Agenda

I. Welcome

II. Future Conditions

   I. Pedestrians
   II. Bikes
   III. Transit
   IV. Motor Vehicles
   V. New Options

III. Community-Suggested Action Items
Project Timeline

- **JUNE – JULY**
  - Existing Conditions and First Public Meeting

- **JULY – SEPTEMBER**
  - Goals and Vision

- **SEPTEMBER – NOVEMBER**
  - Develop and Analyze Potential Improvements

- **OCTOBER – DECEMBER**
  - Incorporating Public Feedback into Improvements, including design for top 1 to 3

- **JANUARY**
  - Draft Action Plan for Public Comment

- **FEBRUARY**
  - Final Action Plan
Overview of Public Meetings

- **Late June:** Define the Problems and Share Your Visions and Ideas
- **July-September:** Establish Shared Goals, Develop Strategies and Vision
- **TODAY:** Review Future Conditions and Brainstorm-List of Potential Action Items and Gather Feedback
- **September-October:** Prioritize Options using Shared Goals (Benefits), Feasibility and Cost
- **November-December:** Develop a Concept for One or More Top Short-Term Alternatives
- **January:** Introduce Draft Action Plan + Collect Feedback
## Construction Schedules

### Development Projects

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<td>Nashua Street Residences</td>
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### Public Infrastructure

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<td>MBTA Drawbridge and Bike/Ped Path</td>
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Development and Infrastructure Projects

**DEVELOPMENT PROJECTS**

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<tr>
<th>Letter</th>
<th>Description</th>
<th>Square Feet</th>
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<tr>
<td>A</td>
<td>131 BEVERLY ST. (LOVEJOY WHARF)</td>
<td>220 K</td>
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<tr>
<td>B</td>
<td>160 NORTH WASHINGTON ST. (LOVEJOY WHARF)</td>
<td>220 K</td>
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<td>C</td>
<td>206 CAMBRIDGE ST.</td>
<td>30 K</td>
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<td>D</td>
<td>BOSTON GARDEN DEVELOPMENT</td>
<td>1,870 K</td>
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<td>E</td>
<td>BOSTON PUBLIC MARKET</td>
<td>29 K</td>
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<td>F</td>
<td>CANAL STREET HOTEL</td>
<td>47 K</td>
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<td>G</td>
<td>FORECASTER BUILDING</td>
<td>100 K</td>
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<td>H</td>
<td>GARDEN GARAGE</td>
<td>910 K</td>
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<tr>
<td>I</td>
<td>GOVERNMENT CENTER GARAGE DEVELOPMENT L</td>
<td>2,307 K</td>
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<td>J</td>
<td>NASHUA STREET RESIDENCES</td>
<td>635 K</td>
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<tr>
<td>K</td>
<td>ONE CANAL</td>
<td>432 K</td>
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<tr>
<td>L</td>
<td>THE MERANO</td>
<td>484 K</td>
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<tr>
<td>M</td>
<td>THE VICTOR</td>
<td>361 K</td>
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</tbody>
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**ROADWAY PROJECTS**

- Under Construction
- In Design

**Diagram Notes:**
- Not to scale
- Charles Circle/Stormo Drive Realignment
- Longfellow Bridge
- Charles River Way Station
- North Station
- Haymarket Station
Update on “Off-Site” Transportation Mitigation - $9.5M+*

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
Update on “Off-Site” Transportation Mitigation - $9.5M+*

Other Site Specific (Not including sidewalks/public realm)
• TDM Programs – Car Share/Ride Share/T Pass Subsidy
  • On Site (secured/protected) 100 – 500 Spaces
  • Public Bike Racks
  • Electric Vehicle (EV) Charging Stations

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

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
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

- City Team
  - Boston Redevelopment Authority
  - Boston Transportation Department
  - Office of Neighborhood Services
  - Public Works Department

- Consultant Team
  - Howard Stein Hudson (HSH) – Transportation Engineering
  - NBBJ – Urban Design and Visioning
  - Marlene Connor Assoc. - Transit
Mitigation Details in Process
Existing Pedestrian Conditions

- Good Pedestrian Conditions
- Fair Pedestrian Conditions
- Average Pedestrian Conditions
- Basic Pedestrian Conditions
- Poor Pedestrian Conditions
Future General Pedestrian Desire Lines
Existing Paths
Opportunities for Enhancement
Path Convergence/High Impact Zones
Opportunities for Enhancement
MGH Pedestrian Desire Lines
Opportunities for Placemaking
Increased Pedestrian flow on Canal
Opportunities for Placemaking
TD Garden and North Station Entrance
Opportunities for Placemaking
Pathway thru N. Station and Nashua Street Residences
New Path from Thoreau to N. Station
Opportunity for Signed MGH Route?
Desire Line to Thoreau Path
O'Connell Way Desire Line
N. Washington St. Bridge
New Pedestrian Desire Lines

