KITTELSON & ASSOCIATES

MEMORANDUM

PROJECT: Mission Hill Transportation Study

SUBJECT: Parker Street, Terrace Street, and Columbus Avenue Traffic Study

DATE: April 25, 2025

INTRODUCTION

The Boston Transportation Department is conducting the Mission Hill Transportation Planning Project (the Project) in response to community concerns about the safety and comfort of neighborhood streets due in part to the area's growth and development and the shift from light industrial to residential uses. The project aims to redesign Terrace Street and Parker Street to improve safety conditions for all road users, improve multimodal access, and create a public realm that is consistent with the evolving character of the neighborhood. A study area map is provided in **Figure 1**.

This memorandum presents transportation related impacts associated with converting Terrace Street between Tremont Street and New Heath Street from a two-way street to a one-way street (northbound). It considers the combined effect of changes on Terrace Street and Phase 2 of the **Columbus Avenue Bus Lanes Project**, which is expected to include exclusive bus lanes on Columbus Avenue between Jackson Square and Ruggles Station.[1] It summarizes the results of a traffic operations analysis conducted to quantify changes in vehicle delay associated with the proposed design. Specifically, this analysis presents:

- Existing traffic conditions based on 2022 and 2023 counts;
- Traffic conditions based on the proposed concept design for the Mission Hill Transportation Planning Project and Phase 2 of the Columbus Avenue Bus Lanes Project; and,
- Conclusions and recommendations

