

North Station Area Mobility Action Plan

Photo: Landslides Aerial Photography

ACTION PLAN PROPOSAL

January 18, 2017



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Agenda



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- **Process Review**

- Outreach
- Shared Goals
- Existing Commitments
- Action Items
- Feedback

- **Action Plan Proposal**



Project Timeline (Adjusted)



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JUNE – JULY

Existing Conditions and First Public Meeting

JULY – SEPTEMBER

Goals and Vision

SEPTEMBER – NOVEMBER

Develop and Analyze Potential Improvements

OCTOBER – FEBRUARY

Incorporating Public Feedback into Action Plan, including design for top 1 to 3

FEBRUARY

Draft Action Plan for Public Comment

MARCH

Final Action Plan

Overview of Public Meetings (Adjusted)



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Late June: Define the Problems and Share Your Visions and Ideas

July-September: Establish Shared Goals, Develop Strategies, and Vision

September: Review Future Conditions and Brainstorm List of Potential Action Items and Gather Feedback

October - November: Prioritize Options using Shared Goals (Benefits), Feasibility and Cost

TODAY: *Approve Action Item Mix, Discuss One to Three “Immediate Design” Alternatives*

February: Introduce Draft Action Plan and Collect Feedback

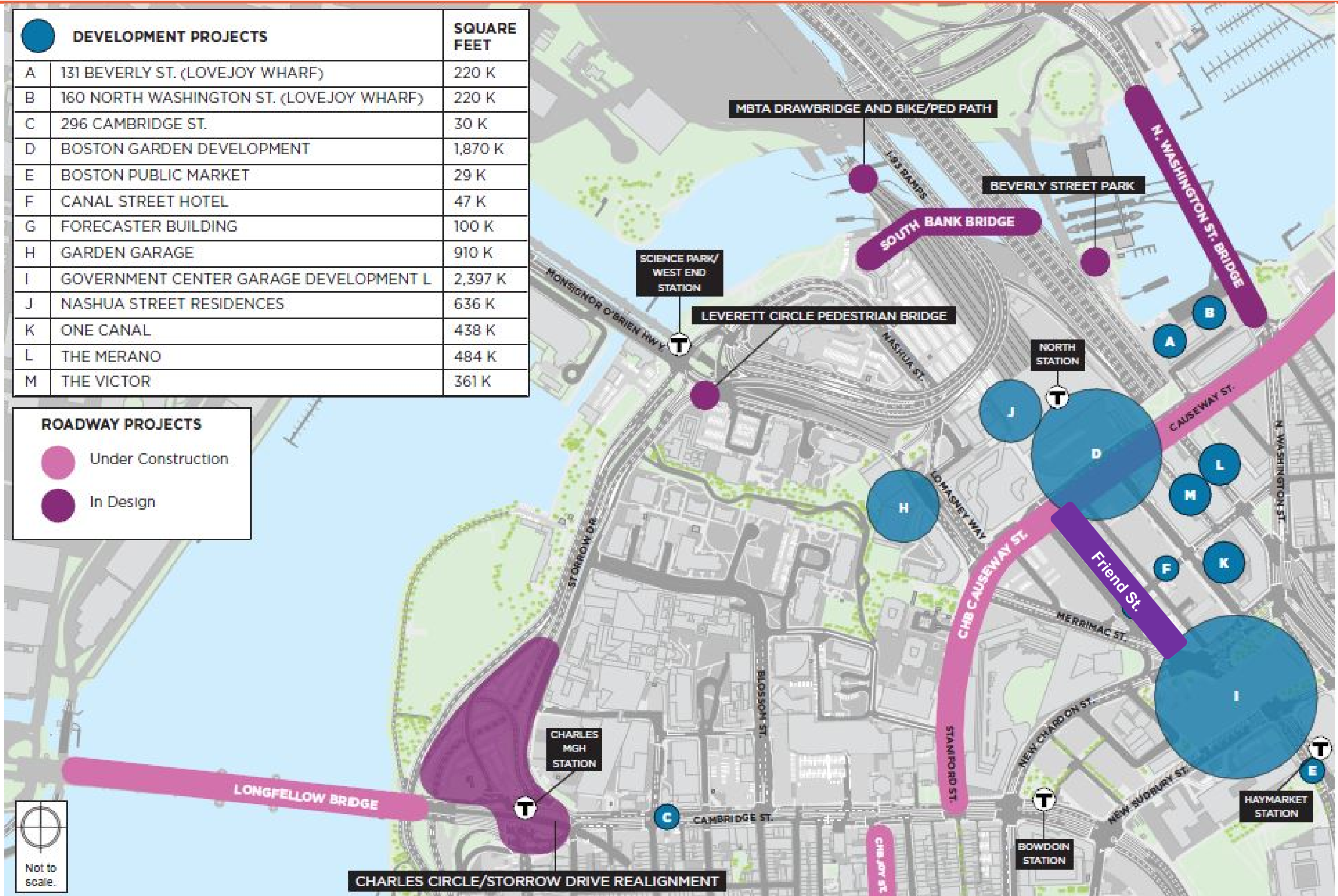
Development and Infrastructure Projects



DEVELOPMENT PROJECTS		SQUARE FEET
A	131 BEVERLY ST. (LOVEJOY WHARF)	220 K
B	160 NORTH WASHINGTON ST. (LOVEJOY WHARF)	220 K
C	296 CAMBRIDGE ST.	30 K
D	BOSTON GARDEN DEVELOPMENT	1,870 K
E	BOSTON PUBLIC MARKET	29 K
F	CANAL STREET HOTEL	47 K
G	FORECASTER BUILDING	100 K
H	GARDEN GARAGE	910 K
I	GOVERNMENT CENTER GARAGE DEVELOPMENT L	2,397 K
J	NASHUA STREET RESIDENCES	636 K
K	ONE CANAL	438 K
L	THE MERANO	484 K
M	THE VICTOR	361 K

ROADWAY PROJECTS

- Under Construction
- In Design







Not to scale.

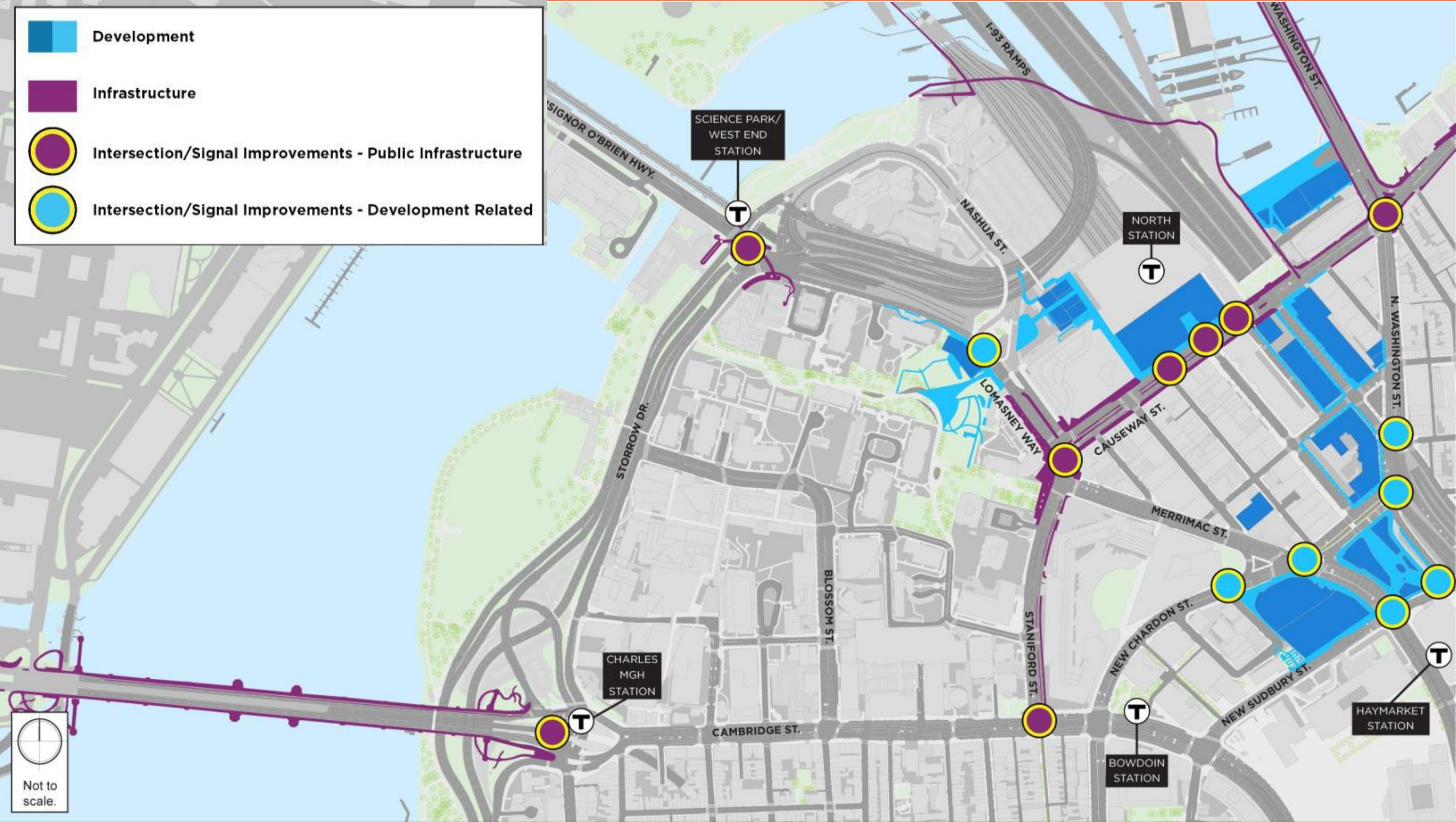
Infrastructure Improvement Commitments



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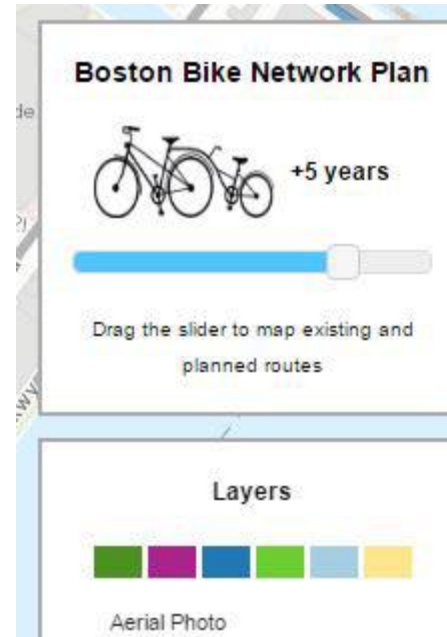


-  Development
-  Infrastructure
-  Intersection/Signal Improvements - Public Infrastructure
-  Intersection/Signal Improvements - Development Related



Not to scale.

Action Plan



Develop a variety of improvements for all modes, identify community priorities, and prioritize projects for implementation based on vision, feasibility, and cost

Project Team



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■ City Team

- Boston Planning and Development Agency
- Boston Transportation Department
- Office of Neighborhood Services
- Public Works Department

■ Consultant Team

- Howard Stein Hudson – Transportation Engineering
- NBBJ – Urban Design and Visioning
- Marlene Connor Associates - Transit

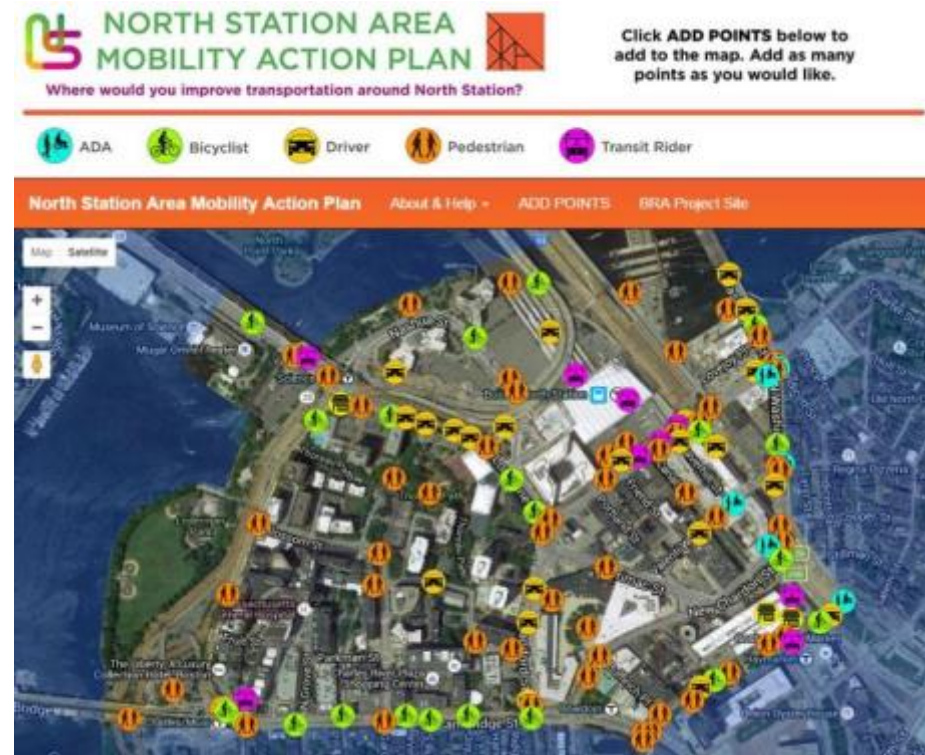


- **Pedestrian Tunnel North Station to Orange Line**
 - Current Estimated Completion date is 11/1/18

An aerial photograph of a city, likely New York City, showing a complex highway interchange in the foreground with a stadium (MetLife Stadium) and a large building with a curved roof. The city extends to the water in the background. A semi-transparent grey banner with an orange triangle on the left side is overlaid on the image, containing the text 'Public Process Review'.

Public Process Review

Multiple Methods of Outreach



June: Public Meetings – Begin Collecting Ideas and Problems



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Feedback Categories

- Enforcement of existing rules
- Improve wayfinding during construction
- Reduce demand for driving
- Manage high pedestrian volumes
- Reduce confusion across modes



August: Pop Up Sessions – More Ideas and Problems



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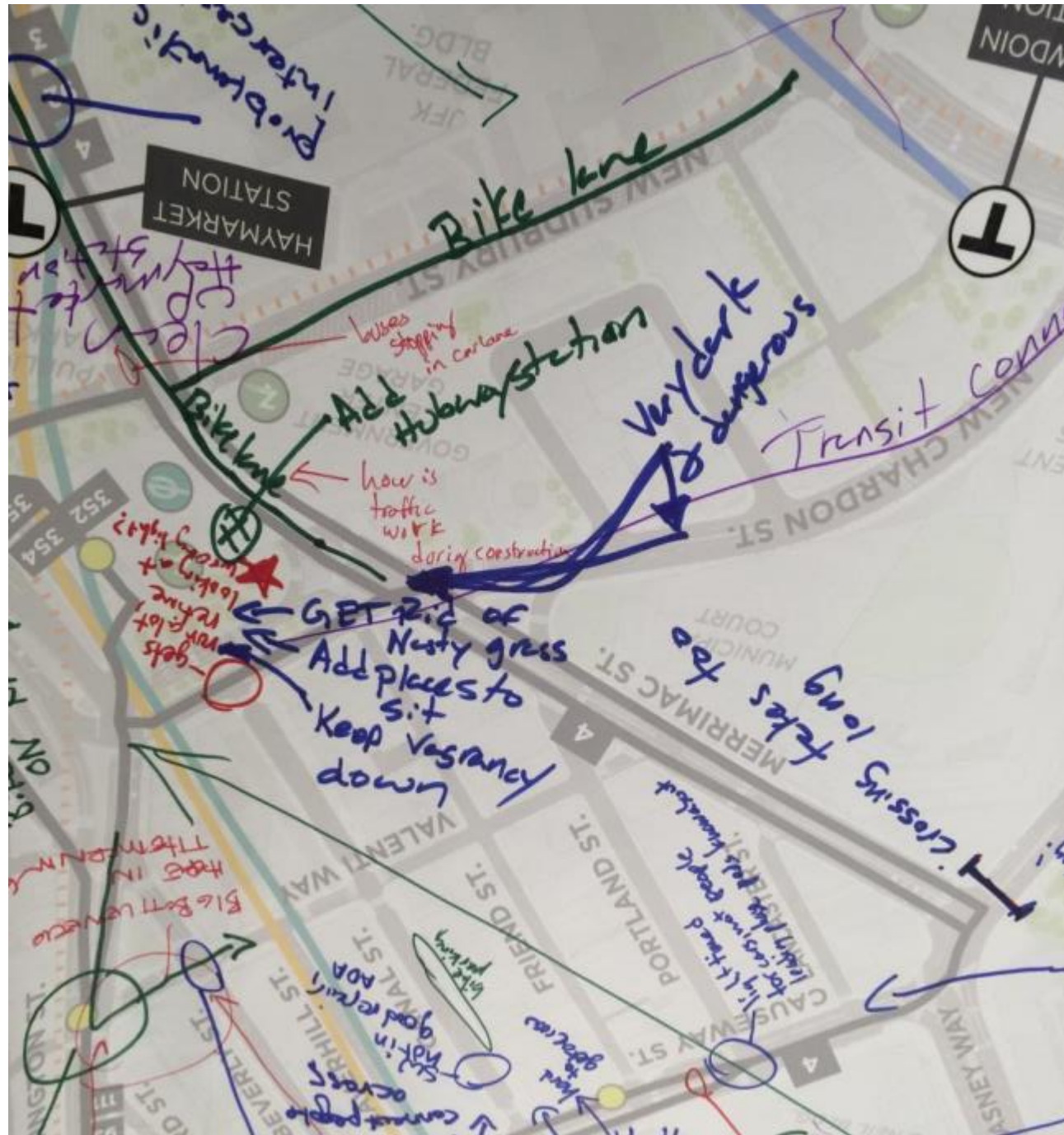
- 4-6pm Wed., 8/3
Thoreau Path
- 11-1pm Thurs., 8/4
Cambridge Street/Whole Foods
- 4-6pm Thurs., 8/4
Gov. Center Garage
- 8-10am Fri., 8/5
Canal at Valenti Way
- 4-6pm Thurs., 8/11
North Station



August: Pop Up Sessions – Ideas and Problems



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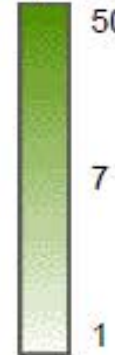
August-October: Wikimap – Ideas and Problems



