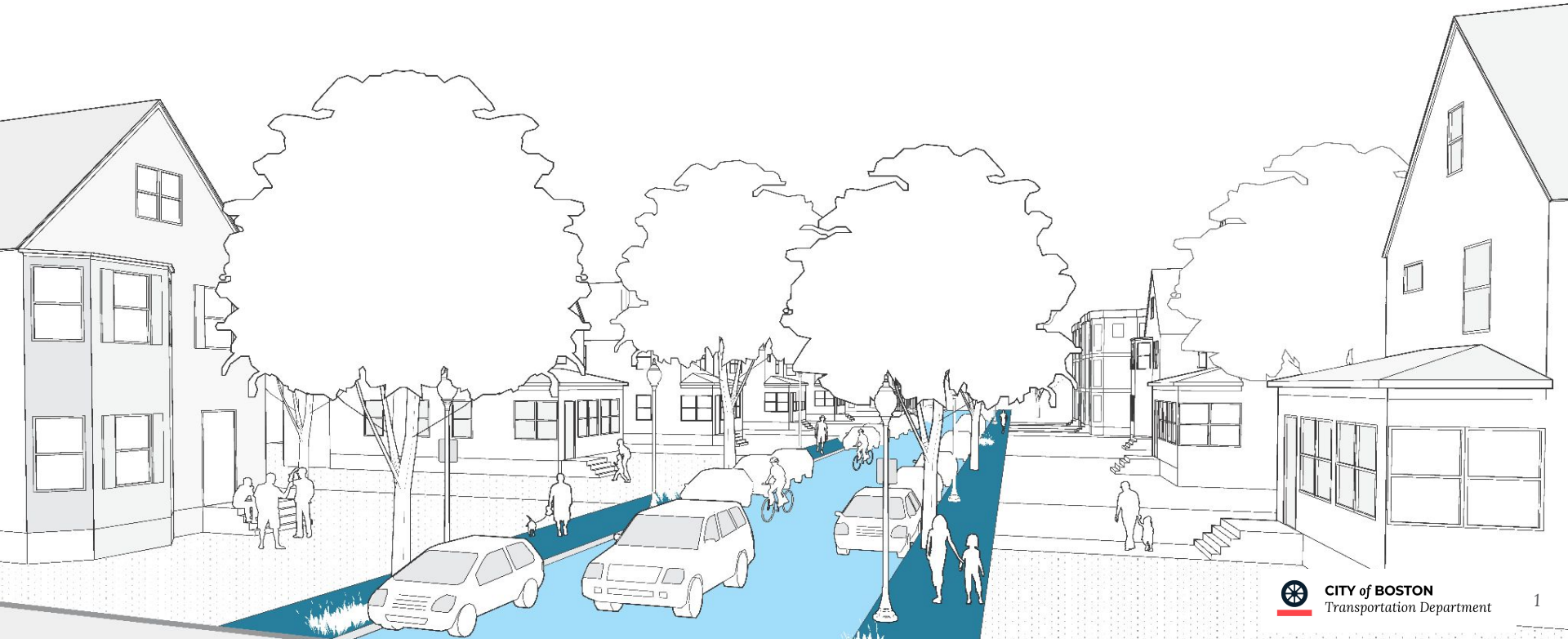


WELCOME TO THE HANCOCK STREET TRIANGLE VIRTUAL MEETING

The presentation will begin in a few minutes.



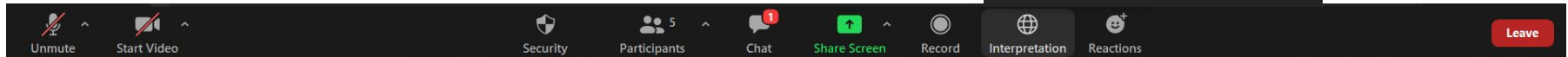
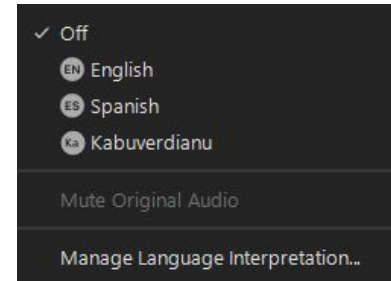
Welcome!

English: For interpretation in Portuguese.

