Agenda

- NSAMAP Overview
- Bulfinch Triangle
- Goals
- Breakout Sessions
Project Timeline (Adjusted)

JUNE – JULY
Existing Conditions and First Public Meeting

JULY – SEPTEMBER
Goals and Vision

SEPTEMBER – NOVEMBER
Develop and Analyze Potential Improvements

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

APRIL
Draft Action Plan for Public Comment

MAY
Final Action Plan
Infrastructure Improvement Commitments
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 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
NSAMAP Overview
Multiple Methods of Outreach
Shared Goals

- Safety
- More Understandable
- More Choices
- Less Congestion
Concept – Change Behavior and Reduce Congestion

- Fix Local Circulation Problems
- Offer More Choices
- Make Other Choices More Attractive
- Make Driving Less Necessary
Action Items Process

Community-Suggested Action Items (from Ideas & Problems)
- Existing Projects
- Other Jurisdictions
- Feasibility Test

Combine Remaining Items

Addition of Emerging Best Practices
- Estimate Costs
- Estimate Durations
- Estimate Impacts

NSAMAP Action Items
Polling on Action Items
Online Ranking of Action Items

North Station Area Mobility Action Plan

Welcome to the North Station Area Mobility Action Plan (NSAMAP) poll. NSAMAP is a 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).

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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. This project aims to improve pedestrian access to the station by implementing safer and more accessible pathways at Charles Circle. The improvements will include upgraded sidewalks, pedestrian crossings, and visibility enhancements to ensure a safe and convenient experience for all pedestrians using Charles Circle.
Action Plan – Short Term

Photo: Landslides Aerial Photography
Performance-Based Meter Pricing

- 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
Shuttle Overload – Seaport
Shuttle Stop Permitting – SF Example

- 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.
Action Plan – Long Term
Long-Term Action Items

- Bicycles
- Pedestrians
- Transit and Shared Mobility

- Shuttle Consolidation
Design Charrette: Bulfinch Triangle
### Feedback – Motorized Traffic

#### Public Meeting Poll Results

<table>
<thead>
<tr>
<th>Project Description</th>
<th>Pts</th>
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<tr>
<td>Lomasney Way/Nashua St/Martha Rd Intersection Improvements – Near, Long Term</td>
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<td>Don’t Block the Box Markings and Signage at Key Locations</td>
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<td>Bulfinch Triangle Traffic Circulation Improvements</td>
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<td>West End Signal timing Improvement Project</td>
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<td>Adaptive Signal Technology Study</td>
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<td>Residential Permit for Neighborhood Access During TD Garden Events</td>
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<tr>
<td>Encourage Employers to form Partnerships for TDM, Perform Annual TDM Reporting</td>
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<tr>
<td>New Signal for Left Hand Turn into Charles River Plaza</td>
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#### Online Ranking Poll Results

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<th>Project Description</th>
<th>Rank</th>
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<td>Adaptive Signal Technology Study</td>
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## Feedback – Transit

<table>
<thead>
<tr>
<th>Public Meeting Poll Results</th>
<th>Total Points</th>
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<tr>
<td>Lovejoy Wharf Ferry</td>
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<tr>
<td>Consolidation of local MBTA routes, shuttles, tourist bus loop/shuttle stop consolidation study</td>
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<tr>
<td>North Washington Street Inbound Transit Lane to Haymarket</td>
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<tr>
<td>Airport Shuttle from North Station</td>
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<tr>
<td>Bus Priority Lane Connections N. Station Area to S. Boston</td>
<td>575</td>
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<tr>
<td>North Washington Bus Stop Improvements Project</td>
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<tr>
<td>Create Public Transit App Kiosks at Major MBTA Stations</td>
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<table>
<thead>
<tr>
<th>Online Ranking Poll Results</th>
<th>Avg. Rank</th>
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<tr>
<td>Airport Shuttle from North Station</td>
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<td>North Washington Street Inbound Transit Lane to Haymarket</td>
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<td>Consolidation of local MBTA routes, shuttles, tourist bus loop/shuttle stop consolidation study</td>
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<td>Lovejoy Wharf Ferry</td>
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<tr>
<td>North Washington Bus Stop Improvements Project</td>
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<td>Create Public Transit App Kiosks at Major MBTA Stations</td>
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### Public Meeting Poll Results

