



Quincy Route 3A/ Hancock Street Transportation Improvements Study

Public Information Meeting #2

Virtual Meeting | March 4, 2025 | 6:00 PM

Public Meeting Notes and Procedures

Notification of recording

- This virtual public meeting will be recorded. The Massachusetts Department of Transportation may choose to retain and distribute the video, still images, audio, and/or chat transcript.
- By continuing attendance with this virtual public meeting, you are consenting to participate in a recorded event.
- All recordings and chat transcript will be considered a public record.
- If you are not comfortable being recorded, keep your microphone muted, and refrain from chatting in the transcript box. Otherwise, you may choose to excuse yourself from the meeting.
- Please hold all questions until the public comment period at the end of the meeting. There will be ample time for comments.

Important notes

- Your microphone and webcam are automatically disabled upon entering the meeting.
- The meeting will be open to questions and answers at the end of the presentation.

All questions and comments are welcome and appreciated, however we do request that you refrain from any disrespectful comments.

Agenda

- 1 Introductions and Meeting Purpose (5 min)
- 2 Study Overview (5 min)
- 3 Data and Approach (5 min)
- 4 Proposed Alternatives (15 min)
- 5 Next Steps (2 min)
- 6 Q+A (20+ min)

Introductions and Meeting Purpose



Study Area

Subarea 1: Neponset Bridge – East Squantum Street Intersection

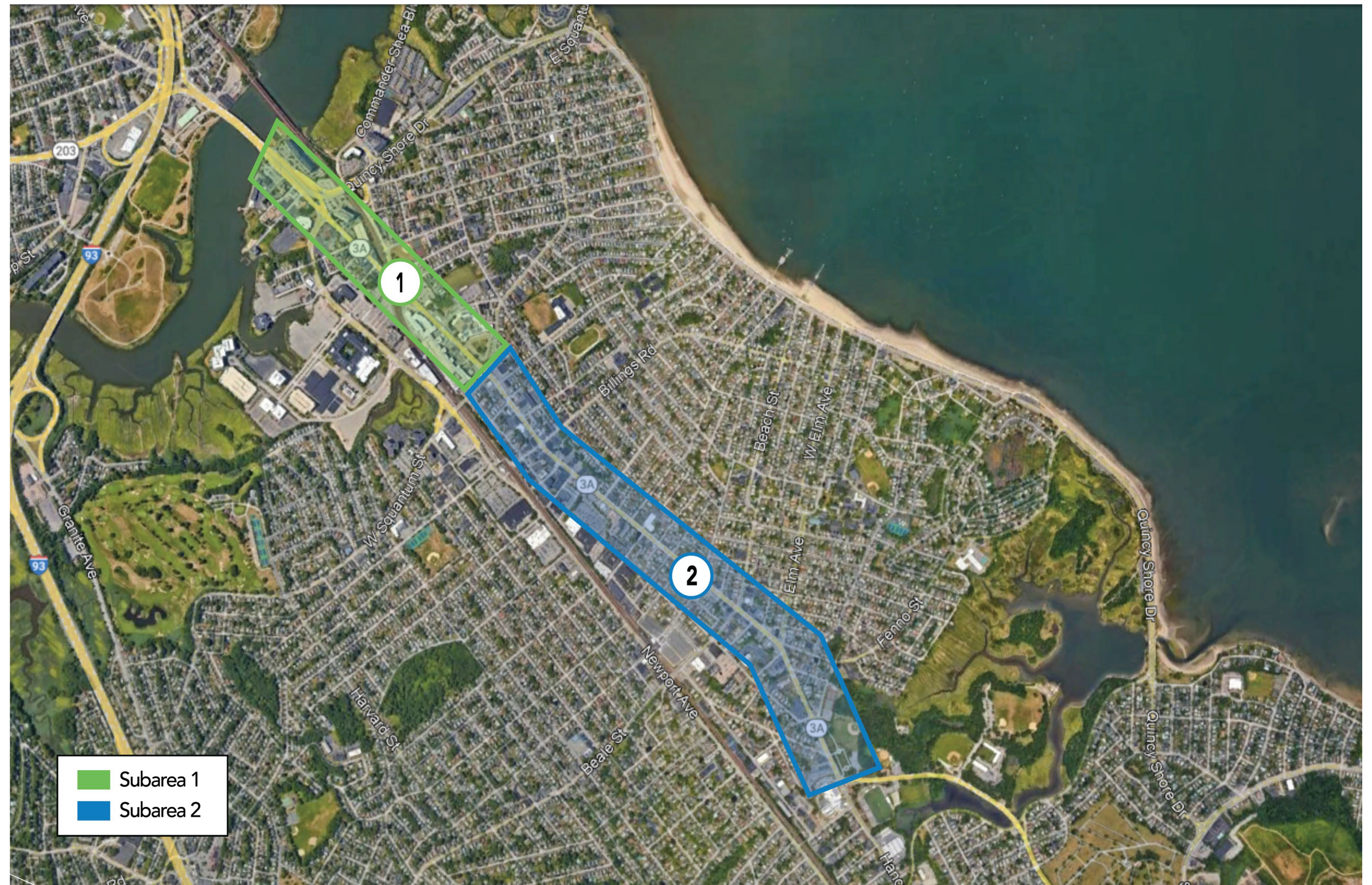
Goals:

- Focus on introducing **multimodal infrastructure** and mitigating congestion.

Subarea 2: East Squantum Street Intersection – Southern Artery Split

Goals:

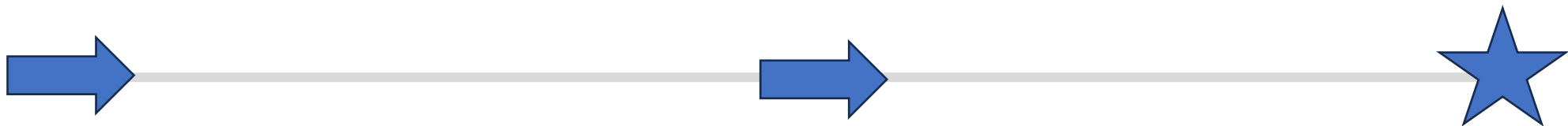
- Focus on introducing **multimodal infrastructure** and mitigating impacts to parking.



Study Goals

- **Evaluate congestion**, corridor operations, and multimodal safety.
- Develop recommendations to **increase safety**, decrease congestion, and expand multimodal transportation options.
- Understand and **address comfort and challenges** in the overall transportation network, with a focus on walking, biking, and transit.