[1] https://www.mbta.com/projects/columbus-avenue-bus-lanes#phase2

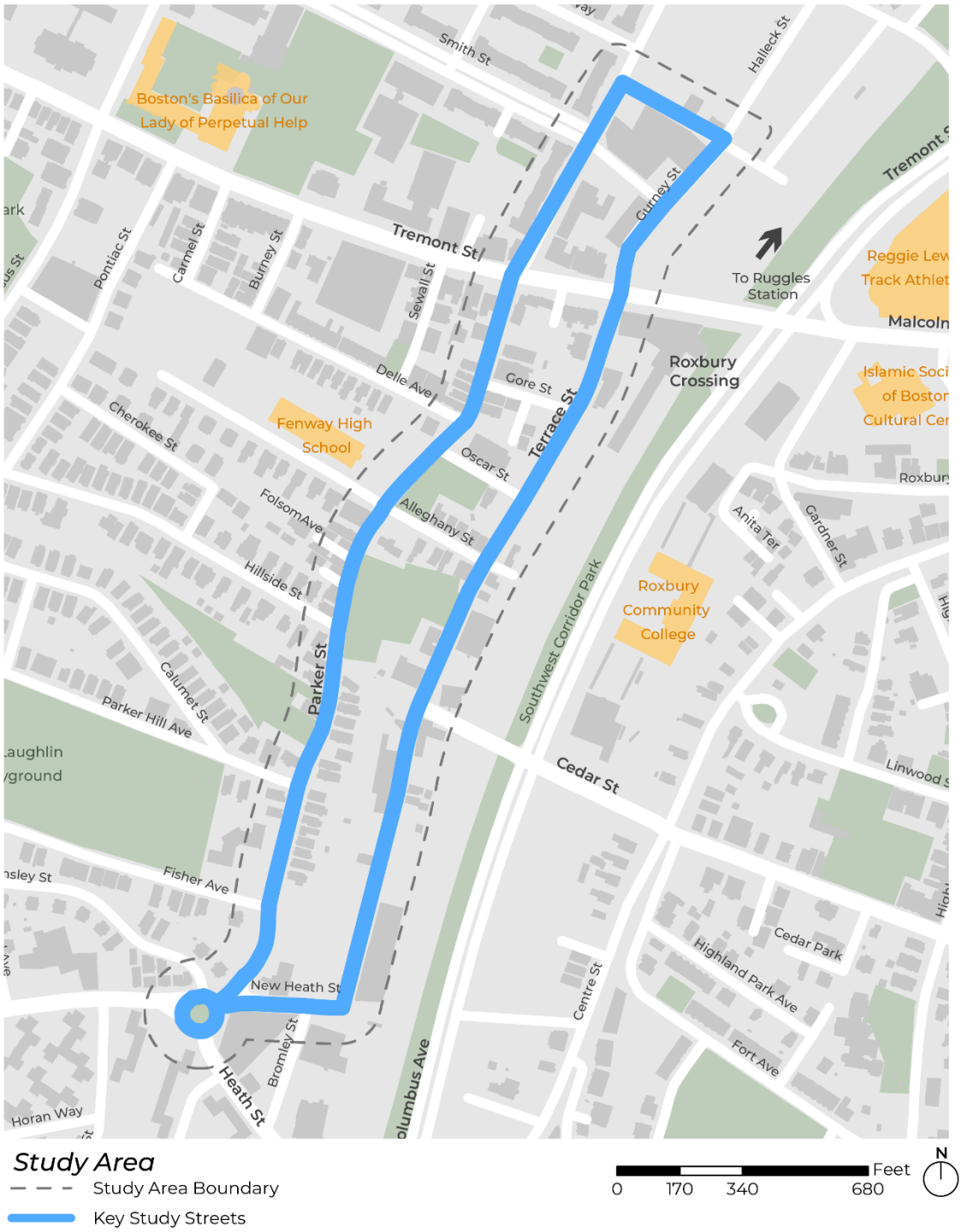


Figure 1. Site Vicinity Map

Existing Conditions

Terrace Street and Parker Street carry frequent through-traffic as they provide connections between the east-west routes of Heath Street and Tremont Street and parallel the busy arterial of Columbus Avenue. **Figure 2** shows existing lane configurations and traffic control devices at the study intersections:

Int x ID	Intersection	Traffic Control
1	Parker Street and Tremont Street	Signal
2	Parker Street and Alleghany Street	Two-Way Stop Control
3	Parker Street and Parker Hill Avenue	Two-Way Stop Control
4	Parker Street and Fisher Avenue	Two-Way Stop Control
5	Terrace Street/Gurney Street and Tremont Street	Signal
6	Terrace Street and Cedar Street	Two-Way Stop Control
7	Bromley Street and New Heath Street	Uncontrolled
8	Tremont Street/Columbus Avenue and Tremont Street/Malcolm X Boulevard	Signal
9	Columbus Avenue and Cedar Street	Signal
10	Columbus Avenue and Heath Street	Signal

Existing Traffic Volumes

As part of the study, turning movement counts (TMC) were collected at Study intersections on Parker Street, Terrace Street, and New Heath Street during weekday AM and PM peak periods on Thursday, April 6, 2023.

The study team also used TMC collected for the Columbus Avenue Bus Lanes project at intersections on Columbus Avenue during weekday AM and PM peak periods on Tuesday, May 24, 2022.

