

Better  
Bus  
Project

Making transit  
better together

# Lower Broadway / Alford Street Transit Priority Corridor

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Please settle in

The meeting will begin shortly



Better  
**Bus**  
Project

Making transit  
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# Lower Broadway / Alford Street Transit Priority Corridor

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Public Meeting (virtual)

March 19, 2026 | 6:00 PM – 7:30 PM



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# Welcome

## English

- Thank you for joining the meeting! We appreciate your participation.
- This meeting will be recorded so that it can be shared with the people that were unable to join. All participants will be muted upon entry so that only the presenters can be heard.

## Haitian Creole

- Nou di w mèsi poutèt ou patisipe nan reyinyon an! Nou apresye patisipayson w.
- Reyinyon sa a ap anrejistre pou li pataje avèk moun ki pa t ka patisipe yo. Se pou tout patisipan yo etenn mikwofòn yo depi yo konekte pou lòt patisipan yo tande moun k ap fè prezantasyon an.

## Portuguese

- Obrigado por participar da reunião! Agradecemos sua presença.
- Esta reunião será gravada para que possa ser compartilhada com as pessoas que não puderam participar. Todos os participantes terão seus microfones silenciados ao entrar, de forma que apenas os apresentadores possam ser ouvidos.

## Spanish

- ¡Gracias por atender esta junta! Agradecemos su participación.
- Esta junta estaría grabada para poder compartir con los que no pudieron asistir. Los participantes están silenciados al entrar la junta para que solo se pueda oír a los presentadores.

# Language Accessibility

## English

- We offer interpretation during this meeting. In your meeting/webinar controls, click Interpretation (the small globe icon) and click the language that you would like to hear.

## Haitian Creole

- Nou ofri sèvis entèprèt nan reyinyon sa a. Nan bouton kontwòl yo nan reyinyon / wèbinè a, klike sou entèprèt (Interpretation ki se yon bouton ki gen yon ti glòb sou li) apresa klike sou lang ou ta renmen tande reyinyon an.

## Portuguese

- Oferecemos serviço de interpretação durante esta reunião. Nas configurações da sua reunião/webinar, clique em Interpretação (o pequeno ícone de globo) e selecione o idioma que você gostaria de ouvir.

## Spanish

- Ofrecemos interpretación en español durante esta junta. Para escoger el audio en Inglés o en Espanol tendrá que picar el botón de interpretación, el cual tiene un imagen de un mundo. Cuando le pique la interpretación por favor de escoger el idioma cual le gustaria oír.

### Listen in:

Original audio (interpretation off)

- ✓  EN English
- PT Portuguese
- ES Spanish
- HT Haitian Creole

Mute original audio

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# Diversity and Civil Rights

## English

All MBTA activities, including public meetings, are free of discrimination. The MBTA complies with all federal and state civil rights requirements preventing discrimination on the basis of race, color, national origin, limited English proficiency, and additional protected characteristics. We welcome the diversity from across our entire service area. If you have any questions or concerns, please visit [www.mbta.com/titlevi](http://www.mbta.com/titlevi) to reach the Office of Diversity and Civil Rights.

## Haitian Creole

Tout aktivite MBTA yo, an kontan reyinyon piblik tou, ap fèt san diskriminasyon. MBTS respekte tout kondisyon sou dwa sivil federal epi leta yo ki anpeche diskriminasyon baze sou ras, koulè po, peyi natifnatal, anglè ki palong, e lòt karakteristik ki pwoteje. Nou akeyi divèsite nan tout zòn nou sèvi a. Si w gen kesyon ou ta renmen poze oubyen enkyetman ou ta renmen pataje, gade tanpri nan [www.mbta.com/titlevi](http://www.mbta.com/titlevi) pou w konekte avèk biwo divèsitee dwa sivil (Office of Diversity and Civil Rights).

## Portuguese

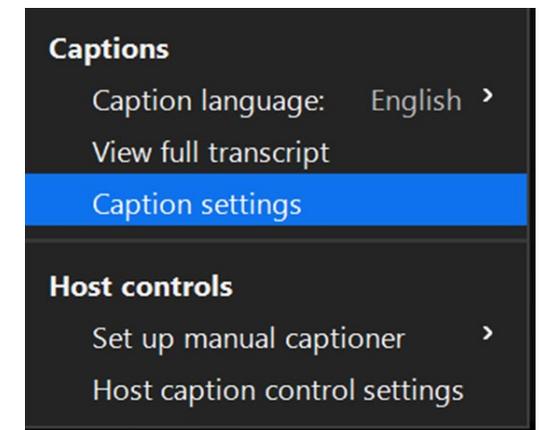
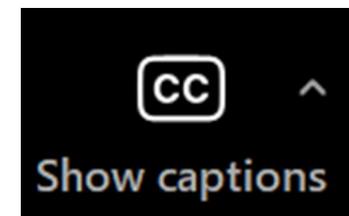
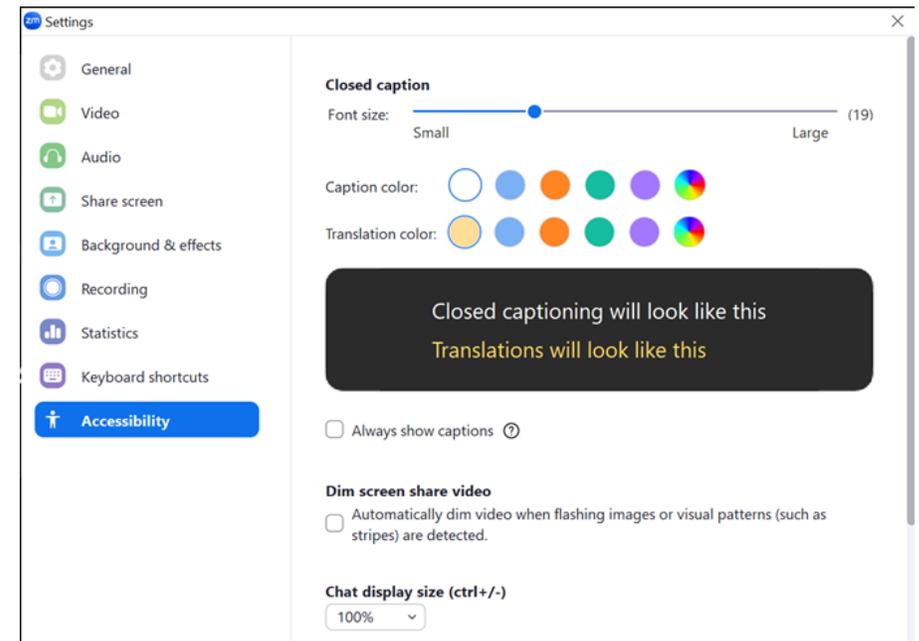
Todas as atividades da MBTA, incluindo reuniões públicas, são livres de discriminação. A MBTA cumpre todas as exigências federais e estaduais de direitos civis que previnem a discriminação com base em raça, cor, origem nacional, proficiência limitada em inglês e outras características protegidas. Acolhemos a diversidade em toda a nossa área de atuação. Se você tiver alguma dúvida ou preocupação, visite [www.mbta.com/titlevi](http://www.mbta.com/titlevi) para entrar em contato com o Escritório de Diversidade e Direitos Civis.

## Spanish

Todas las actividades de MBTA, incluidas las reuniones públicas, están libres de discriminación. La MBTA cumple con todos los requisitos de derechos civiles federales y estatales que impiden la discriminación por motivos de raza, color, origen nacional, dominio limitado del inglés y características protegidas adicionales. Damos la bienvenida a la diversidad de toda nuestra área de servicio. Si tiene alguna pregunta o preocupación, visite [www.mbta.com/titlevi](http://www.mbta.com/titlevi) para comunicarse con la Oficina de Diversidad y Derechos Civiles (Office of Diversity and Civil Rights).

# Show Captions

- Click Show Caption to start viewing captioning.
  - **Tip:** Click and drag the closed captioning to move its position in the meeting window.
- To adjust the caption size:
  - Click **Caption Settings**.

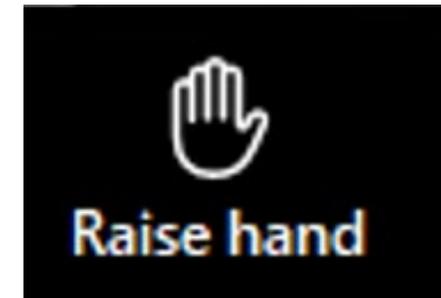
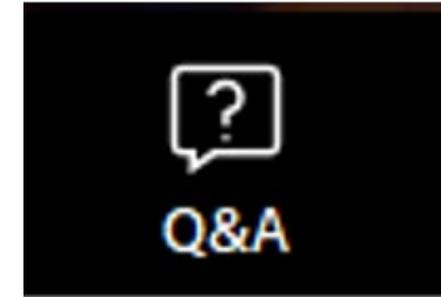


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# Zoom Participation

## How to Participate During Q&A

- To submit a written question or comment, use the **Q&A feature**.
- To ask a question or share a comment verbally, press the **Raise hand** feature. Wait for the moderator to recognize and unmute you before speaking.
- After you speak, we will lower your hand, and you will be muted to allow the team to respond and provide opportunities for others to participate.



# Agenda

- Meeting Purpose
- Project Overview
- Design Concepts
- Traffic Analysis
- Timeline and Next Steps
- Question & Answer (Q&A)

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# Meeting Purpose

- Our primary goal tonight is to **raise awareness** and provide an overview of how we got here
- We want to make sure you know what this project will do, and the **benefits** it will provide to residents, employees, and visitors to the area
- Our design team will share **design concepts** and explain how they are performing in relation to both benefits and impacts
- Answer your questions and hear from you



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**Let's Hear from You!**

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# Project Overview

**Wellington Station**

**Assembly Station**

**Sullivan Square Station**

**Boston**

**Project Corridor**

**Everett**

**Newburyport/Rockport  
Commuter Rail Line**



**Planned Projects**

**Existing Facilities  
and Ongoing Plans**

**Gateway  
Center**

**Wellington  
Station**

**Sweetser  
Circle Study**

**MBTA Everett  
Main Repair**

**Newburyport/Rockport  
Commuter Rail Line**

**Mystic River  
Bike/Ped Bridge**

**Encore  
Boston Harbor**

**Boston**

**Everett**

**Assembly  
Station**

**Project  
Corridor**

**Docklands Innovation  
District**

**East Encore  
Phase II**

**Proposed Future  
Revolution Stadium**

**Sullivan  
Square  
Station**

**Rutherford Ave/Sullivan Square  
Redesign and Charlestown Area  
(multiple projects)**

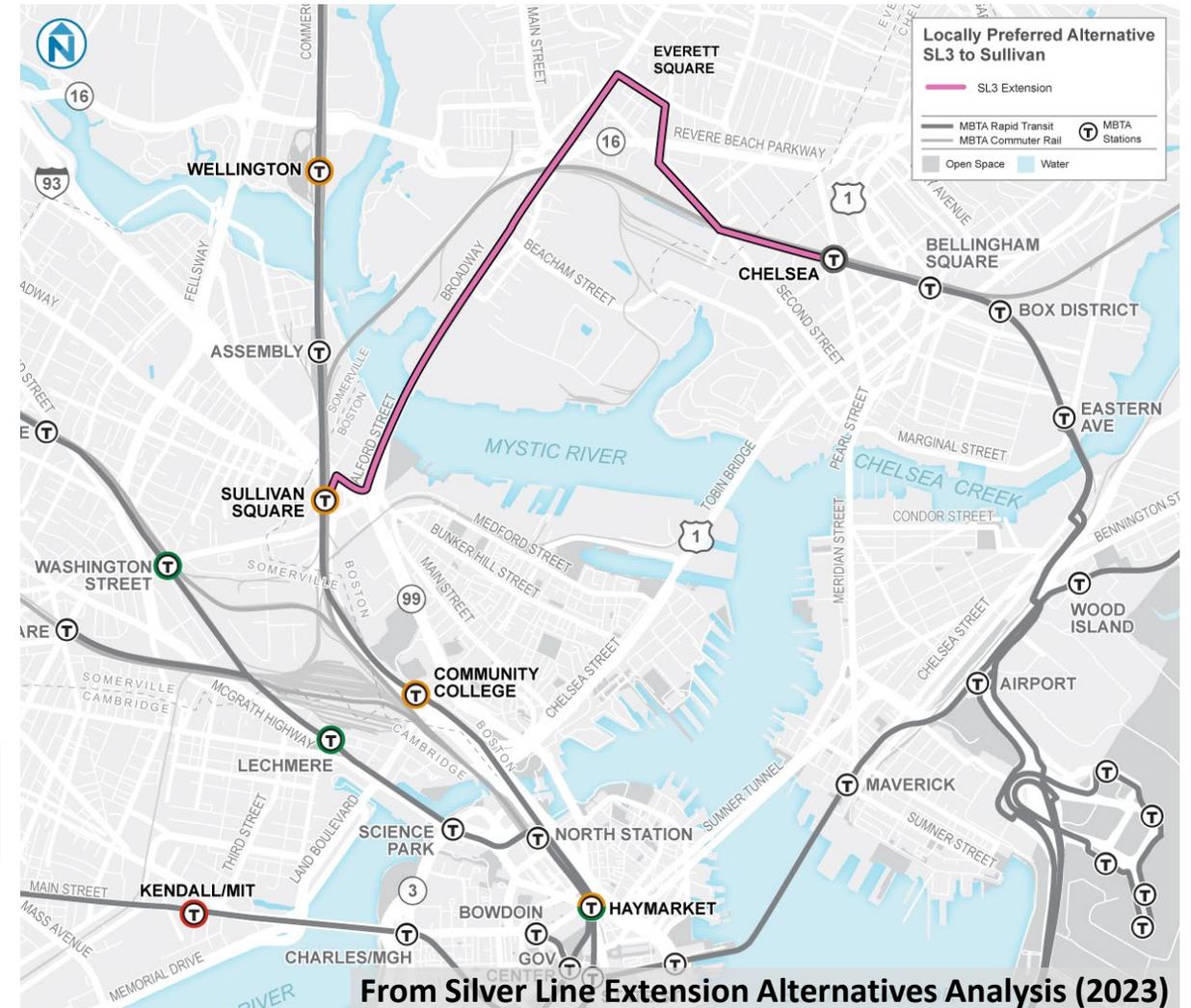


# Project History

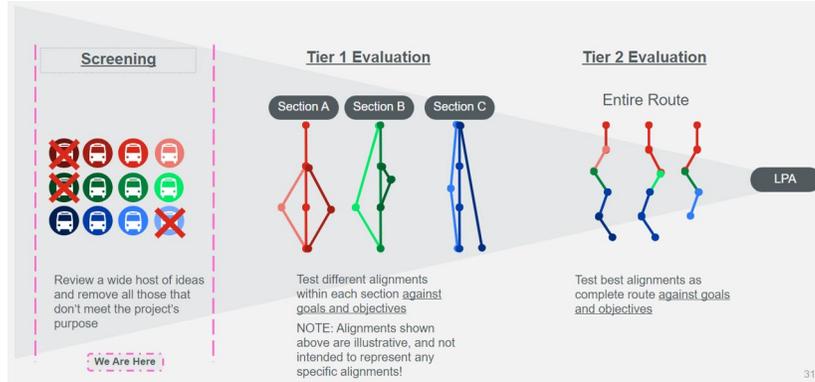
Multiple recent planning efforts have called for **dedicated bus lanes** on Lower Broadway-Alford Street, showing substantial need and consistent support:

