

# WELCOME TO THE HANCOCK STREET TRIANGLE SLOW STREETS VIRTUAL WORKSHOP

*The presentation will begin in a few minutes.*



Your microphone is turned off.



[boston.gov/slow-streets/hancock](https://boston.gov/slow-streets/hancock)  
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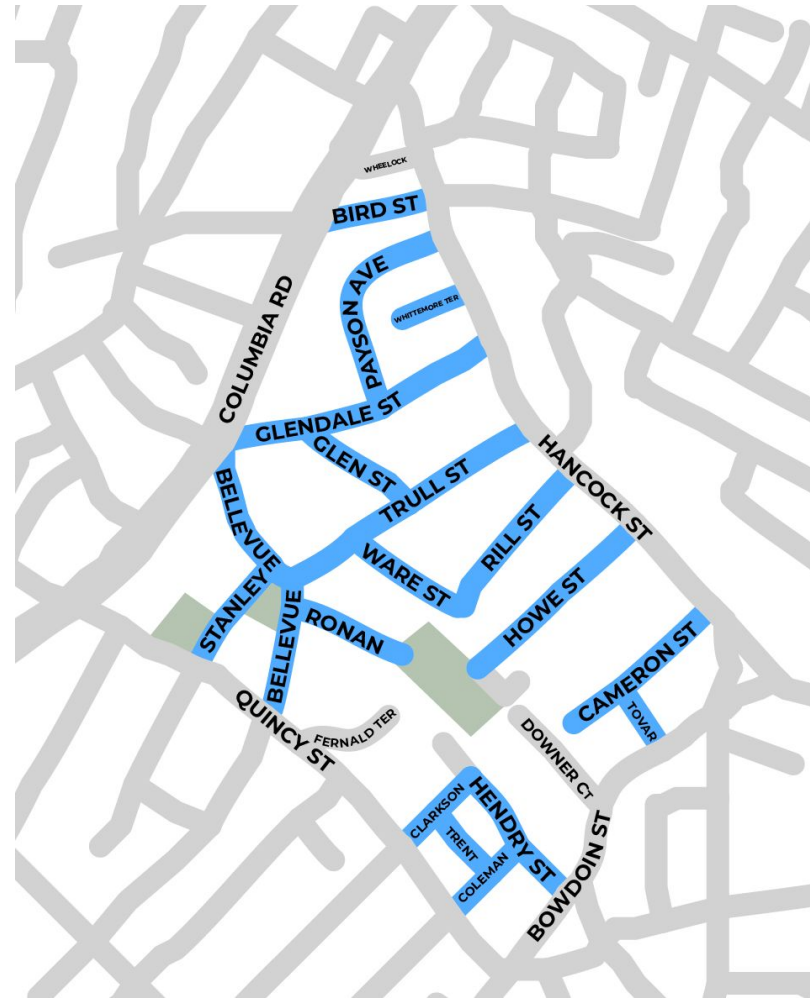


We will give you time to ask questions aloud.

Hancock Street Triangle

# Neighborhood Slow Streets Zone

*April 27, 2021*



# HI!



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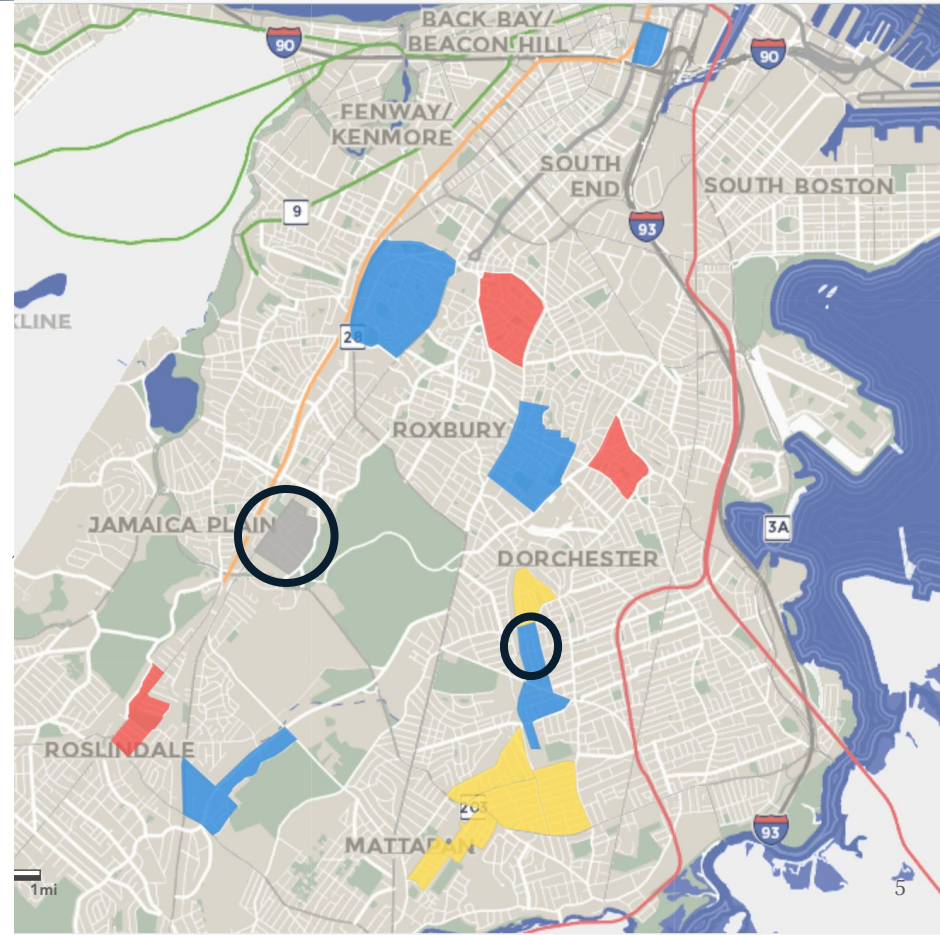
# WHAT IS NEIGHBORHOOD SLOW STREETS?

