

# WELCOME TO THE HANCOCK STREET TRIANGLE SLOW STREETS VIRTUAL WORKSHOP

*The presentation will begin in a few minutes.*



To ask a question, use the “raise hand” function or just raise your hand if your video is turned on.



Please mute your microphone



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Hancock Street Triangle

# Neighborhood Slow Streets Project

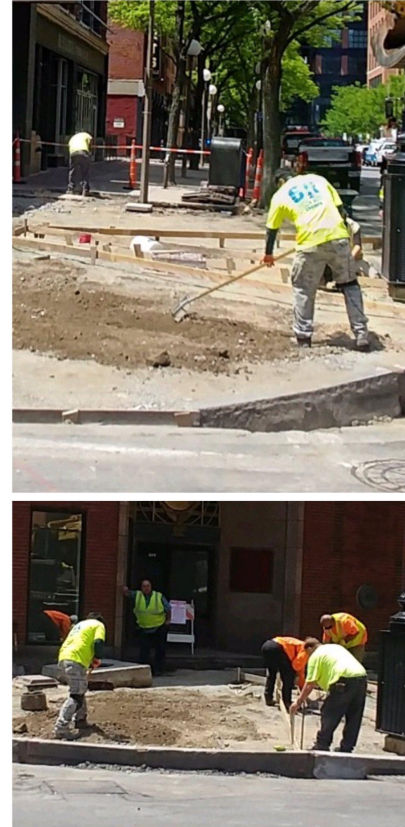
October 22, 2020



# SAFER STREETS IN BOSTON

## Programs:

- ▶ Corridor redesign
- ▶ Full reconstruction
- ▶ Sidewalk repair and curb ramps
- ▶ Traffic signal upgrades
- ▶ Basic city services
- ▶ *Neighborhood Slow Streets*



The residential streets within each Neighborhood Slow Streets area will have a **speed limit of 20 MPH** and **built design changes** that aim to **prevent the most serious crashes**.

