

Dot-voting process: Each attendee received stickers worth a total of 1,000 points, to distribute among Action Items. Green = 100 points, yellow = 50 points, blue = 25 points. Full-paragraph descriptions of each project, which reproduce the text on the boards, are given in the Alternate Text to each image. These descriptions were also distributed as a hand-out at the meeting, which will be posted on the project website along with this document.

Pedestrian Environment

ALL PEDESTRIAN ENVIRONMENT ACTION ITEMS INCLUDE COMPLIANCE WITH THE AMERICANS WITH DISABILITIES ACT AS REQUIRED.

1.1 Canal Street Full or Partial Pedestrianization with Commercial Delivery

• Estimated Cost	High
• Estimated Duration	1.5 years design + 2 construction seasons
• Estimated Impact	High
• Shared Goals	More Choices

Some ADA improvements are already underway on Canal Street, but Pedestrian volumes on the Corridor will increase significantly to more than 3,000 in the peak hour due to the Boston Garden and Government Center Garage developments, which are both designed to funnel pedestrians onto Canal St. Pedestrians already outnumber motor vehicles on the street, and the space could be made more flexible for inviting for holding events to support local businesses and provide services for a more 24/7 residential neighborhood.

1.2 Cardinal O'Connell Way Shared Street

• Estimated Cost	High
• Estimated Duration	1.5 years + 2 construction seasons
• Estimated Impact	High
• Shared Goals	Safety, More Choices, Less Congestion

While plans are underway to resolve curbside pickup and drop-off issues at the corner of Stanford and O'Connell Way (also addressed by Action Item 3.5 West End/Bulfinch Triangle Curb Use Reorganization), many other conflicts happen between vehicles, pedestrians, and bicycles along O'Connell Way. The side street is a common cut-through for trucks and shuttles, and has very narrow sidewalks that are difficult for people with disabilities. A larger project could make the street safer for pedestrians by slowing down traffic and providing a better surface to walk on, while still accommodating truck and other traffic.

1.3 West End Pedestrian Crossing Improvements Project

• Estimated Cost	Low to Medium
• Estimated Duration	1 year design + 1 construction season
• Estimated Impact	High
• Shared Goals	Safety, More Choices, More Understandable

Some existing pedestrian crossings are ignored by motorists and need to be more prominent, and some locations where people cross all the time have no crossing accommodation whatsoever. This project could address this existing need with a toolbox of crossing improvements, potentially including signal phase improvements, raised crossings, rectangular rapid flashing beacons, and/or curb bumpouts as appropriate to each location.

Some potential locations identified by the community include:

- Nashua Street at the parking lot to EZ Ride and North Station
- Across Merrimac Street near Lancaster Street
- Across Merrimac Street near Portland Street
- Across entrance of Blossom at Charles Street
- Across New Chardon Street at Canal Street
- Across Blossom Street at Parkman Street
- Lomasney Way, Nashua Street, Martha Road Intersection

NOTE: The Government Center Garage is rebuilding the intersection of Canal Street and New Chardon Street. In addition, the Connect Historic Boston project is improving crossings of Causeway and Stanford Street, and the Garden Garage Project is improving crossings of Lomasney Way.

Pedestrian Environment, showing Action Items 1.1, 1.2, and 1.3

1.1 Canal Street Full or Partial Pedestrianization with Commercial Delivery: received 21 green-dot votes, totaling 2,100 points.

1.2 Cardinal O'Connell Way Shared Street: received 4 yellow-dot votes, totaling 200 points.

1.3 West End Pedestrian Crossing Improvements Project: received 2 green-dot and 3 yellow-dot votes, totaling 350 points.

Pedestrian Environment

ALL PEDESTRIAN ENVIRONMENT ACTION ITEMS INCLUDE COMPLIANCE WITH THE AMERICANS WITH DISABILITIES ACT AS REQUIRED.



1.4 West End Signal Timing Improvement Project

- Estimated Cost High
- Estimated Duration 6 months design + half construction season
- Estimated Impact Low
- Shared Goals Safety, More Choices, Less Congestion

Some improvements to motor vehicle or pedestrian delay could be possible through adjustments to the timing of traffic signal cycles. Some signals may still need accessibility improvements; other options could include emergency preemption, traffic management cameras, countdown timers, or other small improvements. Dozens of signals are being improved by local development projects. The following signals could be looked at for improvements in addition to those already taking place:

- Cambridge Street at Bowdoin Street /New Chardon Street
- Cambridge Street at Somerset Street
- Leverett Circle
- Offsets of Martha Road signals (reports of speeding to make signals)

Note: See the development and infrastructure mitigation map to see the signals that will be adjusted as mitigation for the Connect Historic Boston project and several development projects. Nearly every signal in the West End is currently due to be reviewed and optimized.



1.5 West End Sidewalk Improvements Project

- Estimated Cost High
- Estimated Duration 1.5 years + 2 construction seasons
- Estimated Impact High
- Shared Goals More Choices

This project would tie together Martha Road and Charles Street sidewalk improvements that the community has reported via public meetings, pop-ups, and the Mobility Action Plan WikiMap.