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Participants
by ZIP Code

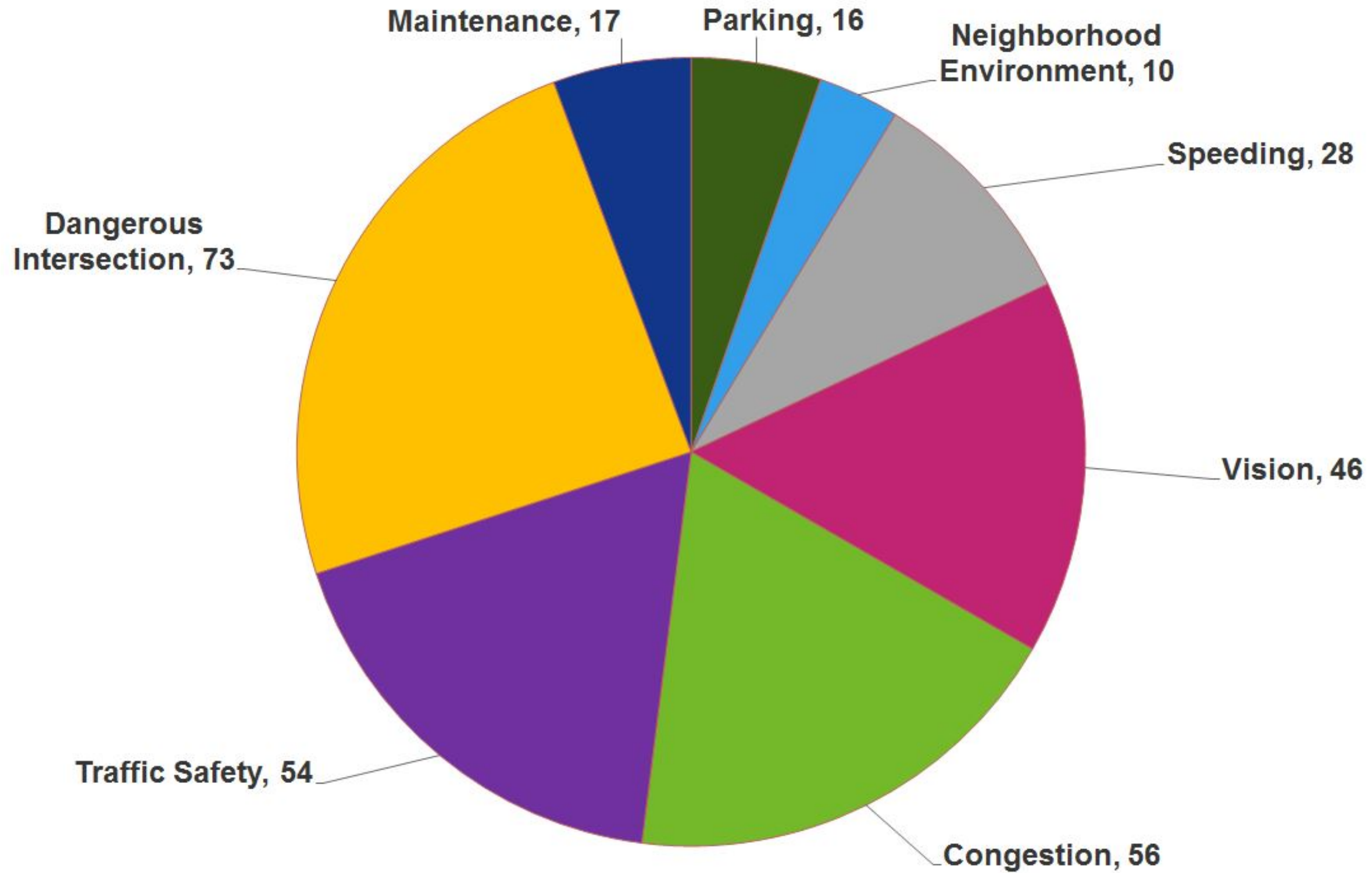


- 186 total pins dropped
- 248 detailed comments provided
- Top participants:
 - West End – 49
 - Charlestown – 9
 - North End – 7
 - Jamaica Plain - 5
 - Metro North Towns – 27

August-October: Wikimap – Ideas and Problems



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September: Shared Goals Created



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Safety



More Understandable



More Choices



Less Congestion

Concept – Change Behavior and Reduce Congestion



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- Fix Local Circulation Problems
- Offer More Choices
- Make Other Choices **More** Attractive
- Make Driving **Less** Necessary

Example – Shared Mobility Benefits Calculator



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To reduce personal vehicles by (11,498 vehicles) in , add:

Mode	Additional units	Adjust the mix
 Transit commuters Current units: 109,040 [†]	3,794	Optimal <input type="checkbox"/> Custom*
 Carshare vehicles Current units: 923	960	Optimal <input type="checkbox"/> Custom*
 Shared bikes Current units: 1,045	701	Optimal <input type="checkbox"/> Custom*
 Ridesharers/carpoolers Current units: 20,365 [†]	1,859	Optimal <input type="checkbox"/> Custom*

Results



118,483,700

Fewer miles traveled by personal vehicles



42,500

Fewer metric tons of GHG emissions related to personal vehicle ownership



\$41,771,000

Saved in personal vehicle transportation costs

Source: <http://calculator.sharedusemobilitycenter.org/#>

Recent Shared Mode Findings



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- The more people use shared modes, the more likely they are to use public transit, own fewer cars, and spend less on transportation overall. –*Shared Use Mobility Center (Interviews)*
- The availability of bikeshare reduces congestion traffic congestion upwards of 4% within a neighborhood. –*Hamilton and Wichman, August 2015, data from Capital Bikeshare, Washington D.C.*



September: Existing Development and Infrastructure Projects



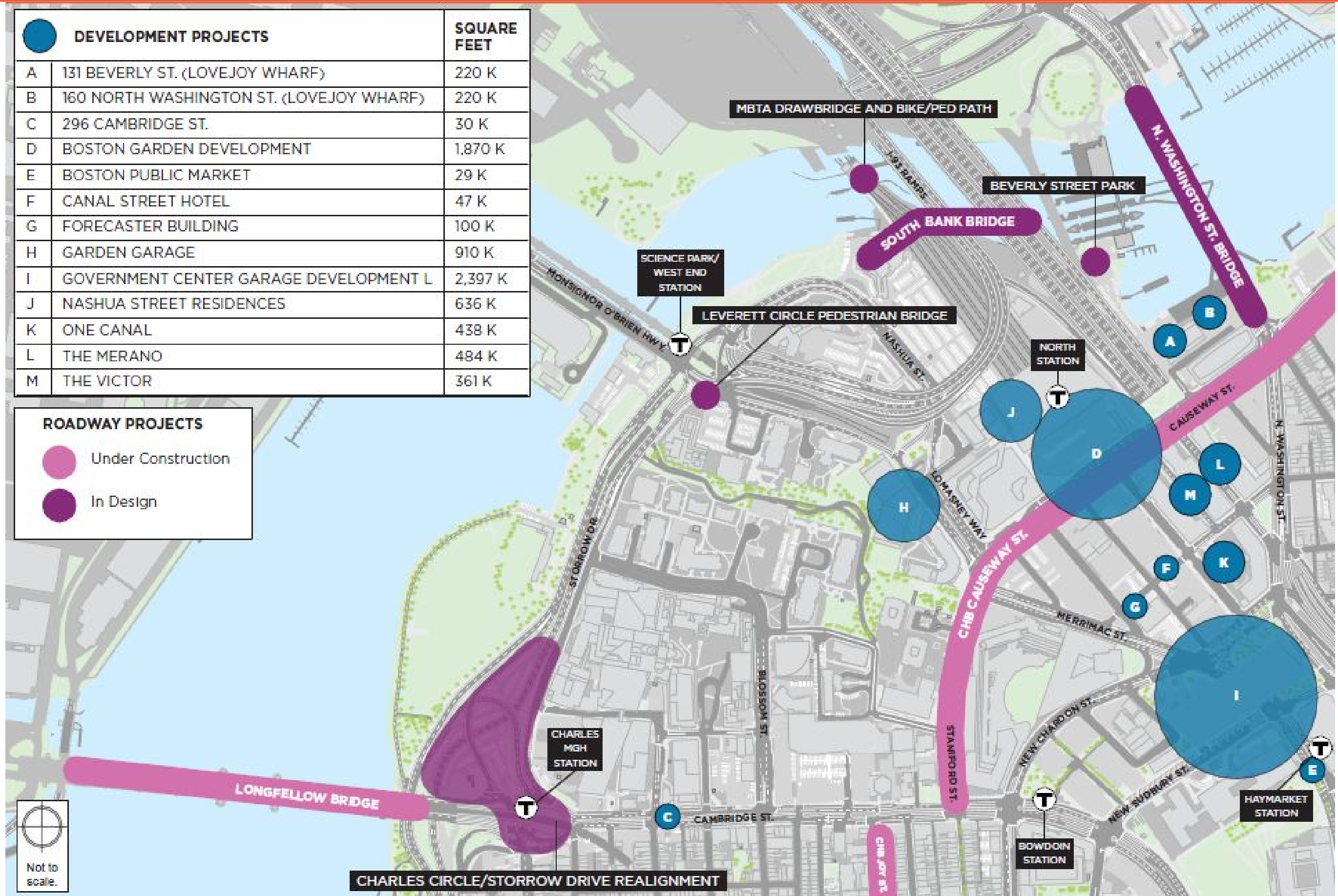
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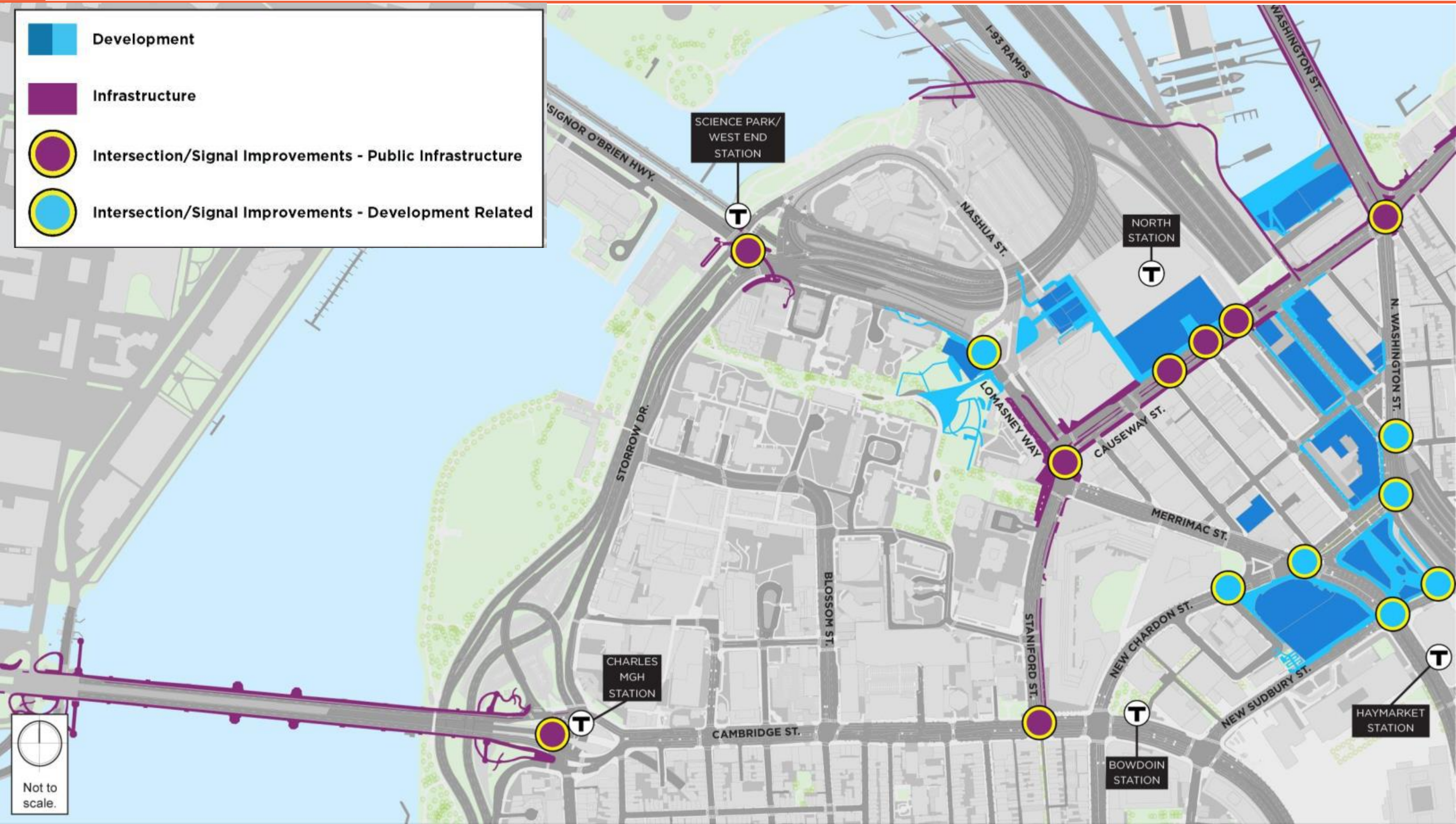
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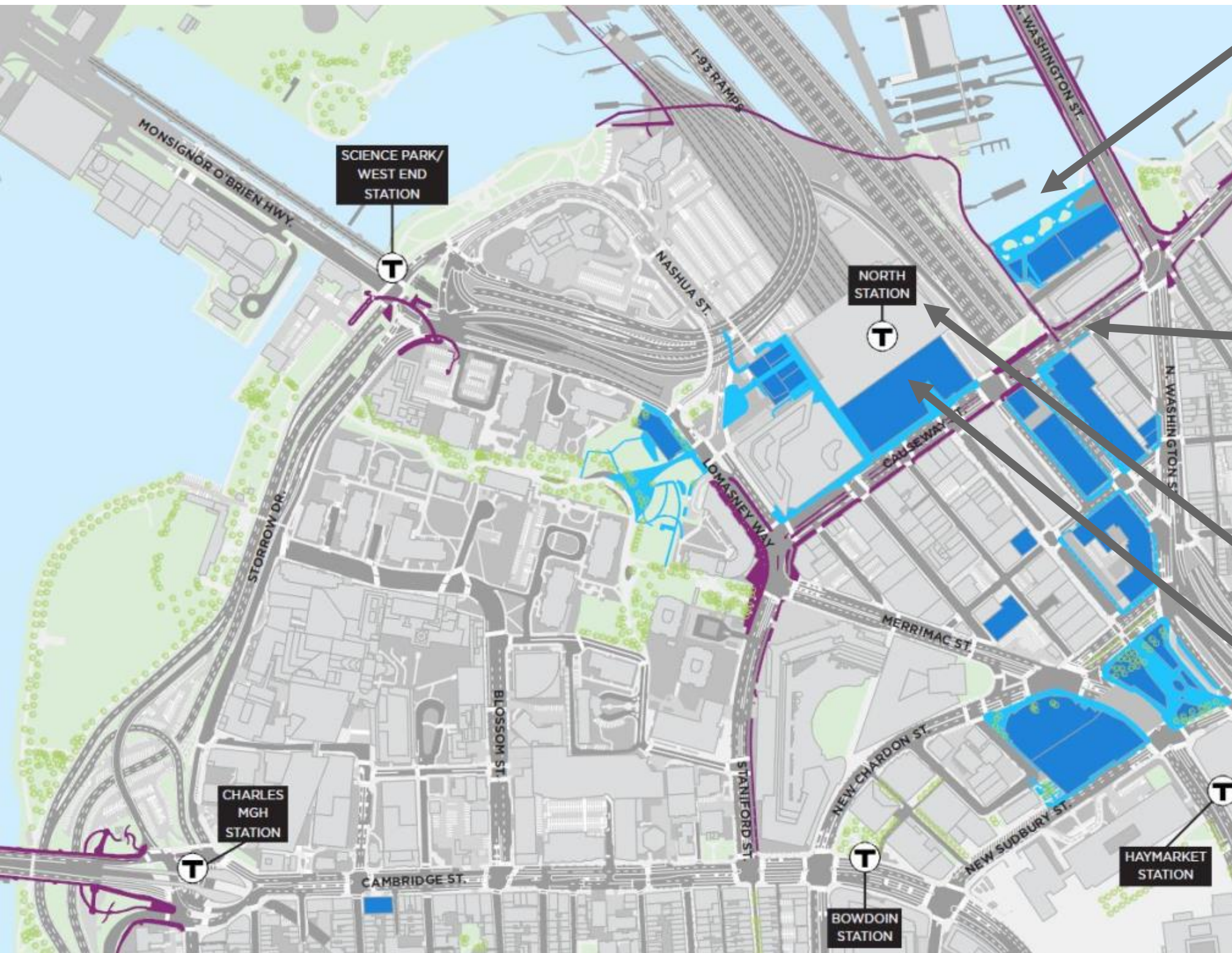


Not to scale.

Over \$9 Million in “Off-Site” Transportation Mitigation*



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- Lovejoy Wharf - \$2.5M +
- Water Shuttle – Dock/Operations/Planning
 - \$1.5M – 131 Beverly/160 N. Wash.
 - \$1M – Boston Garden
 - Water Taxi Dock
 - 131 Beverly/160 N. Wash.
 - Harborwalk & Connection to N. Wash. Bridge
 - 131 Beverly/160 N. Wash.

- Causeway Street - \$2.4M (Part of \$12M+ Project)
- \$437K – One Canal
 - \$350K – Nashua St Residences
 - \$300K – The Merano
 - \$1M - Boston Garden
 - \$300K - The Victor (Simpson)

- Pedestrian Improvements to the Charles River
- Boston Garden

- North Station to Orange/Green Lines Connector
- Boston Garden

- Pedestrian Wayfinding
- \$250K - Boston Garden

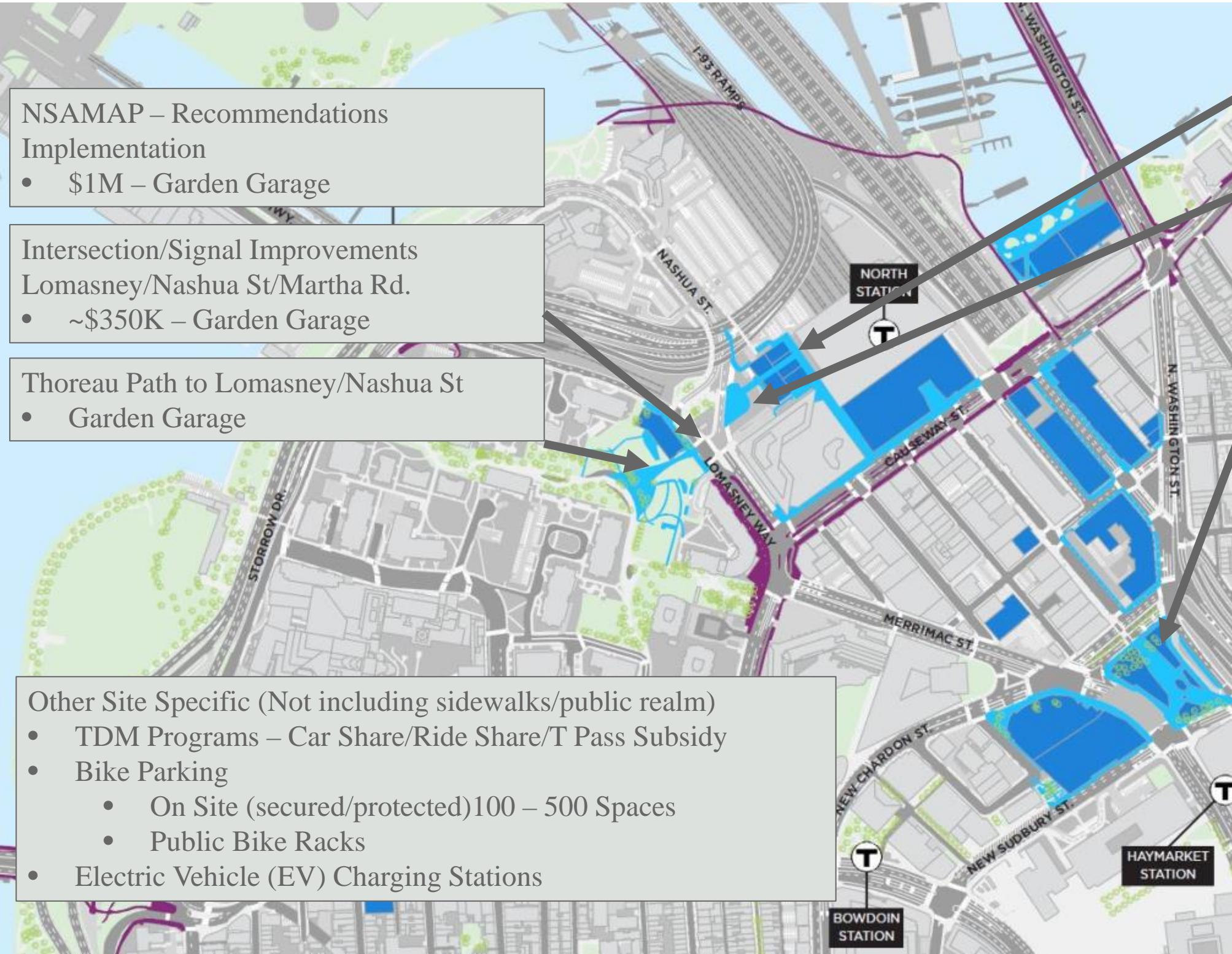
- Public Art & Open Space
- \$2.6M - Boston Garden

*Not Including Unknown \$ or Gov't Center Garage

Over \$9 Million in “Off-Site” Transportation Mitigation*



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NSAMAP – Recommendations Implementation

- \$1M – Garden Garage

Intersection/Signal Improvements Lomasney/Nashua St/Martha Rd.