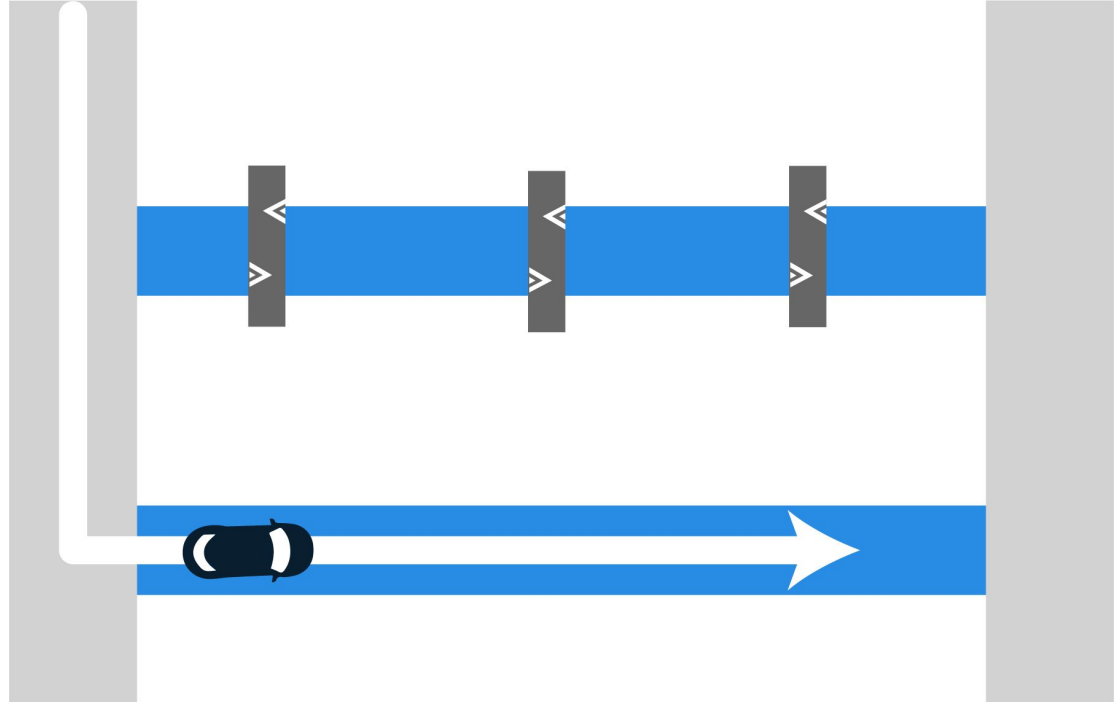




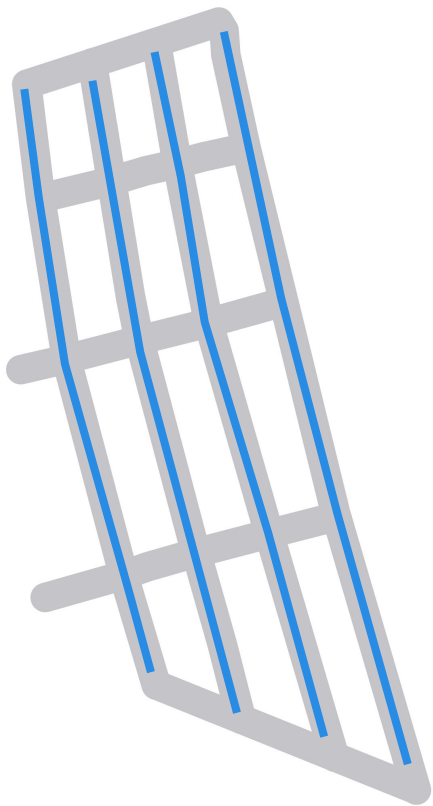
# WHY A ZONE?

*We install changes on a group of related streets at once*

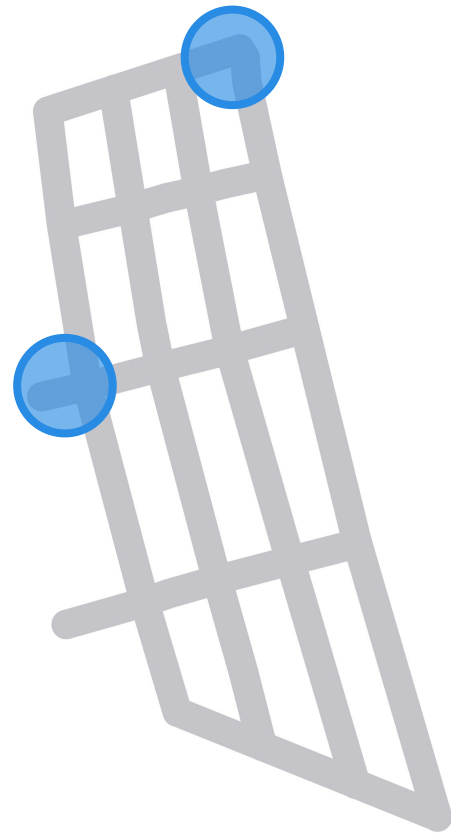
*This avoids the “transfer effect”*



## GENERAL CONCERNS



## FOCUS AREAS



# HOW WE APPROACH DESIGN:

Reduce crashes  
leading to  
serious **injury**  
or **fatality**

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

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