1.5.1 MARTHA ROAD SIDEWALK IMPROVEMENTS

Martha Road's sidewalk feels narrow and uncomfortable, including crossings of several driveways. This could be addressed by a toolbox including raised crossings, geometry improvements, and widening of the sidewalk where space allows. The Leverett Circle Pedestrian Bridge includes some improvements near the intersection with Charles Street, but this project would raise crossings, improve geometry, and widen the sidewalk where space allows.

1.5.2 CHARLES STREET SIDEWALK IMPROVEMENTS

Charles Street sidewalks feel narrow and uncomfortable, and they lack points of interest and other features of welcoming pedestrian environments. Charles Street and Storrow Drive both run adjacent and are heavily trafficked, reinforcing the unpleasant environment. This area also includes the walk from MGH to Science Park, an important commuter corridor and a future access point to the Green Line Extension. This project could take advantage of excess width on Charles Street to widen the sidewalk, add a stronger and visually interesting buffer from traffic, and add plantings and other amenities to create a pleasant and encouraging pedestrian environment.



1.6 West End Wayfinding Project

- Estimated Cost Low
- Estimated Duration 6 months design + half construction season
- Estimated Impact High
- Shared Goals More Understandable

A variety of wayfinding needs have been identified in the neighborhood. The Boston Planning and Development Agency has developed a strong model for wayfinding with the Downtown Crossing Business Improvement District. The kiosks are attractive, solar powered, and well-used. Replicated in the West End with the addition of transit and bus information, similar kiosks could address many West End wayfinding needs, including highlighting routes from North Station to MGH, directions to local parks and paths, and local shuttle and tour bus stops.



Pedestrian Environment, showing Action Items 1.4, 1.5, and 1.6

1.4 West End Signal Timing Improvement Project: received 3 green-dot, 2 yellow-dot, and 2 blue-dot votes, totaling 450 points.

1.5 West End Sidewalk Improvements Project: received 4 green-dot, 4 yellow-dot, and 3 blue-dot votes, totaling 675 points.

1.6 West End Wayfinding Project: received 5 yellow-dot and 3 blue-dot votes, totaling 325 points.



1.7 Charles Circle Pedestrian Improvements

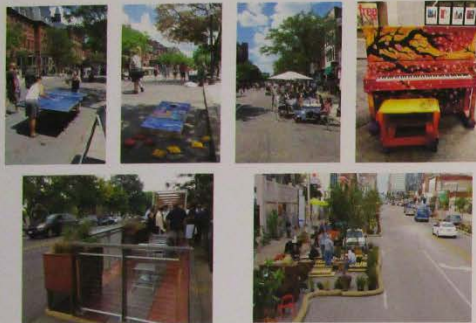
- Estimated Cost High
- Estimated Duration 1.5 years design + two construction seasons
- Estimated Impact High
- Shared Goals Safety, More Choices, Less Congestion

Access to the Charles/MGH MBTA Station in the middle of Charles Circle is described as difficult to dangerous by pedestrians of all ages and abilities. A significant problem exists with one exit which does not provide any safe crossing off of the traffic island the station sits on. Audible signals are described as confusing. Bicyclists complain of dangerous conditions. Pedestrians fear quick moving traffic and high traffic volumes. This project would seek to address all existing concerns with the circle and make it a friendlier place for all.



Pedestrian Environment, showing Action Item 1.7

1.7 Charles Circle Pedestrian Improvements: received 5 green-dot, 5 yellow-dot, and 8 blue-dot votes, totaling 950 points.



2.1 Bulfinch Triangle Tactical Urbanism Pilot

- Estimated Cost: Low - Medium
- Estimated Duration: 6 months design + half construction season
- Estimated Impact: High
- Shared Goals: More Choices

Improvements to the pedestrian sphere do not have to begin as large-scale and permanent; they can start as experiments that immediately turn a street into a much more inviting space. Working with local businesses and their patrons, a tactical urbanist approach could be used to try out various improvements, and determine which elements may work best as permanent changes. For example, parklets can be used to expand outdoor seating for local restaurants, and similar changes can temporarily expand sidewalks for other uses—including walking, sitting, games, plants and foliage, art, performance, and many others.



2.2 Parklet on Blossom Street

- Estimated Cost: Low
- Estimated Duration: 6 months design + half construction season
- Estimated Impact: High
- Shared Goals: More Choices

A parklet is a place for people created by permanently or temporarily replacing a parking space. Parklets on Blossom Street could help enhance the street environment and provide a place for people to sit with their food from the food trucks that park there every day. Parklets could also house bike racks, plants, and other street furniture. Seeing more people relaxing and hanging out on Blossom Street would also provide a more pleasant experience people passing through, and help encourage them to stop and enjoy the street.



2.3 West End Chair Placements and Seating Improvements

- Estimated Cost: Low
- Estimated Duration: 6 months design + half construction season
- Estimated Impact: High
- Shared Goals: More Choices

The West End benefits from a variety of spaces that could become more vibrant public places with the simple addition of more places to sit, such as the Portal Park on Causeway Street, the Thoreau Path, and Canal Street. With this project, the community could help designate locations where placement of chairs and tables would benefit their daily routines; then, the city could enact some as pilots and monitor the results. By measuring the effect of these placements, the city could find popular locations for permanent benches or other places to sit. The cost estimate of this project includes the costs of tables and chairs, monitoring their use, and buying permanent benches.