- ▶ Focus on safety on a connected network of small, **neighborhood** streets
- ▶ Built design changes to improve safety and slow speeds
- ▶ Posted speed limit of 20 MPH



# NEIGHBORHOOD SLOW STREETS ZONES

- ▶ We work in the areas with the highest need
- ▶ Fifteen zones to date:
  - The two zones circled have finished construction
  - Nine zones are ready for construction
  - Three new zones this year (red)



# PRIORITIZING PLACES WITH THE HIGHEST NEED

*New zones are prioritized to serve our most vulnerable people, in our important community places, where crashes have happened.*

**ZONES WERE SCORED ON A SCALE OF 0 POINTS (LESS NEED) TO 100 POINTS (MOST NEED):**

UP TO 60 POINTS				UP TO 35 POINTS		UP TO 15 POINTS						
<b>ELDERS</b> % of population are over 65 years old (Census data)	+	<b>YOUTH</b> % of households with youth under 18 years old (Census data)	+	<b>DISABILITY</b> % of households with a person with a disability (Census data)	+	<b>COMMUNITY PLACES</b> Public schools, community centers, libraries, and parks within or on the border of the zone	+	<b>CRASHES ON MINOR STREETS</b> Crashes per mile on the smaller, neighborhood streets (EMS data)	+	<b>CRASHES ON MAJOR STREETS</b> Crashes at intersection of major streets and smaller, neighborhood streets (EMS data)	+	<b>CONNECTIONS</b> Nearby transit stops and stations as well as walking and biking networks identified in Go Boston 2030 and other neighborhood plans

# HOW WE APPROACH DESIGN

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**Engage**  
residents in  
prioritizing **key**  
**focus areas**

**Prioritize** people  
walking and  
biking, older  
adults, youth,  
and people with  
disabilities

Reduce crashes  
that lead to  
serious **injury**  
or **fatality**

# HOW WE HEARD FROM YOU:

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## BY MAIL

- ▶ letter and survey question mailed in late August

## INTERACTIVE SURVEY

- ▶ open through December, published in English, Spanish, and Cape Verdean Creole