# PRIORITIZING PLACES WITH THE HIGHEST NEED

Neighborhood Slow Streets zones are prioritized and added to the program based on data:

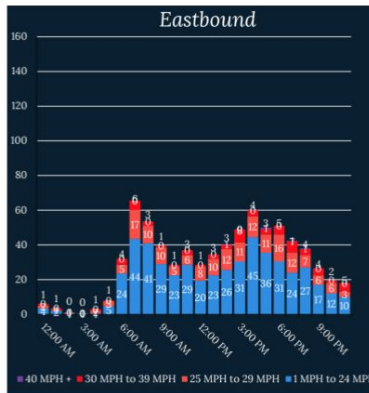
ZONES WERE SCORED ON A SCALE OF 0 POINTS (LESS NEED) TO 100 POINTS (MOST NEED):

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

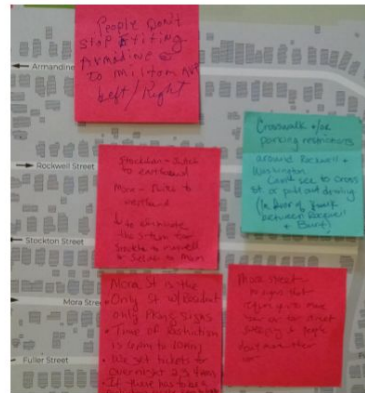
## Fieldwork and observations



## Traffic Data



## Your comments



## Concepts



# *Street Safety Tools*



# 20 MPH SIGNS + PAVEMENT MARKINGS

Speed limits on Slow Street zone streets are lowered to 20 MPH, marked by signs and road markings.