Placemaking, showing Action Items 2.1, 2.2, and 2.3

2.1 Bulfinch Triangle Tactical Urbanism Pilot: received 4 green-dot, 1 yellow-dot, and 4 blue-dot votes, totaling 550 points.

2.2 Parklet on Blossom Street: received 2 yellow-dot and 2 blue-dot votes, totaling 150 points.

2.3 West End Pedestrian Crossing Improvements Project: received 3 green-dot, 2 yellow-dot, and 5 blue-dot votes, totaling 525 points.

Flex Zone (Curb Space) and Parking



3.1 Permitted Shuttle Stop Network

- Estimated Cost: High
- Estimated Duration: One Year Pilot
- Estimated Impact: High
- Shared Goals: More Choices, More Understandable, Less Congestion



This strategy to organize shuttle buses has been successful in San Francisco where shuttle buses were becoming annoyances to local residents. The proposal would include a network of shared shuttle stops that could only be used by shuttles that are permitted by the city or the MBTA. Such a shuttle stop on Causeway could help organize the current chaos of double parking and bus loading. Other Shuttle behavior could also be monitored with GPS and regulated. The fee for the permit would be based on the number of stops shuttles make at the locations, and calculated to include the cost of monitoring the program.

3.2 West End Dynamic/Increased Parking Pricing Pilot

- Estimated Cost: Low
- Estimated Duration: One Year Pilot
- Estimated Impact: Medium
- Shared Goals: Less Congestion



This project would charge variable prices for on-street/city-owned parking with the goal of consistently maintaining some level of open spaces. Drivers seeking parking in urban areas comprise as much as 30 percent of traffic by some estimates; encouraging some level of open spaces at all times could reduce this circling movement, and help reduce congestion and overall traffic levels in the study area. In this scenario, parking would be more expensive during events other busy times, and range from less expensive to free when parking utilization is unusually low. Increased revenue could be directed back to local improvements guided by this action plan. This project could also incorporate an in-depth look at pricing of private parking

3.3 Parking Garage Wayfinding and Occupancy Data

- Estimated Cost: Low
- Estimated Duration: 6 Months for initial selection process
- Estimated Impact: High
- Shared Goals: More Understandable, Less Congestion



Drivers seeking parking in urban areas comprise as much as 30 percent of traffic by some estimates. Modeling on the MBTA's partnership with Transit App, this project could involve the city selecting the best parking-finding app that serves Boston, and partnering with that company to improve and promote the app in exchange for access to data on parking occupancy. The agreement would include a commitment to accurate real-time occupancy data from all participating garages and lots. The data could then inform city planning decisions, highlight opportunities for partnerships and parking shuttles, and shed light on any future plans for citywide parking management.

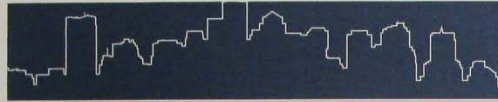
Flex Zone (Curb Space) and Parking, showing Action Items 3.1, 3.2, and 3.3

3.1 Permitted Shuttle Stop Network: received 2 green-dot, 2 yellow-dot, and 2 blue-dot votes, totaling 350 points.

3.2 West End Dynamic/Increased Parking Pricing Pilot: received 4 green-dot, 2 yellow-dot, and 3 blue-dot votes, totaling 575 points.

3.3 Parking Garage Wayfinding and Occupancy Data: received 2 yellow-dot and 3 blue-dot votes, totaling 175 points.

Flex Zone (Curb Space) and Parking



Welcome to BostonMaps: Open Data



3.4 Open data on the Downtown Boston Parking Freeze

- Estimated Cost: Medium
- Estimated Duration: One Year
- Estimated Impact: High
- Shared Goals: More Understandable, Less Congestion



The Downtown Boston Parking Freeze was created in the 1970s as an air pollution improvement measure, aimed at encouraging the drivers who have a choice to take transit to do so. Currently, the Downtown Boston Parking Freeze allows 35,556 parking spaces downtown, including the North Station Area. While data on the Parking Freeze is public, it is not easily accessible. This action item would create a BostonMaps Open Data website where people could find information about the freeze and permits. Opening data regarding the parking freeze would help encourage compliance with the freeze ceiling and make future analyses easier, and in turn help keep traffic congestion at a minimum. It might also be used by third parties to improve wayfinding to parking resources.

3.5 West End/Bulfinch Triangle Curb Use Reorganization

- Estimated Cost: Medium
- Estimated Duration: One Year
- Estimated Impact: Medium to High
- Shared Goals: More Choices, More Understandable, Less Congestion



This project would include a survey of the neighborhood's needs for "flex space" at curb side and use that data to create designated space for pick-up and drop-off, truck delivery, valet, taxi and shared mobility, and much more. Some of this work is already occurring as part of local developments, but a neighborhood-wide study could pull everything together and suggest changes. In addition, the legibility of curb use regulations could be enhanced by Parking Guide signs, similar to some new configurations being piloted in Los Angeles.