Study Process



Existing Conditions
Spring 2024

- Public workshop/site walk
- GIS database
- Identify gaps/issues
- Determine public outreach approach

Alternatives Development
Summer 2024

- Develop concept-level corridor alternatives and treatments

Final Recommendations
Early 2025

- Present concept-level alternatives and treatments, and collect feedback
- Advisory Group Meeting (virtual)
- **Public Meeting (virtual)**
- Incorporate feedback
- Recommendations

Advisory Stakeholder Group

- MassDOT Office of Transportation Planning
- MassDOT Highway District 6
- City of Quincy
- Massachusetts Department of Conservation and Recreation (DCR)
- Massachusetts Bay Transit Authority (MBTA)

Related Efforts

K Circle-Morrissey Boulevard Study

- Evaluates current and future multimodal transportation at Kosciuszko Circle and William T. Morrissey Boulevard in Boston.
- Study area ends at Neponset Bridge
- Large scale effort involving collaboration among MassDOT, Executive Office of Energy and Environmental Affairs, Department of Conservation and Recreation, City of Boston Planning Department, with significant public input, to develop alternatives that enhance public realm, mobility, connectivity, safety, and climate resiliency.
- Aligning Study Goals: Corridor Mobility, Resiliency and Ecology, Placemaking, and Constructability
- For more information, see the study's webpage: <https://www.mass.gov/k-circle-morrissey-study>

Public Meeting Purpose

Share corridor alternatives and how they:

- Address project goals
- Impact corridor users
- Present tradeoffs

Understand support or concerns about alternatives

- Understand your experience in the 2 subareas
- Discuss tradeoffs in the technical analysis of the alternatives
- Understand your perspectives as regular users of the study area

Study Overview



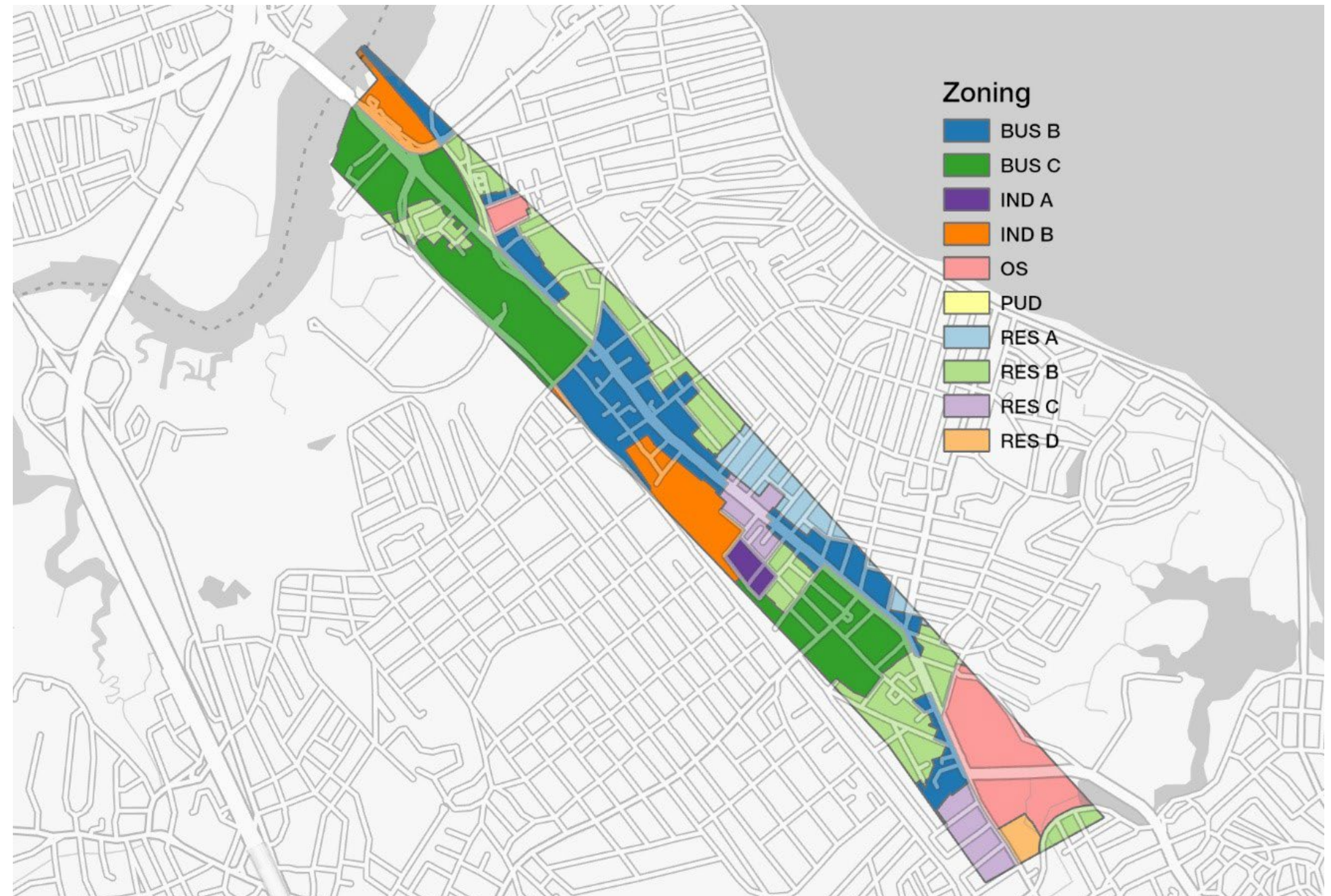
Study Area & Existing Land Use

Mix of commercial, residential, and urban public/institutional zoning.