- Everett Transit Action Plan (2016)
- Lower Mystic Study (2018)
- Focus 40 (2018)
- Silver Line Extension AA (2024)
- Bus Network Redesign (2023)
- Successful RAISE Grant (2024)

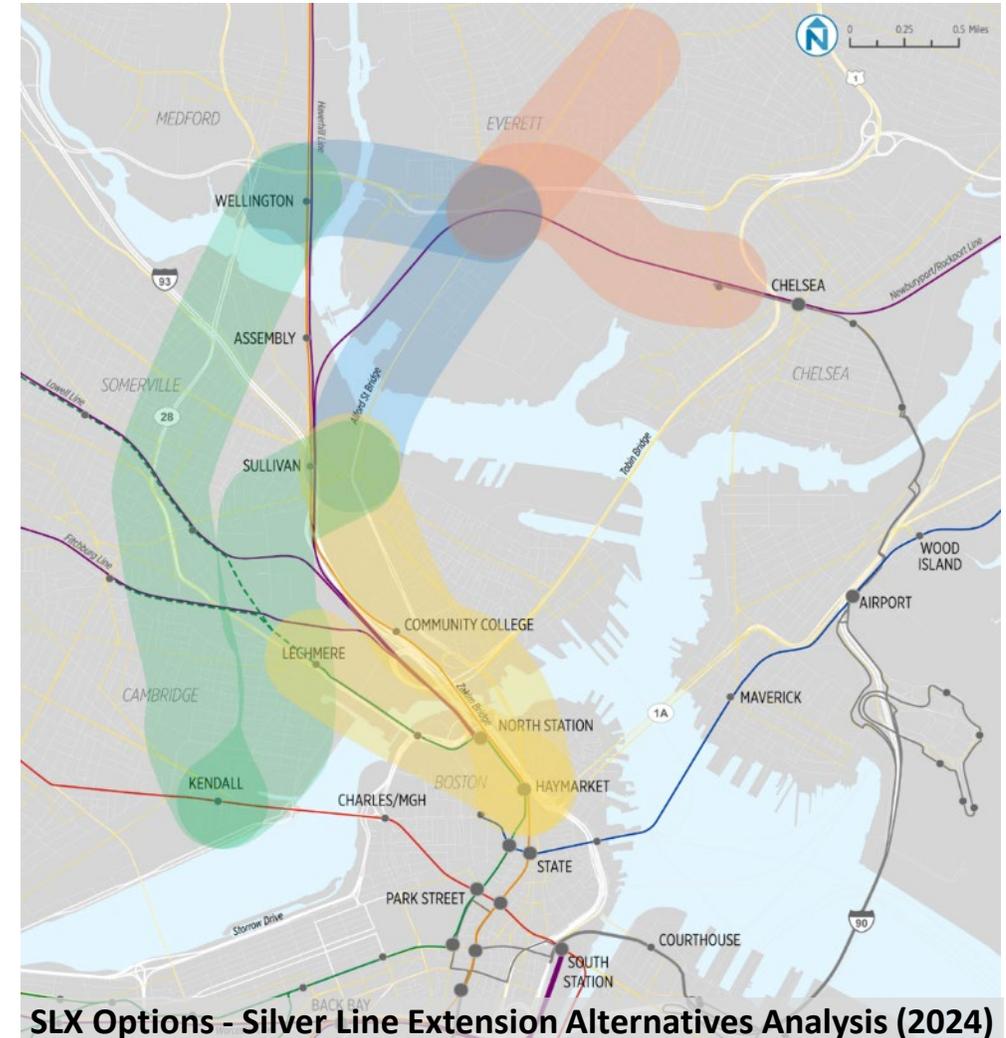
**We're  
building off  
this plan!**



# How We Got Here: SLX Alternatives Analysis



- Comprehensive, multi-phased MassDOT planning effort from 2021-24 that looked at many different options for extending the Silver Line 3 (SL3) from Chelsea Station
- **Rigorous public process** guided by External Working Group (municipal leaders, etc.) and multiple rounds of public meetings and rider outreach
- Preferred Alternative, **extending SL3 from Chelsea to Sullivan Station via Everett Square**, had strong public support



# Extending SL3 to Sullivan

## Preferred Alternative:

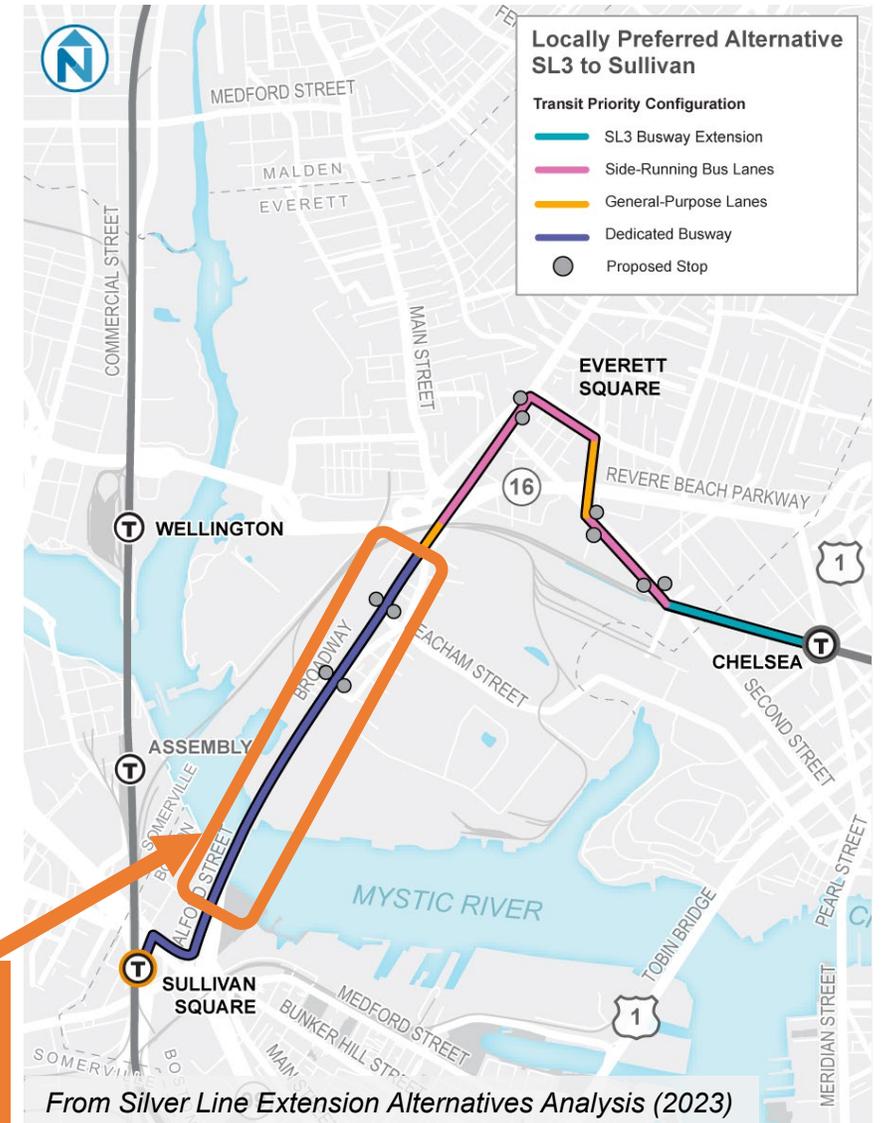
- Extremely high projected ridership (+15K more daily riders, 27.8K total daily riders on SL3)
- **Connecting key destinations** (Everett Sq, Lower Broadway area and Sullivan Sq)
- Competitive travel times & transfer opportunity to Orange Line

## Benefits to Everett, Charlestown, and Lower Mystic:

- **New fast, frequent service** coming every 10 mins during rush hour
- **One-seat ride** to Sullivan Sq., Everett Sq., Chelsea, East Boston, Logan Airport, Seaport, and South Station
- **New stations and amenities** to improve rider experience

**Requirement:** bus lanes throughout alignment and busway between Sweetser Circle and Sullivan Square

**Recommendation for a separated busway from the SLX Alternatives Analysis process became basis for successful \$22M Federal grant**



# Separated busways have many benefits

When we fully separate bus service from traffic we:

- **Impact drivers less:** Buses are out of the way
- **Work better with the existing street network:** Simplifies intersections
- **Provides more direct access to Sullivan Station:** Simplifies movements for all roadway users
- **Require less roadway space:** More efficient use of limited space
- **Allow for more general-purpose travel lanes on the bridge:** Proposed configuration maximizes use of bridge deck



*Rendering of separated busway over the Alford Street Bridge*

# Why a Separated Busway?

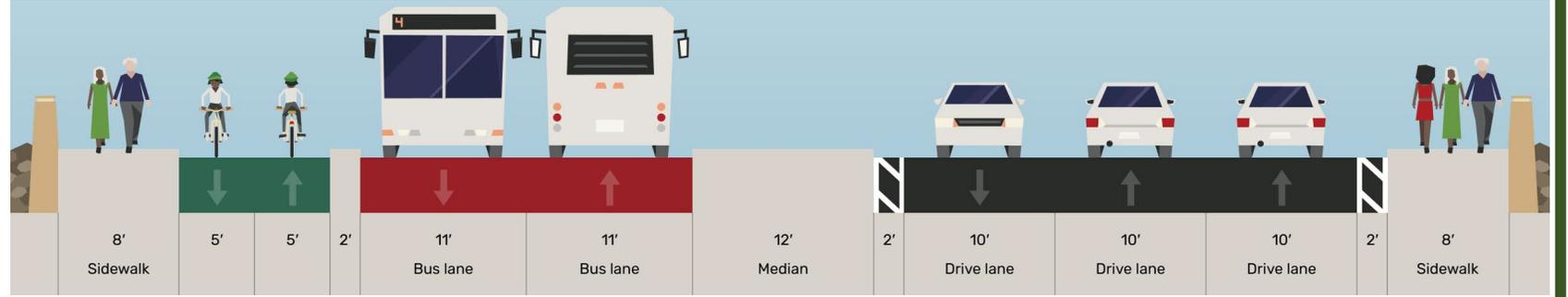
✓ Separated Busway

2

Bus lanes

3

GP travel lanes



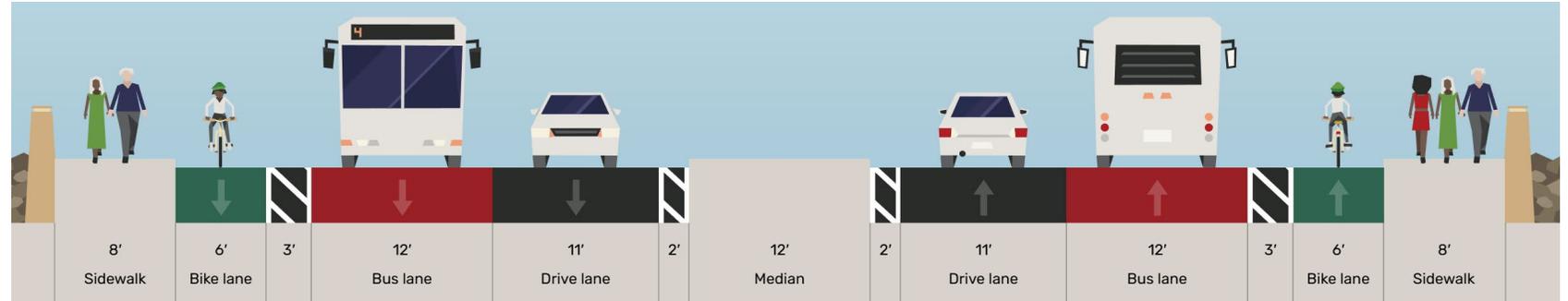
✗ Side-running Bus Lanes

2

Bus lanes

2

GP travel lanes



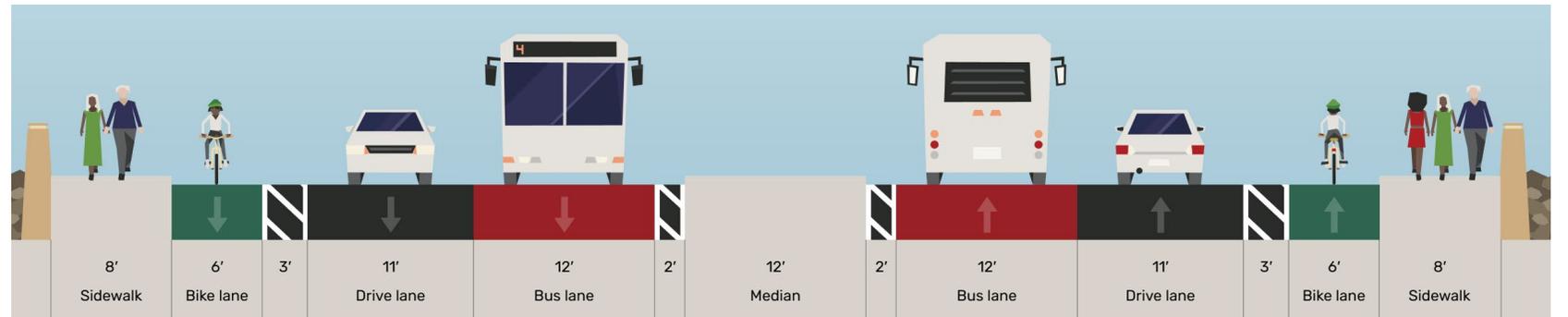
✗ Center-running Bus Lanes

2

Bus lanes

2

GP travel lanes



Cross-sections represent **most-constrained** section of Alford Street Bridge

# Busway is an Investment on SLX Future

- Busway on Lower Broadway-Alford St is an investment in the corridor supporting existing service and the future SLX
- Already completed MBTA bus service increases (Dec. 2024):
  - 60% service increase on routes 104, 109, 110, 116, and 86
  - 20% increase in ridership on the 109
- 8,000 daily route 109 and 105 bus riders face chronically delayed service due to traffic; +15K more riders estimated with SLX
- Roadway changes and upgrades needed to continue to serve significant development
- Future Silver Line Extension (SLX) will play a key role supporting planned development in the area



