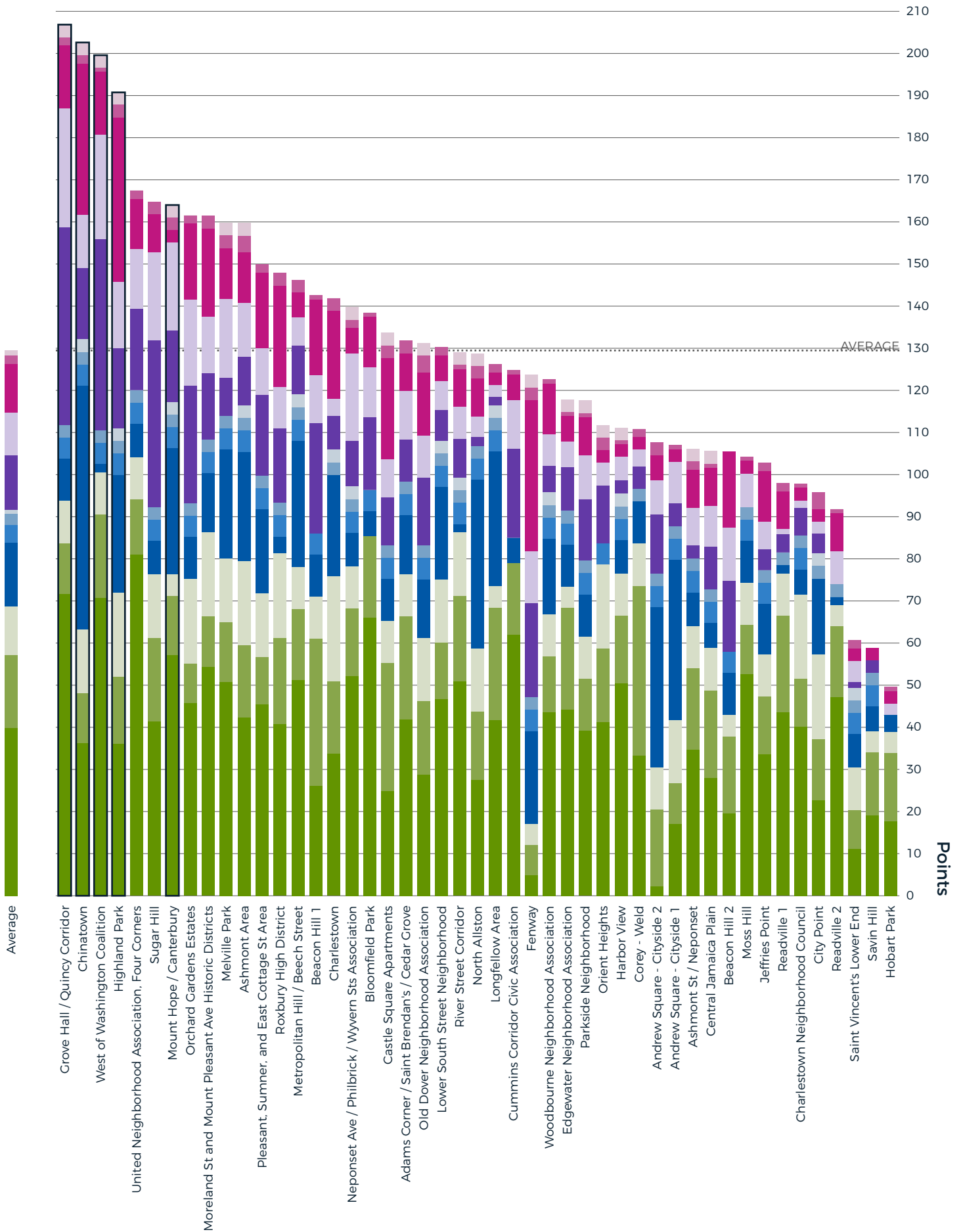
We weighted the criteria, to emphasize locations with more children and older adults. The criteria related to strong boundaries, geographic diversity, and feasibility were held until we understood how the zones scored on the other criteria.

The following pages include information about our evaluation process. They include descriptions of each criterion, descriptions of each sub-category, details about how they were weighted, and maps and charts for each relevant category.

On maps and graphs, selected zones are indicated with a dark blue.

GRAPH OF SCORES

- Percentage of households with children under 18
- Percentage of population aged 65 and above
- Community places
- Stakeholder letters
- Presentation or conversation
- Petition
- Report or other
- Fatal or injury crashes on streets in the zone
- Fatal or injury crashes on boundary streets
- MBTA rail transit or key bus routes within .5 miles
- Zone edges with bus routes
- Streets in zone identified as walking and biking routes in master plans

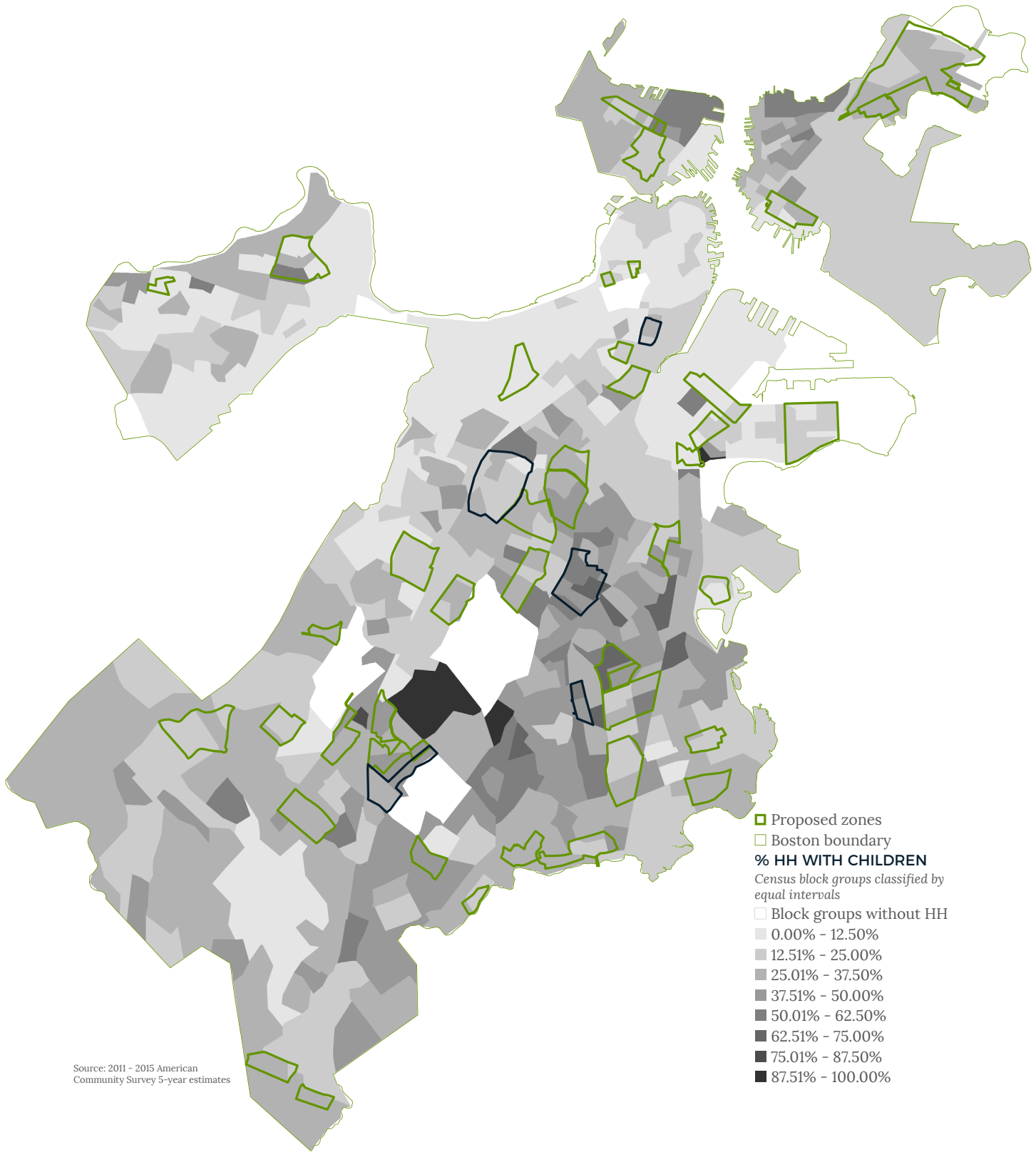


VULNERABLE

USERS

Children, older adults, and people who are walking or bicycling tend to suffer disproportionately in crashes. Because they are more likely to be seriously injured or killed, we are prioritizing traffic calming in areas where we expect there to be more children, older adults, and people walking or bicycling on our streets:

- ▶ neighborhoods with higher percentages of households with children
- ▶ neighborhoods with higher percentages of older adults
- ▶ near community places, including schools, parks, Boston Centers for Youth and Families, Boston Public Libraries, and public housing communities



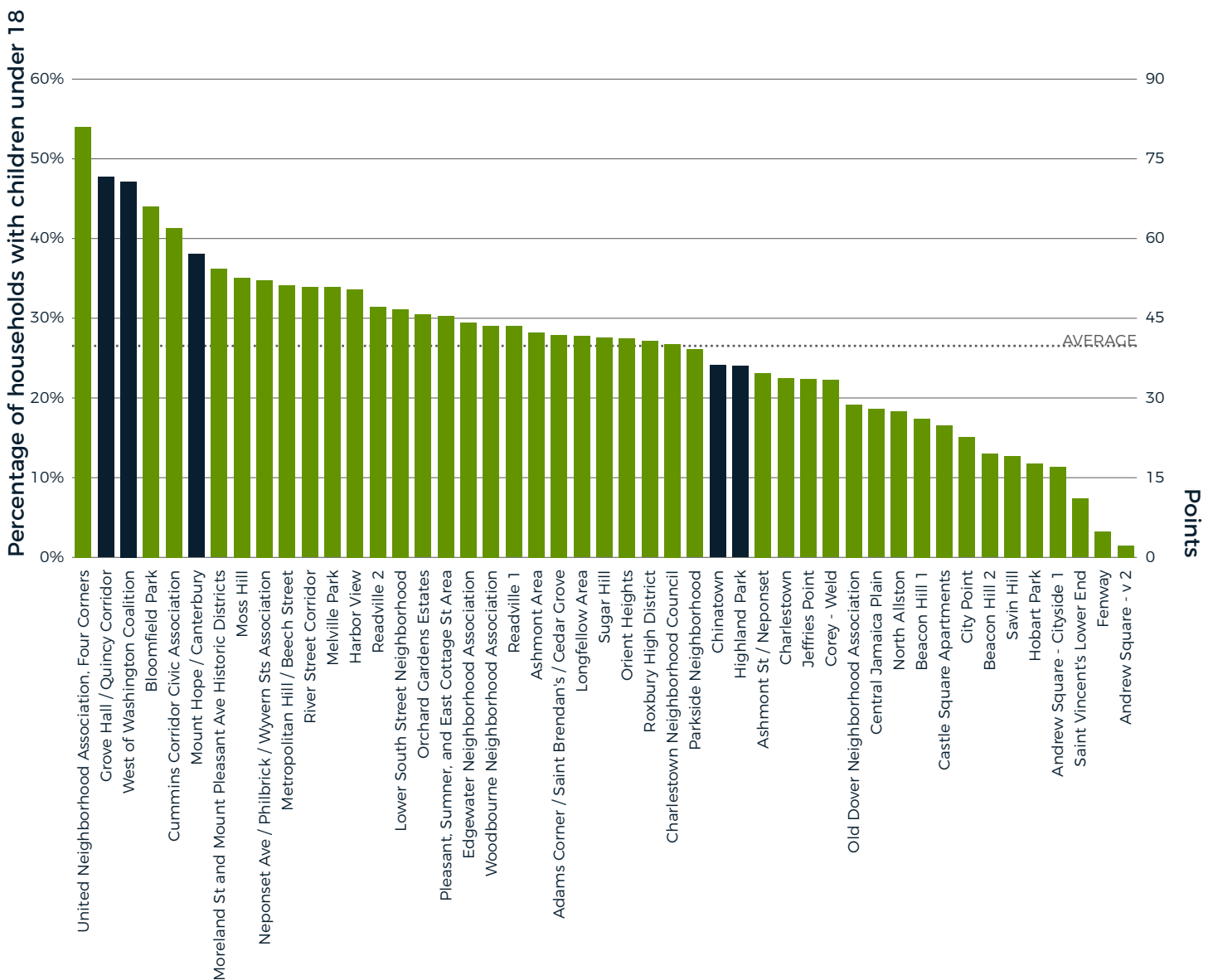
Source: 2011 - 2015 American Community Survey 5-year estimates

