Initiative Title [*Write in large print*]:

Trial-test: Harvard @ Coolidge Corner Complete(s) Street

Initiative Description:

Develop a 6-week to 6-month plan to trade parking/loading zones on Center for better pedestrian, bike, & micromobility access on Harvard, from Coolidge Corner to Fuller Street. Measure impact.

Impacts (both positive and negative):

- Environmental
- Inclusion, equity
- Financial
- Other

- Small lowering of parking availability.
- Shift of traffic to Center Street (increasing defacto loading zone work)

Stakeholders:

- Participating (e.g. departments, community groups)
- Affected (e.g. residents, businesses, employees)

Other Feedback:

- Barrier to success
- Related historical events or current initiatives
- Possible grants or funding mechanisms
- Opportunities for success (e.g. networks, integration of processes)
- Other

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Gla

BUSINESS COMMUNITY

Initiative Title [*Write in large print*]:

Business Community Interests in Context of Transportation Initiatives

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Initiative Description:

Consider impact to businesses by repurposing parking for alternate modes of transportation

Be sure that any initiatives ~~take~~ consider all stackholders interest, including commercial interests

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Impacts (both positive and negative):

- Environmental
- Inclusion, equity
- Financial — maintains tax base to help pay for new initiatives
- Other —

Stakeholders:

- Participating (e.g. departments, community groups) Tranportation, Eco Dev, Planning, BNA
- Affected (e.g. residents, businesses, employees)

Everyone

Other Feedback:

- Barrier to success
- Related historical events or current initiatives
- Possible grants or funding mechanisms
- Opportunities for success (e.g. networks, integration of processes)
- Other

While we all expect parking needs to change over time while driving habits change, It won't happen overnight and we need to be able to maintain our businesses in the meantime.

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Initiative Title [*Write in large print*]:

TARGET 75% by 2030

100% by 2050

Initiative Description:

+ Reducing car-based trips in single use vehicle
- increasing other modes
- having a concrete goal - allows motivation

Impacts (both positive and negative):

- Environmental — carbon neutrality
- Inclusion, equity
- Financial
- Other

- equity
- safety for alternative mode
- health
- helps allow other modes

Stakeholders:

- Participating (e.g. departments, community groups)
- Affected (e.g. residents, businesses, employees)

Other Feedback:

- Barrier to success — changing culture, infrastructure
- Related historical events or current initiatives — winter
- Possible grants or funding mechanisms
- Opportunities for success (e.g. networks, integration of processes)
- Other

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Initiative Title [*Write in large print*]:

MODE SHIFTS FROM CARS

Initiative Description:

GETTING PEOPLE OUT OF SINGLE GAS-POWERED VEHICLES.

Impacts (both positive and negative):

- Environmental : REDUCES CARBON EMISSIONS
- Inclusion, equity : CREATES OPEN SPACE
- Financial
- Other

ALLOWS PEOPLE TO AVOID COST OF CAR OWNERSHIP WHILE STILL HAVING MOBILITY

LOTS OF EASY TO IMPLEMENT PILOTS

Stakeholders:

- Participating (e.g. departments, community groups) : DEPART OF TRANSPORTATION ~~MOTORISTS, RESIDENTS~~
- Affected (e.g. residents, businesses, employees)

HUMAN RESOURCES
ECON. DEVEL.

↳ RESIDENTS, BUSINESSES, EMPLOYERS, EMPLOYEES

Other Feedback:

- Barrier to success : COMPETING DEMANDS ON ROAD SPACE
- Related historical events or current initiatives : NOT CREATING A COMPLETE NETWORK
- Possible grants or funding mechanisms : THEY ARE DOING THIS ALREADY IN CAMBRIDGE. IT WORKS IN EUROPE
- Opportunities for success (e.g. networks, integration of processes)
- Other

⇓

COLLABORATE WITH NEIGHBORING COMMUNITIES

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64a

Initiative Title [*Write in large print*]:

BUILDING SUPPORT - CONSENSUS

Initiative Description:

DEVELOP STRATEGY TO BUILD PUBLIC/POLITICAL SUPPORT FOR BIKE/MICROMOBILITY, etc. SOLUTIONS,
(Especially members of the community who feel threatened by, or are offended by these modes)

Impacts (both positive and negative):

- Environmental
- Inclusion, equity
- Financial
- Other

Stakeholders:

- Participating (e.g. departments, community groups)
- Affected (e.g. residents, businesses, employees)

Other Feedback:

- Barrier to success
- Related historical events or current initiatives
- Possible grants or funding mechanisms
- Opportunities for success (e.g. networks, integration of processes)
- Other

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Guest Note-Taker Reporter

Initiative Title [*Write in large print*]:

MICROMOBILITY

Initiative Description:

- New term still being defined, distinguished from private vehicle
- private vehicle (4000lbs ±) → typically carries only 1 person
- Scooters, bikes, tricycles, etc.
- lightweight, 1-4 wheels, medium speed (faster than pedestrians, slower than vehicle)

Impacts (both positive and negative):

- Environmental air quality, noise pollution
- Inclusion, equity discounted rates for low income, better wheelchair infrastructure
- Financial Cost of infrastructure (-) Decrease in costs of fossil fuels
- Other
- Health (human) ↓ air pollution, ↑ activity, exercise, quality of life
- 40,000 Trips since inception of E-Scooter program

Stakeholders:

- Participating (e.g. departments, community groups)
- Affected (e.g. residents, businesses, employees)

- Police – enforcement of 25 MPH speed limit to save lives
- DPW
- transportation
- public health
- Bridge Path.

Other Feedback:

- Barrier to success Funding
- Related historical events or current initiatives Vision Zero, Safe Routes to Schools, Complete streets
- Possible grants or funding mechanisms – State grants ADA improvements, Planning grant, Chapter 90/early allotment ~~gas~~, CIP
- Opportunities for success (e.g. networks, integration of processes)
- Other

- Implement Complete Streets policy in aggressive manner

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Page __ of ___

Gloa

Initiative Title [*Write in large print*]: onstreet NO PARKING ~~Min~~

Initiative Description:
- no ~~on~~ street parking
- ~~getting rid of parking minimum (coming)~~
- possibly increasing off street, multilevel parking in strategic areas
- having cost of parking reflect its real cost

Impacts (both positive and negative):
- Environmental — clear up space for other modes of transit
- Inclusion, equity
- Financial
- Other

- creates space
- improves safety + circulation

- revenue neutral

Stakeholders:
- Participating (e.g. departments, community groups)
- Affected (e.g. residents, businesses, employees)

Other Feedback:
- Barrier to success — handicapped - could be exception
- Related historical events or current initiatives
- Possible grants or funding mechanisms
- Opportunities for success (e.g. networks, integration of processes)
- Other

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Initiative Title [*Write in large print*]:

PEDESTRIAN

Initiative Description:

Improve pedestrian safety
esp at intersections

consider elderly

Impacts (both positive and negative):

- Environmental - least impact form of transit!
- Inclusion, equity - most equitable - aside from real estate inequity causing unequal pedestrian facilities
- Financial
- Other

Health - improve human health.

Stakeholders:

- Participating (e.g. departments, community groups)
- Affected (e.g. residents, businesses, employees)

Building consensus between pedestrians and users of micromobility

Bridge Post

Other Feedback:

- Barrier to success - business community commitment to priorities of cars and parking
- Related historical events or current initiatives
- Possible grants or funding mechanisms - Complete Streets grants
- Opportunities for success (e.g. networks, integration of processes)
- Other

beg buttons - make automatic part of cycle

AUTOMATED WALK CYCLES - STANDARDIZED AT CROSSWALKS w/ TRAFFIC LIGHTS

TOWN-WIDE

adopt ~~both~~ vision zero along with Boston, Cambridge, Somerville

Collaborate with Walk Boston

Safe Walk to School

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Initiative Title [*Write in large print*]: TRY STUFF