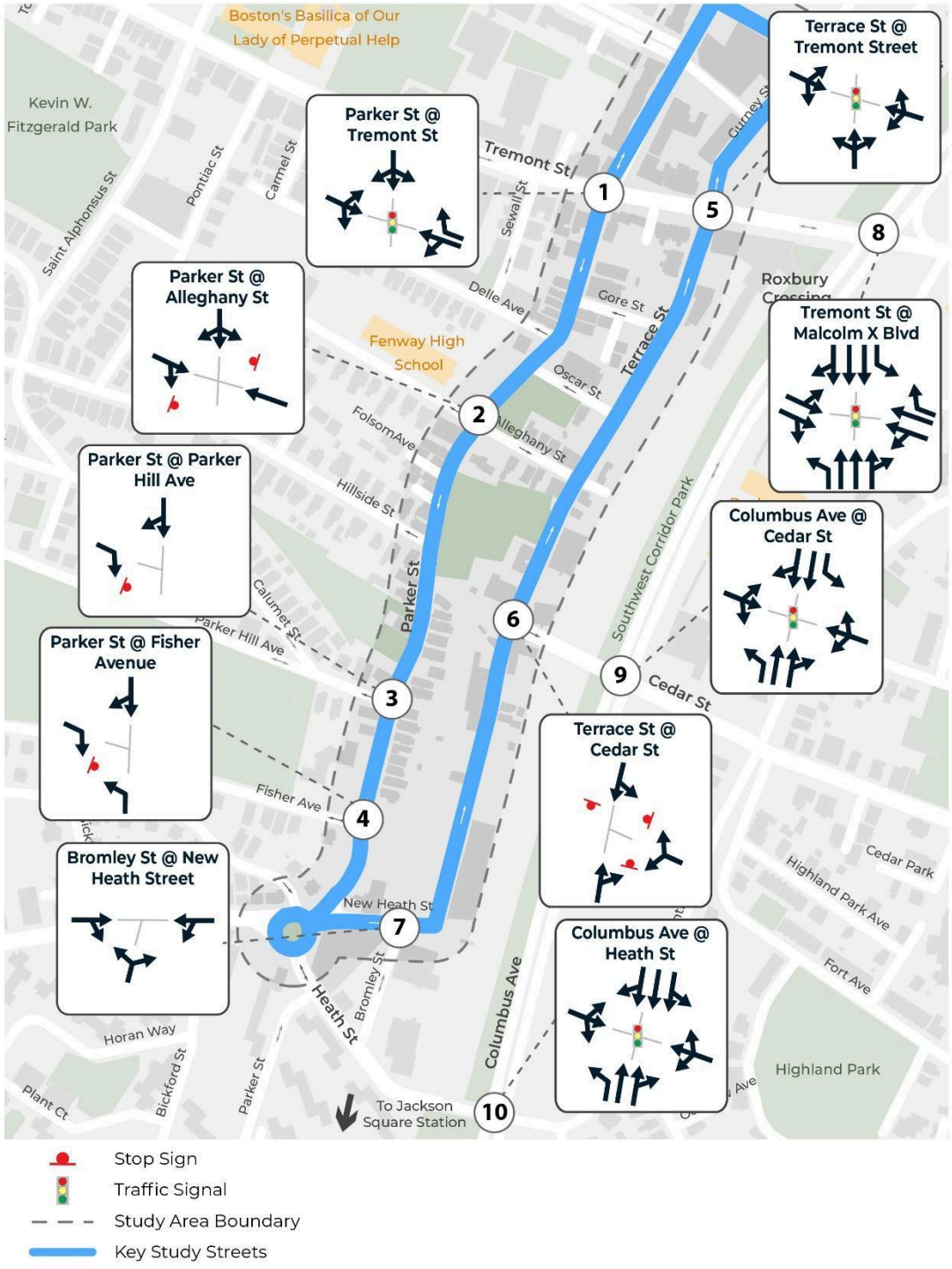


Figure 2. Existing Lane Configurations and Traffic Control Devices

Existing Traffic Operations

Traffic operations were analyzed using Synchro 11 and evaluated in accordance with the standards of the Highway Capacity Manual 2000.

This analysis is based on the peak 15-minute flow rate during each of the study periods to evaluate intersection delay, queueing, and v/c ratios. For this reason, the analyses reflect conditions that are only likely to occur for 15 minutes out of each average peak hour. Traffic conditions during all other weekday time periods and throughout the weekend will likely operate under less congested conditions than described in this memorandum. Existing signal timing data was obtained from BTD.

Table 1 provides a summary of existing peak hour delay, 95th percentile queue length, and v/c ratio for each lane group by intersection.

General delay classifications for **signalized intersections** include:

- Less than 55 seconds of delay: Free flow to stable intersection operations.
- 55 seconds of delay or more: More vehicles may access the intersection than can be processed. As seconds of delay increase, motorists may experience unstable operations and substantial delay.

General delay classifications for **unsignalized intersections** include:

- Less than 35 seconds of delay: Free flow to stable intersection operations.
- 35 seconds of delay or more: More vehicles may access the intersection than can be processed. As seconds of delay increase, motorists may experience unstable operations and substantial delay

As shown in **Table 2**, most study intersections experience free flow to stable operations during all analysis time periods. The following sections discuss the intersections with greater delay.

TREMONT STREET/COLUMBUS AVENUE AND TREMONT STREET/MALCOLM X BOULEVARD

The intersection of Tremont Street/Columbus Avenue and Tremont Street/Malcolm X Boulevard is estimated to experience significant delay during the AM and PM peak hours with an average delay greater than three minutes in the AM peak hour and greater than two minutes in the PM peak hour. This operation is likely the result of high volumes on all approaches, especially high eastbound and westbound volumes during both peak periods. It is important to note that this intersection also experiences significant delay under existing conditions.

Table 1. Existing Condition – Summary of Delay, 95th Percentile Back of queue, and V/C Ratio for Each Lane Group by Intersection

Intersection Information				AM Peak Hour			PM Peak Hour		
Intersection	Approach	Lane Group	Existing turn-lane lengths (ft)	Delay (sec)	Back of 95th % Queue (feet)	V/C Ratio	Delay (sec)	Back of 95th % Queue (feet)	V/C Ratio
1. Parker St (NB/SB) & Tremont St (EB/WB)	EB	EBLTR		19	388	0.55	21.6	401	0.56
	EB Approach			19			21.6		
	WB	WBLT		13.2	m354	0.62	12.4	390	0.54
		WBR	75	7.4	m75	0.17	10.7	m19	0.05
	WB Approach			11.7			12.2		
	SB	SBLTR		58.3	521	0.86	65.6	#677	0.93
	SB Approach			58.3			65.6		
	Overall Intersection			**27.4**		**0.73**	**34.9**		**0.73**
2. Parker St (NB/SB) & Alleghany St (EB/WB)	EB	EBTR		12.6	11	0.12	13	13	0.15
	EB Approach			12.6			13		
	WB	WBT		0	0	0	0	0	0
	WB Approach			0			0		
	SB	SBLTR		1.3	3	0.04	2.2	4	0.06
	SB Approach			1.3			2.2		
3. Parker St (NB/SB) & Parker Hill Ave EB/WB)	EB	EBR		11.3	26	0.26	14.5	66	0.48
	EB Approach			11.3			14.5		
	SB	SBTR		0	0	0.15	0	0	0.17
	SB Approach			0			0		
4. Parker St (NB/SB) and Fisher Ave (EB/WB)	EB	EBR		10.5	3	0.04	13.4	18	0.19
	EB Approach			10.5			13.4		
	NB	NBL		8.9	19	0.2	9.1	9	0.11
	NB Approach			8.9			9.1		
	SB	SBTR		0	0	0.21	0	0	0.32
	SB Approach			0			0		
5. Terrace St / Gurney St (NB/SB) & Tremont St (EB/WB)	EB	EBLTR		15.6	m363	0.62	11.2	m270	0.63
	EB Approach			15.6			11.2		
	WB	WBLTR		38	m151	0.71	9.6	m100	0.52
	WB Approach			38			9.6		
	NB	NBLTR		40.9	#381	0.91	35.2	188	0.78
	NB Approach			40.9			35.2		
	Overall Intersection			**31.5**		**0.78**	**15.4**		**0.67**