- ~\$350K – Garden Garage

Thoreau Path to Lomasney/Nashua St

- Garden Garage

Other Site Specific (Not including sidewalks/public realm)

- TDM Programs – Car Share/Ride Share/T Pass Subsidy
- Bike Parking
 - On Site (secured/protected) 100 – 500 Spaces
 - Public Bike Racks
- Electric Vehicle (EV) Charging Stations

Nashua St. Public Ped. Connection to N. Station

- Nashua St Residences

Nashua St. “Triangle” Pedestrian Improvements

- Nashua St Residences

Haymarket Station Improvements

Gov’t Center Garage

- Headhouse & Station
- Busway
- Bus Stop Improvements on Congress St
- Ped. Connections

Other Gov’t Center Garage Improvements

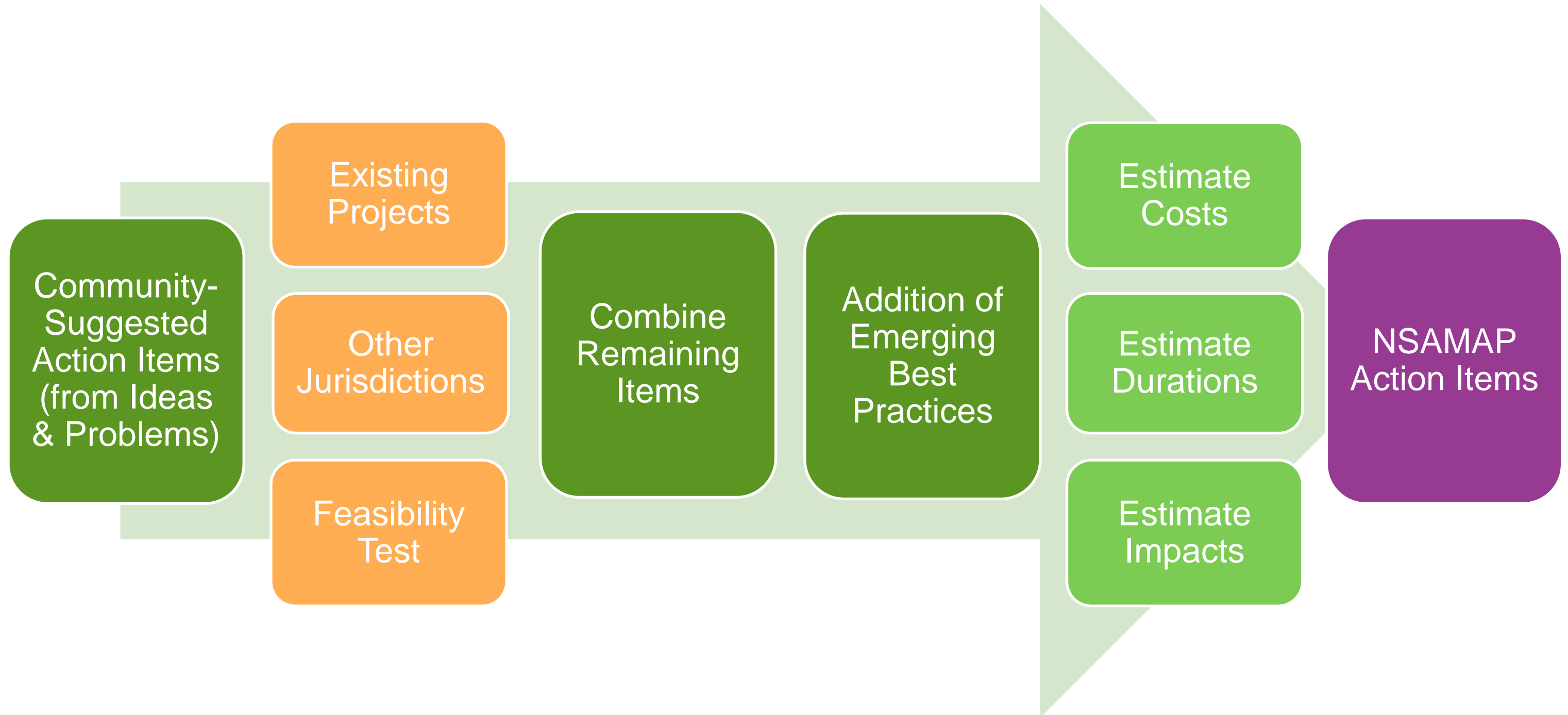
- *Draft Master TAPA Under Review
- *Each Project Phase Will Have Separate TAPA
- *Proposed Draft “Framework” of Improvements:
 - 7 Intersection Improvement Locations
 - 5 Signalization Improvement Locations
 - Ped. Crossing Improvements at New Chardon/Bowker Streets
 - Evaluate/Implement Bike Accommodations
 - Congress St
 - New Chardon St
 - New Sudbury St

*Not Including Unknown \$ or Gov’t Center Garage

November: Creation of Action Items



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November: Polling on Action Items



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Pedestrian Environment



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 hosting 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, Last Generation

While plans are underway to make Cardinal O'Connell Way a shared street at the corner of Cornhill and O'Connell Way (also addressed by Action Item 1.5 West End Bulbous Triangle Curb Use Reorganization), many other conflicts happen between vehicles, pedestrians, and bicycles on O'Connell Way. The site street is a common thoroughfare 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.

Pedestrian Environment



1.4 West End Signal Timing Improvement Project

- Estimated Cost: High
- Estimated Duration: 1 year
- Estimated Impact: High
- Shared Goals: Safety, More Choices, Last Generation

Signal timing improvements at West End and other streets will help reduce pedestrian injury and increase pedestrian safety. The project will also improve traffic flow and reduce travel time for pedestrians. The project will be implemented in a phased manner, with the first phase completed by the end of 2023.

1.5 West End Bulbous Triangle Curb Use Reorganization Project

- Estimated Cost: High
- Estimated Duration: 1.5 years
- Estimated Impact: High
- Shared Goals: Safety, More Choices, Last Generation

The project will reorganize the curb use at the West End Bulbous Triangle, making it safer for pedestrians and bicycles. The project will also improve traffic flow and reduce travel time for pedestrians. The project will be implemented in a phased manner, with the first phase completed by the end of 2023.

1.6 East End Pedestrian Project

- Estimated Cost: High
- Estimated Duration: 1.5 years
- Estimated Impact: High
- Shared Goals: Safety, More Choices, Last Generation

The project will improve pedestrian safety and accessibility on East End streets. The project will also improve traffic flow and reduce travel time for pedestrians. The project will be implemented in a phased manner, with the first phase completed by the end of 2023.

North Station Area Mobility Action Plan



Welcome to the North Station Area Mobility Action Plan (NSAMAP) poll. NSAMAP is City of Boston project conducted through the Boston Planning and Development Agency (BPDA) that seeks to create a list of implementable action items to improve mobility in the area surrounding North Station.

Please rank the projects based on your priority for the area. Projects are separated into seven categories, (1) Pedestrian Improvements, (2) Placemaking Improvements, (3) Flex Zone (Curb Space) and Parking Improvements, (4) Bicycle Improvements, (5) Transit Improvements, (6) Shared Mobility Improvements and (7) Motorized Improvements. Answers are randomized and may appear out of order.

Select your top priority using the drop down bar to the left of each image until a response is selected for each answer. Your responses will help create priorities as projects move forward. Answers are required for all seven categories.

For background and further information, please visit the project website, available [here](#).

- * 1. Rank (from 1-7) the following Pedestrian related improvements from most desired (#1) to least desired (#7).



Charles Circle Pedestrian Improvements

Access to the Charles/MGH MBTA Station in the middle of Charles Circle is described as difficult to dangerous by pedestrians of all ages.

Feedback – Motorized Traffic



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Public Meeting Poll Results	Pts
Lomasney Way/Nashua St/Martha Rd Intersection Improvements – Near, Long Term	1275
Don't Block the Box Markings and Signage at Key Locations	825
Bulfinch Triangle Traffic Circulation Improvements	650
West End Signal timing Improvement Project	600
Adaptive Signal Technology Study	425
Residential Permit for Neighborhood Access During TD Garden Events	425
Encourage Employers to form Partnerships for TDM, Perform Annual TDM Reporting	425
New Signal for Left Hand Turn into Charles River Plaza	150

Online Ranking Poll Results	Rank
Adaptive Signal Technology Study	3.79
* 4 West End Signal Timing Improvement Project	3.83
Encourage Employers to form Partnerships for TDM, Perform Annual TDM Reporting	4.11
Don't Block the Box Markings and Signage at Key Locations	4.22
Lomasney Way/Nashua St/Martha Rd Intersection Improvements – Near, Long Term	4.23
New Signal for Left Hand Turn into Charles River Plaza	5.36
Bulfinch Triangle Traffic Circulation Improvements	4.64
Residential Permit for Neighborhood Access During TD Garden Events	5.83

Feedback – Transit



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Public Meeting Poll Results	Total Points
Lovejoy Wharf Ferry	2100
Consolidation of local MBTA routes, shuttles, tourist bus loop/shuttle stop consolidation study	950
North Washington Street Inbound Transit Lane to Haymarket	900
Airport Shuttle from North Station	600
Bus Priority Lane Connections N. Station Area to S. Boston	575
North Washington Bus Stop Improvements Project	450
Create Public Transit App Kiosks at Major MBTA Stations	375

Online Ranking Poll Results	Avg. Rank
-----------------------------	-----------

Bus Priority Lane Connections N. Station Area to S. Boston	2.77
Airport Shuttle from North Station	3.55
North Washington Street Inbound Transit Lane to Haymarket	3.57
Consolidation of local MBTA routes, shuttles, tourist bus loop/shuttle stop consolidation study	3.97
Lovejoy Wharf Ferry	4.52
North Washington Bus Stop Improvements Project	4.53
Create Public Transit App Kiosks at Major MBTA Stations	5.08

* 4. Rank (most des

ents from

Feedback – Shared Mobility



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Public Meeting Poll Results	Total Points
North Station Mobility Hub Enhancements	200
Expand DriveBoston for New Carsharing Locations in the North Station Area, and Pilot One-Way Car Share	150

* 4. Rank (from most desirable)

Online Ranking Poll Results	Avg. Rank
North Station Mobility Hub Enhancements	1.42
Expand DriveBoston for New Carsharing Locations in the North Station Area, and Pilot One-Way Car Share	1.58



Feedback – Pedestrian Environment



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Public Meeting Poll Results	Total Points
Canal Street Pedestrianization	2100
Charles Circle Pedestrian Improvements	950
West End Sidewalk Improvement Project	675
West End Signal Timing Improvement Project	450
West End Pedestrian Crossing Improvements	350
West End Wayfinding Project	325
Cardinal O’Connell Way Shared Street	200

Online Ranking Poll Results	Avg. Rank
Charles Circle Pedestrian Improvements	2.74
Canal Street Pedestrianization	3.05
West End Pedestrian Crossing Improvements	3.19
West End Sidewalk Improvement Project	4.15
West End Signal Timing Improvement Project	4.59
Cardinal O’Connell Way Shared Street	4.81
West End Wayfinding Project	5.48

* 4. Rank (from most desired

ements from

Feedback – Placemaking



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Public Meeting Poll Results	Total Points
Bulfinch Triangle Tactical Urbanism Pilot	550
West End Chair Placements, Seating Improvements	525
Parklet on Blossom Street	150

Online Ranking Poll Results	Avg. Rank
Bulfinch Triangle Tactical Urbanism Pilot	1.56
West End Chair Placements, Seating Improvements	2.13
Parklet on Blossom Street	2.31

* 4. Rank (from most desirable)

placements from



Feedback – Flex Zone (Curb Use)



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Public Meeting Poll Results	Total Points
West End Dynamic/Increased Parking Pricing Pilot	575
Permitted Shuttle Stop Network	350
West End/Bulfinch Triangle Curb Use Reorganization	350
Parking Garage Wayfinding & Occupancy Data	175
Open data on Downtown Boston Parking Freeze	100

Online Ranking Poll Results	Avg. Rank
Permitted Shuttle Stop Network	2.42
West End Dynamic/Increased Parking Pricing Pilot	2.8
West End/Bulfinch Triangle Curb Use Reorganization	2.93
Parking Garage Wayfinding & Occupancy Data	3.37
Open data on Downtown Boston Parking Freeze	3.48

* 4. Rank (from most desirable)

ments from

Feedback – Bicycles



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Public Meeting Poll Results	Pts
Cambridge Street Protected Bike Lane	2100
Lomasney Way/Nashua Street Protected Bike Lane	950
Merrimac/Congress Street Protected Bike Lane	900
Connect both sides of Longfellow Bridge to Esplanade via Existing Tunnel	600
Charles Street Protected Bike Lane	575
Blossom Street Road Diet & Bike Lane	450
West End Hubway Expansion	375
West End Expansion of Boston's Bicycle Wayfinding System	325
Bike Parking in the Bulfinch Triangle	100

Online Ranking Poll Results	Rank
Cambridge Street Protected Bike Lane	3.43
Merrimac/Congress Street Protected Bike Lane	3.71
Lomasney Way/Nashua Street Protected Bike Lane	4.01
Charles Street Protected Bike Lane	4.08
Connect both sides of Longfellow Bridge to Esplanade via Existing Tunnel	4.7
Blossom Street Road Diet & Bike Lane	5.81
West End Hubway Expansion	6.27
West End Expansion of Boston's Bicycle Wayfinding System	6.68
Bike Parking in the Bulfinch Triangle	6.31

* 4. Rank most de

pts from

An aerial photograph of a city, likely New York City, showing a complex highway interchange in the foreground. A large construction site is visible in the middle ground, featuring a tall, lattice-structured tower under construction. The background shows a dense urban landscape with numerous skyscrapers and a body of water in the distance. A semi-transparent grey banner with an orange triangle on the left side is overlaid across the middle of the image, containing the text "Action Plan – Short Term".

Action Plan – Short Term

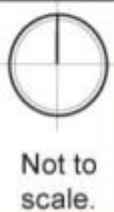
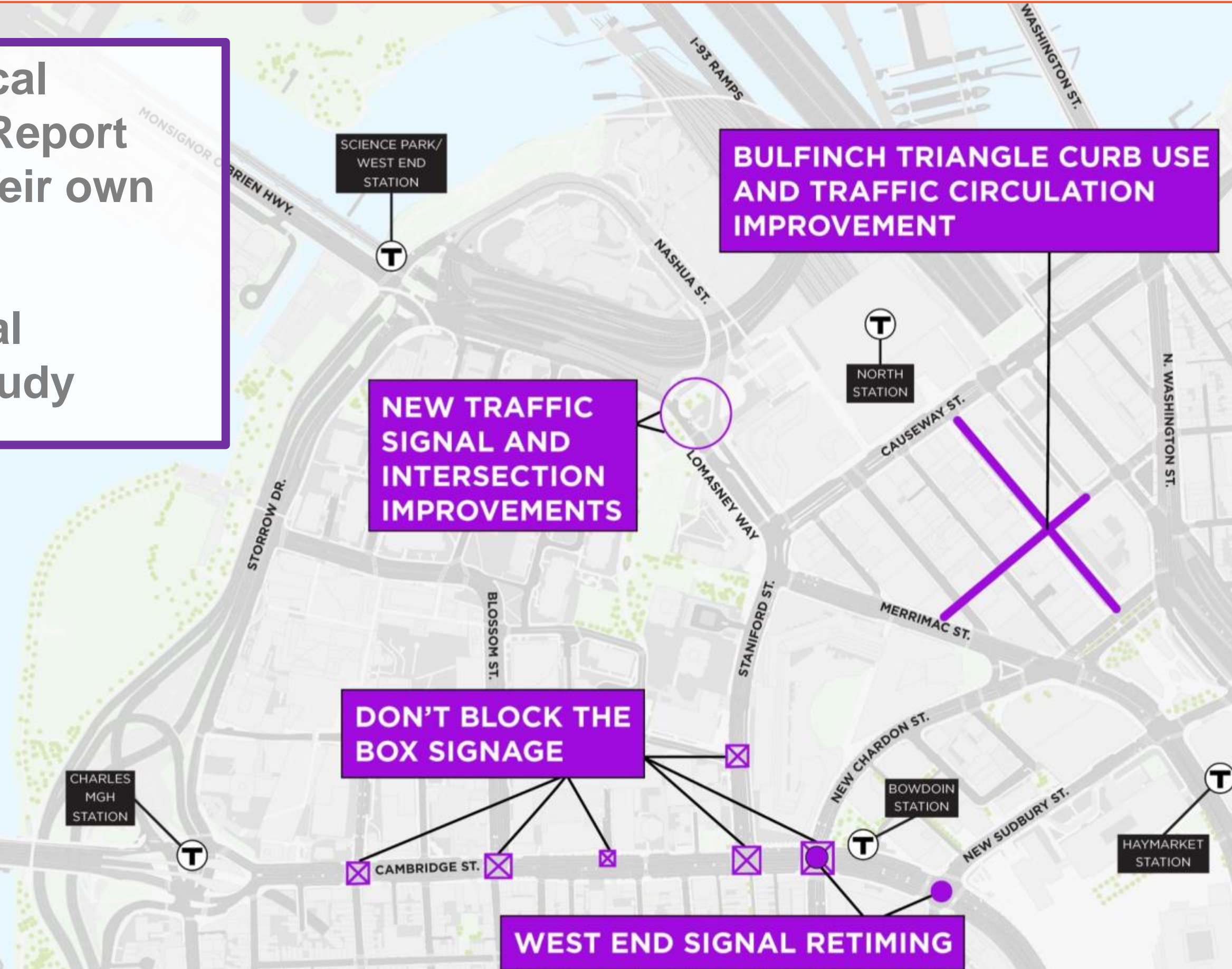
Short Term – Motorized Traffic



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- Encourage Local Employers to Report Annually on their own TDM Goals
- Adaptive Signal Technology Study



Not to scale.