1. Go to control bar at the bottom of the screen and Click "Interpretation"
2. Next, click on the language that you would like to hear.
3. You now have access to the Portuguese meeting

Para interpretação int Português.

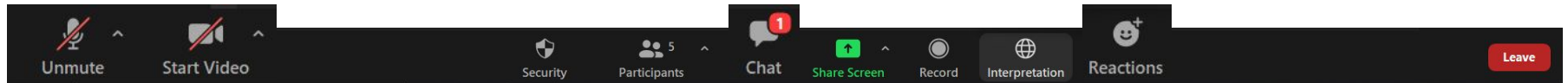
1. *Vá para a barra de controle horizontal na parte inferior da tela. Clique em "Interpretation".*
2. *Em seguida, clique no idioma que deseja ouvir.*
3. *Agora você está acessando esta reunião em Português*



Welcome!

This meeting **will be recorded**.

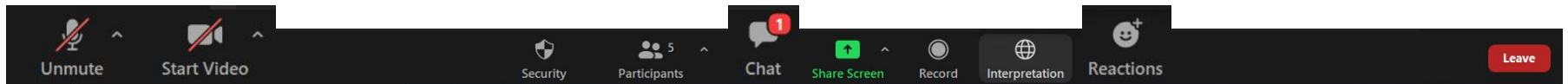
Update your name in Zoom to include your preferred name and your pronouns.



Welcome!

Your microphones are turned off to start. You will need to unmute to speak. Joining via phone? Press *6 to unmute.

You can use non-verbal feedback options. Raise your hand or leave a message in the chat box if you have a question. If you called into the meeting, use *9 to raise your hand.



Neighborhood Slow Streets

HANCOCK STREET TRIANGLE

October 27, 2021
via Zoom

Hi!



Hannah Fong (she/her)

Planner, Active Transportation
Boston Transportation Department
hannah.fong@boston.gov



Dan Merrow (he/him)

Sr. Engineer, Active Transportation
Boston Transportation Department
daniel.merrow@boston.gov



Stefanie Seskin (she/her)

Active Transportation Director
Boston Transportation Department
stefanie.seskin@boston.gov

Hancock Street Triangle zone



Tonight's meeting

- ▶ Review what we have done so far
- ▶ Share what to expect throughout the zone
- ▶ Talk about the redesign for Bellevue at Trull Street
- ▶ Discuss street direction changes
- ▶ Update on next steps



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**



How we approach design

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

BY MAIL

- ▶ letter and survey question mailed in late August 2020

INTERACTIVE SURVEY

- ▶ open through December 2020, published in English, Spanish, and Cape Verdean Creole

OUTDOOR WORKSHOP

- ▶ September 26, 2020 at Stanley-Bellevue Park

VIRTUAL MEETING

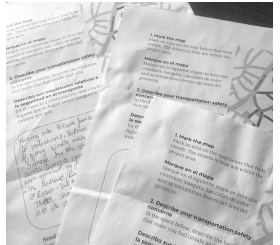
- ▶ April 27, 2021 via Zoom

ADDITIONAL FEEDBACK

- ▶ Online feedback form, phone calls with you, and emails with you

How we got here

YOUR LETTERS, COMMENTS



OUR OBSERVATIONS



DESIGN CONCEPTS

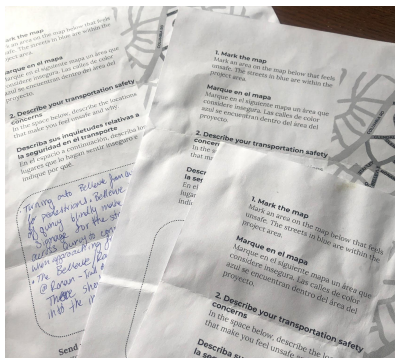


We shared these concepts in April 2021 and accepted comments through the summer.