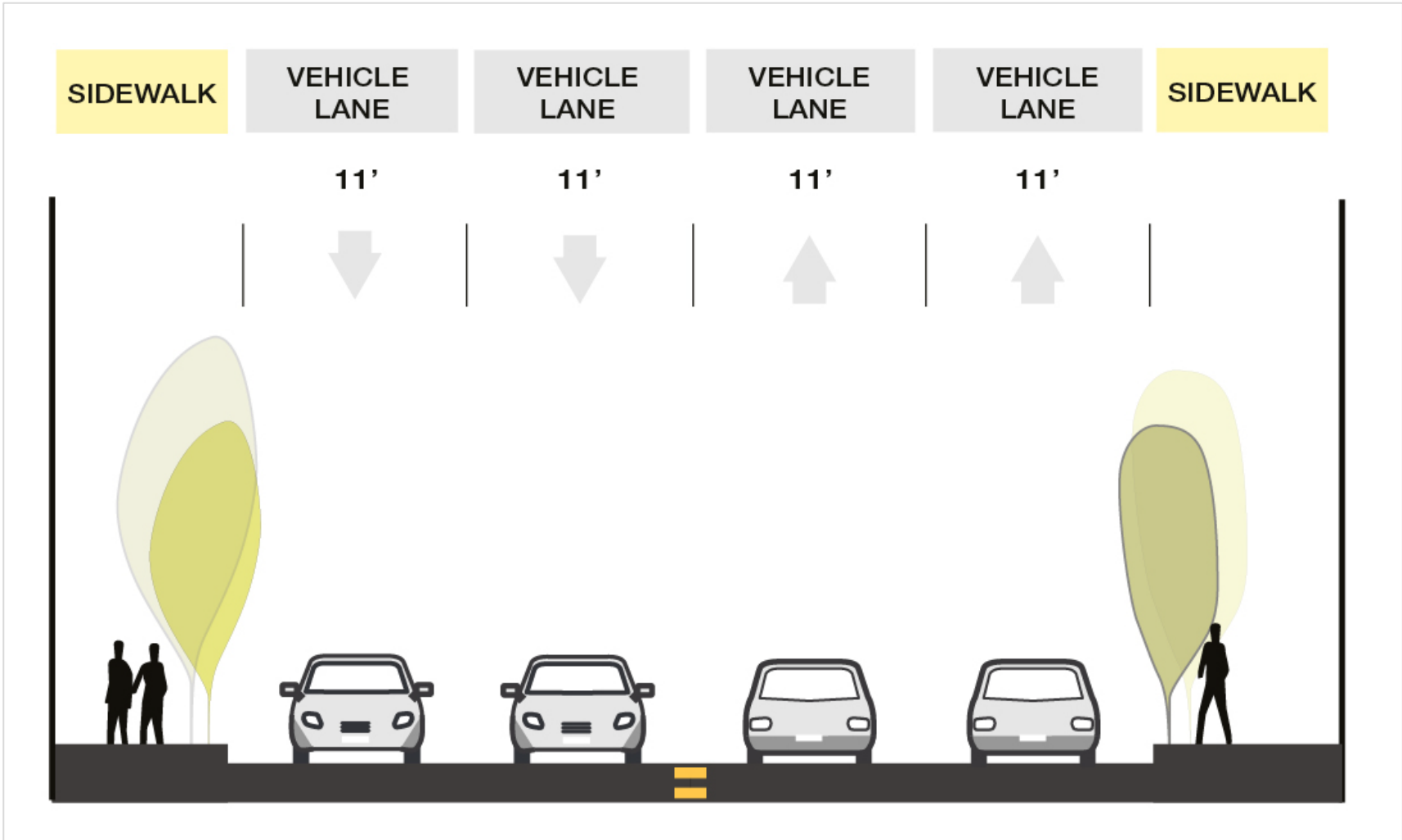
- BUS – Business
- IND – Industrial
- OS – Open Space
- PUD – Planned Unit Development
- RES – Residential

Nearby high-activity destinations include:

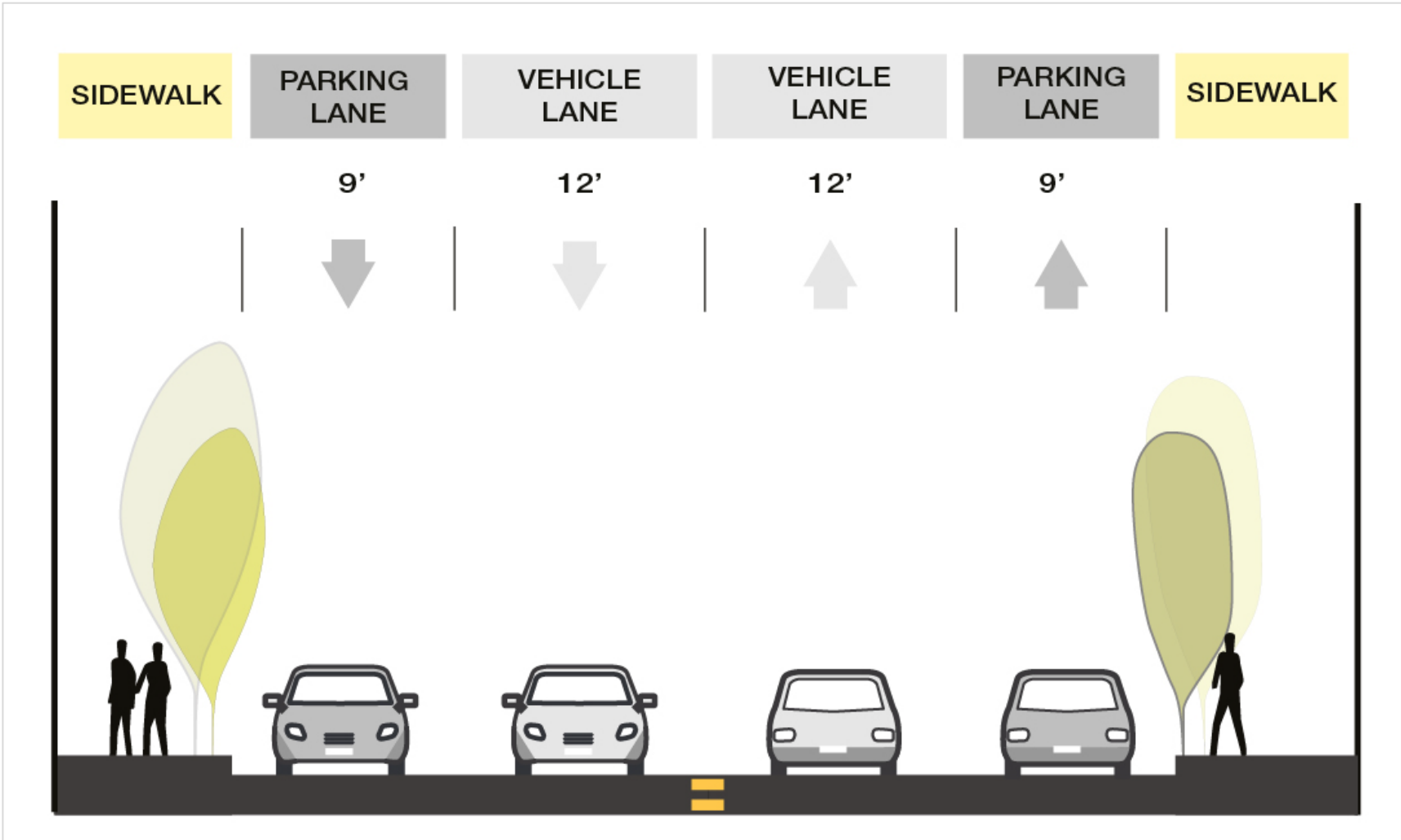
- Restaurants
- Schools (North Quincy High School and other educational and childcare facilities)
- Grocery stores (C-Mart, Stop & Shop, H Mart, and 99 Ranch)
- Rail stations (North Quincy Station and Wollaston Station)



Existing Roadway Configuration



Subarea 1
Neponset Bridge – E Quantum Street Intersection



Subarea 2
E Quantum Street Intersection – Southern Artery split

**Exact widths vary at numerous points within the corridor.*

Existing Travel Conditions - 3A Corridor

Trip Type	Percent of Total Corridor Users
Private auto	55%
Auto passenger/Carpool	25%
Walking	13%
Commercial vehicle (freight)	4%
Other	1%
Public transit	1%
Biking	1%
Taxi/TNC	0%

All road users – drivers, pedestrians, and cyclists – rely on the corridor

- The corridor is used for commuting to destinations within Quincy as well as outside the city.
- The corridor also serves as a destination and ‘last mile’ route, for cyclists and pedestrians.
- On a typical weekday, nearly a third of trips were for traveling home, 17% to work, 15% to shop, and 11% to eat.

