

# Safety and Comfort Seguridad y Comodidad

**Boston Emergency Medical Services responded to 471 East Boston crashes between 2016 and 2018. Four crashes were fatal. In May 2019, another fatal crash occurred on Bennington Street.**

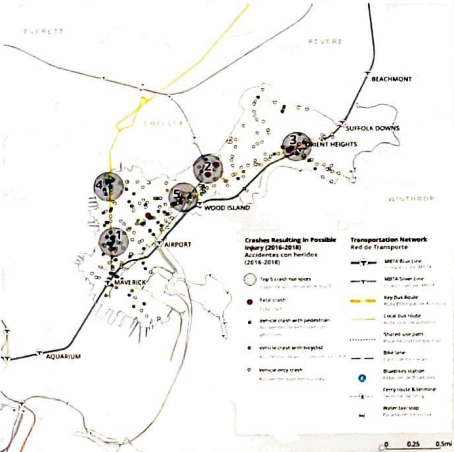
Los Servicios Médicos de Emergencia de Boston (Boston Emergency Medical Services) respondieron a 471 accidentes en East Boston entre 2016 y 2018. Cuatro de ellos fueron fatales. En mayo de 2019, otro accidente fatal ocurrió en Bennington Street.

**Crash hot spots share common features: arterial streets, irregular intersections, and high activity areas.**

Los lugares de muchos accidentes comparten características comunes: Calles arteriales, intersecciones irregulares y zonas de mucha actividad.

- The **top five** crash hot spots across all travel modes (in order of most severe) included Central Square, Route 1A at Curtis Street, Orient Heights Square, Meridian Street at Condor Street, and Day Square. (Central Square was under construction during the 2016-2018 data period.)
- **72 percent** of East Boston crashes occurred on an arterial street, but arterial streets make up **34 percent** of the street network.
- **Ten percent** of crashes occurred within one block of a Blue Line station, but **20 percent** of crashes involving a person walking occurred near a Blue Line station.
- **Speeding** was the most reported safety concerns in East Boston, according to the City's Vision Zero Public Concern Map.
- Los **cinco principales** lugares de muchos accidentes en todos los modos de transporte (en orden de mayor severidad) incluyeron Central Square, Route 1A en Curtis Street, Orient Heights Square, Meridian Street en Condor Street y Day Square. (Central Square estuvo en construcción durante el periodo de los datos de 2016 a 2018).
- Un **72 por ciento** de los accidentes en East Boston ocurrieron en una calle arterial, pero las calles arteriales son un **34 por ciento** de la red de calles.
- Un **diez por ciento** de los accidentes ocurrieron dentro de una cuadra de una estación de la Blue Line, pero un **20 por ciento** de los accidentes que incluyeron a una persona caminando ocurrieron cerca de una estación de la Blue Line.
- El **exceso de velocidad** fue la preocupación de seguridad más reportada en East Boston, según el Mapa de Preocupaciones Públicas de la Visión Cero de la Municipalidad.

**Crashes resulting in possible injury (2016-2018)**  
Accidentes que resultaron en posibles lesiones (2016-2018)



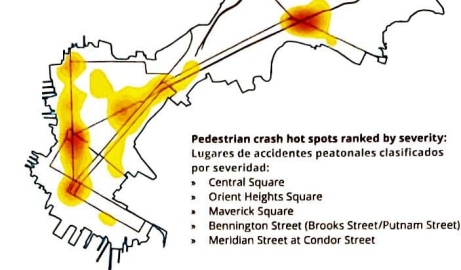
Source (Fuente): Boston Emergency Medical Services, MassGIS, MBTA  
Note: Data includes years in which Central Square was under construction.  
Nota: Los datos incluyen los años en los que Central Square estaba en construcción.

**Crash density in East Boston vary by travel mode.**

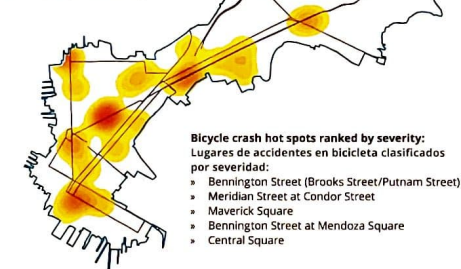
La densidad de accidentes en East Boston varía según el modo de transporte.



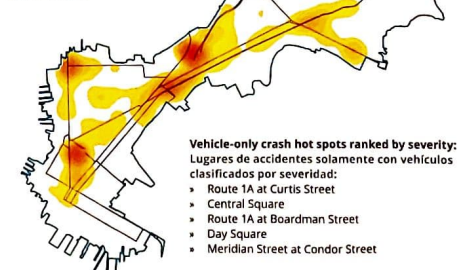
**Vehicle crashes with pedestrians (2016-2018)**  
Accidentes de vehículos con peatones (2016-2018)



**Vehicle crashes with bicyclists (2016-2018)**  
Accidentes de vehículos con ciclistas (2016-2018)



**Vehicle-only crashes (2016-2018)**  
Accidentes solo con vehículos (2016-2018)



Source (Fuente): Boston Emergency Medical Services, MassGIS, MBTA  
Note: Data includes years in which Central Square was under construction.  
Nota: Los datos incluyen los años en los que Central Square estaba en construcción.

**Major streets in East Boston have uncomfortable bicycling conditions.**

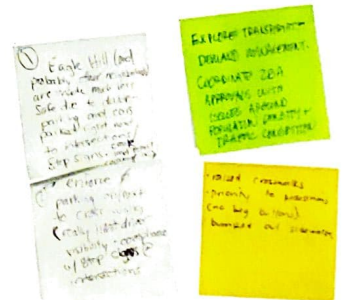
Las calles principales en East Boston tienen condiciones incómodas para andar en bicicleta.

- When accounting for motor vehicle volumes, speeds, and curbside conflicts, no major street in East Boston can be considered comfortable for bicycling by people of all ages and abilities.
- National research shows that most people will only ride when they feel comfortable, typically on paths, protected bike lanes, and traffic-calmed residential streets.
- Comfortable terrain in East Boston are limited to residential areas, many of which have difficult terrain and do not form a connected network to facilitate everyday travel to destinations.
- The limited hours of the Mary Ellen Welch Greenway require people to use alternative, higher-stress streets at night.
- A majority of Bluebikes stations in East Boston are located along stressful streets.
- Cuando se incluyen los volúmenes, velocidades y conflictos en los bordes de las veredas de vehículos automotores, ninguna calle principal de East Boston puede ser considerada cómoda para que personas de todas las edades y habilidades anden en bicicleta.
- Las investigaciones nacionales demuestran que la mayoría de las personas solamente andan en bicicleta si se sienten cómodas en caminos, carriles protegidos para bicicletas y calles residenciales con poco tráfico.
- Las calles cómodas en East Boston se limitan a las zonas residenciales, muchas de las cuales tienen terreno difícil y no forman una red conectada para facilitar el viaje diario a los destinos.
- El horario limitado de la Mary Ellen Welch Greenway requiere que por la noche las personas usen calles alternativas con mayor tensión.
- La mayoría de las estaciones de BlueBikes en East Boston se encuentran a lo largo de calles con tensión.

**Bicycling level of traffic stress**  
Nivel de ciclismo de las calles con estrés



Source (Fuente): BPDA, MassGIS



① Eagle Hill (and probably other neighborhoods) are made much less safe due to double-parking and cars parked right next to intersections.  
Stop signs - <sup>create</sup> lead forest <sup>encourage</sup> or →

② → enforce parking on/next to crosswalks  
really limit driver visibility + compliance w/ stop signs @ intersections

EXPLORE TRANSPORTATION DEMAND MANAGEMENT.

COORDINATE ZBA APPROVALS WITH ISSUES AROUND POPULATION DENSITY + TRAFFIC CONGESTION

- raised crosswalks
- priority to pedestrians (no beg buttons)
- bumped out sidewalks

# Access to Transportation Options

# Acceso a Opciones de Transporte

Access to transportation options is expanding, but natural barriers, limited transit connectivity, and few supermarkets restrict everyday travel by walking, biking, and transit.

El acceso a las opciones de transporte se expande, pero las barreras naturales, conectividad limitada del tránsito y pocos supermercados restringen el movimiento diario al caminar, usar bicicletas o usar el transporte público.

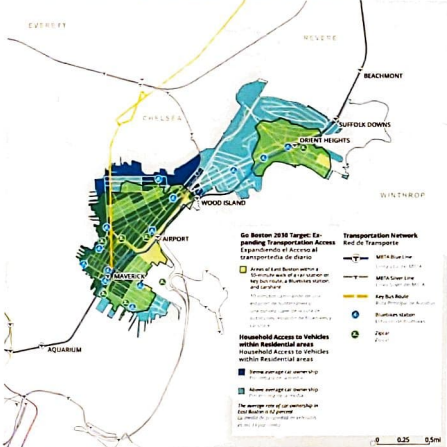
## Nearly 74 percent of East Boston residents live within a 10-minute walk of a subway station or Key Bus Route stop, Bluebikes station, and carshare.

Casi un 74 por ciento de los residentes de East Boston viven a 10 minutos caminando de una estación de subterráneo o una parada clave de la ruta de autobuses, estación de Bluebikes y carshare.

- More than **one-third** of households in East Boston don't have access to a car. In some areas, nearly **two-thirds** of households don't have access to a car.
- **Two-thirds** of East Boston residents live within a 15-minute walk to a supermarket. Only **21 percent** live within a 15-minute transit trip to a supermarket. **No resident** can access a supermarket using only comfortable bike routes.
- East Boston residents travel **0.8 miles** on average to a grocery store, the longest of any Boston neighborhood, according to the Metropolitan Area Planning Council (MAPC).
- Más de un **tercio** de las viviendas en East Boston no tienen acceso a un automóvil. En algunas zonas, casi **dos tercios** de las viviendas no tienen acceso a un automóvil.
- **Dos tercios** de los residentes de East Boston viven a 15 minutos de distancia caminando de un supermercado. Solo un **21 por ciento** viven a 15 minutos de un viaje por transporte público a un supermercado. **Ningún residente** puede acceder a un supermercado usando solamente las cómodas rutas para bicicletas.
- Los residentes de East Boston viajan **0.8 millas** como promedio a una tienda de comestibles, la distancia más larga de cualquier vecindario de Boston, según el Consejo de Planificación de la Zona Metropolitana (MAPC por sus siglas en inglés).

## Area with access to rapid transit, bikeshare, and carshare

## Zona con acceso a tránsito rápido, bikeshare y carshare



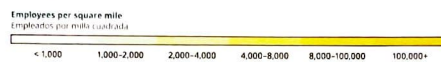
## Access to major employment centers differs greatly by travel mode.

El acceso a empleos y oportunidades varía mucho según el modo de viaje.

- The Blue Line is disconnected from the Red Line and commuter rail, limiting access to jobs in Longwood, Cambridge, Allston-Brighton, and much of the Seaport.
- **19 percent** of residents leave for work during non-traditional hours (4 PM-7 AM).
- La Blue Line está desconectada de la Red Line y las vías que llevan a las personas al trabajo, limitando el acceso a empleos en Longwood, Cambridge, Allston-Brighton y gran parte del Seaport.
- Un **19 por ciento** de los residentes salen hacia al trabajo durante un horario no tradicional (4 PM-7 AM).

## Within the average East Boston commute of 31 minutes, how far can a resident travel during a weekday morning?

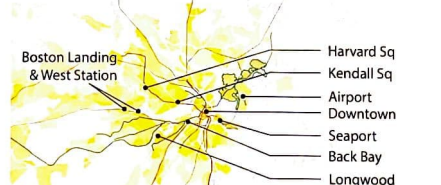
Dentro del trayecto promedio de 31 minutos de East Boston, ¿qué tan lejos puede viajar un residente durante una mañana de lunes a viernes?



