Blue Hill Ave
Final Board Layouts

June Open House

COVER SLIDE NOT FOR PRINTING
Together, we are redesigning the street between Warren St (Grove Hall) and River St (Mattapan Sq). This redesign will include center running bus lanes to improve transit travel and reliability, significant pedestrian safety improvements, and new trees and public realm benefits to create a safer and more vibrant corridor.
Timeline and Map

Timeline

Engagement Milestones

2022
2023
2024
2025
2026
2027
2028
2029

Concept Design
Final Design
Construction
Construction Complete

Ongoing Community Engagement

Timeline

2022
2023
2024
2025
2026
2027
2028
2029

Engagement Milestones

Concept Design
Final Design
Construction
Construction Complete

Legend

- Blue Hill Avenue Corridor
- Proposed Bus Stop Location
- Under Evaluation - Option 1
- Under Evaluation - Option 2
- Optional Station Location
- Commuter Rail Station
- Civic/Community Resource

Wayne St./Hazing St. Bus Stop
Glenway Street (Franklin Park) Bus Stop
American Legion Highway Bus Stop
N of Talbot Avenue Bus Stop
Wilcock St./Johnston Rd. Bus Stop
Deering Rd./Lander Rd. Bus Stop
Clarkwood Street Bus Stop
Walk Hill Street Bus Stop
Woodhaven Street Bus Stop
Mattapan Square (Fairway Street) Bus Stop
Mattapan

0 0.5 1 Miles

N

Map of the project area with bus stops and station locations marked.
Public Engagement To-Date

Results

- 23,000 community members reached through passive & direct outreach
- 2,800 people directly engaged
- 20+ months of continuous engagement
- 2,000+ recorded comments
- 16 local & state agencies

Engagement Types

- Targeted Surveys & Data Collection
- Workshops & Meetings
- Real Talk Focus Groups
- In-Person Community Events
- Media Campaigns
### What We’ve Heard

#### Current Challenges

<table>
<thead>
<tr>
<th>Traffic safety</th>
<th>Double parking</th>
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</thead>
<tbody>
<tr>
<td>Neglect, lack of maintenance</td>
<td>Crowded, infrequent buses</td>
</tr>
<tr>
<td>Bus travel times</td>
<td>Pedestrian and bicycle safety</td>
</tr>
<tr>
<td>Insufficient lighting</td>
<td>Lack of parking</td>
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#### Hopes for the Future

<table>
<thead>
<tr>
<th>More reliable and frequent buses</th>
<th>More welcoming public spaces</th>
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</thead>
<tbody>
<tr>
<td>Greenery and trees</td>
<td>Safer streets for all</td>
</tr>
<tr>
<td>Less stressful driving</td>
<td>Road repaving</td>
</tr>
<tr>
<td>Better sidewalks</td>
<td>More crosswalks</td>
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“Blue Hill Ave needs a major change. I’m frustrated by the long wait times at bus stops, and the buses are normally very crowded.”  
*January 2023, project inbox*

“Blue Hill Ave is not a highway and should not look like one—or feel like one but it does.”  
*February 2023, Bus operator interviews*

“Every operator has had a bad experience on Blue Hill Ave.”  
*April 2023, Grove Hall drop-in hours*
Transit Needs & Priority Benefits

**Needs**
- Over 40,000 riders on routes that travel along Blue Hill Avenue.
- Over 3,000 person-hours per weekday lost for bus riders due to traffic and delays.
- Black bus riders spend 64 more hours per year on MBTA compared to white passengers.*
- Double parking frequently blocks bus from reaching curb.

*Source: LivableStreets Alliance / MAPC

**Benefits**
- Transit priority investments improve reliability.
- Increased frequency, more bus trips, and less wait time between trips.
- Improved travel time.
- New one-seat rides from Blue Hill Ave to the LMA, Fenway, and Kenmore Square.

I don't have to transfer buses!
Center running bus lanes operate in the middle of a roadway in dedicated space away from general purpose travel lanes.