Flex Zone (Curb Space) and Parking, showing Action Items 3.4 and 3.5

3.4 Open Data on the Downtown Boston Parking Freeze: received 4 blue-dot votes, totaling 100 points.

3.5 West End/Bulfinch Triangle Curb Use Reorganization: received 3 green-dot and 1 yellow-dot votes, totaling 350 points.

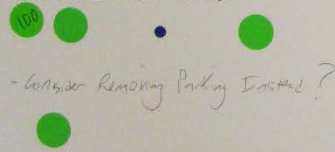
Bicyclist Environment



4.1 Blossom Street Road Diet and Bike Lane

- Estimated Cost Low
- Estimated Duration 1 year design + 1 year construction
- Estimated Impact Medium
- Shared Goals Safety, More Choices, More Understandable

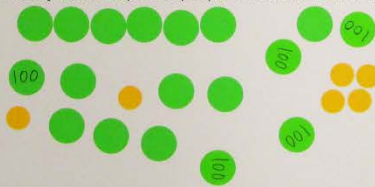
While Blossom Street is not a major bicycling route, it does connect to a footbridge to the Charles River and serves MGH employees. Enacting a road diet here would help create a safer condition for pedestrians, bicyclists, cars, and shuttles. Bumpouts could also be added to enhance pedestrian crossings. On Blossom Street traffic volumes are relatively low. However, to move forward with a road diet, at least one lane currently used as a travel lane would need to be repurposed. This change would require study to ensure feasibility.



4.2 Cambridge Street Protected Bike Lane

- Estimated Cost High
- Estimated Duration 1.5 years design + 2 years construction
- Estimated Impact High
- Shared Goals Safety, More Choices, More Understandable

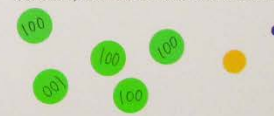
Cambridge Street's design has long been lamented by the cyclists who travel it every day seeking connections to Kendall Square over the Longfellow Bridge from all points south. Building a protected bike lane here would require a full reconstruction of the street and the loss or narrowing of the center median. Further study would be required to see if it would also involve trade-offs in parking or traffic flow. The Strava App, an app used by cyclists to track their daily and recreational rides, indicates that Cambridge Street is a key route for cyclists, an improvement in safety would help more people feel comfortable riding.



4.3 Charles Street Protected Bike Lane

- Estimated Cost Low
- Estimated Duration 1 year design + 2 construction seasons
- Estimated Impact Medium
- Shared Goals Safety, More Choices, Less Congestion

A protected bike lane from Cambridge Street to the Pedestrian Bridge at Blossom Street would help create a connection to the Charles River Dam Bridge (which may have bike lanes in the future) from all points south. To the South, Charles Street could connect to Columbus Avenue and the Southwest Corridor Path, and to the North, the Charles River Dam Road could connect to the NorthPoint development, the McGrath Boulevard design, and the Green Line Extension's Somerville Community Path. On parts of Charles Street, there is enough width to provide a bike lane. On other parts of Charles Street there would be some trade-offs to consider, such as some encroachment on a travel or parking lane.



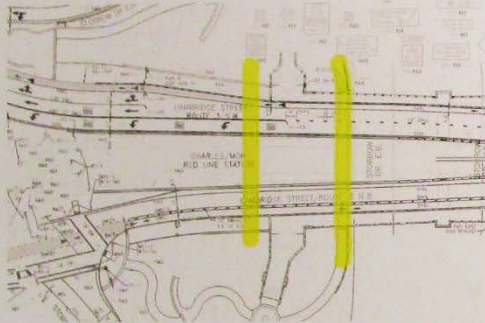
Bicyclist Environment, showing Action Items 4.1, 4.2, and 4.3

4.1 Blossom Street Road Diet and Bike Lane: received 4 green-dot and 1 blue-dot votes, totaling 425 points. Also has one comment written on the board: "Consider removing parking instead?"

4.2 Cambridge Street Protected Bike Lane: received 18 green-dot and 6 yellow-dot votes, totaling 2,100 points.

4.3 Charles Street Protected Bike Lane: received 5 green-dot, 1 yellow-dot, and 1 blue-dot votes, totaling 575 points.

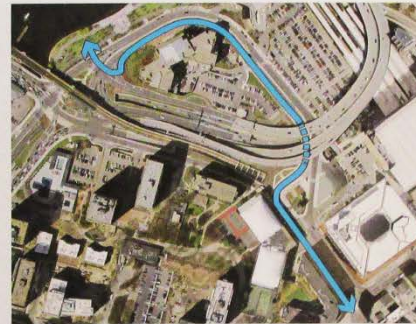
Bicyclist Environment



4.4 Connect both sides of Longfellow Bridge to Esplanade via Existing Tunnel

- Estimated Cost: Low
- Estimated Duration: 6 months design + half construction season
- Estimated Impact: Medium
- Shared Goals: More Choices

The original plan for the Longfellow Bridge included a path that would connect both sides of the bridge to the footbridge over Storrow Drive to the Esplanade, via an existing tunnel underneath the bridge (see original plan above). It was taken out of the plan due to fears about homeless encampments there, but with enforcement and heavy use, perhaps this concern can be mitigated?