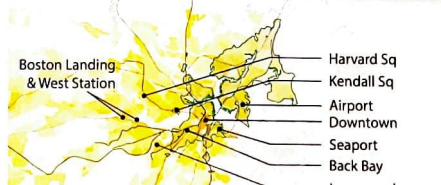
Accessible area by walking  
Área accesible caminando



Accessible area on comfortable bike routes only  
Área accesible solo en cómodas rutas de bicicleta



Accessible area by transit (AM peak)  
Área accesible por tránsito (pico de la mañana)



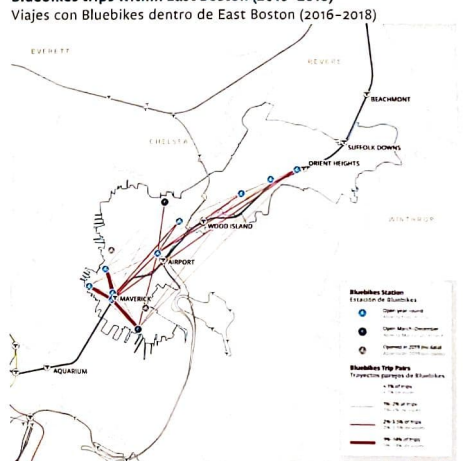
Source (Fuente): BPDA, Census Bureau, MassGIS

## Maverick Square is the busiest transit hub in East Boston.

Maverick Square es el centro de transporte más utilizado en East Boston.

- Over **14,000** bus and subway trips start in Maverick Square each weekday, representing **42 percent** of all bus and subway boardings within East Boston.
- About **96 percent** of people accessing Maverick Station do so by bus (**44 percent**) and walking or biking (**52 percent**), an increase from **87 percent** a decade ago.
- **Two-thirds** of all Bluebikes trips within East Boston start or end at Maverick Square.
- Más de **14,000** viajes en subterráneo y autobús comienzan cada día de semana en Maverick Square. Lo que representa un **42 por ciento** de todos los viajes en subterráneo y autobús dentro de East Boston.
- Casi un **96 por ciento** de las personas que tienen acceso a Maverick Station lo hacen por autobús (un **44 por ciento**) y caminando o en bicicleta (un **52 por ciento**), un aumento del **87 por ciento** comparado con hace una década.
- **Dos tercios** de todos los viajes con Bluebikes dentro de East Boston comienzan o terminan en Maverick Square.

## Bluebikes trips within East Boston (2016-2018)



**TUP-UN MAVERICK SQ**  
1400 BUS ONLY

**GL3 STOP**  
CLOSE TO WATERBURY RD  
TOO HARD TO GET TO BUS STOP

**Blue Line to Charles/MBTA**

**Car Share/Zipcar**

**RED/BLUE CONNECT!**

**Blue Line to North Boston**

**Charles Airport Blue Bikes**

TURN  
MAVERICK SQ  
INTO BUS ONLY

- add blue bike stop  
in Eagle Hill / high  
school
- add bike lanes to  
facilitate bike usage
- add blue bike stop  
at Lewis Wharf

Open airport  
station  
analyze  
for walking  
to airport  
for flights

SL3 STOP  
CLOSER TO  
NEIGHBORHOOD.

TOO HARD TO  
GET THROUGH  
AIRPORT STATION

RED/  
BLUE  
CONNECTOR!

Car  
Share /  
Zipcar

BLUE LINE  
TO  
CHARLES/MGH

Chelsea  
Adopts  
Blue  
Bikes

Bus Route:  
Maverick →  
North Station

# Transit Reliability

# Fiabilidad del Transporte Público

The Blue Line is the most reliable and consistent transit service in East Boston. Congestion and bridge openings can make bus service and the SL3 unreliable and unpredictable.

La Blue Line es el servicio de transporte público más fiable y consistente en East Boston. El congestionamiento y las aperturas del puente pueden hacer que el servicio en autobús y la SL3 sean poco fiables e impredecibles.

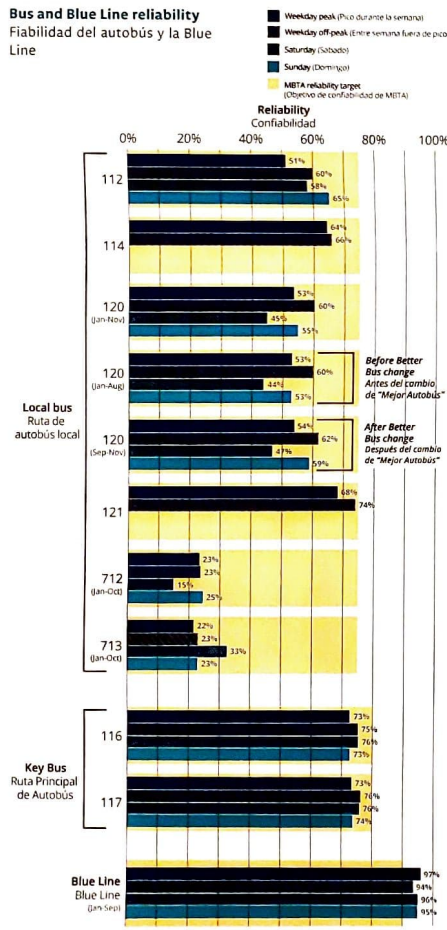
## East Boston buses do not meet MBTA standards for reliability.

Los autobuses de East Boston no cumplen con los estándares de fiabilidad de la MBTA.

- Key Bus Routes are more reliable than local bus routes in East Boston.
- Reliability for Route 120 has improved since removal of Central Square loop as part of the MBTA Better Bus Project.
- The MBTA measures bus reliability by how closely travel times adhere to schedules.
- The MBTA measures Blue Line reliability by the percent of passengers waiting no more than the scheduled headway (i.e. time between trains).
- Las rutas de autobuses principales son más fiables que las rutas de autobuses locales en East Boston.
- La confiabilidad de la Ruta 120 ha mejorado desde la eliminación del bucle en Central Square como parte del Proyecto Mejor Autobus de la MBTA.
- La MBTA mide la confiabilidad del autobús al verificar cómo se cumplen los tiempos de viaje comparado con el horario.
- La MBTA mide la confiabilidad de la Blue Line según el porcentaje de pasajeros que esperan no más que la espera programada (es decir, el tiempo entre cada tren).

### Bus and Blue Line reliability

### Fiabilidad del autobús y la Blue Line



Source (Fuente): BPDA, MBTA (January–November 2019) (Enero–Noviembre 2019)\*

Note: Reliability data for SL3 are currently unavailable.  
Nota: Los datos de fiabilidad de la SL3 no están actualmente disponibles.

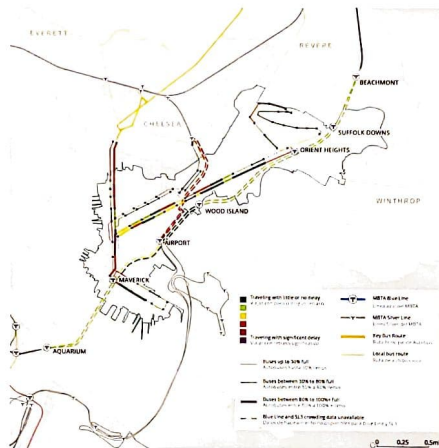
## Congestion impacts bus travel times, particularly near squares.

El congestionamiento afecta los tiempos de viaje en autobús, particularmente cerca de plazas.

- 4:30 PM to 6:00 PM is the most congested period with the longest bus travel times.
- Bus travel times are most impacted between Maverick and Central Squares, near the Meridian Street/Condor Street intersection, near Day Square, and near Orient Heights Square.
- Entre las 4:30 p.m. y las 6:00 p.m. es el periodo de mayor congestionamiento con los viajes en autobús más largos.
- El tiempo de los viajes en autobús se ven impactados más entre Maverick y Central Squares, cerca de la intersección de Meridian Street y Condor Street, cerca de Day Square y cerca de Orient Heights Square.

### Travel times with bus average passenger load during weekday PM peak (4:30 PM–6:00 PM)

Tiempo de viaje con una carga promedio de pasajeros en autobús durante el pico de la tarde (4:30 PM–6:00 PM) durante un día de semana



Source (Fuente): BPDA, MBTA (fall 2018) (otoño 2018)\*

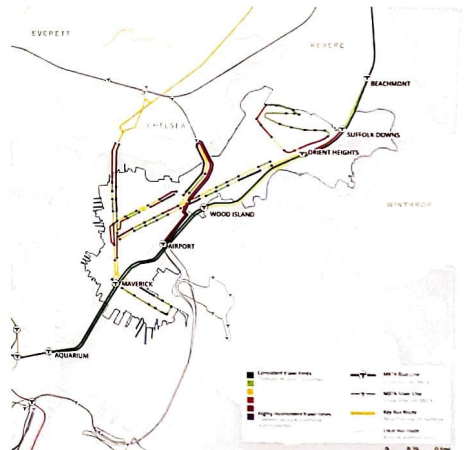
## Blue Line travel times are consistent, but congestion and bridge operations result in variable bus travel times.

Los tiempos de viaje de la Blue Line son consistentes pero el congestionamiento y las operaciones del puente resultan en tiempos de viajes variables en autobús.

- Blue Line travel times are relatively consistent throughout the week despite travel times between Wonderland and Bowdoin stations (18 to 23 minutes) exceeding scheduled travel times (18 minutes).
- Bus travel times are most inconsistent during the weekday peak travel periods, especially for routes operating near Route 1A access points (Central Square, Day Square, and Boardman Street) and relying on the Chelsea Street or McArdle bridges.
- Los tiempos de viaje de la Blue Line son relativamente consistentes durante la semana a pesar de que los tiempos de viaje entre las estaciones Wonderland y Bowdoin (18 a 23 minutos) exceden el tiempo de viaje programado (18 minutos).
- Los tiempos de viaje por autobús son más inconsistentes durante los periodos de viaje pico durante los días de semana, especialmente las rutas que operan cerca de los puntos de acceso de la Ruta 1A (Central Square, Day Square, y Boardman Street) y que dependen de los puentes de Chelsea Street o McArdle.

### Variability of travel times during the weekday PM peak (4:30 PM–6:00 PM)

Variabilidad de los tiempos de viaje durante el horario pico de la tarde (4:30 PM–6:00 PM) durante un día de semana



Source (Fuente): BPDA, MBTA (fall 2018) (otoño 2018)\*

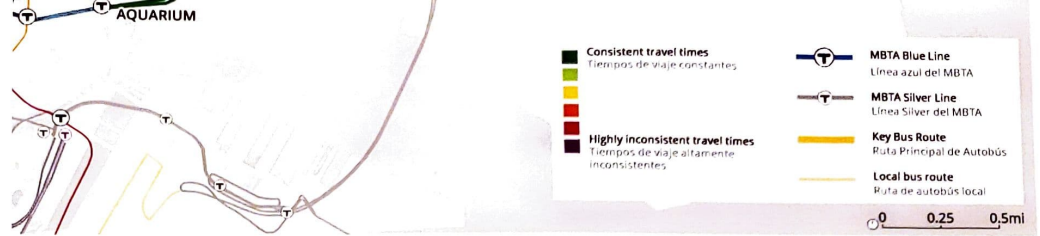
Handwritten notes on sticky paper:

- Woods Island corner is broken when will it be fixed?
- BUS LANES ON MERIDIAN THE WHOLE WAY!
- Let's reduce crowding on the blue line. How many more frequencies? Improve bus travel times?
- SL3 STOP CLOSER TO MERIDIAN
- more frequent SL3 service @ AM: PM non hour - dedicated bus lane through Cor at least to TD terminal tunnel!
- SL3 needs (service) to travel bridges
- the road for bus + blue lane

\*Note: On September 1, 2019, MBTA removed the Route 120 loop around Central Square to provide faster and more reliable service. Route 712 and Route 713 are privately operated and travel time data is unavailable.

