

Location/category	Issue	Recommendation	Schedule (Short, Medium, Long-Term, On-going)
GENERAL ISSUES			
Character and Streetscape	Reduce Mass Ave character as a thoroughfare. Grand vision and cohesive design strategy. Cars dominate - C2 should be a place, not a jumble of cars. More trees/green - feels barren and unpleasant to walk. Streets parallel to Mass Ave shouldn't feel like alleyways.	When Mass Ave is reconstructed consider interventions such as reallocation of ROW to strengthen peds, bikes, and transit facilities.	Long-Term
Conflicts among all modes	Can we separate the various transportation modes to enhance safety and improve flow?	When Mass Ave is reconstructed consider interventions such as reallocation of ROW to strengthen peds, bikes, and transit facilities.	Long-Term
Enforcement	Roadway users do not travel carefully and cause conflicts. Among the issues: motorists not yielding to pedestrians/bicyclists while turning; motorists not yielding to peds at crosswalks; motorists running red lights; motorists opening car doors; pedestrians jaywalking; cyclists not yielding to peds in crosswalks; cyclists on sidewalk; cyclists running red lights.	A. more moving violations, stricter enforcement. B. Ticket bicycles and peds at signals and unsignalized crosswalks. C. ticket Jay walkers. D. also education in a variety of media. D. cars run red lights (could be addressed with camera enforcement).	Ongoing
Illegal parking	Illegal parking in general such as delivery trucks in bicycle lanes, non-residential parking in resident only areas at night.	Enforce at hot spots and evaluate problem areas for curb regulation changes. Examples include providing additional loading zones where warranted to prevent delivery truck in bicycle lanes. Also work with businesses on delivery schedules and locations.	Short-Term and On-Going.
Trucks	Oil tankers are not compatible with Central Sq character	River, Western, Pleasant, Massachusetts, and Main St are designated regional truck routes. City can not restrict trucks without State approval as part of a regional plan. City has been unsuccessful in finding alternate routes that will satisfy regional requirements.	
Transit	Improve C. Access the T from the buildings to free up space on the sidewalks. D. Move stops off Mass Ave, move stops off Green/Magazine corner. E. Bus only streets without cars. F. Crowded sidewalk at bus stop waiting area by Convenience Store.	Work on a study with the MBTA to look at routing, layover and stops changes for the Central Square buses. One goal would be to look at ways to reduce the crowding from people waiting for the bus at this location. The City is interested in having the route 70 and 70A buses extended to Kendall Square.	

	Decrease impact of buses and bus stops on public space and sidewalks		
	Increase effectiveness of the bus network -- ridership, rider experience, and efficiency	A. Evaluate creating a bus depot B. Have next bus info being displayed at the bus stops.	
Non-MBTA transit	LMA shuttles loud and not energy efficient.	City has conveyed this concern to the Medical Area Scientific Community Organization (MASCO) which operates shuttles. New buses would be required to address noise concern.	
signage	In general, the environment feels cluttered with too many signs and this creates confusion. In particular, the special signs installed at Mass/River/Western are confusing.	Review Central Sq signage and identify opportunities for reducing/improving signage. Note that many of the signs are there because of requests from the public and businesses who want them there.	Short to Medium-Term
LOCATION SPECIFIC ISSUES			
Pleasant Street @ Massachusetts Avenue	A. Pedestrians crossing at Pleasant Street/through cyclists on Massachusetts Avenue conflict with motorists coming from Inman Street to Pleasant.	Evaluate potential signal or crosswalk changes to reduce or eliminate conflict.	Short-Term
	B. Westbound stop line on Mass so far back that cars running the yellow conflict with the pedestrians crossing with the walk light.	TP&T work is underway to add a signal head so that the stop bar for westbound Mass can be moved to Inman St. Eastbound bicycle lane to be marked through the Pleasant St intersection.	Short-Term
Mass @ Inman	Mass crossing at 26 sec feels too short, Inman crossing is twice as long.	Mass. Avenue is the major roadway and has longer green time than Inman Street which permits additional pedestrian crossing time of Inman Street. Time for pedestrian crossing of Mass. Avenue was extended in 2011 in coordination with the Senior Center, and currently provides more pedestrian crossing time than national standards require.	On-Going