Intersection Information				AM Peak Hour			PM Peak Hour		
Intersection	Approach	Lane Group	Existing turn-lane lengths (ft)	Delay (sec)	Back of 95th % Queue (feet)	V/C Ratio	Delay (sec)	Back of 95th % Queue (feet)	V/C Ratio
6. Terrace St (NB/SB) & Cedar St (EB/WB)	WB	WBLR		14.4			11.5		
	WB Approach			14.4			11.5		
	NB	NBTR		15.5			13.2		
	NB Approach			15.5			13.2		
	SB	SBLT		9.9			10.2		
	SB Approach			9.9			10.2		
7. Bromley St (NB) & New Heath St (EB/WB)	EB	EBTR		0	0	0.29	0		0.26
	EB Approach			0			0		
	WB	WBT		0.3	0	0	0.7	1	0.01
	WB Approach			0.3			0.7		
	NB	NBLR		12.9	7	0.08	11.9	3	0.04
	NB Approach			12.9			11.9		
8. Tremont St / Columbus Ave (NB/SB) & Tremont St / Malcolm X Blvd (EB/WB)	EB	EBLTR		361.4	#375	1.68	307.6	#522	1.52
	EB Approach			361.4			307.6		
	WB	WBLT		334.7	#381	1.57	237.7	#260	1.34
		WBR	80	556.2	#480	2.04	227.5	#255	1.24
	WB Approach			457.9			233.1		
	NB	NBL	220	408.7	#312	1.7	160.4	#236	1.07
		NBTR		65	#515	0.95	47.2	355	0.73
	NB Approach			116.9			61.2		
	SB	SBL	240	243	#215	1.27	204.5	#274	1.17
		SBTR		45.7	213	0.58	54.4	#500	0.87
	SB Approach			78			69.9		
	Overall Intersection			**233.1**		**0.97**	**141.7**		**0.86**
9. Columbus Ave (NB/SB) & Cedar St (EB/WB)	EB	EBLTR		59.2	249	0.85	50.5	414	0.86
	EB Approach			59.2			50.5		
	WB	WBLTR		35.7	257	0.54	28.1	167	0.34
	WB Approach			35.7			28.1		
	NB	NBL		15.4	m87	0.42	42.4	m99	0.55
		NBTR		38.3	m575	0.86	24.3	224	0.69
	NB Approach			35.4			26.4		
	SB	SBL		22.4	29	0.24	26	77	0.46
		SBTR		24.1	194	0.41	36.4	444	0.79
	SB Approach			24			35.3		
	Overall Intersection			**35.6**		**0.81**	**34.1**		**0.8**

Intersection Information				AM Peak Hour			PM Peak Hour		
Intersection	Approach	Lane Group	Existing turn-lane lengths (ft)	Delay (sec)	Back of 95th % Queue (feet)	V/C Ratio	Delay (sec)	Back of 95th % Queue (feet)	V/C Ratio
10. Columbus Ave (NB/SB) & Heath St (EB/WB)	EB	EBLTR		112.9	#711	1.12	40.2	430	0.76
	EB Approach			112.9			40.2		
	WB	WBLTR		40.4	435	0.76	48.8	#342	0.82
	WB Approach			40.4			48.8		
	NB	NBL		23.3	90	0.46	26.3	66	0.47
		NBTR		23.7	406	0.67	19.7	265	0.5
	NB Approach			23.7			20.5		
	SB	SBLTR		32.2	m179	0.45	29.5	#196	1.06
	SB Approach			32.2			29.5		
	Overall Intersection			**45.1**		**0.91**	**30.8**		**0.86**

Delay: Cells highlighted in orange with values greater than or equal 55 second indicate movements or approaches serving more vehicles than can be processed. As seconds of delay increase, motorists may experience unstable operations and substantial delay.
Queueing: The '#' indicates 95th percentile volume exceeds capacity; queue may be longer and the queue shown is the maximum after two cycles. The 'm' indicates the volume for the 95th percentile queue is metered by the upstream signal.