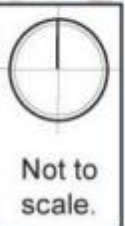
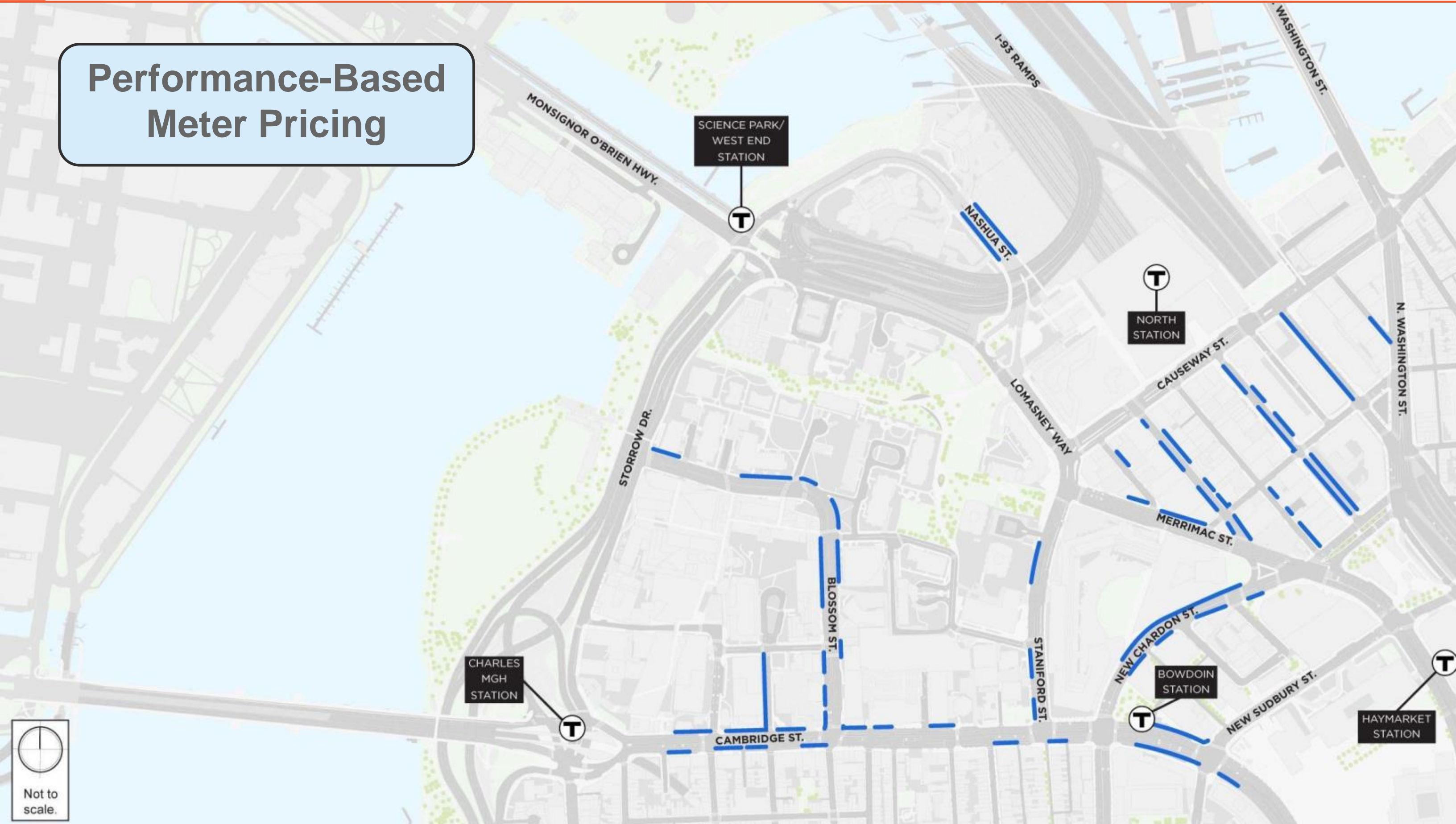
Short Term – Flex Zone (Curb Use)



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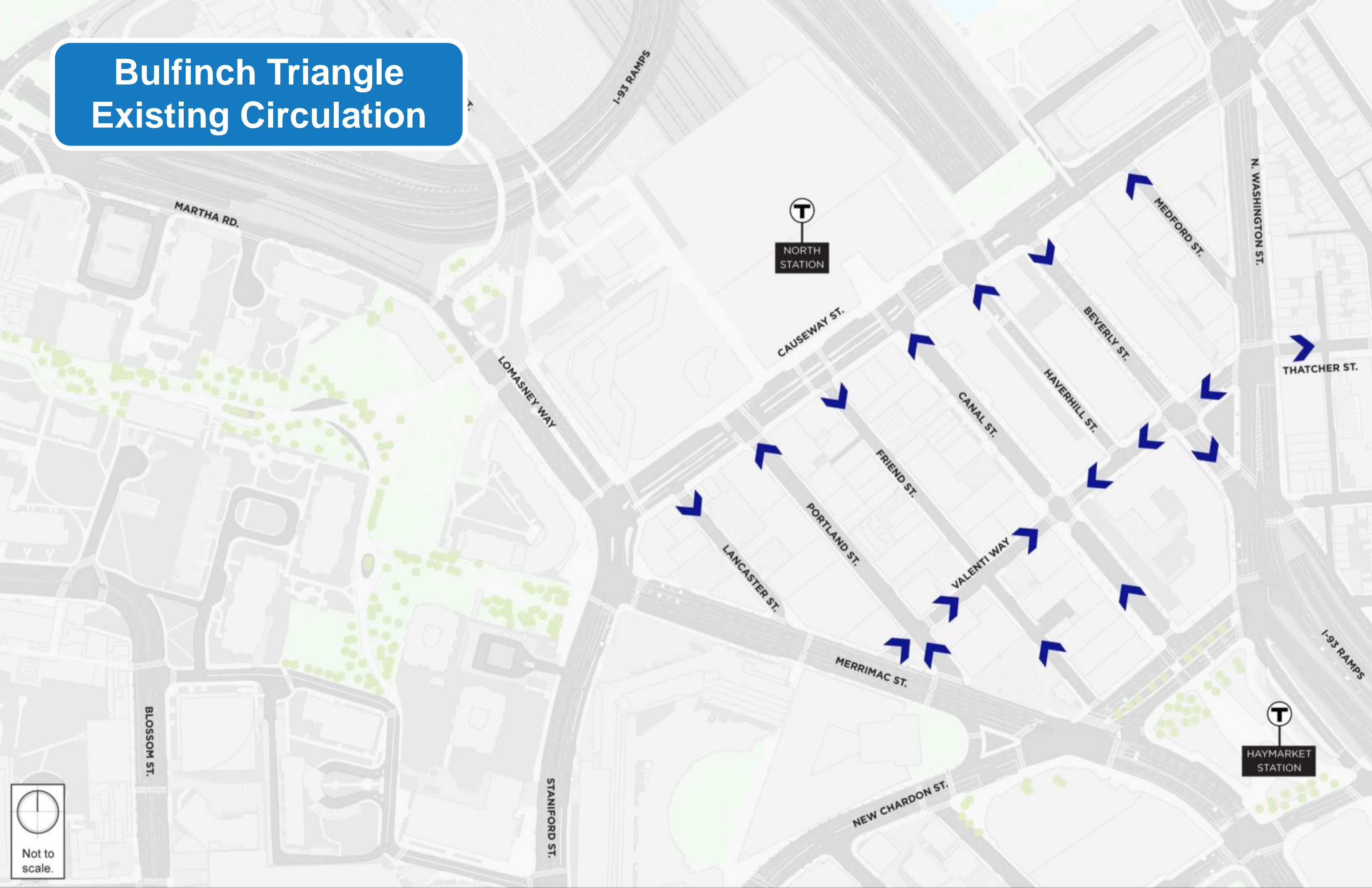


Performance-Based Meter Pricing



Not to scale.

Bulfinch Triangle Existing Circulation



Lomasney/Nashua Intersection



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New Signal and potential to re-imagine the intersection.



Don't Block the Box Process



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New police cadets enforce signage, report back to determine need for markings.

Step 1:



Step 2:



**Step 3
(if needed):**



TDM from Local Employers?



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Encourage More Local Employers to perform TDM and Report Annually to the City. (Including TD Garden)

The fastest way to the Barclays Center® Brooklyn is the LIRR.



Actually, we're just across the street.

Whether you're cheering for the Nets, or catching world-class acts like Jay-Z inaugurating the arena, the Long Island Rail Road is the best way there and back. Traffic's crazy. Street parking, limited. Paid parking, expensive. Long Island Rail Road to Atlantic Terminal is the way to go. There are additional trains for late night events. And if you buy your round-trip ticket in advance, you'll get the best fare. For details, go to mta.info/lirr.



MTALIRR



LIRRDialsNY



IMAGINING A BRIGHT FUTURE.

BETTER

MAKING IT A REALITY.

CITY



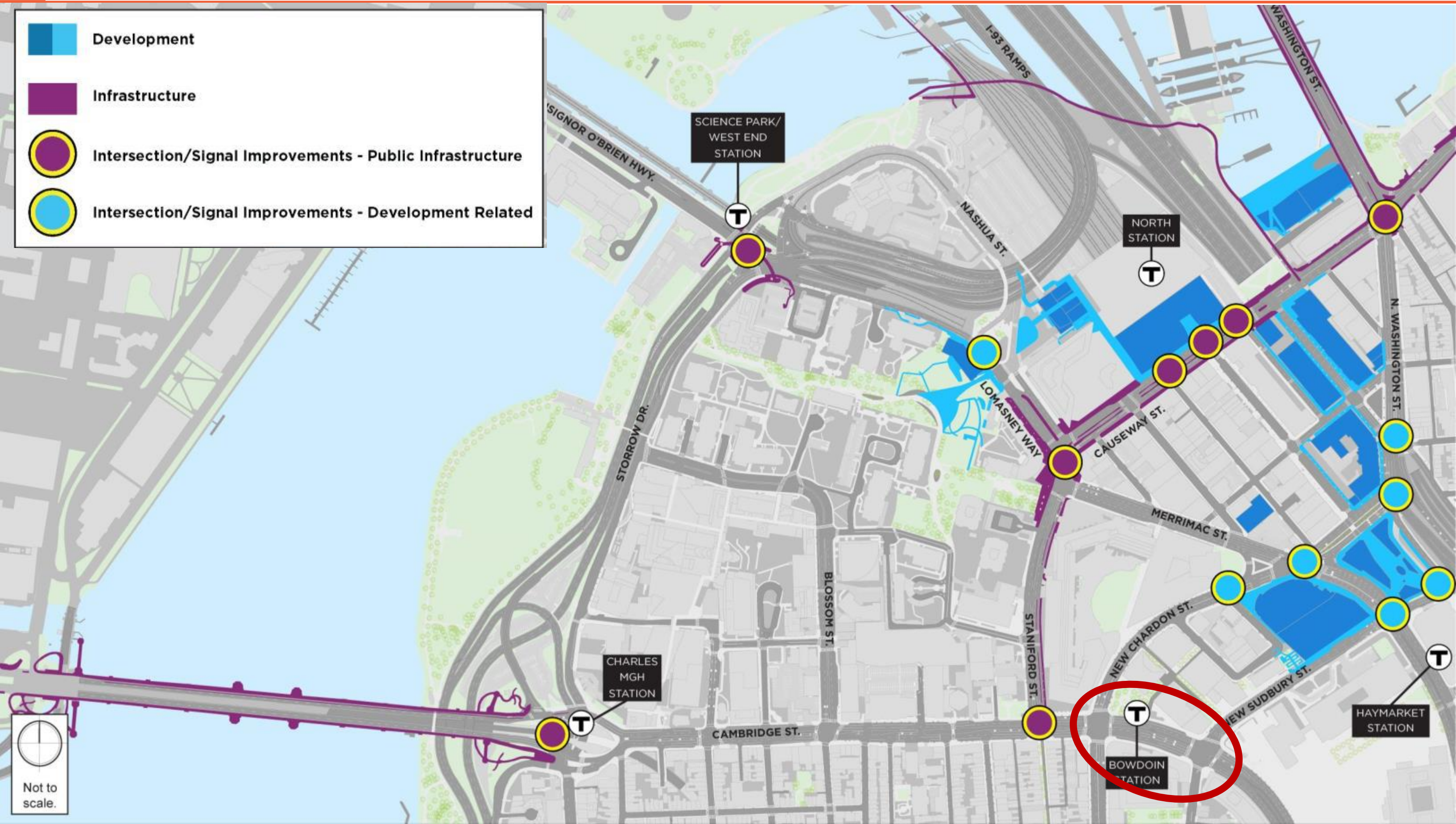
West End Signal Retiming (2 Signals)



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- Development
- Infrastructure
- Intersection/Signal Improvements - Public Infrastructure
- Intersection/Signal Improvements - Development Related



Not to scale.

Performance-Based Meter Pricing



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- Studies have shown that managing parking supply (reducing the number of spaces) can significantly lower Single Occupancy Vehicle (SOV) use.
- To a lesser degree, adjusting parking pricing also has a significant effect on SOV use.

Source: FHWA



Adaptive Signal Technology Study



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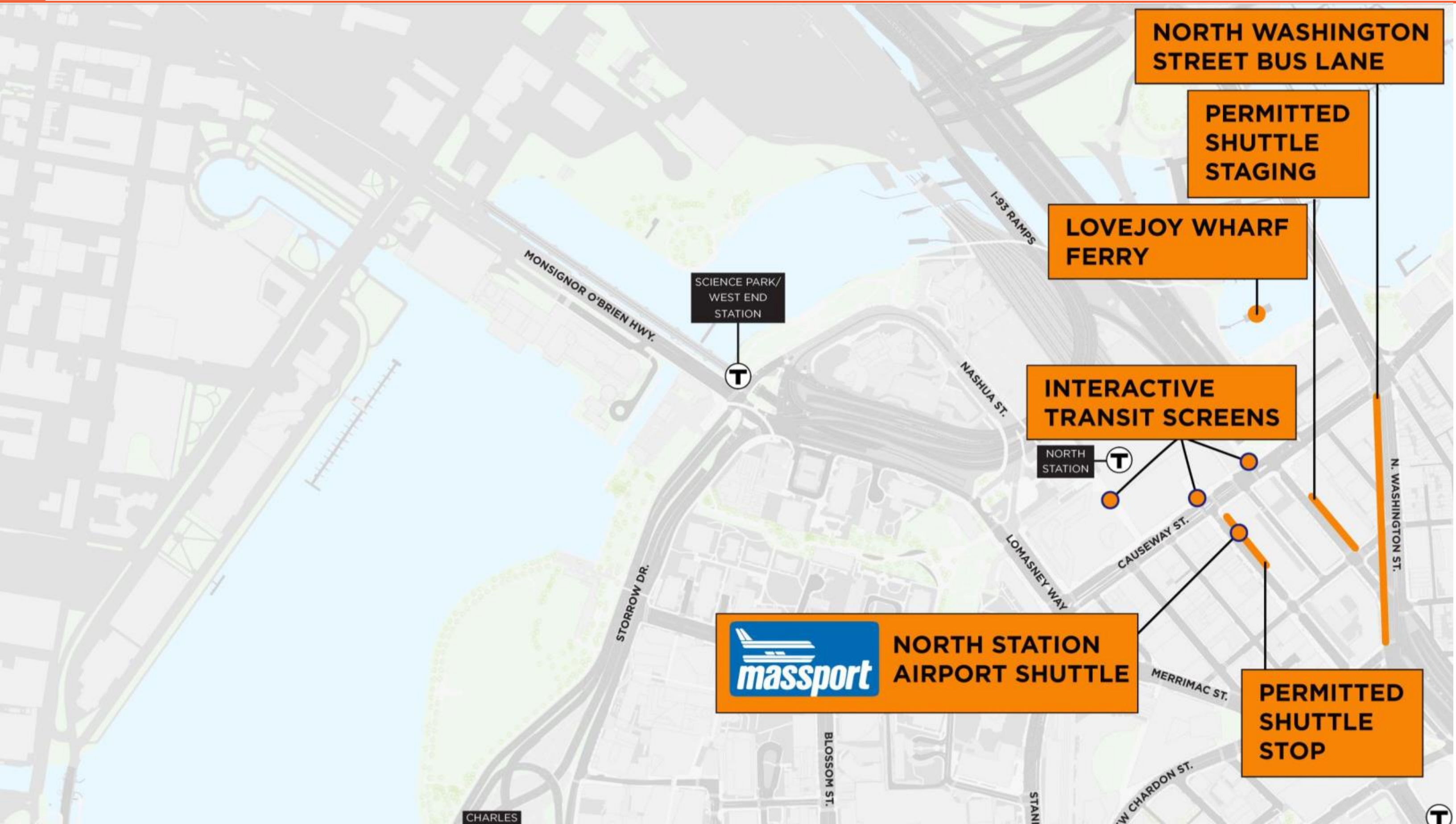
- Already underway in the city as part of new development.
- AST can help shorten the peak period impacts by better managing signal timings before and after the heaviest traffic time. It is not a magic bullet, but can reduce delay in the off-peak hours.
- AST can be expensive compared to conventional systems.
- AST can be helpful during special events.



Short Term – Transit & Shared Mobility



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North Washington St Bus Lane



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BOS TO N
TRANSPOR TATION
DEPARTMENT



CITY OF BOSTON
Office of the Mayor
Martin J. Walsh



Shuttle Consolidation – Seaport



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BOS TO N
TRANSPOR TATION
DE PARTMENT



CITY OF BOSTON
Office of the Mayor
Martin J. Walsh



Bulfinch Triangle Shuttle Stop



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BOSTON TRANSPORTATION DEPARTMENT



CITY OF BOSTON
Office of the Mayor
Martin J. Walsh



MBT WORLDWIDE
USDOT 1331951
MC 306168
CAP 29

Shuttle Stop Permitting – SF Example



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- Citywide formalization of shuttle stops. Permits are required for their use by operators (these may or may not also be MBTA stops).
- To get a permit, shuttle operator must give the city access to GPS tracking for monitoring.
- A cost is set for each stop a shuttle operator makes at a designated shuttle stop, and this cost supports the monitoring of shuttles at the city.
 - Operator estimates frequency, monitoring is used to make adjustments annually.



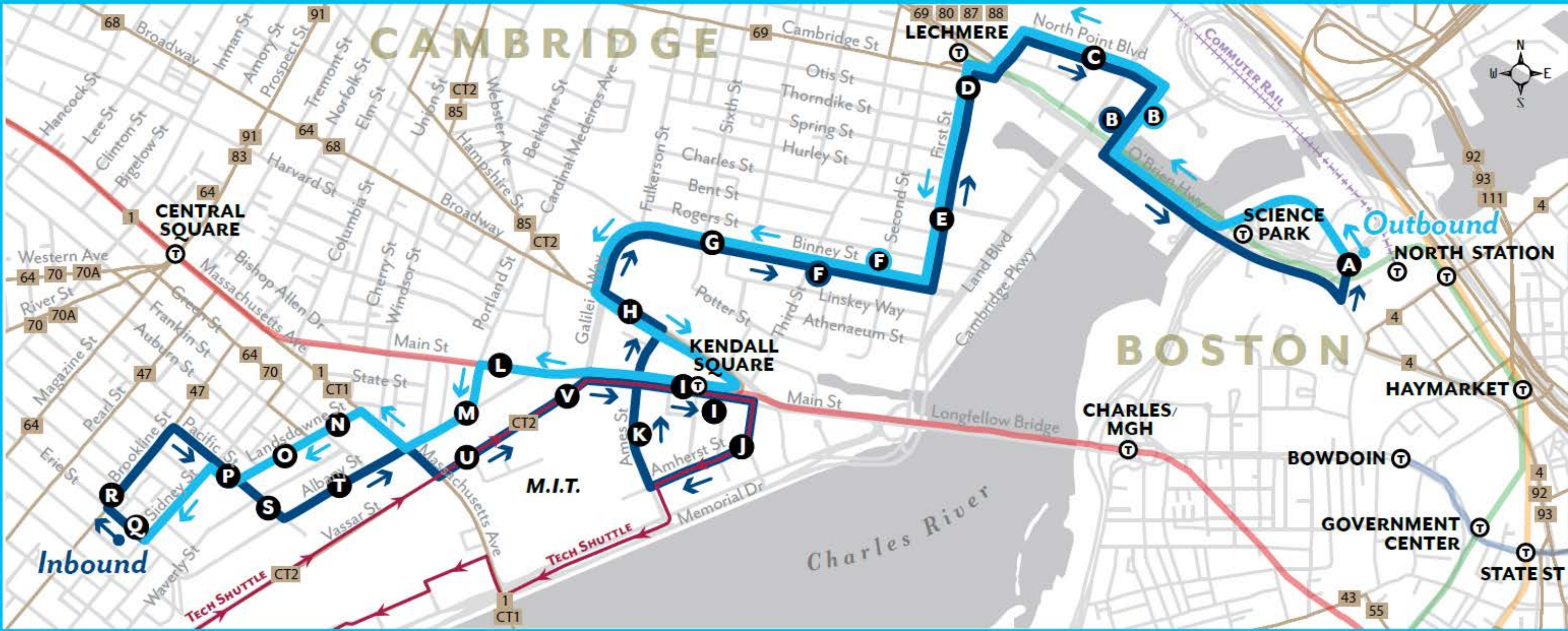
Shuttle Consolidation – EZ Ride



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MORNING 6:20 AM to 10:50 AM



MBTA Ferry at Lovejoy Wharf



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Interactive Transit Screens



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Verizon 2:56 PM

TD Garden

Nashua Street Jail

Lovejoy Pl.