4.5 Lomasney Way/Nashua Street Protected Bike Lane

- Estimated Cost: Medium
- Estimated Duration: 1 year design + 1 construction season
- Estimated Impact: High
- Shared Goals: More Understandable, Less Congestion

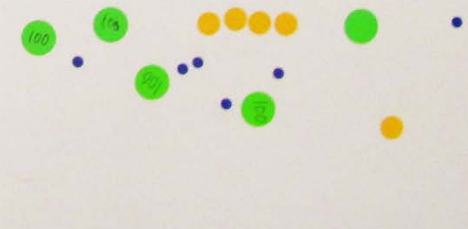
Many community members requested a way to connect the Esplanade to the Connect Historic Boston protected bike lane. Currently bicycles have no good option to make this connection: they are unwelcome on the Thoreau Path, threatened by speeding traffic on Nashua Street or Martha Road, and threatening to pedestrians on Martha Road's sidewalk. A two-way protected bike lane on Lomasney Way and Nashua Street could be achieved by reducing median space on Lomasney Way and removing an underused inbound travel lane on Nashua Street. Connecting this bikeway to Connect Historic Boston at Lowell Square would present a challenge, but bikes clear very quickly through intersections, so this move may be possible to accommodate without significant trade-offs in parking or congestion. At a highly visible location along Nashua Street, the path could connect both to the existing Nashua Street Park, and to the future bike lane on the Charles River Dam Road.



4.6 Merrimac/Congress Street Protected Bike Lane

- Estimated Cost: Low
- Estimated Duration: 1 year design + 1 construction season
- Estimated Impact: High
- Shared Goals: Safety, More Choices, Less Congestion

According to bicycle tracking data from Strava app, Merrimac and Congress Streets are well traveled by bicyclists. These streets connect the two halves of downtown Boston. A Merrimac Bike Lane and a potential bus/bike lane connecting North Station and South Boston (included on this list as part of 5.2: "Bus Priority Lane Connections between North Station Area and South Boston") would help create a safer condition for bicycling. More study would be needed to determine if trade-offs in parking or travel lanes would allow room for a bike lane.



Bicyclist Environment, showing Action Items 4.4, 4.5, and 4.6

4.4 Connect both sides of Longfellow Bridge to Esplanade via Existing Tunnel: received 6 green-dot votes, totaling 600 points.

4.5 Lomasney Way / Nashua Street Protected Bike Lane: received 7 green-dot, 2 yellow-dot, and 6 blue-dot votes, totaling 950 points.

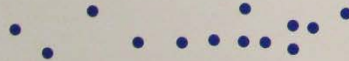
4.6 Merrimac/Congress Street Protected Bike Lane: received 5 green-dot, 5 yellow-dot, and 6 blue-dot votes, totaling 900 points.



4.7 West End Expansion of Boston's Bicycle Wayfinding System

- Estimated Cost: Medium
- Estimated Duration: Six Months
- Estimated Impact: Low
- Shared Goals: More Choices, Less Congestion

Bicyclists report a need for wayfinding to the shared-use bridge over to the Charles River located at the end of Blossom Street, as well as wayfinding from the Charles River to locations like the Rose Kennedy Greenway, North Station, Paul Revere Park, the North End and the Bulfinch Triangle. Expanding the Bicycle Wayfinding system already in use in Downtown Boston to the West End could provide a low-cost answer to these problems.



4.8 West End Hubway Expansion

- Estimated Cost: Low
- Estimated Duration: Six Months to One Year
- Estimated Impact: Medium
- Shared Goals: More Understandable, Less Congestion

This project would add one to four new Hubway stations to the neighborhood. Community members have requested new locations at Blossom Street and Haymarket Station (the latter is already being provided by the One Congress development), but others could be added to bus locations such as the Edward Brooke Courthouse, Canal and Valenti streets, and/or the Thoreau Path. When ferry service is added to Lovejoy Wharf, demand might rise for a station there as well. Tight clustering of stations around the area could help with Hubway's persistent demand at that location, the system's busiest. A location to store extra bikes for the rush hour could also be included.



4.9 Bike Parking in the Bulfinch Triangle

- Estimated Cost: Low
- Estimated Duration: 3 months design + 1/2 construction season
- Estimated Impact: Medium
- Shared Goals: More Understandable, Less Congestion

Community members left comments indicating the need for bike parking in the Bulfinch Triangle. Technically, cyclists are not legally allowed to lock bicycles to signs and other street furniture, and bike racks are more secure. Adding bike racks to the area would be very low cost and ensure a benefit for cyclists.



Bicyclist Environment, showing Action Items 4.7, 4.8, and 4.9

4.7 West End Expansion of Boston's Bicycle Wayfinding System: received 13 blue-dot votes, totaling 325 points.

4.8 West End Hubway Expansion: received 2 yellow-dot and 12 blue-dot votes, totaling 400 points.

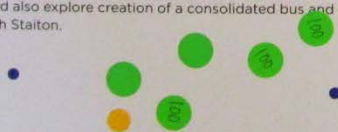
4.9 Bike Parking in the Bulfinch Triangle: received 1 yellow-dot and 2 blue-dot votes, totaling 100 points.



