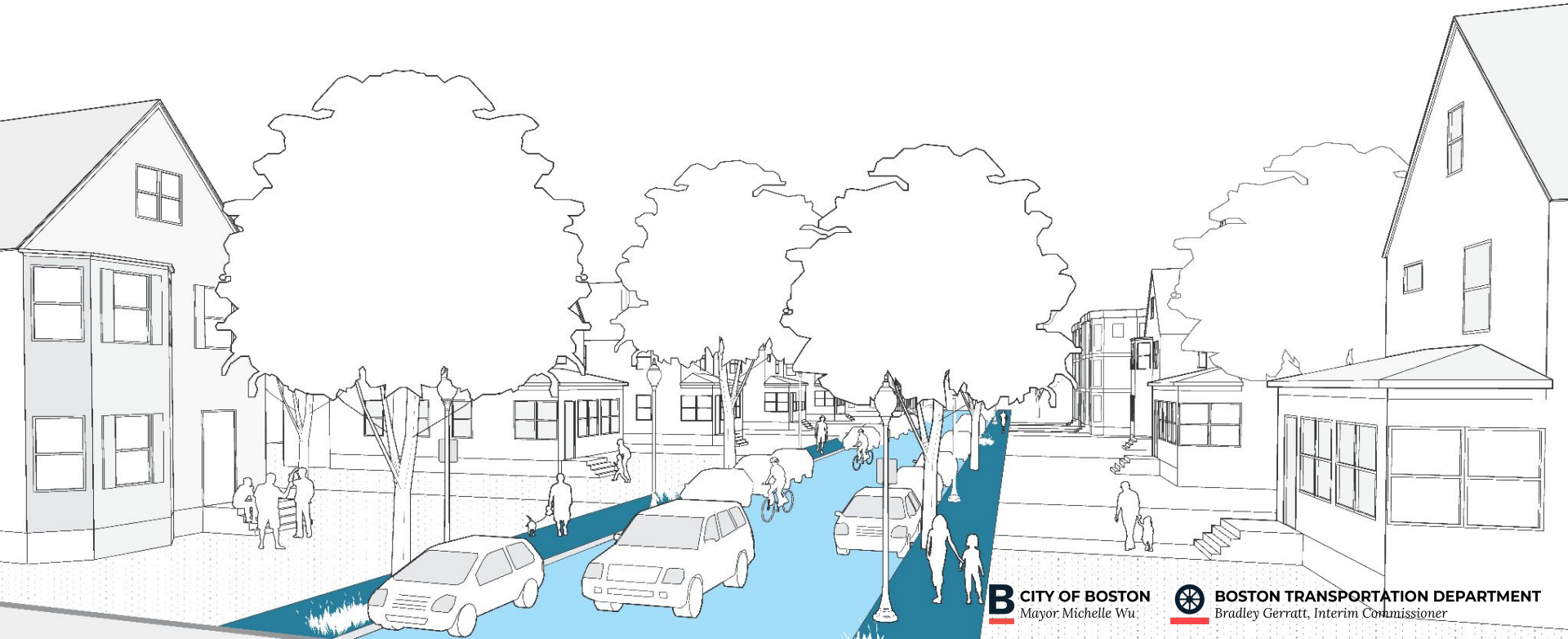


WELCOME TO THE HANCOCK STREET TRIANGLE VIRTUAL MEETING

The presentation will begin in a few minutes.



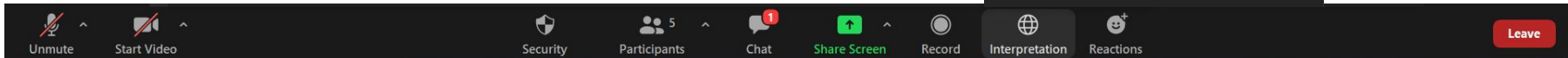
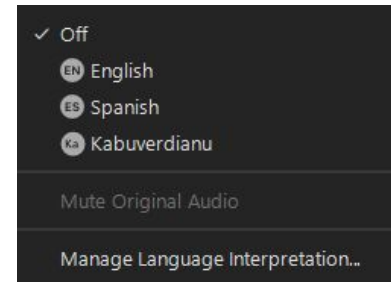
Welcome!

English: For interpretation in Spanish or Cape Verdean Creole,

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 Spanish or Cape Verdean Creole meeting.

Español: Para traducción en Español,

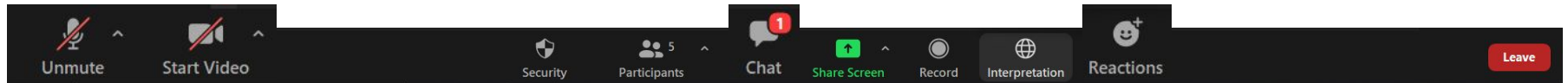
1. Vaya a la parte baja de la pantalla, en la barra horizontal, y presione la tecla "Interpretation".
2. Luego seleccione el idioma que desea escuchar.
3. Después de seleccionar, usted entrará a la reunión en el idioma "Español".



Welcome!

This meeting **will be recorded**.

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



Neighborhood Slow Streets

HANCOCK STREET TRIANGLE

February 2nd, 2022
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

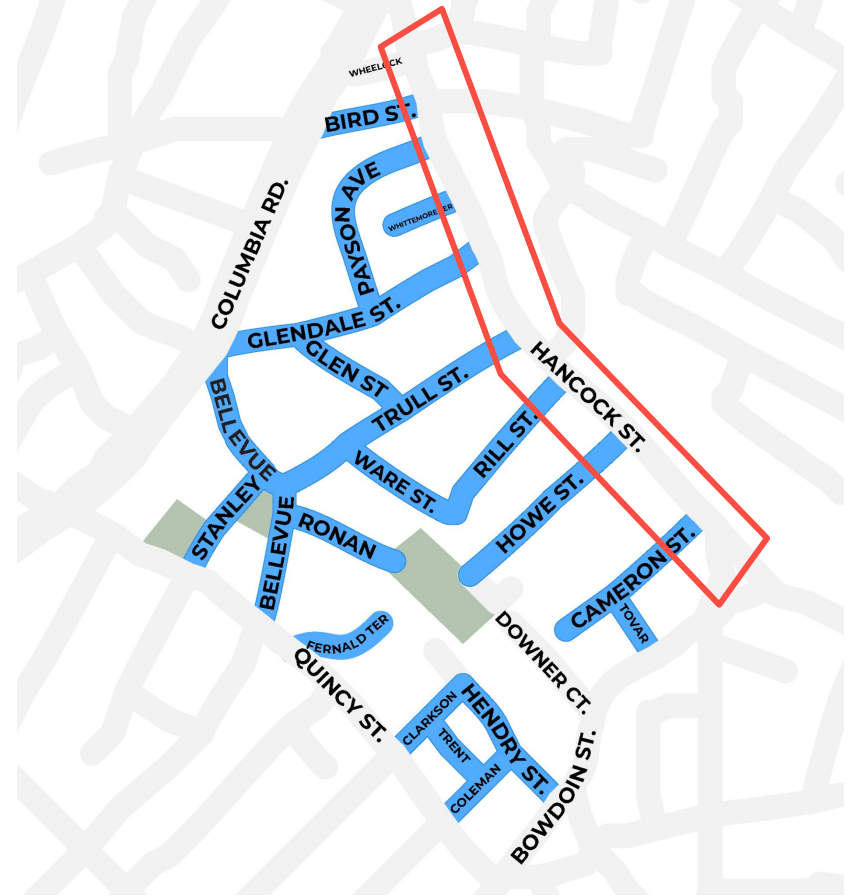


Stefanie Seskin (she/her)

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

Tonight's meeting

- ▶ Share ideas for making crossings safer and addressing pedestrian crashes on Hancock Street



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 MEETINGS

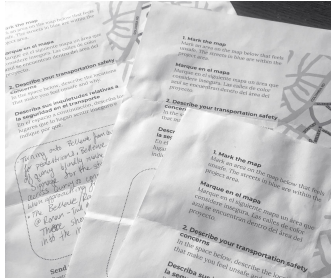
- ▶ October 2020, April 27, 2021 and on October 27, 2021

FEEDBACK

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

How we got here

YOUR LETTERS, COMMENTS



OUR OBSERVATIONS



INITIAL IDEAS

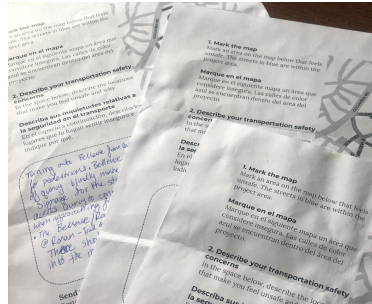
Gathered your feedback in 2021



INITIAL IDEAS



YOUR LETTERS, COMMENTS



ENGINEERING REVIEW



INITIAL DESIGN



Sharing our ideas with you



Part 1: October 27, 2021 Virtual Meeting

We shared our ideas for:

- A safer crossing at Bellevue Street and Trull Street
- Options for changing the street direction on Bellevue Street
- Potential streets for speed humps



Part 2: Tonight's meeting!

We'll share our ideas for:

- Safer crossings on Hancock Street

FOCUS AREA: HANCOCK STREET

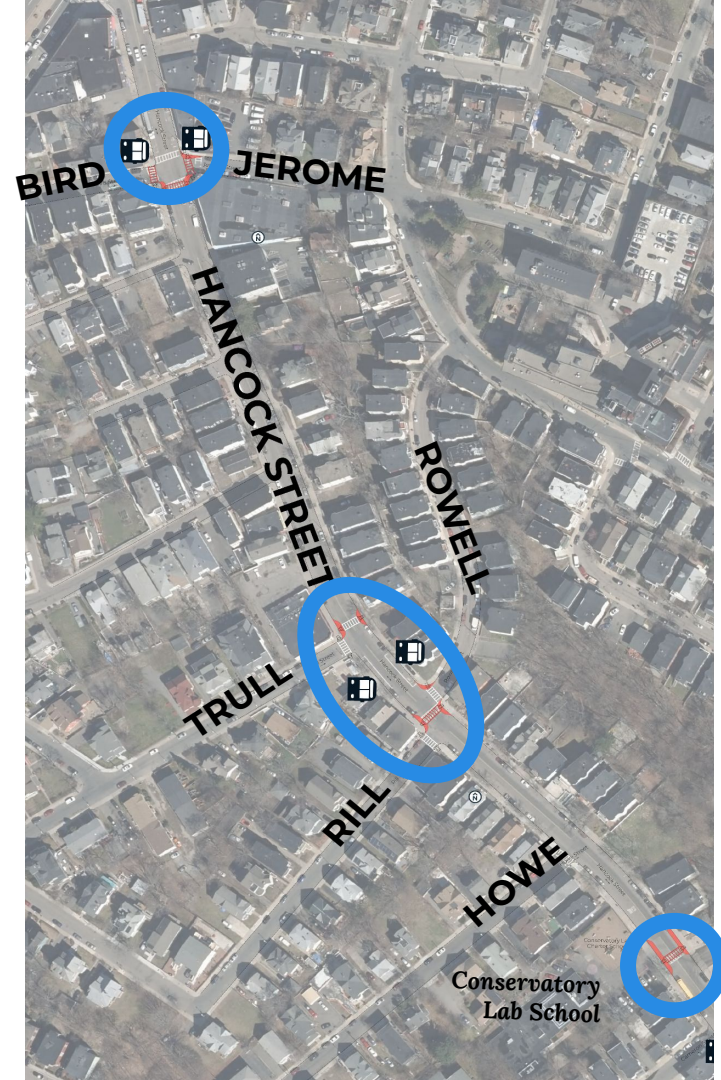
Hancock Street Safety Concerns

- ▶ Drivers **don't see** people about to cross the street if there is a bus or car blocking their view
- ▶ Drivers **don't stop** for people crossing the street
- ▶ Crossing the street just **doesn't feel safe**