Source: Replica (more details on slide 17)

Data and Approach



Data Sources

These include but are not limited to:

- **MassDOT** (existing plans, infrastructure, built assets)
- **City of Quincy** (land use, infrastructure, built assets, traffic data)
- **Replica** (regional traffic data; Replica uses mobile location, consumer, economic activity, and other data in their activity-based traffic model)
- **Miovision** (local traffic data; Miovision provides users, in this case MassDOT, with a platform for storing traffic data that is typically collected through a mix of pneumatic sensors and cameras)
- **FEMA** (environmental data)

How might traffic change between 2024 and 2050?

- To estimate traffic in a future year for the *traffic model*, we used the MPO's **Central Transportation Planning Staff (CTPS)** 2050 forecast

Questions that guide analysis

What are the key performance indicators (KPIs) that help us assess an alternative or treatment's responsiveness to these goals?

Minimizing disruption to drivers

- Avoiding significant level of service (LOS) reduction.
- Minimizing the reduction of parking adjacent to businesses.

Improving safety for all road users

- Reducing or mitigating conflict points between cars and cyclists/pedestrians
- Increasing the number of improving crosswalks.
- Increasing the number, length, and width of bike lanes.

Enhancing multi-modal comfort

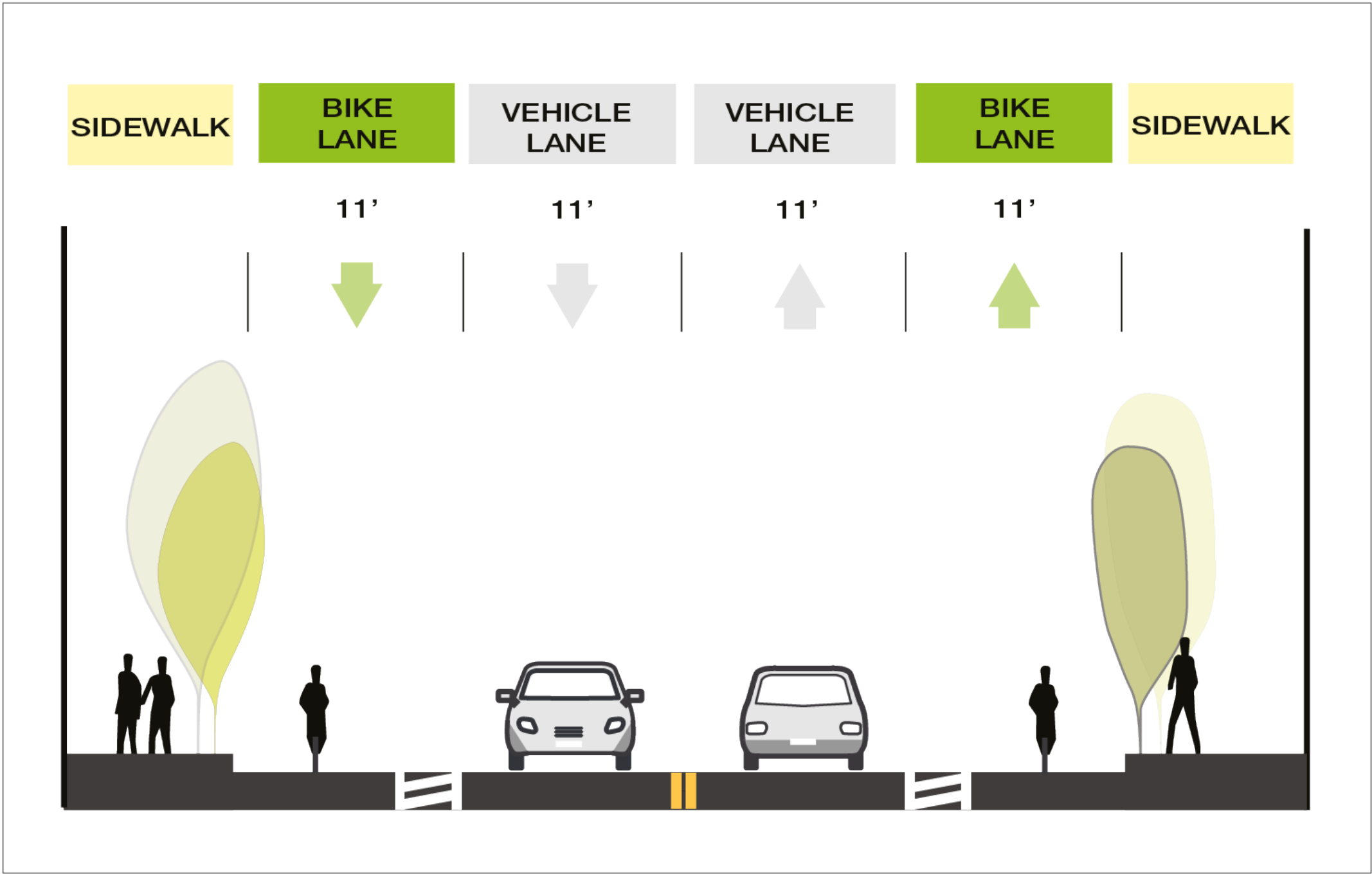
- Increasing bike parking capacity.
- Improving the transit waiting, boarding, and alighting experience.