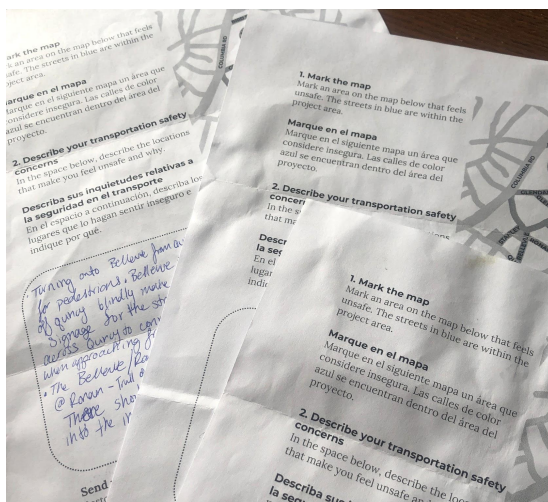
## OUTDOOR WORKSHOP

- ▶ September 26, 2020 at Stanley-Bellevue Park



# HOW WE GOT HERE

## YOUR LETTERS, COMMENTS



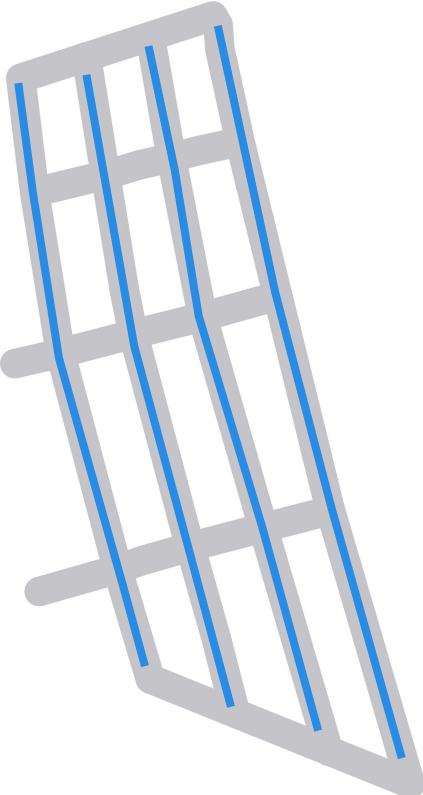
## OUR OBSERVATIONS



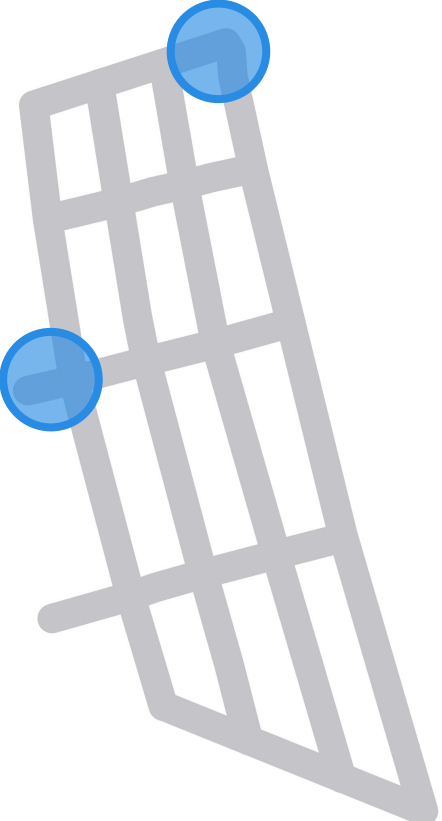
## DESIGN CONCEPTS



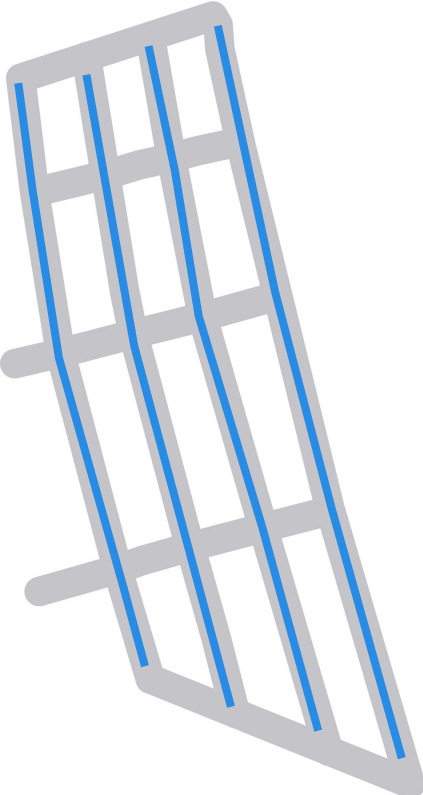
# GENERAL CONCERNS



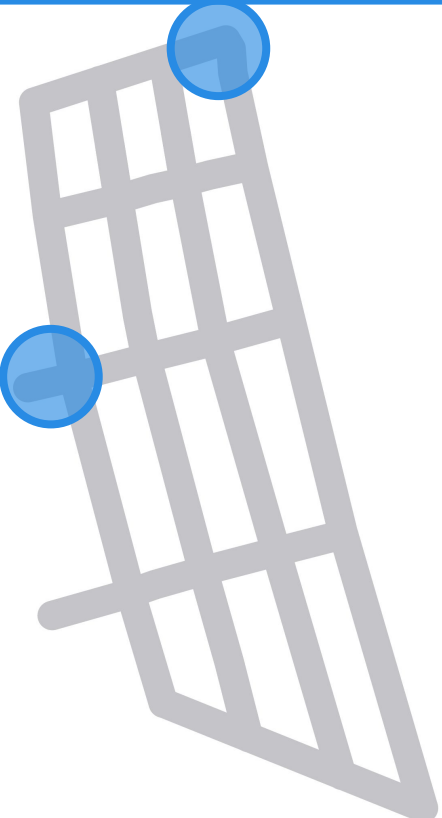
# FOCUS AREAS

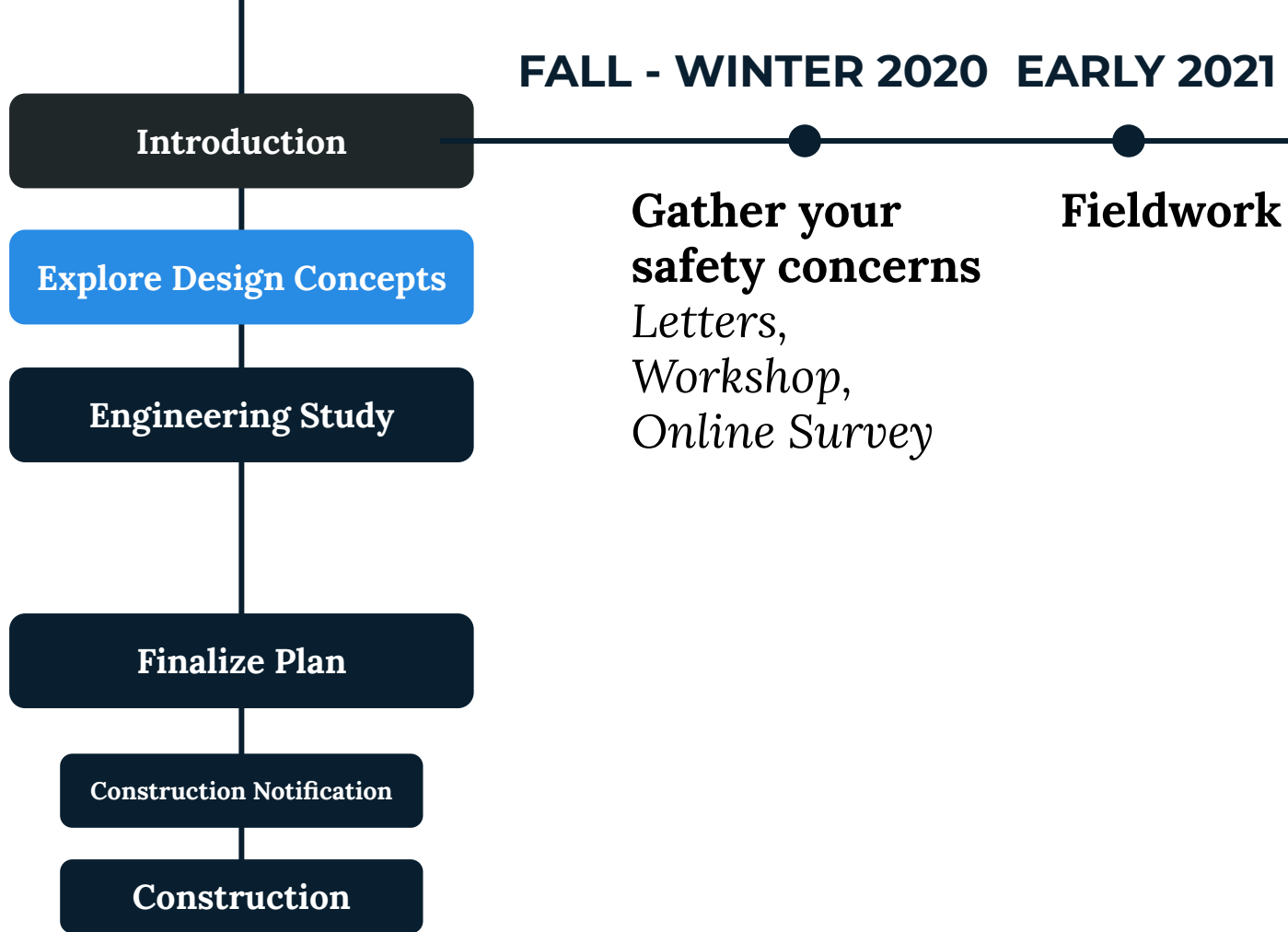


# GENERAL CONCERNS



# FOCUS AREAS





**Introduction**

**Explore Design Concepts**

**Engineering Study**

**Finalize Plan**

**Construction Notification**

**Construction**

**NOW**

**SUMMER 2021**

Share  
concepts for  
focus areas

Develop  
general  
concepts for  
zone

Share  
concept  
plan with  
you

# CURB EXTENSIONS

Curb extensions create a shorter crossing. The sidewalk is extended into the street and provides more space for building an gradually sloping, accessible ramp.



# RAISED CROSSWALKS

Raised crosswalks are at the same level as the sidewalk. They slow drivers and make it easier to see people crossing.