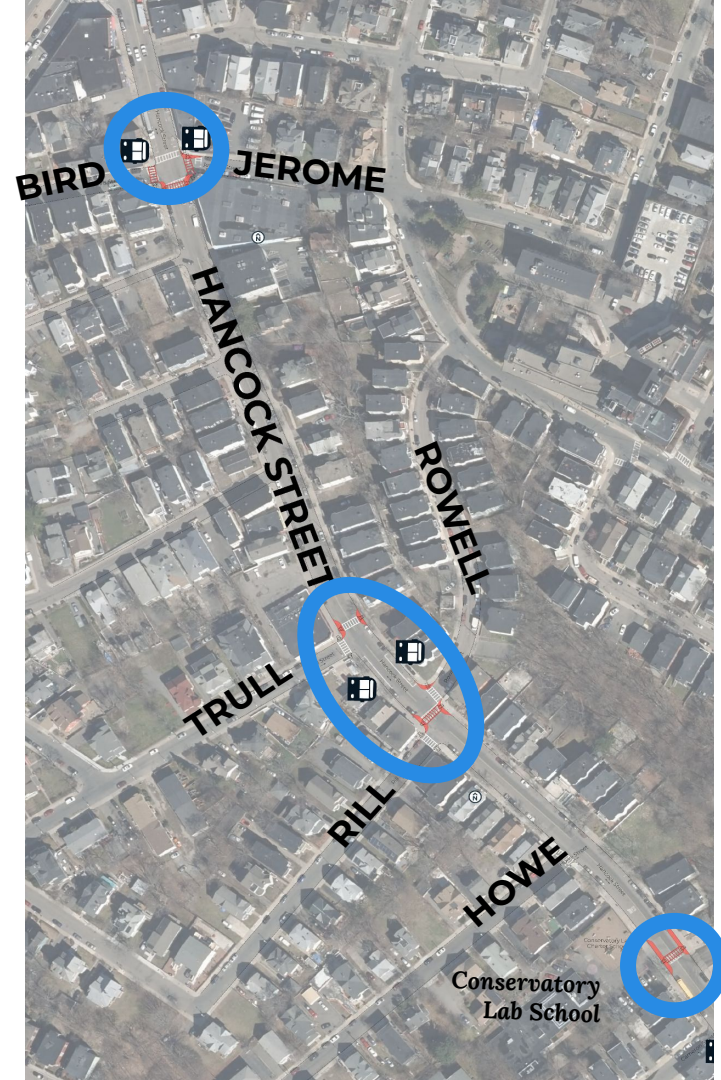
We're focusing on Hancock Street

- ▶ To improve crossings to
bus stops





We're focusing on Hancock Street

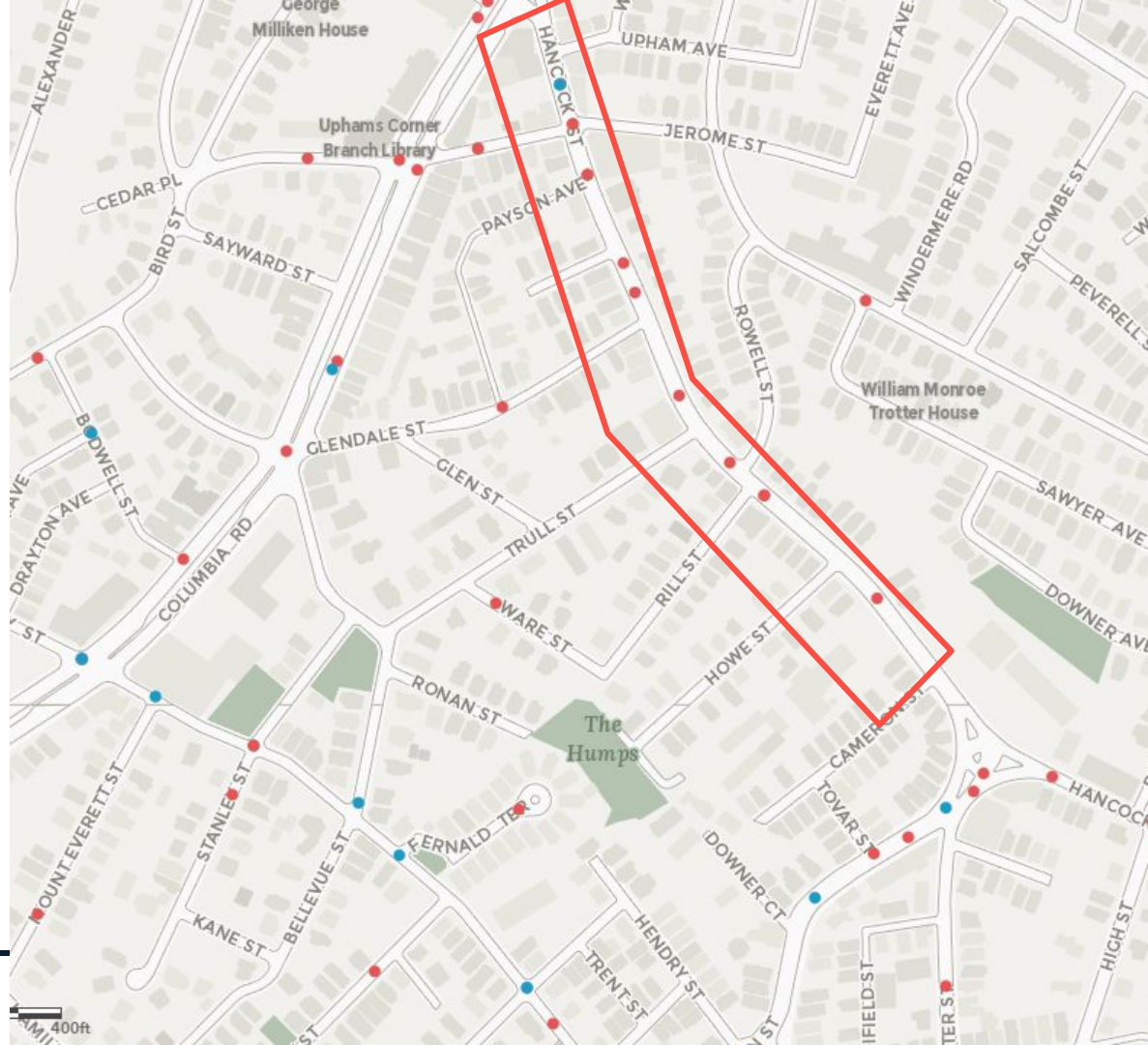
- ▶ To improve crossings to **bus stops**
- ▶ To make crosswalks **safer and more accessible**



Injury Crashes

Person(s) walking
or biking were
injured or killed

-  Crash involving person(s) walking
-  Crash involving person(s) biking





CURB EXTENSIONS:

- Make the crossings shorter
- Provides more space to build accessible ramps
- Prevent people from parking too close to the crosswalk