TD Garden

1

93

Favorite

Directions

4

Tide St via South Station
Causeway St / Canal St

49 minutes

T

Inbound to Forest Hills
North Station

5 minutes

Tc

Inbound to Cleveland Circle
North Station

5 minutes

LOW

Lowell (322)

3 minutes



N. Station Airport Shuttle



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BTD
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DE PARTMENT



Short Term – Pedestrian Environment



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- Bulfinch Triangle Tactical Urbanism Pilot (Partial)
- Open Canal Street

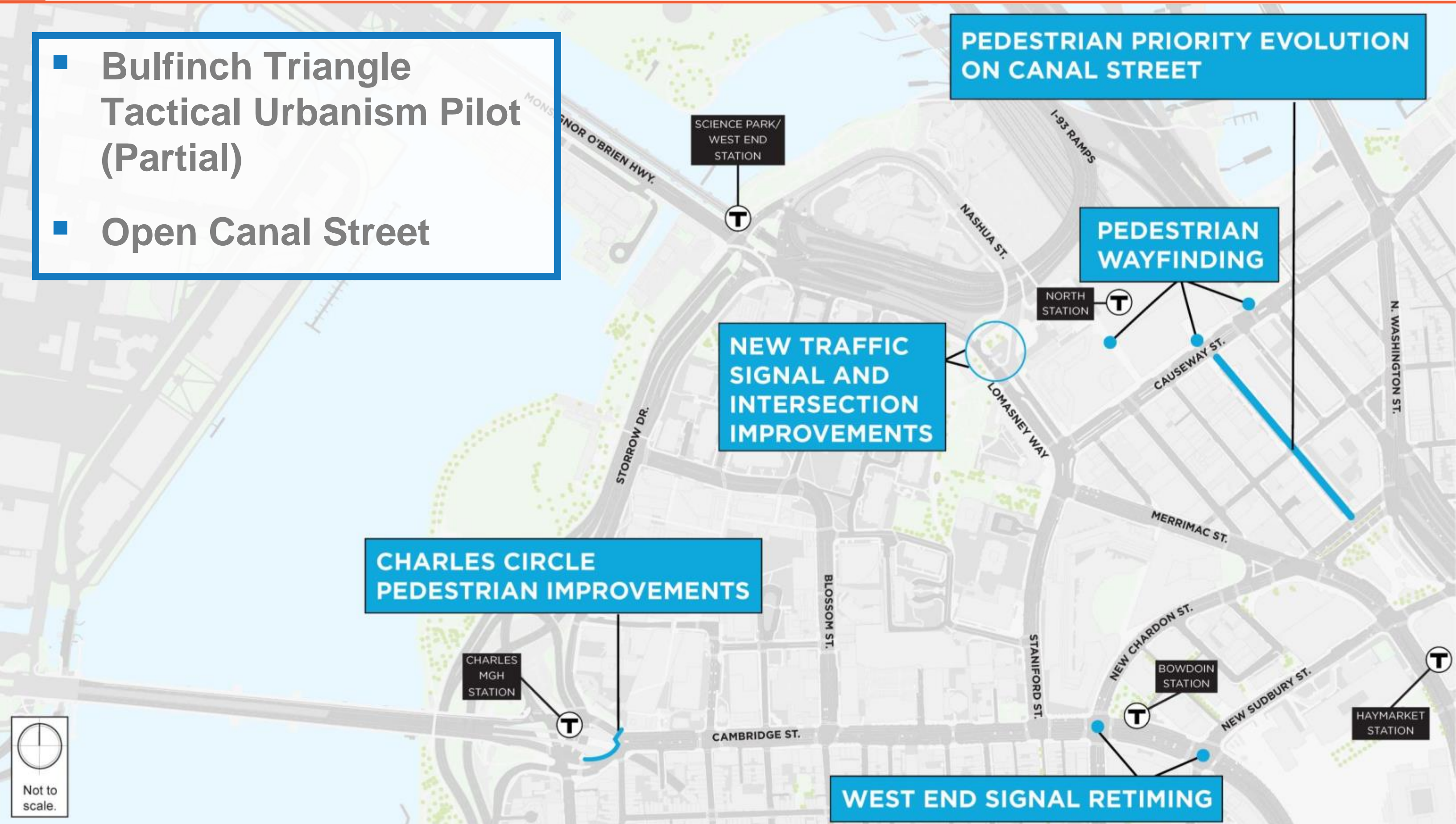
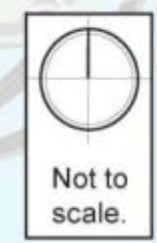
PEDESTRIAN PRIORITY EVOLUTION ON CANAL STREET

PEDESTRIAN WAYFINDING

NEW TRAFFIC SIGNAL AND INTERSECTION IMPROVEMENTS

CHARLES CIRCLE PEDESTRIAN IMPROVEMENTS

WEST END SIGNAL RETIMING



Bulfinch Triangle Pedestrian Evolution



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conception
DAOUST LESTAGE

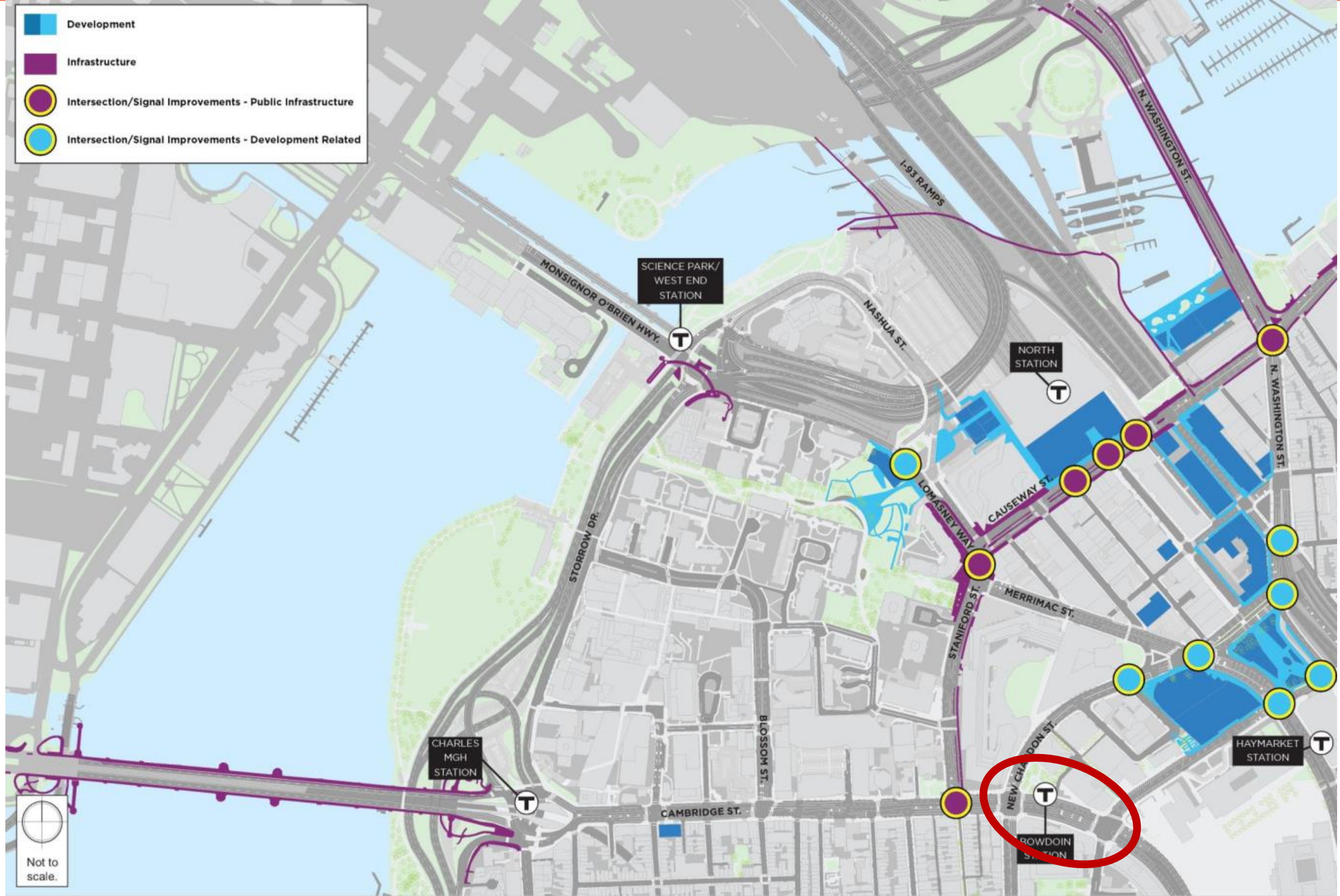
West End Signal Retiming (2 Signals)



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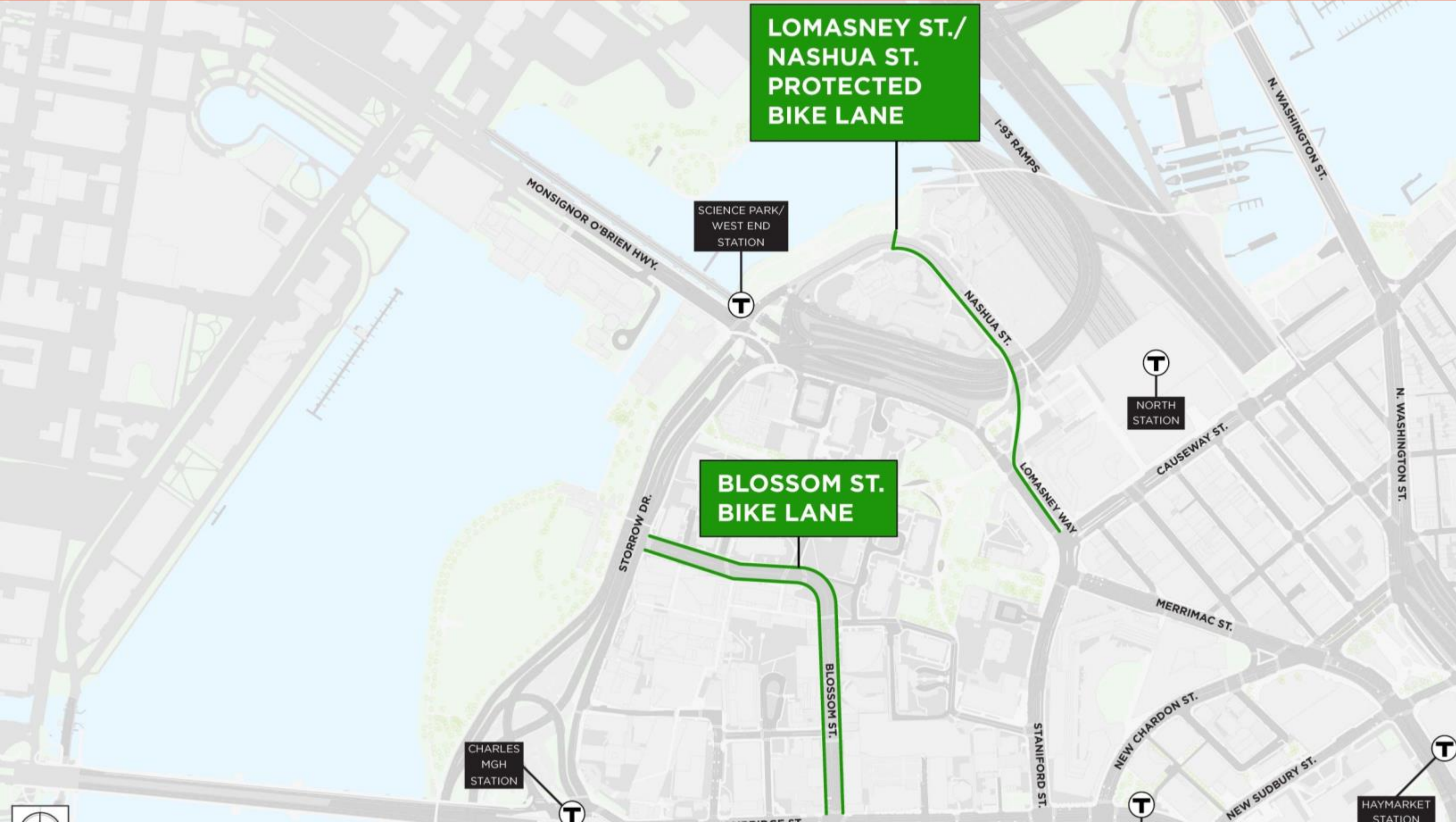
- Development
- Infrastructure
- Intersection/Signal Improvements - Public Infrastructure
- Intersection/Signal Improvements - Development Related



Short Term – Bicycles



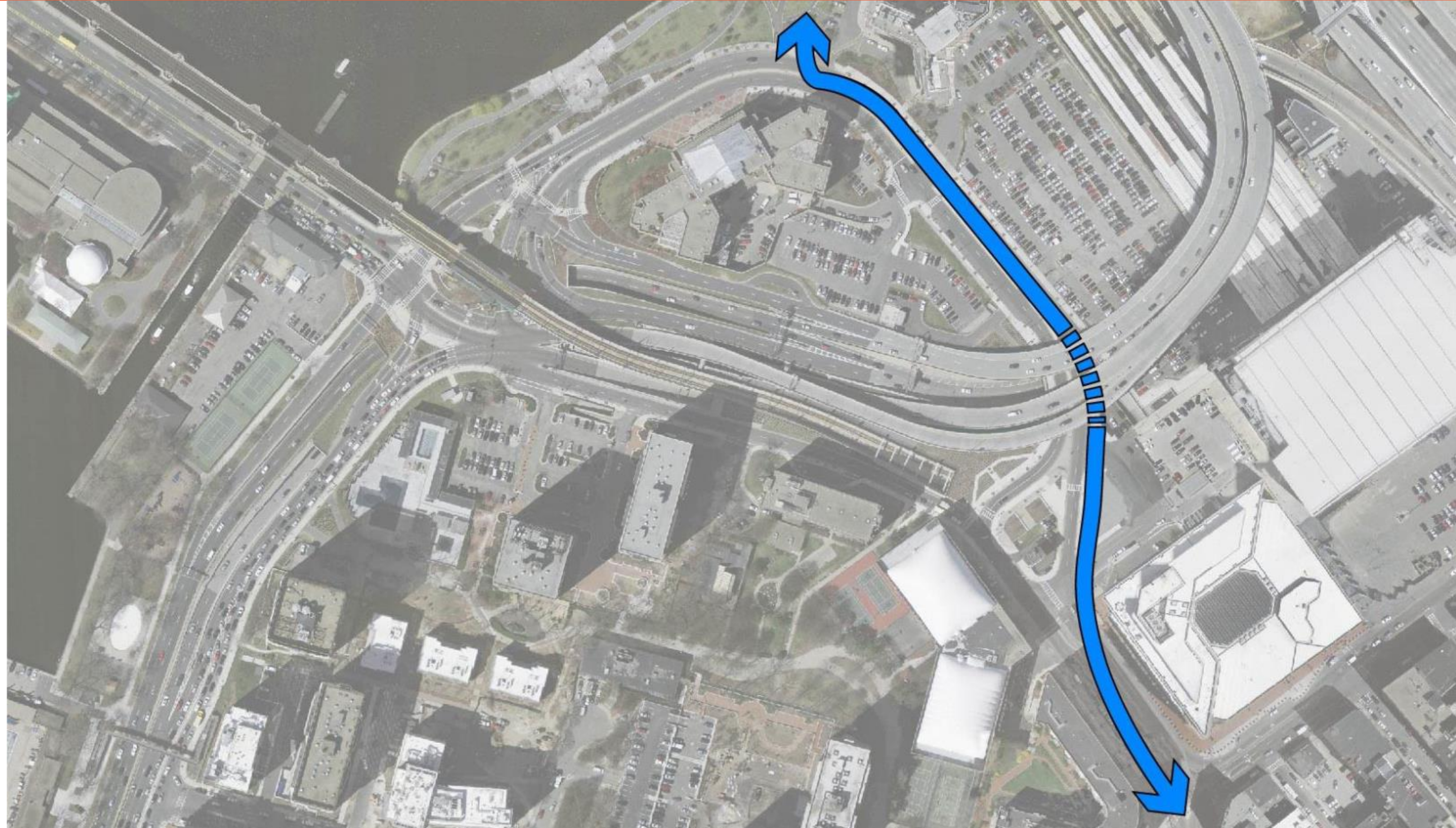
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Lomasney/Nashua Bikeway



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Short Term Highlights



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■ Eleven Top-Ranked Action Items

- Charles Circle Pedestrian Improvements
- West End Signal Retiming
- West End Dynamic Parking Pilot
- Lomasney/Nashua Protected Bike Lane
- North Washington Street Bus Lane
- Adaptive Signal Technology Study
- Lomasney/Nashua Intersection Improvements (traffic and peds)
- Don't Block the Box Markings
- TDM Commitments
- Bulfinch Triangle Traffic Circulation
- Create Public Transit App Kiosks at North Station

■ Six More Top-Ranked Action Items

Partially addressed

- Canal Street Pedestrianization (process begins)
- Bulfinch Tactical Urbanism
- West End Wayfinding
- Permitted Shuttle Stop Network
- North Station Mobility Hub
- Bulfinch Triangle Curb Use Reorganization

An aerial photograph of a city, likely New York City, showing a complex highway interchange in the foreground. A large stadium with a white, ribbed roof is under construction, with a tall, lattice-like structure rising from its center. The background features a dense urban landscape with numerous skyscrapers and a body of water in the distance. A semi-transparent grey banner with an orange triangle on the left side is overlaid across the middle of the image, containing the text "Action Plan – Long Term".