DESIGN CONCEPTS



YOUR LETTERS, COMMENTS



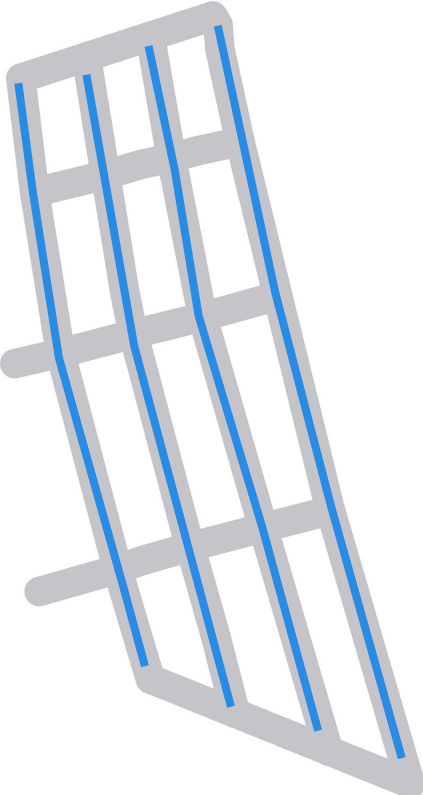
ENGINEERING REVIEW



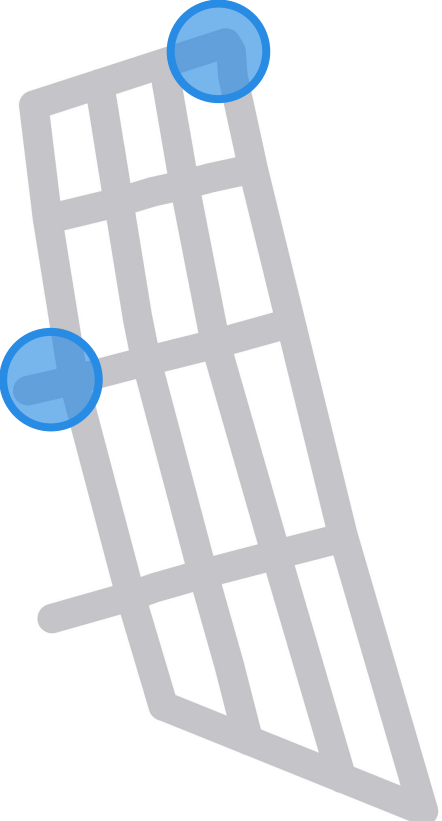
INITIAL DESIGN



GENERAL CONCERNS



FOCUS AREAS





THROUGHOUT THE ZONE

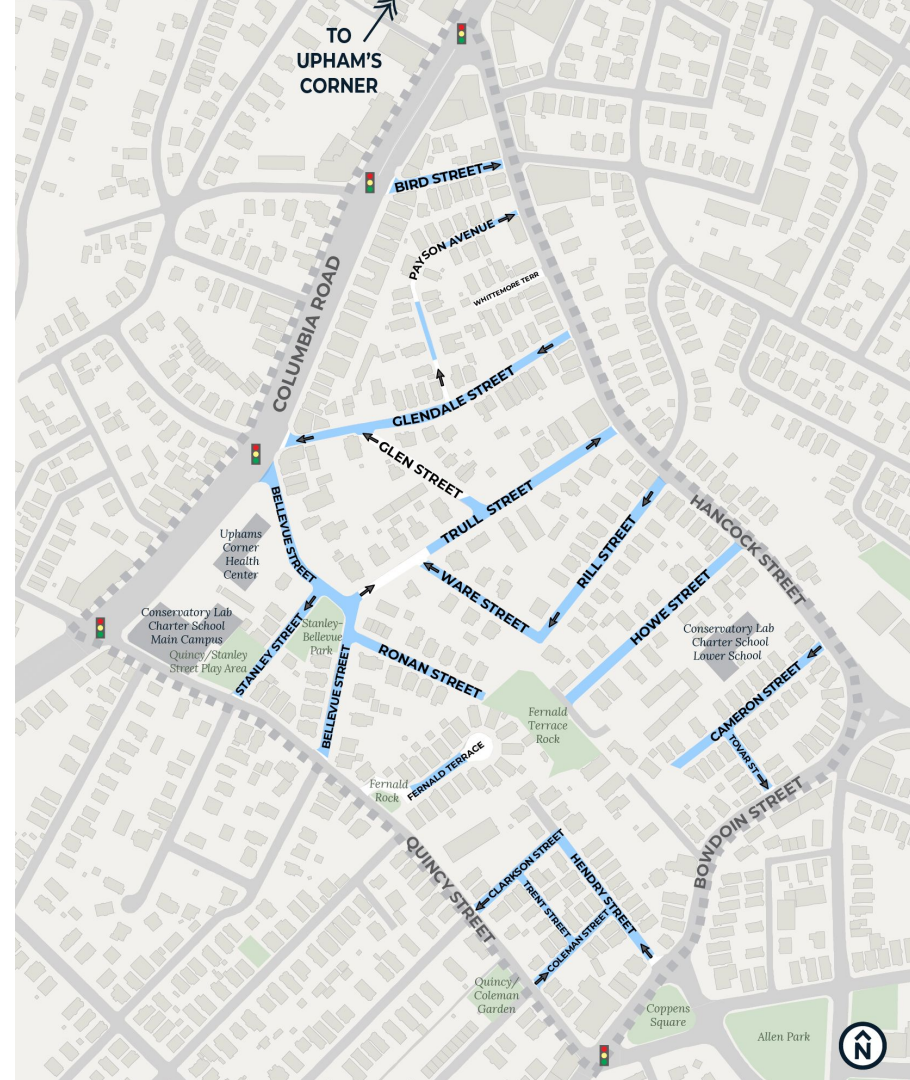
“Gateway” signs and markings

- ▶ Let people know they’re in a Slow Zone
- ▶ 20 MPH signs
- ▶ Supplemental “20 MPH” pavement marking



Add speed humps on many streets

- ▶ Every 150' to 250'
- ▶ Not in front of driveways