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<tr>
<td>Charles Circle Pedestrian Improvements</td>
<td>950</td>
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<tr>
<td>West End Sidewalk Improvement Project</td>
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<tr>
<td>West End Signal Timing Improvement Project</td>
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<tr>
<td>West End Pedestrian Crossing Improvements</td>
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<tr>
<td>West End Wayfinding Project</td>
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<tr>
<td>Cardinal O’Connell Way Shared Street</td>
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### Online Ranking Poll Results

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<th>Project</th>
<th>Avg. Rank</th>
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<tr>
<td>Charles Circle Pedestrian Improvements</td>
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<td>Canal Street Pedestrianization</td>
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<td>West End Pedestrian Crossing Improvements</td>
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<td>West End Sidewalk Improvement Project</td>
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<td>West End Signal Timing Improvement Project</td>
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<td>Cardinal O’Connell Way Shared Street</td>
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<tr>
<td>West End Wayfinding Project</td>
<td>5.48</td>
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Overall Goals

- Easier Vehicle Access
- Pedestrian Priority on Canal
- Organize Shuttles
- More services for residents
- More customers for local businesses
Bulfinch Triangle Concept A

- Connect Historic Boston Change to One-Way Southbound
- Change to One-Way Northbound
- Shared Street on Canal
- Close Median Right-In/Right-Out
- Two-Way Between Merrimac Street and Haverhill Street

Not to scale.
Pedestrian Volumes AM

1 - 300 Pedestrians
301 - 600 Pedestrians
601 - 900 Pedestrians
901 - 1200 Pedestrians
1201 and Above Pedestrians
How will Canal relate?
Causeway Shuttle Stop Relocated
Shuttle Stop Space Needs

- All of Haverhill Street is currently marked for Shuttle use 6am-7pm
- In observations, operations became problematic with < 100 feet of curb space.
- Maximum bus presence was three full-sized buses (120’+ 30’=150’, assuming no parallel parking)
- However, space needs could be reduced with scheduling changes and/or shuttle consolidation.
- Staging is minimal at peak times.
Shuttle Stop Space Needs

- Delivery trucks compete with shuttles in the morning.
- All of Haverhill becomes police parking during TD Garden Events starting at 5pm.
## Shuttle Stop Space Needs (PM Peak)

### Full Size Buses (35'-40')

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<tr>
<th>Time</th>
<th>Partners</th>
<th>Vertex</th>
<th>WTC</th>
<th>Local Motion</th>
<th>Partners</th>
<th>Converse</th>
<th>Tower Point</th>
<th>45D</th>
<th>Channel Center</th>
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### Short Buses (25'-30')

- **2**

By 5:00 PM, additional shuttle buses are required due to the increased demand.
Consolidation Progress

Signature Boston (MCCA) combined shuttle program:

- Price Waterhouse Cooper
- Goodwin Procter
- Vertex
- Beacon Capital

Goal: six employers total.
Signature Boston Route

- Not accessible
- Fare System?
Idea A: Move Staging Area
Idea B: Put Customers on Canal St.
Idea C: Stage on Merrimac St.
16th Street Mall – Shuttles and Peds
Parklets for Evolving the Streetscape
Ideas for Canal?
Ideas for Canal?
Ideas for Canal?
Parklets for Evolving the Streetscape

- Commercial Delivery
- Limited Parking
- Boston Garden
- Shuttle Stop
- Bicycle Parking
- Seasonal Dining
- Flex Zone
The Element of Time

- **Early Morning**: Commercial Delivery and Service Allowed
- **11am to 4pm**: Lunch Hour, limited traffic allowed
- **4pm to 9pm**: Evening Commute and Events, no traffic allowed
Exercise #1 Primary Goals

- Make the Triangle easier to navigate for vehicles
  - Change directions Valenti Street and at least one other street
  - Emphasize Portland Street over Haverhill Street for left turns
- Create a nice shuttle stop & out of the way shuttle staging area
- Let us know about curb space and other needs!
Exercise #1 Secondary Goals

- Prevent cut-through traffic
- Minimize shuttle delays
- Direct traffic away from Canal Street
Exercise #2 Primary Goals

- Give Canal Street a pedestrian feel (for at least part of the day)
- Slow Traffic Down
- Low Volume Curb uses
- Include shuttle stop?
Exercise #2 Secondary Goal

- Allow for Commercial Delivery for at least part of the day
Things to Remember

- We’re planning experiments, not permanent conditions!
- Without sacrifice there can be no change.
- Be creative! Consider & record all ideas (this is a brainstorm).