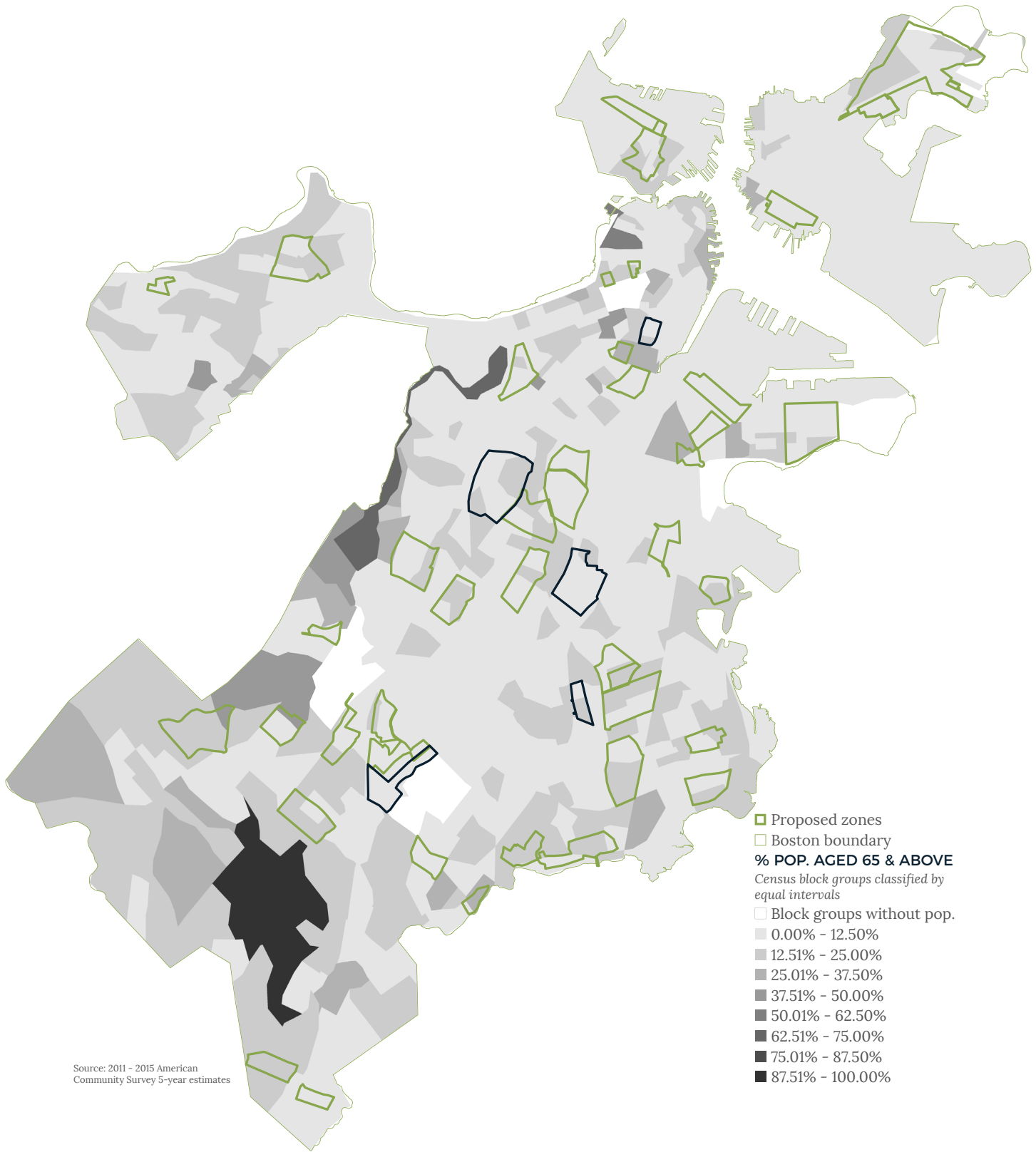
VULNERABLE USERS

PERCENTAGE OF HOUSEHOLDS WITH CHILDREN UNDER 18

POINTS: 1.5 * [percentage of household with children under 18]

We determined the percentage of households with children by using the 2011-2015 American Community Survey 5-year estimates. For block groups that intersect each zone, the number of households with children was summed, then divided by the total number of households in those block groups. While block groups do not perfectly align with all proposed zones, this is the most complete, accurate, and recent data available.





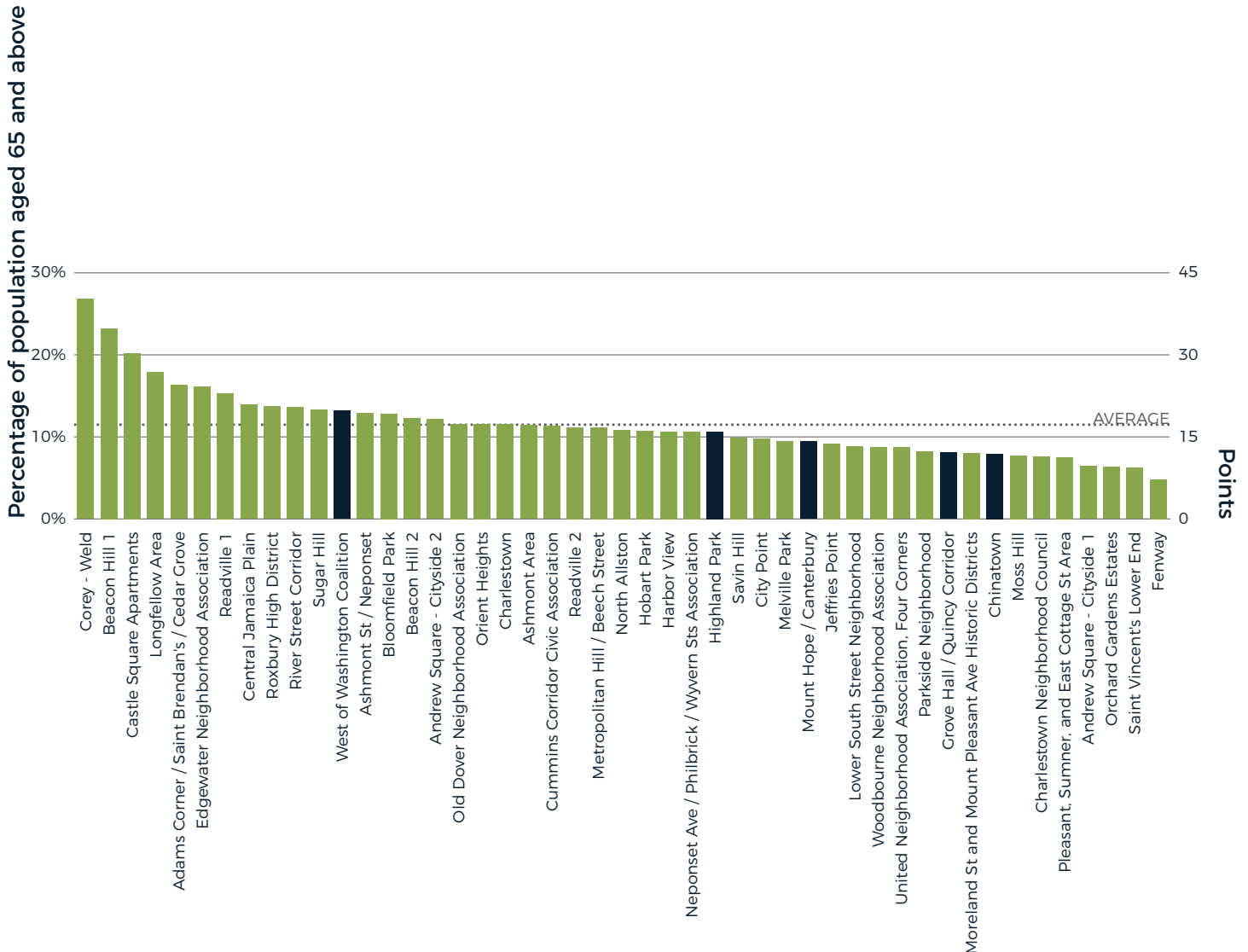
Source: 2011 - 2015 American Community Survey 5-year estimates

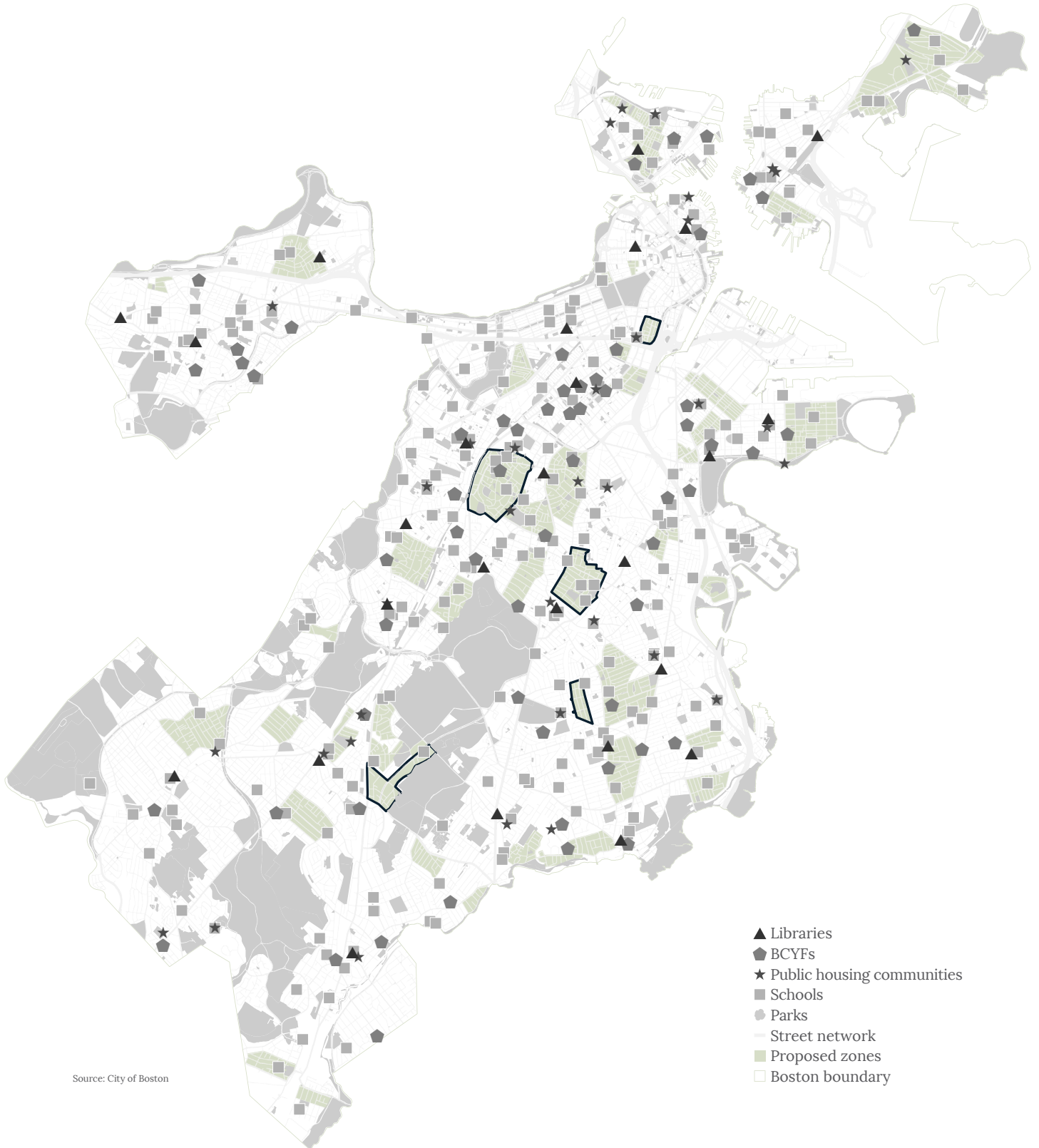
VULNERABLE USERS

PERCENTAGE OF POPULATION AGED 65 AND ABOVE

POINTS: 1.5 * [percentage of population aged 65 and above]

We determined the percentage of the population aged 65 and above by using the 2011-2015 American Community Survey 5-year estimates. For block groups that intersect each zone, the number of people aged 65 and above was summed, then divided by the sum of the total number of people in those block groups. While block groups do not perfectly align with all proposed zones, this is the most complete, accurate, and recent data available.