Action Plan – Long Term

Long-Term Action Items



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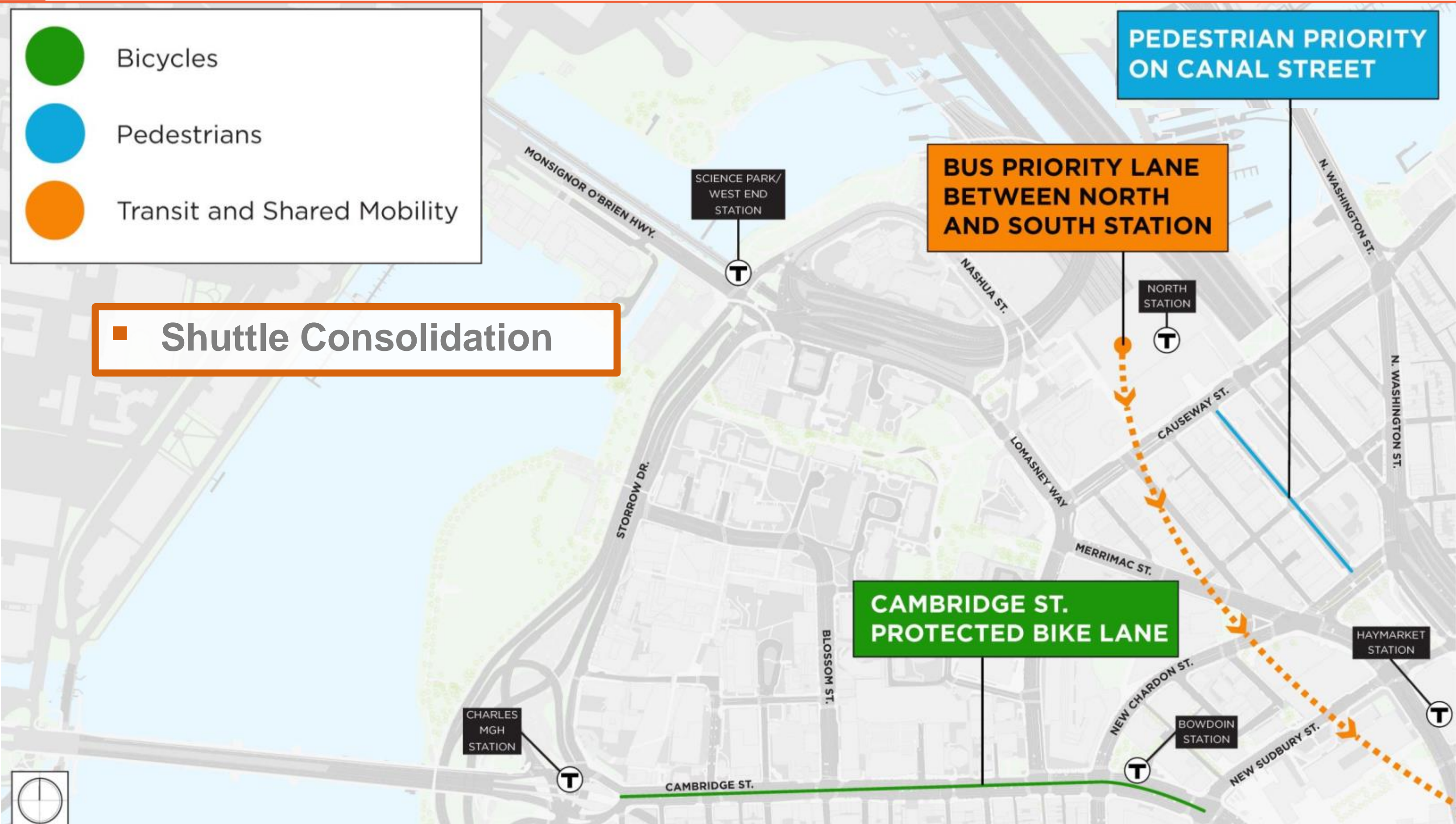
-  Bicycles
-  Pedestrians
-  Transit and Shared Mobility

Shuttle Consolidation

PEDESTRIAN PRIORITY ON CANAL STREET

BUS PRIORITY LANE BETWEEN NORTH AND SOUTH STATION

CAMBRIDGE ST. PROTECTED BIKE LANE



Long Term Highlights



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■ Seven Additional Action Items addressed

- Canal Street Pedestrianization
- Cambridge Street Bike Lane
- Congress/Merrimac Bike Lanes
- MBTA/Shuttle/Tourist Trolley Consolidation
- North Station-South Station Bus Priority Lane
- Lovejoy Wharf Ferry
- North Station-Logan Airport Shuttle

■ Four Wider Changes Recommended

- Citywide Annual Reporting and Goal Setting Process for TDM
- Citywide Shuttle Stop Permitting
- Citywide Commercial Parking Revenue Collection
- Increase Shared Mobility Options



Immediate Design / Planning 1

Bulfinch Triangle

Goals for Bulfinch Triangle



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**Bulfinch Traffic Circulation
Difficult**

→ → → → **Make it Easier to
Navigate by Car**

**Canal Foot Traffic to increase
by 50% or more**

→ → → → **Make Canal More
Pedestrian Oriented**

Shuttles Causing Congestion

→ → → → **Put them in a Nice
Place Off of Causeway Street**

Limitations for Bulfinch Triangle



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Prevent Significant Cut-Through Traffic

Truck Delivery and Other Uses are Still Needed for Canal

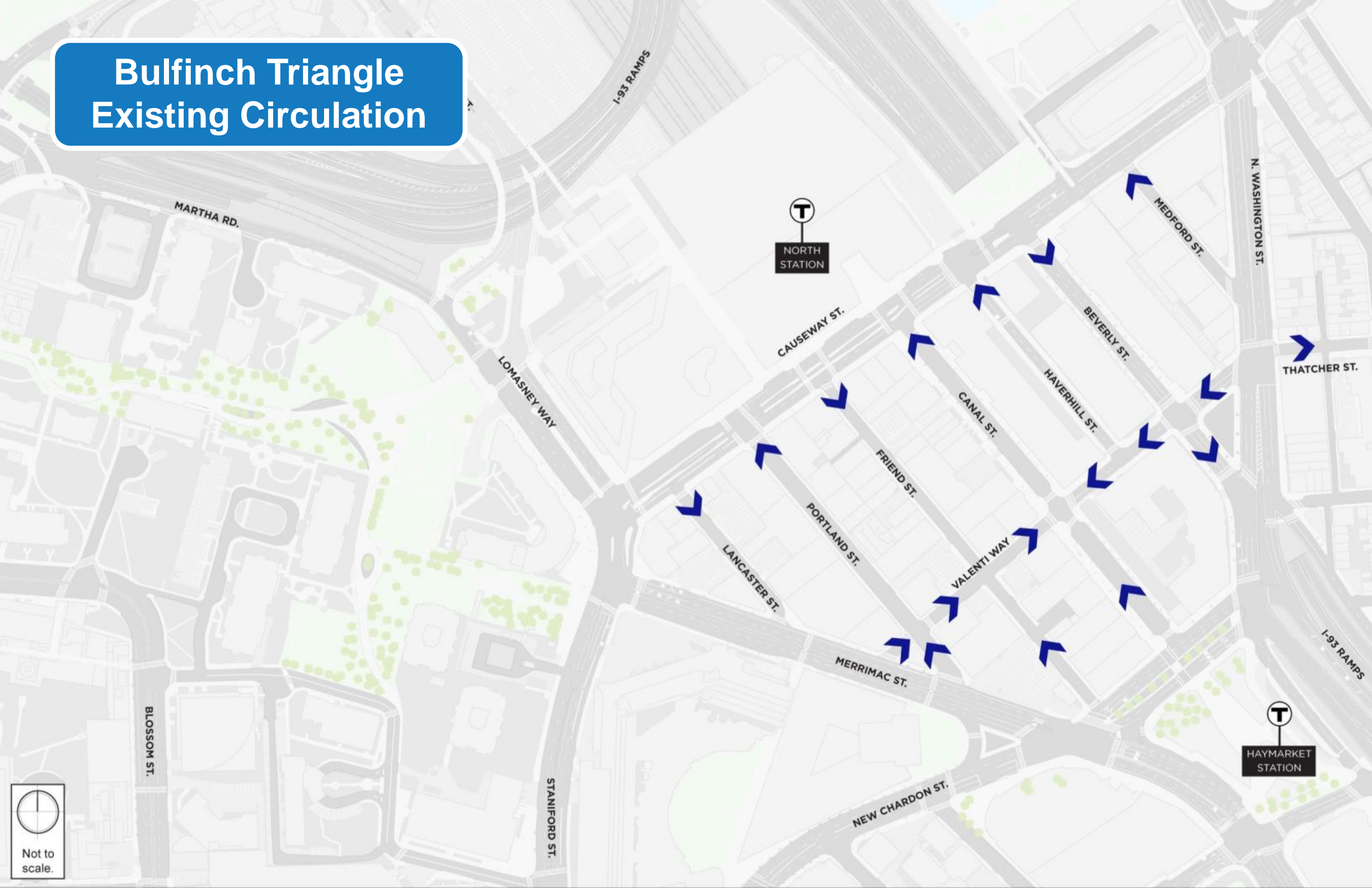
Speedy Shuttles Help Keep Cars Off the Road

→ → → → **Prevent Certain Moves (Such as Highway Access)**

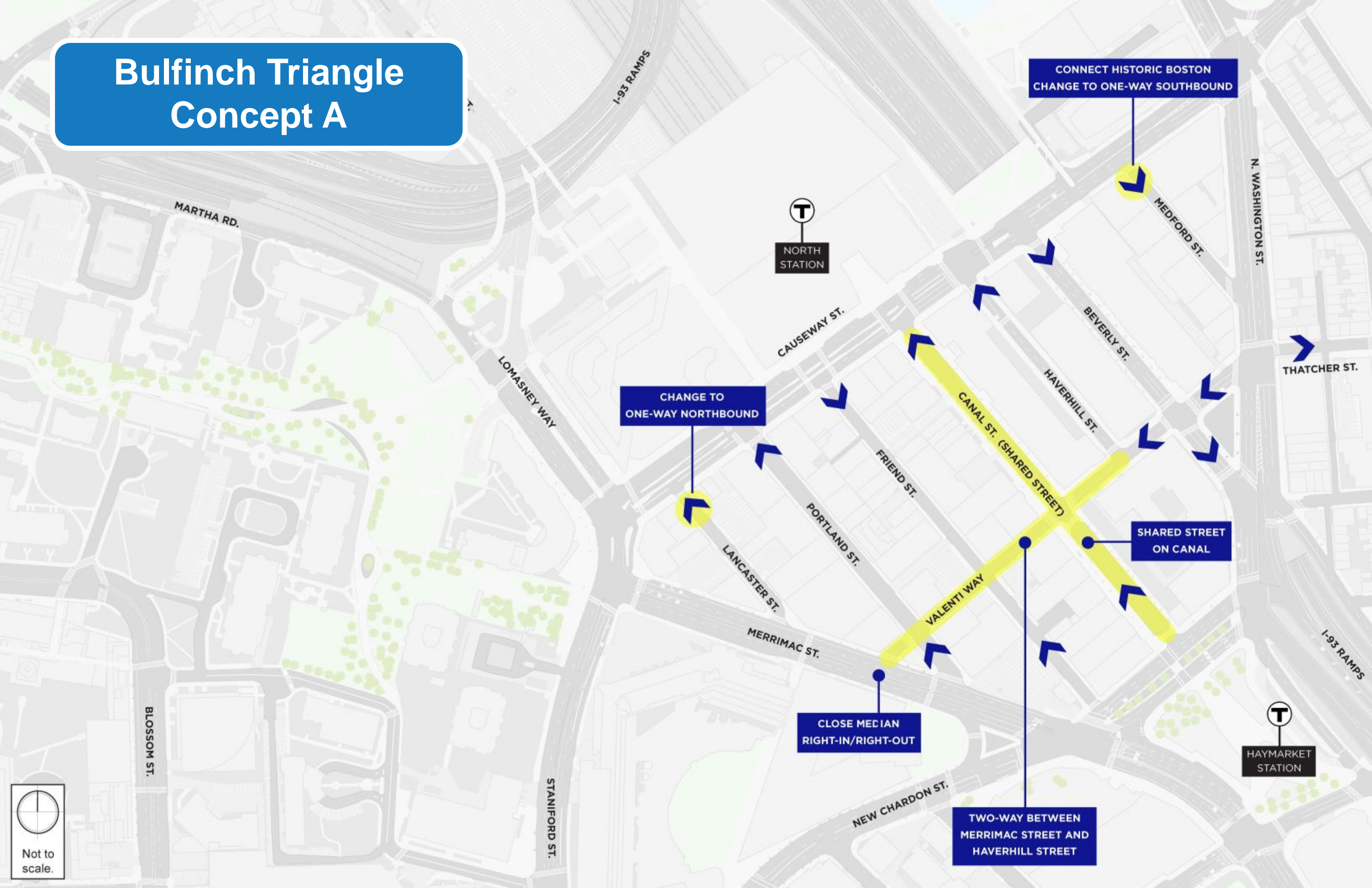
→ → → → **Design a Shared Street**

→ → → → **Make Sure Shuttle Circulation is Simple**

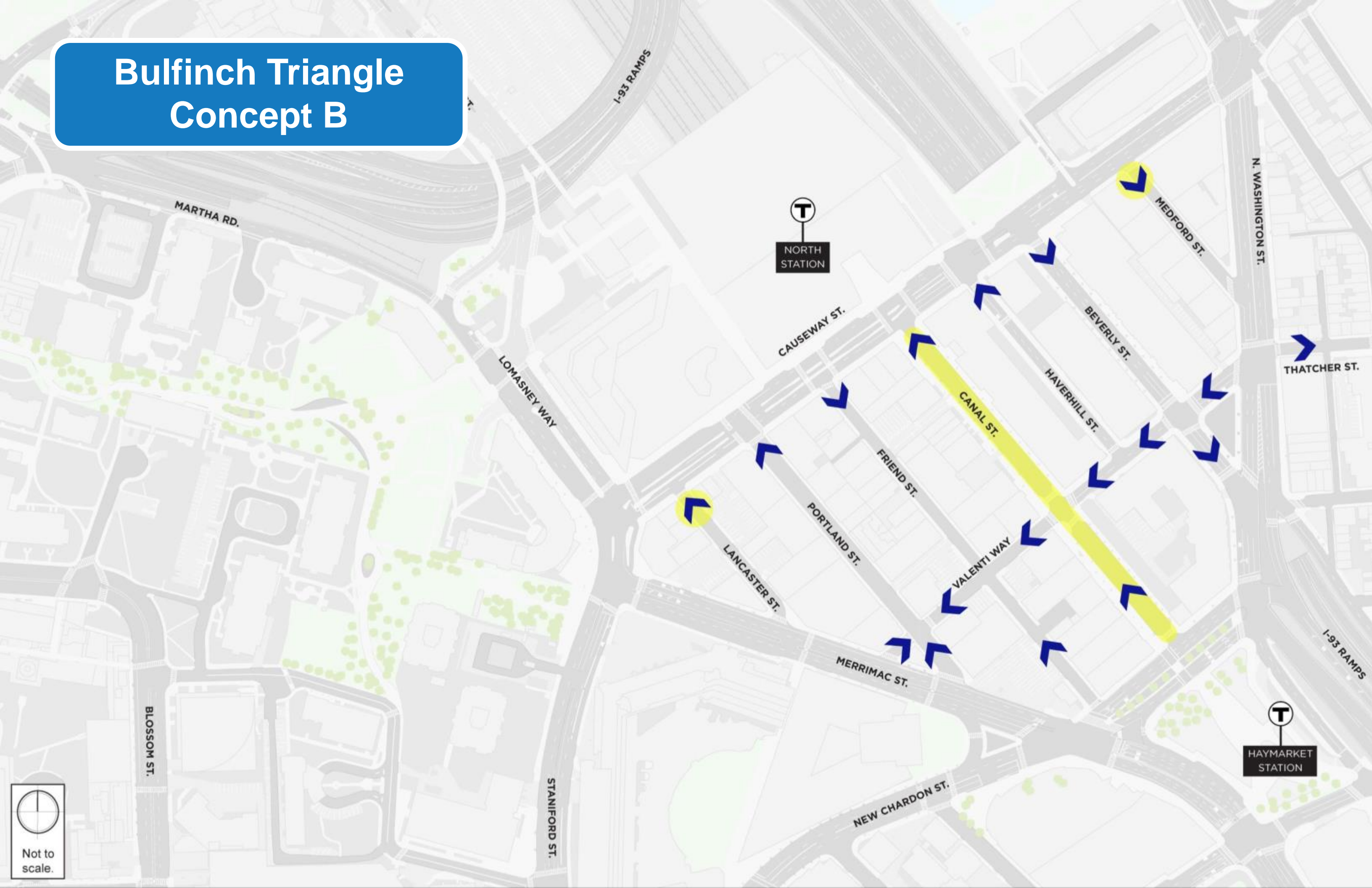
Bulfinch Triangle Existing Circulation



Bulfinch Triangle Concept A



Bulfinch Triangle Concept B



Not to scale.

Shuttle Stop Relocation



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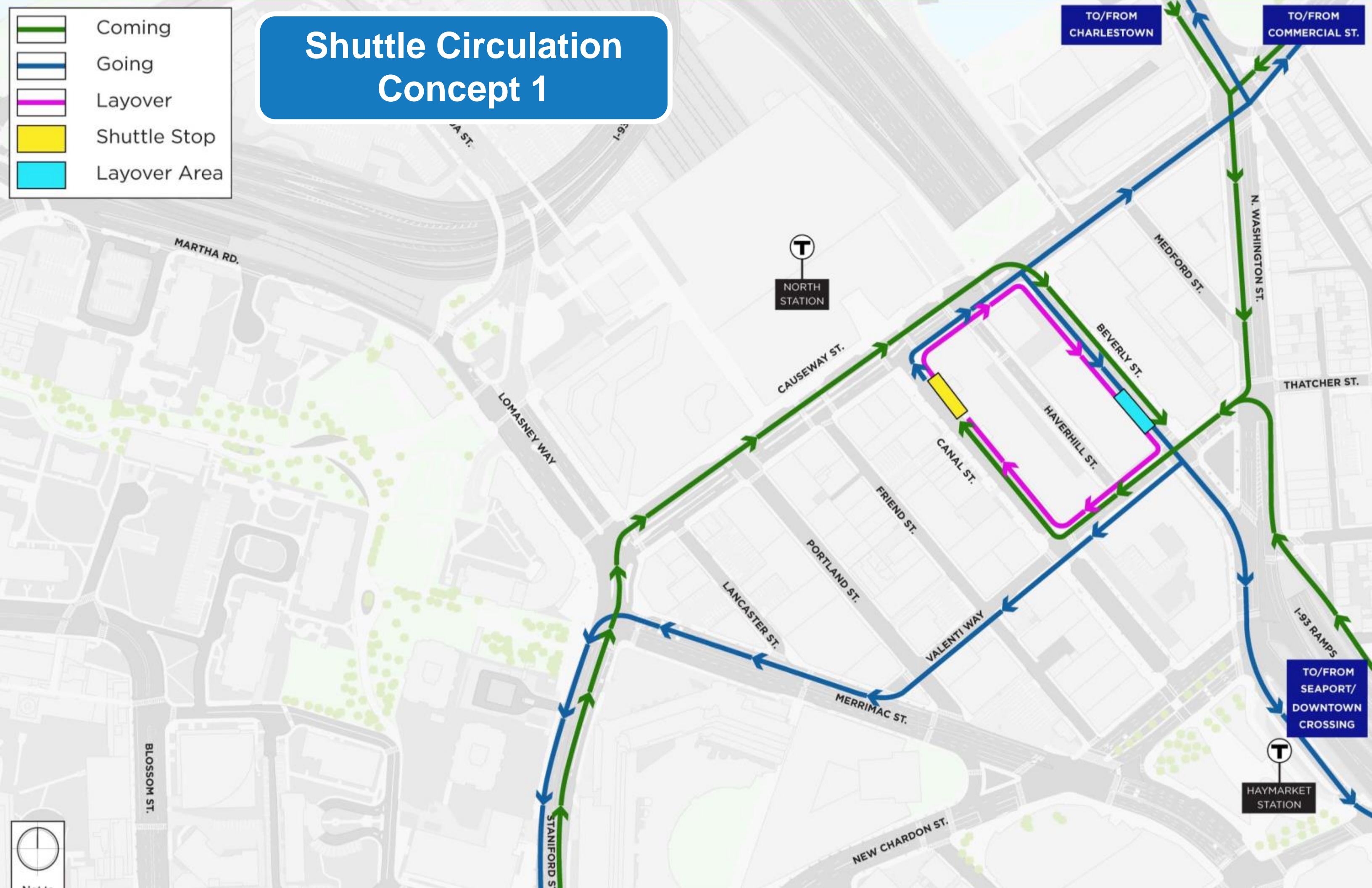


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Shuttle Circulation Concept 1