# What This Project Will Do

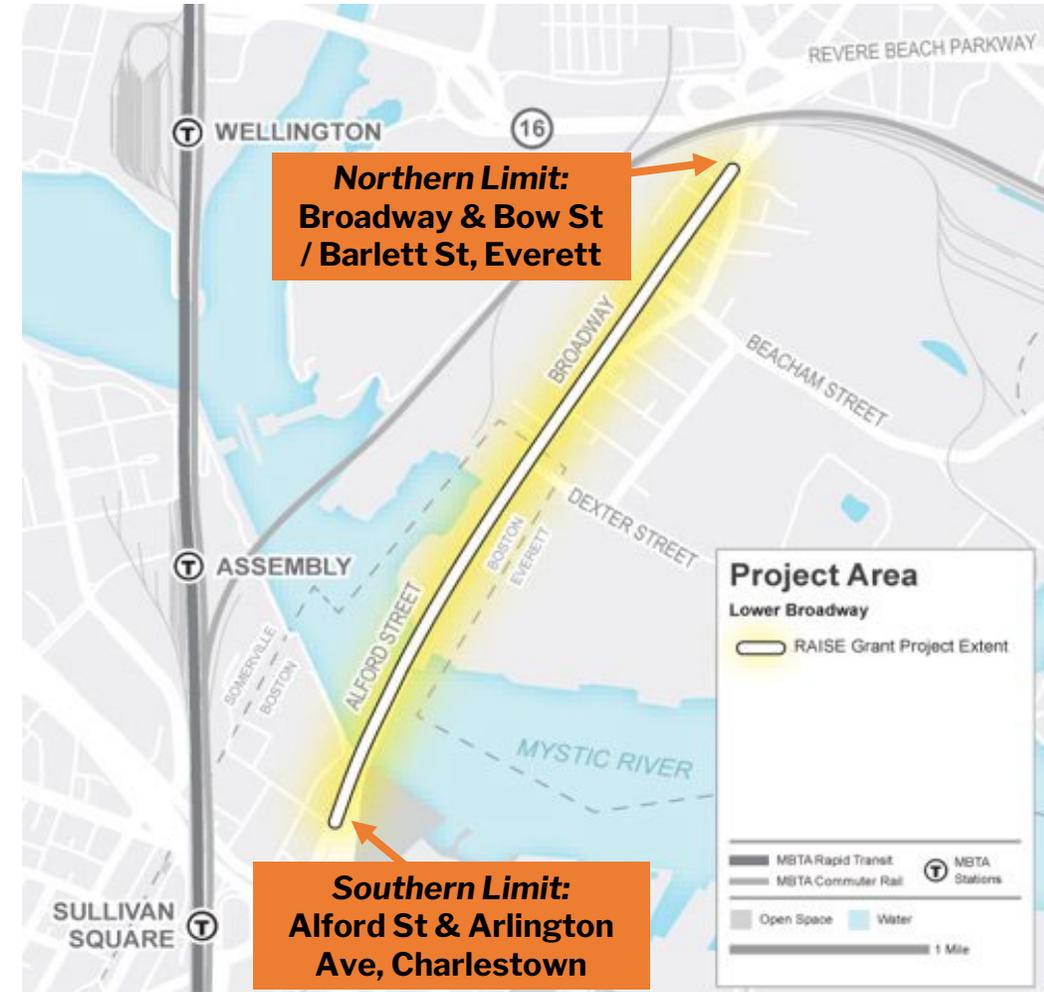
**Project Description:** This project moves the separated busway concept from the Silver Line Extension planning effort into conceptual engineering, including:

- Separated busway
- New bus stations
- Separated bike lanes
- Pedestrian safety improvements

**Associated activities:** Identify and address any impacts to traffic, right-of-way, and the environment

## Goals:

- Develop a conceptual design to support existing MBTA bus service and the planned extension of SL3 to Sullivan Station
- Allow MBTA to obligate federal funding for construction as soon as reasonable



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**Let's Hear from You!**

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# Design Concepts

# Planning Process so Far

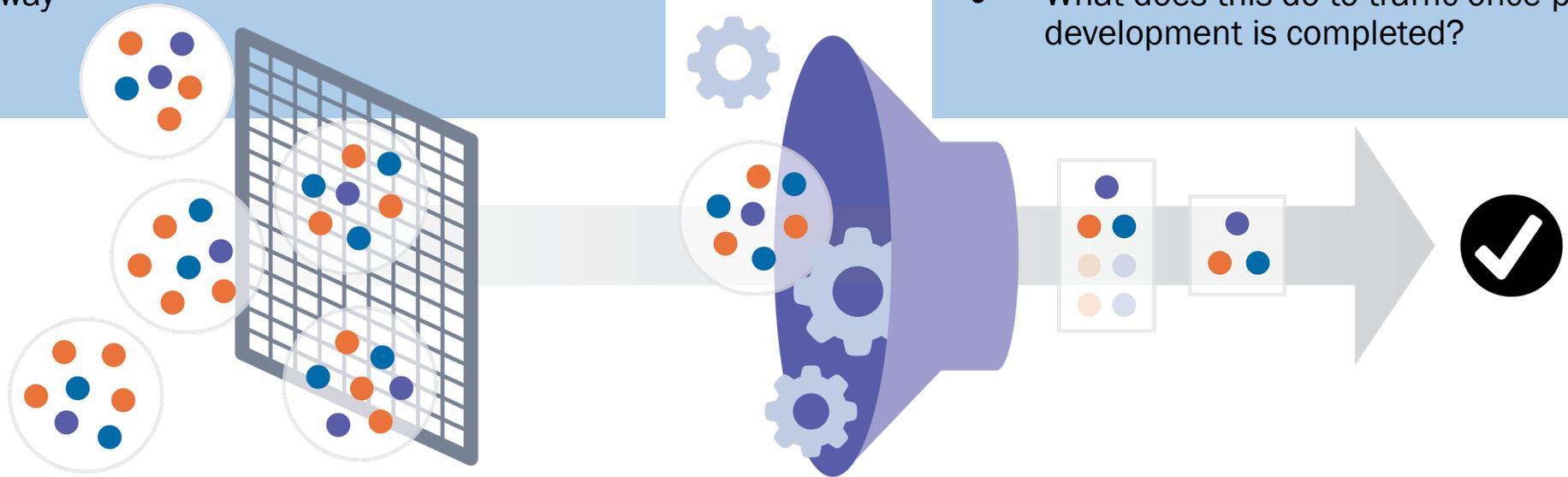
Our objective: Optimize transit while minimizing impacts on traffic, environment, and right-of-way

## What we started with: the SLX Alternatives Analysis

- Provided a busway alignment concept
- Recommended the side-running dedicated busway along the western side of Lower Broadway

## Two Alternatives advanced: Key items we examined

- How does this impact space for drivers?
- How does this make the roadway safer for people walking and biking?
- What does this do to traffic once permitted development is completed?

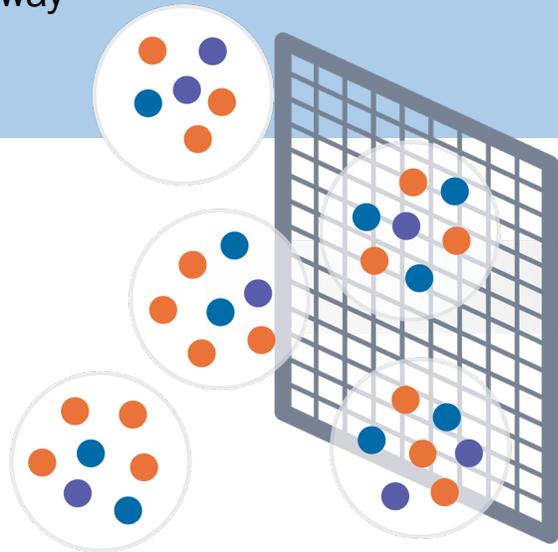


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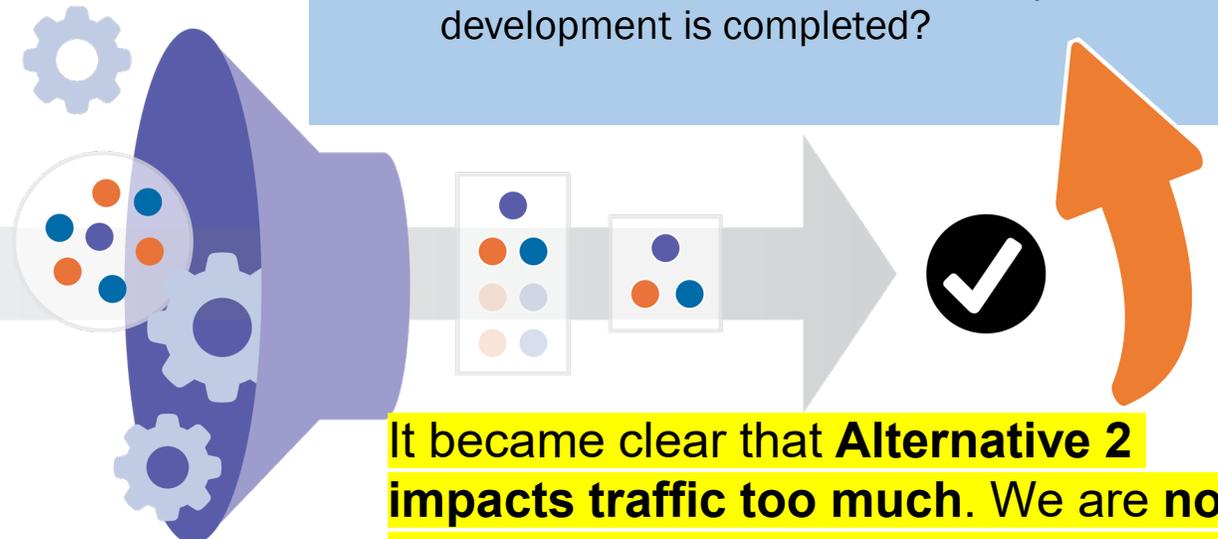
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- How does this impact space for drivers?
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- What does this do to traffic once permitted development is completed?



It became clear that **Alternative 2 impacts traffic too much. We are no longer** advancing this idea, but will show this tonight as lessons learned from this concept will shape the final design.

# Design Alternatives – Where They are Similar

- Project limits: Broadway @ Bow St./ Bartlett St. to Alford St. @ Arlington Ave.
- Continuous bikeway facilities
- Dedicated busway and station locations
- Alford Street Bridge cross-section