# WITHOUT CLEAR CORNERS

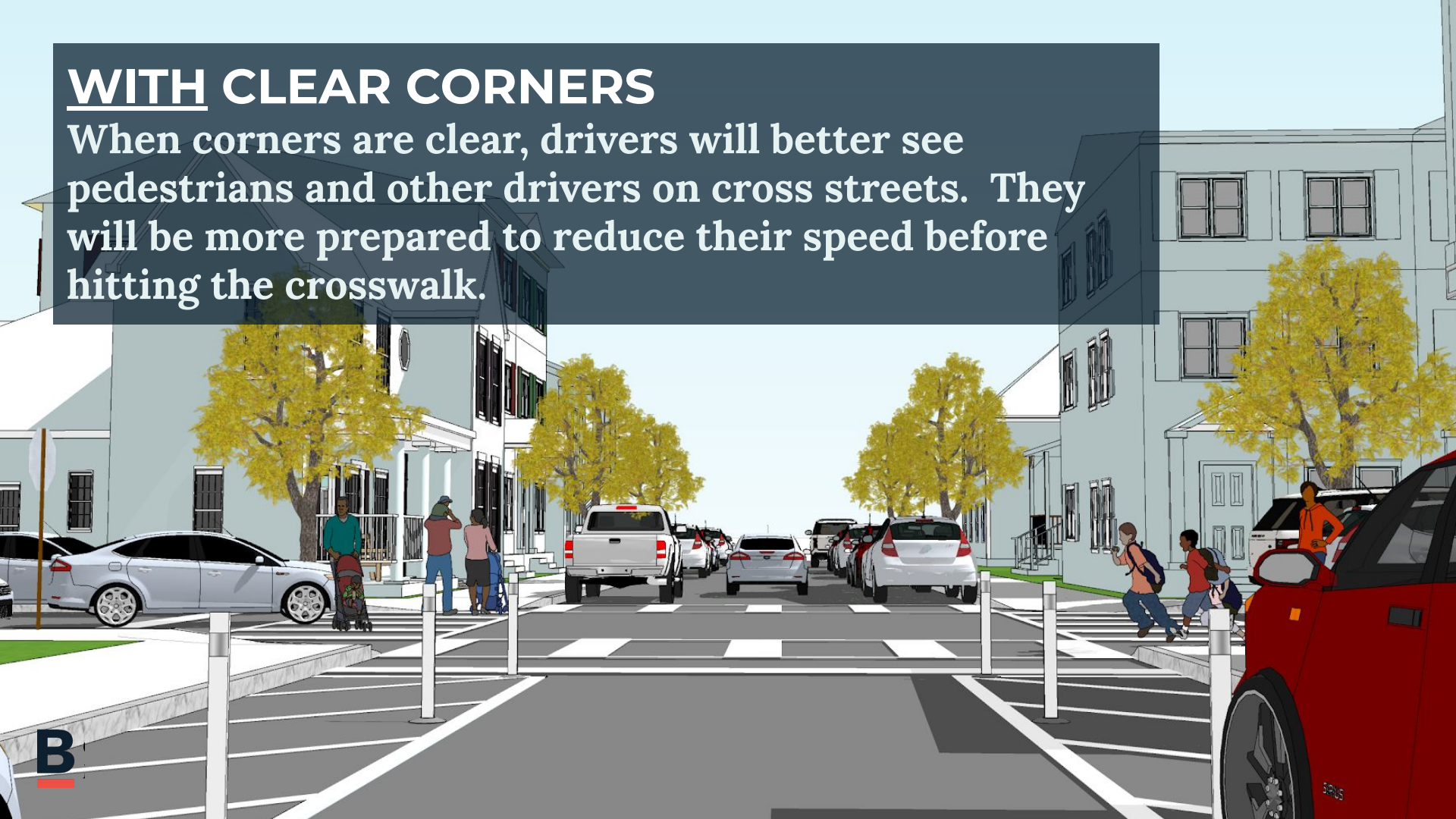
Cars parked too close to the crosswalk can make it hard to see other drivers or people walking. This makes crashes at intersections more dangerous.





## WITH CLEAR CORNERS

When corners are clear, drivers will better see pedestrians and other drivers on cross streets. They will be more prepared to reduce their speed before hitting the crosswalk.



An aerial photograph of a residential neighborhood. On the left is a large, multi-story yellow house with a prominent arched window. To its right is a street with several cars parked. Further right are several other houses, including a two-story grey one and a red one. A blue semi-transparent overlay covers the middle portion of the image, with white text centered on it.