Proposed Treatments and Alternatives



Subarea 1 Alternative 1

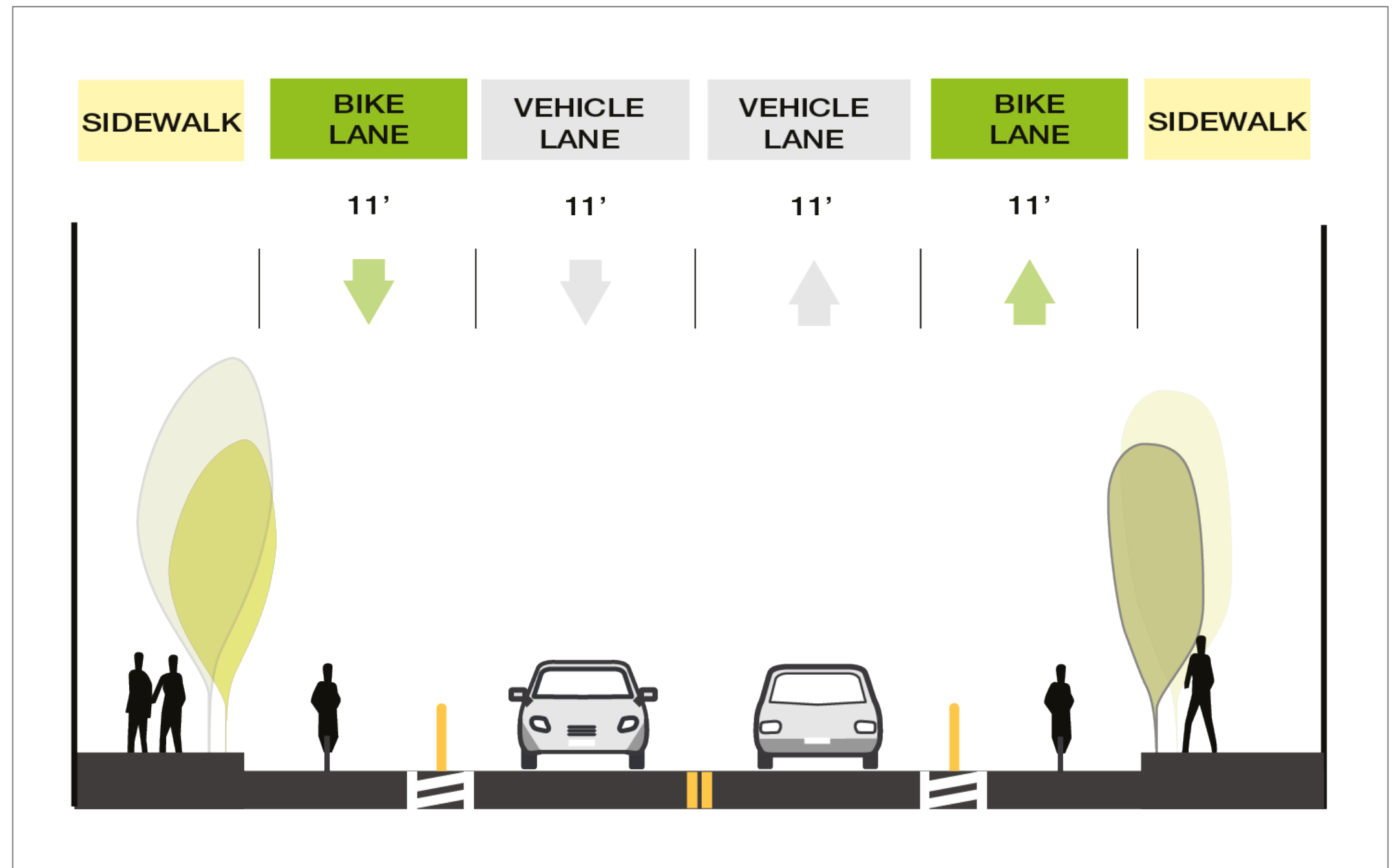
- Alternative 1 consists of one travel lane with a protected 7-foot bike lane and a 4-foot buffer in each direction.



Subarea 1: Neponset Bridge to E Squantum Street

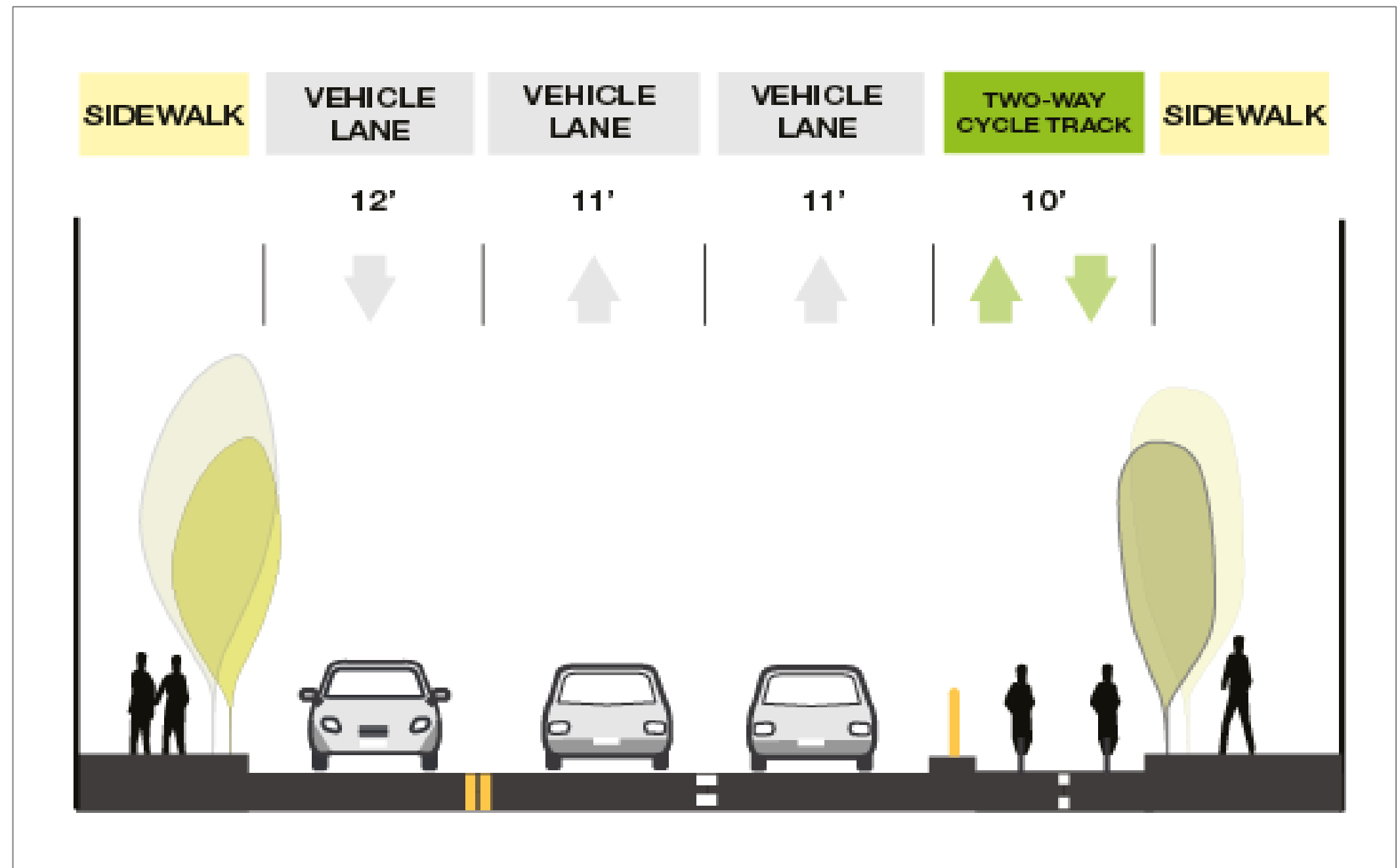
Subarea 1 Alternative 2

- Similar to Alternative 1, Alternative 2 consists of one travel lane with a protected 7-foot bike lane and a 4-foot buffer in each direction.
- Alternative 2 includes physical barriers between the bike lane and travel lane where feasible. These barriers may consist of flexible bollards, concrete barriers, or planters.



