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Project Timeline

Timeline

Engagement Milestones

2022
2023
2024
2025
2026
2027
2028
2029
2030

Concept Design

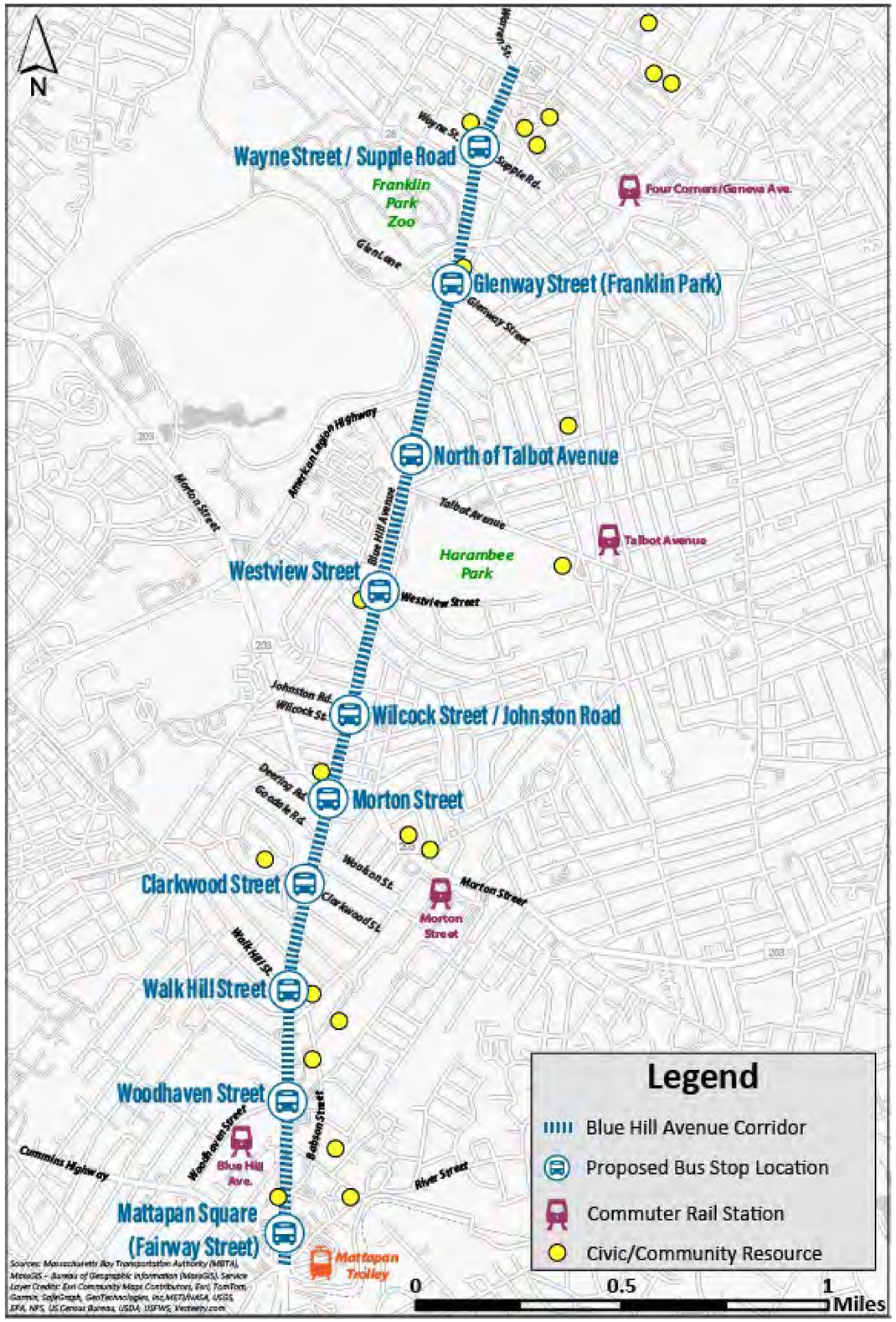
Final Design

WE ARE HERE

Construction

Construction Complete

Ongoing Community Engagement



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Public Engagement Summary









Phase 1, 2019 – 2021: The City of Boston led 3 public meetings to hear from community members what they wanted the future of Blue Hill Ave to look like.