Proposed Design

BTD and the project team identified five design goals for the Mission Hill Transportation Planning Project:

- Prioritizing walking, pedestrian safety, and accessibility
- Prioritizing transit
- Bicycle safety and comfort
- Managing multimodal traffic
- Public realm improvements

The project team has developed concept designs for two implementation timelines: including short-term and long-term. The designs are described below:

Short-Term Implementation is assumed to occur within the next few years. These improvements are quicker to build and can be deployed using mostly pavement markings, signs, and flexible delineator posts.

Long-Term Implementation is assumed to occur in the future as part of private development and/or a capital project. These improvements are more permanent and include reconstruction of curbs.

Both short-term and long-term implementation concepts will impact traffic patterns and operations by converting Terrace Street from a two-way street to a one-way northbound street.

Columbus Avenue Bus Lane Project

The proposed design analysis also assumes construction of Phase 2 of the **Columbus Avenue Bus Lanes Project**. Within the study area, the project will:

- Introduce exclusive bus lanes on Columbus Avenue from north of Tremont Street / Malcolm X Boulevard to south of Heath Street[2]
- Convert Cedar Street from a two-way street to a one-way eastbound street
- Restrict southbound left-turns at the Columbus Avenue & Heath Street intersection
- Add midblock crossings at the following locations:
  - Tremont Street between Terrace Street and Columbus Avenue
  - Columbus Avenue between Tremont Street and Cedar Street

Figure 3 shows proposed lane configurations and traffic control devices at the study intersections.