CURB EXTENSIONS ACROSS THE CITY



Tremont Street, South End



Harvard Avenue, Dorchester



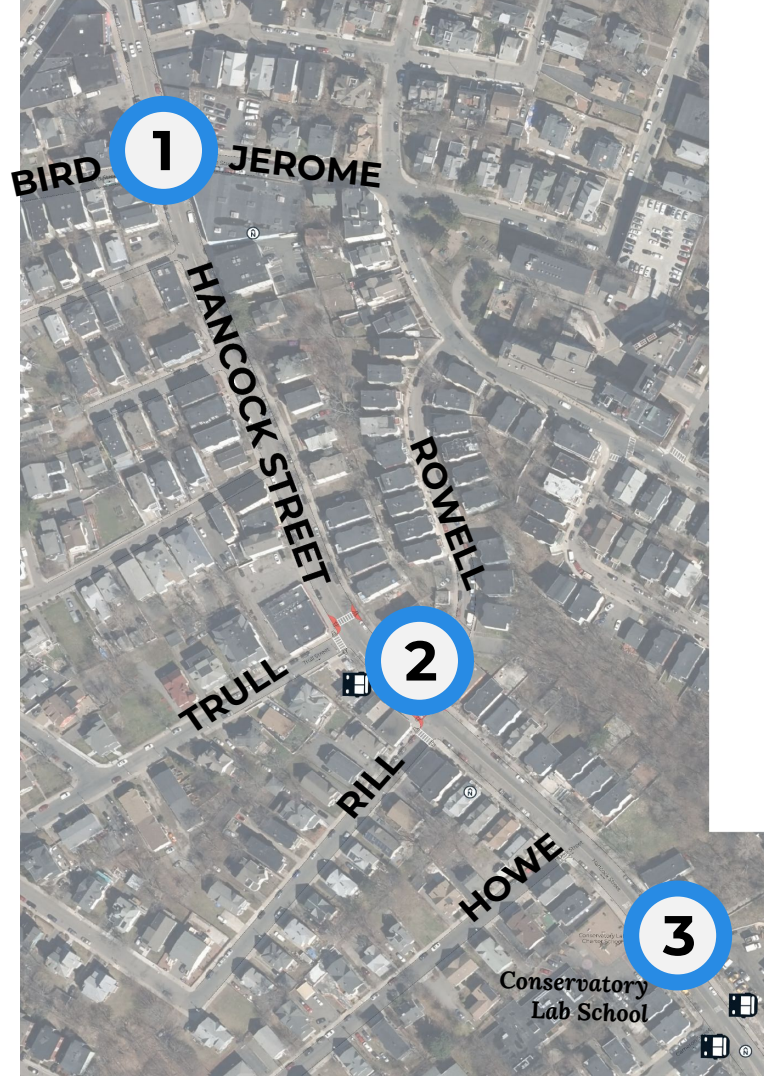
Beacon Street, Back Bay



Centre Street, Hyde Square

We're focusing on Hancock Street

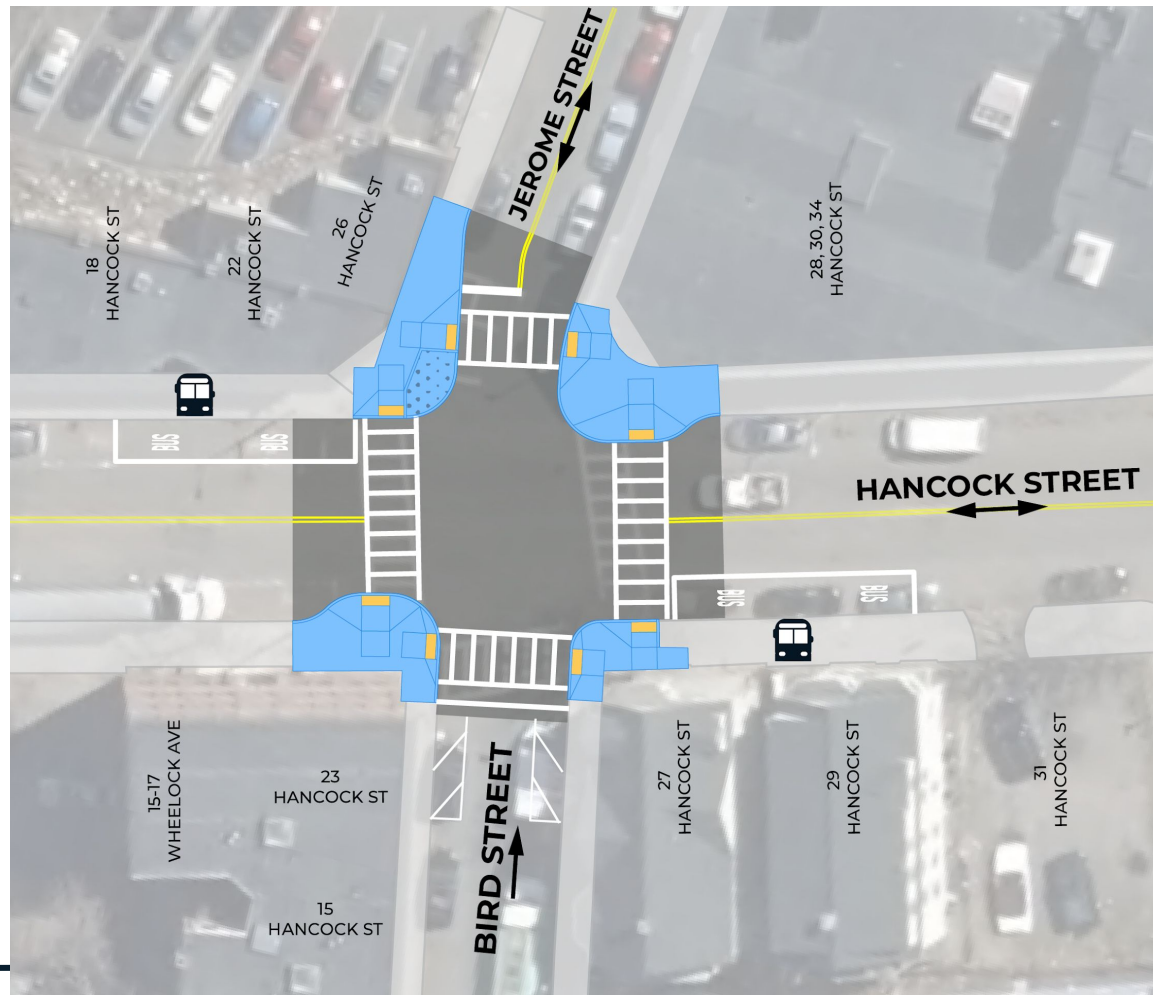
- ▶ To improve crossings to **bus stops**
- ▶ To make crosswalks **safer and more accessible**



Hancock Street

At Bird Street and Jerome Street

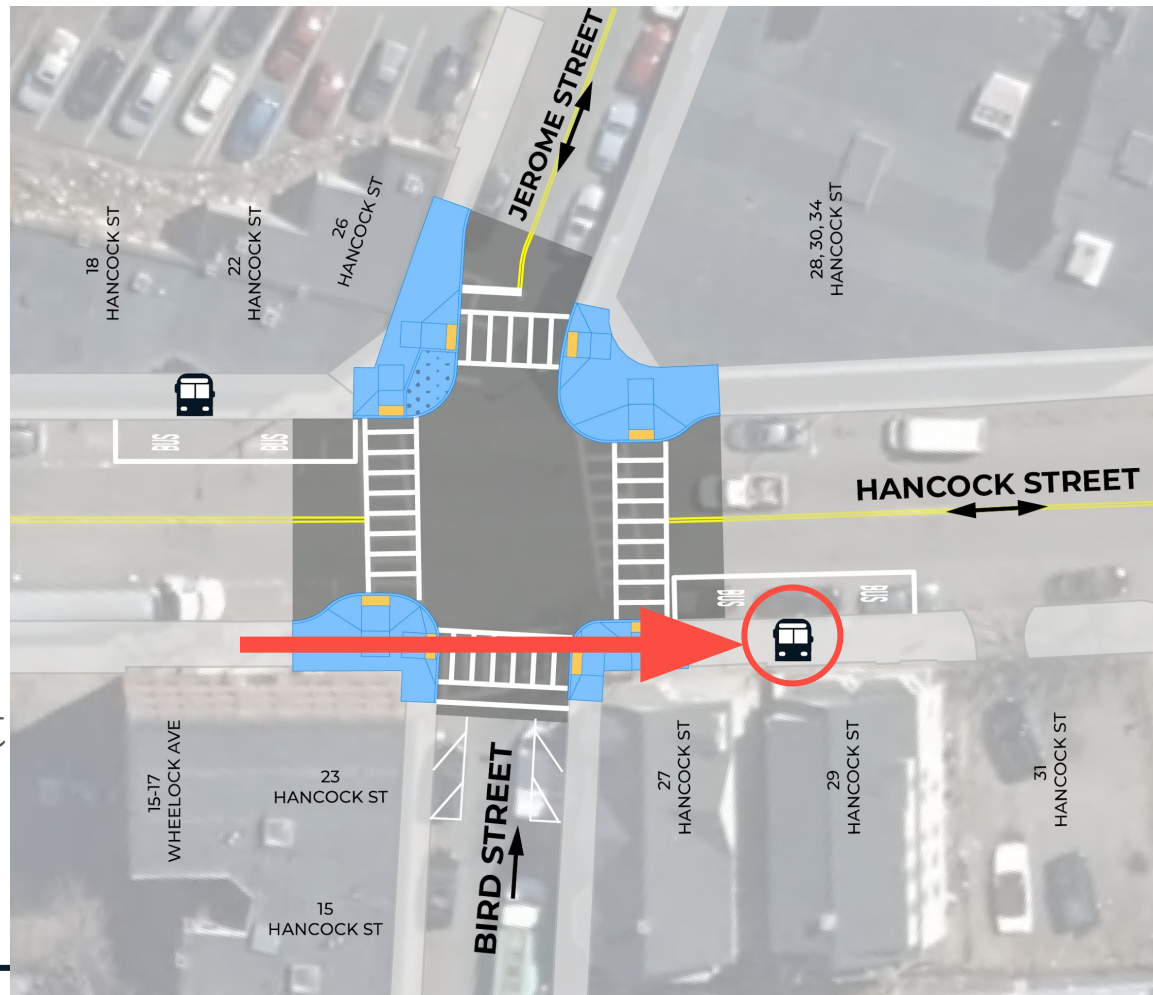
- ▶ Add curb extensions to improve the existing crosswalks.



Hancock Street

At Bird Street and Jerome Street

- ▶ Add curb extensions to improve the existing crosswalks.
- ▶ Move the bus stop to the other side of Bird Street. People will not have to cross the street in front of the bus.

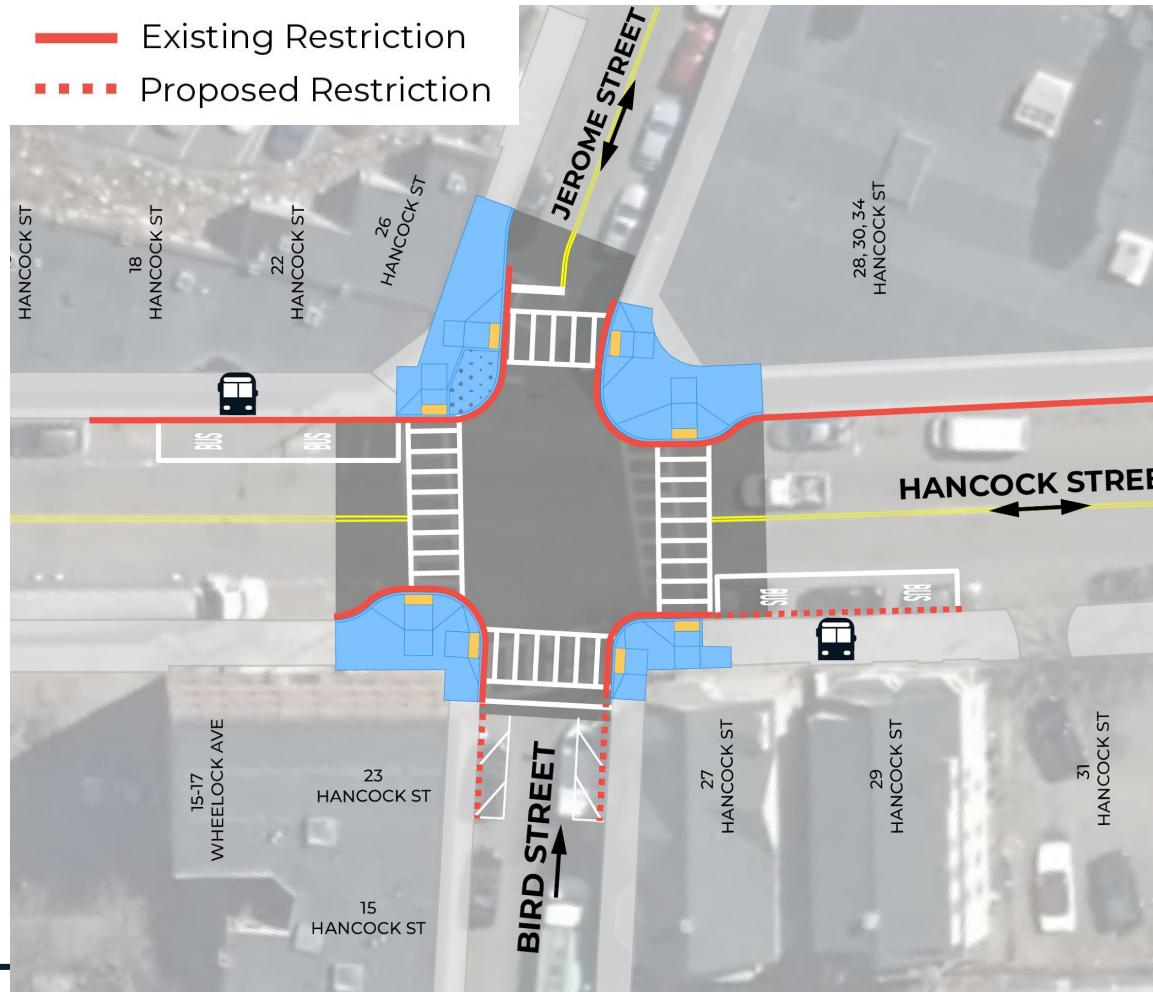


Hancock Street

At Bird Street and Jerome Street

- ▶ To keep this crosswalk safe for everyone, we need to restrict some parking.