MPH  
20



# CLEAR CORNERS

Drivers parked 20 feet within an intersection can block sight lines of other users on the street.





# CLEAR CORNERS

We restrict parking with paint and flex posts to improve visibility of other people on the street, including small children.



# CURB EXTENSIONS

Curb extensions create a shorter crossing. The sidewalk is extended into the street approximately 6 feet.

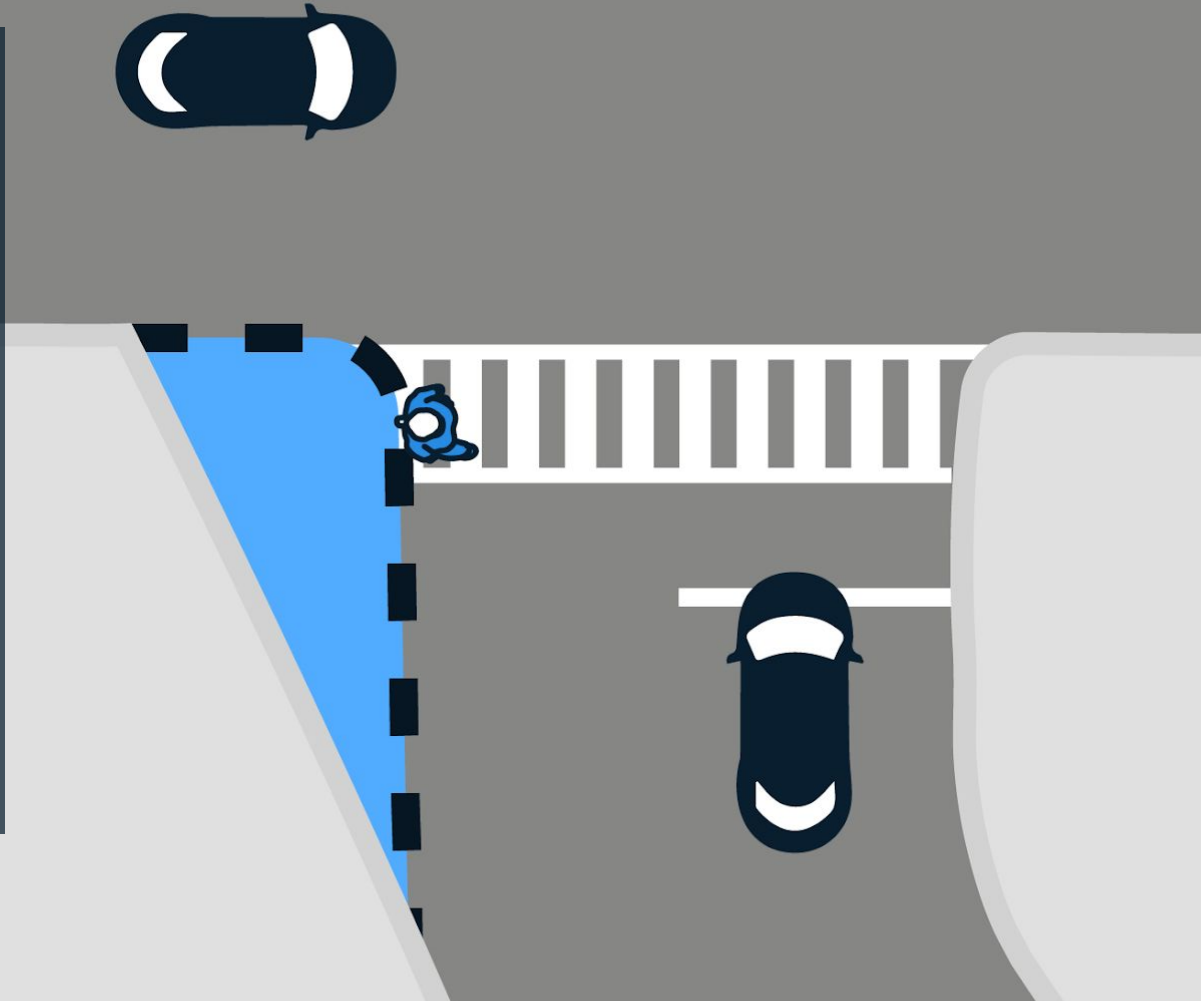




**“T”**

## **INTERSECTIONS**

We redesign irregularly-shaped intersections by extending the curb to create intersections with right-angles. This improves visibility at intersections and reduces conflicts.



# CROSSING ISLANDS

Crossing islands provide a place for people to pause when crossing multiple lanes.





# RAISED CROSSWALKS

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





# SPEED HUMPS

Speed humps are installed on residential streets to encourage slower driving.



*A series of speed humps can  
effectively slow speeds*



*We space speed humps 200 to 300 feet  
apart to slow speeds to 20-25 MPH*

# Speed hump design:



*Allows street parking*



*With appropriate spacing, slows speeds to 20 MPH*



*No impact on drainage or snow plow removal*



*Not installed on curved roads*



*Not installed on hilly roads*



*Not located in front of driveways, on top of underground utilities*



*Not installed on major bus routes and major roads*

*Your safety concerns*



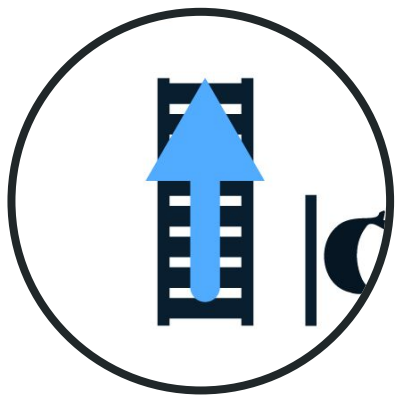
## ONLINE SURVEY

## BY MAIL

## OUTDOOR WORKSHOPS

A photograph of a community meeting outdoors. In the foreground, a sign on a clipboard lists 'TOP 10 PROPER SAFETY CONCERNS' and 'TOP 10 PROPER SAFETY CONCERNS' with various safety tips. A man in a light blue shirt and shorts stands with his hands on his hips. Other people are visible in the background under large trees.