[2] https://www.mbta.com/projects/columbus-avenue-bus-lanes#phase2

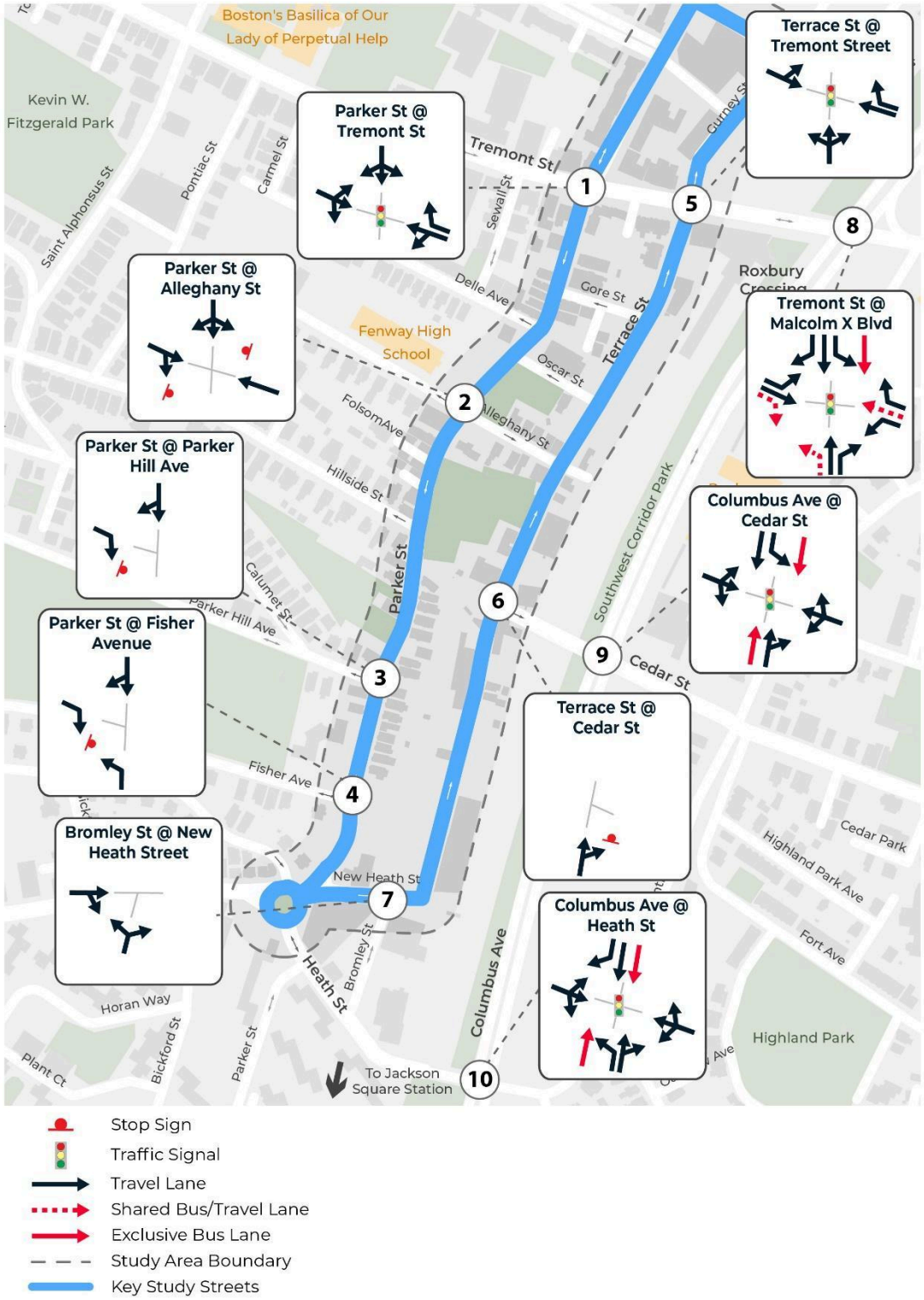


Figure 3. Proposed Lane Configurations and Traffic Control Devices

Proposed Design Analysis Assumptions

The proposed conditions analysis assumes construction of the **Mission Hill Transportation Planning Project** and the **Columbus Avenue Bus Lanes Project**, described in the previous section. The study team modified lane geometry and signal timing information to reflect:

- The proposed concept design for the Mission Hill Transportation Planning Project, and
- The 30% Design Roll Plan for the Columbus Avenue Bus Lane Project.

In addition to these changes, existing traffic volumes were re-routed from movements that will be restricted as part of both projects.

Trip Rerouting – StreetLight Analysis

The study team conducted a StreetLight analysis to inform trip rerouting. The analysis used origin-destination data from the same weekday AM and PM peak periods when turning movement counts were collected at study intersections (April 2023).

The StreetLight origin-destination analysis reported the percentages of trips on Columbus Avenue by key origin-destination pairs. The analysis showed that most trips on Columbus Avenue in the study area travel between Columbus Avenue south of Heath Street and Tremont Street north of Malcolm X Boulevard (**Table 2**).

Table 2. Percent of Trips on Columbus Avenue (Columbus Avenue <-> Tremont Street)

Route (Origin-Destination Pair)	Direction	Time Period	% of Trips on Columbus Ave
Columbus Avenue south of Heath Street <-> Tremont Street north of Malcolm X Boulevard	NB	AM	49%
	NB	PM	46%
	SB	AM	43%
	SB	PM	57%

The StreetLight origin-destination analysis also enabled the study team to estimate what percentage of motorists traveling on Columbus Avenue today are likely to reroute to

Parker Street or Terrace Street in response to a reduction in travel lanes on Columbus Avenue. As shown in **Table 3**, the analysis highlighted four origin-destination pairs with reroute potential.

Table 3. Columbus Avenue Origin-Destination pairs with reroute potential

Route	Direction	Time Period	% of trips on Columbus Ave today	Corridor with reroute potential
Heath Street west of Heath Street Rotary to Parker Street north of Tremont	NB	AM	10%	Terrace
		PM	8%	
Columbus Avenue south of Heath Street to Parker Street north of Tremont	NB	AM	7%	Terrace
		PM	8%	
Tremont Street north of Malcolm X Boulevard to Heath Street west of Heath Street Rotary	SB	AM	16%	Parker
		PM	9%	
Parker Street north of Tremont to Columbus Avenue south of Heath Street	SB	AM	4%	Parker
		PM	6%	

Trip Rerouting – Terrace Street Changes

The study team rerouted southbound trips on Terrace Street to southbound Parker Street and southbound Columbus. The split of trips rerouted to each corridor was informed by the StreetLight analysis (**Table 2**), with no more than 43% southbound trips rerouted to Columbus Avenue in the AM Peak period and no more than 57% of southbound trips rerouted to Columbus Avenue in the PM Peak period. **Table 4** presents the split of trips rerouted to Parker Street and Columbus Avenue by time of day.