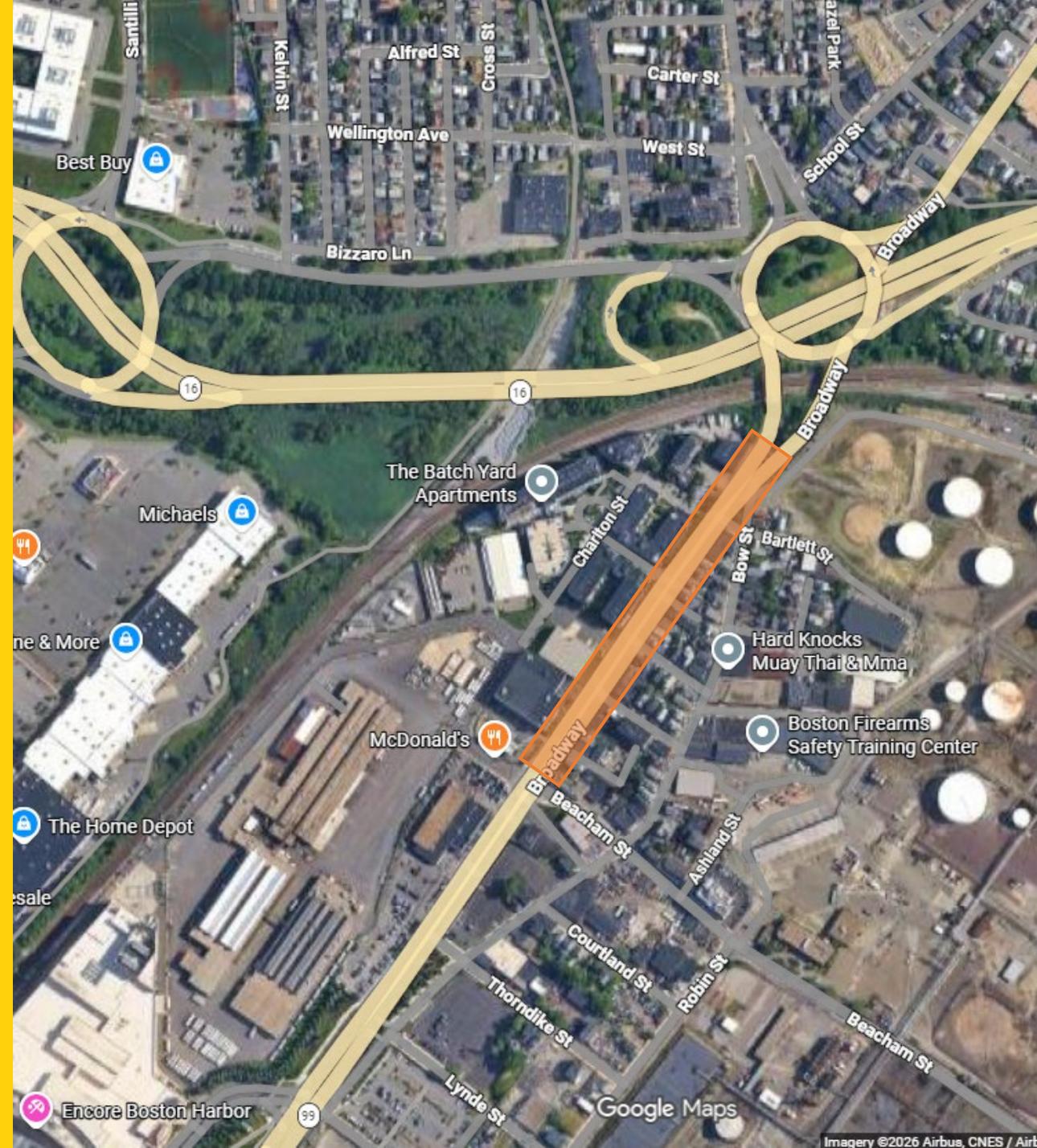


# Design Alternatives – Where they Differ

	Alternative 1	Alternative 2: No longer being advanced
Transitway	<ul style="list-style-type: none"><li>• Shorter (1 lane only north of Beacham St)</li><li>• North of Beacham Street: Bus/right-turn lane in the southbound direction only</li></ul>	<ul style="list-style-type: none"><li>• Longer (2 lanes extend to Bartlett St)</li></ul>
Bike Lanes	<ul style="list-style-type: none"><li>• Directional bike lanes at sidewalk level</li></ul>	<ul style="list-style-type: none"><li>• Two-way cycle track</li></ul>
Traffic Capacity	<ul style="list-style-type: none"><li>• Two vehicle travel lanes preserved in both directions in Everett</li></ul>	<ul style="list-style-type: none"><li>• One northbound vehicle travel lane north of Thorndike Street</li><li>• <b>Traffic impacts are too significant</b></li></ul>

\* Alternative 2 will not be moved forward due to impacts on traffic, but we will be looking for ways to weave elements into Alternative 1 moving forward

# Sweetser Circle to Beacham Street

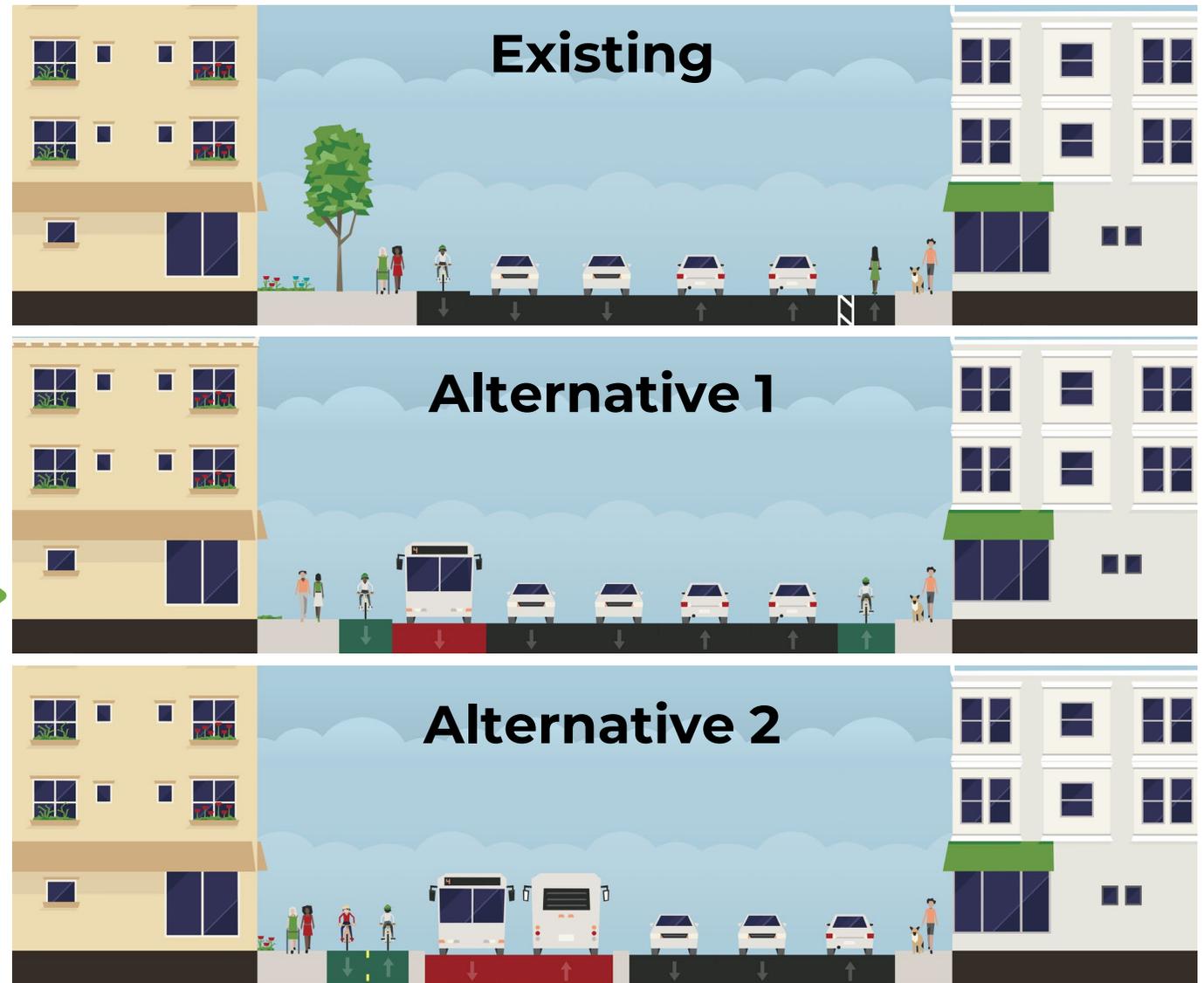


# Sweetser Circle to Beacham Street

A big difference between the two alternatives lies north of Beacham Street

**Alternative 1** ends the northbound transitway at Beacham Street, and northbound buses transition to mixed traffic

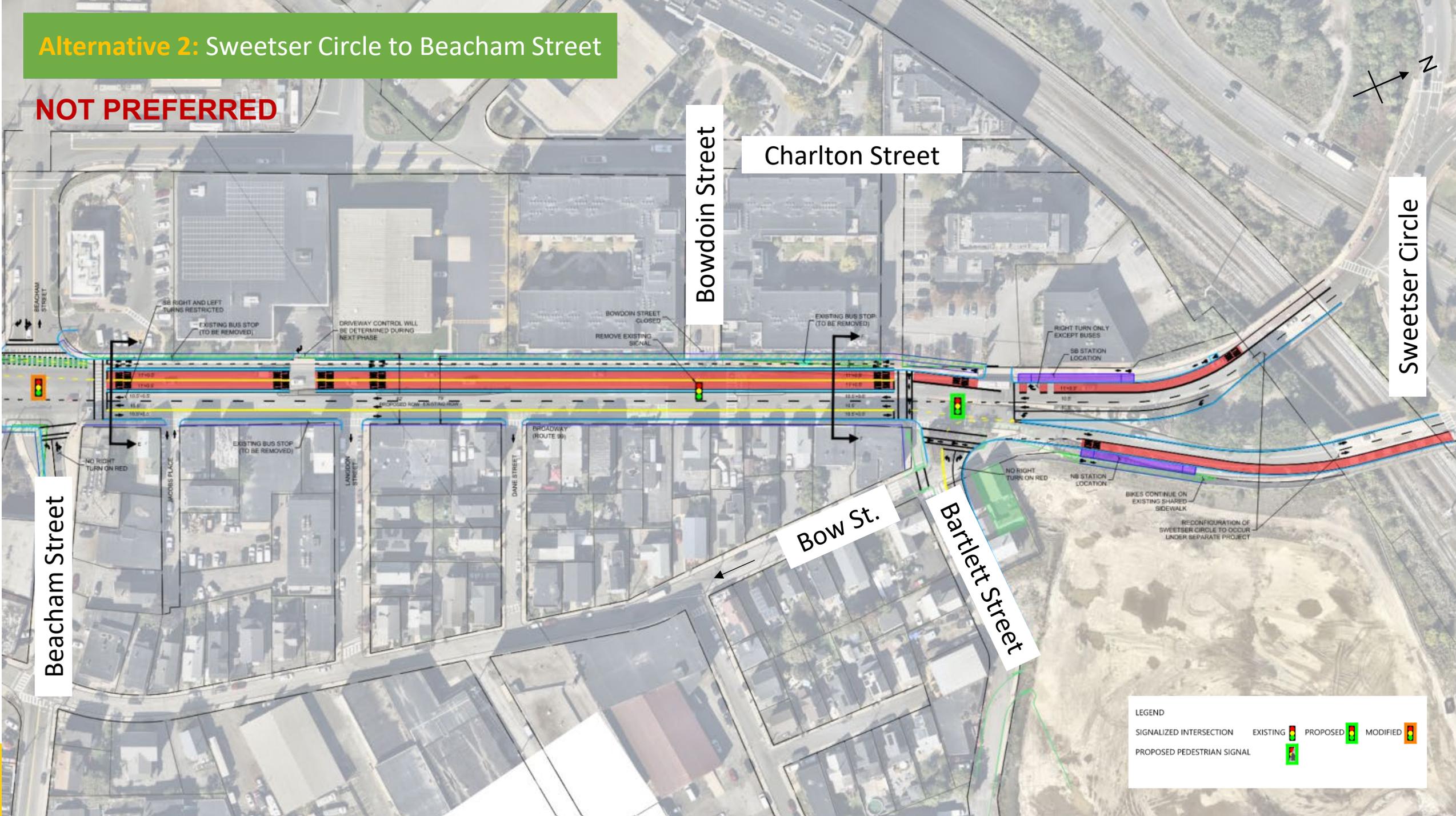
**Alternative 2** extends the northbound transitway to Bartlett Street, removing a lane of northbound general purpose



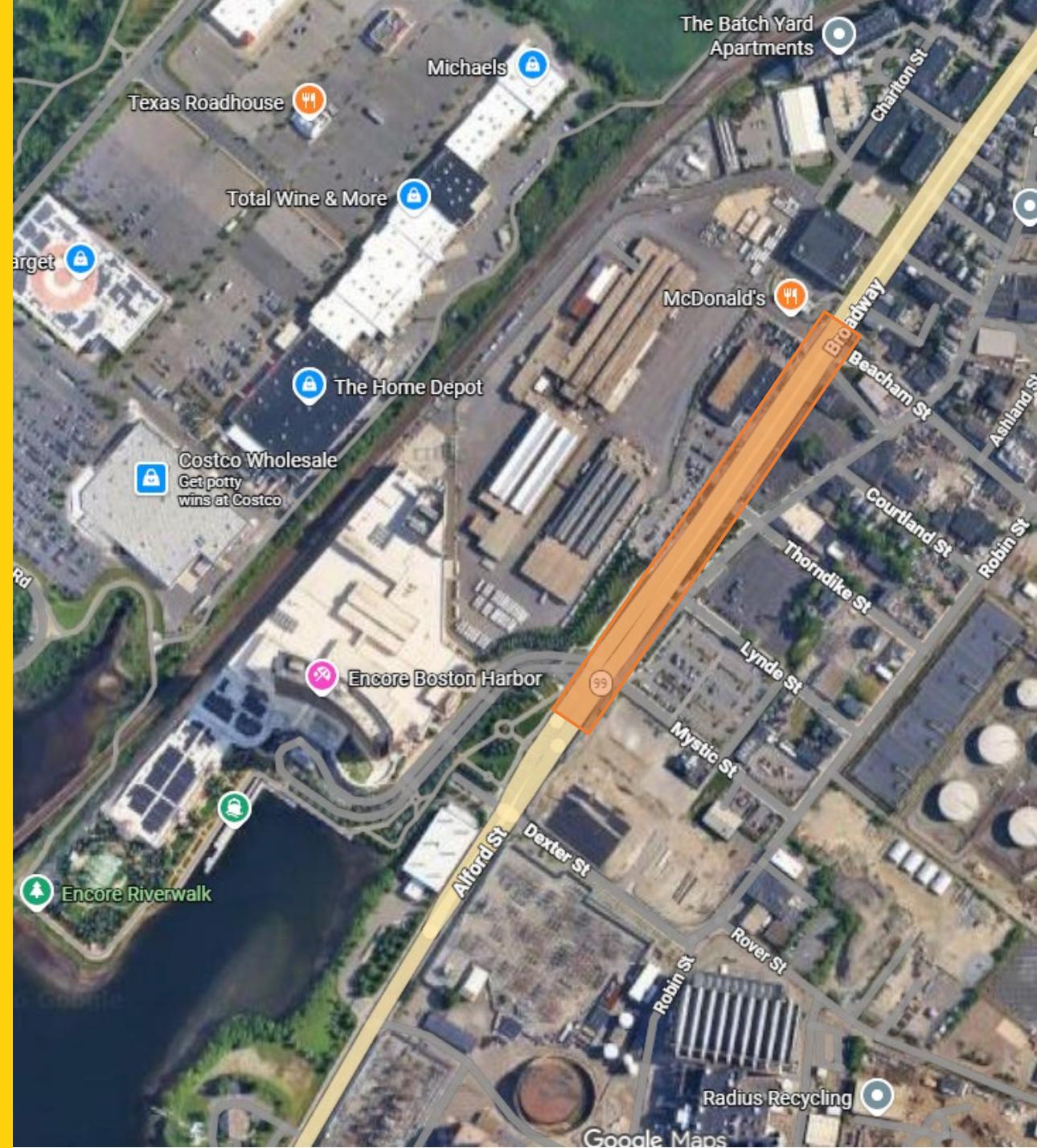


# Alternative 2: Sweetser Circle to Beacham Street

**NOT PREFERRED**



# Beacham Street to Mystic Street

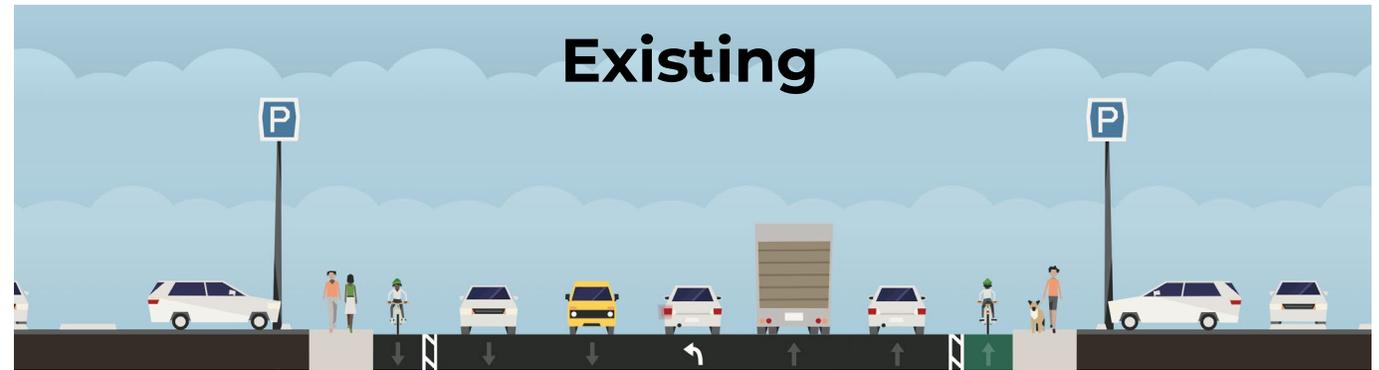


# Beacham Street to Mystic Street

Leading into the previous segment:

**Alternative 1** ends the northbound transitway at Beacham Street, and northbound buses transition to mixed traffic

**Alternative 2** drops a travel lane between Thorndike and Beacham, leaving just one through lane at the intersection

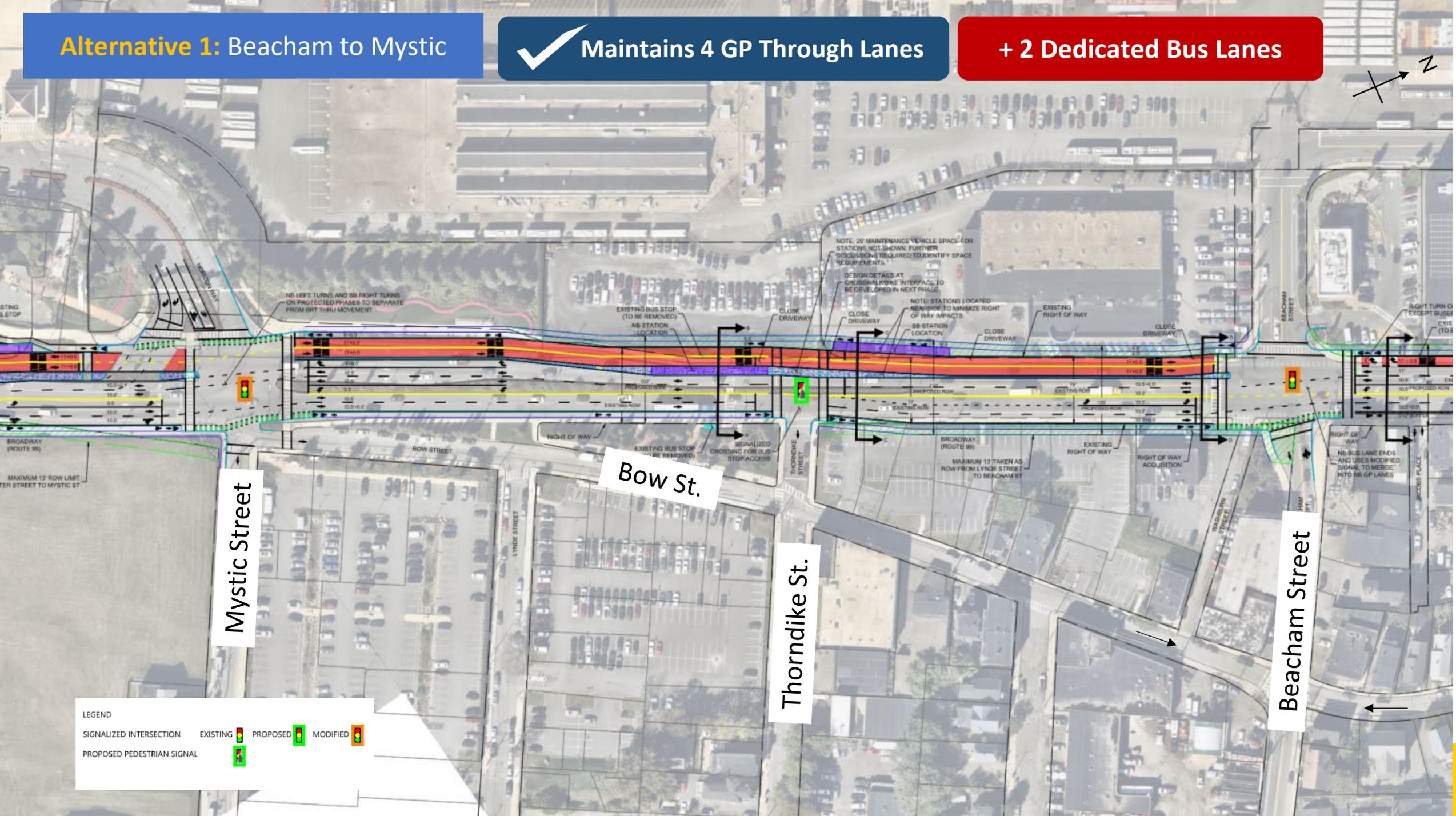


# Alternative 1: Beacham to Mystic



Maintains 4 GP Through Lanes

+ 2 Dedicated Bus Lanes



Mystic Street

Bow St.

Thorndike St.

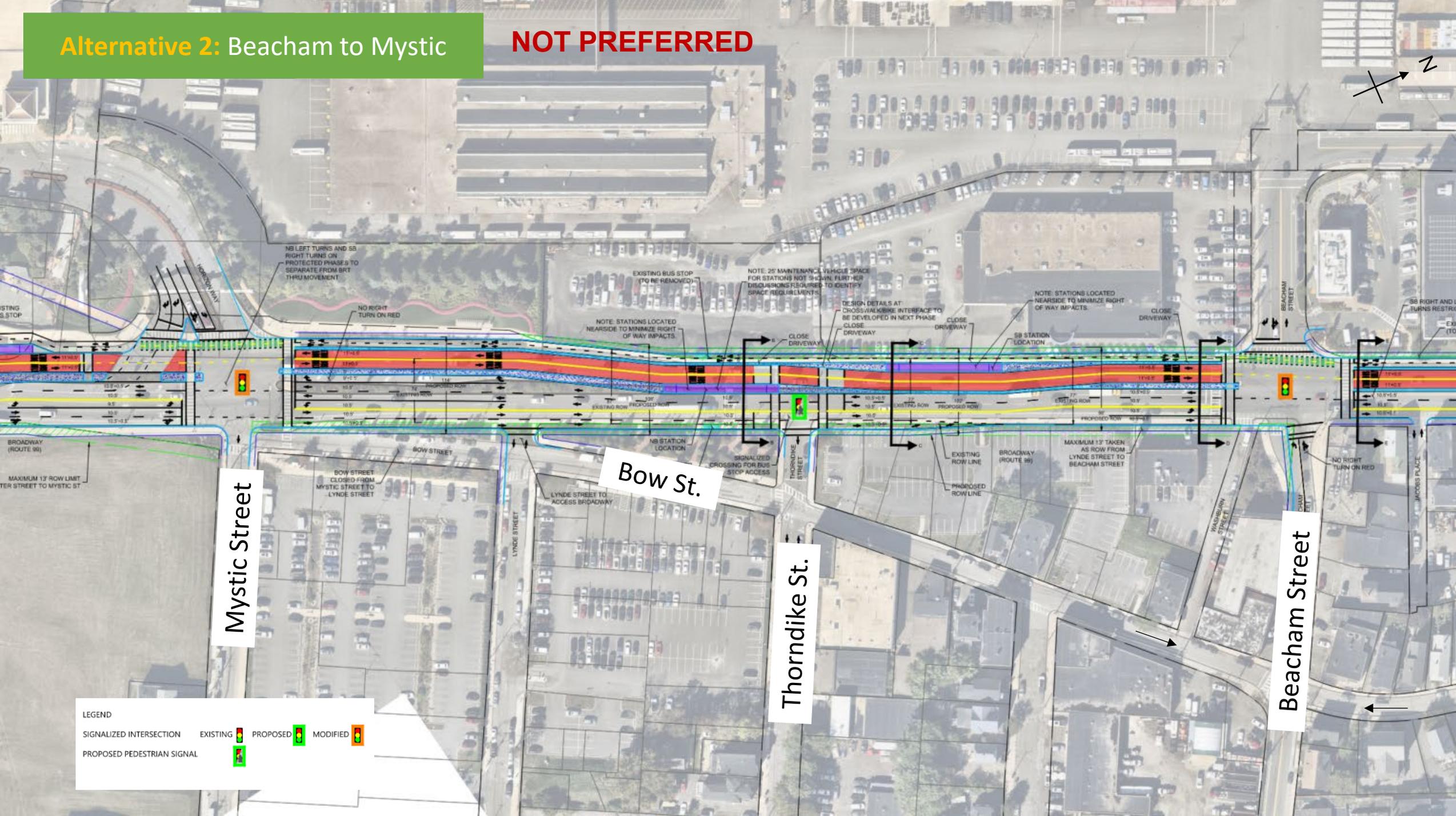
Beacham Street

LEGEND

SIGNALIZED INTERSECTION	EXISTING	PROPOSED	MODIFIED
PROPOSED PEDESTRIAN SIGNAL			

# Alternative 2: Beacham to Mystic

**NOT PREFERRED**



Mystic Street

Bow St.

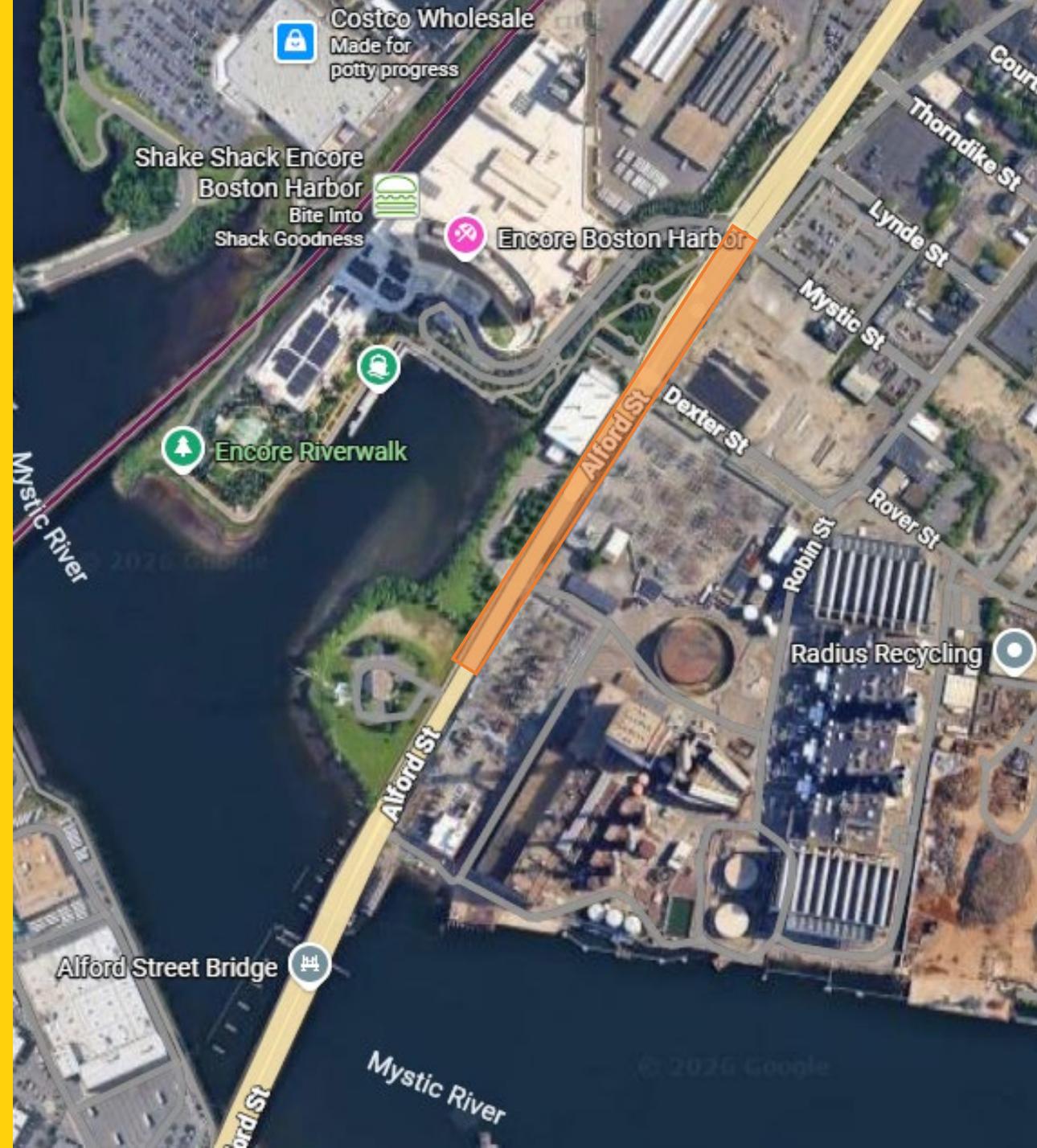
Thorndike St.