Phase 2, 2022 – 2024: The City of Boston, MBTA, BPDA, and community orgs held 12 public meetings, 23 focus groups, and heard feedback in over 600 survey forms leading the City of Boston to move forward with the Blue Hill Ave Transportation Action Plan.

Phase 3, Summer 2024: The MBTA and City of Boston held 9 workshops and 2 public meetings to shape the draft concept design.

Phase 4, Fall 2024: The MBTA and City of Boston held 3 public meetings, 1 small business forum, 1 workshop, and had 3 promotional sessions determining a final concept design (15% design).

Phase 5, 2026 – present: The MBTA and City of Boston is sharing an updated design for additional public feedback (30% design).

Engagement Types

- Targeted Surveys & Data Collection
- Workshops & Meetings
- Real Talk Focus Groups
- In-Person Community Events
- Media Campaigns

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Improving The Design

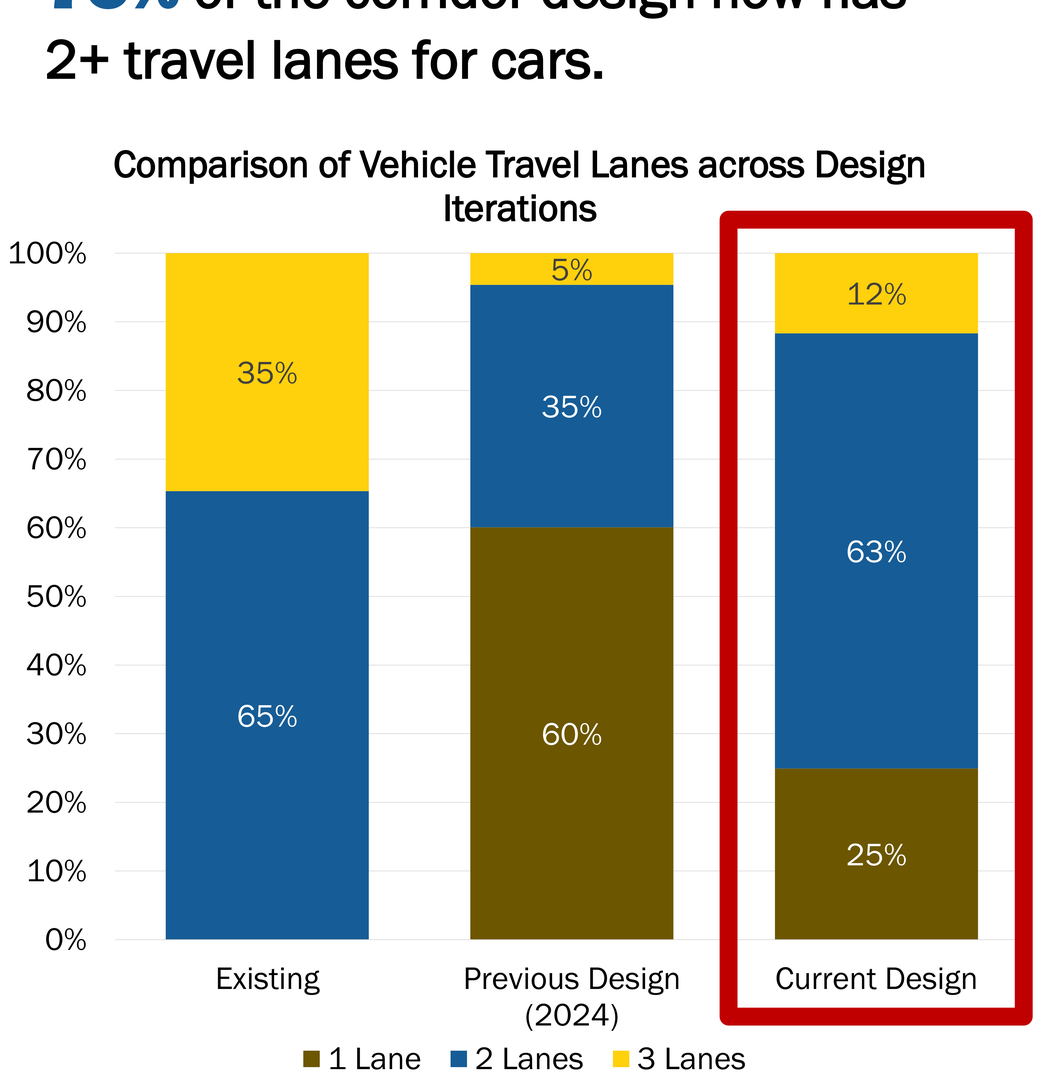
What We Heard from You	How We've Improved the Design
We heard that you wanted more car travel lanes.	We are ensuring that 75% of the corridor will have at least two travel lanes in each direction, to provide enough room for those travelling by car.
We heard that you wanted to retain as much parking as possible.	We are adding more parking spaces to the corridor compared to Blue Hill Ave today, with specific attention given to parking for businesses and faith institutions.
We heard that you wanted a more beautiful, accessible, and safe corridor.	We are adding nearly 200 street trees, 5 acres of sidewalk space, 19 new signalized pedestrian crossings, and making all sidewalks and curb ramps fully accessible for the first time ever along the corridor.
We heard that you want more fast, reliable transit access	We are retaining the center-running bus lanes, which will greatly improve bus service, with route 28 trips from Mattapan to Grove Hall reducing by 10-15 minutes.