Table 4. Trip Rerouting – Southbound Terrace Street Trips

Time Period	Reroute Corridor	Rerouted southbound Terrace Street Trips
AM Peak Hour	Parker Street	75 (58%)
	Columbus Avenue	54 (42%)
PM Peak Hour	Parker Street	117 (66%)
	Columbus Avenue	61 (34%)

Trip Rerouting – Cedar Street and Columbus Avenue Changes

The study team rerouted westbound trips on Cedar Street and southbound left-turns at the Columbus Avenue & Heath Street intersection based on rerouting assumptions from the Columbus Avenue Phase 2 Traffic Analysis.[3]

Trip Reduction and Rerouting – Columbus Avenue Changes

The Columbus Avenue Phase 2 Traffic Analysis assumes a 20% reduction in vehicle traffic on Columbus Avenue and its cross-streets. The Columbus Avenue Phase 2 Traffic Analysis did not specify how these trips would be distributed to the surrounding transportation network.

Research shows that when cities remove vehicle lanes, traffic volumes reduce to the match available roadway capacity (Cairns, et. al. 2002; European Commission 2004). This concept of **reduced demand** is reflected in case studies that show people will change their behavior to avoid overcrowding constrained streets. While some motorists may choose to travel by a different mode, others may choose to travel at a different time or eliminate the trip. Case studies from cities in United States cities have demonstrated that motorists will not divert en masse to parallel streets in the roadway network (Semler, et al. 2023).

Based on this research, the study team assumed that a portion of the 20% of trips removed from Columbus Avenue will divert to Terrace Street and Parker Street. The portion of trips rerouted to Parker Street and Terrace Street was informed by the StreetLight analysis on Origin-Destination pairs with reroute potential (**Table 3**). The

[3] WSP. (2024). *Columbus Avenue Phase 2 Traffic Analysis.*

remaining portion of the 20% of trips removed was assumed to evaporate in accordance with the concept of reduced demand.

Proposed Design Traffic Operations

The alternative traffic conditions analysis forecasts how the transportation system in the study area will operate after full build out of the proposed design. **Table 5** provides a summary of the traffic operations.

As shown in **Table 5**, most study intersections experience free flow to stable operations during all analysis time periods. The following sections discuss the intersections with greater delay.

TREMONT STREET/COLUMBUS AVENUE AND TREMONT STREET/MALCOLM X BOULEVARD

The intersection of Tremont Street/Columbus Avenue and Tremont Street/Malcolm X Boulevard is estimated to continue experiencing heavy delay during the AM and PM peak hours, albeit with a reduction in delay compared to the existing condition. The intersection is estimated to experience an average delay greater than two minutes in the AM peak hour and greater than one minute in the PM peak hour.

COLUMBUS AVENUE AND CEDAR STREET

The intersection of Columbus Avenue and Cedar Street is estimated to experience heavy delay during the AM peak hour with an average delay greater than 1 minute in the AM peak hour. This operation is likely the result of high volumes on the northbound intersection approach.

COLUMBUS AVENUE AND HEATH STREET

The intersection of Columbus Avenue and Heath Street is estimated to experience heavy delay during the PM Peak Hour with an average delay greater than one minute in the PM peak hour. This operation is likely the result of high volumes on the eastbound and westbound approaches. Eastbound 95th percentile queues are anticipated to extend past Bromley Street in the PM Peak Hour and Parker Street in the AM Peak Hour.

Table 4. Proposed Condition – Summary of Delay, 95th Percentile Back of queue, and V/C Ratio for Each Lane Group by Intersection

Intersection Information				AM Peak Hour			PM Peak Hour		
Intersection	Approach	Lane Group	Existing turn-lane lengths (ft)	Delay (sec)	Back of 95th % Queue (feet)	V/C Ratio	Delay (sec)	Back of 95th % Queue (feet)	V/C Ratio
1. Parker St (NB/SB) & Tremont St (EB/WB)	EB	EBLTR		16.4	307	0.47	16.9	262	0.45
	EB Approach			16.4			16.9		
	WB	WBLT		19.8	547	0.66	12.5	181	0.63
		WBR	75	26.8	56	0.09	4	0	0.03
	WB Approach			21.3			11.8		
	SB	SBLTR		60.1	513	0.87	82	#745	0.99
	SB Approach			60.1			82		
	Overall Intersection			**32**		**0.75**	**40.6**		**0.78**
2. Parker St (NB/SB) & Alleghany St (EB/WB)	EB	EBTR		18.7	19	0.2	22.7	28	0.28
	EB Approach			18.7			22.7		
	WB	WBT		0	0	0	0	0	0
	WB Approach			0			0		
	SB	SBLTR		1.2	4	0.04	1.9	6	0.07
	SB Approach			1.2			1.9		
3. Parker St (NB/SB) & Parker Hill Ave (EB/WB)	EB	EBR		13.3	34	0.32	23.5	118	0.65
	EB Approach			13.3			23.5		
	SB	SBTR		0		0.24	0		0.3
	SB Approach			0			0		
4. Parker St (NB/SB) and Fisher Ave (EB/WB)	EB	EBR		11.7	4	0.05	17.2	25	0.26
	EB Approach			11.7			17.2		
	NB	NBL		9.6	22	0.23	10.1	11	0.13
	NB Approach			9.6			10.1		
	SB	SBTR		0	0	0.29	0	0	0.45
	SB Approach			0			0		