Source: City of Boston

VULNERABLE USERS

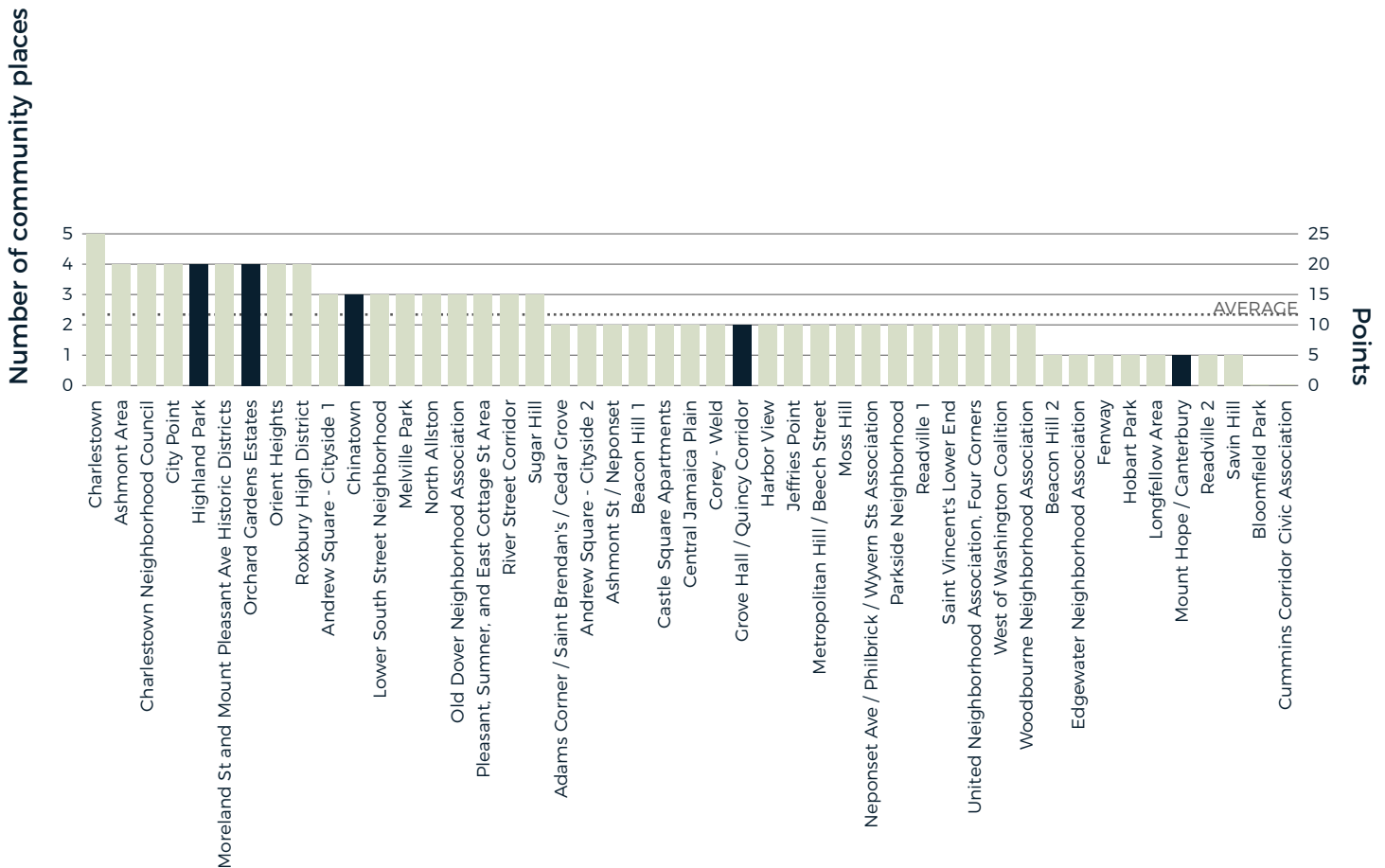
COMMUNITY PLACES

POINTS: 5 * [the number of community place types]

We used GIS layers, maintained by the City of Boston’s GIS team within the Department of Innovation and Technology, to identify the following types of facilities:

- ▶ public and private grade schools
- ▶ parks
- ▶ Boston Centers for Youth and Families
- ▶ Boston Public Libraries
- ▶ public housing communities

For our purposes, a facility counted if it was located on a street within the zone or on a boundary street. We did not include facilities that were located across two boundary streets (kitty-corner to the zone).



COMMUNITY

SUPPORT

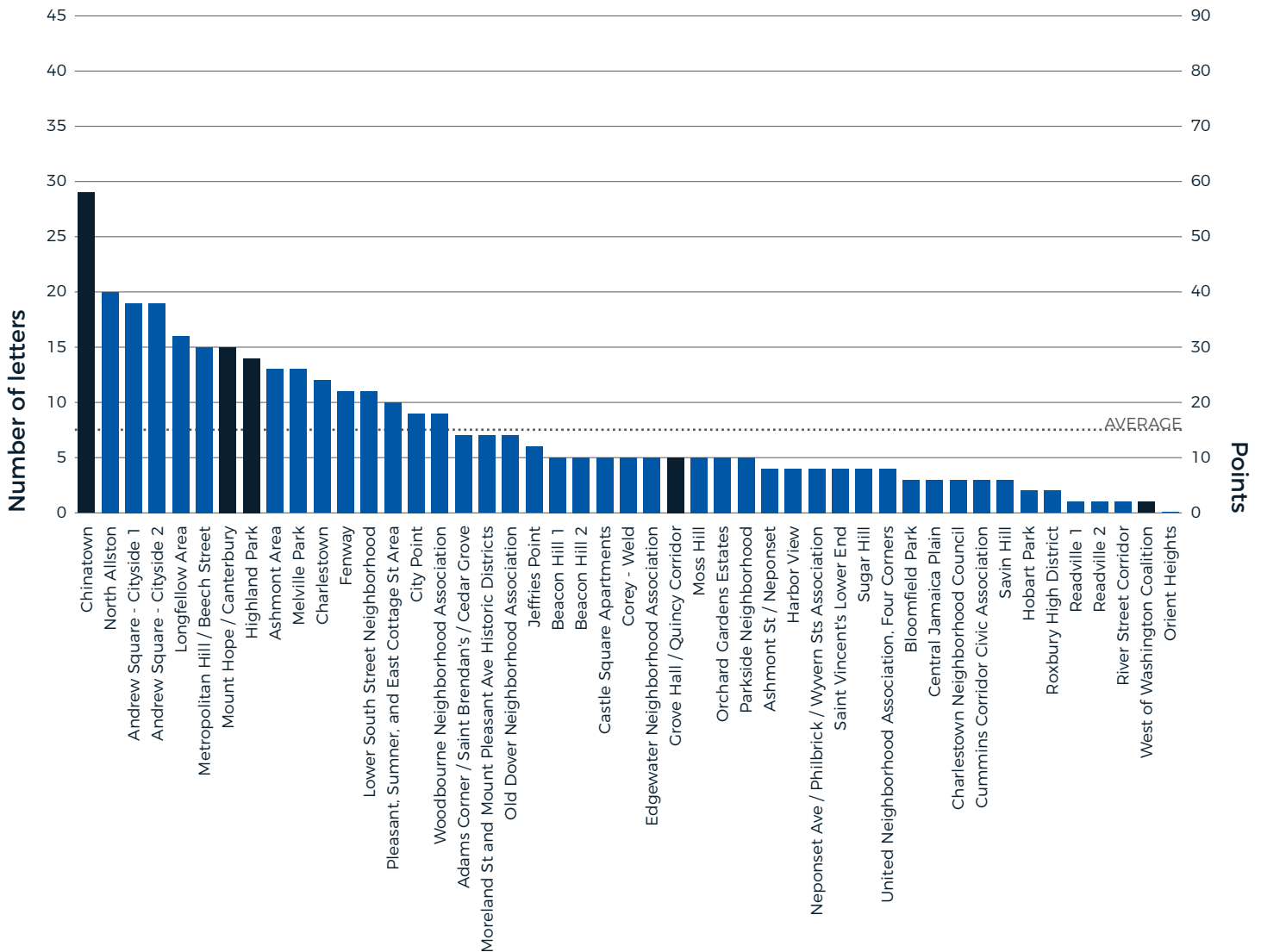
The application process required neighbors to talk directly with each other about their concerns. We wanted to be sure that the applications represented many neighbors' interests, not just a few.

COMMUNITY SUPPORT

STAKEHOLDER LETTERS

POINTS: 2 * [the number of letters]

Stakeholder letters are letters from people who represent an organization, civic, or community group. These letters served to help us understand how many community organizations, businesses, institutions, or other local leaders are in support of the proposal.



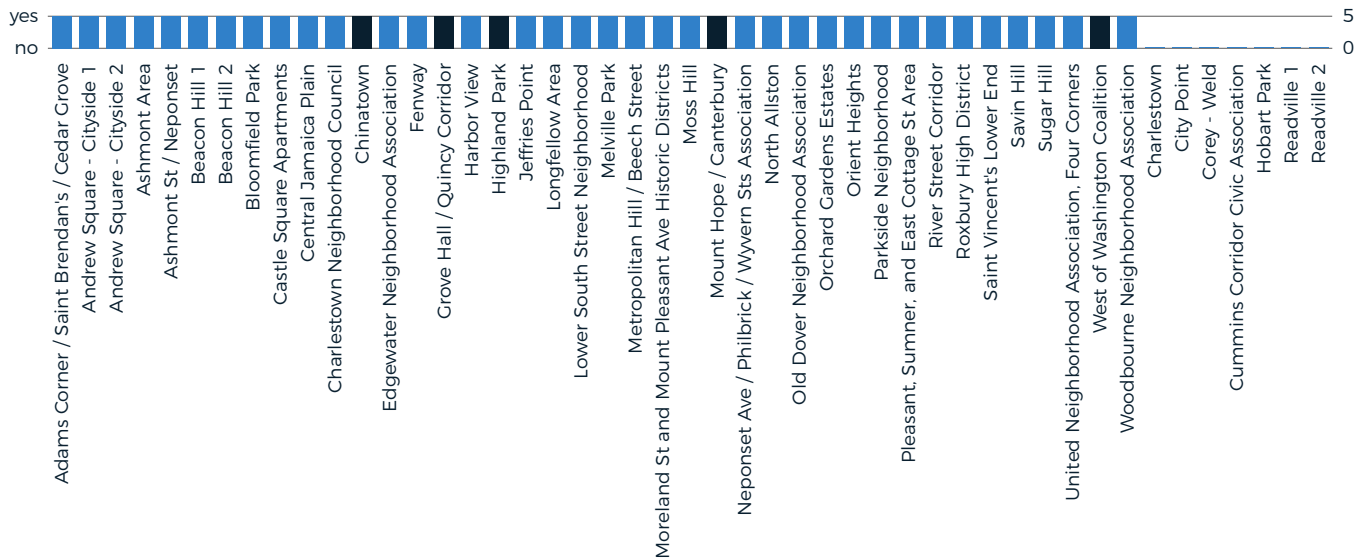
COMMUNITY SUPPORT

PRESENTATION OR CONVERSATION

POINTS: 5 if presentation or discussion occurred, 0 if not

Applicants were asked to have a conversation about the Neighborhood Slow Streets program during a meeting with their neighbors. Some people held formal presentations with slides, while others held a group discussion about the program.

Presentation or conversation occurred?