- ▶ No impact on parking



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

Speed hump considerations

1. Hills
2. Curved streets
3. Emergency needs

We cannot put speed humps on steep sections of streets.



Speed hump considerations

1. Hills
2. Curved streets
3. Emergency needs

We cannot put speed humps on or near curves. Drivers won't have enough advance visibility of them.



Speed hump considerations

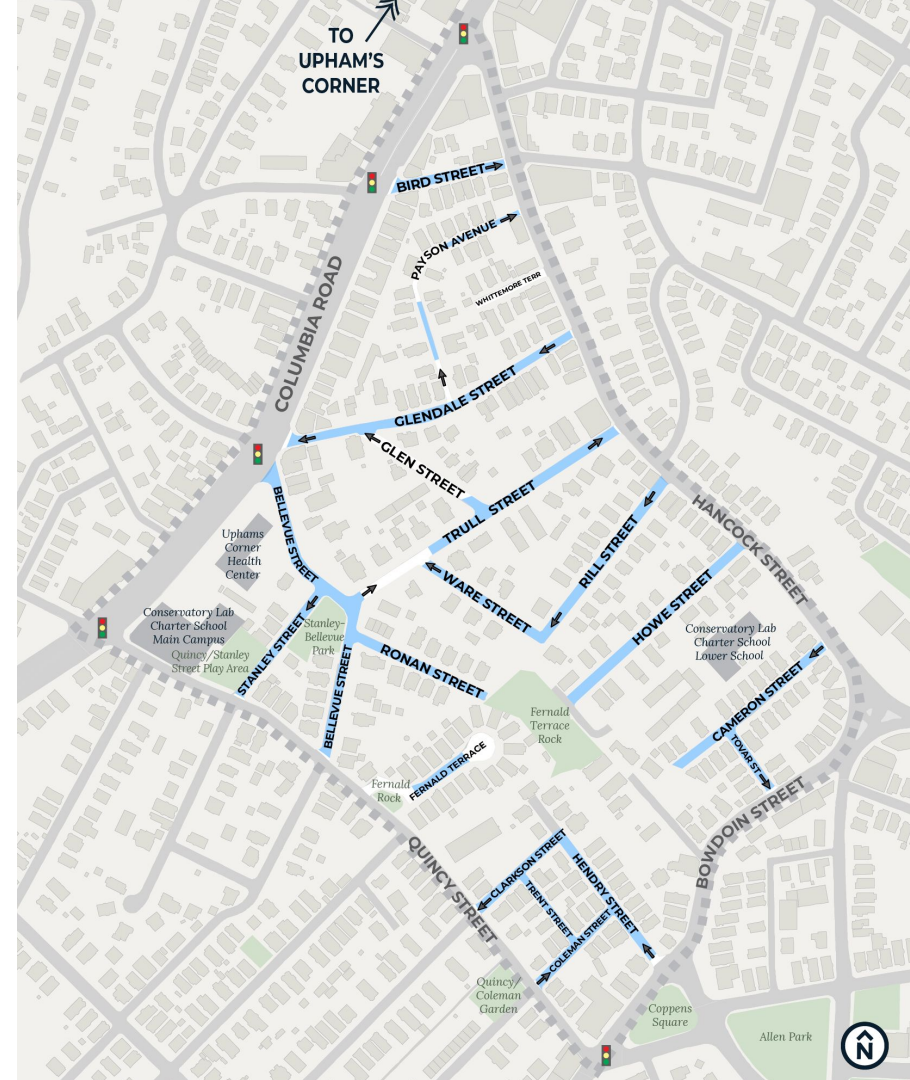
1. Hills
2. Curved streets
3. **Emergency needs**