Subarea 1 Alternative 3

- Alternative 3 consists of two travel lanes in the northbound direction and one travel lane in the southbound direction.
- The second lane in the southbound direction is dropped, and a protected, 8-foot two-way cycle track with a 2-foot buffer is added.
- Cyclists have a protected bike phase; time depends on distance from one side of the intersection to the other (Northbound).
- A 50-foot crossing requires roughly a 9 second minimum phase length.



Subarea 1 Impacts and Benefits

- **Bike lanes:**
 - reinforces the legitimacy of a cyclist's presence
 - offers directional guidance to cyclists
 - allows cyclists to ride at a comfortable speed, lowering risk of harm from car traffic.
- Bi-directional bike lanes can offer more comfortable separation between drivers and cyclists.
- One-directional bike lanes are more intuitive and common.
- Pedestrian and bike improvements make access to North Quincy Station and bus transit safer.
- Removal of on-street parking decreases delay from drivers who would be parallel parking.
- Congestion at a couple of intersections would impact MBTA bus routes 210, 211, and 217.
- Transit Signal Priority (TSP) could improve the operations of both cars and buses.

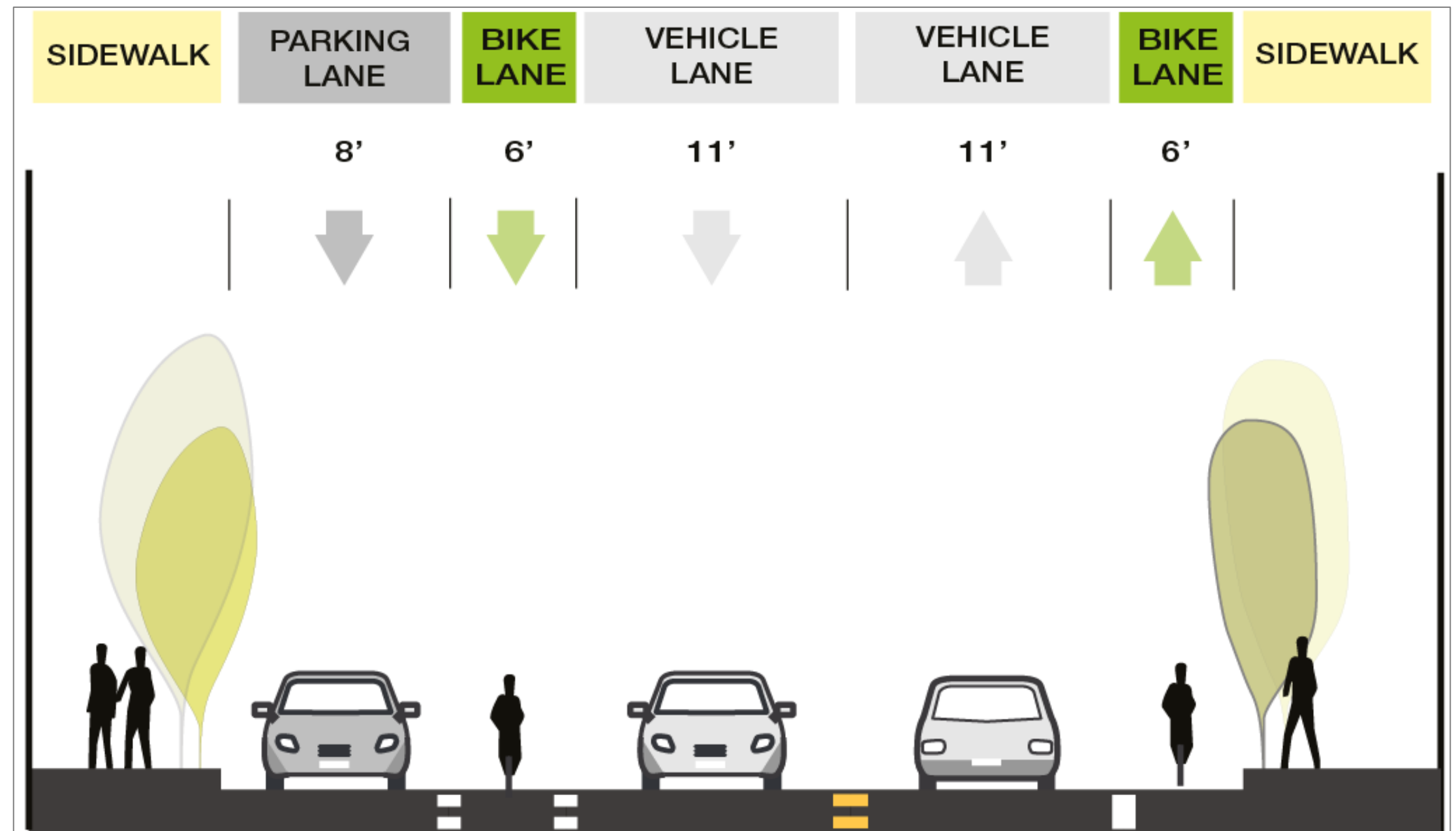
Subarea 1 Alternatives Summary Comparison

Alternative	Minimize disruption to drivers	Improve safety for all road users	Enhance multimodal comfort	Complexity
1	Moderate AM: More congestion at Newport Ave. Ext. PM: More congestion at Hunt St.	Moderate Cyclists separated from vehicle traffic.	Moderate Vehicles are moving more slowly.	Low Restriping for both directions
2	Moderate AM: Same as Alt 1. PM: Same as Alt 1.	High Cyclists are buffered against vehicle traffic.	Moderate Vehicles are moving more slowly.	Moderate Restriping, plus installation of posts.
3	Moderate-High AM: More congestion at Newport Ave. Ext. and at E/W Squantum. PM: more congestion at Hunt St. and at E/W Squantum.	High Cyclists are significantly buffered against vehicle traffic.	High Vehicles are moving more slowly, and cyclists are riding with each other.	High Restriping, plus realignment of lanes, and installation of flex posts.

*Complexity is intended to capture ease and speed of implementation and cost, with low complexity referring to greater ease and lower cost.