- Coming
- Going
- Layover
- Shuttle Stop
- Layover Area



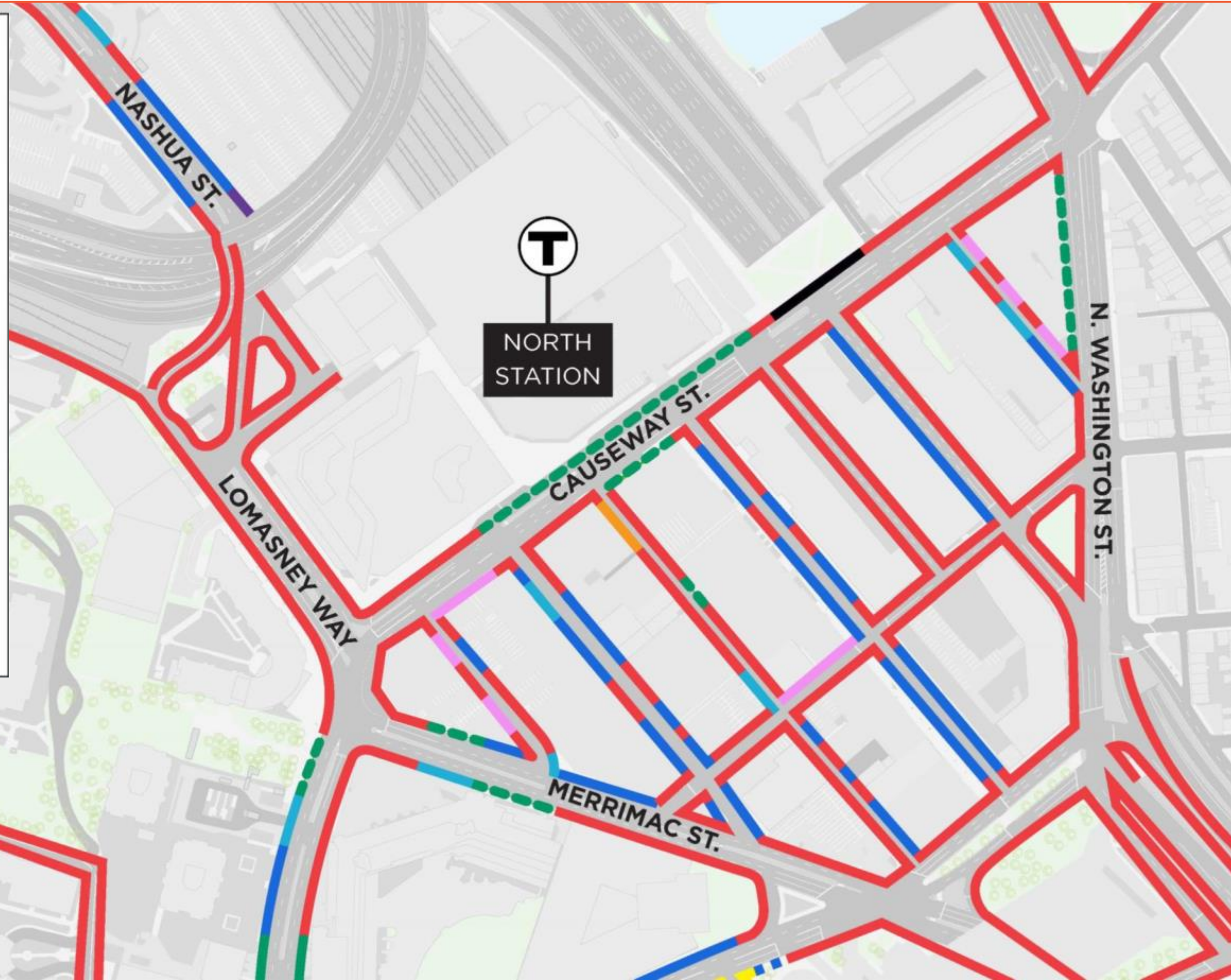
Existing Curb Use



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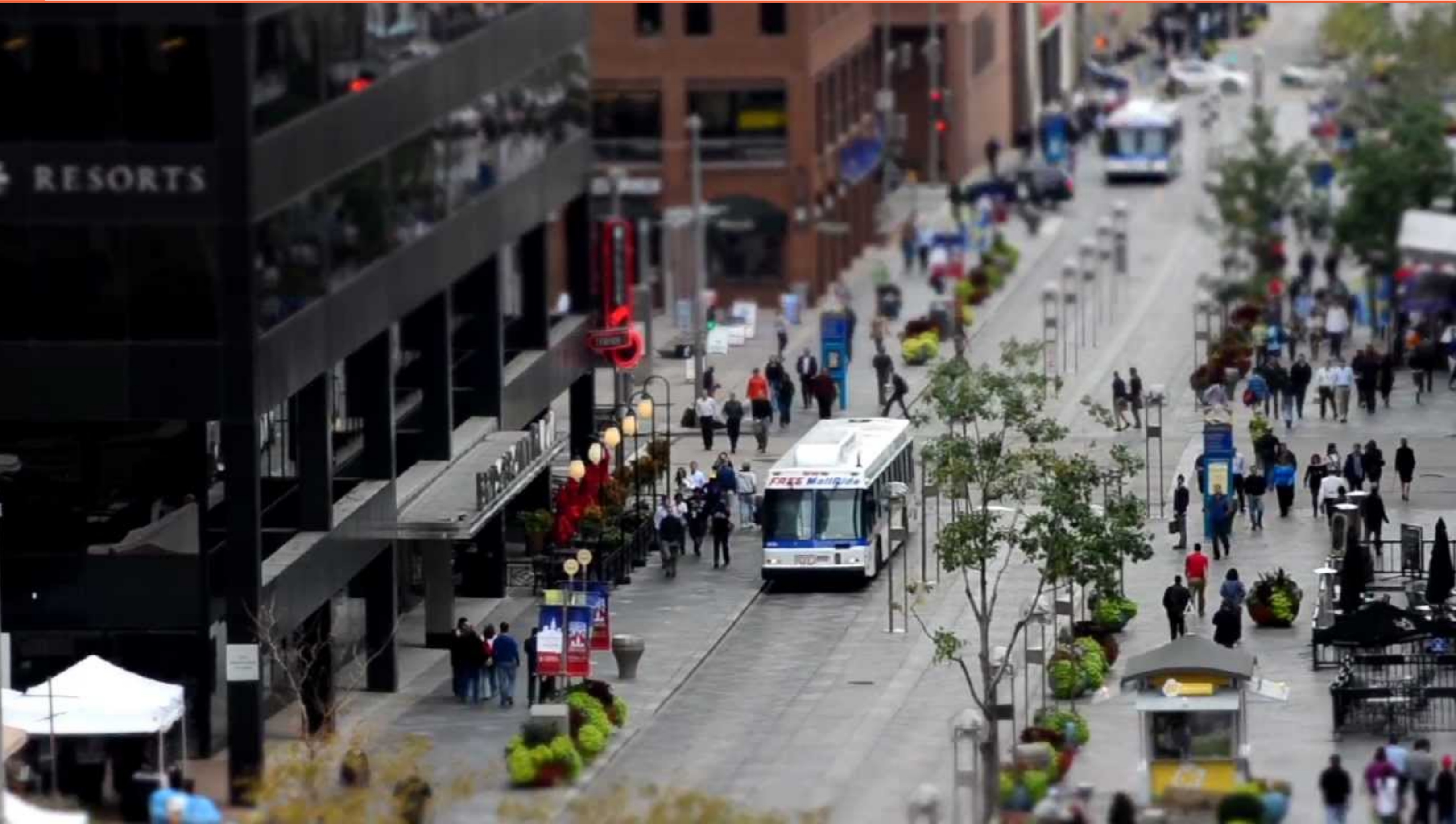
- No Parking/Stopping
- Permit Parking
- Visitor
- Handicapped Parking
- Commercial Vehicles
- City Vehicles
- Cab Stand/Valet
- Ambulance Parking
- Partners Shuttle
- Pick-up/Drop-off
- Metered Parking
- Metered Parking (No Parking 7 a.m.-9:30 a.m.)
- Food Truck
- Special
- MBTA Bus Stop



16th Street Mall – Shuttles and Peds



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Parklets for Evolving the Streetscape



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Parklets for Evolving the Streetscape



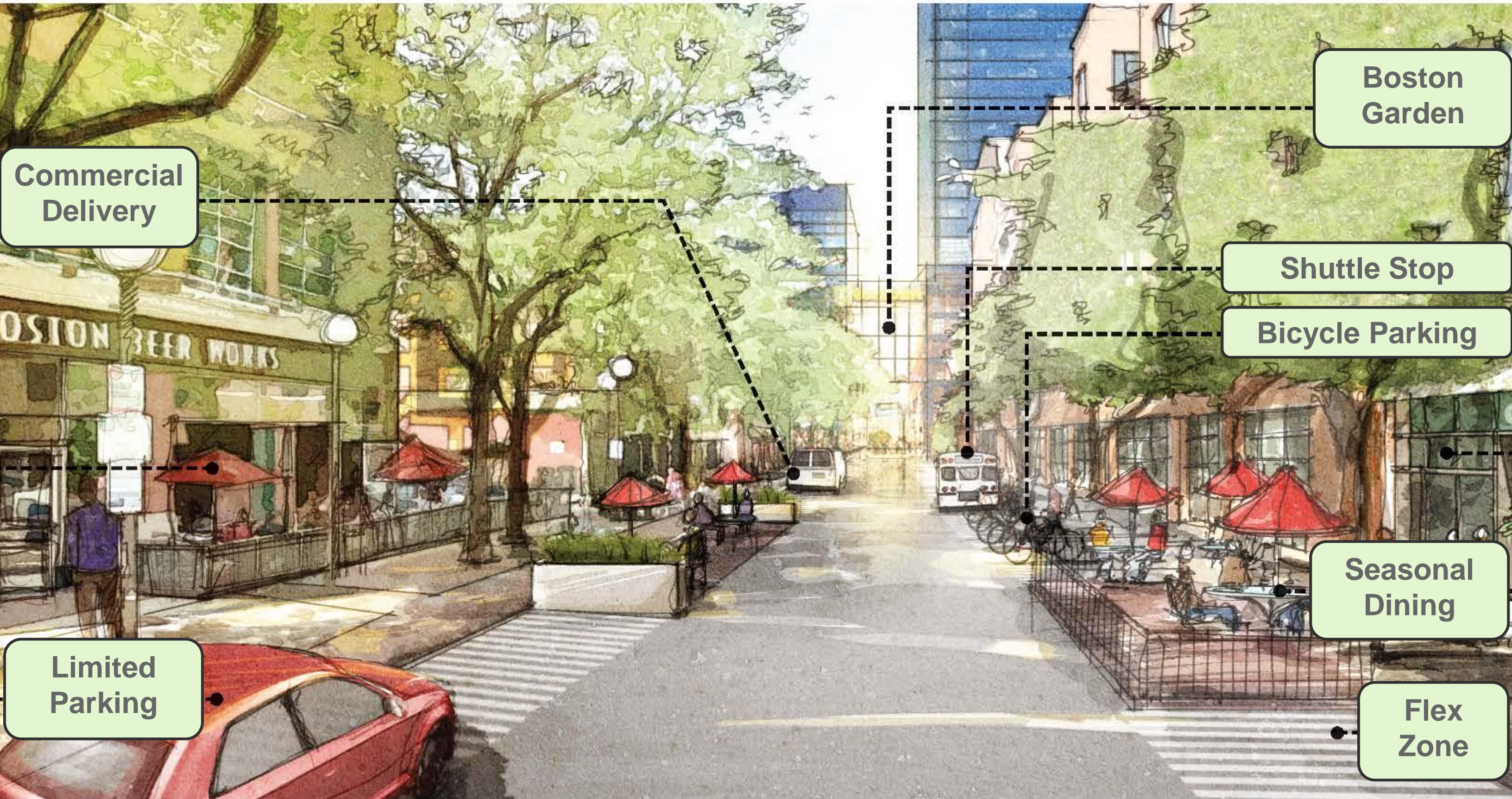
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Parklets for Evolving the Streetscape



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Commercial Delivery

Boston Garden

Shuttle Stop

Bicycle Parking

Limited Parking

Seasonal Dining

Flex Zone

Open Canal Street



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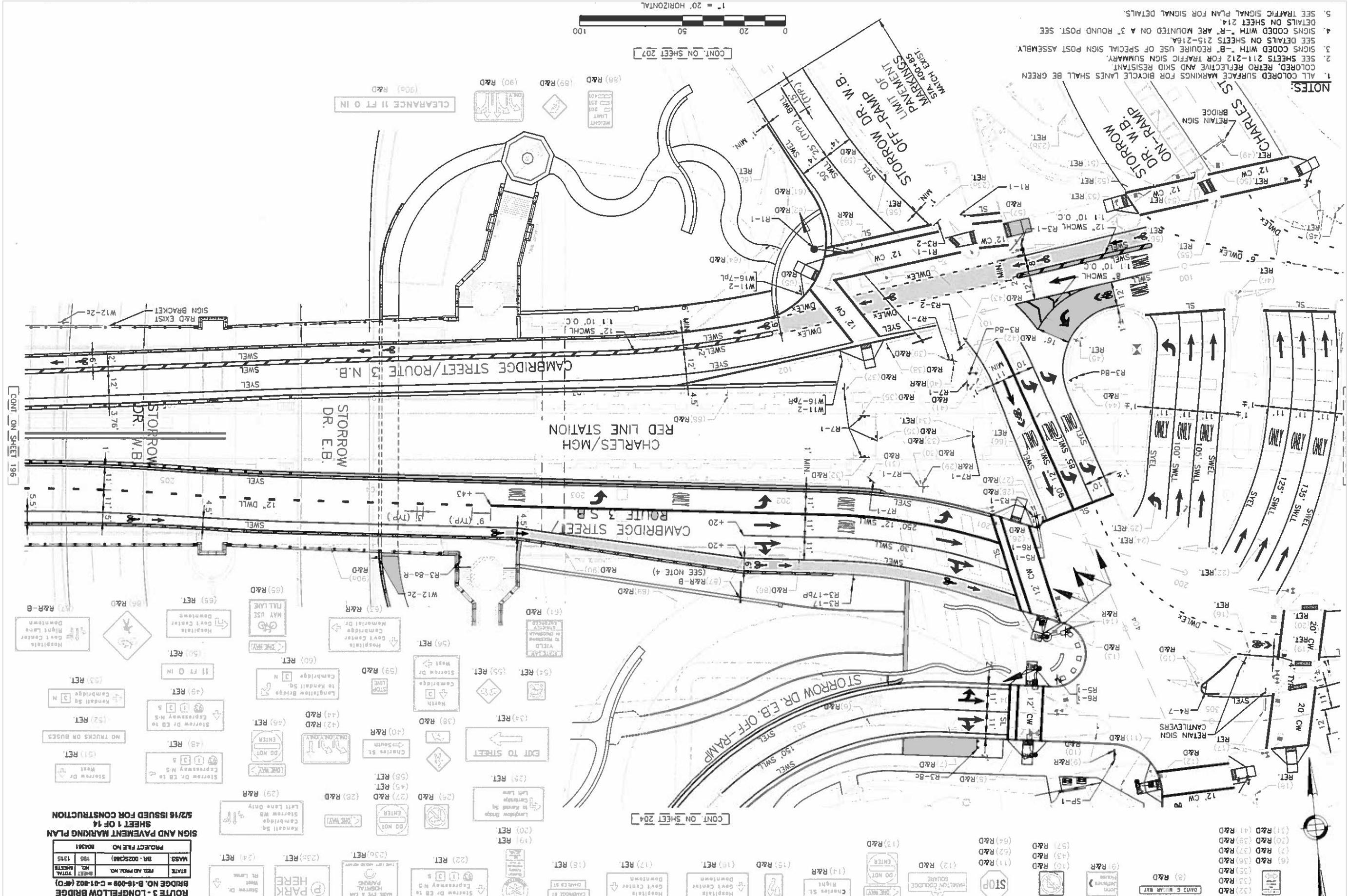




Immediate Design / Planning 2

Charles Circle

Longfellow Plans



- NOTES:**
1. ALL COLORED SURFACE MARKINGS FOR BICYCLE LANES SHALL BE GREEN.
 2. SEE SHEETS 211-212 FOR TRAFFIC SIGN SUMMARY.
 3. SIGNS CODED WITH "-B" REQUIRE USE OF SPECIAL SIGN POST ASSEMBLY. SEE DETAILS ON SHEETS 215-216A.
 4. SIGNS CODED WITH "-R" ARE MOUNTED ON A 3" ROUND POST. SEE DETAILS ON SHEET 214.
 5. SEE TRAFFIC SIGNAL PLAN FOR SIGNAL DETAILS.



SIGN AND PAVEMENT MARKING PLAN
SHEET 1 OF 14
5/216 ISSUED FOR CONSTRUCTION

STATE	FEED BACK PROJ. NO.	SHEET NO.	TOTAL SHEETS
MASS	BR-0025(286)	198	1315
PROJECT FILE NO.	004561		

CONT. ON SHEET 196

CONT. ON SHEET 204

CONT. ON SHEET 207

Charles Circle Ped. Improvements



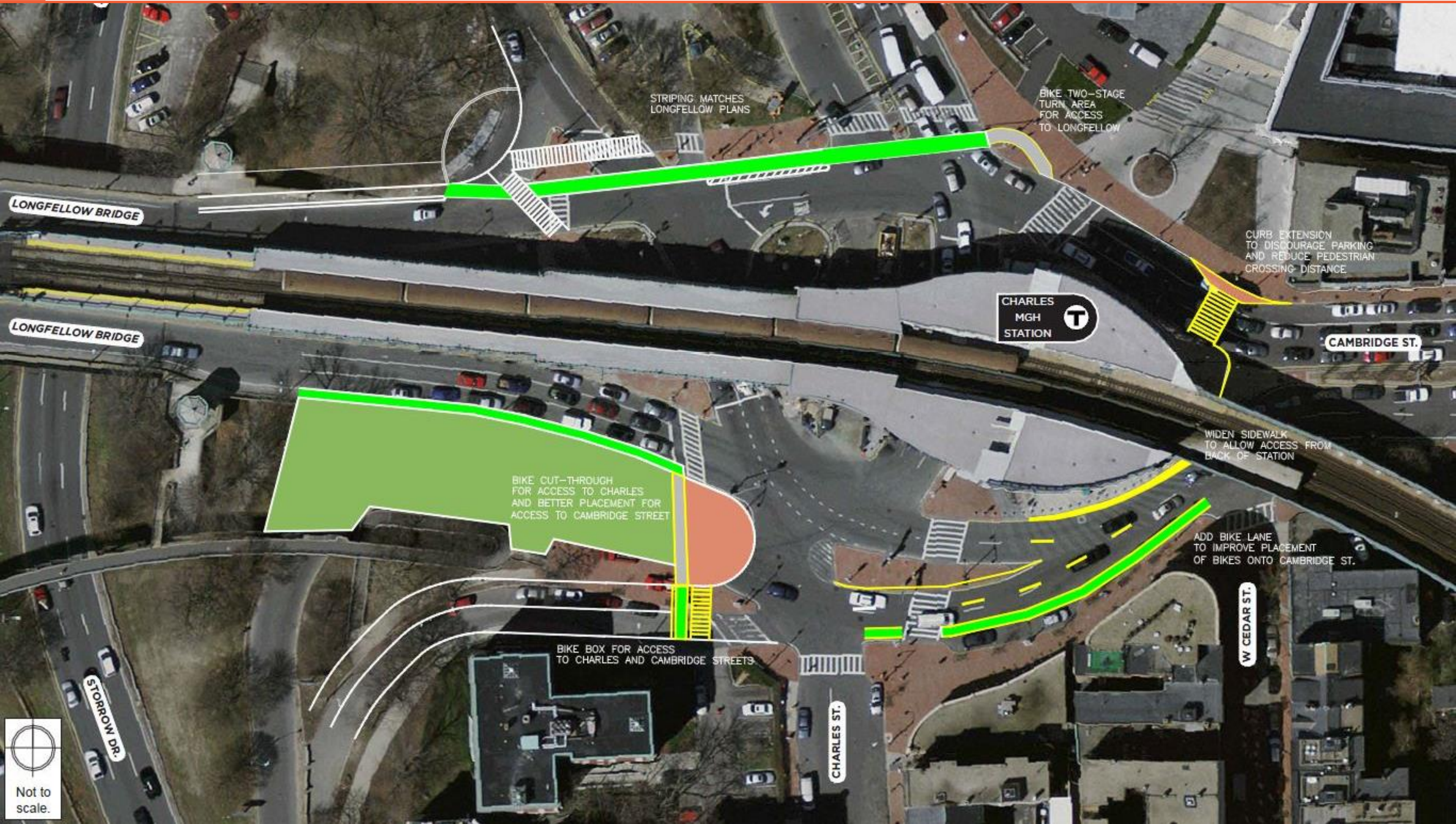
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STRIPING MATCHES LONGFELLOW PLANS

BIKE TWO-STAGE TURN AREA FOR ACCESS TO LONGFELLOW

CURB EXTENSION TO DISCOURAGE PARKING AND REDUCE PEDESTRIAN CROSSING DISTANCE

CHARLES MGH STATION

CAMBRIDGE ST.

WIDEN SIDEWALK TO ALLOW ACCESS FROM BACK OF STATION

BIKE CUT-THROUGH FOR ACCESS TO CHARLES AND BETTER PLACEMENT FOR ACCESS TO CAMBRIDGE STREET

ADD BIKE LANE TO IMPROVE PLACEMENT OF BIKES ONTO CAMBRIDGE ST.

BIKE BOX FOR ACCESS TO CHARLES AND CAMBRIDGE STREETS

W CEDAR ST.

CHARLES ST.

STORROW DR.