\*Nota: El 1 de septiembre de 2019, la MBTA eliminó el bucle de la Ruta 120 alrededor de Central Square para brindar un servicio más rápido y más confiable. Los datos de confiabilidad de la Ruta 712 y 713 se limitan a octubre a noviembre.





Source (Fuente): BPDA, MBTA (fall 2018) (otoño 2018)\*

-Woods Island elevator is broken when will it be fixed?

BUS LANES ON MERIDIAN THE WHOLE WAY!

-more frequent SL3 service @ AM 1 PM rush hour  
-dedicated bus lane through (or at least to) Ted Williams tunnel

SL3 Needs (silver line) to take bikes

Blue line / red line corridors  
& dedicated bus lanes / beaumont

Let's reduce crowding on the blue line!  
Run trains more frequently?  
Improve bus travel times?

SL3 STOP CLOSER TO NEIGHBORHOOD

Shared Bus + bike lane

\*Note: On September 1, 2019, MBTA removed the Route 120 loop around Central Square to provide faster and more reliable service. Route 712 and Route 713 are privately operated and travel time data is unavailable.

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# Lewis Mall Ferry Terminal

## Terminal del transbordador de Lewis Mall

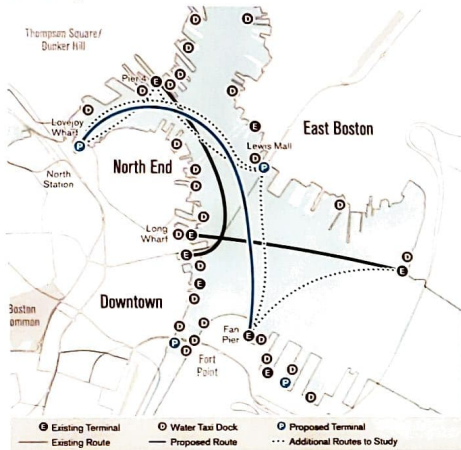
**Boston, MassDOT, and Massport are working together to build a ferry terminal at Lewis Mall. Imagine Boston 2030—Boston’s citywide plan—envisions an inclusive, accessible, and activated waterfront for all.**

Boston, MassDOT, y Massport trabajan juntas para construir una terminal del transbordador en Lewis Mall. Imagine Boston 2030—el plan de Boston para toda la ciudad—imagina una costanera inclusiva, accesible y activa para todos.

**The Go Boston 2030 Action Plan proposed more inner harbor ferry service to better connect nearby, but hard to reach, locations.**

El Plan de Acción Go Boston 2030 propuso más servicios del transbordador dentro del puerto para conectar mejor a lugares geográficamente cercanos pero difíciles de llegar.

**Inner harbor ferry expansion proposed in Go Boston 2030**  
Expansión del transbordador del puerto interno propuesta en Go Boston 2030

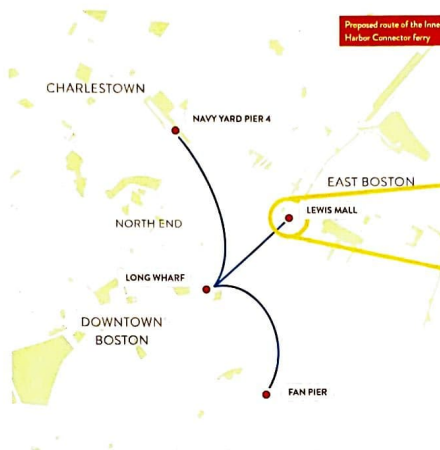


Source (Fuente): Go Boston 2030

**Boston Harbor Now, MassDOT, and Massport created a business plan for the proposed Inner Harbor Connector ferry route.**

Boston Harbor Now, MassDOT y Massport crearon un plan comercial para la ruta del transbordador propuesta como Conector del Puerto Interno.

**Proposed Inner Harbor Connector ferry route**  
Ruta del transbordador propuesta del Conector del Puerto Interno

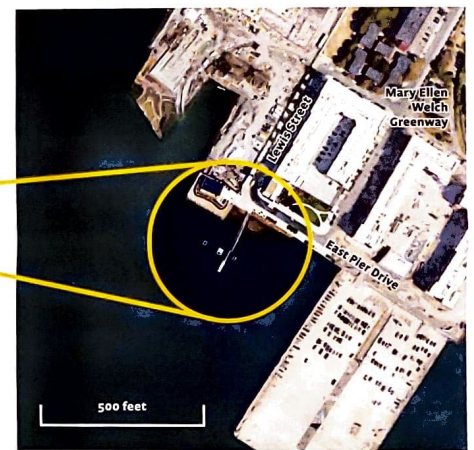


Source: Inner Harbor Connector Business Plan for New Water Transportation Service, Boston Harbor Now  
Fuente: Plan comercial del Conector del Puerto Interno para el nuevo servicio de transporte fluvial, Boston Harbor Now

**A temporary dock at Lewis Street and East Pier Drive will be completed this summer, with a permanent dock coming in 2021.**

Un muelle transitorio en Lewis Street y East Pier Drive será completado este verano, con un muelle permanente a instalarse en 2021.

**Lewis Mall ferry terminal location**  
Ubicación de la Terminal del transbordador de Lewis Mall



Source: Inner Harbor Connector Business Plan for New Water Transportation Service, Boston Harbor Now  
Fuente: Plan comercial del Conector del Puerto Interno para el nuevo servicio de transporte fluvial, Boston Harbor Now

### Please help inform the development of a service plan.

- Where you would like to go in the Inner Harbor?
- What would encourage you to use water transportation?
- Which types of services would you like to see?
- What else should we know?

Por favor, ayúdenos a informar el desarrollo de un plan de servicio.

- ¿Adónde le gustaría ir en el Puerto Interno?
- ¿Qué le animaría a usar el transporte fluvial?
- ¿Qué tipo de servicios le gustaría ver?
- ¿Qué más debemos saber?

Handwritten notes on sticky papers:

- good chance for summer 2020 service? Plus line will be completed over the summer
- yes
- support water shuttle from North Wharf to Downtown provide bike racks
- MCCLEED SIMILAR TO LI FERRY IN AMSTERDAM: THROUGH LAIDET; CYCLIST FRIENDLY
- Access to bikes on ferry - Ferry operating in time for Blue Line Southbound to add option other than shuttle bus
- Long Wharf -> Central Sq. (E.B.)
- hand 2 like to go via ferry to North End, Seaport, Charlestown
- ferry to Seaport (direct)
- new bike rack stop @ Lewis Mall
- Support - public works to train for's own water - provide caution for kids still out to North Station
- SUNNY WATERS & UNIONS (SEAS) around the needs of women's times & cycles
- Agitation (go to) - cheap fare (encourage use it) - increase seating - will get seating on request

# Please help inform the development of a service plan.

- » Where you would like to go in the Inner Harbor?
- » What would encourage you to use water transportation?
- » Which types of services would you like to see?
- » What else should we know?

## Por favor, ayúdenos a informar el desarrollo de un plan de servicio.

- » ¿Adónde le gustaría ir en el Puerto Interno?
- » ¿Qué le animaría a usar el transporte fluvial?
- » ¿Qué tipo de servicios le gustaría ver?
- » ¿Qué más debemos saber?

Survey workers & Unions (SEIU) about the needs of workers, times & locales.

Seaport - makes access to Transit for's even easier  
Improve connection from Lewis Mall dock to Market Station

- Aquarium (go to)  
- Cheap fare (encourage me to use it)  
- On-going services  
- Not just serving the seaport.

would like to go via ferry to North End Seaport Charlesken.

- ferry to Seaport (direct)  
blue bike stop  
Hubway C Lewis Mall

any chance for summer 2020 service? Blue line will be shutdown over the summer

yes

support water shuttle from Lewis Wharf to Dominion provide bike racks

Long Wharf  
→ Central Sq. (E.B.)

MODELED SIMILAR TO W FERRY IN AMSTERDAM: THROUGH LOADED, CYCLIST FRIENDLY

- Access to bikes on ferry  
- Ferry operating in time for Blue line shutdown to add option other than shuttle bus



# Access to Route 1A Acceso a la Ruta 1A

Route 1A southbound becomes extremely congested in the morning. As a result, local East Boston streets take on regional traffic looking to access 1A from one of the 7 entrances within East Boston.

La Ruta 1A hacia el sur presenta mucho congestionamiento en la mañana. Como resultado, las calles locales de East Boston reciben tránsito regional que busca el acceso a la 1A desde una de las 7 entradas dentro de East Boston.

## Community feedback so far

- Too many cars are routed to and from 1A on local streets
- Uber/Lyft circulate around the neighborhood and create traffic

### Comentarios de la comunidad hasta ahora:

- Demasiados automóviles pasan a la ruta 1A en las calles locales
- Uber/Lyft circulan por el vecindario y crean tráfico

## As we develop future concepts, are we asking the right questions?

- How can we minimize regional cut-through traffic on local streets while maintaining access to Route 1A?
- What strategies could be used to manage traffic accessing Route 1A?

### A medida que desarrollamos conceptos futuros, ¿estamos haciendo las preguntas correctas?

- ¿Cómo podemos minimizar el tráfico regional que pasa por las calles locales a la vez que mantenemos el acceso a la Ruta 1A?
- ¿Qué estrategias podrían usarse para controlar el tráfico que accede a la Ruta 1A?

*Chelsea to Logan via Airport No Exit*

*Logan Airport Reservation*

*1A Southbound exit to Central Square leads up to highway due to traffic lights and the removal of the left turn onto Linden Street (AC road)*

*Summer Signals near Tunnel*

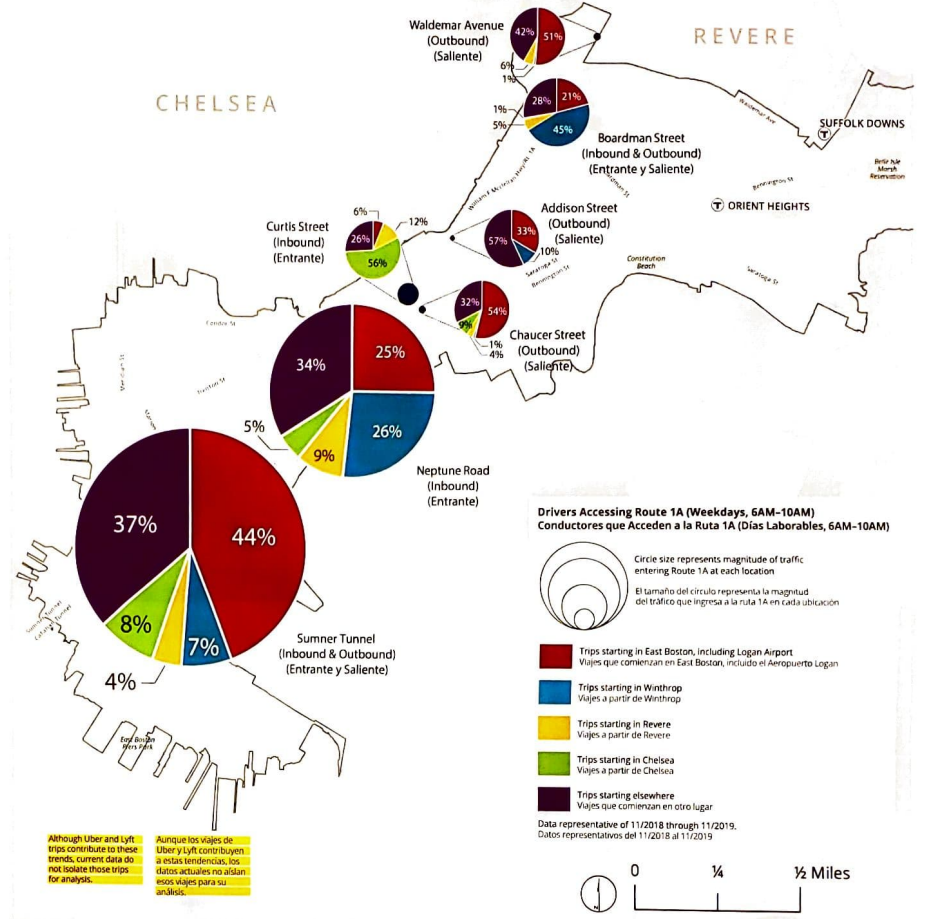
*Nautilus exit Union Street Reservation*

*THE VIADUCT CROSS THE AIRPORT IN FRONT OF PARKING GARAGE*

*¿Qué señales se van a instalar al bajar y subir la 1A?*

How do drivers access Route 1A on weekday mornings? Only 24% of weekday morning trips entering Route 1A start in East Boston (including the Airport) and 34% don't start in the bordering cities of Chelsea, Revere, or Winthrop.