5.1 Consolidation of local MBTA routes, local shuttles, and tourist bus loop/shuttle stop consolidation study

- Estimated Cost Medium
- Estimated Duration 1.5 years
- Estimated Impact High
- Shared Goals More Choices, Less Congestion

The Mobility Action Plan's community engagement platforms yielded comments directed at improving the operation of the Route 4 Bus and providing direct service to City Point and South Boston from North Station. Combining aspects of the Route 4, Route 7 and Route 11 bus routes could potentially help increase their frequency and provide better service. In a public-private partnership, this combination could also consolidate the many private shuttles serving the area and even serve tourists visiting downtown. To study the options and potential impacts of these changes, this action item could call for a feasibility and development study to measure local demand, help determine needed route(s), and compile new mobility options and best practices. The action item would also explore creation of a consolidated bus and shuttle stop near North Station.



5.2 Bus Priority Lane Connections between North Station Area and South Boston

- Estimated Cost Medium
- Estimated Duration 1 year design + half construction season
- Estimated Impact High
- Shared Goals More Choices, Less Congestion

This project would analyze local traffic to identify a bus priority route between North and South Station. Such a transit lane would help shuttles and the MBTA move faster, which could encourage more people to choose the bus for their commute. It could also help the city encourage many private shuttles to consolidate by allowing shuttles that are high occupancy to use the lane - helping to lower congestion. An example of one potential path, Congress Street was built in the 1960s when much more traffic was expected. Three lanes on each side may be more than are required to carry existing traffic.



5.3 North Washington Bus Stop Improvements Project

- Estimated Cost Low
- Estimated Duration 6 months design + half construction season
- Estimated Impact Low
- Shared Goals More Choices

Members of the community have requested curb extensions at bus stops to provide a larger area to wait in. When boardings are quick, this can help buses maintain their position in traffic rather than having to merge back in. In peak hours, this can represent a significant time savings. The extension can also provide more room for bus shelters and electronic signage showing arrival times for the next bus. The project could improve the following stops, identified by the community:

- NB North Washington at Thacher
- SB North Washington at Valenti Way (This would involve moving the bus stop to Valenti Way from its current location near Causeway Street)



Transit Environment, showing Action Items 5.1, 5.2, and 5.3

5.1 Consolidation of local MBTA routes, local shuttles, and tourist bus loop/shuttle stop consolidation study: received 5 green-dot, 1 yellow-dot, and 2 blue-dot votes, totaling 600 points.

5.2 Bus Priority Lane Connections between North Station Area and South Boston: received 2 yellow-dot and 7 blue-dot votes, totaling 275 points.

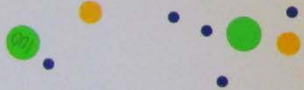
5.3 North Washington Bus Stop Improvements Project: received 1 yellow-dot and 2 blue-dot votes, totaling 100 points.



5.4 North Washington Street Inbound Transit Lane Keany Square to Haymarket

- Estimated Cost: Medium
- Estimated Duration: 1 year design + 1 construction season
- Estimated Impact: High
- Shared Goals: More Choices, Less Congestion

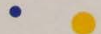
North Washington Bridge is being constructed with an inbound transit lane in order to help MBTA buses and other permitted buses cross into Boston with less delay due to traffic. The number of passengers on the many buses on the bridge rivals the number of single occupancy vehicle drivers, and increasing their speed may help encourage more conversion to bus travel and thus lower congestion. Extending a dedicated bus lane further down North Washington Street to Haymarket could further benefit those who are traveling to Haymarket Station or the Financial District on the 4, 92, 93 or 111 buses. Incorporation of a transit lane on North Washington may include trade-offs including parking or travel lanes.



5.5 Create Public Transit App Kiosks at Major MBTA Stations (including "fastest route to the airport")

- Estimated Cost: Low
- Estimated Duration: One Year
- Estimated Impact: Medium
- Shared Goals: More Choices, More Understandable, Less Congestion

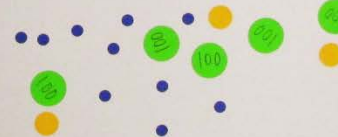
Transit App - now officially the MBTA's recommended transit app - provides an up-to-the-minute measure of the fastest way to get anywhere including via the MBTA, Uber, or Hubway. Yet, it is only available to those with smartphones. This action item would install kiosks linked to the Transit App, allowing anyone to explore their transportation and transit options.



5.6 Lovejoy Wharf Ferry

- Estimated Cost: High
- Estimated Duration: 2 years
- Estimated Impact: High
- Shared Goals: More Choices, Less Congestion

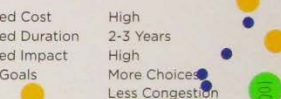
Creating a new water transit connection to destinations such as East Boston, Charlestown and South Station from the Lovejoy Wharf would help increase mobility options and offer an easy and novel north-south connection for commuters.



5.7 Airport Shuttle from North Station

- Estimated Cost: High
- Estimated Duration: 2-3 Years
- Estimated Impact: High
- Shared Goals: More Choices, Less Congestion

A direct shuttle from North Station to the airport was suggested as an Action Item, useful especially for those taking the Commuter Rail from north of the city. At peak hours, drive time is between 12-20 minutes, compared to transit times ranging from 28-45 minutes. Off-peak, transit trips can range from 30-45 minutes, and drive times from 10-18 minutes. In addition to removing transfers during the trip, a shuttle would likely be able to outpace the average existing transit trip and help alleviate congestion on the route to the airport from all points north served by the MBTA's Commuter Rail.