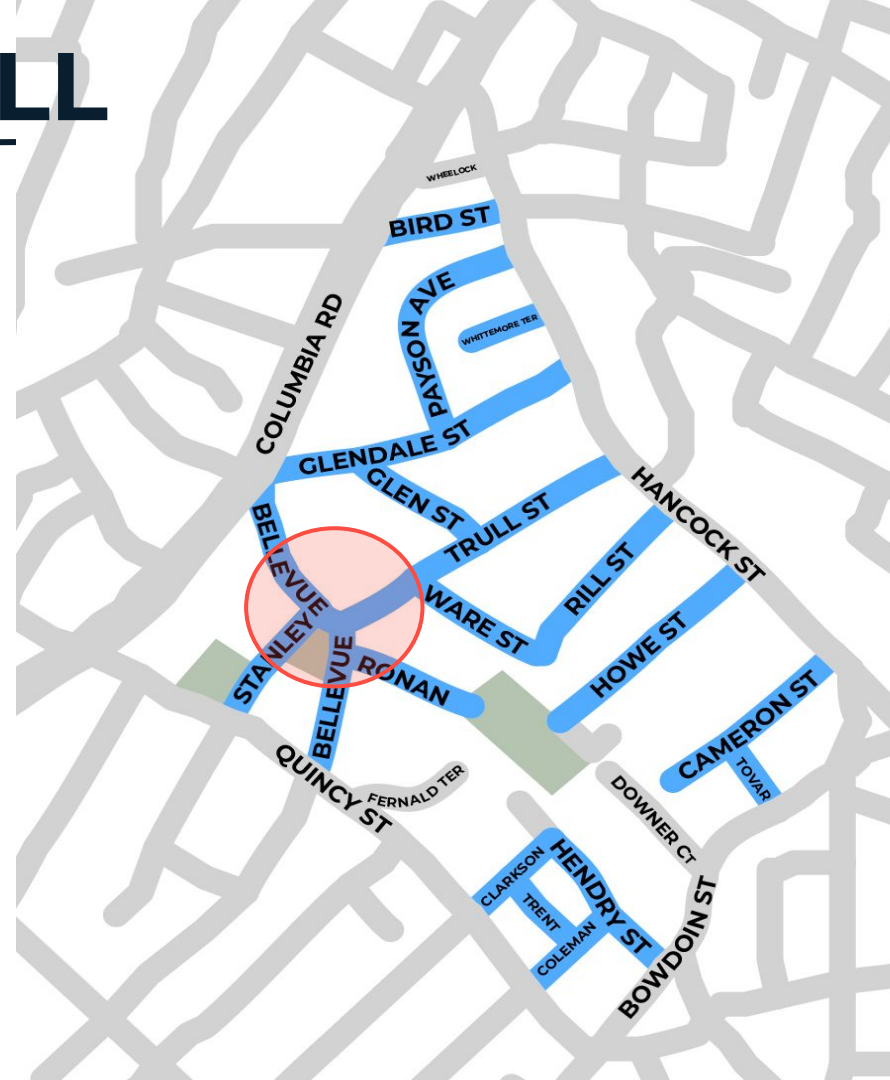
# FOCUS AREA 1: BELLEVUE AND TRULL



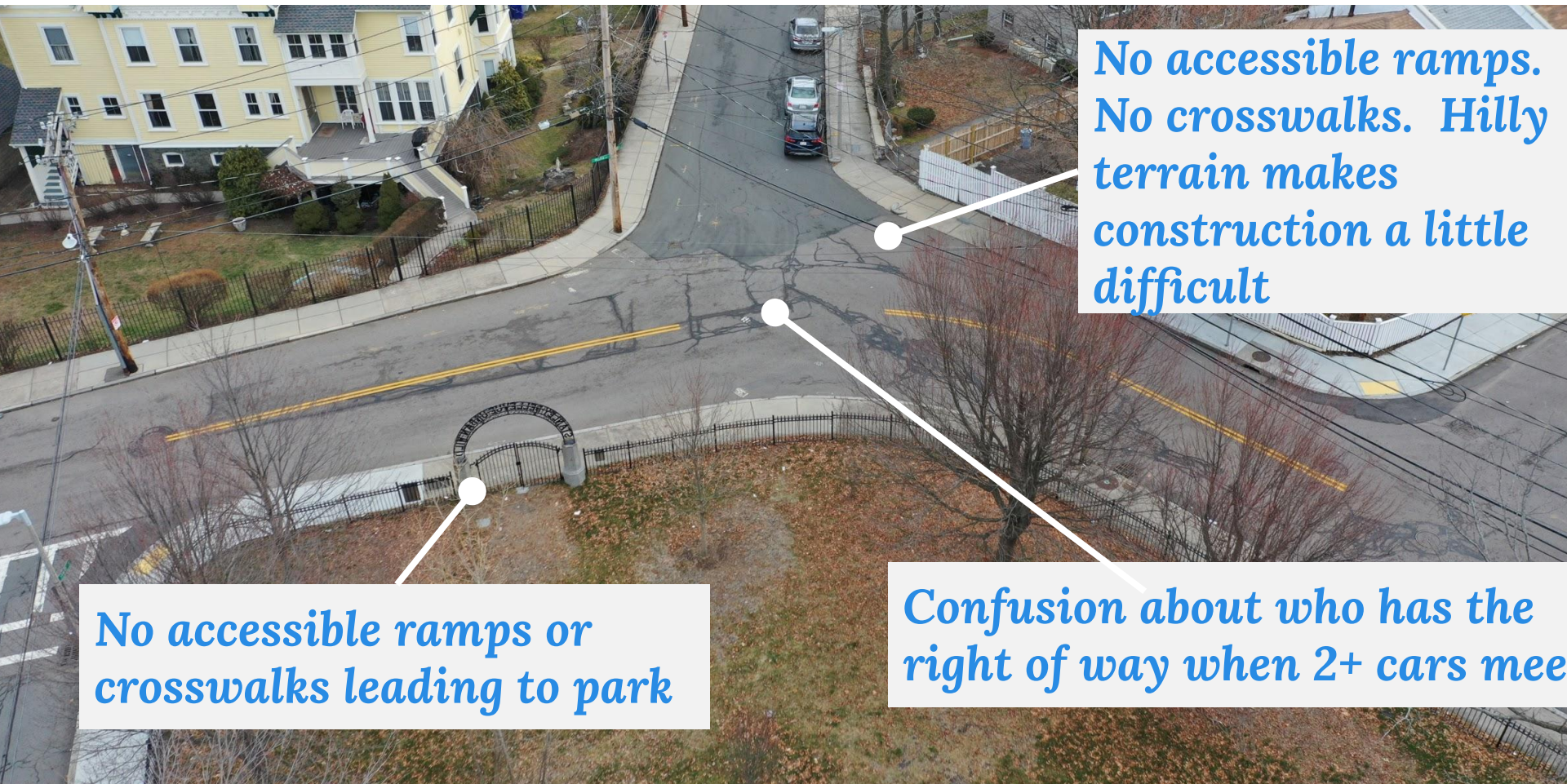
# BELLEVUE AND TRULL

*Your safety concerns:*

- ▶ Crossing the street does not feel safe
- ▶ People turn to fast!
- ▶ People park in designated “no parking areas”
- ▶ It is hard to see other people crossing the street at the intersection
- ▶ Bellevue south of Trull feels narrow as a 2-way street



# WHAT WE OBSERVED:



No accessible ramps.  
No crosswalks. Hilly  
terrain makes  
construction a little  
difficult