Beacham Street

LEGEND

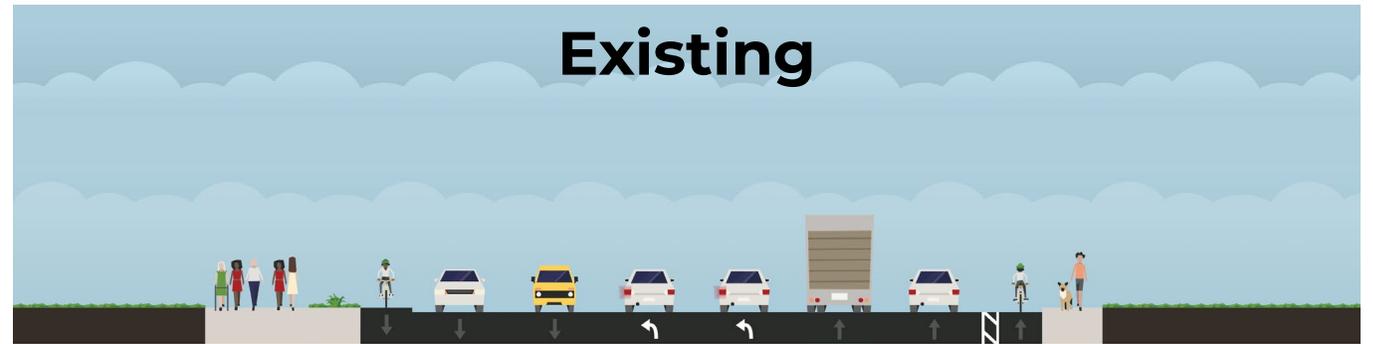
SIGNALIZED INTERSECTION	EXISTING	PROPOSED	MODIFIED
PROPOSED PEDESTRIAN SIGNAL			

# Mystic Street/ Encore to BWSC Driveway



# Mystic Street/Encore to BWSC Driveway

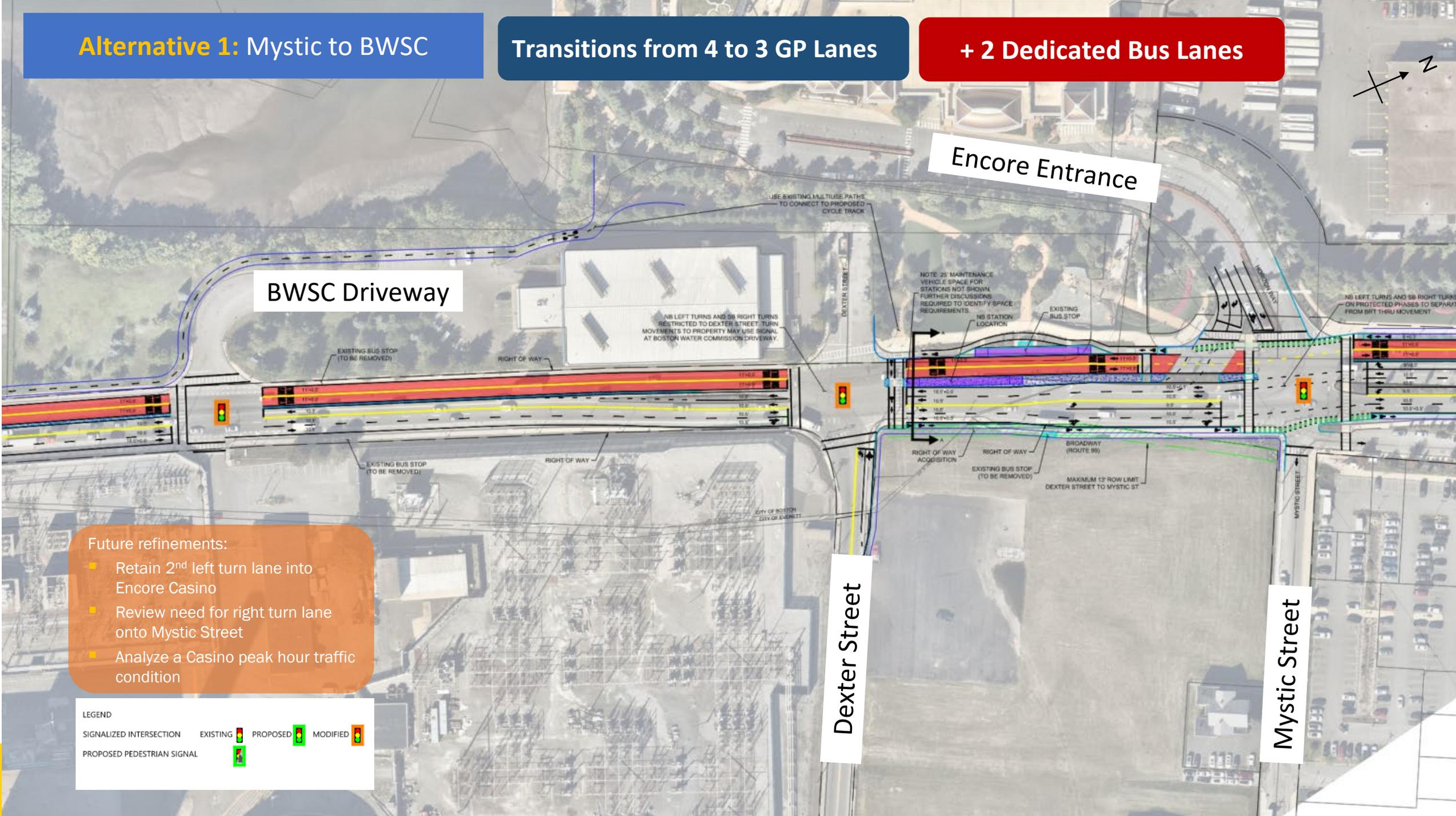
The primary difference between the two alternatives in this section is how the bikeway is configured.



# Alternative 1: Mystic to BWSC

Transitions from 4 to 3 GP Lanes

+ 2 Dedicated Bus Lanes



BWSC Driveway

Encore Entrance

Dexter Street

Mystic Street

NB LEFT TURNS AND SB RIGHT TURNS RESTRICTED TO DEXTER STREET. TURN MOVEMENTS TO PROPERTY MAY USE SIGNAL AT BOSTON WATER COMMISSION DRIVEWAY.

NOTE: 25' MAINTENANCE VEHICLE SPACE FOR STATIONS NOT SHOWN. FURTHER DISCUSSIONS REQUIRED TO IDENTIFY SPACE REQUIREMENTS.

NB LEFT TURNS AND SB RIGHT TURNS ON PROTECTED PHASES TO SEPARATE FROM BRT THRU MOVEMENT.

- Future refinements:
- Retain 2<sup>nd</sup> left turn lane into Encore Casino
  - Review need for right turn lane onto Mystic Street
  - Analyze a Casino peak hour traffic condition

LEGEND

SIGNALIZED INTERSECTION	EXISTING	PROPOSED	MODIFIED
PROPOSED PEDESTRIAN SIGNAL			

# Alternative 2: Mystic to BWSC



BWSC Driveway

Encore Entrance

Dexter Street

Mystic Street

USE EXISTING MULTIUSE PATHS TO CONNECT TO PROPOSED CYCLE TRACK

NB LEFT TURNS AND SB RIGHT TURNS RESTRICTED TO DEXTER STREET. TURN MOVEMENTS TO PROPERTY MAY USE SIGNAL AT BOSTON WATER COMMISSION DRIVEWAY.

NOTE: 25' MAINTENANCE VEHICLE SPACE FOR STATIONS NOT SHOWN. FURTHER DISCUSSIONS REQUIRED TO IDENTIFY SPACE REQUIREMENTS.

NB LEFT TURNS AND SB RIGHT TURNS ON PROTECTED PHASE 3 TO SEPARATE FROM BRT THRU MOVEMENT

NO RIGHT TURN ON RED

EXISTING BUS STOP (TO BE REMOVED)

RIGHT OF WAY

EXISTING BUS STOP

EXISTING BUS STOP (TO BE REMOVED)

RIGHT OF WAY

RIGHT OF WAY ACQUISITION

RIGHT OF WAY

BROADWAY (ROUTE 99)

EXISTING BUS STOP (TO BE REMOVED)

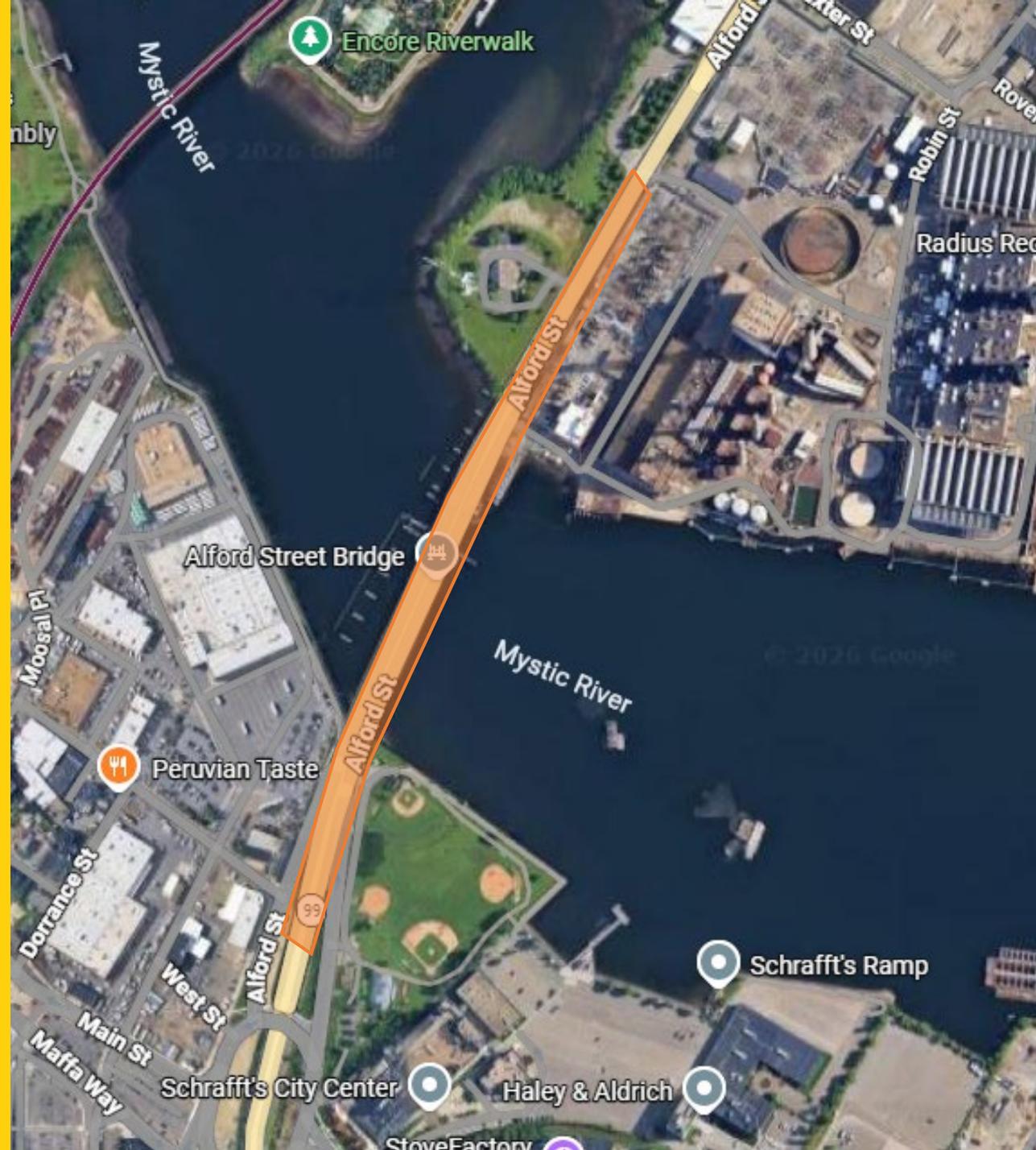
MAXIMUM 13' ROW LIMIT DEXTER STREET TO MYSTIC ST

BOW STREET CLOSED FROM MYSTIC STREET TO LYNCE STREET

LEGEND

SIGNALIZED INTERSECTION	EXISTING	PROPOSED	MODIFIED
PROPOSED PEDESTRIAN SIGNAL			

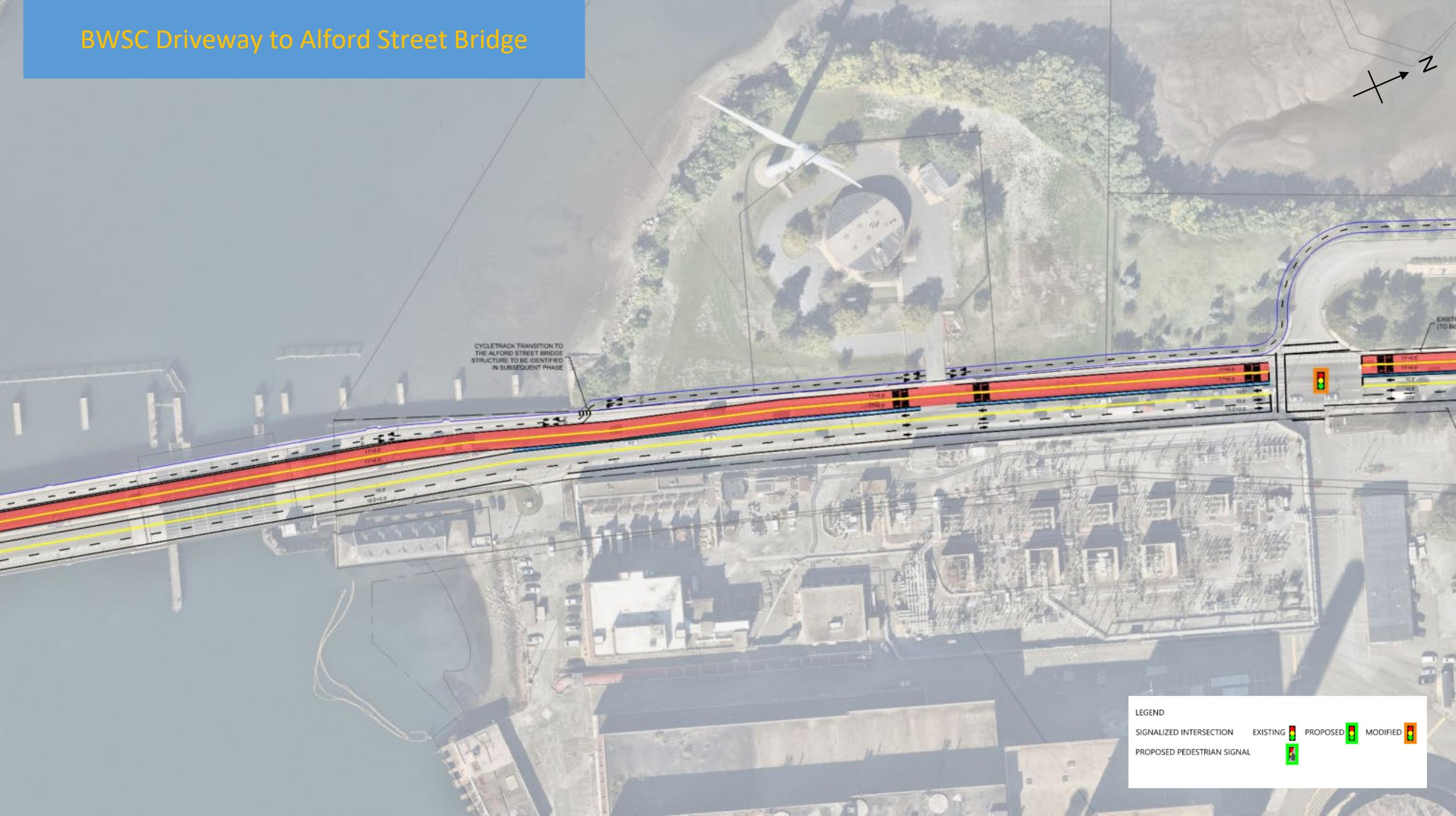
# Alford Street Bridge and Arlington Avenue Tie-In