This will help drivers and pedestrians see each other.



Hancock Street

At Bird Street and Jerome Street

- ▶ To keep this crosswalk safe for everyone, we need to restrict some parking.

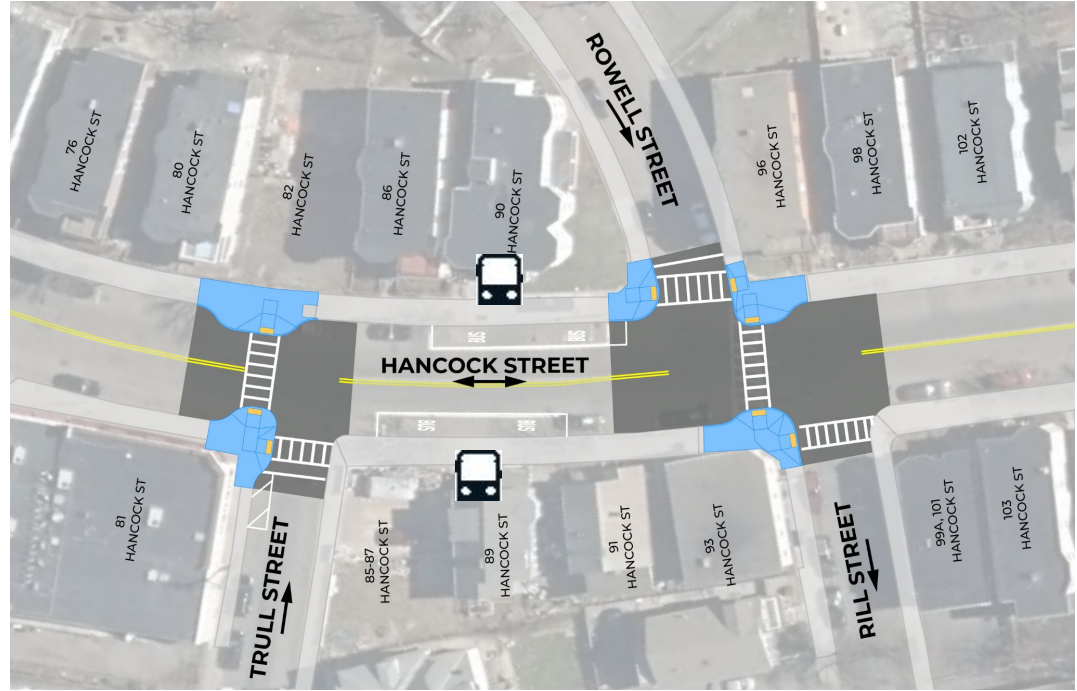
This will help drivers and pedestrians see each other.



Hancock Street

Between Trull Street and Rill Street

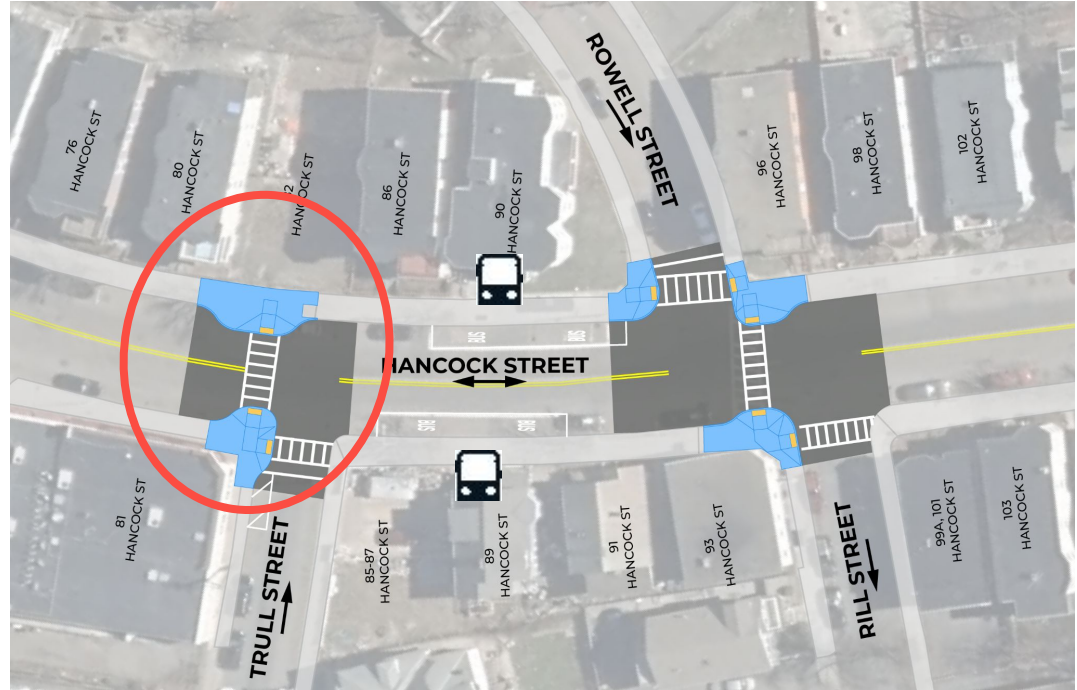
- ▶ Add curb extensions on Hancock Street



Hancock Street

Between Trull Street and Rill Street

- ▶ Add curb extensions on Hancock Street
- ▶ And new crosswalk across Hancock Street at Trull Street



Hancock Street

At Trull Street

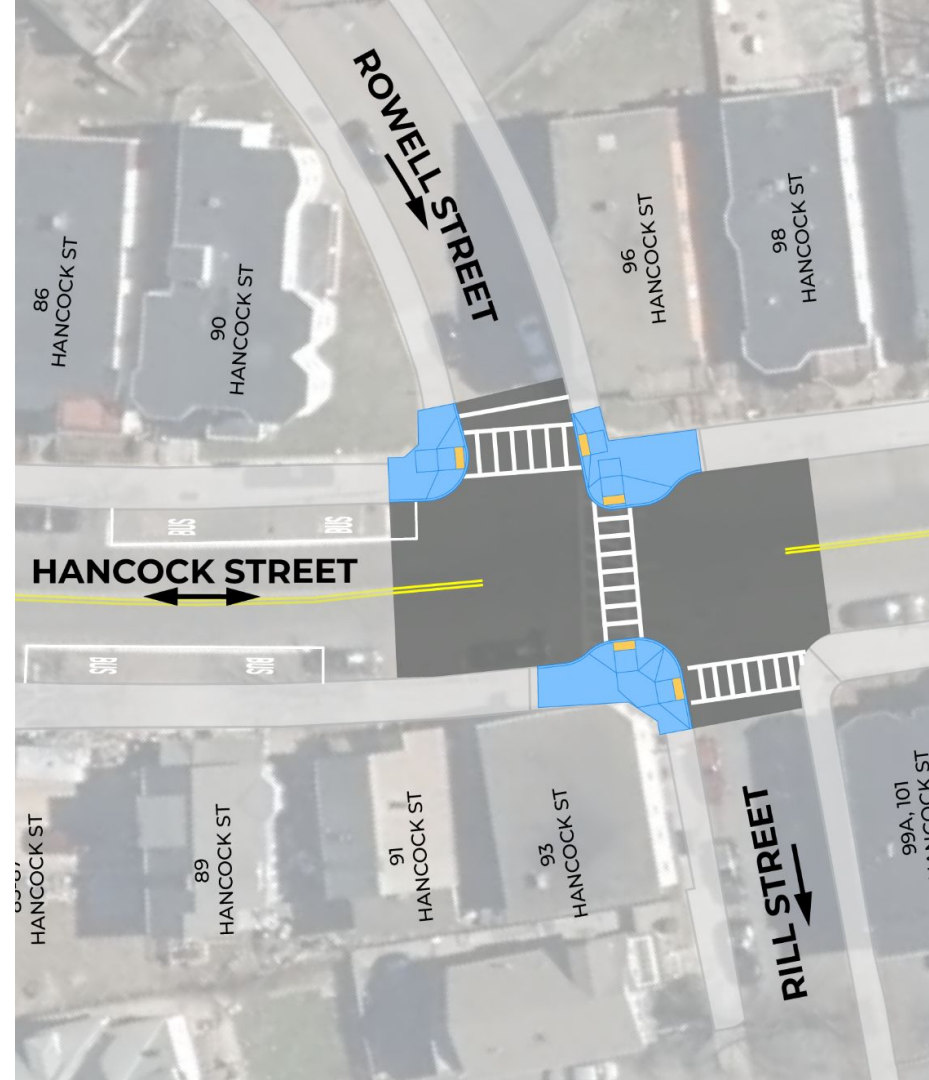
- ▶ Add new crosswalk with curb extensions to provide safe crossing to bus stop
- ▶ Add curb extension on Trull Street to improve visibility



Hancock Street

At Rill Street

- ▶ Add curb extensions on Hancock Street
- ▶ Repaint existing crosswalks



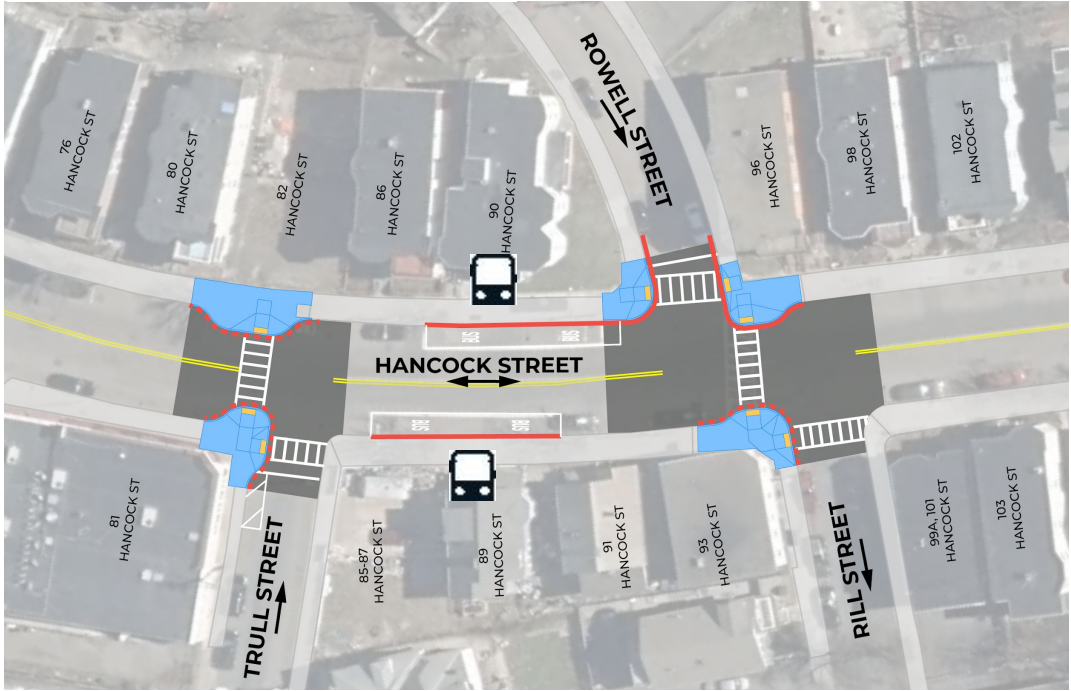
Hancock Street

Between Trull Street and Rill Street

To keep these crosswalks safe for everyone, we need to restrict some parking.