Key Highlights

- Improves speed and reliability for transit riders
- Accommodates higher volumes and frequencies of buses
- Improves safety by reducing conflicts between buses and other travel modes
- Enhances curbside access
- Increases number of signalized crossings
Center Running Bus Platforms

Station Design
- Enhanced Canopy
- Real Time Arrival Screens
- Weather Protection
- Passenger Seating
- Crash Protection

Emergency Call Boxes
- Transit Signal Priority
- Enhanced Lighting
- Security Cameras
- Trash Receptacles
- ADA Loading Zones
- Tactile Warning Strip
- Near-Level Boarding

Station Location Considerations
- Station Spacing
- Proximity to Community Connections
- Platform Far-Side or Near-Side
Green Infrastructure

We are committed to making every effort to preserve healthy, mature trees along Blue Hill Avenue in our design. We are also committed to expanding the overall tree canopy on Blue Hill Avenue.

Needs

- Medians with mature trees in areas south of Harambee Park and near Grove Hall will be retained
- Fill empty tree pits throughout the corridor
- Expand tree canopy

Green Infrastructure Tool Kit

The City and MBTA will identify opportunities to implement green infrastructure along Blue Hill Avenue.

- Rain Gardens
- Porous Paving Materials
- ROW Bioswale
Curbside Management

Parking Analysis Summary

**Occupancy**
1 of 5 spaces available during peak occupancy

**Turnover**
2 of 3 vehicles parked for <2 hours on a weekday

**Parallel Parking**
Up to 12 double-parked vehicles observed near Harvard St (highest frequency)

**Vehicle Origin**
36% of vehicles registered outside the City of Boston

Parking Space Utilization on Blue Hill Avenue

**Maximum Observed Parking Utilization**
- Blue Hill Ave.:
  - 11am-12pm: 96%
  - 12-1pm: 81%
  - 1-3pm: 85%
  - 3-5pm: 76%
  - 5-7pm: 117%
  - 7-9pm: 89%
  - 9-11pm: 115%

**Daytime Parking Utilization**
- Blue Hill Ave.:
  - 6am-7am: 61%
  - 7-8am: 65%
  - 8-9am: 67%
  - 9-10am: 73%
  - 10-11am: 65%
  - 11-12pm: 70%
  - 12-1pm: 81%

**Overnight Parking Utilization**
- Blue Hill Ave.:
  - 3am-7am: 46%
  - 7-11am: 47%
  - 11-3pm: 60%
  - 3-5pm: 51%
  - 5-7pm: 66%
  - 7-9pm: 61%
  - 9-11pm: 37%
  - 11-3am: 49%

Curbside Change Toolkit

- Pick Up/Drop Off Zones

Longer Term Parking

- Blue Hill Ave.
- Cummins Hwy
- Babson St.
- Morton St.
- Westview St.
- Seaver St.
- American Legion Hwy.
Pedestrian Safety Toolkit

Daylighting Intersections
Improved Crosswalks
Shorter Crossings
Pedestrian Crossing Refuges
Tactile Warning Strip

Improved Accessibility
Repaired Sidewalks
Increased Shade
Walkability
The City of Boston is making a series of short-term improvements to improve safety, accessibility, and resiliency on Blue Hill Avenue.

- Refreshing crosswalks and pavement markings
- Repaving damaged sections of roadway
- Pothole maintenance
- Sidewalk repairs
- Reinstalling the RISE Gateway statue
- Installing speed humps on neighborhood streets
- Installing bus-shelter green roofs
- Improving street lighting
- Increased crossing times for pedestrians to reduce conflicts with vehicles
The Blue Hill Avenue Transportation Action Plan will explore potential opportunities to improve the public realm along Blue Hill Avenue. **Using the stickers provided, please place dots under each of the potential public realm items you would like to see built along Blue Hill Avenue.**

Let us know how you feel about the current public spaces along Blue Hill Avenue and what you would like to see in the future by emailing betterbusproject@mbta.com and/or bluehillave@boston.gov.
Help Us Shape the Project

Public comments provided during the development of the Blue Hill Avenue Transportation Action Plan helped shape the overall vision for Blue Hill Avenue. The Blue Hill Avenue Multimodal Corridor Project will build upon prior public feedback to develop a project that aligns with action plan goals, values, and recommendations.

Share your ideas
Provide comments tonight or submit online.

Learn more
Visit the project webpage to stay informed on the latest and greatest project information.

Follow us
Follow us on social media: @mbta @bosstreetscabinet

Contact us
Reach out with questions or comments about the project: betterbusproject@mbta.com bluehillave@boston.gov

Subscribe to the email list
Visit the City's Blue Hill Avenue Transportation Action Plan website: www.boston.gov/bluehillave

Attend a future event
Visit the project webpage to view upcoming participation opportunities.