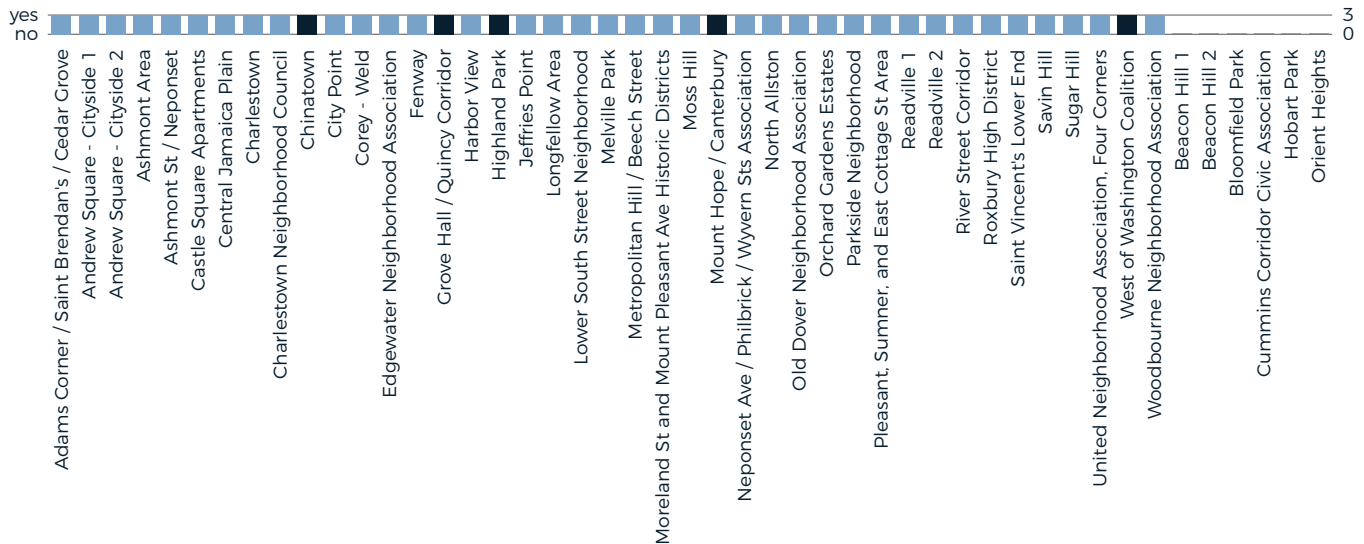
COMMUNITY SUPPORT

PETITION

POINTS: 3 points if a petition was provided, 0 if not

Petitions are one way to show that community members are informed about and support this program. Given the varying sizes of the zones, and the fact that petitions were optional, we did not count the number of people who signed.

Signatures collected?



Points

COMMUNITY SUPPORT

REPORT OR OTHER

POINTS: 3 points if a report or other was provided, 0 if not

Some neighborhoods took extra steps to relay information that is helpful for us to know before beginning the planning process. Examples included community surveys that gathered people's individual concerns or informal studies of traffic patterns.

Report or other provided?

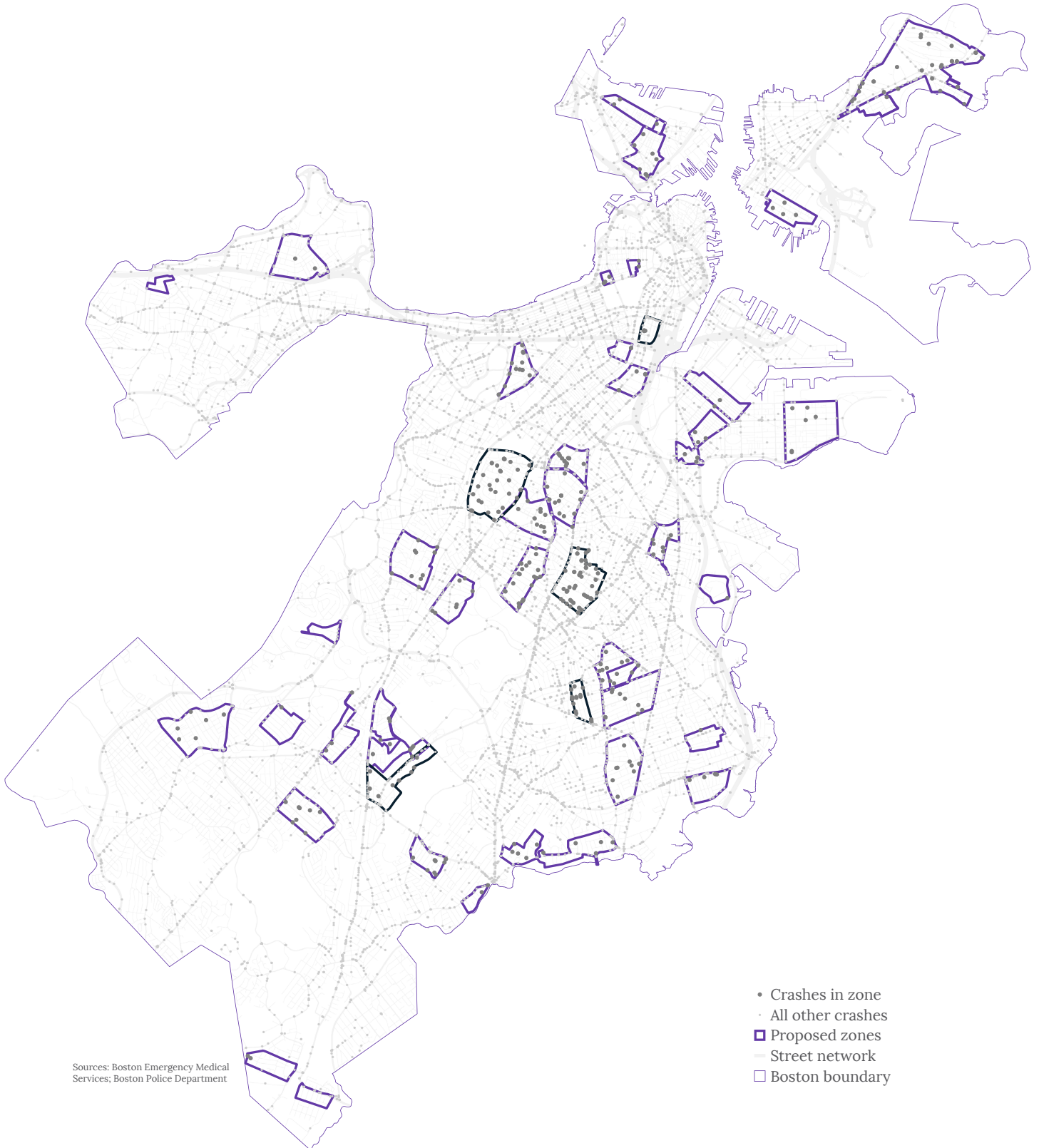
	yes	no
Ashmont Area		
Charlestown		
Chinatown		
City Point		
Harbor View		
Highland Park		
Longfellow Area		
Lower South Street Neighborhood		
Metropolitan Hill / Beech Street		
Mount Hope / Canterbury		
Neponset Ave / Philbrick / Wyvern Sts Association		
River Street Corridor		
Saint Vincent's Lower End		
Woodbourne Neighborhood Association		
Adams Corner / Saint Brendan's / Cedar Grove		
Andrew Square - Cityside 1		
Andrew Square - Cityside 2		
Ashmont St / Neponset		
Beacon Hill 1		
Beacon Hill 2		
Bloomfield Park		
Castle Square Apartments		
Central Jamaica Plain		
Charlestown Neighborhood Council		
Corey - Weld		
Cummins Corridor Civic Association		
Edgewater Neighborhood Association		
Fenway		
Grove Hall / Quincy Corridor		
Hobart Park		
Jeffries Point		
Melville Park		
Moreland St and Mount Pleasant Ave Historic Districts		
Moss Hill		
North Allston		
Old Dover Neighborhood Association		
Orchard Gardens Estates		
Orient Heights		
Parkside Neighborhood		
Pleasant, Sumner, and East Cottage St Area		
Readville 1		
Readville 2		
Roxbury High District		
Savin Hill		
Sugar Hill		
United Neighborhood Association, Four Corners		
West of Washington Coalition		

points

CRASH HISTORY

Our commitment to Vision Zero means proactively working to reduce the number and severity of traffic-related crashes on our streets. Neighborhood Slow Streets applies this commitment to our local, mostly residential streets. We looked at data provided by Boston Emergency Medical Services (EMS) and the Boston Police Department (BPD) to prioritize higher-crash areas in our overall evaluation.

EMS and BPD provided the locations of crashes that resulted in injuries or fatalities, and occurred between June 1, 2014, and December 31, 2016. Crashes located within 25 ft of a boundary street were classified as a boundary crash. All other crashes were considered to be on zone streets. The zones vary in size, so we normalized the number of crashes by dividing by the number of relevant street miles.



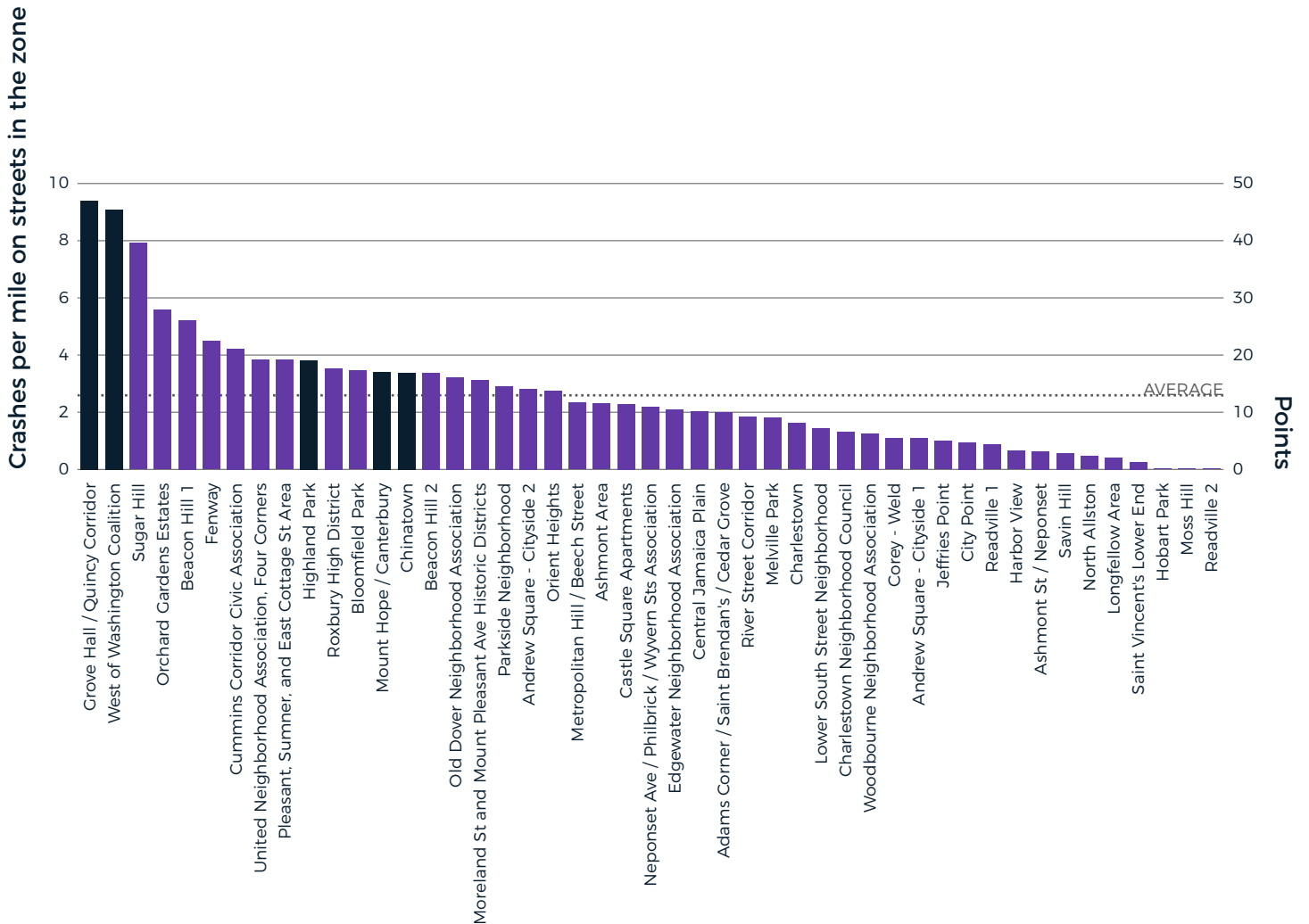
Sources: Boston Emergency Medical Services; Boston Police Department

CRASH HISTORY

FATAL OR INJURY CRASHES ON STREETS IN THE ZONE

POINTS: $5 * [\text{crashes on streets in the zone}] / [\text{miles of streets in the zone}]$

The Neighborhood Slow Streets program targets local streets, not major ones. In our weighting, we emphasized fatal and injury crashes that occurred on streets within the zone.