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Inman @ Bishop Allen Drive	Can we add a crosswalk for the people going to and from the Food Pantry?	This is not recommended. The addition of a crosswalk at this location would either eliminate the loading zone for the Food Pantry or eliminate 2 resident permit spaces depending on which side of the intersection it was placed on.	
Pleasant @ Western	This feels like a hazardous crosswalk, seems safer to jaywalk mid block.	Plan for improvement created through Western Ave planning process	Short-Term
Pleasant @ River		In DPW 5-year street reconstruction plan. Improvements will be evaluated and implemented as part of that plan.	
Temple Street	Pedestrian crosswalk east of Temple Street is difficult to see at night.	Highlight this issue to be addressed in lighting plan for Central Sq as part of the City's LED conversion	
Green Street @ River & Western	Awkward pedestrian crossing of River and Western on south side of intersection.	When construction is scheduled for the intersections, signal changes in combination with infrastructure changes will be possible to improve this intersection for pedestrians. Actual change would have to be designed.	Medium to Long-Term
Western Avenue @ Franklin Street	Lack of crosswalk on southern leg of Western Avenue at Franklin Street.	New crosswalk will be added as part of the City's Western Avenue reconstruction project.	Project underway
Green Street at Magazine Street	Motorists ignore stop sign and don't yield to pedestrians at this intersection.	It is extremely difficult to get all cars to stop at the stop sign at Green/Magazine when the signal at Green/River is green, given the short distance between the stop sign and the signal.	Medium to Long-Term
Green @ Magazine Street	Poor snow clearance at Green and Magazine for peds.		On-Going
Green @ Pearl	Crowded sidewalk at bus stop on Green Street at Pearl waiting for 70 and 70A.	The City will be working on a study with the MBTA to look at routing, layover and stops changes for the Central Square buses. One goal would be to look at ways to reduce the crowding from people waiting for the bus at this location. The City is interested in having the route 70 and 70A buses extended to Kendall Square.	Medium to Long-Term

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Essex Street and Norfolk Street	A. Limited greenery and narrow sidewalks make unattractive pedestrian connections between Area 4 and Central Square		
Essex Street and Bishop Allen Drive	B. Unattractive surface parking lots.	TP&T will work to improve aesthetics in City Lots, which currently have Murals and landscaping.	Medium to Long-Term
Pearl Street @ Massachusetts Avenue	A. Pedestrian crossing Pearl/through cyclists conflict with left turning cars. B. Vehicles cut through from Norfolk to Pearl. C. So many things happening it is hard to know where to look. D. Ban left turn into Pearl.	No changes to this location have been identified. The traffic move from Norfolk to Pearl provides an option for residents crossing Central Square that is strongly supported. TP&T will review the crash history at this location.	
Pearl Street between Massachusetts Avenue and Franklin Street.	A. Narrow sidewalks and lack of shade on Pearl Street.		
	B. Poor pedestrian environment due to blank walls and limited ground floor activity.	Create new frontage at library	
Pearl Street & Upper Brookline Street	A. Illegal parking on Pearl Street prior to loading zone blocks buses.	Create enforcement priority hot spots.[would you consider pavement markings saying "no stopping"; don't know if they work]	Short-Term
	B. Loading activity on Brookline Street obstructs travel lane.	Review Green Street signage.	Short-Term
Brookline @ Mass	A. ped crossing in the middle of the Brookline to Douglas vehicles.	The current location of the crosswalk has been found to be better than alternative locations which would either lead to higher levels of conflicts or the loss of highly used, short-term parking spaces in front of businesses.	
Massachusetts Avenue	A. Bicycling on Massachusetts Avenue is difficult due to 1) illegal parking in bicycle lanes 2) dooring 3) buses stopping in bicycle lanes rather than pulling to curb, 4) trucks, buses and cars pulling into and out of the bicycle lanes. At Mass and Prospect peds conflict with right turning vehicles on Mass Ave east side crosswalk. Route 1 bus too slow and too crowded.	Massachusetts Avenue northside between Prospect and Temple Street - move HP spot to Temple and make the block a loading zone. Mass Ave southside Inman to Temple make a loading zone 7am to 11am, relocate HP space. Increase enforcement of illegal parking in bike lanes; long-term reconstruction should create a separated bicycle facility/cycle track.	Short-Term
unsignalized crosswalk by Salvation Army	Lack of yielding by motorists	Yield to peds sign has been placed in the center of the roadway. Salvation Army responsible for maintaining yield barrel.	On-Going

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Columbia Street & Lafayette Square	A. Very long crossing of Sidney Street extension for pedestrians.	Would need to rebuild.	Long-Term
	B.Lack of yielding at Columbia Street and Lafayette Square. C. Desire for street space for special events. D. Main St bike lane leads bikes in Lafayette Square, conflicting with park users.	Install bicycle box and mark left turn movement for bicycles on Main Street westbound onto Sidney St. Extension.	Short to Medium-Term
Main Street & Front Street & Windsor Street	A. Windsor Street sidewalk is narrow.	Novartis project will improve walkability of Windsor Street.	
	B.Lack of pedestrian connection between Main Street and Massachusetts Avenue from Windsor Street to Sidney Street extension.	Zoning.	
Albany Street & Portland Street	A. The intersection is awkward for all users and has a poor connection to the railroad crossing to Vassar Street.	New design(approved by the City) will be implemented as part of the 610-650 Main Street development project.	
Green St Garage	A. Tear it down. B. Make it bigger.		Long-Term
Blanche St	Unattractive pedestrian environment		