No accessible ramps or  
crosswalks leading to park

Confusion about who has the  
right of way when 2+ cars mee

# BELLEVUE AND TRULL

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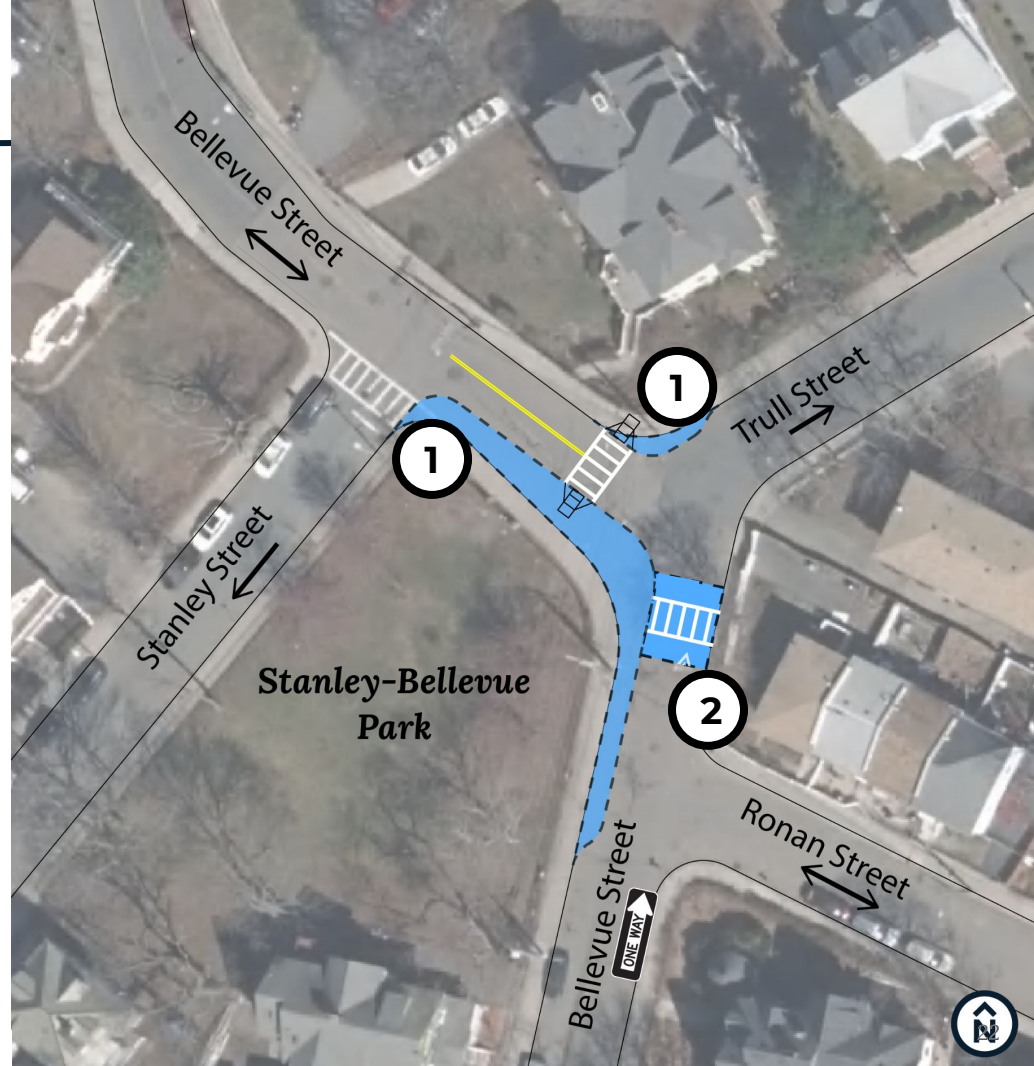
*Street design goals:*

- ▶ Provide **safe crossing** across Bellevue
- ▶ Change shape of intersection so drivers turn at **better angles for seeing others**
- ▶ Make Bellevue between Trull and Quincy Street **one-way** toward Trull

# PROPOSED IDEA:

## 1 Add curb extensions

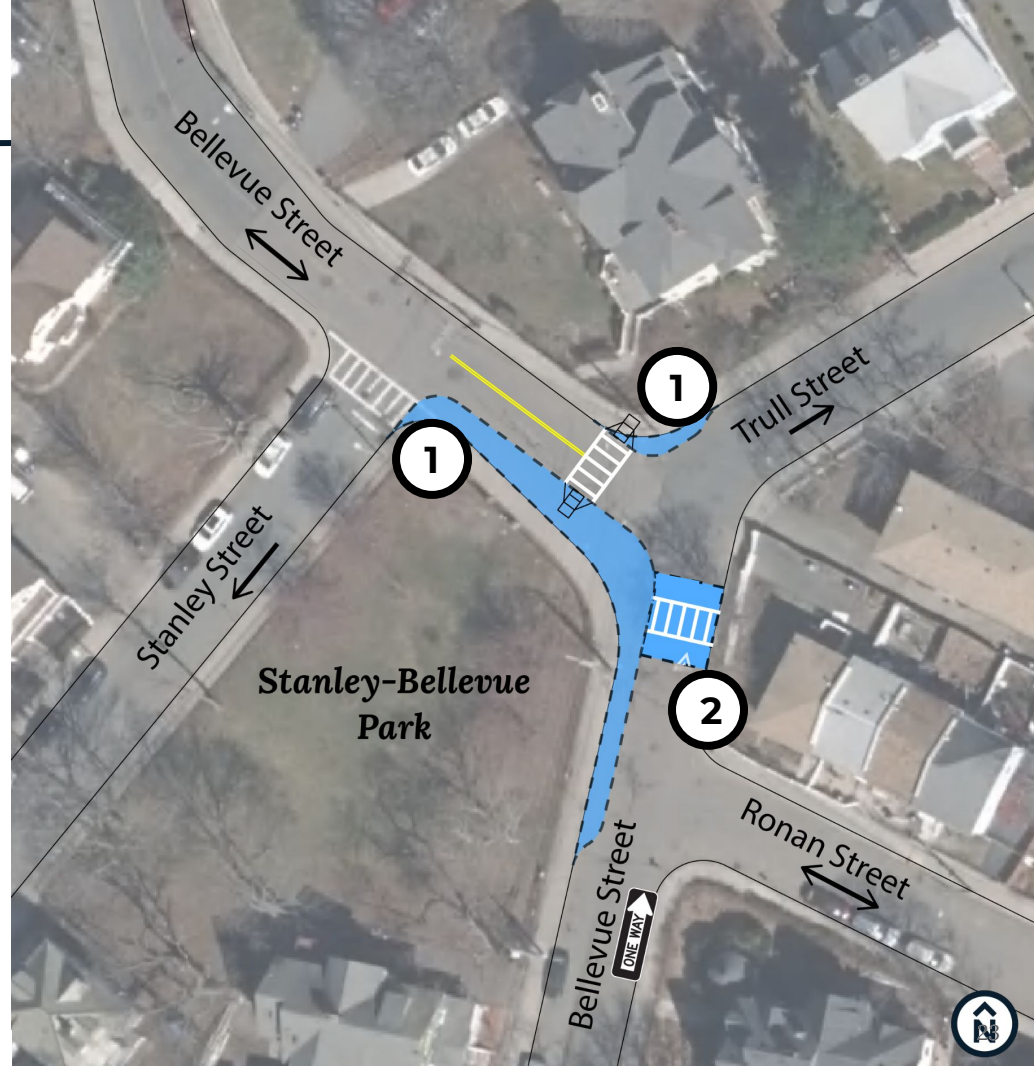
- ▶ More predictable intersection shape
- ▶ Safer and shorter crossings
- ▶ More space to build accessible curb ramps
- ▶ Keeps corners clear so it is easier to see others at the intersection