Sources: Boston Emergency Medical Services; Boston Police Department

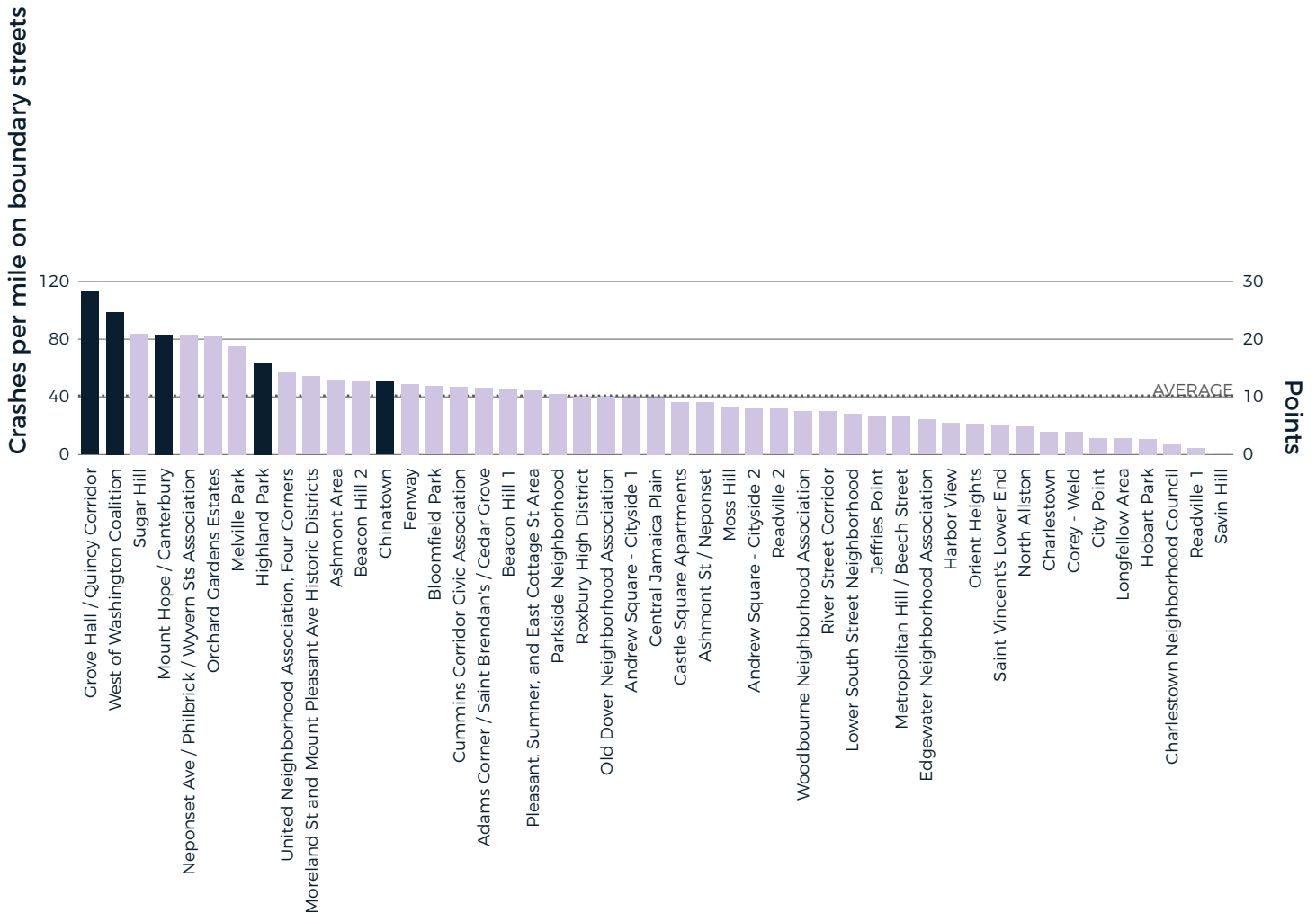
CRASH HISTORY

FATAL OR INJURY CRASHES ON BOUNDARY STREETS

POINTS: 0.25 * [crashes on boundary streets] / [miles of boundary streets]

Because this program is not intended to make changes to boundary streets, and large streets experience a higher number of crashes than local streets, crashes that took place on boundary streets were given significantly less weight. We wanted to ensure that the crashes on boundary streets were factored in, but did not influence the evaluation more than crashes on streets that we can address.

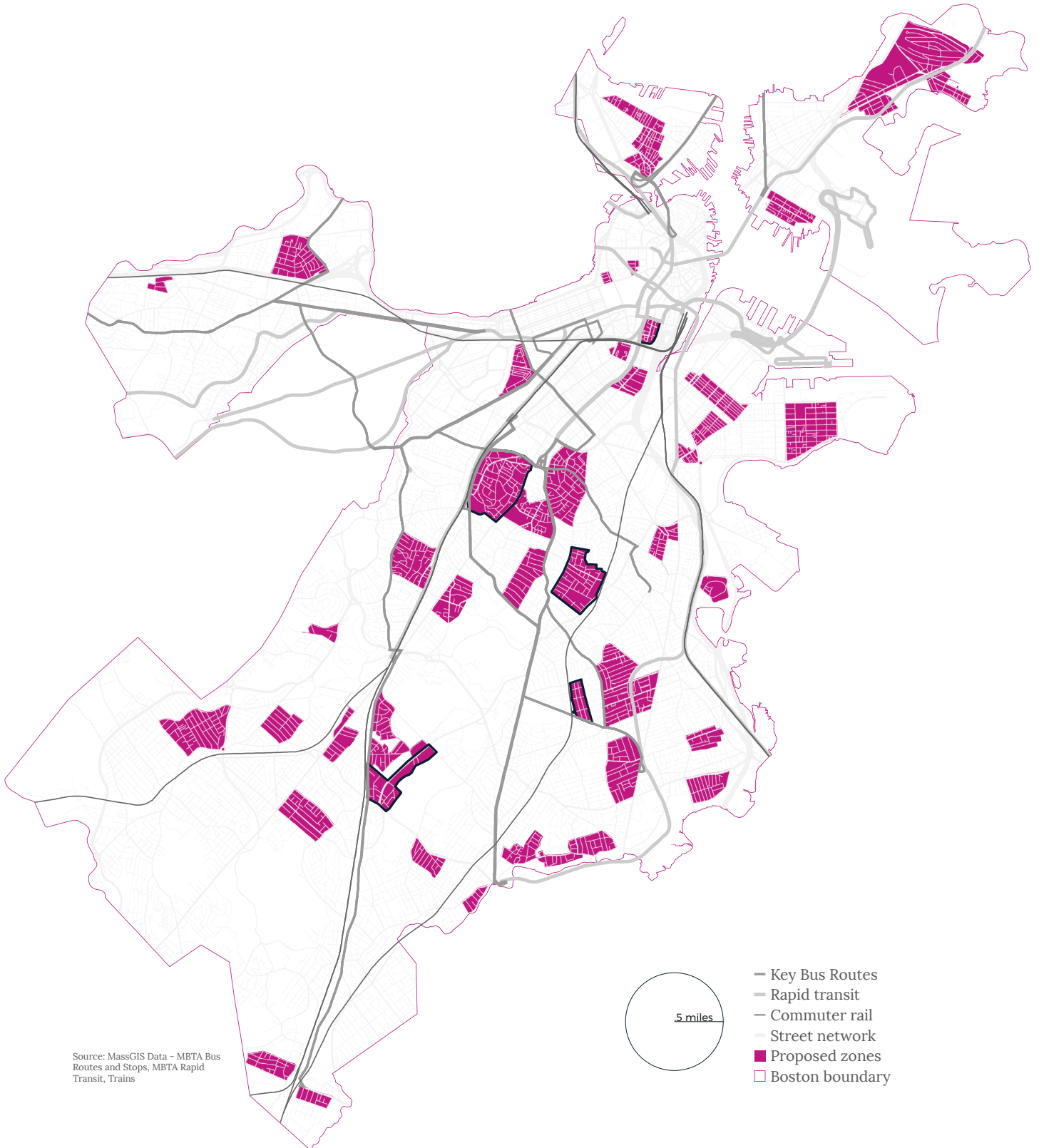
Three roads -- Quincy St, between Blue Hill Ave to Ceylon St; the South Boston Bypass Road, from West 2nd St to West Broadway; and the William F McClellan Highway, adjacent to Orient Heights -- were excluded from our safety analysis. Quincy St will be completely reconstructed in the near future. The new design for Quincy St already incorporates many traffic-calming tools, such as raised crosswalks and a gentle zig-zag in the road to slow drivers. Given the significant changes coming to the street, the previous crash history cannot be considered relevant to our evaluation process. The South Boston Bypass Road runs underground and does not connect with the cross streets. The William F McClellan Highway is a state-owned interstate, with few connections to the community. Crashes that happen on these two roads cannot be considered relevant to the evaluation process as they operate separately from the adjacent street network.



PROXIMITY

TO ACTIVE TRANSPORTATION NETWORK

Even the smallest of local streets eventually connects into the larger transportation network. Making our residential streets more people-friendly by discouraging fast-moving drivers could mean that more people will choose to walk or bike to and from their destinations, including nearby bus stops and transit stations. Helping more people choose to walk or bicycle aligns with our Go Boston 2030 goals, as well as the goals established in more local plans.



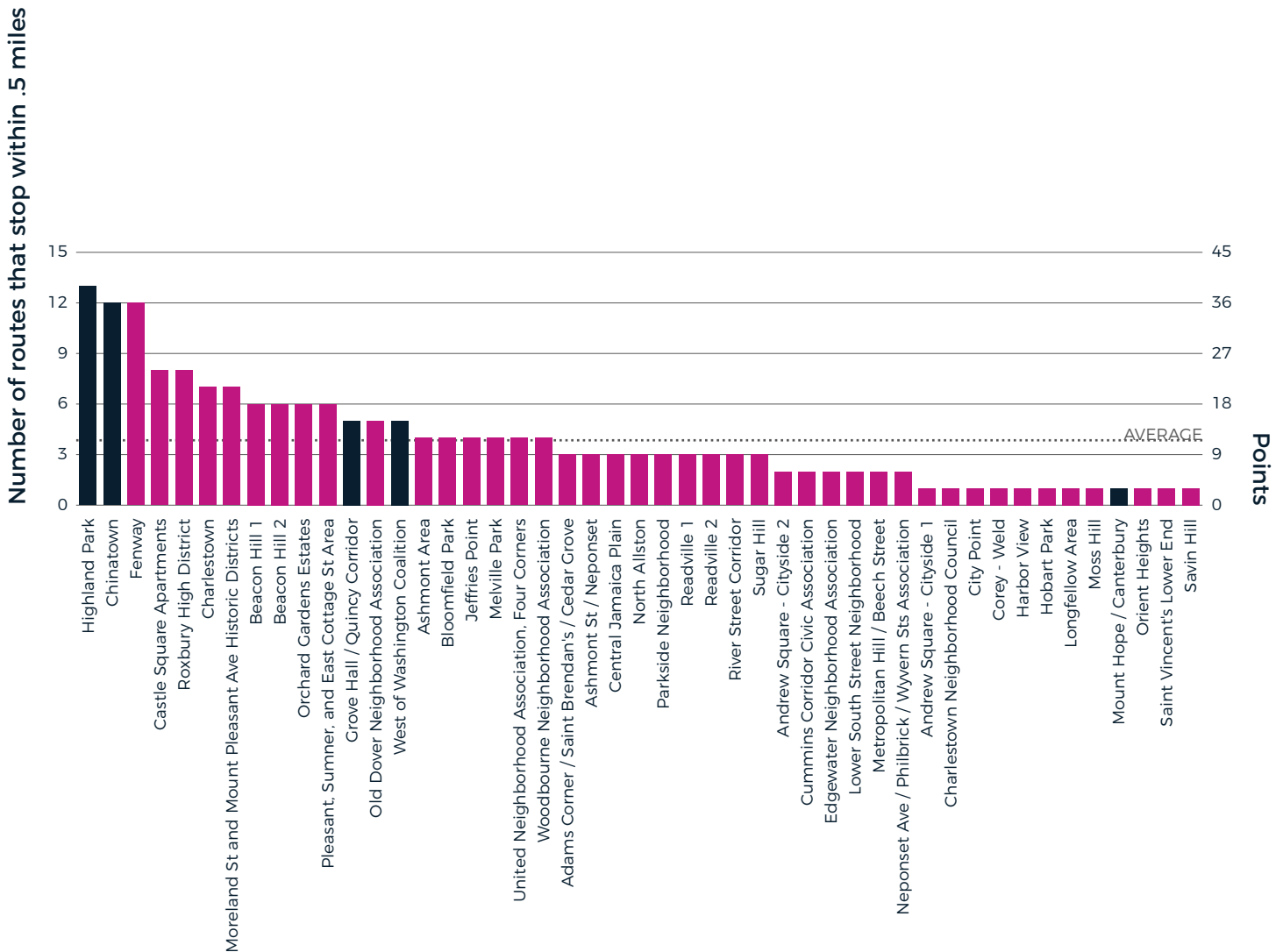
Source: MassGIS Data - MBTA Bus Routes and Stops, MBTA Rapid Transit, Trains