# BWSC Driveway to Alford Street Bridge



CYCLETRACK TRANSITION TO THE ALFORD STREET BRIDGE STRUCTURE TO BE IDENTIFIED IN SUBSEQUENT PHASE

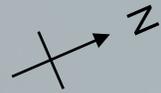


LEGEND

SIGNALIZED INTERSECTION	EXISTING	PROPOSED	MODIFIED
PROPOSED PEDESTRIAN SIGNAL			

# Two Options at Southern End:

**Option A:** Tie in with existing road condition



Arlington Ave

BUSES USE ARLINGTON AVE. WB WILL BE BUS ONLY. EB WILL ALLOW GP AND BUS. WITH GP TAKING A FORCED RIGHT TURN.

CONTRAFLOW NB BIKE LANE TO CONNECT TO SEPARATED BIKE FACILITIES

NB BIKE LANE REROUTED TO WEST SIDE OF ALFORD ST

SS TRAFFIC MAY ENTER UNDERPASS OR EXIT TO SULLIVAN SQUARE SURFACE STREETS

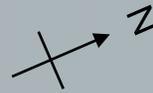
RECONFIGURATION OF ALFORD STREET SOUTH OF ALFORD STREET BRIDGE TO OCCUR UNDER SEPARATE PROJECT

LEGEND

SIGNALIZED INTERSECTION	EXISTING	PROPOSED	MODIFIED
PROPOSED PEDESTRIAN SIGNAL			

# Two Options at Southern End: Option B: Tie in with Sullivan Sq Redesign

Arlington Ave.



Project match line to meet City of Boston's designs for the Rutherford Ave/Sullivan Square project



NB BIKE LANE REROUTED TO CYCLE TRACK ON EAST SIDE OF BRIDGE.

RECONFIGURATION OF ALFORD STREET SOUTH OF ALFORD STREET BRIDGE TO OCCUR UNDER SEPARATE PROJECT

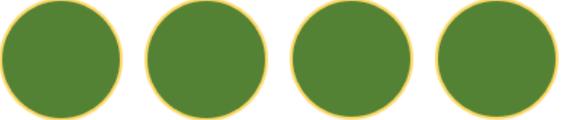
The City of Boston is leading the Rutherford Avenue/Sullivan Square Design Project, see <https://www.boston.gov/departments/transportation/project/rutherford-avenue-sullivan-square-design-project> for more information.

LEGEND

SIGNALIZED INTERSECTION	EXISTING	PROPOSED	MODIFIED
PROPOSED PEDESTRIAN SIGNAL			

# Evaluation Results – Slide 1 of 2

Alternative 2 not being considered for advancement at this time\*

Metric	Alternative 1	Alternative 2
Transit Speed and Reliability		
Traffic Flow and Circulation		
Right-of-Way Impacts		
Resilience to Future Growth		

**How to read this table:** ratings are between 1 and 4 circles. More circles = better performance. Red colored circle = too impactful.

# Evaluation Results – Slide 2 of 2

Alternative 2 not being considered for advancement at this time

Metric	Alternative 1	Alternative 2
Reliance on Others		
Environmental Impacts		
Comfort and Ease of Navigation		

**How to read this table:** ratings are between 1 and 4 circles. More circles = better performance. Red colored circle = too impactful.

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# Traffic Analysis

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# Traffic Analysis

- Traffic analysis is an important part of our process
- The team collected data in the field to understand who is *currently* using the Lower Broadway/Alford Street corridor
  - How many cars by time of day?
  - Truck volumes
  - Bicyclists and pedestrians
  - Who is turning at various intersections, versus traveling along the entire corridor?
- The team has also analyzed the length of traffic queues at intersections
- In looking at traffic conditions, the team compared:
  - Existing conditions (“how it is today”) to Alternative 1 & Alternative 2
  - Future conditions (“how it will be in 2030 with new developments”) to Alternative 1 & Alternative 2

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# Future Traffic Projections Include:

- Full buildout of Encore East of Broadway and Docklands Innovations District Phase 1
- Some circulation changes that are proposed part of these development projects
  - Reversal of Bow Street (southbound only)
  - Extension of Robin Street (from Beacham Street to Bartlett Street)

# Intersection-Level Findings



# “Existing” Geometry: What We See on the Corridor in 2030



Free flow to stable intersection operations



More vehicles may access the intersection than can be processed. As seconds of delay increase, motorists may experience unstable operations and substantial delay.



# Alternative 1: Background Growth and Partial Transitway



- Free flow to stable intersection operations
- More vehicles may access the intersection than can be processed. As seconds of delay increase, motorists may experience unstable operations and substantial delay.

Arlington Ave

Pending coordination with City of Boston

Alford St

BWSC Dr

Encore Dr

Dexter St

Mystic St

Thorndike St

Beacham St

Broadway

Bowdoin St

Bow St

Bartlett St



# Alternative 1 Mitigated: Makes the North End Operate More Smoothly



Free flow to stable intersection operations

More vehicles may access the intersection than can be processed. As seconds of delay increase, motorists may experience unstable operations and substantial delay.

Arlington Ave

Pending coordination  
with City of Boston

Alford St

BWSC Dr

Encore Dr

Dexter St

Mystic St

Thorndike St

Beacham St

Broadway

Bowdoin St

Bow St

Bartlett St



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# Traffic Analysis - Findings

## Alternative 1:

- The critical movement is Broadway southbound at BWSC Driveway during the AM peak
- The intersection of Bartlett Street also requires special consideration due to local network changes (Bow Street and Robin Street) and future growth

## Alternative 2:

- **The single northbound lane results in unacceptable traffic operations. As a result, we are NOT PROCEEDING with the lane reduction concepts associated with Alternative 2**

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# Location 1: BWSC Driveway

- This signal is congested in the southbound direction in the mornings, roughly between 6:00 AM and 10:00 AM.
- Strategies which could reasonably ease congestion at this location include:
  - Some level of drivers shifting to transit use with the high quality and frequent service investment
  - Some trips diverting to Route 28 and Route 1 parallel routes
  - Some trips shifting time of movement through the corridor
  - Allowance for higher levels of congestion during the peak period

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# Location 2: Bartlett Street

- This intersection will require a southbound left-turn lane to accommodate future development traffic volumes
- Alternative 2 included a left-turn lane, so we are looking into ways to incorporate this lane into Alternative 1

# Queue Lengths



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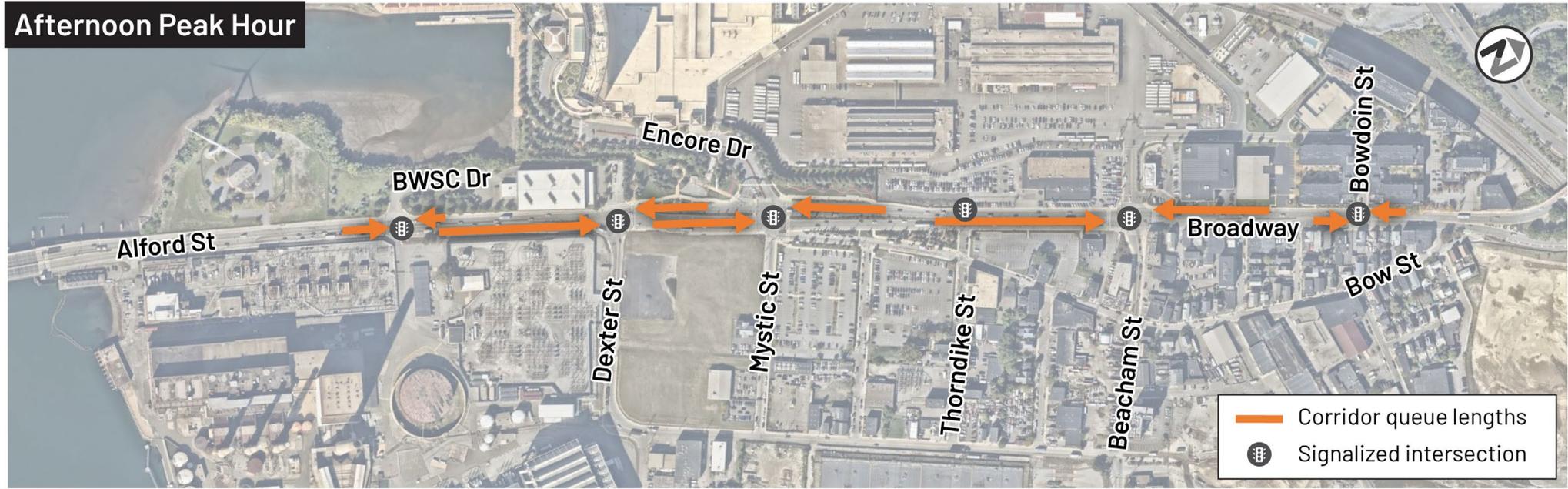
# What Are Queue Lengths?

- A “queue” is the line waiting to get through an intersection, usually at a traffic signal.
- The length of the queue impacts whether a vehicle can get through the intersection when the light is green, or if it needs to wait for two (or more) signal phases to get through.
- Some queues are normal! But we want to pay close attention to any situation where a queue *regularly* spills back to other signalized intersections.