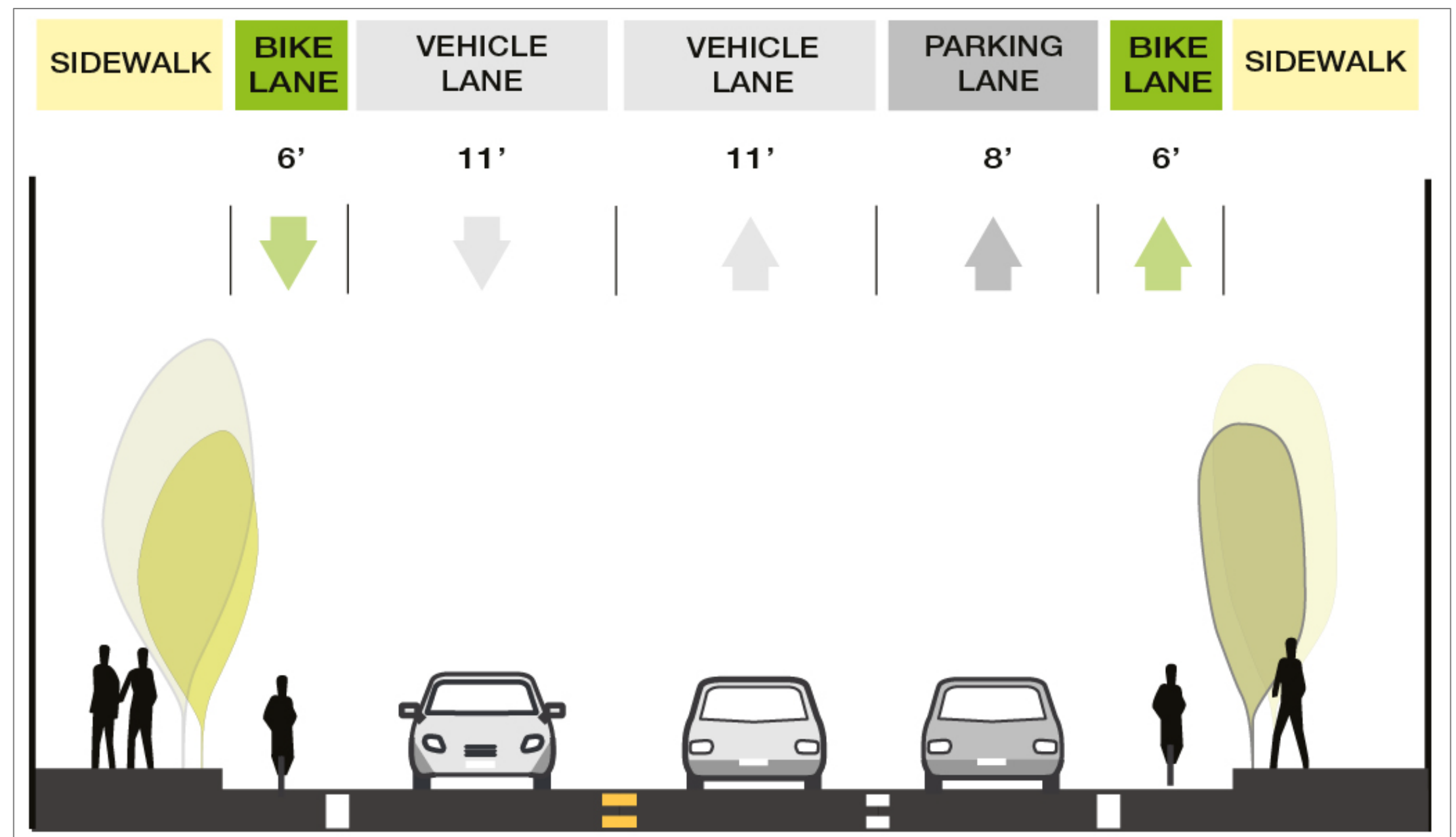
Subarea 2 Alternative 1

- Removes the northbound parking.
- Keeps southbound parking.
- Reduces the vehicle travel lane width from 12 feet to 11 feet.
- Adds one 6-foot bike lane in each direction of travel.
- The bike lane is exposed to moving cars.



Subarea 2 Alternative 2

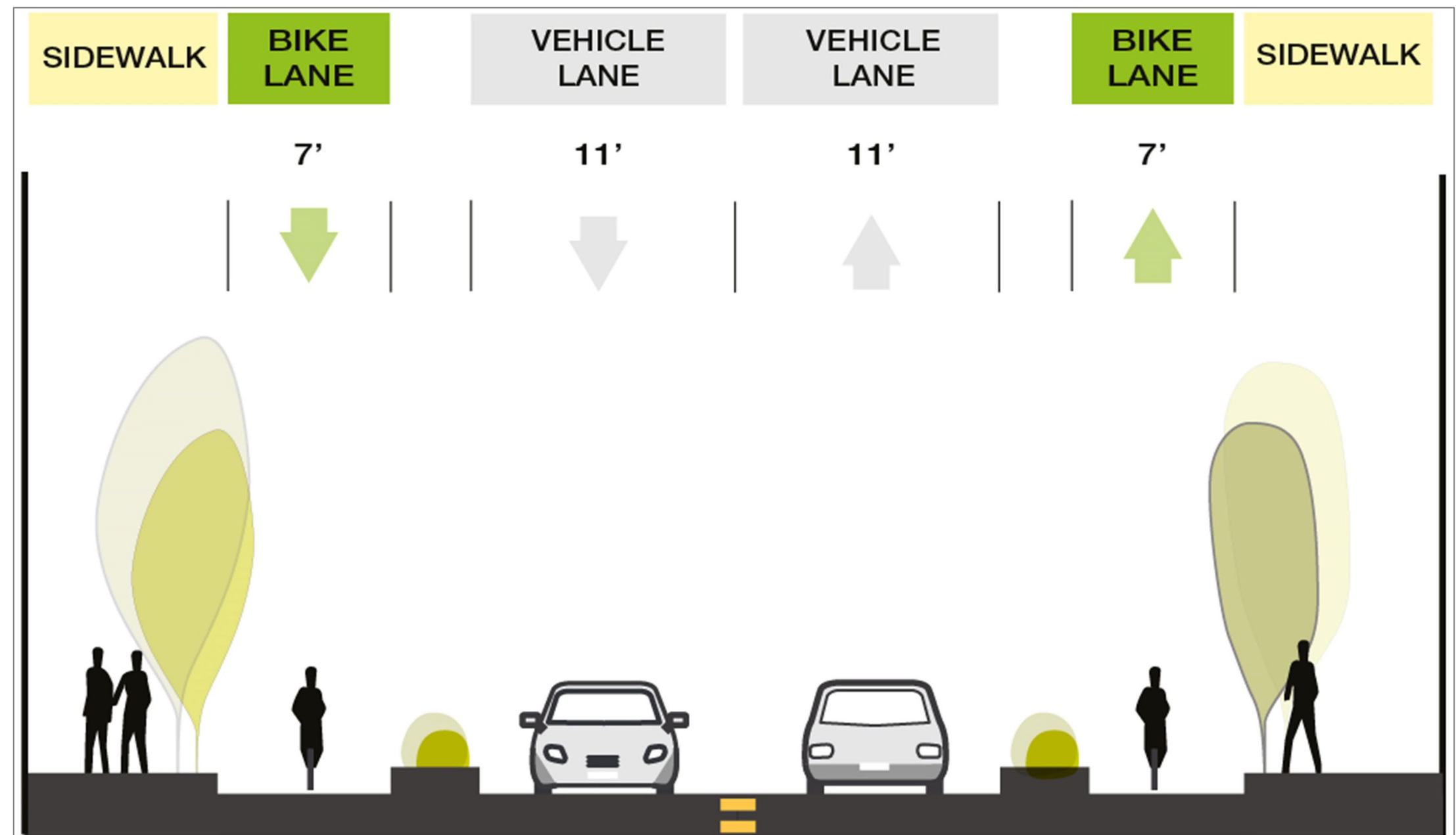
- Removes southbound parking.
- Keeps northbound parking.
- One 6-foot bike lane in each direction.
- One bike lane is exposed to moving cars. The other is not and runs between parked cars and pedestrians on the sidewalk.
- This alternative similarly reduces the vehicle travel lane width from 12' to 11' to allow space to add a 6-foot bike lane.