Initiative Description:
- Create a culture of innovation
- don't try to plan everything in advance
- trials and experiments on smaller scale, in their less flesh out / β form

Impacts (both positive and negative):
- Environmental
- Inclusion, equity
- Financial
- Other

- learning
- might make larger strides in long run
- low cost
- increase trust + transparency among citizenry

Stakeholders:
- Participating (e.g. departments, community groups)
- Affected (e.g. residents, businesses, employees)

- town dept
- select board
- T board

Other Feedback:
- Barrier to success
- Related historical events or current initiatives
- Possible grants or funding mechanisms
- Opportunities for success (e.g. networks, integration of processes)
- Other

needs political support for somewhat unpopular, but tran

town government structure (diffuse) / requires consensus

many examples of previous success: Beacon bike lane

[*Flip to back page*]

Page __ of ___

35 G9

DE-PAVE

Initiative Title [*Write in large print*]:

"De-Pave" backyards. Allow Street parking overnight resident stickers

INCENTIVIZE PLANT TREES IN BACKYARDS

Initiative Description:

→ ALLOW OVERNIGHT RESIDENT PARKING

→ INCENTIVIZE PLANTING TREES IN BACKYARDS

Rip up Asphalt!

De-PAve

Impacts (both positive and negative):

- Environmental
- Inclusion, equity
- Financial
- Other

— We need to plant trees FAST TO address Water + Heat issues of climate change

— Economic Equity → the "Haves" charge $200 of the "have not" apartment Renters to park in their paved backyards.

— Incentivize Homeowners to plant TREES in their backyards + DE-PAVE

Stakeholders:

- Participating (e.g. departments, community groups)
- Affected (e.g. residents, businesses, employees)

Transportation
Parking
TREE planting
Homeowners
Residents

Other Feedback:

- Barrier to success
- Related historical events or current initiatives
- Possible grants or funding mechanisms
- Opportunities for success (e.g. networks, integration of processes)
- Other

Barriers

- People's willingness to change + consider a new plan for cars, parking + trees.
- need Financial incentives to get homeowners to plant trees and rip up asphalt backyards

Opportunities

- urgency of tree planting as the #1 action needed to mitigate climate change of Heat + Water
- Science supports De-paveing + tree planting
- Economic Equity argument

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23 G100

Initiative Title [*Write in large print*]: IMPROVE PUBLIC TRANSIT

Initiative Description:

- Bus lanes, bus rapid transit, amenities
- supplement the T
- expanding + connecting routes

Impacts (both positive and negative):

- Environmental
- Inclusion, equity
- Financial
- Other

- equity
- convenience
- efficiency
- boosts economy

Stakeholders:

- Participating (e.g. departments, community groups)
- Affected (e.g. residents, businesses, employees)

Other Feedback:

- Barrier to success
- Related historical events or current initiatives
- Possible grants or funding mechanisms
- Opportunities for success (e.g. networks, integration of processes)
- Other

- stigma against buses
- high capital cost

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Gka

WITH PUBLIC TRANSIT + WITH TREES + CYCLE TRACKS

Initiative Title [*Write in large print*]:

BUS RAPID TRANSIT + WITH ENHANCED CONDITIONS + BUS STOPS THAT ARE CONTEXT SENSITIVE

Initiative Description:

NEED TO DESCRIBE THE LOCATION FOR CARS THAT ARE NOW PARKED ON THE SIDE OF THE ROAD

Impacts (both positive and negative):

- Environmental
- Inclusion, equity
- Financial
- Other

- NEED TO HAVE TALL PARKING GARAGES IN BROOKLINE TO ALLOW PEOPLE TO STORE CARS + RECHARGE EV'S. SOME SHOPPERS COULD ALSO PARK TO SUPPORT ECONOMIC DEVELOPMENT.

