

TALKING WITH YOU

From September 2019 through early March 2020, we heard from:

- **45** people on four walking tours
- **6** different neighborhood associations
- **192** people who submitted their stories and ideas online
- **257** community members who talked with us during Office Hours
- **45** people at a project Open House

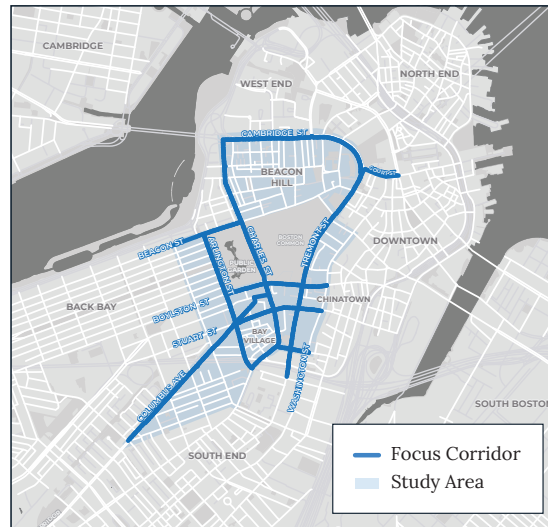
THEMES

Here are the general themes we heard:

- Walk signals operate differently at each intersection. Some locals have learned how they work, but many people find them confounding.
- People feel unsafe because of speeding traffic on the multi-lane streets in the study area. These streets feel like barriers within and between neighborhoods.
- Many residents want to bike but are scared of the streets and intersections in the study area. They would ride if there were bike facilities.
- People who bike find intersections in the study area stressful because of turning and weaving traffic. To avoid conflicts with vehicles, some choose to go during the pedestrian phase. This action can startle some people walking.
- Busy curbsides should be better managed to reduce double parking. We need more space for commercial loading and passenger pick-up and drop-off.



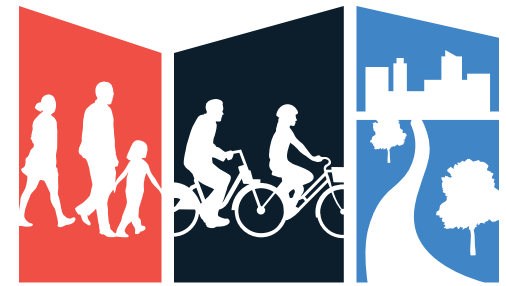
PROJECT AREA



Walking will be pleasant and easy. Safe, separated bikeways will serve and connect residents, employers, and local businesses. Families will explore Boston's neighborhoods and iconic parks together, from the Esplanade to the Boston Common to the Southwest Corridor.

boston.gov/connect-downtown

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connect downtown

Connect Downtown centers people – residents, commuters, and tourists – in a redesign of iconic streets in our downtown neighborhoods.

THIS FALL we plan to make changes to traffic signals and create permanent separated bike lanes on some streets in the downtown area. We are focusing on the streets around the Public Garden and the Boston Common.

The second phase of this project will continue over the winter and spring. We will focus on specific intersections and will add additional links to the bike network.

GUIDING PRINCIPLES

PRIORITIZE PEDESTRIANS. Use proven tools to improve safety for people of all ages and abilities. Dedicate more space and time to people crossing our streets.

SERVE RESIDENTS OF ALL AGES. Aim to create spaces where everyone can be safe and comfortable, from grandchildren to grandparents and everyone in-between.

BUILD LADDERS TO OPPORTUNITY. Design streets that connect people to essential destinations: job centers, schools, health care, and open space. Facilitate safe, affordable transportation options.

DESIGN FOR TODAY'S BOSTON. Use best-practice design tools that reflect changing transportation needs and enhance our historic public realm.



WALKING IN BOSTON SHOULD BE PLEASANT AND EASY

Connect Downtown will enhance the comfort of our pedestrian network within the study area. We will use tools proven to improve safety for people of all ages and abilities.

NEW CONNECTIONS BY BICYCLE

Connect Downtown will result in a network of safe, comfortable bike lanes. We aim to build a network that connects to the most places, serves the most people, and provides the best safety improvements for everyone on our streets.

DESIGN TOOLS

Extra-wide crosswalks: Larger crosswalks, with wide ramps, accommodate high volumes of pedestrians of all abilities.

Pedestrian head start: Pedestrians begin crossing 4-6 seconds before drivers are given a green light.

Concurrent walk signals: Pedestrians cross with, and for as long as, the green light in the same direction. People have more time to cross and a shorter wait between walk phases.

Separated bike lane: A bike lane physically separated from travel lanes