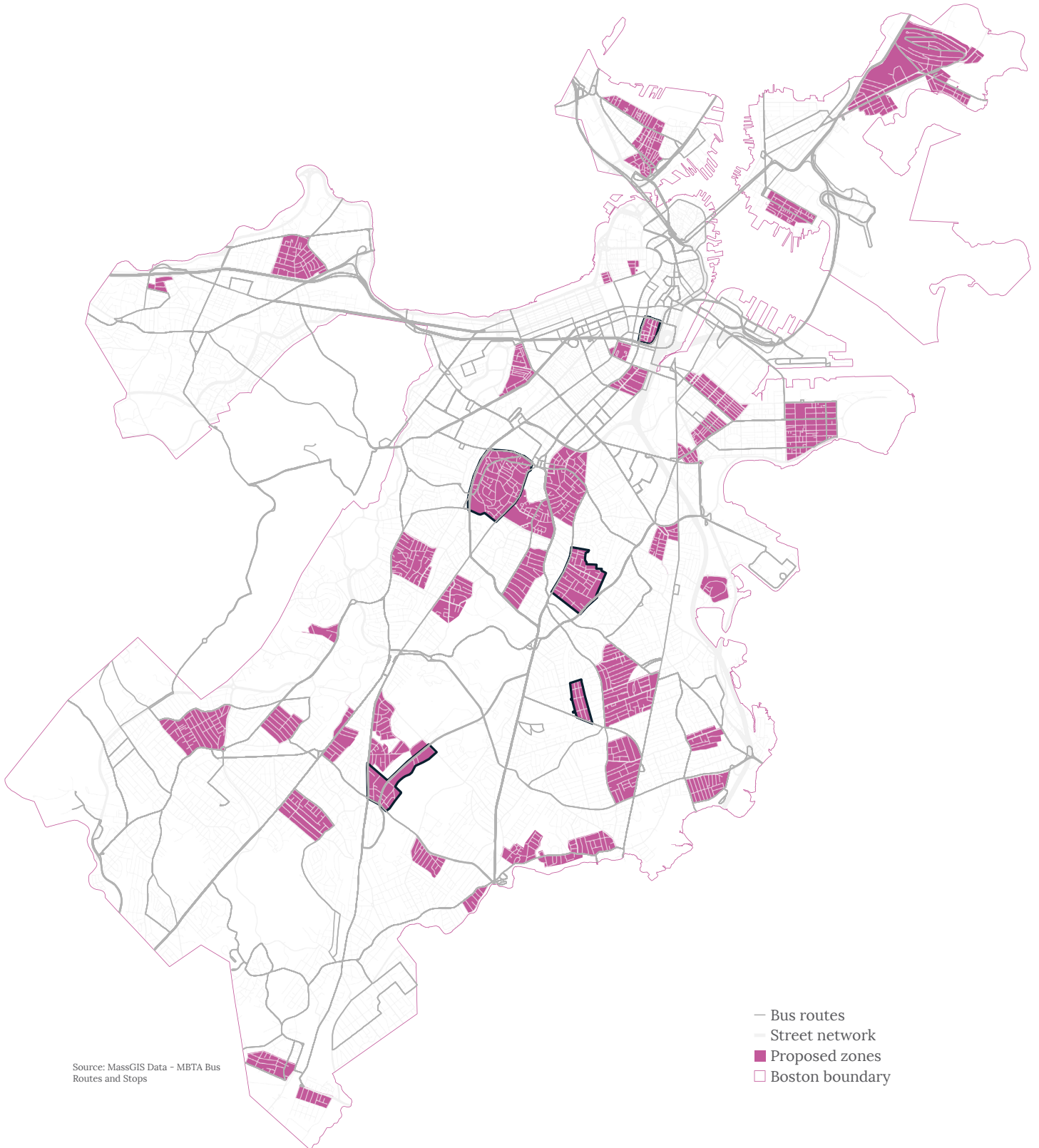
PROXIMITY TO ACTIVE TRANSPORTATION NETWORK

MBTA RAIL TRANSIT OR KEY BUS ROUTES WITHIN .5 MILES

POINTS: 3 * [the number of routes that make stops within .5 miles of the zone]

MBTA's Key Bus Routes and the rapid transit network provide frequent service along major corridors in Boston and neighboring municipalities. The Commuter Rail connects to neighborhoods within Boston and communities across eastern Massachusetts. We used GIS data provided by MassGIS to determine the number of Key Bus Routes and rail transit (Blue, Green, Orange, Red, Silver and commuter rail) lines that stop within .5 miles of each zone.





Source: MassGIS Data - MBTA Bus Routes and Stops

- Bus routes
- Street network
- Proposed zones
- Boston boundary

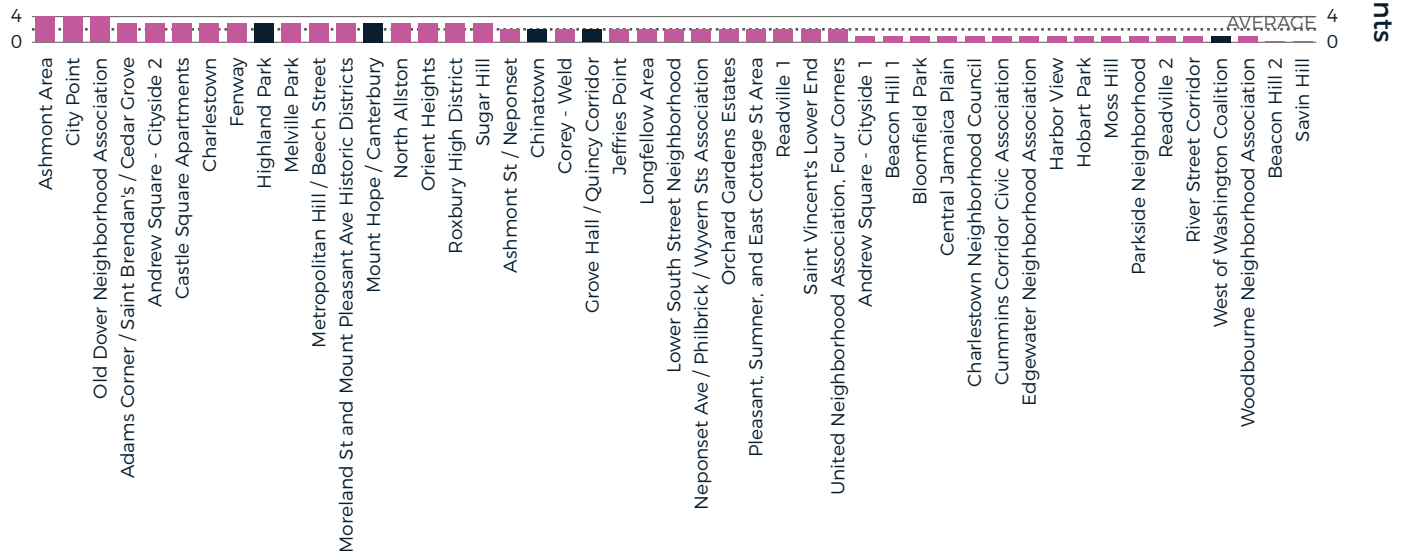
PROXIMITY TO ACTIVE TRANSPORTATION NETWORK

ZONE EDGES WITH BUS ROUTES

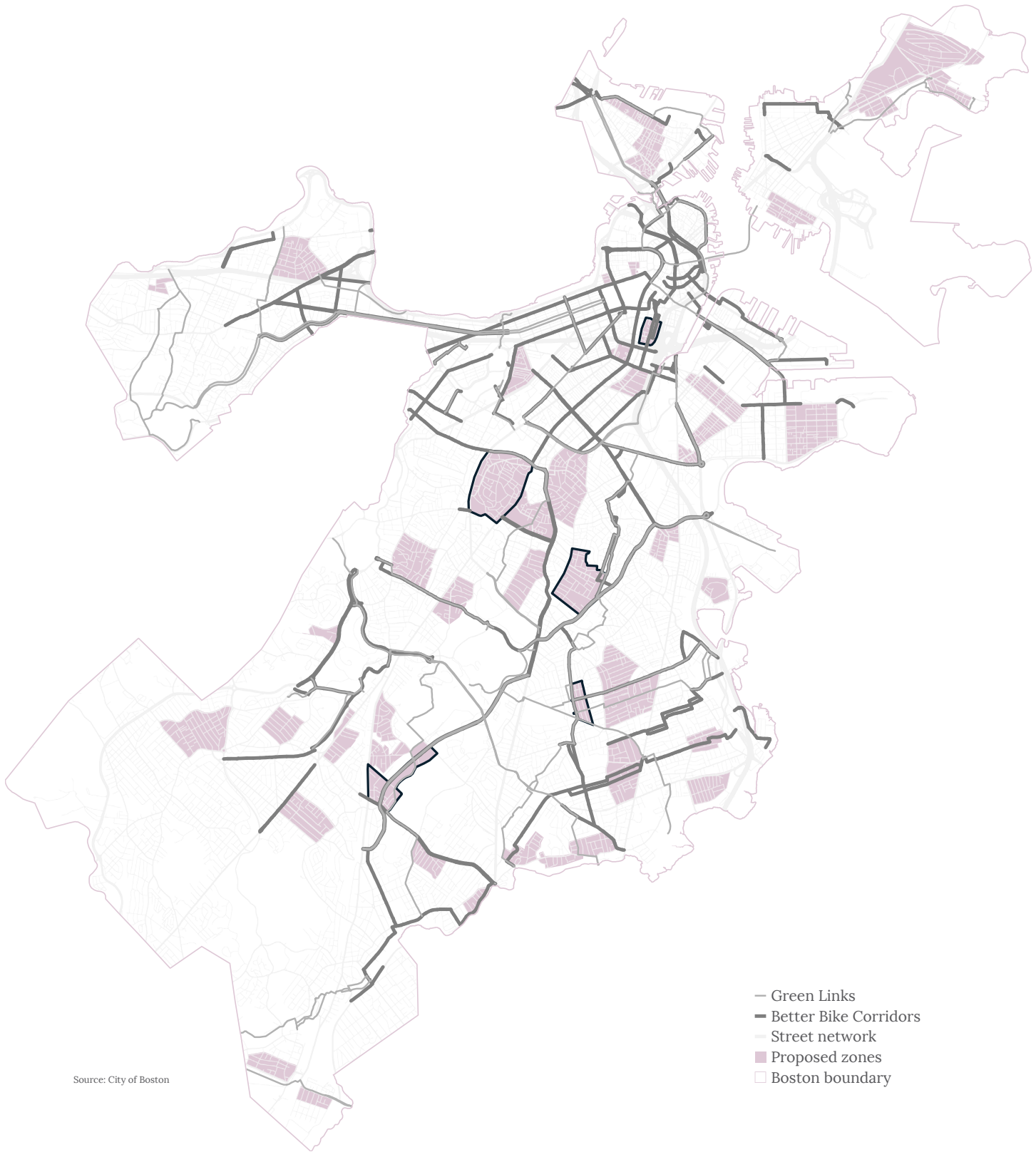
POINTS: 1 * [number of edges with bus routes]

We used GIS data provided by MassGIS to map bus routes in Boston. We then looked at the streets on the edges of the zones to see if they served one or more bus routes. Every edge street that served bus routes was counted.