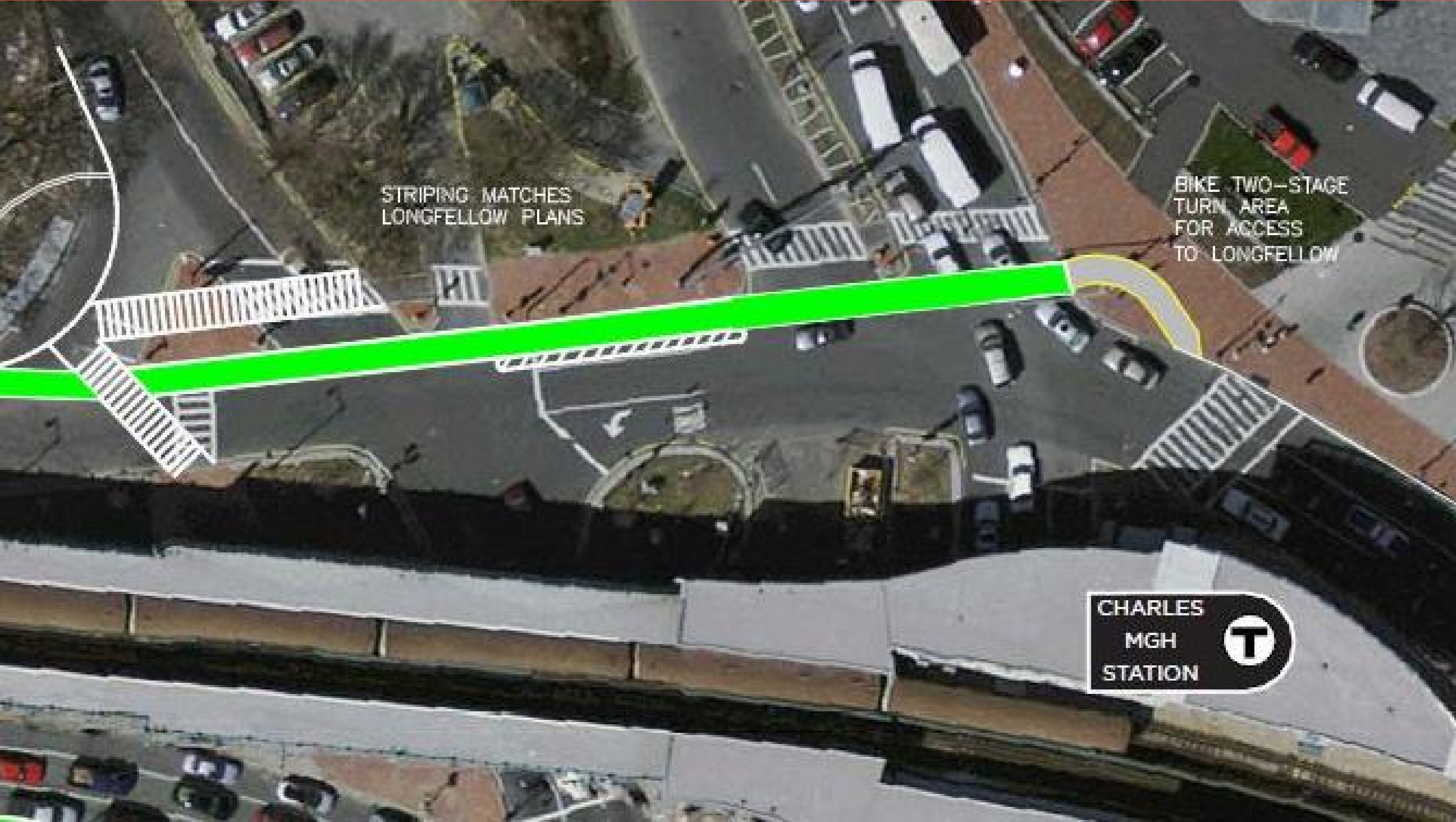


Not to scale.

Charles Circle Ped. Improvements



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STRIPING MATCHES
LONGFELLOW PLANS

BIKE TWO-STAGE
TURN AREA
FOR ACCESS
TO LONGFELLOW

CHARLES
MGH
STATION 

Charles Circle Ped. Improvements



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CHARLES
MGH
STATION 

CURB EXTENSION
TO DISCOURAGE PARKING
AND REDUCE PEDESTRIAN
CROSSING DISTANCE

CAMBRIDGE

WIDEN SIDEWALK
TO ALLOW ACCESS FROM
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TO IMPROVE PLACEMENT
OF BIKES ONTO CAMBRIDGE ST.

W CEDAR ST.

BIKE BOX FOR ACCESS
TO CHARLES AND CAMBRIDGE STREETS

ES ST.

Discussion



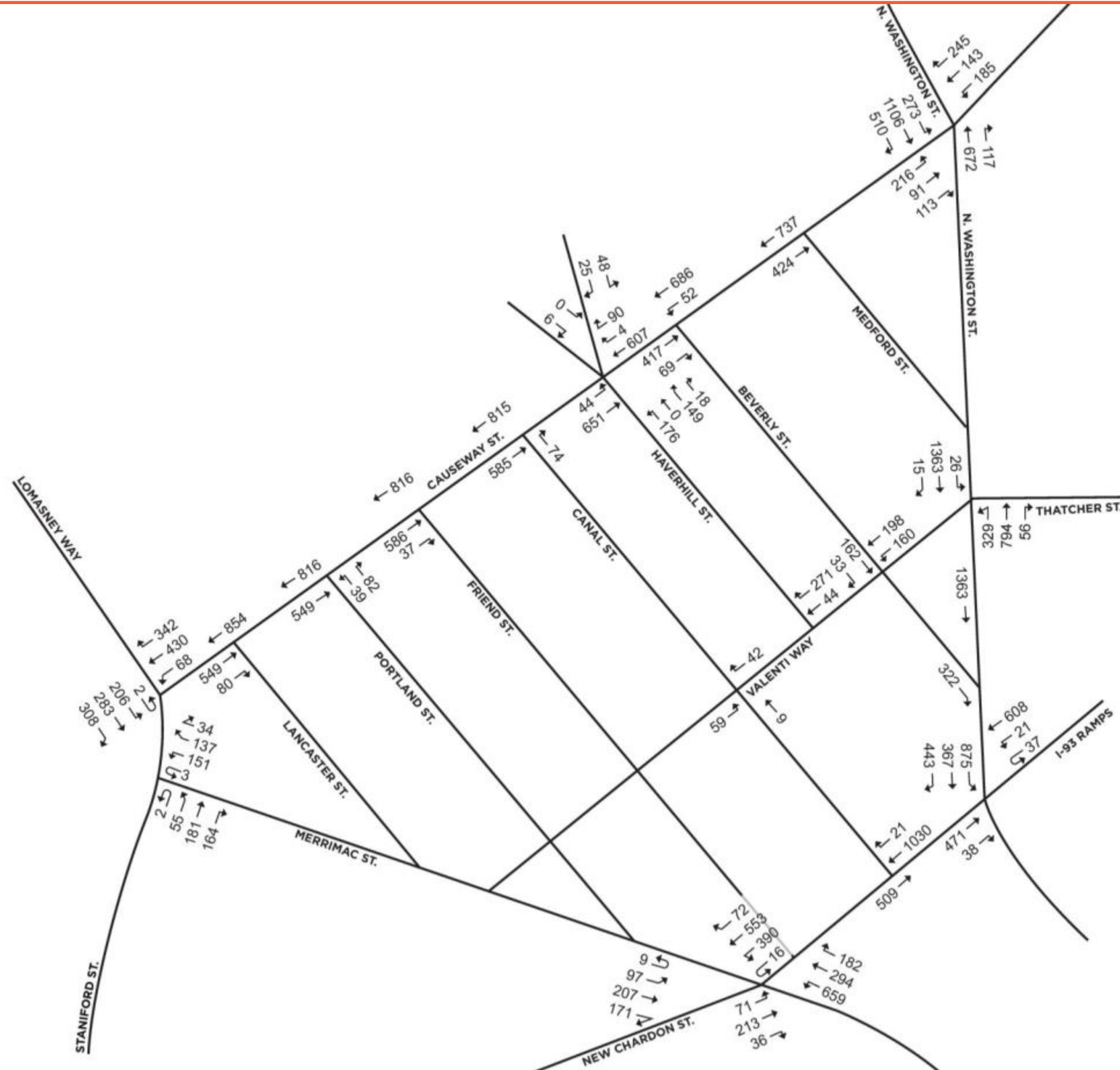
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Future AM Volumes



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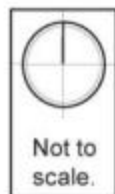
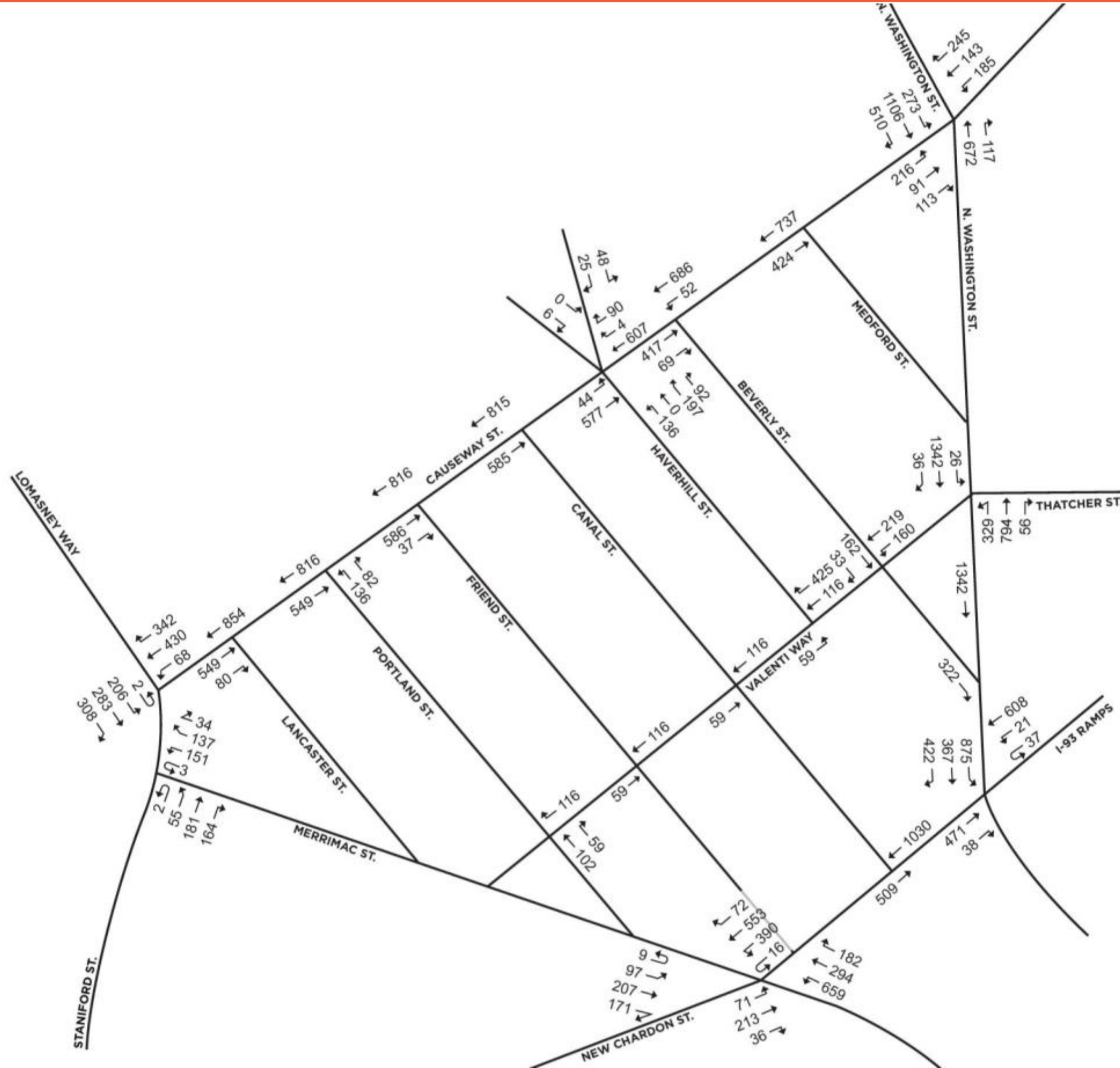


Not to scale.

Preferred AM Volumes



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Not to scale.

Future PM Volumes



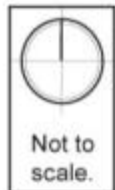
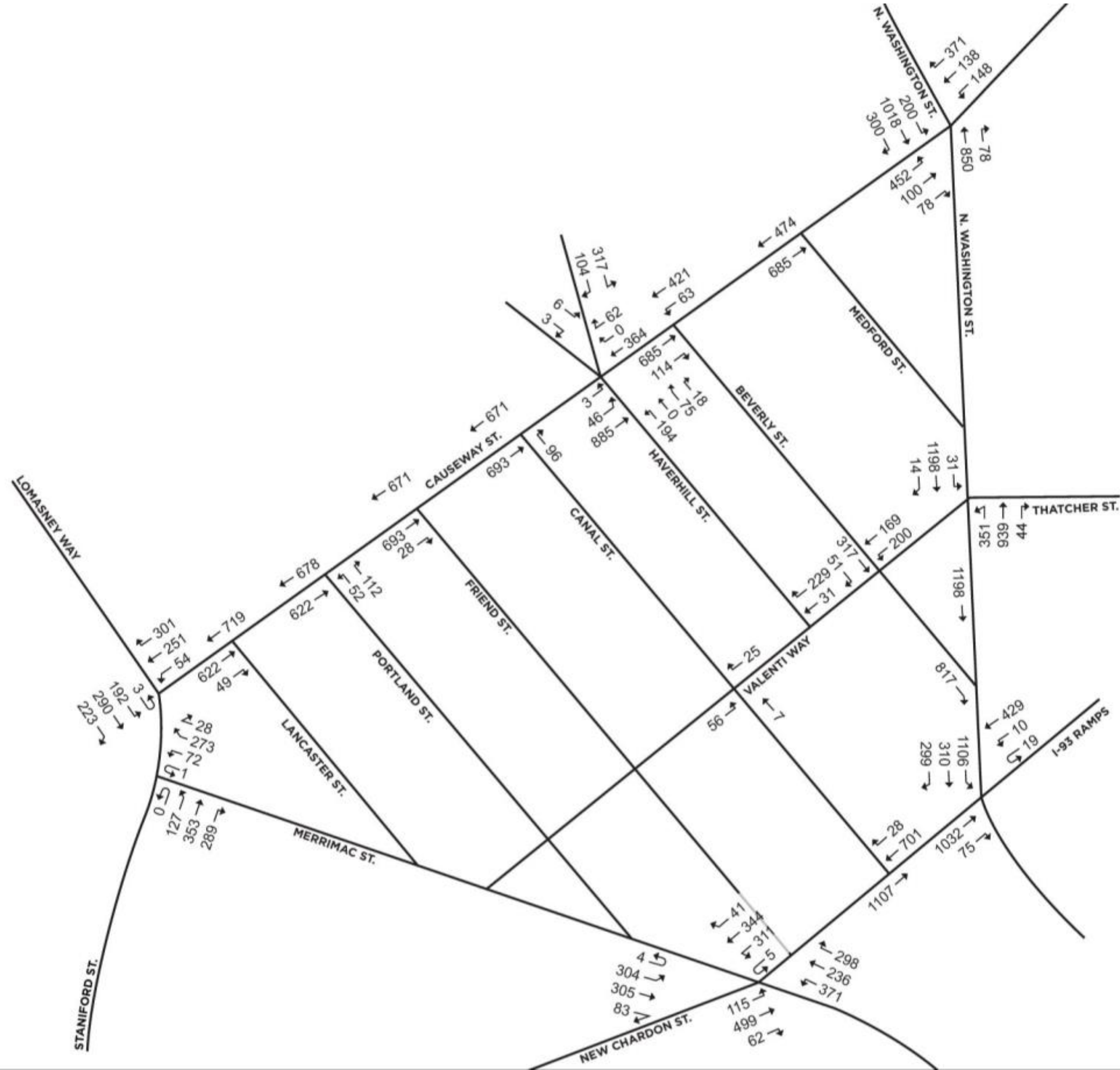
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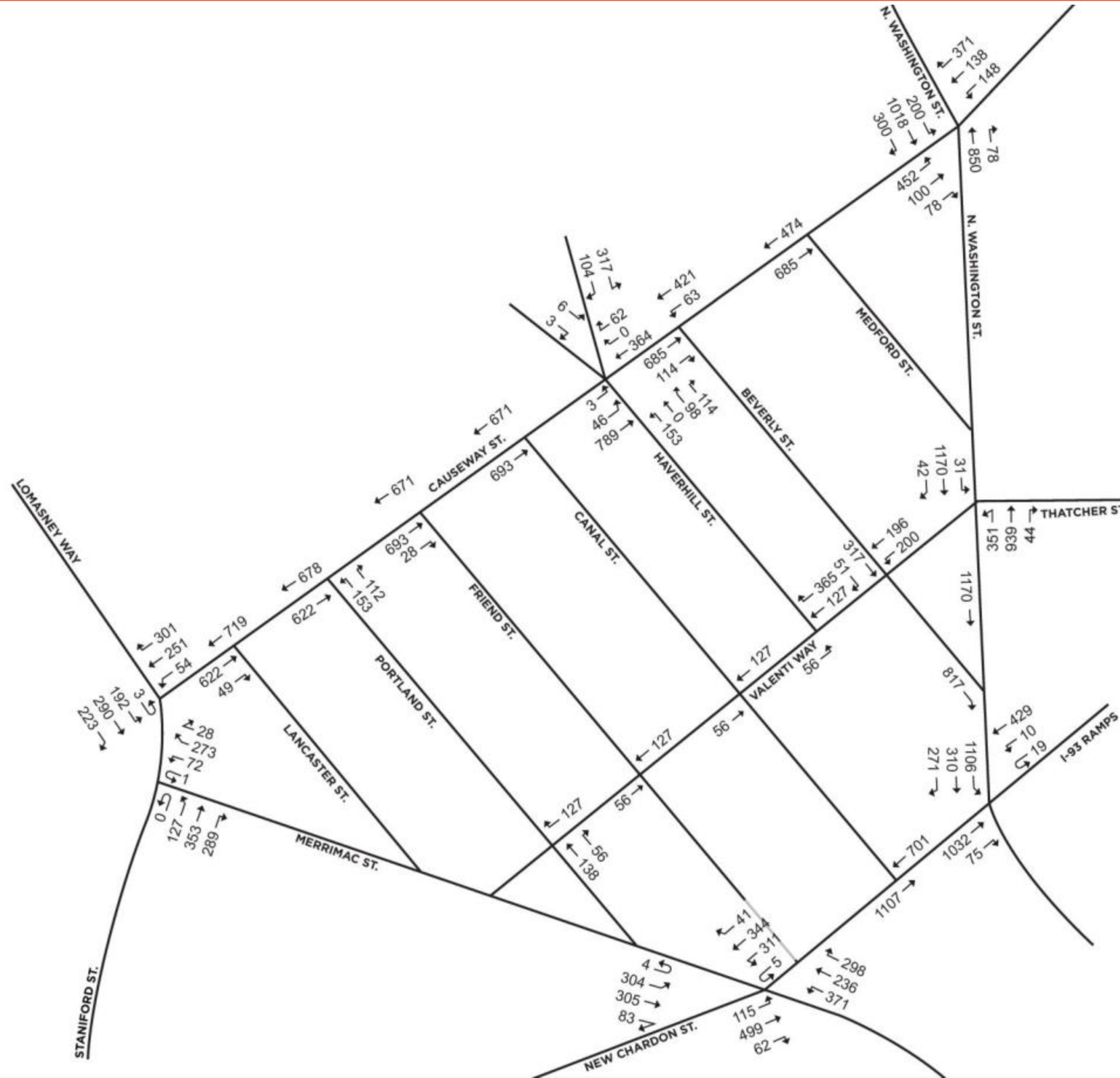


Not to scale.

Preferred PM Volumes



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Not to scale.