¿Cómo acceden los conductores a la Ruta 1A los días de diario por la mañana? Solamente un 24% de los trayectos de los días laborables por la mañana que ingresan a la Ruta 1A comienzan en East Boston y un 34% no comienza en las ciudades adyacentes de Chelsea, Revere o Winthrop.

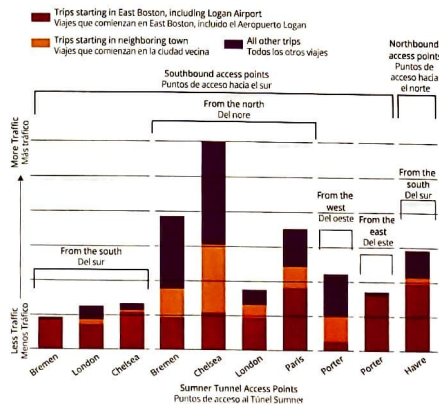


Source (Fuente): BPDA, StreetLight (11/2018-11/2019, Weekday Mornings 6AM-10AM)

## Weekday traffic near the Sumner Tunnel (6AM-10AM)

56% of all morning traffic around the Sumner Tunnel is from outside East Boston.

Tráfico que ingresa al Sumner Tunnel (6AM-10AM): Un 56% de todo el tráfico de la mañana que ingresa al Sumner Tunnel se origina fuera de East Boston.

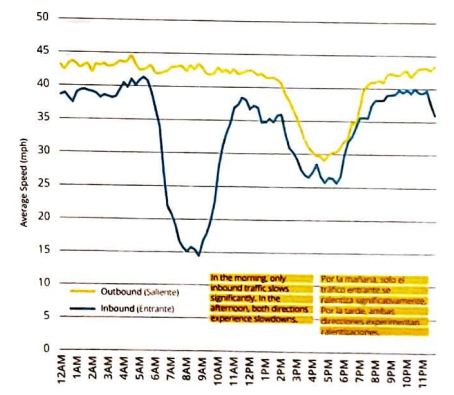


Source (Fuente): BPDA, StreetLight (11/2018-11/2019, Weekday Mornings 6AM-10AM)

## Vehicle speeds on Route 1A

Between 6 and 10 AM, the average speed on 1A southbound slows to around 20mph.

Velocidades de los vehículos en la ruta 1A: Entre las 6:00 a.m. y las 10 a.m., la velocidad promedio en la ruta 1A hacia el sur se reduce a aproximadamente 20 mph.



Source (Fuente): BPDA, MassDOT INRIX (1A from tunnels to Swift Street, 10/1/2019-10/31/2019)

# As we develop future concepts, are we asking the right questions?

- » How can we minimize regional cut-through traffic on local streets while maintaining access to Route 1A?
- » What strategies could be used to manage traffic accessing Route 1A?

## A medida que desarrollamos conceptos futuros, ¿estamos haciendo las preguntas correctas?

- » ¿Cómo podemos minimizar el tráfico regional que pasa por las calles locales a la vez que mantenemos el acceso a la Ruta 1A?
- » ¿Qué estrategias podrían usarse para controlar el tráfico que accede a la Ruta 1A?

Chelsea →  
Loran  
via Neptune  
No East

Merge visibility  
@ Sunner Tunnel  
overpass

1A Southbound exit  
to Central Square  
backs up to highway  
due to traffic lights  
and the removal of  
the left turn onto  
London Street  
(off-peak)

Smarter  
Signals near  
Tunnel

Neptune exit  
U-turn truck  
restriction

THE  
VIADUCT CUTS  
THE N'HOOD  
APART. I'M AFRAID  
OF FALLING  
CONCRETE

Traffic light/flow  
improvements at  
Kearney St/other  
intersections?

# Addison-McClellan EDA

Related Initiatives and Projects:  
 Boston Complete Streets  
 Climate Ready Boston  
 Go Boston 2030: Green Links Network

Proyectos e iniciativas relacionadas:  
 Boston Complete Streets  
 Climate Ready Boston  
 Go Boston 2030: Green Links Network

**For the Addison-McClellan Economic Development Area (EDA) to grow sustainably, new walking and biking networks, transit service, and streets will be needed.**

Para que el Área de Desarrollo Económico de Addison-McClellan (EDA) crezca de manera sostenible, se necesitarán nuevas calles, redes para caminar y andar en bicicleta, además de servicio de tránsito.

## Community feedback so far

- This area needs a street grid to connect to and across Route 1A
- The area suffers from negative environmental impacts associated with industrial activity

### Comentarios de la comunidad hasta ahora:

- Esta zona necesita una red de calles para conectarse de manera interna y a la Ruta 1A
- La zona sufre los impactos ambientales negativos asociados con la actividad industrial

## As we develop future concepts, are we asking the right questions?

- How should new streets connect to existing streets, including 1A?
- How should the EDA be served by transit?
- How can we prepare this area to be a sustainable economic center with rising temperatures and seas?

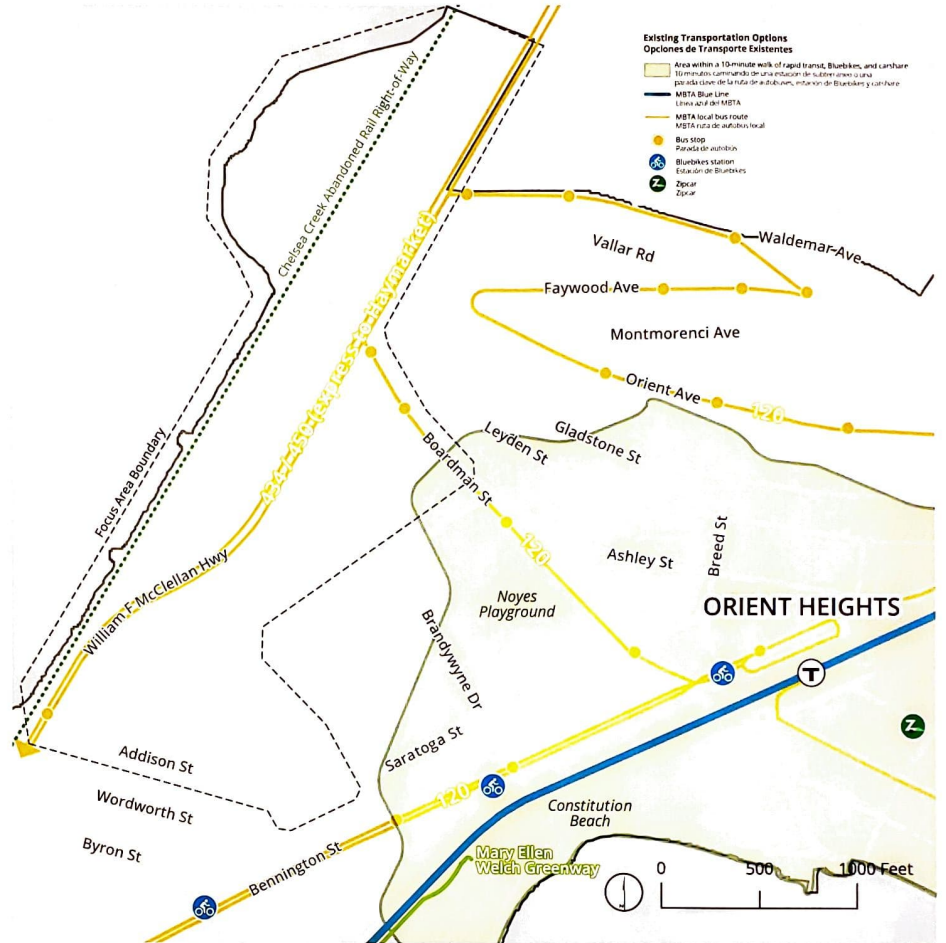
### A medida que desarrollamos conceptos futuros, ¿estamos haciendo las preguntas correctas?

- ¿Cómo deberían conectar las nuevas calles internamente y a la ruta 1A?
- ¿Cómo debería ser la red de transporte público en esta zona?
- ¿Cómo podemos preparar esta zona para que sea un centro económico sostenible y seguro ante el aumento de las temperaturas y el nivel del mar?

*to connect to the regional transit network from massDOT main street.*

**Access to existing transportation options**  
 With few active uses within the EDA, the area is disconnected from the adjacent neighborhood fabric and is poorly served by transit, bikeshare, and carshare

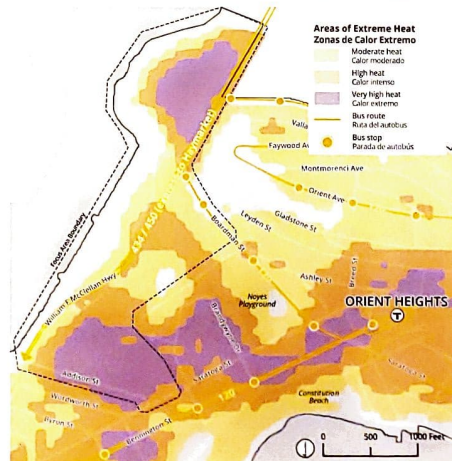
**Acceso a las opciones de transporte existentes:** Esta Zona de Desarrollo Económico (EDA) hoy en día tiene usos activos limitados y no provee acceso a opciones de transporte público, bikeshare o carshare.



Source (Fuente): BPDA, MassGIS, MBTA, Bluebikes, Zipcar

**Areas of extreme heat**  
 Though the waterfront has a mitigating effect, the EDA experiences very high heat.

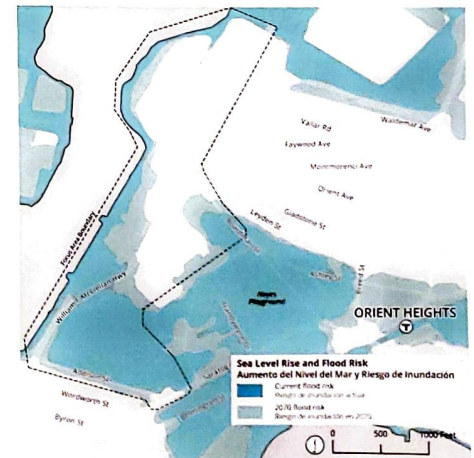
**Zonas de calor extremo:** A pesar de que la costanera produce un efecto reductor, la Zona de Desarrollo Económico (EDA) experimenta un calor extremadamente alto.