We follow guidance from emergency responders to plan how many speed humps we can build. We balance everyday safety needs with minimizing response times.

We are considering speed humps on these streets.

- ▶ **Blue areas** indicate potential speed humps segments.
- ▶ Segments in white are not eligible for speed humps.
- ▶ After the design review process, we may not put speed humps on all streets.



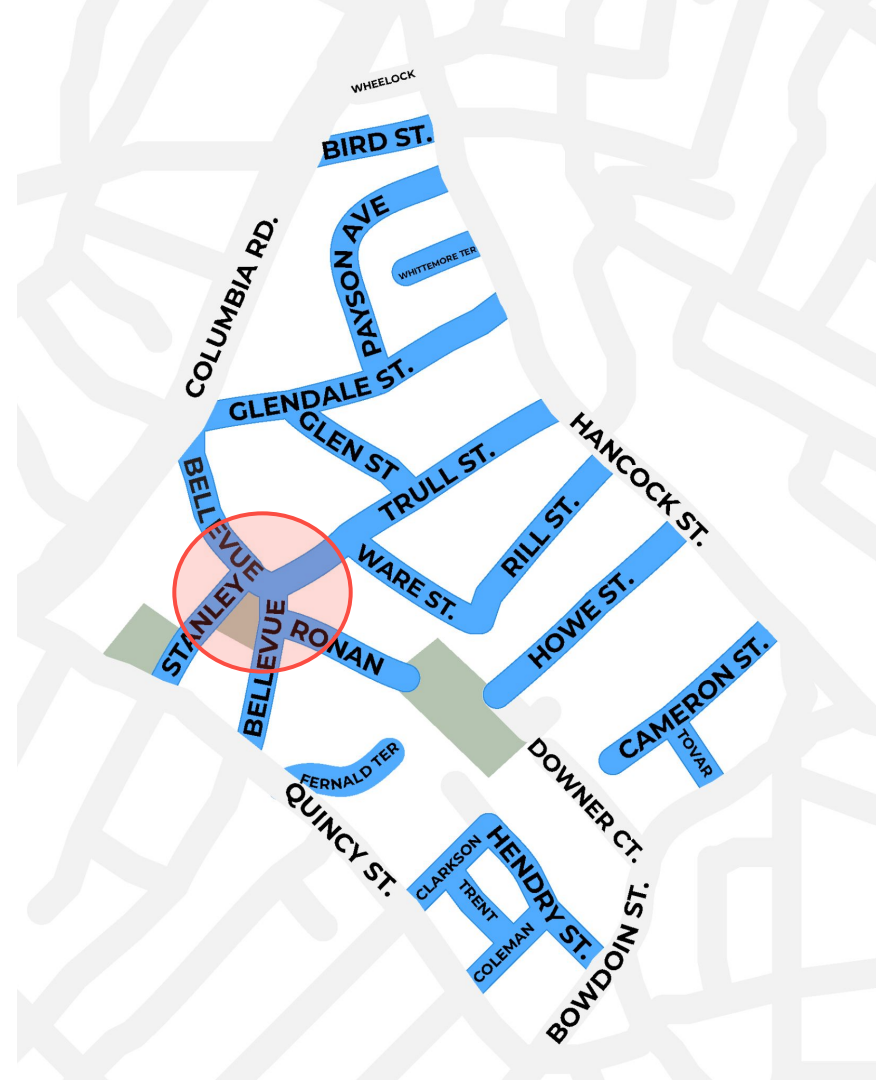


**FOCUS AREA 1:
BELLEVUE AND TRULL**

THE BELLEVUE SECURITIES

We're focusing here because you told us:

- ▶ Crossing the street does not feel safe
- ▶ People turn too 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



CURB EXTENSIONS

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

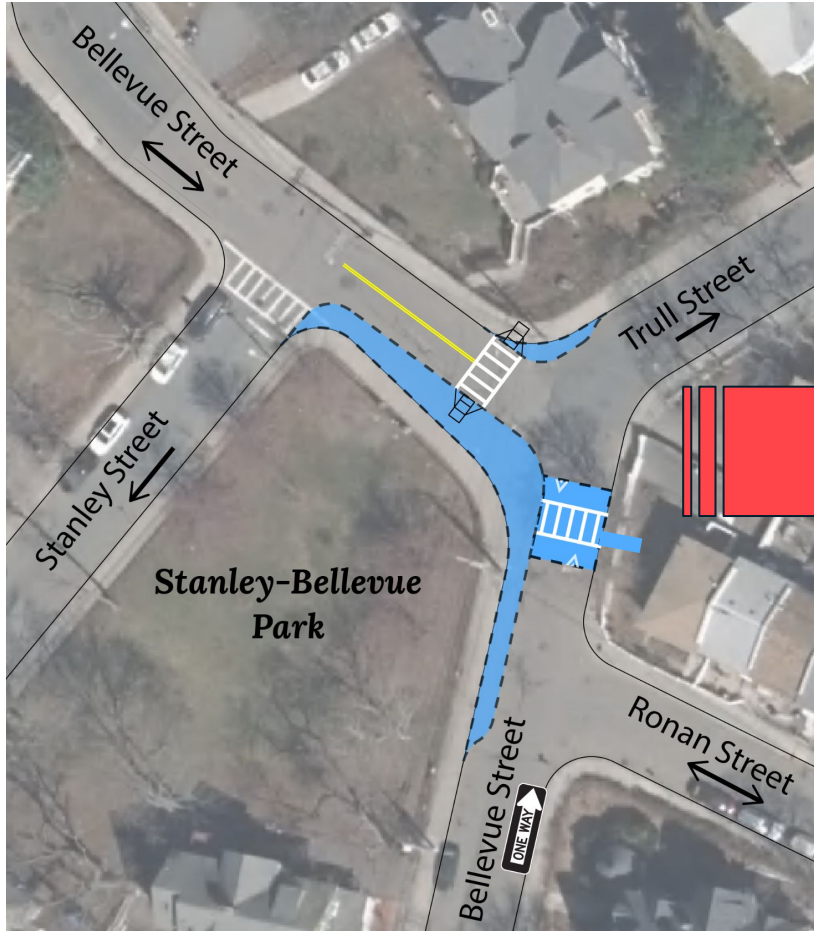


RAISED CROSSWALKS

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



Concept



Initial design

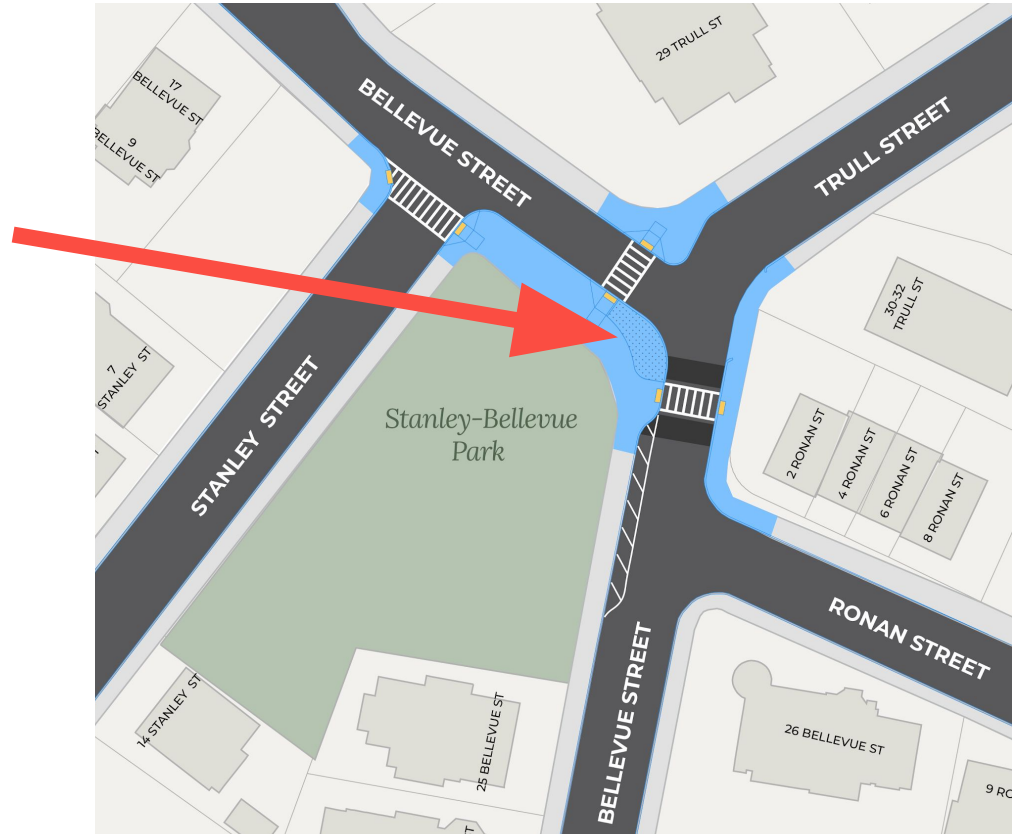


What changed?

To meet accessibility requirements, a small portion of the curb extension will not be walkable.



Example from Harvard Street in Dorchester



What changed?

We cannot build the curb extension on Bellevue Street, south of the new raised crosswalk.

- ▶ Location of underground utilities prevents us from placing curbs.
- ▶ We will instead use pavement markings and flexible delineator posts.



Make Stanley and Bellevue a pair of one-way streets.

Many people support this idea. Let's talk about how!