# PROPOSED IDEA:

## 2 Add raised crosswalk

- ▶ Creates safe and accessible crossing on Bellevue
- ▶ Makes pedestrians more visible
- ▶ Drivers must slow down before turning onto Trull





**FOCUS AREA 2:  
HANCOCK STREET**



# HANCOCK STREET

## *Your concerns:*

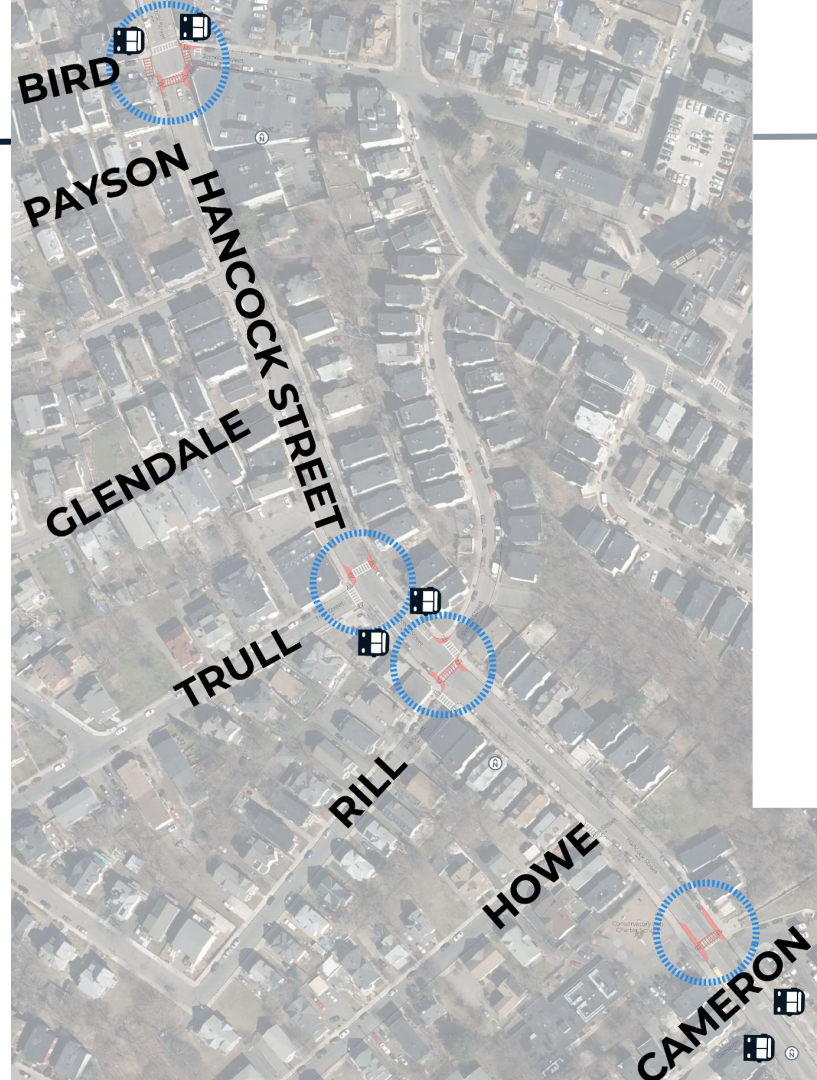
- ▶ Need safe crossing to bus stops
- ▶ Drivers don't stop for people crossing the street
- ▶ Curb ramps are not accessible
- ▶ People park too close to corners, which makes it hard to see others



# HANCOCK STREET

## *Observations:*

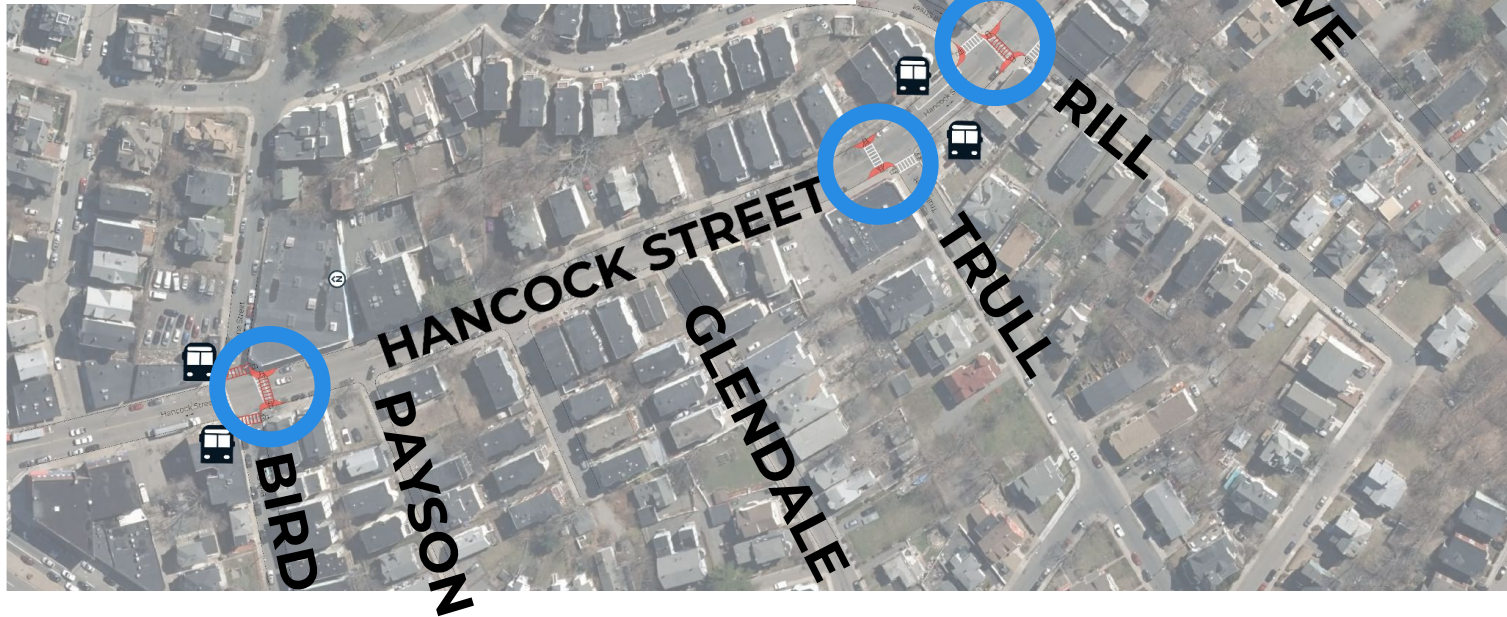
- ▶ History of pedestrian crashes along street
- ▶ Crosswalks are not at every street crossing
- ▶ Bend in street between Trull and Rill causes visibility issues