Source (Fuente): BPDA, MAPC, MassDOT, MassGIS, MBTA, Trust for Public Land

**Sea level rise and flood risk**  
 Large portions of the EDA are a flood risk today.

**Aumento del nivel del mar y riesgo de inundación:** Gran parte de la EDA está en zona de riesgo de inundación hoy en día.



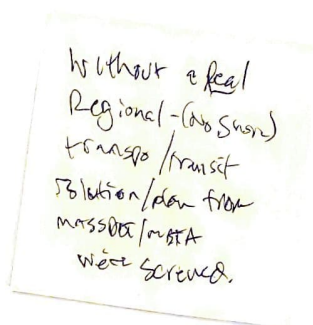
Source (Fuente): BPDA, Boston Harbor Flood Risk Model, MassGIS

# As we develop future concepts, are we asking the right questions?

- » How should new streets connect to existing streets, including 1A?
- » How should the EDA be served by transit?
- » How can we prepare this area to be a sustainable economic center with rising temperatures and seas?

## A medida que desarrollamos conceptos futuros, ¿estamos haciendo las preguntas correctas?

- » ¿Cómo deberían conectar las nuevas calles internamente y a la ruta 1A?
- » ¿Cómo debería ser la red de transporte público en esta zona?
- » ¿Cómo podemos preparar esta zona para que sea un centro económico sostenible y seguro ante el aumento de las temperaturas y el nivel del mar?



# Bennington Street

Related Initiatives and Projects:

Go Boston 2030: Neighborhood Complete Street Corridors

MBTA: Better Bus Project

Proyectos e iniciativas relacionadas:

Go Boston 2030: Corredores de calles completas del vecindario  
MBTA: Mejor Bus Project

**Bennington Street connects most of East Boston and changes character at Day Square. To the east, the street is wide and maintains a 30 mph speed limit.**

Bennington Street conecta a la mayor parte de East Boston y cambia de carácter varias veces en Day Square. Al este, la calle es ancha y permite un límite de velocidad de 30 mph.

## Community feedback so far

- There are too many vehicle travel lanes
- Intersections feel dangerous
- Double-parked cars block buses

### Comentarios de la comunidad hasta ahora:

- Hay demasiados carriles para vehículos
- Las intersecciones parecen peligrosas
- Los automóviles estacionados en doble fila bloquean a los autobuses

## As we develop future concepts, are we asking the right questions?

- How can Bennington Street east of Day Square reduce speeding and provide better walking, biking, and transit experiences?
- How can Bennington Street west of Day Square support safer crossings and better public realm?
- How can Bennington Street adapt to rising flood and heat risks?

A medida que desarrollamos conceptos futuros, ¿estamos haciendo las preguntas correctas?

Replace street parking to make dedicated bike lanes!

¿Podría Bennington Street al este de Day Square tener carriles para bicicletas y carriles para autobuses y un mejor espacio público al oeste de Day Square?

How can we lower a road's footprint to accommodate bikes and slow speed on Bennington St?

Complete street!

more frequent bus service on the western side for people to have to form bus lanes - more transit lanes priority bus lanes

ROAD DIET

bike lanes - more public space - prioritize pedestrian walking to the T

Bike lanes - 2 wheel lanes - 1 green lane - 1 blue lane - 1 red lane

Slow Speeds - Soft Calming - No car - Just off on parking - Street noise - More trees - Plante más árboles a lo largo de Bennington

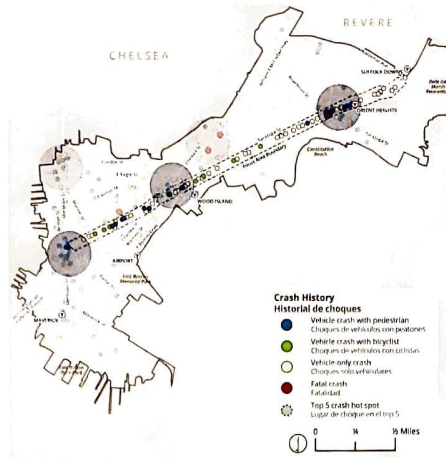
How do we revert Bennington St back to a outdoor street for pedestrians, cyclists and small biz is regional at all times?

Too hot to think we need to increase width of Bennington bike lanes

Improve pedestrian crossing near Central Square

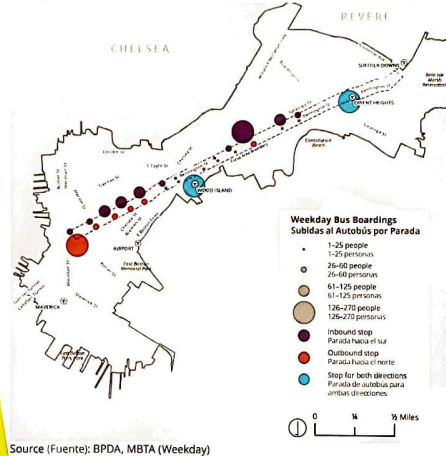
take away "big buttons" for sidewalks - bump out sidewalks at Brooks/Bennington - install curbside bike racks - install bike racks on street - Bennington lanes

**Crash history**  
21 pedestrian, 9 bike, and 51 vehicle-only crashes (2016 to 2018).  
Historial de choques: 21 choques peatonales, 9 en bicicleta y 51 en vehículos.



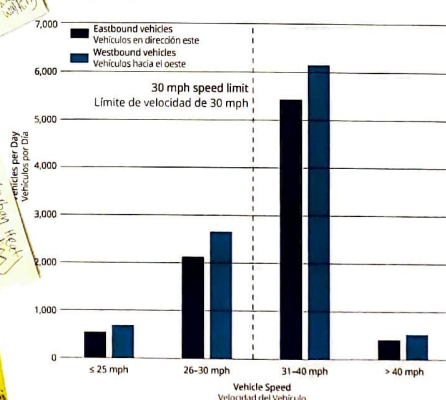
Source (Fuente): BPDA, BPD

**Weekday bus boardings**  
Nearly 1,500 people board buses on Bennington Street each weekday.  
Embarques al autobús por parada: Casi 1,500 personas suben a los autobuses en Bennington Street cada día de semana.



Source (Fuente): BPDA, MBTA (Weekday)

**Weekday vehicle speeds east of Day Square**  
Over 67% of all vehicles are speeding. Nearly 1,000 vehicles per day are traveling faster than 40 mph, when a pedestrian has a 10% chance of survival in the event of a crash.  
Velocidades de los vehículos al este de Day Square en días laborales: Más del 67% de todos los vehículos superan la velocidad indicada. Casi 1,000 vehículos por día desplazan a una velocidad superior a los 40 mph, cuando un peatón tiene una probabilidad del 10% de sobrevivir un accidente.



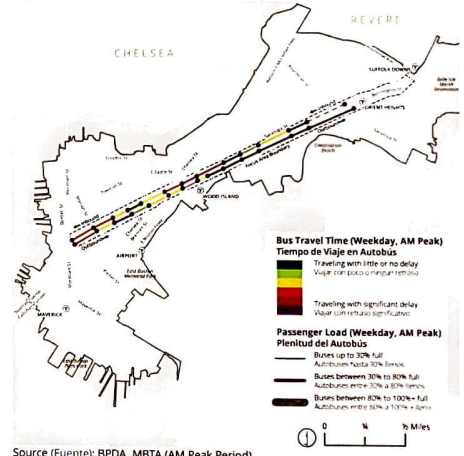
Source (Fuente): BPDA, BTD (Tuesday, 6/5/2018) (Martes, 6/5/2018)

**Traffic stress**  
Bennington disconnects comfortable biking streets.  
Estrés de tráfico: Bennington desconecta calles cómodas para andar en bicicleta.



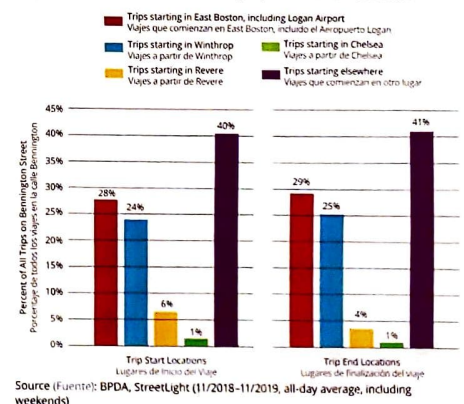
Source (Fuente): BPDA

**Bus travel time**  
Bus passengers on Bennington Street experience delays at complex intersections.  
Tiempo de viaje en autobús: Los pasajeros de autobuses en Bennington Street experimentan retrasos en intersecciones complejas.



Source (Fuente): BPDA, MBTA (AM Peak Period)

**Local and regional trips**  
Bennington Street primarily serves regional trips. Over 70% of all trips on Bennington Street start or end outside of East Boston and 40% come from a municipality that doesn't border East Boston.  
Viajes locales y regionales: Bennington Street sirve principalmente a viajes regionales. Más de un 70% de todos los viajes en Bennington Street comienzan o terminan fuera de East Boston y un 40% viene de un municipio que no limita con East Boston.



Source (Fuente): BPDA, StreetLight (11/2018-11/2019, all-day average, including weekends)

# As we develop future concepts, are we asking the right questions?

- » How can Bennington Street east of Day Square reduce speeding and provide better walking, biking, and transit experiences?
- » How can Bennington Street west of Day Square support safer crossings and better public realm?
- » How can Bennington Street adapt to rising flood and heat risks?

A medida que desarrollamos conceptos futuros, ¿estamos haciendo las preguntas correctas?

Road diet,  
reduce lanes,  
add bumpouts,  
add more raised  
crosswalks

Complete  
Street!

- more frequent bus service on the weekends for people to take to/from the beach
- more trash cans
- priority bus lanes

How can we leverage a road diet approach to accommodate bikes and slow speeds on Bennington St.?

SIGN  
Speed Display  
Wrong place  
CRUISE  
Heights

Bike lanes  
Need ↑ gets street  
+ green paint  
sidewalks when walking

ROAD  
DIET

- bike lanes
- more public space
- prioritize pedestrians walking to the T

Replace street parking to make dedicated bike + bus lanes!

- Slow Speeds
- Safe Biking - Not just daylight on greenway
- Street noise → slower speeds
- More Trees!
- Route more traffic to 2A vs. Bennington

How do we revert Bennington St. back to a calmer street for residents, children, and small biz vs. regional cut through?

Too hot to walk, we need nature to incentivize walking to bike use  
Urban Heat Islanding

Map down to take each way!  
bike lane next parallel parked cars sidewalk curb

improve pedestrian Xing near central Square

- take away "beg buttons" for pedestrians
- bump out sidewalks at Brooks/Bennington/Paris
- install crosswalk so pedestrians can cross Bennington @ Paris

# Day Square

Day Square is defined by on-street parking, complex intersections, and a lack of public space. Most vehicle traffic passes through.

Day Square se define por el estacionamiento en la calle, intersecciones complejas y falta de espacio público. La mayoría del tráfico de vehículos pasa por ella.

## Community feedback so far

- Too much parking and not enough space or amenities for people
- The square has too many confusing intersections and feels unsafe
- It is difficult for buses to get through
- SL3 passes through but doesn't stop

## Comentarios de la comunidad hasta ahora:

- La plaza tiene demasiado estacionamiento y no hay suficiente espacio o servicios para las personas
- La plaza tiene muchas intersecciones confusas y parece peligrosa
- Es difícil para los autobuses pasar por ella
- El SL3 pasa por ella pero no para

• Re-orient roads  
• Plans  
• Plaza space  
• Bike lanes along  
• Streetscape or Plaza  
• Clarify bus routes

## Develop future are we asking

• How can buses, including SL3, better serve Day Square?  
• How can we improve public space, including sidewalks, trees, and seating?  
• How can we improve safety for all users, including pedestrians, cyclists, and transit riders?