This will help drivers and pedestrians see each other.

- Existing Restriction
- - - Proposed Restriction



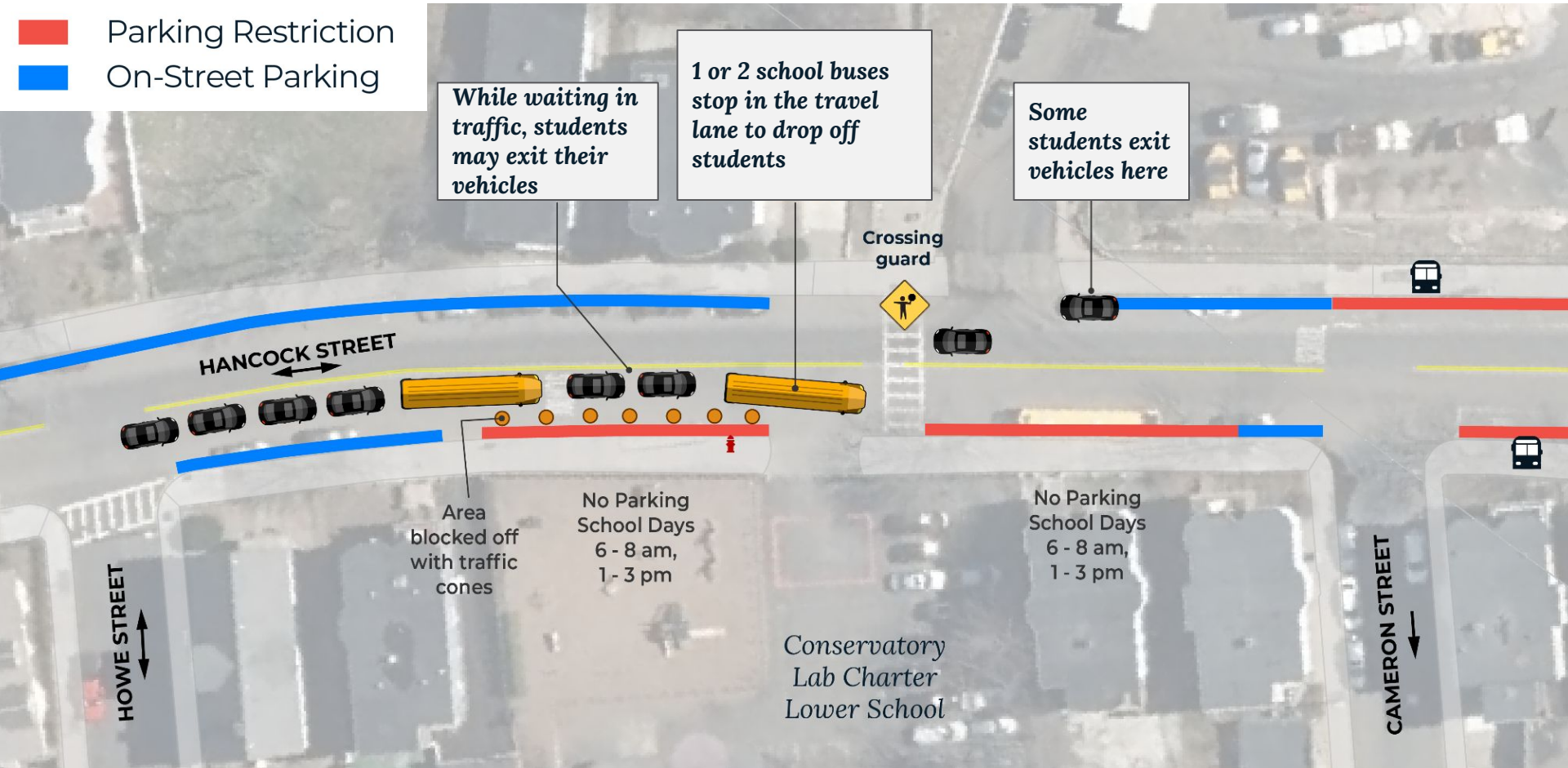
Hancock Street at Conservatory Lab Charter Lower School

- ▶ You told us to look at **crossing issues** during school pick-up and drop-off
- ▶ We visited the school during in the morning and afternoon to observe pick-up and drop-off operations
- ▶ We met with BPS Transportation to initiate coordination



Our observations during morning drop-off

- █ Parking Restriction
- █ On-Street Parking



While waiting in traffic, students may exit their vehicles

1 or 2 school buses stop in the travel lane to drop off students

Some students exit vehicles here

Crossing guard

HANCOCK STREET

HOWE STREET

CAMERON STREET

Area blocked off with traffic cones

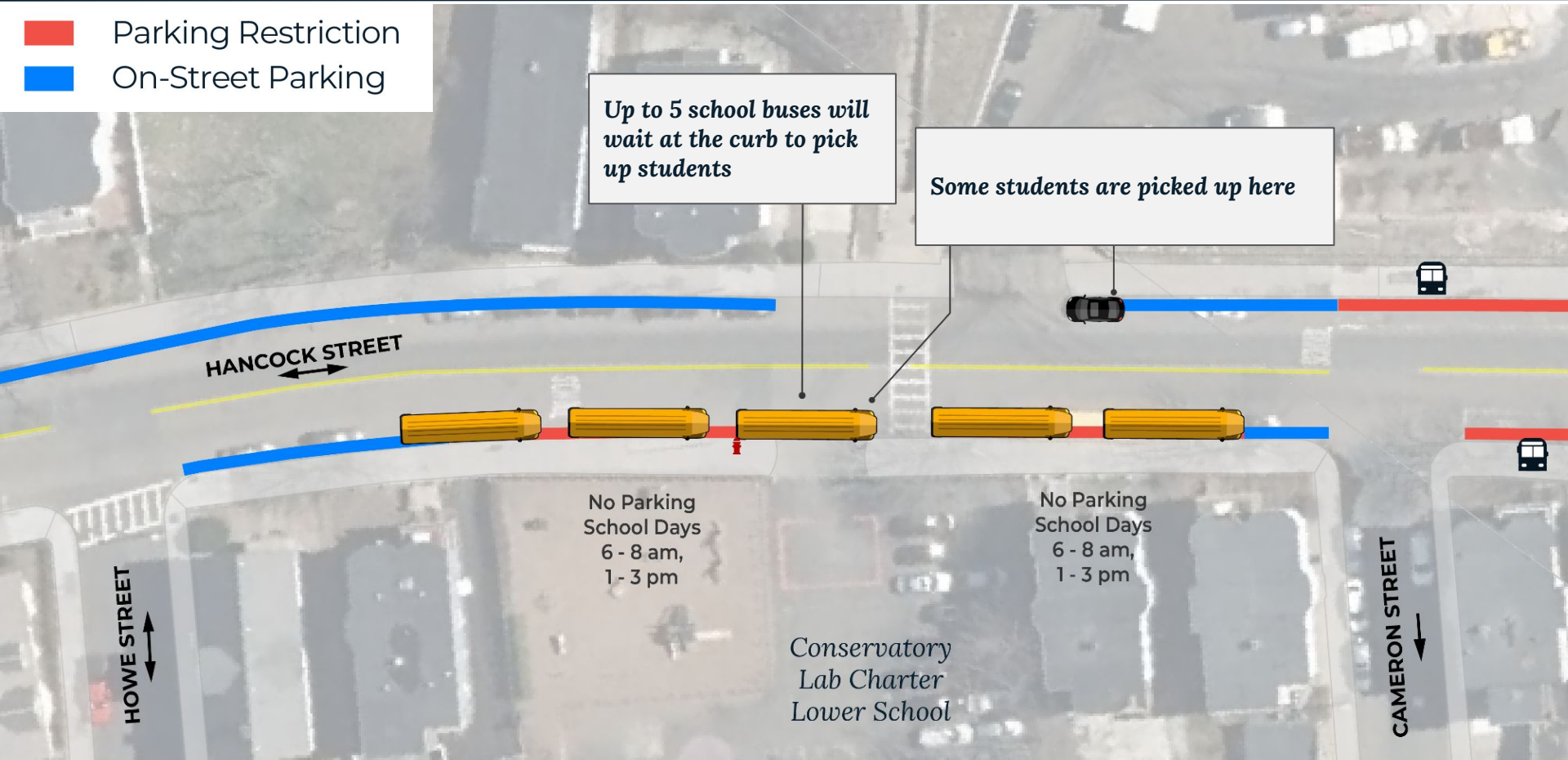
No Parking School Days 6 - 8 am, 1 - 3 pm