# Finding the right tool for the safety issue



*Safer Crossings*



*Safer Turns*

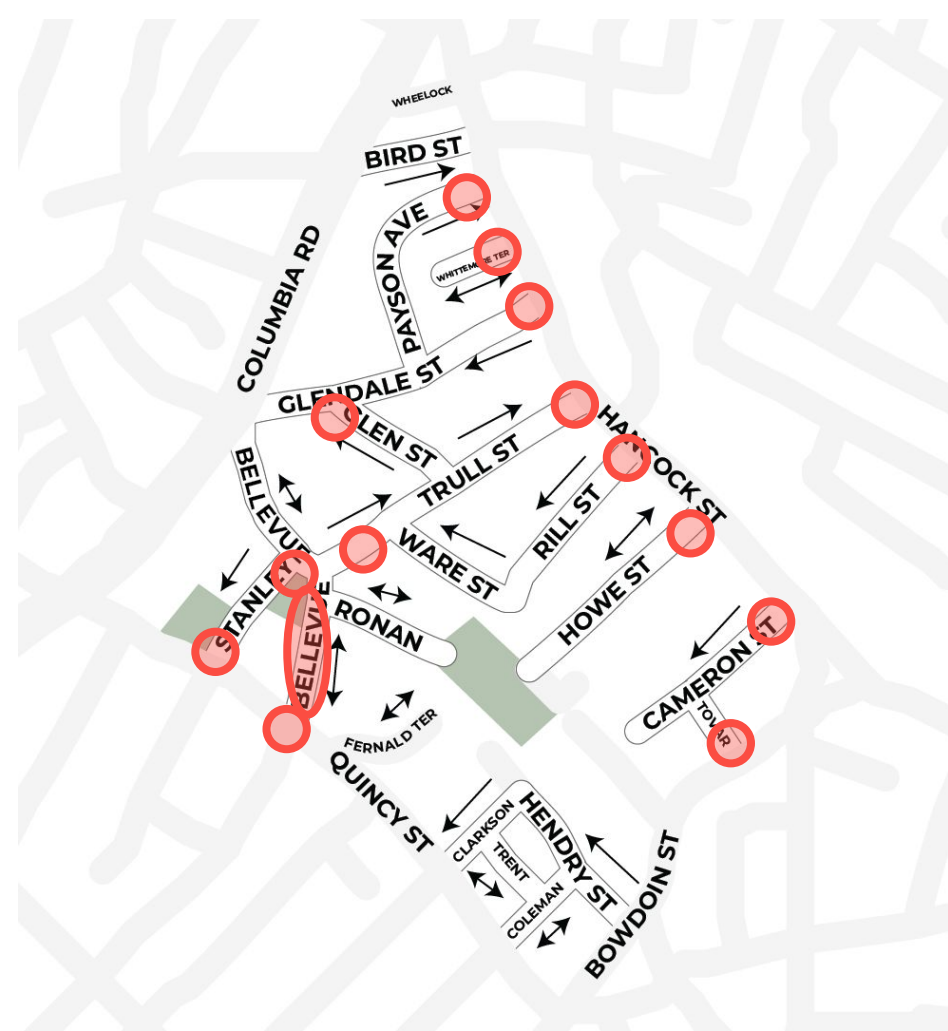


*Safer Speeds*

# Poor visibility:

Can relate to:

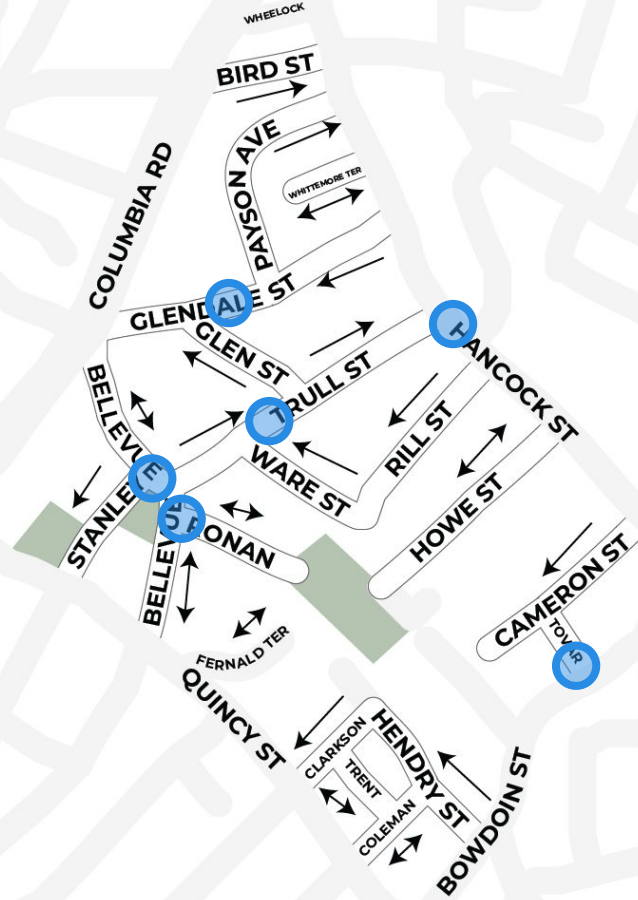
- The curvature of the street
- Cars park too close to the crosswalk or intersection
- Other feature obstructing visibility





# Crossings don't feel safe:

- Poor visibility of people crossing
- Lack of crosswalk markings
- People driving not stopping or yielding