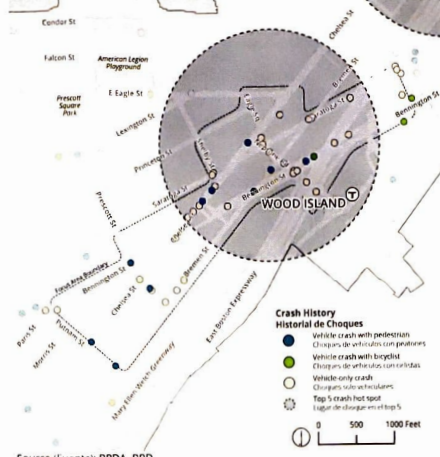
## desarrollamos conceptos futuros, ¿cuáles son las preguntas correctas?

• ¿Cómo podemos mejorar el servicio de autobuses, incluyendo el SL3, en Day Square?  
• ¿Cómo podemos mejorar el espacio público, incluyendo aceras, árboles, y mobiliario urbano?  
• ¿Cómo podemos mejorar la seguridad para todos los usuarios, incluyendo peatrones, ciclistas, y pasajeros de transporte público?

• How can we improve safety for all users, including pedestrians, cyclists, and transit riders?  
• How can we improve public space, including sidewalks, trees, and seating?  
• How can buses, including SL3, better serve Day Square?  
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• How can we improve safety for all users, including pedestrians, cyclists, and transit riders?  
• How can we improve public space, including sidewalks, trees, and seating?  
• How can buses, including SL3, better serve Day Square?

## Crash history

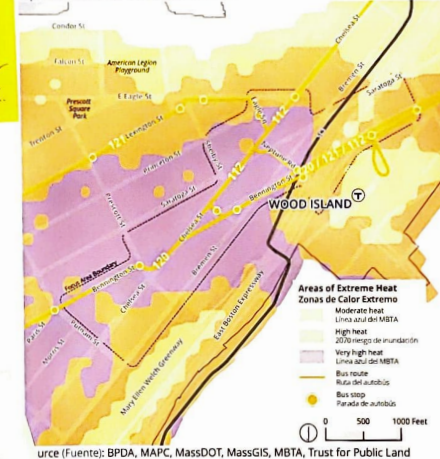
10 pedestrian, 3 bike, and 45 vehicle-only crashes (2016 to 2018).  
Historial de accidentes: 10 accidentes peatonales, 3 en bicicleta y 45 en vehículos (2016 to 2018).



Source (Fuente): BPDA, BPD

## Areas of extreme heat

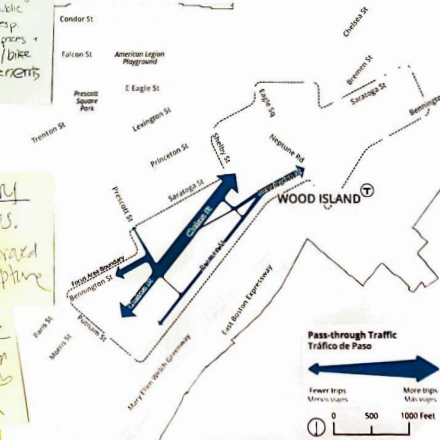
With a large area of paved surfaces, Day Square experiences very high heat.  
Zonas de calor extremo: Con muchas superficies pavimentadas, Day Square experimenta un calor extremadamente alto.



Source (Fuente): BPDA, MAPC, MassDOT, MassGIS, MBTA, Trust for Public Land

## Pass-through traffic patterns

Throughout the day, 75% of traffic in Day Square passes through without stopping.  
Patrones de viajes de paso: Durante el día, un 75% del tráfico en Day Square pasa sin detenerse.



Source (Fuente): BPDA, StreetLight (11/2018-11/2019), all-day average, including weekends

## Related Initiatives and Projects:

Go Boston 2030: Neighborhood Complete Street Corridors

Go Boston 2030: Public Realm Guidelines

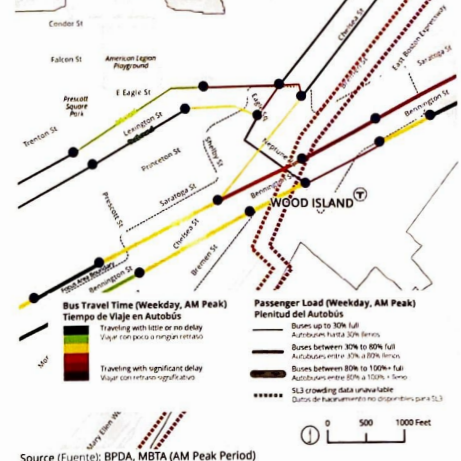
MBTA: Better Bus Project

## Proyectos e iniciativas relacionadas:

Go Boston 2030: Corredores de calles completas de vecindario  
 Go Boston 2030: Pautas de espacio público  
 MBTA: Mejor Proyecto de Autobús

## Bus travel time

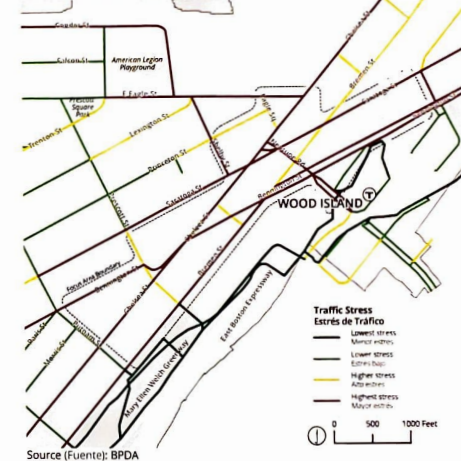
The 3 bus routes that operate through Day Square experience significant slow downs.  
 Tiempo de viaje en autobuses: Las 3 rutas de autobuses que pasan por Day Square experimentan retrasos significativos.



Source (Fuente): BPDA, MBTA (AM Peak Period)

## Traffic stress

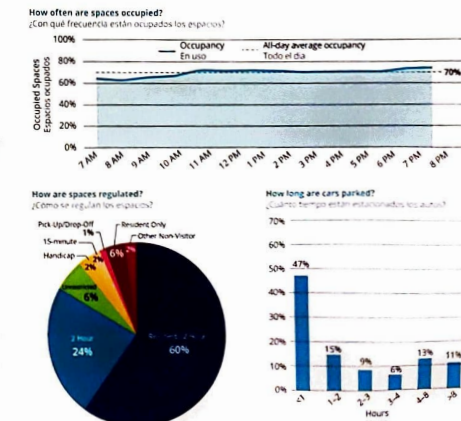
Day Square is a major biking barrier and does not connect to the Greenway.  
 Estrés de tráfico: Day Square es una barrera significativa para personas en bicicleta y no conecta con la Greenway.



Source (Fuente): BPDA

## Weekday parking trends (7 AM-8 PM)

At 8 PM when parking is most full, 185 parking spaces are empty.  
 Tendencias en el estacionamiento (7 AM-8 PM): A las 8 PM, cuando el estacionamiento está más lleno, más de 185 espacios de estacionamiento están vacíos.



Source (Fuente): BPDA

- Re-orient vehicular flows
- Plaza space
- Bike lanes along Saratoga or Benn.
- Clarify bus routes

za tiene muchas intersecciones...  
 icil para los autobuses pasar por ella  
 asa pero no para

# Develop future are we asking

Consider  
 takings to  
 create better  
 road network.

RED INFRA  
 (RAMPS, ETC)  
 AND SIDEWALK  
 CONDITION BAD

NETUNE  
 RD AREA  
 SUCKS FOR  
 EVERYONE

YES!  
 BRING BUS  
 STOP HERE!! #

desarrollamos conceptos futuros,  
 haciendo las preguntas correctas?

- » How can buses, including... meet the needs of
- » ¿Cómo pueden autobuses, incluyendo el SL3, servir mejor a Day Square?
- » ¿Cómo debería administrarse el borde de la vereda-acera para satisfacer mejor las necesidades de las visitas, los negocios y los pasajeros del transporte público?

If will be helpful  
 for the SL3 to  
 stop near Wood Island  
 station.  
 • That intersection where  
 crossing and confusion, it  
 would be helpful to have  
 better pedestrian signals  
 to cross, especially those that  
 say "wait" or "cross now" in  
 English and Spanish.  
 Making clear bike paths  
 and making sure to know them if  
 you are a visitor.

we connect  
 station to  
 Square through  
 re-making and better  
 sign over the road  
 as needed?

How can we  
 simplify crossings  
 and prioritize  
 pedestrians?  
 + 1

+ trees  
 / plant life  
 air quality  
 sucks like  
 out of tanks

Maybe SL3 can  
 stop by first parking  
 lot/empty space under  
 the bridge/overpass since  
 the pathway already  
 is next to that lot

WOULD MORE  
 TREES REDUCE  
 THE HEAT INDEX  
 IN DAY SQUARE?

-How do we add  
 create public space  
 -How do we  
 promote pedestrian  
 and make walking  
 feel safe?

Reduce parking to  
 improve public  
 spaces, esp.  
 green spaces +  
 pedestrian/bike  
 improvements

NO SUBSTATION  
 NEAR HERE ON  
 CONCORD ST...  
 MORE GREEN  
 SPACE INSTEAD!

Replace parking  
 w/  
 Parks  
 squares for  
 people not cars

SL3 needs  
 bike racks +  
 • bike lanes  
 • more green  
 space to mitigate  
 shift in air quality

feels very  
 dangerous.  
 • Need improved  
 road capture

Better balance  
 of civic space  
 for people =  
 "Day Sq" +  
 Vehicles.

#NOEASTIE  
 SUBSTATION

consider better  
 police traffic  
 threat for green  
 spaces to absorb  
 sand + more  
 carbon emission

More public  
 spaces please



# Green Links Network

Related Initiatives and Projects:  
Go Boston 2030: Green Links Network

Proyectos e iniciativas relacionadas:  
Go Boston 2030: Green Links Network

## Green Links can connect neighborhoods to the Mary Ellen Welch Greenway with new paths, safer crossings, and new bikeways.

Green Links puede conectar a vecindarios a la Mary Ellen Welch Greenway con nuevos caminos, cruces más seguros y nuevos carriles para bicicletas.

**Safety & comfort for people biking**  
The Mary Ellen Welch Greenway traverses most of East Boston but connections can be limited and uncomfortable, and access north of Porter Street is prohibited at night.

**Seguridad y comodidad para andar en bicicleta:** El Mary Ellen Welch Greenway cruza la mayor parte de East Boston pero las conexiones pueden ser limitadas e incómodas, y el acceso desde el norte de Porter Street está prohibido a la noche.

### Community feedback so far

- Better bike links to neighboring communities are needed
- The Harborwalk is discontinuous
- It is difficult to get to and from the greenway from some neighborhoods

#### Comentarios de la comunidad hasta ahora:

- Se necesitan mejores enlaces para bicicletas con comunidades cercanas
- El Harborwalk no es continuo
- Es difícil llegar y volver desde el Greenway desde algunos vecindarios

### As we develop future concepts, are we asking the right questions?

- Which streets or crossings could improve access to the Greenway?
- Which Green Links opportunities should be prioritized?