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Travel Lanes and Traffic

We heard that you wanted more car travel lanes on Blue Hill Ave, so the updated design provides more areas with two or three lanes for cars.

75% of the corridor design now has 2+ travel lanes for cars.



75% of the corridor will have 2+ travel lanes for cars, like in Mattapan Square



Our updated design results in minimal added travel times along the corridor.

Corridor Travel Time Comparison (mins:sec)						
	AM Peak			PM Peak		
	Existing	Current Design	Change	Existing	Current Design	Change
NB	17:11	19:41	+2:30	22:44	19:46	-2:58
SB	14:45	18:33	+3:48	23:02	22:49	-0:13

*Note: These estimates have been updated and improved recently and reflect the *current design.*

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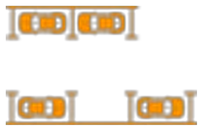
Parking

Segment	Existing Parking Stalls	Previous Proposed Parking Stalls (2024)	Current Proposed Parking Stalls	Current vs Previous	Current vs. Existing
River to Walk Hill	182	150	202	52	20
Walk Hill to Morton	134	138	130	-8	-4
Morton to Westview	115	120	133	13	18
Westview to ALH	133	156	85	-71	-48
ALH to Seaver	55	57	75	18	20
Seaver to Warren	54	70	73	3	19
Total	**673**	**691**	**698**	**7**	**25**

We heard that you wanted more parking along Blue Hill Avenue. **We are adding 20-30 new parking spots to the corridor compared to existing.**

How are we changing parking?

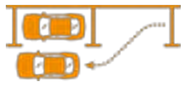
- We are preserving and adding parking in front of businesses wherever possible.
- Angled parking will be retained in Mattapan sq.
- This is possible because the bus no longer needs 85-108 ft of curb space to pick up and drop off passengers.
- Parking changes are informed by the Sept 2023 parking study:



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

1 **Visitor/Customer Parking:** Parking for visitors and customers, usually 4 hours or less

2 **Resident Parking:** parking restricted to permitted residents only.