Lovejoy Wharf Ferry Dock
Existing Ped Delay

<table>
<thead>
<tr>
<th>LOS</th>
<th>Average Ped. Delay</th>
<th>Likelihood of Ped. Noncompliance</th>
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<tr>
<td>A</td>
<td>&lt;10 Seconds</td>
<td>Low</td>
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<tr>
<td>B</td>
<td>10-19 Seconds</td>
<td>Moderate</td>
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<tr>
<td>C</td>
<td>20-29 Seconds</td>
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<td>D</td>
<td>30-39 Seconds</td>
<td>High</td>
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<td>E</td>
<td>40-59 Seconds</td>
<td>Very High</td>
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<tr>
<td>F</td>
<td>&gt;60 Seconds</td>
<td>Very High</td>
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Pedestrian Signal Actuated
Concurrent Pedestrian Phase
Both Actuated and Concurrent
50 Percent Increase in Residents

- Increased demand for services.
- Bulfinch more of a “24-hour” neighborhood.
Remaining Pedestrian Challenge

- High volumes and narrow conditions on Charles Street
- Interrupted sidewalks with no buffer from traffic on Lomasney Way and on Martha Street
- Lack of clarity through Hawthorne Place and Pace & Sons
- Remaining improvements to crossing of Nashua/Lomasney
- Overflowing sidewalks on Portland St.
Bicycle Use Increasing

Percent Bicycling to Work in Boston

- 2005
- 2010
- 2011
- 2012
- 2014

Bicycle Use Increasing
Hubway Growth

Hubway in 2016:

• 185 Stations
• 1,750 Bicycles

New RFP would add 100 new stations.
Bicycle Level of Comfort

Bicycling Population by Bicycle Level of Comfort (BLOC)

- BLOC 1-2: 60% Interested, but Concerned
- BLOC 3: 7% Enthused & Confident
- BLOC 4: <1% Strong & Fearless
- BLOC 5: 32% No Way, No How
Bicycle Level of Comfort – Existing Conditions
Remaining Bicycle Challenges

Connections to the Charles River and Cambridge

Connection between North Washington Bridge and Downtown
GLX Extension

- Significant increase in pedestrian demand at Science Park Station.
- Also increased use at North Station and Haymarket Station.
MBTA Car Replacement

- 284 new cars for Orange and Red Lines
- More frequent trains at rush hour for Orange Line results in 30-35% increase in capacity
- Increased reliability

Estimated Completion Date: End of 2022
Orange Line: Ridership vs Capacity Increase 2040

- Existing 15-Minute Peak Load
- Existing Capacity
- Future Growth
- Future Capacity

Graph showing ridership and capacity across various stations along the Orange Line.
Orange Line Capacity SB 2040
North Station to Haymarket Station

Graph showing the capacity comparison between future and existing conditions for the Orange Line SB 2040 project from 6:00 AM to 5:45 PM. The graph illustrates the 15-minute volume for different times of the day, comparing future southbound growth, future capacity, existing southbound capacity, and existing capacity.
Orange Line Capacity NB 2040: Haymarket Station to North Station
Transit Oriented Development

Land Use, Transit-Oriented Development

- Assembly Square – 2,100 Units
- Jackson Square – 105 Units
- Malden Station – 250 Units
- Forest Hills – 285 Units
Local Transit Challenges

Transit Delays on N. Washington (contraflow to passengers)

Multiple shuttles to Seaport and other spots, tourist buses, and more congesting Causeway Street.

Charles/MGH Pedestrian Access
Motor Vehicle Traffic

Time: 07:00:00

Map showing the level of traffic congestion in Boston with areas marked as 'High Congestion' and 'Low Congestion'.
Motor Vehicle Challenges

Traffic on regional highway system

Valenti Way and Canal Relationship

Explore directions of one-ways in Bulfinch Triangle
Trends in the Cost of Driving

Your Driving Costs

2016

$8,558

is the average annual cost to own and operate a vehicle in the U.S., which is down 1.6% from 2015.

NewsRoom.AAA.com
Curb Use, Pick-Up and Drop-Off
New Options
Community Suggestion Highlights for Walking – Crossings
Community Suggestion Highlights for Motorists – Pick Up/Drop Off
Community Suggestion Highlights for Motorists – Don’t Block the Box
Community Suggestion Highlights for Walking – Pedestrianization
Community Suggestion Highlights for Walking – New and/or Improved
Community Suggestion Highlights for Biking – Better Bikeways
Community Suggestion Highlights for Transit – Airport Bus Connection
Community Suggestion Highlights for Transit – Shuttle Consolidation
Community Suggestion Highlights for Transit – Ferry to Seaport +
Community Suggestion Highlights for TDM – Price of Driving
Community Suggestion Highlights for Placemaking – GSC Parking Lot
Community Suggestion Highlights for Placemaking – Portal Park
Next Steps

- Peruse the rough draft of the Community-Supporter Action Item List.
- Anything still missing?
- Let Josh.Weiland@Boston.gov know!
Thank You!

Next meeting:

- Explore and Prioritize Options using Shared Goals (Benefits), Feasibility and Cost
  - Late October or Early November