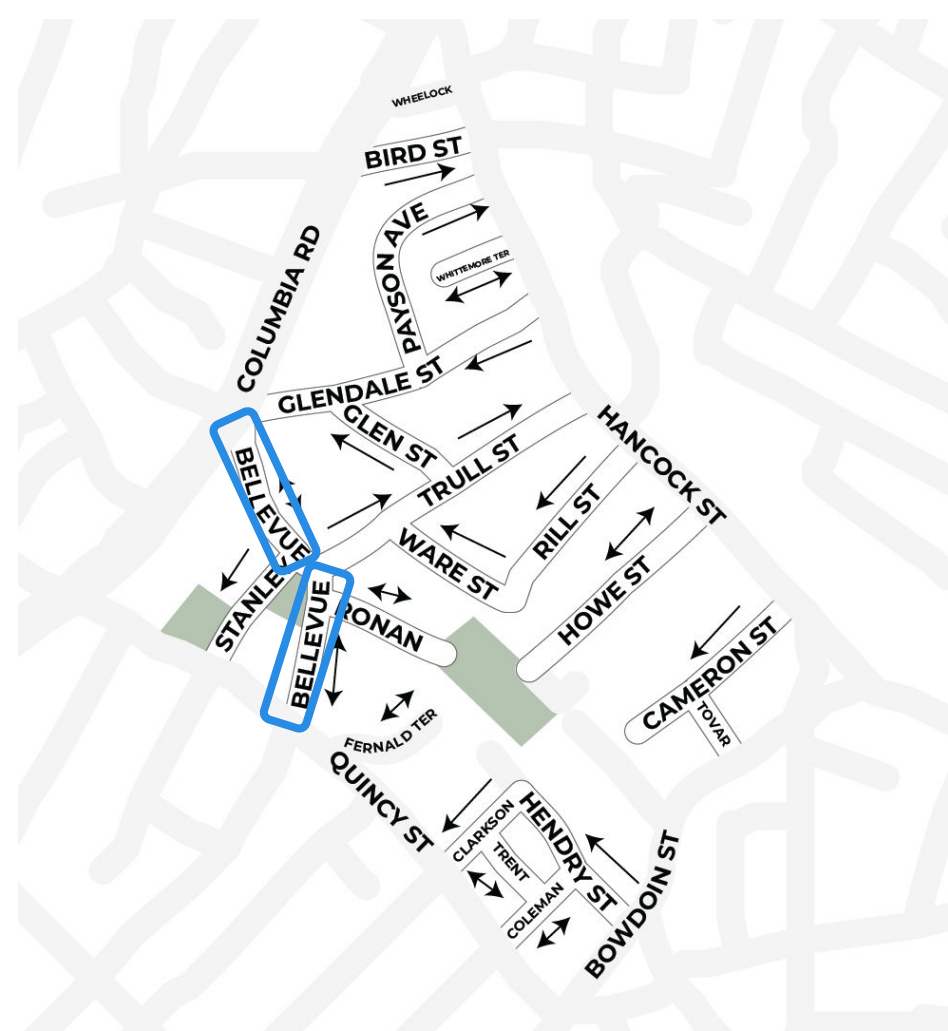
# Fast turns:

- People speed approaching intersection
- Intersection is wide



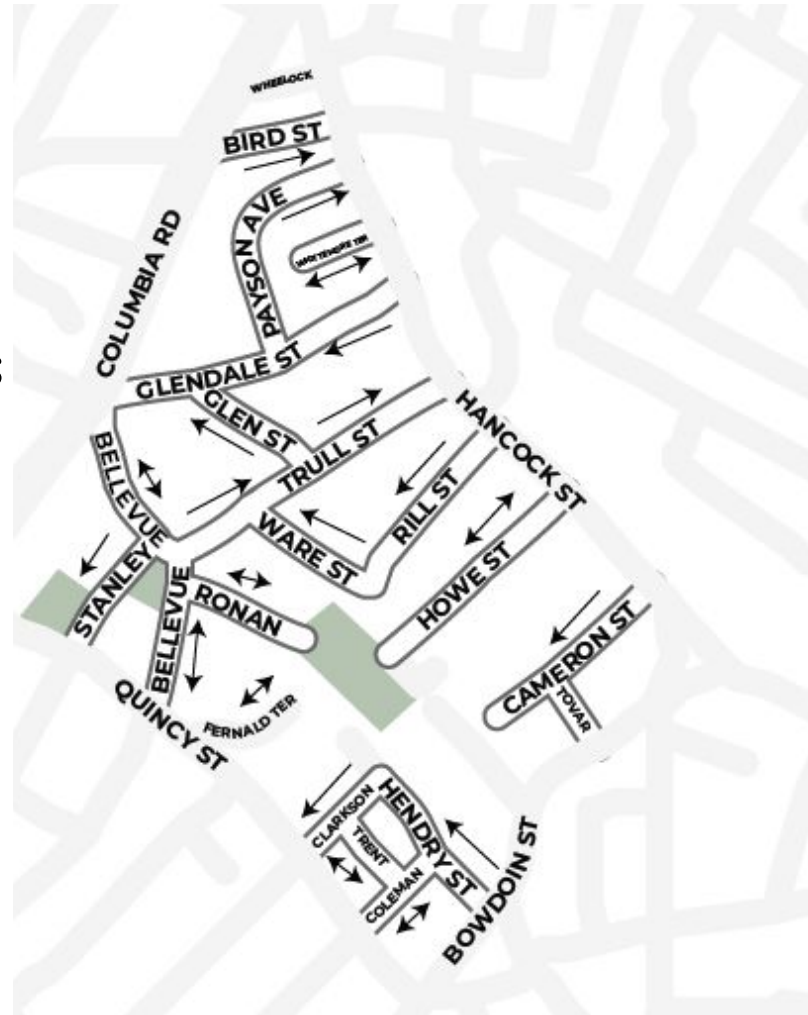
# Navigation:

- Conflicts related to who has the right of way
- Street is too narrow for two cars to pass safely



# Overall issues:

- People speed down streets
- People don't pay attention to signs
- People drive the wrong way
- People park too close to driveways
- People park on the sidewalk
- Ramps are not accessible



# Other Concerns

## Report to 311

- Sidewalk repairs
- Street lighting repairs or requests
- Trash or street-sweeping issues

## Contact Disabilities Commission

- Apply for an accessible (“handicap”) parking space
- 617-635-3682 | [disability@boston.gov](mailto:disability@boston.gov)

# **We still want to hear from you through end of 2020**

***Visit the project website:***

*boston.gov/slow-streets/hancock*

- *Sign up for the mailing list*
- *Add safety concerns to the online survey*
- *View overview of project and common street safety tools*
- *View all project information and presentations*

## BUILD THE CONCEPT DESIGN PLAN

## DEVELOP ENGINEERING PLANS

We're here

Winter 2021

### Gather your safety concerns

Letters, Workshops, Online Survey

Fieldwork

### Produce concept plan for your feedback

Investigate concepts through engineering process

## FINALIZING THE PLANS

Spring 2021

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

### Review engineering plans with you

Review any changes & what the final plan will look like

Schedule construction

### Notify you when construction will begin

2022



# Nearby projects

## **Massachusetts Avenue Better Bike Project**

- ▶ <https://www.boston.gov/mass-ave-better-bike-project>

## **Grove Hall Neighborhood Slow Streets Zone**

- ▶ [boston.gov/slow-streets/grove-hall](https://www.boston.gov/slow-streets/grove-hall)

## **Uphams Corner Arts and Innovation District**

- ▶ [bostonplans.org/planning/planning-initiatives/uphamscorner](https://bostonplans.org/planning/planning-initiatives/uphamscorner)
- ▶ email: [Ted.Schwartzberg@boston.gov](mailto:Ted.Schwartzberg@boston.gov)

## **PLAN: Dorchester Glover's Corner**

- ▶ [bostonplans.org/planning/planning-initiatives/plan-dorchester-glovers-corner](https://bostonplans.org/planning/planning-initiatives/plan-dorchester-glovers-corner)
- ▶ email: [Ted.Schwartzberg@boston.gov](mailto:Ted.Schwartzberg@boston.gov)

# Discussion

- *Additional stories you'd like to share about the safety issues and areas you highlighted?*
- *Is there more you'd like to hear about the process and project?*

# We still want to hear from you through end of 2020

- *At this phase, we do not have a design plan*
- *We'll continue to gather your safety concerns before building a draft concept plan*
- *We'll follow-up with fieldwork on the safety concerns you share to understand what's feasible to build*
- *Some safety tools can be implemented more comprehensively across the neighborhood*
- *Your comments will also help focus the project on a few priority intersections we can spend more time building tools that are more intensive, take the longest time to design*

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