# HANCOCK STREET FOCUS AREAS

## Adding curb extensions:

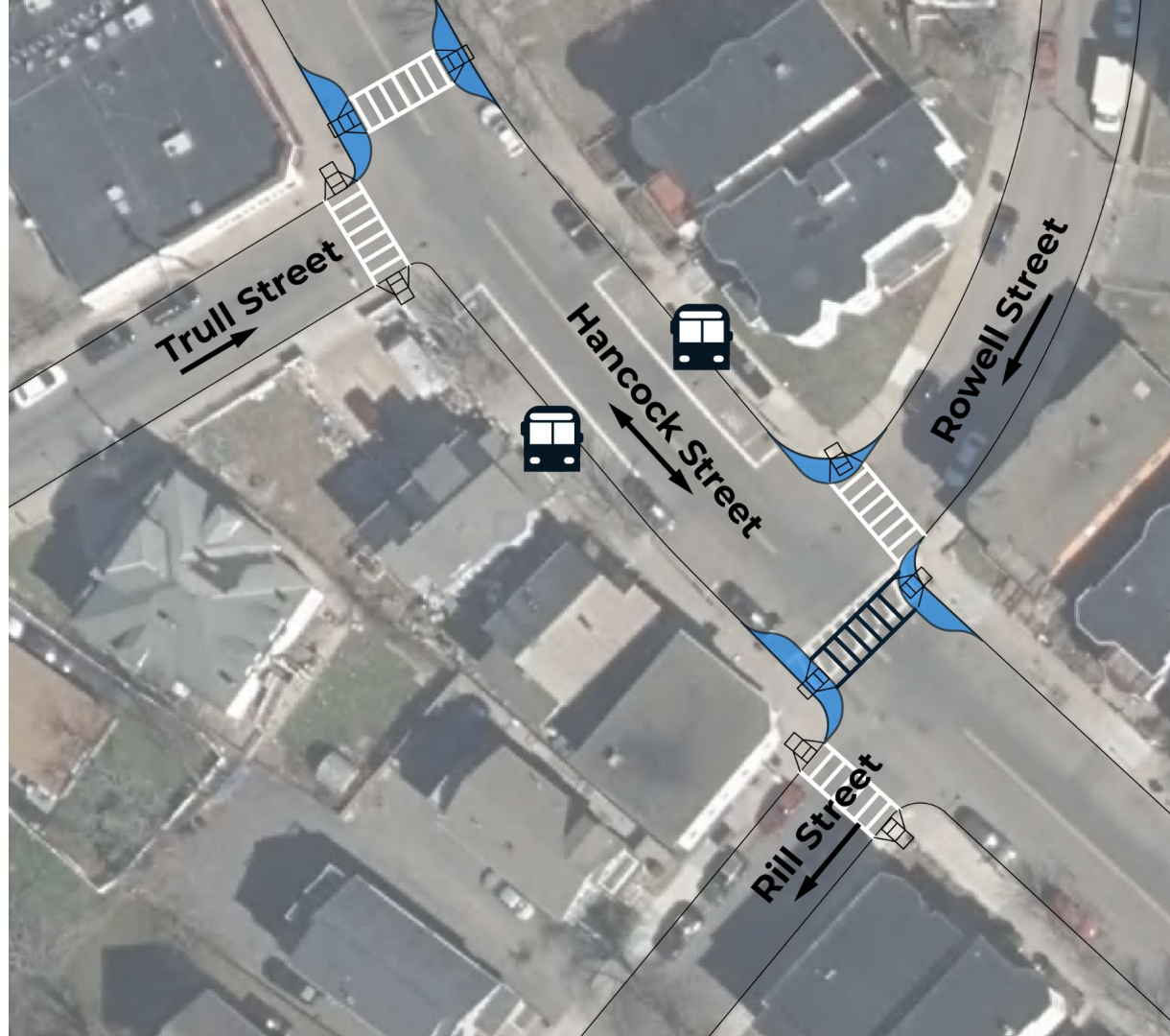
- ▶ Makes crosswalk safer and shorter
- ▶ Drivers can better see pedestrians
- ▶ More space for accessible ramps



*Hancock Street  
and Bird Street/  
Jerome Street*  
**CURB  
EXTENSIONS**



*Hancock Street  
and Trull Street/  
Rowell Street*  
**CURB  
EXTENSIONS**



*Hancock Street  
near  
Conservatory Lab  
School*  
**CURB  
EXTENSIONS**



## Introduction

Gather your concerns

Fieldwork

## Explore Design Concepts

**NOW**

Draw and share  
concepts for focus  
areas

Draw up general  
concepts for zone

Share concept  
plan with you

## Engineering Study

**FALL 2021**

Confirm we can build these  
ideas. We'll investigate ideas  
through engineering process

Review any changes & what  
the final plan will look like

## Finalize Plan

Collaborate with other City agencies  
and departments through multiple  
round of design review

Prepare engineering plans  
for construction

## Construction Notification

## Construction

**SPRING/SUMMER 2022**

# STAY IN TOUCH

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- ▶ [boston.gov/slow-streets/hancock](https://boston.gov/slow-streets/hancock)
  - Sign up for emails
  - Check the latest news
- ▶ [hannah.fong@boston.gov](mailto:hannah.fong@boston.gov)
- ▶ 617-635-1347