Transit Environment, showing Action Items 5.4, 5.5, 5.6, and 5.7

5.4 North Washington Street Inbound Transit Lane Keany Square to Haymarket: received 2 green-dot, 2 yellow-dot, and 5 blue-dot votes, totaling 425 points.

5.5 Create Public Transit App Kiosks at Major MBTA Stations: received 1 yellow-dot and 1 blue-dot votes, totaling 75 points.

5.6 Lovejoy Wharf Ferry: received 5 green-dot, 6 yellow-dot, and 12 blue-dot votes, totaling 1,100 points.

5.7 Airport Shuttle from North Station: received 1 green-dot, 3 yellow-dot, and 4 blue-dot votes, totaling 350 points.



6.1 Expand DriveBoston for New Carsharing Locations in the North Station Area, and Pilot One-Way Car Share)

- Estimated Cost: Low (or free)
- Estimated Duration: Unkown
- Estimated Impact: High
- Shared Goals: More Choices, Less Congestion

Studies have indicated that every shared car replaces 7 to 10 private cars. As part of the DriveBoston pilot program, the City of Boston hosts parking on two dedicated carshare sites in the study area. Ten other cities, including Minneapolis, New York and Seattle have allowed carshare parking (for a fee) on all city-owned parking areas (on-street and off-street) within a specified service area. This project could study the possibility of bringing this model of car share to Boston. On-street one-way car share would utilize curbside public parking, meaning the city could allow cars to use public meters or business parking throughout the city. This would allow the user greater flexibility and could increase



6.2 North Station Mobility Hub Enhancements

- Estimated Cost: High
- Estimated Duration: One Year
- Estimated Impact: Medium
- Shared Goals: More Choices, More Understandable, Less Congestion

A Better City TMA has identified North Station as a mobility hub in Boston. It serves tens of thousands of transit users daily, but further design could increase this transit hub's connectivity to other modes, including the latest in shared mobility options such as bikeshare, carshare and rideshare services. Services like free phone charging, a kiosk allowing public access to the Transit App (also listed in Item 5.5), and grocery pick up as well as common services such as dry cleaning and pharmacy access would help more people choose not to drive.

Shared Mobility, showing Action Items 6.1 and 6.2

6.1 Expand DriveBoston for New Carsharing Locations in the North Station Area and Pilot One-Way Car Share: received 2 yellow-dot and 2 blue-dot votes, totaling 150 points.

6.2 North Station Mobility Hub Enhancements: received 1 yellow-dot and 6 blue-dot votes, totaling 200 points.

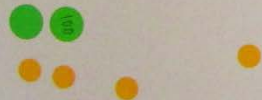
Motorized Traffic



7.1 Adaptive Signal Technology (AST) Study

- Estimated Cost: Medium
- Estimated Duration: Six Months
- Estimated Impact: Low
- Shared Goals: More Choices, Less Congestion

This study would examine the potential use of Adaptive Signals in Downtown Boston. Adaptive Signals use real time information to adjust signal cycles to provide more efficiency. The last Adaptive Signals signals also detect pedestrians and bicyclists, and connect to other signals to react to fluctuations in walking and biking traffic. They can allow for more time for pedestrians to cross, or provide more or less time to different streets in reaction to changing traffic patterns.



7.2 Bulfinch Triangle Traffic Circulation Improvements

- Estimated Cost: Low
- Estimated Duration: Six Months to One Year
- Estimated Impact: Medium
- Shared Goals: More Understandable, Less Congestion

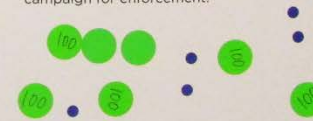
The reconstruction of Causeway Street has limited certain turning movements into and out of the Bulfinch Triangle. Plans to change the direction of Valenti Way date back to the Central Artery Project. Certain sections of Valenti Way's one-way regulation are regularly flouted by drivers to access I-93. Additionally, more pedestrians will be utilizing Canal Street when future developments increase pedestrian demand. A comprehensive look at traffic circulation in the neighborhood could produce solutions that would benefit pedestrians, bicycles and motor vehicle circulation at a relatively low cost.



7.3 Don't Block the Box Markings and Signage at Key Locations

- Estimated Cost: Low
- Estimated Duration: 3 months design + 1/2 construction season
- Estimated Impact: Medium
- Shared Goals: More Understandable, Less Congestion

When Don't Block the Box markings and signage were installed and enforced in the Longwood Medical Area, gridlock fell by 50%. A similar campaign at key intersections in the North Station Area could have a similar impact. To maximize impact, this action item could include both the study and installation of new markings at key intersections, and a campaign for enforcement.



Motorized Traffic, showing Action Items 7.1, 7.2, and 7.3

7.1 Adaptive Signal Technology (AST) Study: received 2 green-dot, 4 yellow-dot, and 1 blue-dot votes, totaling 425 points.

7.2 Bulfinch Triangle Traffic Circulation Improvements: received 6 green-dot and 2 blue-dot votes, totaling 650 points.

7.3 Don't Block the Box Marking and Signage at Key Locations: received 7 green-dot and 5 blue-dot votes, totaling 825 points.