No Parking School Days 6 - 8 am, 1 - 3 pm

Conservatory Lab Charter Lower School

Our observations during afternoon pick-up

- █ Parking Restriction
- █ On-Street Parking



Up to 5 school buses will wait at the curb to pick up students

Some students are picked up here

HANCOCK STREET

HOWE STREET

CAMERON STREET

No Parking School Days 6 - 8 am, 1 - 3 pm

No Parking School Days 6 - 8 am, 1 - 3 pm

Conservatory Lab Charter Lower School

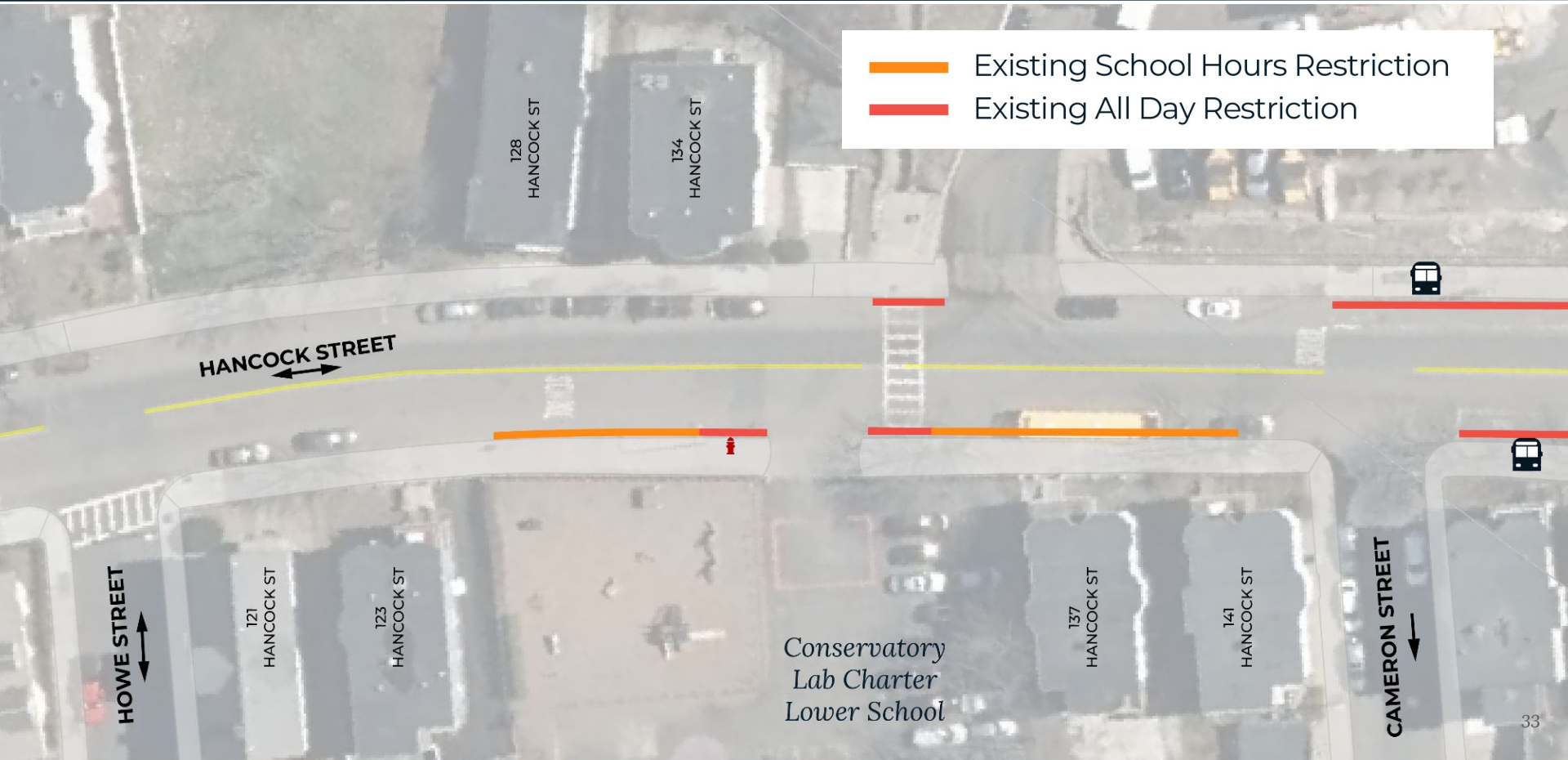
Hancock Street at Conservatory Lab Charter Lower School

- ▶ Add curb extensions to existing crosswalk
- ▶ Prevent parking too close to the crosswalk
- ▶ Easier to see people crossing the street

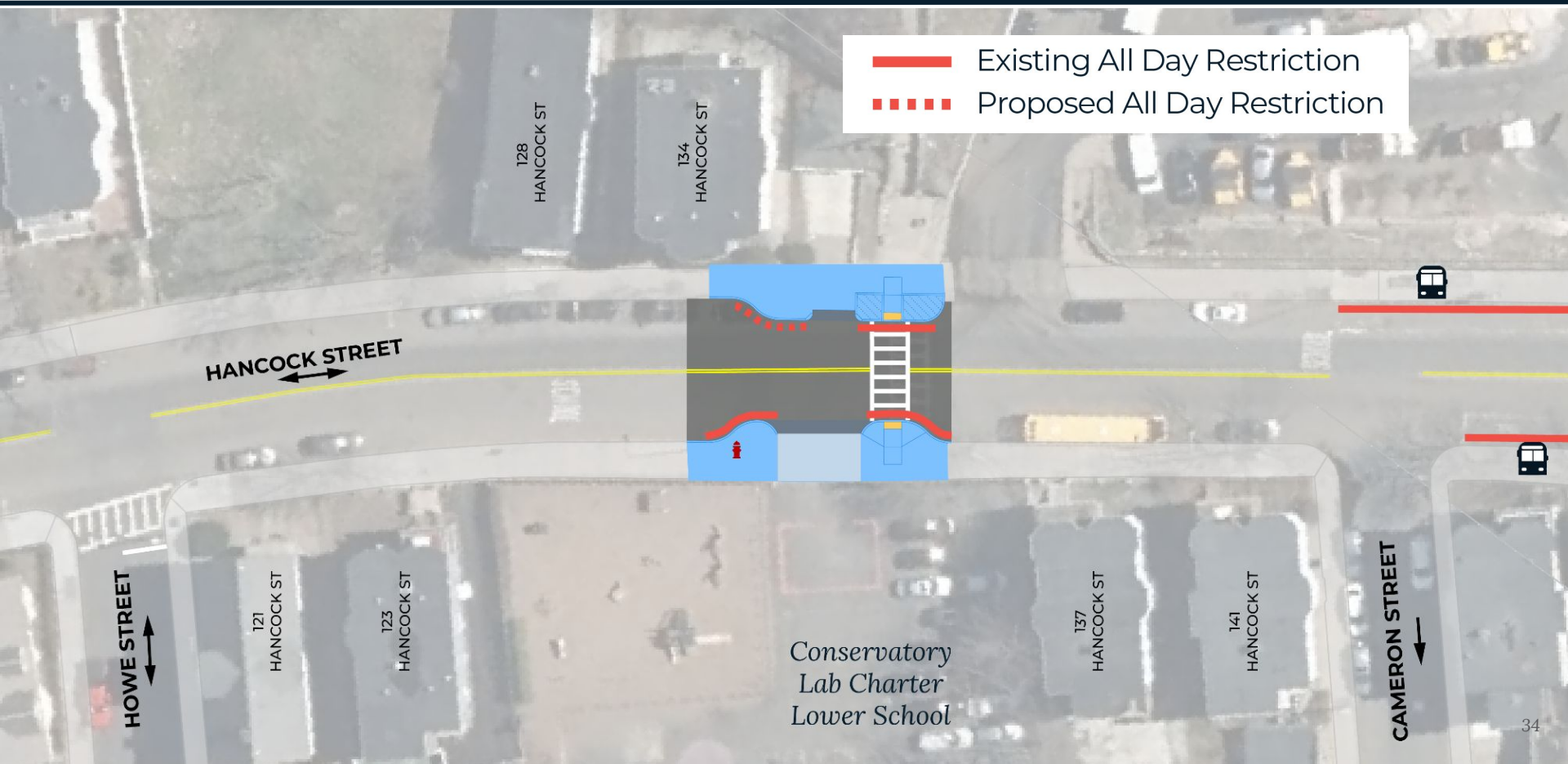


Current parking restrictions

- Existing School Hours Restriction
- Existing All Day Restriction



Proposed Parking Restrictions (All-day)