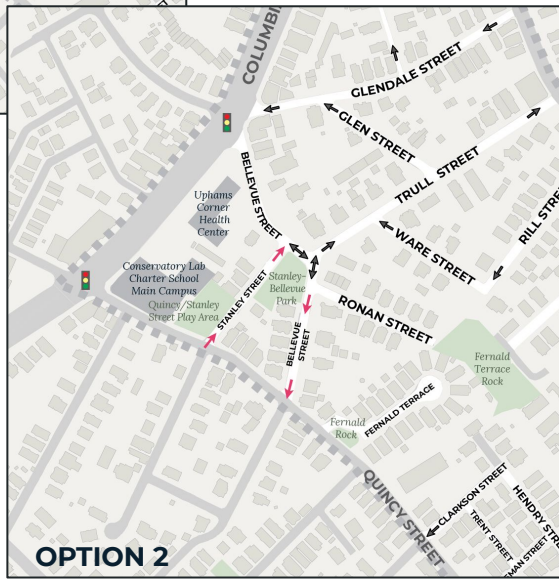




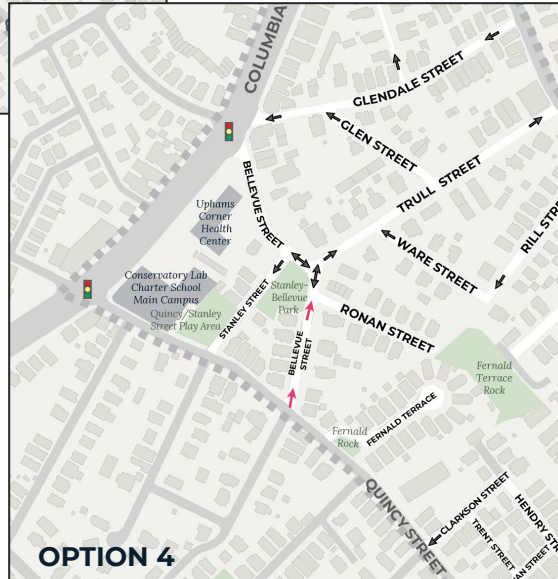
OPTION 1



OPTION 3



OPTION 2



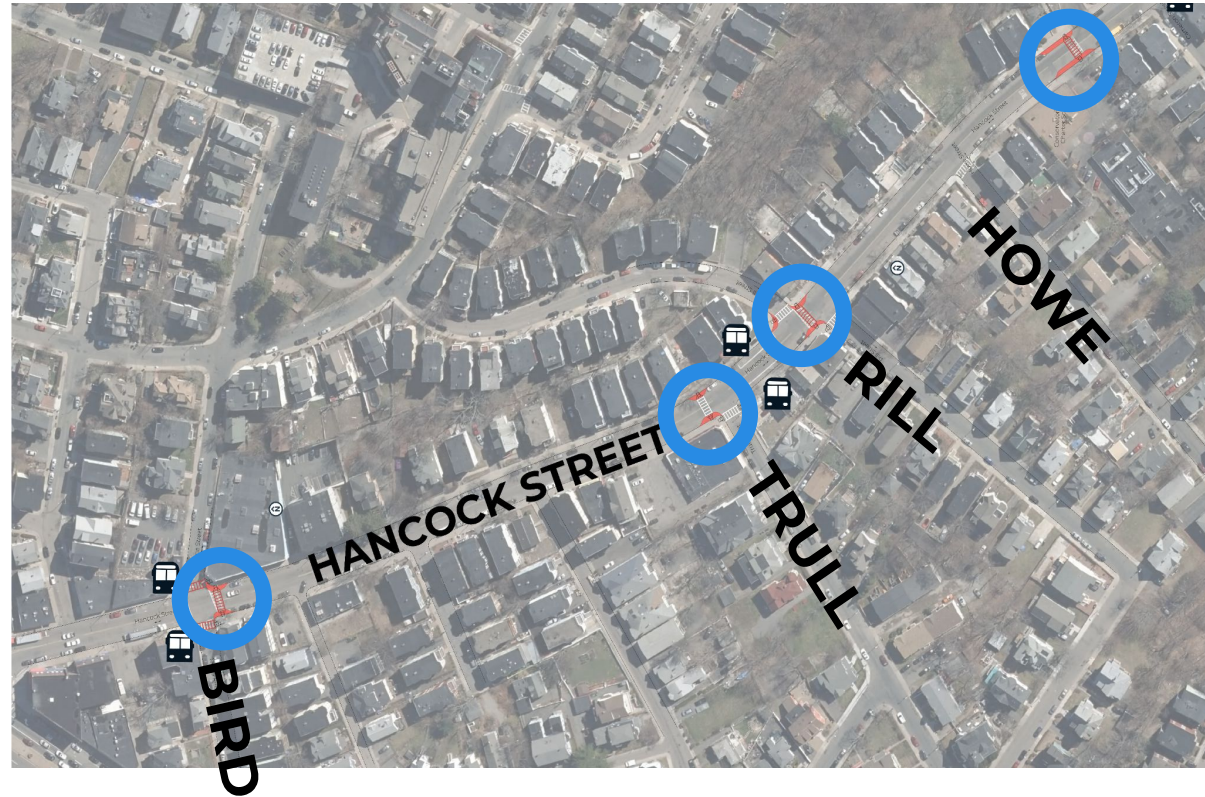
OPTION 4



WHAT'S NEXT?

Hancock Street crosswalks

We plan to share initial design in our next meeting.



We need your feedback

These plans can still change!

- ▶ Attend our “office hours”
- ▶ Get in touch by mail, email, or phone
- ▶ Share information with your neighbors



Introduction

Gather your concerns

Fieldwork

Explore Design Concepts

Draw and share
concepts for focus
areas

Draw up general
concepts for zone

Share concept
plan with you

Engineering Study

NOW - WINTER 2022

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

NO SOONER THAN LATE SUMMER 2022

Stay in touch

- ▶ boston.gov/slow-streets/hancock
 - Sign up for email updates
 - Check the latest information
- ▶ bit.ly/Slow-Streets-15
 - Make an appointment to chat with us
- ▶ slow.streets@boston.gov
- ▶ 617-635-1347

NOT USED

Welcome!

English: Need audio in English?

Turn off your volume in this main event.

Call: 1+(646) 558-8656

Access code: 885 7859 8090

Caboverdean Creole: Mestê audiu na Kriolu Kabuverdianu?

Desligâ bu son na es eventu prinsipal.

Txomâ pa: 1+(646) 558-8656

Kódigu di Assessu: 885 7859 8090

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- Ka Kabuverdianu

Mute Original Audio

Manage Language Interpretation...

Unmute Start Video Security Participants 5 Chat Share Screen Record Interpretation Reactions Leave