5. Terrace St / Gurney St (NB/SB) & Tremont St (EB/WB)	EB	EBLT		13.9	m200	0.54	15.2	m245	0.58
	EB Approach			13.9			15.2		
	WB	WBT		20.1	487	0.64	18.9	404	0.52
		WBR	170	64.5	m6	0.07	127.8	m25	0.08
	WB Approach			25.5			35.4		
	NB	NBLTR		36.4	169	0.77	21.7	85	0.29
	NB Approach			36.4			21.7		
	Overall Intersection			**23.8**		**0.57**	**25**		**0.44**
6. Terrace St (NB/SB) & Cedar St (EB/WB)	NB	NBTR		9.8			8.9		
	NB Approach			9.8			8.9		
7. Bromley St (NB) & New Heath St (EB/WB)	EB	EBTR		0		0.3	0		0.24
	EB Approach			0			0		
	NB	NBLR		12.6	6	0.08	11	3	0.04
	NB Approach			12.6			11		
8. Tremont St / Columbus Ave (NB/SB) & Tremont St / Malcolm X Blvd (EB/WB)	EB	EBL	114	550.09	#392	2	188.3	#214	1.21
		EBT		18.7	143	0.64	47	420	0.76
		EBR		14.1	66	0.32	36.4	180	0.49
	EB Approach			199.2			76.6		
	WB	WBL		63.4	30	0.18	60.3	16	0.05
		WBT		48.3	388	0.7	49.5	323	0.72
		WBR	120	45.1	215	0.6	39.8	113	0.34
	WB Approach			46.9			45.8		
	NB	NBL		216.3	#294	1.34	140.5	#253	1.1
		NBT		146.3	#1318	1.27	37.6	#275	0.96
		NBR	375	58.3	m#92	0.7	79.2	#126	0.79
	NB Approach			154.9			57.6		
	SB	SBL	127	92.9	#132	0.75	129.7	#210	0.92
		SBT		34.4	347	0.55	82.4	#1031	1.04
		SBR	138	428.2	#299	1.71	175.2	#224	1.09
	SB Approach			131.5			98.4		
	Overall Intersection			**131.7**		**1.21**	**71.8**		**1.03**

9. Columbus Ave (NB/SB) & Cedar St (EB/WB)	EB	EBLTR		52.8	160	0.53	71.1	299	0.85
	EB Approach			52.8			71.1		
	WB	WBLR		42.3	49	0.11	44.6	53	0.1
	WB Approach			42.3			44.6		
	NB	NBTR		108.5	m#1368	1.15	32.4	m746	0.86
	NB Approach			108.5			32.4		
	SB	SBL	262	86.7	69	0.2	17.8	m44	0.31
		SBT		30.7	352	0.38	25	m824	0.68
	SB Approach			37			24.1		
	Overall Intersection			**81.2**		**0.89**	**34.4**		**0.84**
10. Columbus Ave (NB/SB) & Heath St (EB/WB)	EB	EBLTR		80.4	#627	0.98	67.3	#482	0.89
	EB Approach			80.4			67.3		
	WB	WBLTR		42.2	516	0.75	141.8	#487	1.13
	WB Approach			42.2			141.8		
	NB	NBL		52.7	260	0.68	57.7	210	0.62
		NBTR		41.3	804	0.89	17.1	376	0.58
	NB Approach			44.1			26.2		
	SB	SBT		37.6	#473	0.8	69.7	#1084	1.09
		SBR	153	36.7	7	0.04	22.1	m0	0.02
	SB Approach			37.5			68.1		
	Overall Intersection			**49.1**		**0.99**	**65**		**1.07**

Delay: Cells highlighted in orange with values greater than or equal 55 second indicate movements or approaches serving more vehicles than can be processed. As seconds of delay increase, motorists may experience unstable operations and substantial delay.
Queueing: The '#' indicates 95th percentile volume exceeds capacity; queue may be longer and the queue shown is the maximum after two cycles. The 'm' indicates the volume for the 95th percentile queue is metered by the upstream signal.

Conclusion and Recommendations

The concepts developed for the Mission Hill Transportation Planning Study provide BTD with an opportunity to meet the project's design goals. The supporting operational analysis is presented to Boston City Staff for review and feedback. Immediate next steps include:

- Key concept design edits based on City Staff review
- Key updates and actions to prepare for future public engagement