- Existing All Day Restriction
- Proposed All Day Restriction

HANCOCK STREET

HOWE STREET

121 HANCOCK ST

123 HANCOCK ST

128 HANCOCK ST

134 HANCOCK ST

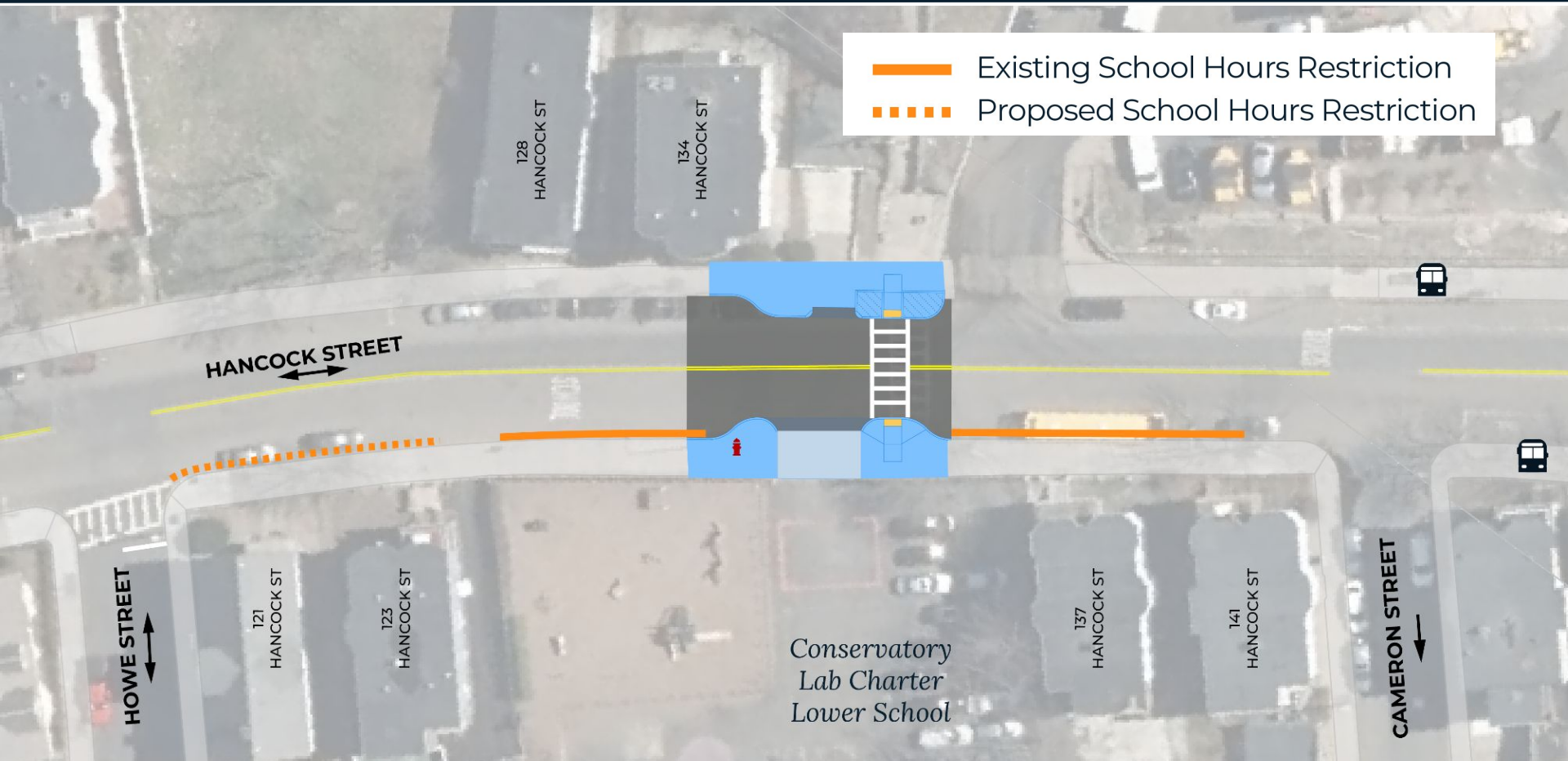
137 HANCOCK ST

141 HANCOCK ST

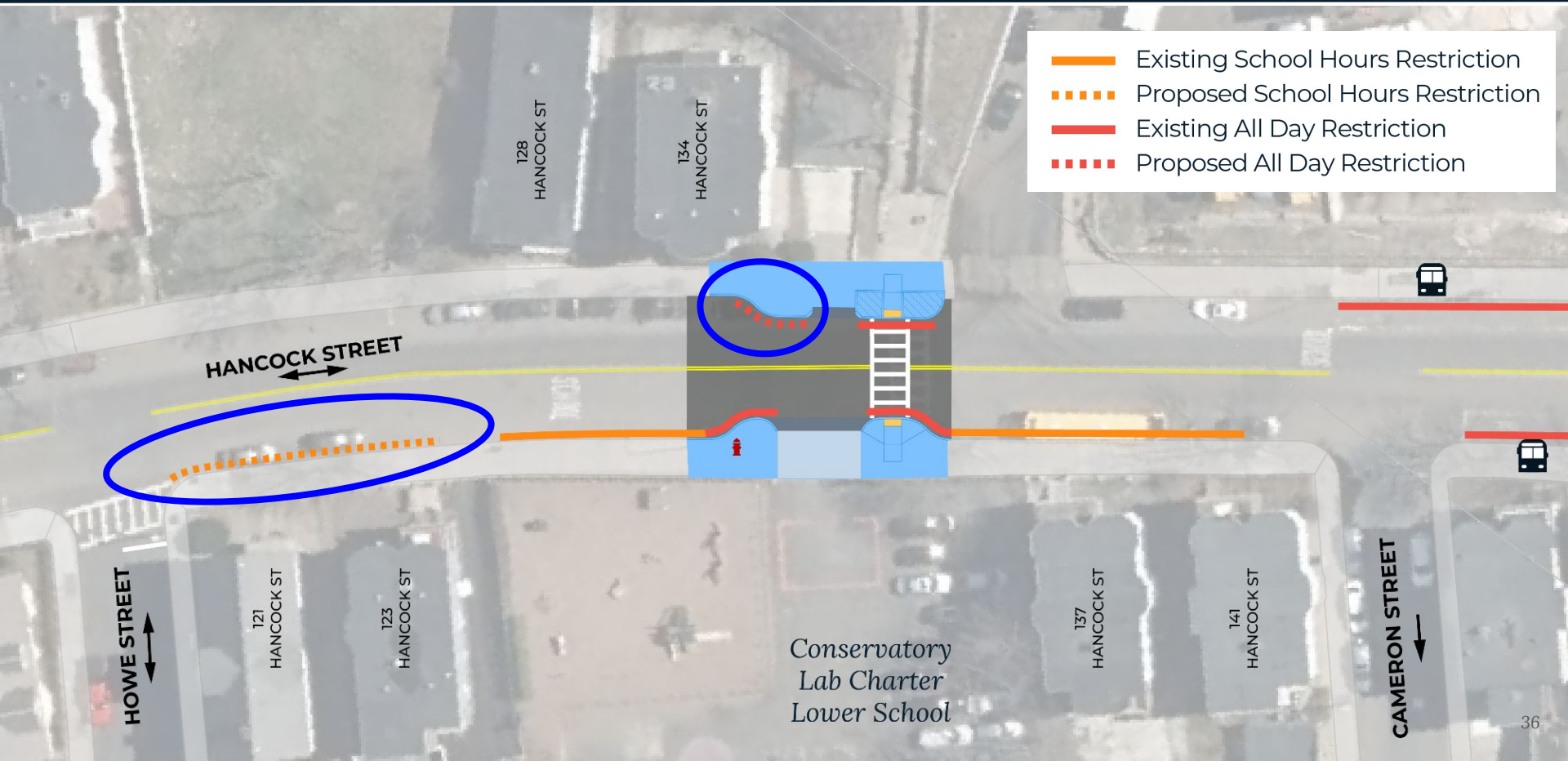
CAMERON STREET

Conservatory Lab Charter Lower School

Parking Restrictions During School Hours Only



Proposed New Parking Restrictions



- Existing School Hours Restriction
- Proposed School Hours Restriction
- Existing All Day Restriction
- Proposed All Day Restriction

HANCOCK STREET

HOWE STREET

121 HANCOCK ST

123 HANCOCK ST

128 HANCOCK ST

134 HANCOCK ST

137 HANCOCK ST

141 HANCOCK ST

CAMERON STREET

Conservatory Lab Charter Lower School



WHAT'S NEXT?

We need your feedback by March 15

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 FALL 2022

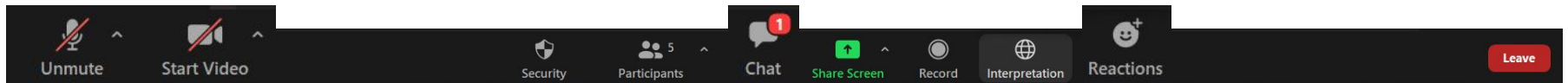
Stay in touch

- ▶ 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

Comments!

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.



A blue-tinted photograph of a residential street. On the left, there is a row of multi-story houses with white siding and balconies. In the foreground, several cars are parked along the street. In the background, more houses are visible on a hillside under a cloudy sky. The text "PREVIOUS MEETING TOPICS" is overlaid in the center in a large, white, sans-serif font.

PREVIOUS MEETING TOPICS

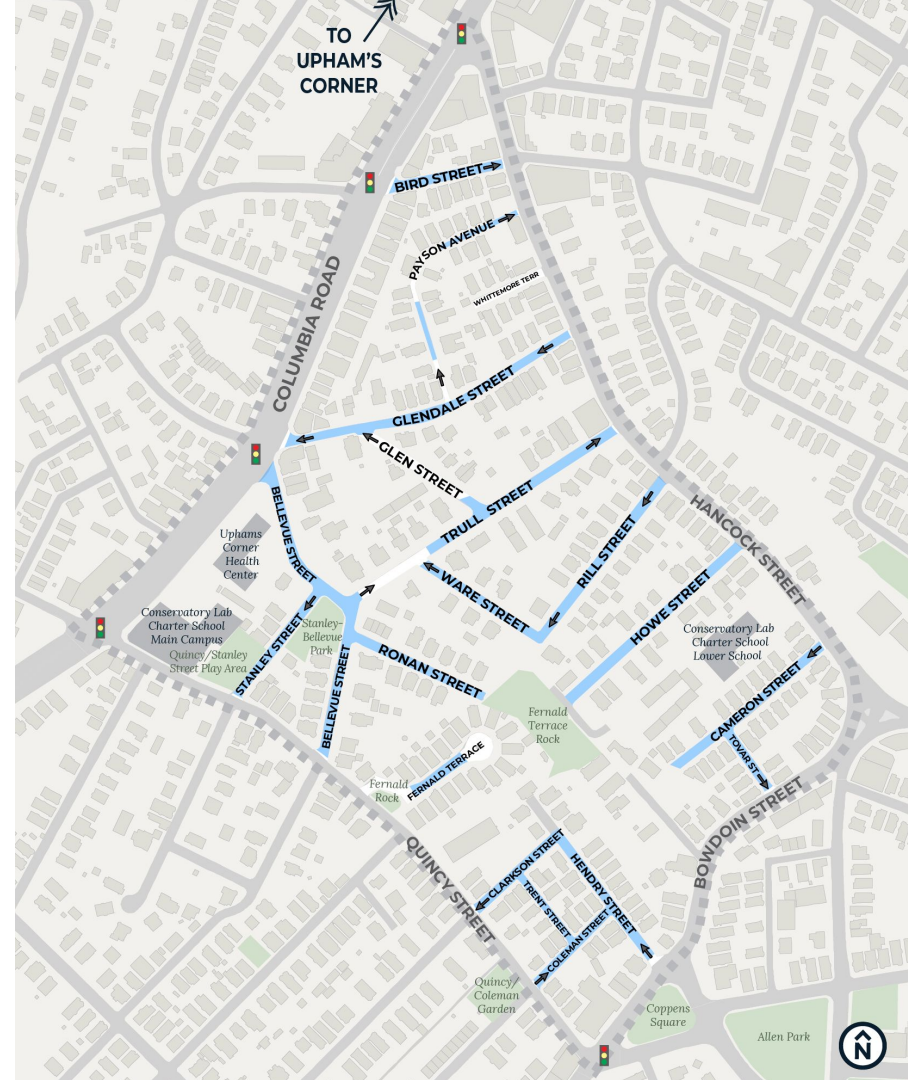
“Gateway” signs and markings

- ▶ 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

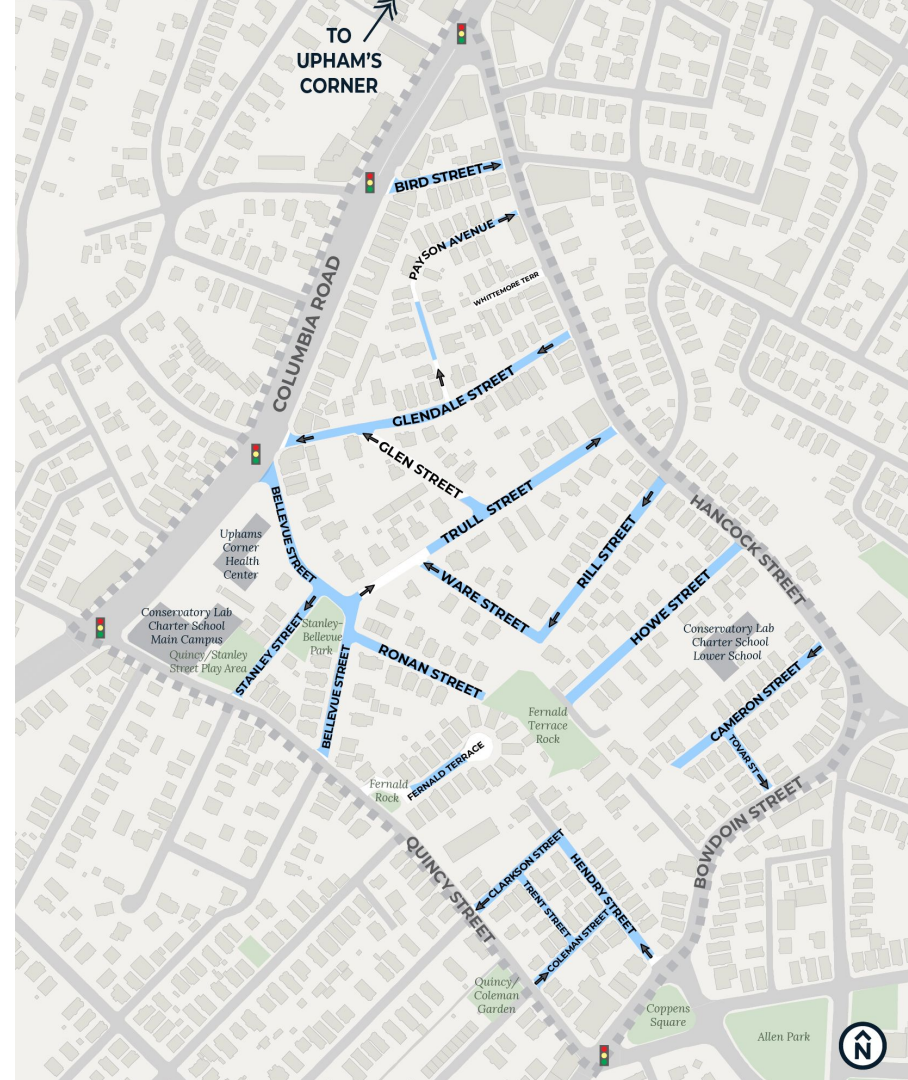
1. Hills
2. Curved streets
3. **Emergency needs**



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.