Number of edge streets with bus routes



Points



Source: City of Boston

- Green Links
- Better Bike Corridors
- Street network
- Proposed zones
- Boston boundary

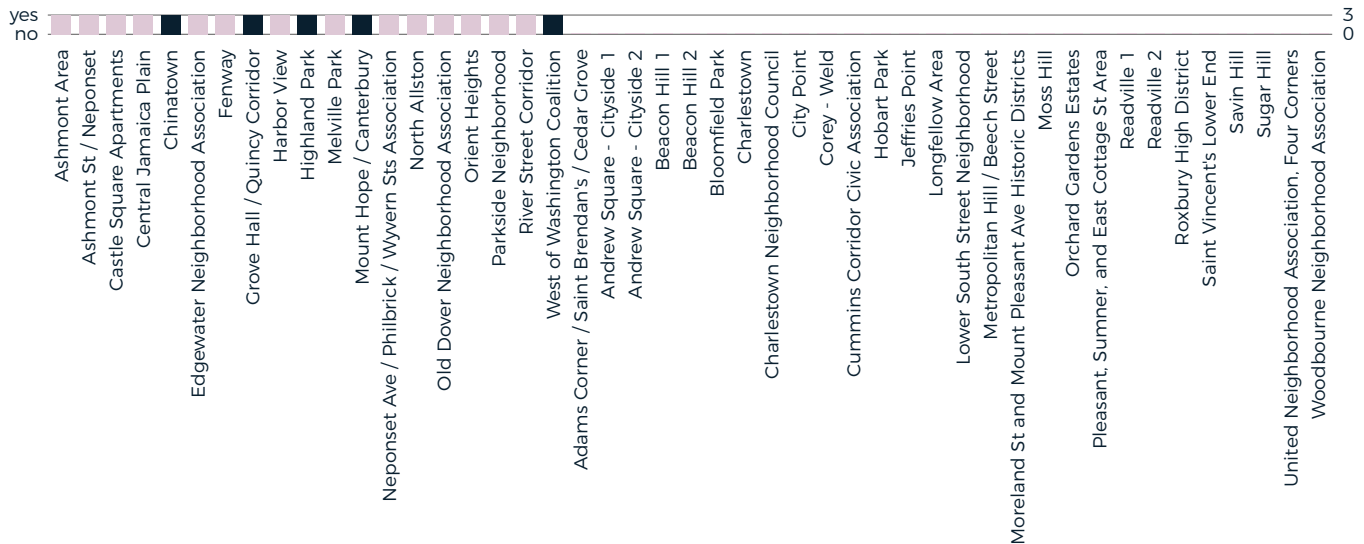
PROXIMITY TO ACTIVE TRANSPORTATION NETWORK

STREETS IN ZONE IDENTIFIED AS WALKING & BIKING ROUTES IN MASTER PLANS

POINTS: 3 points if any planned route was within a zone, 0 if not

We used our Boston Bike Network and Green Links Network maps, which were included in the Go Boston 2030 Action Plan, to identify zones with streets that have been identified in the network plans.

Streets in zone identified as walking and biking routes?



Points

SELECTION

We were happily surprised by the popularity of the program. We used our objective criteria to determine the score of each application. We considered only the top scoring zones for selection this year.

Of the 44 complete applications, the top 11 zones and their scores are:

1. Grove Hall / Quincy Corridor - 206.89
2. Chinatown - 202.65
3. West of Washington Coalition - 199.62
4. Highland Park - 190.79
5. United Neighborhood Association, Four Corners - 167.49
6. Sugar Hill - 164.79
7. Mount Hope / Canterbury - 164.05
8. Orchard Gardens Estates - 161.56
9. Moreland St and Mount Pleasant Ave Historic Districts - 161.46
10. Melville Park - 159.75
11. Ashmont Area - 159.74



Sources: MassGIS Data - MBTA Bus Routes; City of Boston

- * Firehouses
- H Hospitals
- Bus Routes
- Street network
- Top 11 zones
- Proposed zones
- Boston boundary

SELECTION

FEASIBILITY

To select which of the five zones we can move forward with this year we had to consider the feasibility of each zone on its own and as part of a group. For individual zone feasibility, we considered: the zone boundaries, impacts on emergency responders, the location of bus routes, and known upcoming work that could impact our ability to construct changes in a timely manner.

CLEAR BOUNDARIES

The primary focus of this program is to calm traffic on local streets -- those with less vehicle traffic, are generally no more than one lane in each direction, and typically do not have a double yellow centerline. We want drivers who use these streets to recognize that they are guests and that they should travel slowly and carefully. When zones are bisected by larger streets or don't have clear boundaries, it is more difficult to signal to drivers that their behavior needs to change.

FIREHOUSES OR HOSPITALS WITHIN ZONE OR ON BOUNDARY

We do not want to design our streets so that emergency responders are significantly delayed or unable to provide the highest quality of City services. Planning in zones with firehouses or hospitals will require special coordination, and we may be limited in the tools that we can use in these zones. When emergency responders are located on the boundary of a zone, we may be able to develop a plan that has a very limited impact on their day-to-day operations.

BUS ROUTES WITHIN ZONE

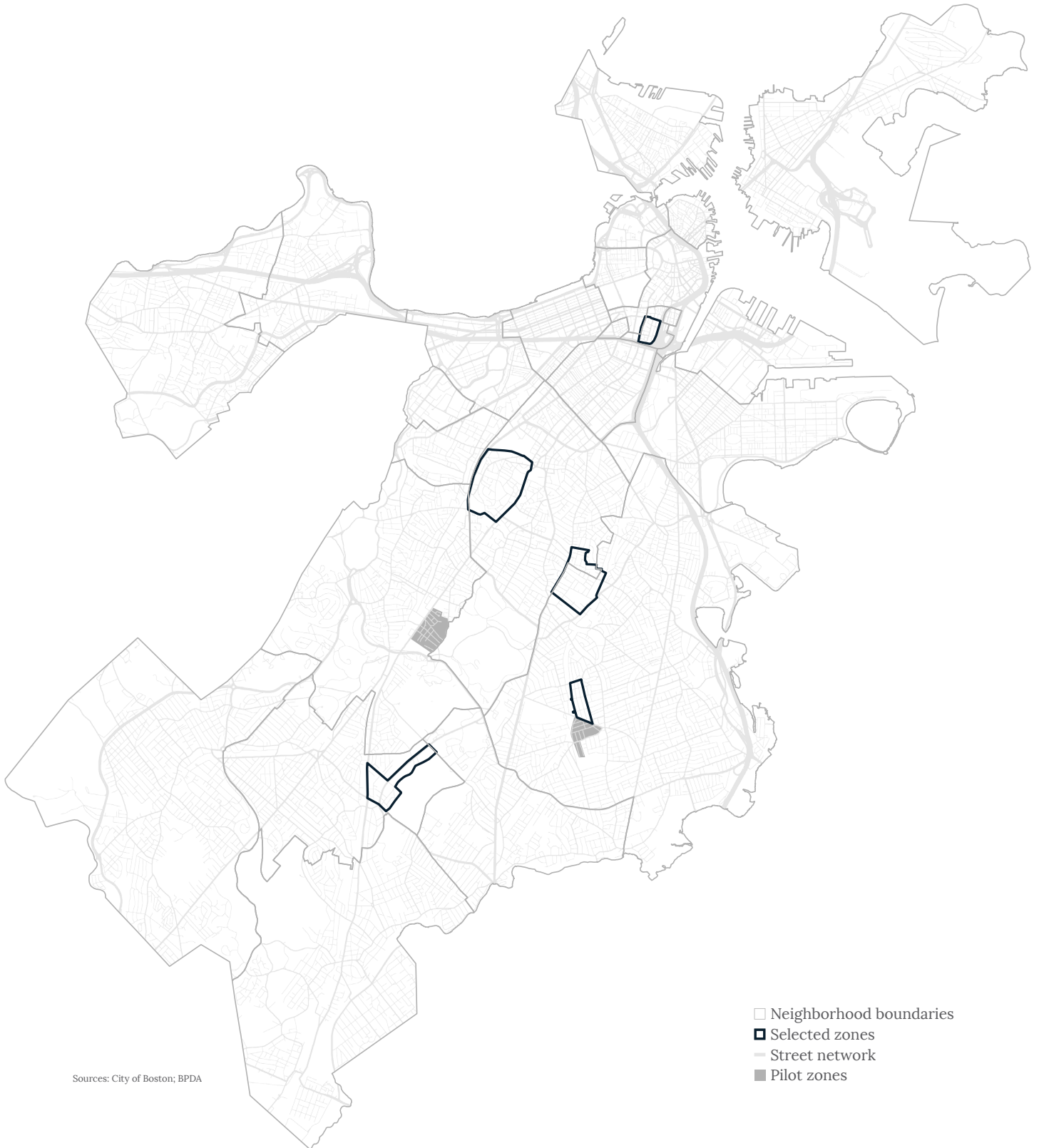
We want our work to minimize potential negative impacts on drivers and passengers, while maximizing the effectiveness of the traffic-calming tools. We are able to employ certain tools on bus routes, such as curb extensions, but others would negatively impact bus operations. If there are many streets with bus routes, the zone may not work as proposed.

GEOGRAPHIC SIZE

Our two pilot zones, Stonybrook and the Talbot-Norfolk Triangle, have 1.9 miles and 1.7 miles of streets respectively. The majority (70%) of the 47 proposed zones contain more than two miles of streets. Forty percent of the proposed zones contain more than 3 miles of streets, which is 50% more miles than our current zones. The number of miles of zone streets in each of the top eleven zones is:

- ▶ Grove Hall/Quincy Corridor - 5.2 miles
- ▶ Chinatown - 1.2 miles
- ▶ West of Washington Coalition - 2.1 miles
- ▶ Highland Park - 8.4 miles
- ▶ United Neighborhood Association, Four Corners - 3.4 miles
- ▶ Sugar Hill - 3.2 miles
- ▶ Mount Hope / Canterbury - 2.6 miles
- ▶ Orchard Gardens Estates - 2.3 miles
- ▶ Moreland St and Mount Pleasant Ave Historic Districts - 4.5 miles
- ▶ Melville Park - 5.0 miles
- ▶ Ashmont Area - 3.9 miles

Of the top 11 zones, the top four represent the two smallest and the two largest zones. Together they contain 16.9 miles of streets, for an average of 4.2 miles per zone.



Sources: City of Boston; BPDA

- Neighborhood boundaries
- Selected zones
- Street network
- Pilot zones

SELECTION

FINAL SELECTION

We reviewed each of the top-scoring zones in order, starting with the highest-scoring zone, Grove Hall/Quincy Corridor. Finding no conflicts or potential issues with feasibility, we felt that each of the top four (Chinatown, Grove Hall / Quincy Corridor, Highland Park, and West of Washington Coalition) should be part of the 2017 Neighborhood Slow Streets program.

Once we determined that, size played a significant role in our selection. With the available resources, our fifth zone needed to be more similar in scale to that of the pilot communities. Moving down the list, the Mount Hope/Canterbury zone is the next-highest scoring area (#7) that has fewer than 3 miles of streets. We are confident that this community is a fitting candidate for the program because: the area also has an above-average percentage of households with children and percentage of adults aged 65 and above; the community demonstrated a high level of support; and, though less important, this zone helps us achieve additional geographic diversity.

The five zones that will join the program in 2017 are

- ▶ Chinatown - 202.65
- ▶ Grove Hall / Quincy Corridor - 206.89
- ▶ Highland Park - 190.79
- ▶ Mount Hope / Canterbury - 164.05
- ▶ West of Washington Coalition - 199.62

FULL SCORE TABLE

In the following table, we've summarized the data and score information for each of the 47 proposed zones. We've also included the average score for each category and the overall average score.