### Morning Peak Hour

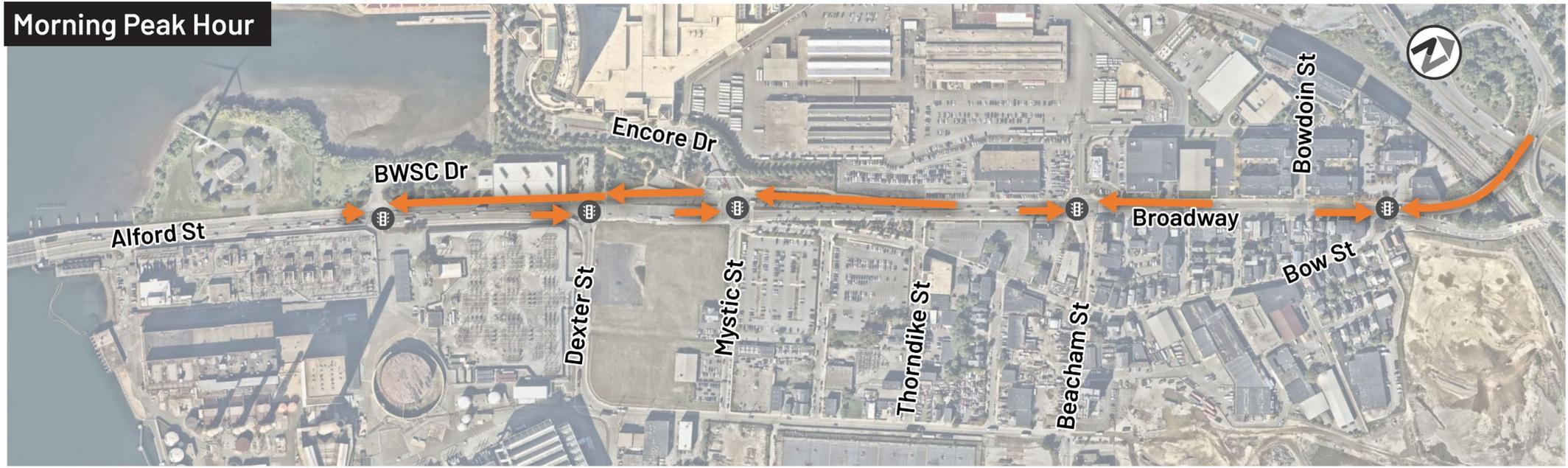


### Afternoon Peak Hour

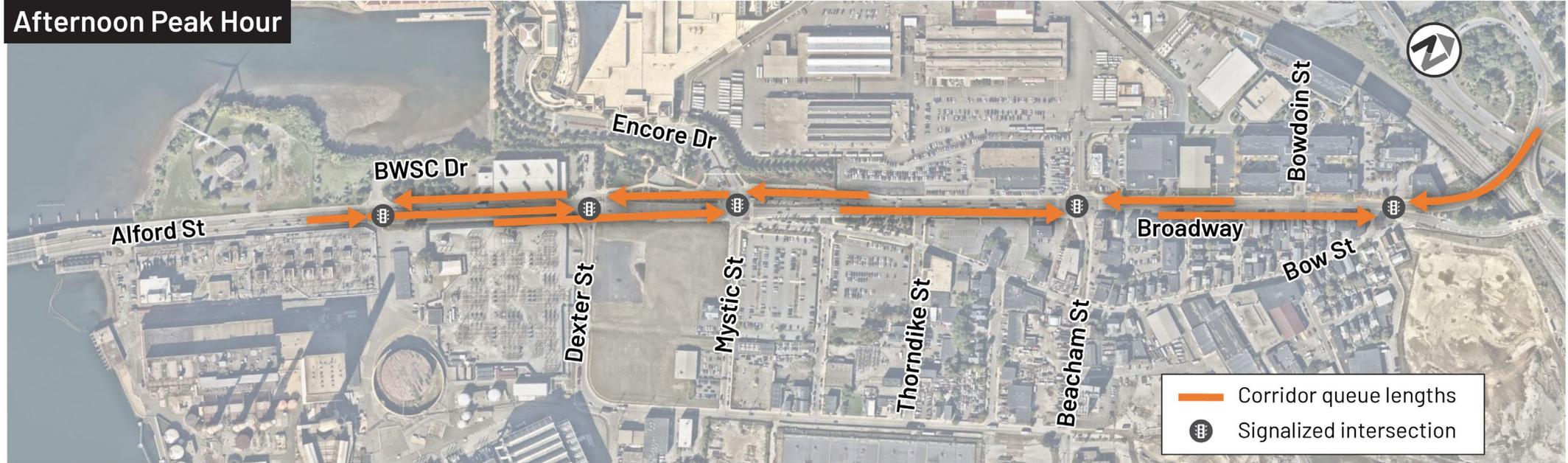


**“Existing” Conditions: What We See on the Corridor in 2030**

### Morning Peak Hour



### Afternoon Peak Hour



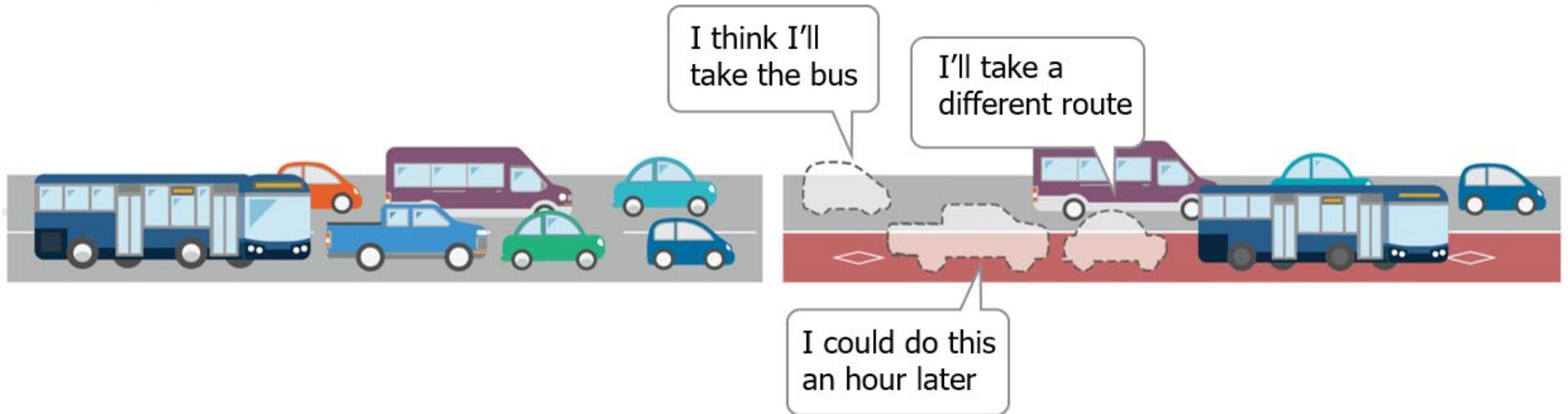
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# Queue Length Findings

- Directionality on this corridor has more traffic heading southbound in the morning and northbound in the afternoon.
- Morning rush hour queues are notable:
  - At the BWSC driveway, where they spill back to the Mystic Street intersection.
  - Between Sweetser Circle and Bartlett Street without a southbound left turn lane (we can mitigate this!).
- Afternoon rush hour queues are noticeable at Mystic Street.

# Traffic Analysis - Caveats

- Analysis completed to this point is preliminary and work continues
- At a high level, traffic modeling is intended to inform the design, not prescribe it
- When a project reduces roadway capacity, trip patterns change to reflect new conditions



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# Timeline and Next Steps

# Next Steps: Develop a Hybrid Alternative

MBTA plans to continue working with Everett and Boston on a hybrid alternative which is based on Alternative 1 and applies some elements of Alternative 2, including:

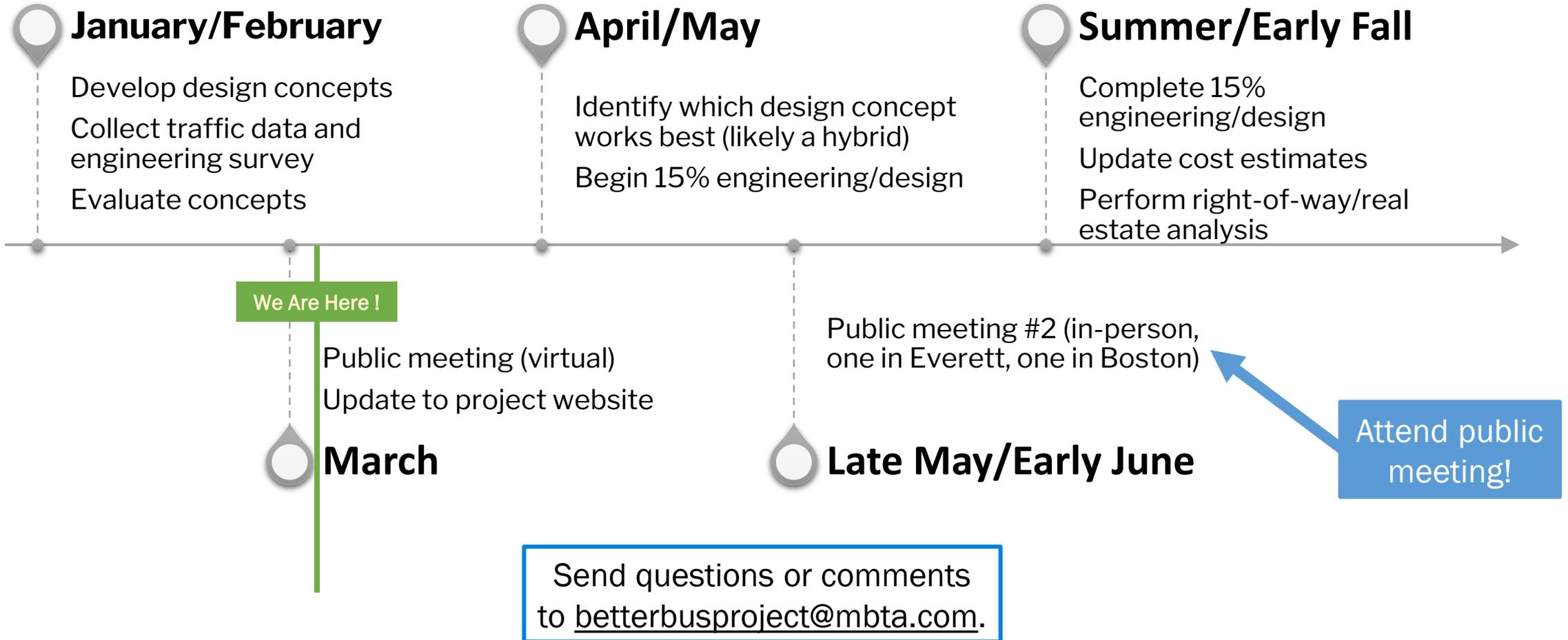
- **Maintain general purpose traffic capacity** in northbound direction approaching Sweetser Circle (Alternative 1)
- Retain southbound left turn lane at Bartlett Street (Alternative 2)
- Optimize facilities to improve safety for pedestrians and bicyclists (Alternative 2)
- Continue to work closely with the City of Boston on A) operations and maintenance needs on the **Alford Street Bridge**, and B) coordinating with their **Sullivan Square redesign**
- Your thoughts are important here!



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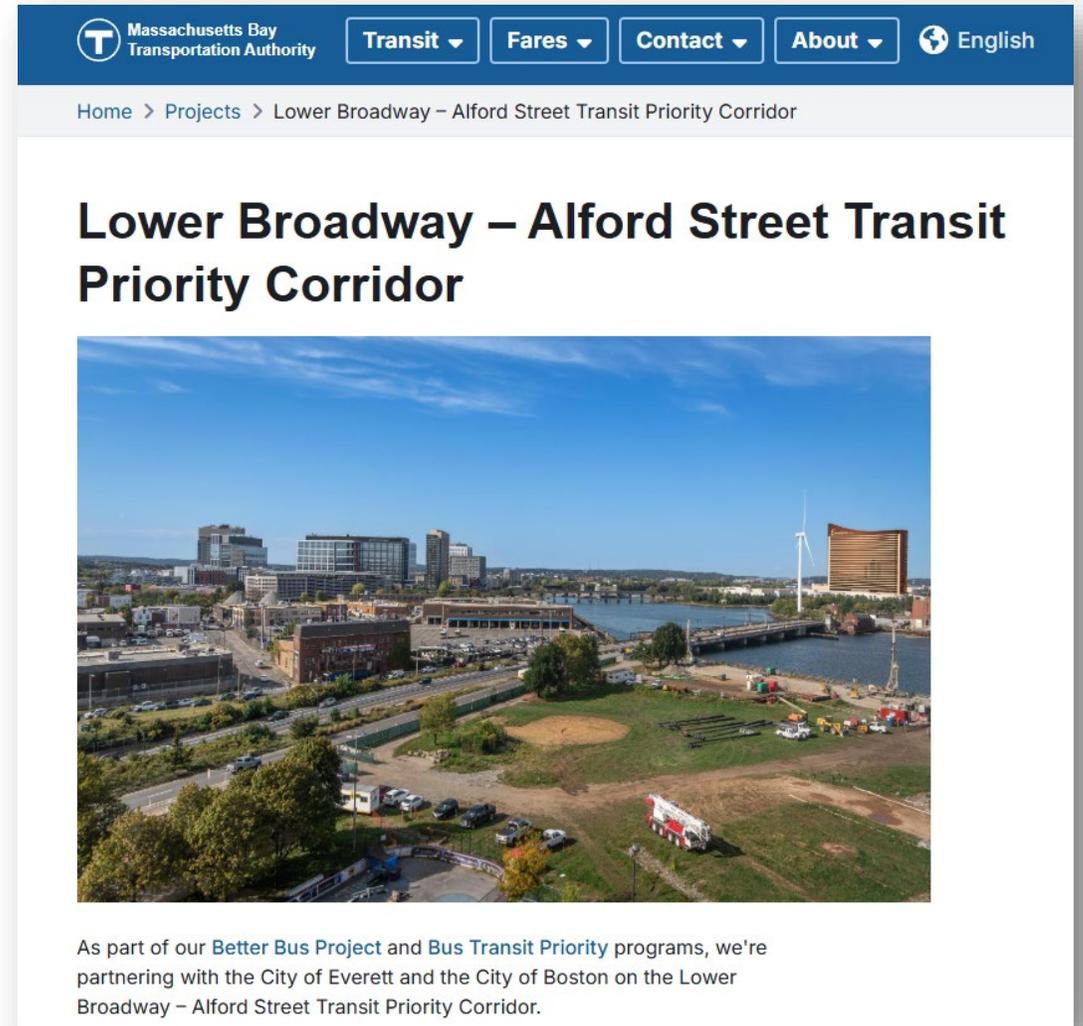
**Let's Hear from You**

# Timeline for this Phase of Work



# How to Reach Us

- Submit email comments or questions to: [betterbusproject@mbta.com](mailto:betterbusproject@mbta.com)
- The project website is live:  
[mbta.com/broadwayalford](https://mbta.com/broadwayalford)
  - You can sign up for email updates
  - Project flyer available in six languages
- Future public meetings and other outreach activities to present Hybrid Alternative in late Spring



The screenshot shows the MBTA website header with navigation links for Transit, Fares, Contact, and About, along with an English language selector. The breadcrumb trail indicates the page is under Home > Projects > Lower Broadway – Alford Street Transit Priority Corridor. The main heading is "Lower Broadway – Alford Street Transit Priority Corridor". Below the heading is a large aerial photograph of the project area, showing a mix of urban buildings, a waterfront, and a construction site with a white truck. Below the image, a text block states: "As part of our Better Bus Project and Bus Transit Priority programs, we're partnering with the City of Everett and the City of Boston on the Lower Broadway – Alford Street Transit Priority Corridor."

Sign up for updates and find project information at  
[mbta.com/broadwayalford](https://mbta.com/broadwayalford)

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# Question and Answer



To speak, click  
**“Raise hand”**



**Send a chat**  
to the moderator



**\*9**  
Raise Hand

## English

- Please use Zoom’s “Raise Hand” feature to indicate if you have a comment. All participants are muted upon entry so that only the presenters can be heard. Please raise your hand and the meeting host will ask you to unmute so that you can state your question/comment.

## Haitian Creole

- Tanpri, itilize fonksyon "Leve men" (Raise Hand) Zoom lan pou fè konnen gen yon bagay ou ta renmen di.
- Mikwofòn tout patisipan yo ap etenn otomatikman depi yo konekte pou n tande moun k ap fè prezantasyon. Tanpri, leve men w e responsab reyinyon an ap mande pou w limen mikwofòn ou an pou w poze kesyonw lan oubyen di sa w gen pou di a.

## Portuguese

- Por favor, utilize o recurso "Levantar a mão" do Zoom para indicar se você tem algum comentário. Todos os participantes estão com o microfone desativado ao entrar, para que apenas os apresentadores possam ser ouvidos. Por favor, levante a mão e o anfitrião da reunião pedirá que você ative o microfone para que possa fazer sua pergunta/comentário.

## Spanish

- Por favor de usar el encero de levantar la mano en Zoom para indicar que usted tiene algún comentario o pregunta. Todos los participantes en esta llamada están silenciados, para que solo los presentadores se puedan oír. Cuando usted levante su mano, manda un alerta a la moderadora que quisiera hablar. La moderadora le quitará el silencio para que pueda hacer su pregunta o comentario.

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# Thank you!

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[betterbusproject@mbta.com](mailto:betterbusproject@mbta.com)