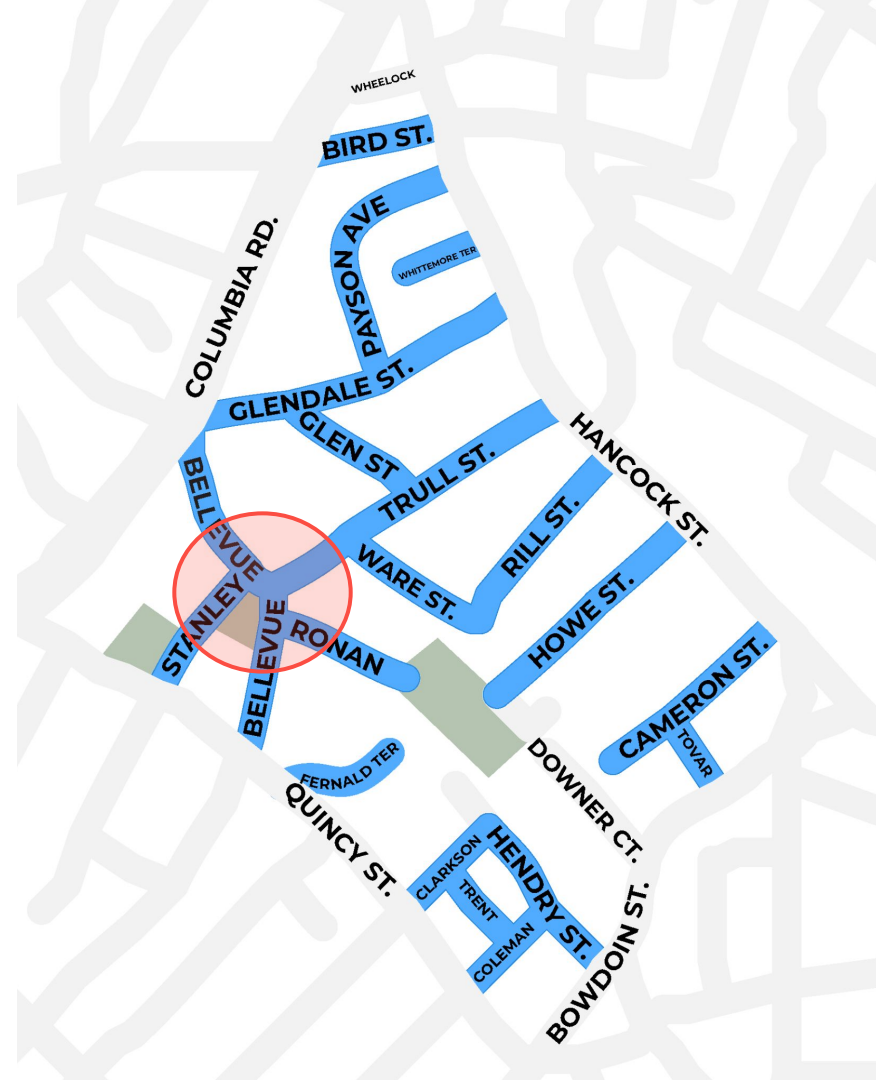


**FOCUS AREA 1:
BELLEVUE AND TRULL**

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.

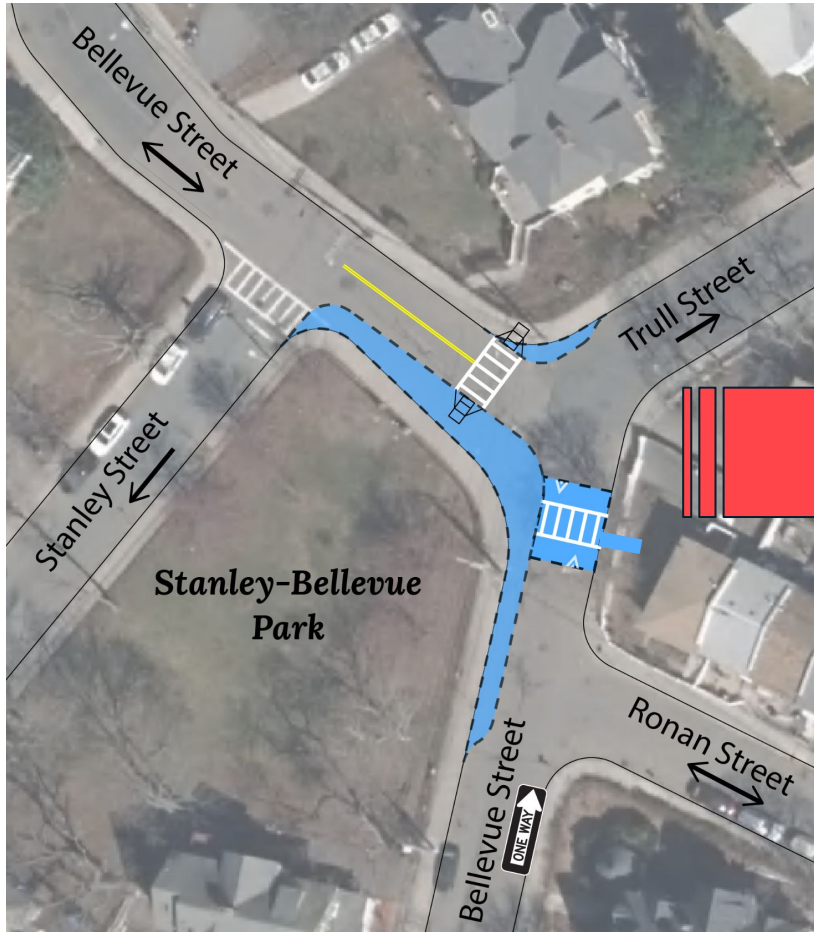


RAISED CROSSWALKS

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



Concept



Initial design

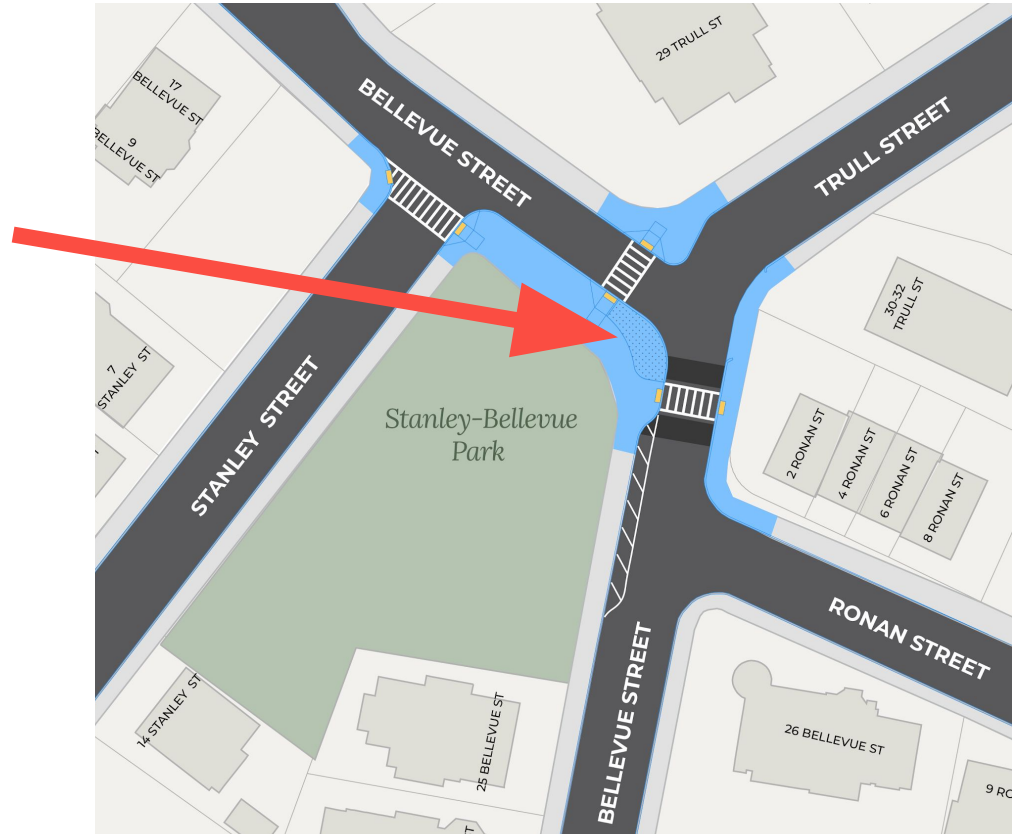


What changed?

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!

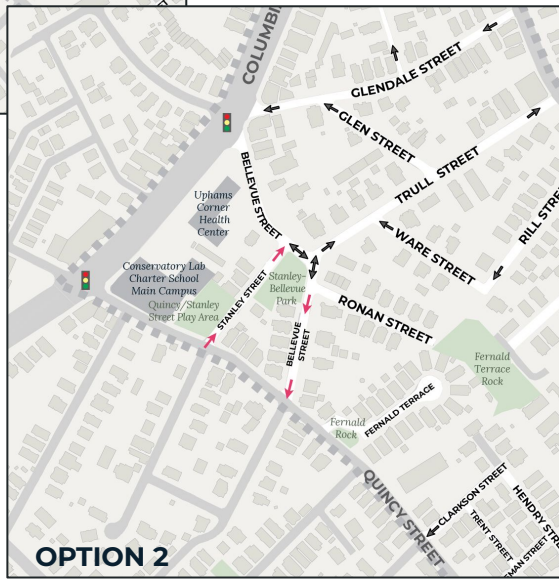




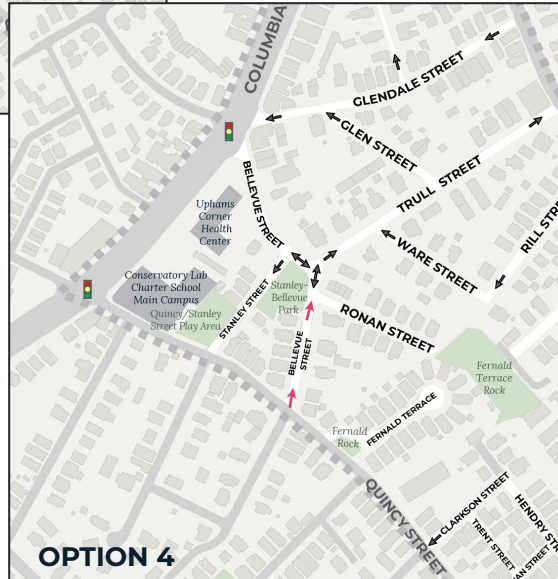
OPTION 1



OPTION 3



OPTION 2



OPTION 4