Stakeholders:

- Participating (e.g. departments, community groups)
- Affected (e.g. residents, businesses, employees)

Other Feedback:

- Barrier to success
- Related historical events or current initiatives
- Possible grants or funding mechanisms
- Opportunities for success (e.g. networks, integration of processes)
- Other

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Giza

Beacon St. Bridle Path)

Initiative Title [*Write in large print*]:

☆ Start pilot ASAP ☆ Frequently Reopen + Rapidly Restore the Beacon Street Accelerate planning Bridle Path

Initiative Description:

(1) Fund + Commence Beacon Bridleway feasibility/design study by end of 2019

(B) More demos &/or Longer demos by end of 2019
↳ (full span between buss dists.)

Impacts (both positive and negative):

- Environmental ✓ → energy-efficient + low pollution
- Inclusion, equity ✓ → multi-age/ability + low-stress, low-cost
- Financial ✓
- Other Health + Safety ✓ → Active + safe (physically
- Community → space-efficient + sociable

moderate to low-speed person-scale transit accommodation = makes Major Multimodal corridor better for all uses

+ Access to kernel greenspace w/ existing tree shelter, setting stage for remediation of heat islands + stormwater
+ New route for small-vehicle/foot Police/EMS response

Stakeholders:

- Participating (e.g. departments, community groups) DPW (+ Police) + Planning
- Affected (e.g. residents, businesses, employees)
  ↓ incl. children

All users of Beacon Street Drivers, Train riders, Bikes/Scooters/, Walkers: Separation of modes = improve safety, improve throughput, improve greenspace access

Other Feedback:

- Barrier to success → Rapid funding (restoration) → Optimize tactics for pilots (reopening
- Related historical events or current initiatives = Many, Site walks, Demo. event, prelim. Study
- Possible grants or funding mechanisms
- Opportunities for success (e.g. networks, integration of processes)
- Other

(1) Uber/Lyft tax ☆
(2) BAA Marathon trust fund ☆
(3) e-scooter share license fees
(5) Mass DOT/DCR/EOEA Mass Trails ☆ grant
(6) MAPC Tech. Assist Grant ☆
(7) Marijuana retail tax
(8) Parking Meter tax

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G13

Initiative Title [*Write in large print*]: BRIDLE PATH

Initiative Description: Creating a shared micromobility infrastructure that represents a larger part of the transportation footprint
- runs parallel to T tracks on Beacon

Impacts (both positive and negative):
- Environmental
- Inclusion, equity
- Financial
- Other

- Signature, highly visible example project
- potentially unifying effort for many stakeholder (pedestrian, public transit, bike)
- high stakes, high reward

Stakeholders:
- Participating (e.g. departments, community groups)
- Affected (e.g. residents, businesses, employees)

- might allow some people to use

Other Feedback:
- Barrier to success
- Related historical events or current initiatives
- Possible grants or funding mechanisms
- Opportunities for success (e.g. networks, integration of processes)
- Other

- conflict between modes
- expensive to execute
- MASS DOT has to approve
- multiple consituency
- will require sustained attention

existing footprint, historical
contemplated in Olmstead's original design

Do a smaller trial

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Page __ of ___

G14a

Initiative Title [*Write in large print*]:

Trial-test the Bridle Path

Initiative Description:

Six week to six month trial of the Bridle Path right of way. Redraw existing pavements to get shared walk/bike/mobility access. Measure impact.

Impacts (both positive and negative):

- Environmental
- Inclusion, equity
- Financial
- Other

- Loss of Parking (~40%) in lesser used stretches
- Increase of availability for longer-distance non-car trips.

Stakeholders:

- Participating (e.g. departments, community groups)
- Affected (e.g. residents, businesses, employees)

Other Feedback:

- Barrier to success
- Related historical events or current initiatives
- Possible grants or funding mechanisms
- Opportunities for success (e.g. networks, integration of processes)
- Other

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lot G15