Motorized Traffic

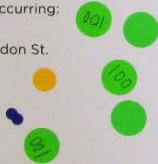


7.4 West End Signal Timing Improvement Project (Duplicated in Pedestrians)

- Estimated Cost: Medium
- Estimated Duration: 6 months design + half construction season
- Estimated Impact: Low
- Shared Goals: Less Congestion

Some improvements to motor vehicle or pedestrian delay could be possible through adjustments to the timing of traffic signal cycles. Some signals may still need accessibility improvements; other options could include emergency preemption, traffic management cameras, countdown timers, or other small improvements. Dozens of signals are already being improved by local development projects. In addition to those improvements, the following signals could be looked at for improvements to complement those already occurring:

- Cambridge Street at Bowdoin St. /New Chardon St.
- Cambridge Street at Somerset Street
- Leverett Circle
- Martha Road



7.5 New Signal for left-hand turn into Charles River Plaza

- Estimated Cost: Low - Medium, depending on solution
- Estimated Duration: 6 months design, 1½ construction seasons
- Estimated Impact: Medium
- Shared Goals: Safety, More Understandable, Less Congestion

The community has reported that entering the Charles River Plaza with a left turn from Cambridge Street is exceedingly difficult in the peak hour. This may be solved with a Don't Block the Box marking, or a signal may be needed. This action item could explore either option, and the relative impacts and costs of both, and recommend one or both for implementation.



7.6 Residential Permit for Neighborhood Access During TD Garden Events

- Estimated Cost: Free
- Estimated Duration: Ongoing
- Estimated Impact: High
- Shared Goals: More Understandable

A major complaint of residents at Lovejoy Wharf and in the Bulfinch Triangle is that they are unable to access their parking garages when events are in progress at TD Garden, due to traffic management street controls and closures. This issue will continue to grow as the neighborhood continues to implement residential development, and more residents call the Bulfinch Triangle and Lovejoy Wharf their home. A special resident permit distributed by City Hall could be used to give local residents access to their homes during events, enforced in partnership with traffic management police officers.

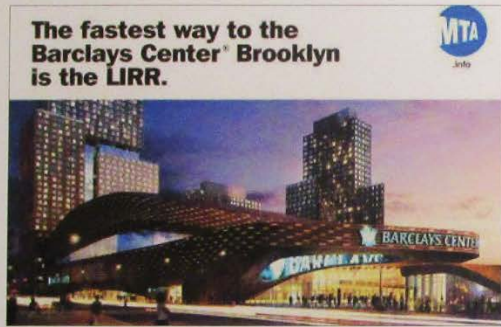


Motorized Traffic, showing Action Items 7.4, 7.5, and 7.6

7.4 West End Signal Timing Improvement Project (duplicated in Pedestrians): received 5 green-dot, 1 yellow-dot, and 2 blue-dot votes, totaling 600 points.

7.5 New Signal for left-hand turn into Charles River Plaza: received 1 yellow-dot vote, totaling 50 points.

7.6 Residential Permit for Neighborhood Access During TD Garden Events: received 3 green-dot and 5 blue-dot votes, totaling 425 points.



7.7 Encourage Employers to form Partnerships for Transportation Demand Management (TDM) and Perform Annual TDM Reporting (Including TD Garden)

• Estimated Cost	Medium
• Estimated Duration	Ongoing
• Estimated Impact	High
• Shared Goals	More Choices, Less Congestion

The biggest reductions in car-use result when companies lead and design their own programs. Requiring employers of 100 or more people to have single occupancy vehicle reduction goals and report on them annually can be a powerful tool for reducing congestion, while retaining flexibility for every participant. A policy or guideline could simply require that companies move toward goals they set themselves (reviewed by the Transportation Department), and TDM progress can be reviewed when companies need approvals for projects or other permits. The program could evolve and expand over time, learning from employers' successes and shortcomings.



7.8 Lomasney Way/Nashua Street/Martha Road Intersection Improvements - Near and Long-Term

• Estimated Cost	Low (near-term), High (long-term)
• Estimated Duration	Near-term (in conjunction with development, Long-term 6 months design, 1½ construction seasons)
• Estimated Impact	Medium/High
• Shared Goals	Safety, More Understandable

In conjunction with private development, this intersection will have improved signalization and lane assignments to improve traffic flow, as well as crosswalk and safety improvements for pedestrians. A longer term realignment/adjustment to simplify the intersection can be explored that would improve traffic flow and make pedestrian/public realm improvements. Both efforts will tie into the newly created publicly accessible pedestrian connection through the Nashua Street residential project property and directly into North Station.



Motorized Traffic, showing Action Items 7.7 and 7.8

7.7 Encourage Employers to form Partnerships for Transportation Demand Management (TDM) and Perform Annual TDM Reporting (including TD Garden): received 1 green-dot, 5 yellow-dot, and 3 blue-dot votes, totaling 425 points.

7.8 Lomasney Way / Nashua Street / Martha Road Intersection Improvements – Near and Long-Term: received 10 green-dot, 4 yellow-dot, and 3 blue-dot votes, totaling 1,275 points.