*¿Mejoramos el acceso al Greenway mejorando los cruces de las calles?*  
*¿Cuáles calles o cruces podrían mejorar el acceso al Greenway?*

**¿Mejoramos conceptos futuros, las preguntas correctas?**  
 ¿Cómo podemos mejorar el acceso al Greenway mejorando los cruces de las calles (Green Links) deben

*Consider potential of crossing below street level of Chelsea Creek*

*Prefer double connector to Meridian St - Meridian St is busy*

*Open Greenway allow bike to increase access for bicyclists & workers*

*Meridian needs to keep it open*

*Prefer double connector to Meridian St - Meridian St is busy*

*Open Greenway allow bike to increase access for bicyclists & workers*

*Meridian needs to keep it open*

*connections to Suffolk Downs, Boston 15th Street, Seaport, Chelsea, to Seaport, to Seaport*

*Other nearby places conditions at high tide no (unusually) school. Bridge is great way on Washington Street from Seaport to the city.*

*connect greenway to city of Chelsea, to Boston + Conder*

*connect to Chelsea*

*one mile line that connect w/ other parts of network*

*use edge road N/E at connection location to connect community to waterfront*

EVERETT

BEACHMONT

REVERE

CHELSEA

SUFFOLK DOWNS

ORIENT HEIGHTS

WOOD ISLAND

WINTHROP



Source (Fuente): BPDA

### Green Links Network opportunities

There are many opportunities to expand Green Links in East Boston.

**Oportunidades de la Green Links Network:** Hay muchas oportunidades para expandir la red Green Links en East Boston.



Source (Fuente): BPDA, MassGIS

### Harborwalk gaps

On-street paths can connect Harborwalk segments disconnected by industrial uses.

**Brechas de Harborwalk:** caminos en las calles podrían enlazar los segmentos del Harborwalk actualmente desconectados por los usos industriales.



Source (Fuente): BPDA, OpenStreetMap, MassGIS

# As we develop future concepts, are we asking the right questions?

- » Which streets or crossings could improve access to the Greenway?
- » Which Green Links opportunities should be prioritized?

Consider one way NB on Meridian & one way SB on Border to accommodate multi-modal users (bike / ped)

¿rollamos conceptos futuros, las preguntas correctas?

¿podrían mejorar el acceso al Greenway los enlaces verdes (Green Links) deben

Consider potential of condor & border street as look of Chelsea Creek

Prefer Condor connector to Meridian St - Meridian too busy!

Open Greenway after dark to increase safety for bikes + walkers

Massport Needs to keep it open

Access Pt. on Byron St.

Open the greenway at night.  
Love a good/safe way to get to revent Chelsea + Winthrop Star Market

Needs more plants to mitigate flooding. Needs flood study + nature use @ those areas

- connections to
- ① Suffolk Downs
  - ② Belle Isle Marsh
  - ③ Seaport
  - ④ Chelsea  
↳ Market Basket complex

CYCLE-FRIENDLY FERRY CONNECTIONS AT RUSH HOUR TO DOWNTOWN, SEAPORT  
BICYCLE SEPARATION/PATH ON MARGINAL STREET FROM GREENWAY TO THE SHIPYARD

Connect Greenway to city of Chelsea ~~at~~ Border + condor

connect to Chelsea

more bike lanes that connect w/ giant flower pots or something?

use edge road N/NE of constitution beach to connect Greenway to Winthrop

# Maverick Square

Related Initiatives and Projects:

Go Boston 2030: Neighborhood Complete Street Corridors

Go Boston 2030: Public Realm Guidelines

MBTA: Better Bus Project

Proyectos e iniciativas relacionadas:  
Go Boston 2030: Caminar y andar en bicicleta por las calles principales  
Go Boston 2030: Pautas de espacio público  
MBTA: Better Bus Project

**Maverick is the primary transit hub in East Boston and a favorite neighborhood destination. Much of the square is dedicated to free, on-street parking.**

Maverick es el núcleo de tránsito primario en East Boston y un destino favorito del vecindario. Gran parte de la plaza está dedicada a estacionamiento gratuito en la calle.

## Community feedback so far

- Streets in the square are confusing
- The square needs more street trees
- There is too much parking and not enough space for people

### Comentarios de la comunidad hasta ahora:

- Las calles de la plaza son confusas
- La plaza necesita más árboles en la calle
- Hay demasiado estacionamiento y no hay espacio suficiente para la gente en la plaza

## As we develop future concepts, are we asking the right questions?

- How can the square be safer and more comfortable for all travel modes?
- How can we reimagine Maverick Square as a signature public space and the hub of East Boston transportation?
- How should curbside space be managed to best meet the needs of visitors, businesses, and transit passengers?

### A medida que desarrollamos conceptos futuros, ¿estamos haciendo las preguntas correctas?

- ¿Cómo podría Maverick Square ser más segura y cómoda para todos los modos de transporte?
- ¿Cómo podría Maverick Square ser un espacio público prominente y centro del transporte de East Boston?
- ¿Cómo debería administrarse el espacio de los bordes de la vereda/acera para satisfacer mejor las necesidades de visitas, negocios y pasajeros del servicio público?

Run buses thru Maverick in one direction opening up the entire other lane to park or placid pedestrian space

Return a large green space to the center of the square

more green

How do we reclaim public space? How do we manage pedestrian east side? How do we simplify crossing

Plans that are indulgent to prevalent parking

Are raised crosswalks being considered? "big buttons" pedestrians being reluctant to get off train?

MAVERICK SQ SHOULD BE BUS ONLY!

How do we manage public space? How do we manage pedestrian east side? How do we simplify crossing

Can curbside be eliminated (bikes) around the square? by Maverick Square West + East

Public space is a priority. The park is within the East. Should be a public place. No bikes on the square. Just two main bike lanes

add more bike paths + bus/metro lane

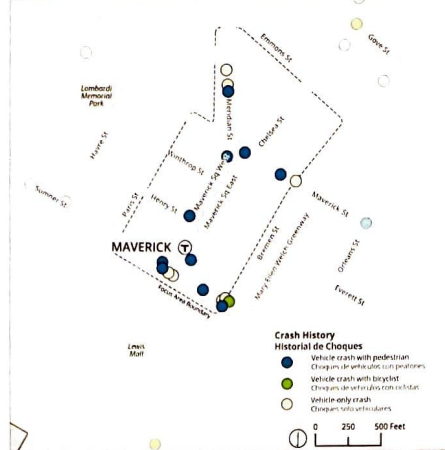
we do need some crosswalks on the square during off peak hours

car-free + bus-only + no other bus stop

## Crash history

10 pedestrian, 1 bike, and 10 vehicle-only crashes (2016 to 2018).

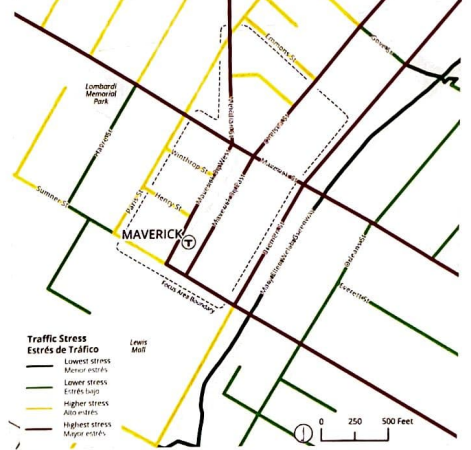
Historial de choques: Entre 2016 y 2018 ocurrieron 10 choques peatonales, 1 en bicicleta y 10 en vehículos.



Source (Fuente): BPDA, BPD

## Traffic stress

There is no comfortable biking route that connects people to Maverick Square. Estrés de tráfico: No existen rutas cómodas para bicicletas que conecten a las personas a Maverick Square.

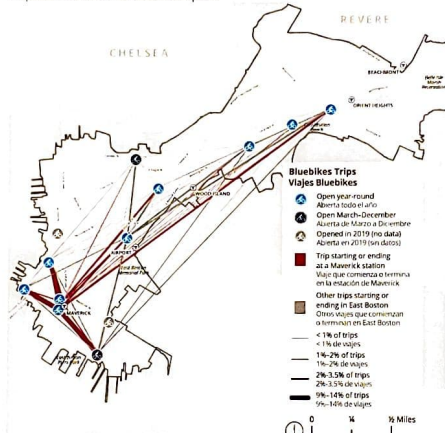


Source (Fuente): BPDA

## Bluebikes trips

Of all Bluebikes trips in East Boston, 55% start or end at Maverick Square.

Viajes en Bluebikes: De todos los viajes en Bluebikes en East Boston, un 55% empiezan o terminan en Maverick Square.



Source (Fuente): BPDA, Bluebikes

## Areas of extreme heat

All of Maverick Square experiences very high heat.

Zonas de calor extremo: Todo Maverick Square experimenta un calor extremadamente alto en días calurosos.

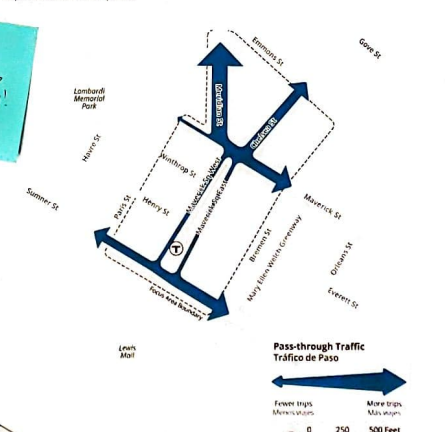


Source (Fuente): BPDA, MAPC, MassDOT, MassGIS, MBTA, Trust for Public Land

## Pass-through traffic patterns

Relatively few people use the heart of Maverick Square as a cut through.

Patrones de viajes de paso: Relativamente pocas personas usan el centro de Maverick Square como vía de paso.

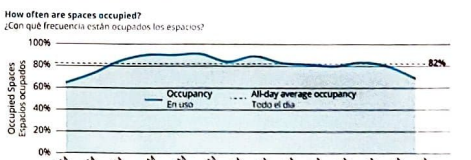


Source (Fuente): BPDA, StreetLight (11/2018-11/2019, all-day average, including kends)

## Weekday parking trends (7 AM-8 PM)

Parking in Maverick Square is well used. 62% of all cars park for an hour or less.

Tendencias en el estacionamiento de los días laborales (7 AM-8 PM): El estacionamiento en Maverick Square se utiliza bien. Un 62% de todos los automóviles estacionan durante una hora o menos.



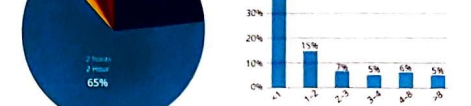
## How often are spaces occupied?

¿Con qué frecuencia están ocupados los espacios?



## How long are cars parked?

¿Cuánto tiempo están estacionados los autos?



Source (Fuente): BPDA

# As we develop future concepts, are we asking the right questions?

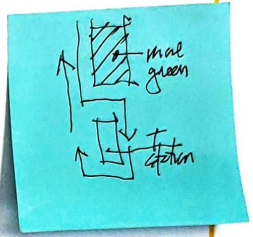
- » How can the square be safer and more comfortable for all travel modes?
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- » How should curbside space be managed to best meet the needs of visitors, businesses, and transit passengers?

## A medida que desarrollamos conceptos futuros, ¿estamos haciendo las preguntas correctas?

- » ¿Cómo podría Maverick Square ser más segura y cómoda para todos los modos de transporte?
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- » ¿Cómo debería administrarse el espacio de los bordes de la vereda/acera para satisfacer mejor las necesidades de visitas, negocios y pasajeros del servicio público?

Run buses thru Maverick in one direction opening up the entire other lane to paved or planted pedestrian space

Return a larger green space to the center of the square ✓



- How do we reclaim public space?  
- How do we make pedestrians feel safer?  
- How do we simplify crossing

plants that are indigenous to prevent future flooding

Are raised cross walks being considered?  
"beg buttons"  
pedestrians being evaluate? i.e. get of them?

MAVERICK SQ SHOULD BE BUS ONLY!