Vulnerable Users

ZONE NAME	Key for map of proposed zones	Percentage of households with children under 18		Percentage of population aged 65 and above		Community places						
		%	Points	%	Points	Schools	Parks	BCYFs	Public libraries	Public housing communities	# of facility types	Points
Average	--	26.55%	39.82	11.49%	17.23	--	--	--	--	--	--	11.70
Adams Corner / Saint Brendan's / Cedar Grove	AA	27.90%	41.85	16.30%	24.46	yes	yes	no	no	no	2	10.00
Andrew Square - City Side 1	AB	11.35%	17.03	6.45%	9.67	yes	yes	no	no	yes	3	15.00
Andrew Square - City Side 2	AC	1.47%	2.21	12.17%	18.25	no	yes	no	no	yes	2	10.00
Ashmont Area	AD	28.21%	42.31	11.40%	17.09	yes	yes	no	yes	yes	4	20.00
Ashmont St / Neponset	AE	23.10%	34.65	12.89%	19.34	yes	no	no	yes	no	2	10.00
Beacon Hill 1	AF	17.42%	26.13	23.25%	34.87	yes	yes	no	no	no	2	10.00
Beacon Hill 2	AG	12.98%	19.47	12.25%	18.37	no	yes	no	no	no	1	5.00
Bloomfield Park	AH	44.05%	66.07	12.84%	19.26	no	no	no	no	no	0	0.00
Castle Square Apartments	AI	16.56%	24.84	20.21%	30.31	no	yes	no	no	yes	2	10.00
Central Jamaica Plain	AJ	18.60%	27.90	13.90%	20.85	yes	yes	no	no	no	2	10.00
Charlestown	AK	22.43%	33.64	11.50%	17.25	yes	yes	yes	yes	yes	5	25.00
Charlestown Neighborhood Council	AL	26.74%	40.12	7.57%	11.35	yes	yes	yes	no	yes	4	20.00
Chinatown	AM	24.11%	36.17	7.96%	11.93	yes	yes	yes	no	no	3	15.00
City Point	AN	15.06%	22.58	9.77%	14.66	yes	yes	yes	no	yes	4	20.00
Corey - Weld	AO	22.22%	33.32	26.81%	40.21	yes	no	yes	no	no	2	10.00
Cummins Corridor Civic Association	AP	41.31%	61.97	11.31%	16.97	no	no	no	no	no	0	0.00
Edgewater Neighborhood Association	AQ	29.46%	44.19	16.12%	24.17	no	yes	no	no	no	1	5.00
Fenway	AR	3.24%	4.87	4.79%	7.19	no	yes	no	no	no	1	5.00
Grove Hall / Quincy Corridor	AS	47.71%	71.56	8.10%	12.15	yes	yes	no	no	no	2	10.00
Harbor View	AT	33.65%	50.47	10.64%	15.96	yes	yes	no	no	no	2	10.00
Highland Park	AU	24.00%	36.00	10.62%	15.94	yes	yes	yes	no	yes	4	20.00
Hobart Park	AV	11.81%	17.72	10.76%	16.14	no	yes	no	no	no	1	5.00
Jeffries Point	AW	22.36%	33.54	9.18%	13.77	yes	yes	no	no	no	2	10.00
Longfellow Area	AX	27.75%	41.62	17.87%	26.81	no	yes	no	no	no	1	5.00
Lower South Street Neighborhood	AY	31.14%	46.71	8.89%	13.34	yes	yes	yes	no	no	3	15.00
Melville Park	AZ	33.87%	50.80	9.44%	14.15	yes	yes	no	no	yes	3	15.00
Metropolitan Hill / Beech Street	BA	34.17%	51.25	11.15%	16.72	yes	no	no	no	yes	2	10.00
Moreland St And Mount Pleasant Ave Historic Districts	BB	36.17%	54.25	8.06%	12.08	yes	yes	yes	yes	no	4	20.00
Moss Hill	BC	35.08%	52.62	7.71%	11.57	yes	yes	no	no	no	2	10.00
Mount Hope / Canterbury	BD	38.04%	57.06	9.43%	14.15	yes	no	no	no	no	1	5.00
Neponset Ave / Philbrick / Wyvern Sts Association	BE	34.79%	52.19	10.63%	15.94	yes	yes	no	no	no	2	10.00
North Allston	BF	18.29%	27.44	10.84%	16.26	yes	yes	no	yes	no	3	15.00
Old Dover Neighborhood Association	BG	19.16%	28.74	11.60%	17.40	yes	yes	no	no	yes	3	15.00
Orchard Gardens Estates	BH	30.47%	45.70	6.32%	9.48	yes	yes	yes	no	yes	4	20.00
Orient Heights	BI	27.52%	41.27	11.57%	17.36	yes	yes	yes	no	yes	4	20.00
Parkside Neighborhood	BJ	26.07%	39.10	8.27%	12.41	yes	yes	no	no	no	2	10.00
Pleasant, Sumner, And East Cottage St Area	BK	30.28%	45.42	7.53%	11.30	yes	yes	no	no	yes	3	15.00
Readville 1	BL	29.00%	43.49	15.34%	23.01	yes	yes	no	no	no	2	10.00
Readville 2	BM	31.44%	47.16	11.17%	16.75	no	yes	no	no	no	1	5.00
River Street Corridor	BN	33.89%	50.83	13.61%	20.41	yes	yes	no	no	yes	3	15.00
Roxbury High District	BO	27.11%	40.67	13.72%	20.59	yes	yes	yes	no	yes	4	20.00
Saint Vincent's Lower End	BP	7.34%	11.01	6.21%	9.31	no	yes	no	no	yes	2	10.00
Savin Hill	BQ	12.72%	19.08	9.91%	14.86	no	yes	no	no	no	1	5.00
Sugar Hill	BR	27.54%	41.32	13.28%	19.93	yes	yes	no	no	yes	3	15.00
United Neighborhood Association, Four Corners	BS	53.99%	80.98	8.71%	13.07	yes	yes	no	no	no	2	10.00
West Of Washington Coalition	BT	47.15%	70.72	13.20%	19.79	yes	yes	no	no	no	2	10.00
Woodbourne Neighborhood Association	BU	29.04%	43.57	8.79%	13.18	yes	yes	no	no	no	2	10.00

Community Support						Crash History						Proximity to Active Transportation						Total Score		
Stakeholder letters		Presentation or conversation		Petition		Report or other		Fatal or injury crashes in zone			Fatal or injury crashes on boundary streets			MBTA rail transit or Key Bus Routes within .5 miles		Zone edges with bus routes			Streets in zone identified as walking & biking routes in master plans	
# of letters	Points	Occurred?	Points	Signatures collected?	Points	Provided?	Points	# of crashes	Crashes per mile	Points	# of crashes	Crashes per mile	Points	# of routes that stop within .5 mi.	Points	# of edges	Points		Streets identified in networks?	Points
7.53	15.06	--	4.26	--	2.62	--	0.89	--	2.59	12.96	--	40.81	10.20	3.85	11.55	2.02	2.02	--	1.21	129.54
7	14.00	yes	5.00	yes	3.00	no	0.00	5	1.99	9.93	60	46.27	11.57	3	9.00	3	3.00	no	0.00	131.80
19	38.00	yes	5.00	yes	3.00	no	0.00	3	1.08	5.42	22	39.49	9.87	1	3.00	1	1.00	no	0.00	106.99
19	38.00	yes	5.00	yes	3.00	no	0.00	3	2.82	14.10	27	32.17	8.04	2	6.00	3	3.00	no	0.00	107.60
13	26.00	yes	5.00	yes	3.00	yes	3.00	9	2.30	11.51	93	51.27	12.82	4	12.00	4	4.00	yes	3.00	159.74
4	8.00	yes	5.00	yes	3.00	no	0.00	1	0.63	3.16	22	36.02	9.00	3	9.00	2	2.00	yes	3.00	106.15
5	10.00	yes	5.00	no	0.00	no	0.00	3	5.22	26.11	10	45.75	11.44	6	18.00	1	1.00	no	0.00	142.55
5	10.00	yes	5.00	no	0.00	no	0.00	2	3.38	16.90	2	50.81	12.70	6	18.00	0	0.00	no	0.00	105.44
3	6.00	yes	5.00	no	0.00	no	0.00	5	3.46	17.29	11	47.41	11.85	4	12.00	1	1.00	no	0.00	138.47
5	10.00	yes	5.00	yes	3.00	no	0.00	2	2.28	11.42	20	36.29	9.07	8	24.00	3	3.00	yes	3.00	133.64
3	6.00	yes	5.00	yes	3.00	no	0.00	11	2.02	10.09	18	38.97	9.74	3	9.00	1	1.00	yes	3.00	105.58
12	24.00	no	0.00	yes	3.00	yes	3.00	9	1.62	8.08	20	15.72	3.93	7	21.00	3	3.00	no	0.00	141.90
3	6.00	yes	5.00	yes	3.00	no	0.00	3	1.32	6.62	10	6.93	1.73	1	3.00	1	1.00	no	0.00	97.83
29	58.00	yes	5.00	yes	3.00	yes	3.00	4	3.38	16.92	37	50.50	12.63	12	36.00	2	2.00	yes	3.00	202.65
9	18.00	no	0.00	yes	3.00	yes	3.00	6	0.95	4.73	29	11.16	2.79	1	3.00	4	4.00	no	0.00	95.77
5	10.00	no	0.00	yes	3.00	no	0.00	6	1.08	5.42	35	15.61	3.90	1	3.00	2	2.00	no	0.00	110.86
3	6.00	no	0.00	no	0.00	no	0.00	9	4.23	21.15	31	46.71	11.68	2	6.00	1	1.00	no	0.00	124.76
5	10.00	yes	5.00	yes	3.00	no	0.00	2	2.09	10.45	8	24.17	6.04	2	6.00	1	1.00	yes	3.00	117.86
11	22.00	yes	5.00	yes	3.00	no	0.00	13	4.48	22.41	55	48.89	12.22	12	36.00	3	3.00	yes	3.00	123.69
5	10.00	yes	5.00	yes	3.00	no	0.00	49	9.40	46.99	85	112.76	28.19	5	15.00	2	2.00	yes	3.00	206.89
4	8.00	yes	5.00	yes	3.00	yes	3.00	1	0.65	3.23	7	22.02	5.50	1	3.00	1	1.00	yes	3.00	111.16
14	28.00	yes	5.00	yes	3.00	yes	3.00	32	3.81	19.06	117	63.16	15.79	13	39.00	3	3.00	yes	3.00	190.79
2	4.00	no	0.00	no	0.00	no	0.00	0	0.00	0.00	1	10.85	2.71	1	3.00	1	1.00	no	0.00	49.57
6	12.00	yes	5.00	yes	3.00	no	0.00	4	0.99	4.93	4	26.56	6.64	4	12.00	2	2.00	no	0.00	102.87
16	32.00	yes	5.00	yes	3.00	yes	3.00	1	0.41	2.03	7	11.05	2.76	1	3.00	2	2.00	no	0.00	126.23
11	22.00	yes	5.00	yes	3.00	yes	3.00	3	1.45	7.24	25	28.06	7.01	2	6.00	2	2.00	no	0.00	130.29
13	26.00	yes	5.00	yes	3.00	no	0.00	9	1.81	9.04	108	75.04	18.76	4	12.00	3	3.00	yes	3.00	159.75
15	30.00	yes	5.00	yes	3.00	yes	3.00	8	2.33	11.67	29	26.46	6.62	2	6.00	3	3.00	no	0.00	146.26
7	14.00	yes	5.00	yes	3.00	no	0.00	14	3.12	15.62	95	54.03	13.51	7	21.00	3	3.00	no	0.00	161.46
5	10.00	yes	5.00	yes	3.00	no	0.00	0	0.00	0.00	8	32.27	8.07	1	3.00	1	1.00	no	0.00	104.26
15	30.00	yes	5.00	yes	3.00	yes	3.00	9	3.40	17.01	123	83.33	20.83	1	3.00	3	3.00	yes	3.00	164.05
4	8.00	yes	5.00	yes	3.00	yes	3.00	7	2.18	10.88	48	83.02	20.75	2	6.00	2	2.00	yes	3.00	139.77
20	40.00	yes	5.00	yes	3.00	no	0.00	2	0.46	2.28	34	19.27	4.82	3	9.00	3	3.00	yes	3.00	128.79
7	14.00	yes	5.00	yes	3.00	no	0.00	5	3.23	16.15	46	39.85	9.96	5	15.00	4	4.00	yes	3.00	131.26
5	10.00	yes	5.00	yes	3.00	no	0.00	13	5.57	27.86	110	82.08	20.52	6	18.00	2	2.00	no	0.00	161.56
0	0.00	yes	5.00	no	0.00	no	0.00	31	2.76	13.79	96	21.48	5.37	1	3.00	3	3.00	yes	3.00	111.79
5	10.00	yes	5.00	yes	3.00	no	0.00	7	2.90	14.52	39	42.14	10.53	3	9.00	1	1.00	yes	3.00	117.57
10	20.00	yes	5.00	yes	3.00	no	0.00	7	3.84	19.19	60	44.35	11.09	6	18.00	2	2.00	no	0.00	149.99
1	2.00	no	0.00	yes	3.00	no	0.00	2	0.87	4.35	3	4.56	1.14	3	9.00	2	2.00	no	0.00	98.00
1	2.00	no	0.00	yes	3.00	no	0.00	0	0.00	0.00	11	31.65	7.91	3	9.00	1	1.00	no	0.00	91.83
1	2.00	yes	5.00	yes	3.00	yes	3.00	10	1.86	9.29	46	30.21	7.55	3	9.00	1	1.00	yes	3.00	129.08
2	4.00	yes	5.00	yes	3.00	no	0.00	10	3.53	17.66	75	39.90	9.98	8	24.00	3	3.00	no	0.00	147.90
4	8.00	yes	5.00	yes	3.00	yes	3.00	1	0.27	1.33	36	20.23	5.06	1	3.00	2	2.00	no	0.00	60.71
3	6.00	yes	5.00	yes	3.00	no	0.00	1	0.57	2.83	0	0.00	0.00	1	3.00	0	0.00	no	0.00	58.77
4	8.00	yes	5.00	yes	3.00	no	0.00	25	7.91	39.57	86	83.91	20.98	3	9.00	3	3.00	no	0.00	164.79
4	8.00	yes	5.00	yes	3.00	no	0.00	13	3.84	19.22	67	56.88	14.22	4	12.00	2	2.00	no	0.00	167.49
1	2.00	yes	5.00	yes	3.00	no	0.00	19	9.08	45.41	28	98.78	24.70	5	15.00	1	1.00	yes	3.00	199.62
9	18.00	yes	5.00	yes	3.00	yes	3.00	3	1.26	6.30	21	30.28	7.57	4	12.00	1	1.00	no	0.00	122.61