E Quantum Street Intersection – Southern Artery split

Subarea 2 Alternative 3

- Parking removed in both directions.
- One 7-foot bike lane and 2.5-foot buffer in each direction respectively.
- Reduced vehicle travel lane width from 12 feet to 11 feet.
- The bike lanes have the most significant buffer between them and the travel lanes among all the alternatives.
- This alternative has the most significant impact on parking, while offering the greatest safety and comfort to cyclists.



E Quantum Street Intersection – Southern Artery split

Subarea 2 Impacts and Benefits

Driving

- The number of vehicular travel lanes would remain the same.
- Removal of on-street parking may reduce delay caused by parallel parking.
- Vehicle queueing may occur behind buses that have stopped for boarding.

Parking

- Each alternative poses impacts to on-street parking. (current street parking is about 220 spaces, including 7 accessible parking spaces).
- Parking is evenly split northbound and southbound. The southbound side has a higher concentration of retail toward the southern half.
- Outside the study area, there are 65 parking spaces in a public parking lot.

Bikes

- Bike lanes reinforce the presence and visibility of cyclists.
- Bike lanes improve cyclist comfort and establish predictable behavior.
- Protected bike lanes can offer more comfortable separation.

Subarea 2 Alternatives Summary Comparison

Alternative	Minimize disruption to drivers	Improve safety for all road users	Enhance multimodal comfort	Complexity
1	Low Parking removed on one side of the street.	Moderate Two new bike lanes, one in each direction add distance from moving traffic.	Moderate Cyclists have dedicated space. Transit riders cross bike traffic, rather than car traffic.	Moderate Restriping travel and bike lanes.
2	Low-moderate Parking is removed on one side of the street.	Moderate-high Two new bike lanes, one in each direction. One is between parking and the sidewalk - affords protection but risks opening car doors.	High Cyclists have dedicated space. Transit riders cross bike traffic, rather than car traffic.	Moderate-high Restriping travel, parking, and bike lanes.
3	Moderate Parking is removed on both sides of the street.	High One new bike lane in each direction, and risk of collision with an opening door is low.	High Bike lanes reduce exposure to traffic. Transit riders cross bike traffic, rather than car traffic.	High Significant modification for each bike lane in both directions of travel.

*Complexity is intended to capture ease and speed of implementation and cost, with low complexity referring to greater ease and lower cost.

Example Intersection Treatments



Directional Clarity



Right Turn Protection



Crossing Beacon



Bike Box

Intersections examined:

- Squantum Street
- Sagamore Street
- Newport Avenue Extension
- On-ramp to Neponset Bridge

Proposed Treatments

Treatments address issues outside of lane configuration and are generally at specific locations, such as at intersections or key assets. Treatments include:

Driver improvements

- Ramp congestion mitigation; signage on Route 3A/Hancock Street that alerts drivers of lane changes needed to reach key destinations e.g. Boston. This is meant to give drivers more advanced notice of the decision to change lanes so that this decision is not concentrated at the ramps and causes upstream congestion.

Pedestrian improvements

- Flashing beacons and refreshed reflective paint at existing crossings, especially Hancock Street @ North Quincy Plaza sidewalk.
- Left turn signal (protected left turn) at Hancock Street @ Elm Avenue & Wollaston Avenue to minimize the likelihood of collisions by separating turning vehicles from oncoming traffic and pedestrians to minimize conflict points.

Proposed Treatments

Treatments address issues outside of lane configuration and are generally at specific locations, such as at intersections or key assets. Treatments include:

Bike improvements

- Add secure bike parking to facilitate a seamless and convenient biking experience.
- Install bike boxes at all signalized intersections for better visibility of all non-motorized road users.

Transit improvements

- Shift bus stops to improve ease of maneuvers for boarding and alighting. This requires MBTA engagement to ensure consistency with Bus Network Redesign and general service planning.
- Install seating at bus stops to improve comfort.
- When reasonable, close unnecessary curb cuts to reduce delay and likelihood of collision.

Alternatives Summary

Subarea 1

- **Alternative 1** is the easiest to implement, but provides **moderate benefits for cyclists**. The painted buffer separates cyclists, but minimally deters drivers from entering the path of cyclists.
- **Alternative 2** is slightly more complex to implement, as **flex posts** require additional installation costs. These posts are beneficial in that they deter drivers from unsafe paths beyond simple painting.
- **Alternative 3** has the **greatest potential benefit to cyclists and pedestrians** as there are flex posts and added comfort and safety from cyclists riding with each other. This poses the most potential impact to drivers, but this can be mitigated with modifications to left turns and pedestrian signal timing.

Subarea 1: Neponset Bridge – E Squantum Street Intersection

Alternatives Summary

Subarea 2

- **Alternative 1** is slightly less complex, as it **leaves southbound parking unchanged** and bike lanes are adjacent to vehicle travel lanes.
- **Alternative 2** is slightly more complex but more beneficial to cyclists due to northbound parking being relocated to **separate cyclists from moving vehicles**. Alternative 1 and 2 similarly remove one side of street parking and introduce two new bike lanes.
- **Alternative 3** is the most **beneficial to cyclists but removes the most parking**. Though drivers may be impacted by removal of on-street parking, this can be mitigated with nearby parking alternatives. Drivers may also see more steady traffic flow with fewer instances of delay caused by parallel parking.

Subarea 2: E Squantum Street Intersection – Southern Artery split

Next Steps



Next Steps

Incorporate feedback into analysis, use analysis to draft recommendations.

Produce final report that consists of:

- Existing Conditions
- Alternatives technical analysis
- Discussion of public engagement (internal meetings, public meetings)
- Recommendations

Public comment period for final report

Study Website

<https://www.mass.gov/quincy-route-3ahancock-street-transportation-improvements-study>

Scan for the Study Website