- agree about too much parking  
- reduce space for cars + increase space for people

- can car traffic be eliminated (allow buses) around the square?  
↳ Maverick Square West + East

Maverick Square is a parking lot.  
The pedestrian gateway to East Boston should be a pedestrian place.  
No parking in the square! plant trees create pedestrian space

Add more bike racks + bus only lane  
less dense housing

We do need some curbs for pick up + drop off of passengers +

car-free + bus-only in loop around bus area

at corners more "day lighting" for greater visibility - safety



# As we develop future concepts, are we asking the right questions?

- » How can buses travel faster and more consistently on Meridian Street?
- » How can Meridian Street and Border Street provide safe and comfortable walking and biking conditions?

A medida que desarrollamos conceptos futuros, ¿estamos haciendo las preguntas correctas?

- » ¿Cómo podemos hacer que los autobuses viajen más rápido en Meridian Street?
- » ¿Cómo podemos hacer que Meridian Street y Border Street sean más seguros y cómodos para caminar y andar en bicicleta?

Can we organize a program w/ enforcement and community leader to educate about crossing on central St

bus lanes should be prioritized

- Can we remove the pedestrian "beg buttons" and just give pedestrians the right of way (white person walking) when cars gang that way have a green light?

Protected Bike lanes provide bus only lane on meridian Better police enforcement on double parking - Kids crossing on Border

- Slower street speed limits?

MORE TREES WILL REDUCE URBAN HEAT ISLANDS EFFECT

- Bus stops w/ shelters + trash cans

Sea Bridge bridge gets up multiple times during rush hour. OK to make policy that ride has designated times

Bus only lanes on meridian to expedite the route Bus backed up from cars at IA Tunnel

Can Border St be one way to facilitate multimodal uses? (road, bike, ped)

GLAD YOU ARE INCLUDING "EXTREME HEAT" IT CAN BE VERY HOT OVER HERE

- No cost congestion pricing by controlling access to our road network  
- BRT  
- Dedicated bus lanes

Border/Meridian One-Way Traffic Network  
Border as Complete Street  
Bike Lanes/Trees

Meridian St. can benefit from more trees to reduce the heat islands and children are exposed to air in summer weather since many folks from these 2 communities use buses and walk in East Boston

NEED ACCESS TO THE WATER FOR RELIEF

pedestrian and cycling infrastructure

Add shared bike lane + bus lane + plant like on sidewalks

BUS LANES! OMG.

Dedicated Bus/Bike lanes  
Decrease length of crosswalks at angled intersections

please create a great bike option for travel btw Central Sq, Maverick Sq, Conder St!

BAN parking during rush hour

Source

More On a Trans calle la call

At Cent En Cent

People Using Meridian Street  
Personas Que Usan la Calle Meridian

At Central En Central

Using Meridian Street  
Que Usan Meridian Street

Source (Fu

# Orient Heights Square

Related Initiatives and Projects:

Go Boston 2030: Neighborhood Complete Street Corridors

MBTA: Better Bus Project

Proyectos e iniciativas relacionadas:  
Go Boston 2030: Corredores de calles completas del vecindario  
MBTA: Better Bus Project

**Orient Heights Square is anchored by, but feels far from, the MBTA station. The public realm is defined by pavement and parking, with limited public space.**

Orient Heights Square se organiza alrededor de la estación de la MBTA, pero se siente lejana. El espacio público se define por el asfalto y el estacionamiento, con espacio público limitado.

## Community feedback so far

- The T station feels cut off from the neighborhood and is hard to get to from all sides
- The square needs more trees, wider sidewalks, and bike lanes
- The signals are too long

## Comentarios de la comunidad hasta ahora:

- La estación del T parece alejada del vecindario y es difícil llegar desde todos los costados
- La plaza necesita más árboles, veredas/aceras más anchas y carriles para bicicletas
- El tiempo de espera de las señales parece demasiado largo

## As we develop future concepts, are we asking the right questions?

- How can we expand access to Orient Heights Station from all sides?
- How can we simplify vehicle movements and create public space?
- How should the Greenway connect to Orient Heights Square?

## A medida que desarrollamos conceptos futuros, ¿estamos haciendo las preguntas correctas?

- ¿Cómo podríamos expandir el acceso a la Orient Heights Station desde todos los costados?
- ¿Cómo podríamos simplificar los movimientos de vehículos y crear espacios públicos?
- ¿Cómo debería conectarse el Greenway con Orient Heights Square?

Upgrade lighting to LED! (like rest of Bennington)

Diagnose/Single access to station - No Dog Bites

Using Orient Heights stop as a pedestrian is difficult here is more pedestrian friendly

One way Saratoga and Greenway use additional space for bike lanes of pedestrians

How can we make Saratoga @ Bennington easier to cross? (turn + long crossing)

walking from Constitution Beach to Orient Heights stop is scary - the intersection w/ Saratoga is very dangerous

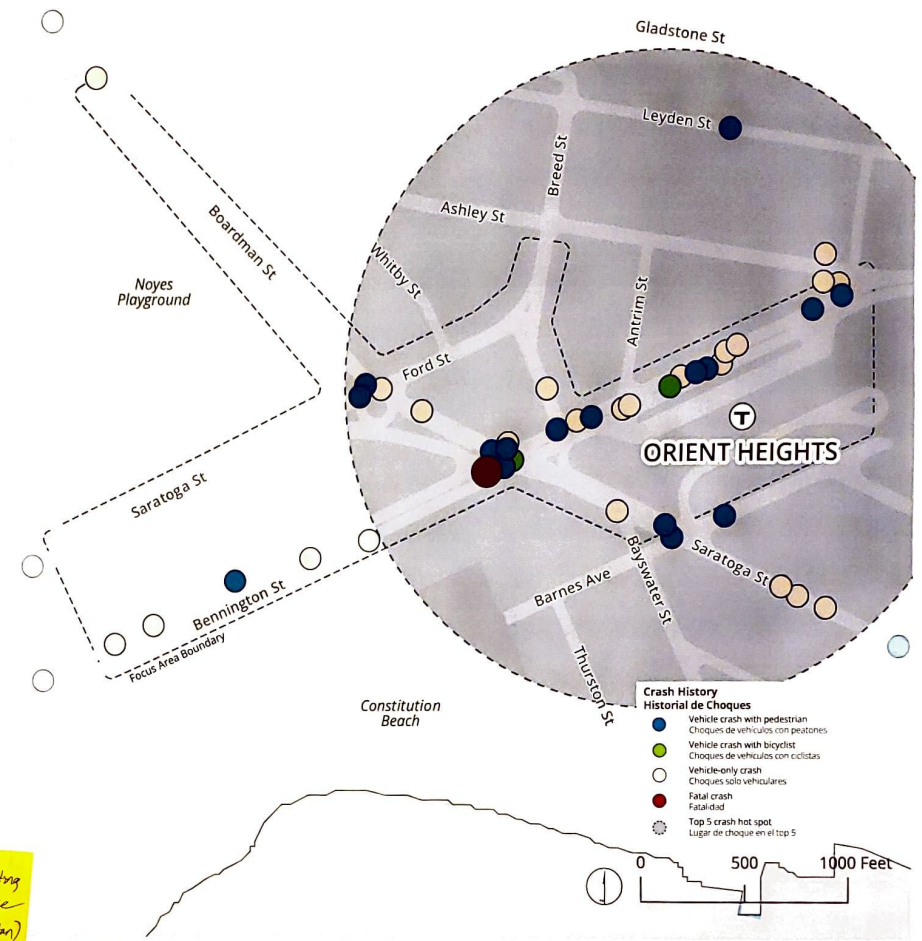
Some things need Bennington becomes pull up/drop off - make safer

Make it easier to walk into Orient Heights Station from the houses on Barnes Ave

Look at what lights that would limit the number of cars entering the square

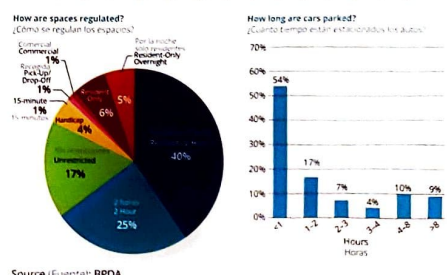
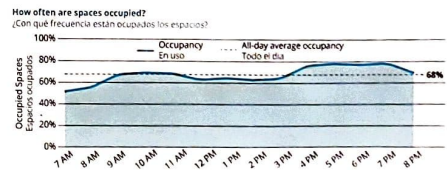
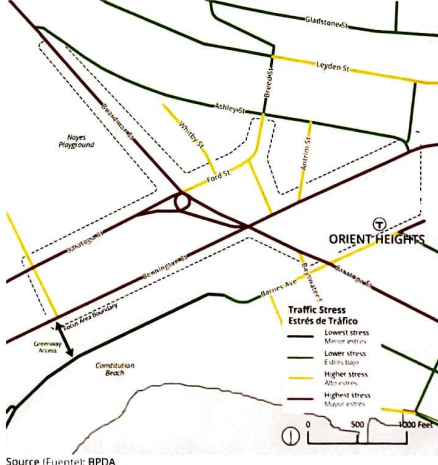
**Crash history**  
18 pedestrian, 2 bike, and 20 vehicle-only crashes (2016 to 2018). Crashes are clustered around Bennington Street near the MBTA station, including one fatal crash.

**Historia de choques:** Entre 2016 y 2018 ocurrieron 18 accidentes peatonales, 2 en bicicleta y 20 solamente de vehículos. Los choques ocurrieron más a menudo en Bennington Street, cerca de la estación de la MBTA e incluyen una fatalidad.



**Traffic stress**  
Orient Heights is stressful for biking. Greenway access is difficult from the square.  
Estrés de tráfico: Orient Heights es problemático para andar en bicicleta. Es difícil lograr el acceso al Greenway desde la plaza.

**Weekday parking trends (7 AM-8 PM)**  
At 7PM when parking was most full, over 60 parking spaces were empty.  
Tendencias en el estacionamiento (7 AM-8 PM): A las 7PM, cuando los estacionamientos están más llenos, más de 60 espacios de estacionamiento en Orient Heights Square están vacíos.



# As we develop future concepts, are we asking the right questions?

- » How can we expand access to Orient Heights Station from all sides?
- » How can we simplify vehicle movements and create public space?
- » How should the Greenway connect to Orient Heights Square?

## A medida que desarrollamos conceptos futuros, ¿estamos haciendo las preguntas correctas?

- » ¿Cómo podríamos expandir el acceso a la Orient Heights Station desde todos los costados?
- » ¿Cómo podríamos simplificar los movimientos de vehículos y crear espacios públicos?
- » ¿Cómo debería conectarse el Greenway con Orient Heights Square?

Diagonal / Scramble  
across the  
intersection.  
No Ped Buttons

-leaning Orient  
Heights stop as  
a pedestrian is  
awful. Make it  
more pedestrian  
friendly.

Upgrade lighting  
to LED! (like  
rest of Bennington)

How can we make  
Saratoga @ Bennington  
easier to cross?  
(Skew) + Long warning

-walking from  
Constitution Beach  
to Orient Heights stop  
is scary. The intersection  
w/ Saratoga is  
very dangerous.

Saratoga and  
Barnes becomes  
pick up/drop off  
problem at rush hour  
-Make safer!

-reduce lanes  
for traffic  
-add more pedestrian  
connectivity  
-open Greenway  
make it easier  
to bike

Make it easier  
to walk into  
Orient Heights  
Station from the  
houses on Barnes  
Ave

Look at installing  
lights that would  
limit the number of  
cars entering the neighbor  
hood  
Congestion pricing w/o  
pricing

One way  
Saratoga and  
use additional  
space for bike  
lanes w/ protection