3 **Pick-up/Drop-off Parking:** Short term parking for deliveries and passenger pick-up and drop-off

4 **Loading Zones:** Spaces for commercial deliveries and truck loading

Tell Us What You Think!
Place a dot on the roll plan to indicate where you would like to see each type of parking along the corridor.

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Sidewalks/Ped safety

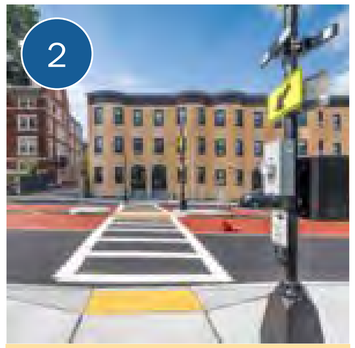


We heard that safety improvements for pedestrians are a priority. **We are adding enhanced safety features to make transportation on Blue Hill Ave better for pedestrians and more.**

- **All sidewalks will be replaced or repaired**, bringing the entire corridor up to a state of good repair
- **200 curb ramps** will be added or replaced along the corridor making it fully accessible for the first time in history.
- **19 new signalized** crosswalks will be added to the corridor
- More than **20% reduction in crosswalk lengths**



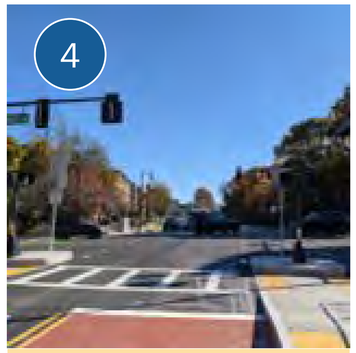
Repaired Sidewalks



Curb Ramps



Signalized Crosswalks



Shorter Crossings

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Public Amenities

We heard that community members want to see more public amenities along the corridor. **We are adding trash cans, public seating, and more to the corridor.**

- **More trash cans** will be added along Blue Hill Ave to ensure the corridor is sanitary and give folks easy access to dispose of personal trash

- The RISE Gateway sculpture will be retained and reinstalled.

- We will add **more benches** along the corridor. Below, let us know where you would like to see benches added!



Place a blue dot on the roll plan for trash receptacles



Reinstalling the RISE Gateway statue



Place a yellow dot on the roll plan for benches

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Trees

We heard that you wanted more trees along Blue Hill Ave for better shade, storm mitigation, and neighborhood beautification. **We are adding nearly 200 street trees to the corridor.**



We are committed to making every effort to preserve healthy, mature trees along Blue Hill Ave in our design, particularly in the medians in areas south of Harambee Park and near Grove Hall will be retained.

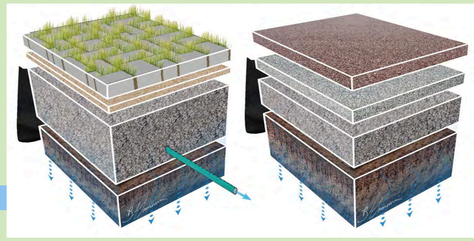
Green Infrastructure Tool Kit

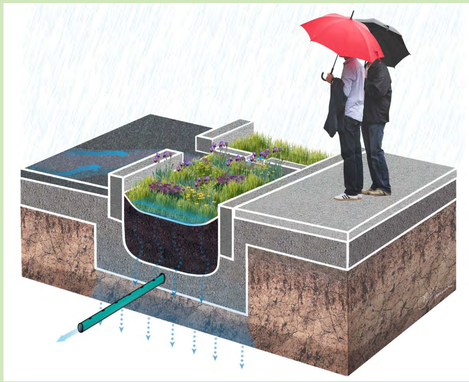
The City and MBTA will identify opportunities to implement green infrastructure along Blue Hill Avenue.



Rain Gardens

ROW Bioswale





Porous Paving Materials

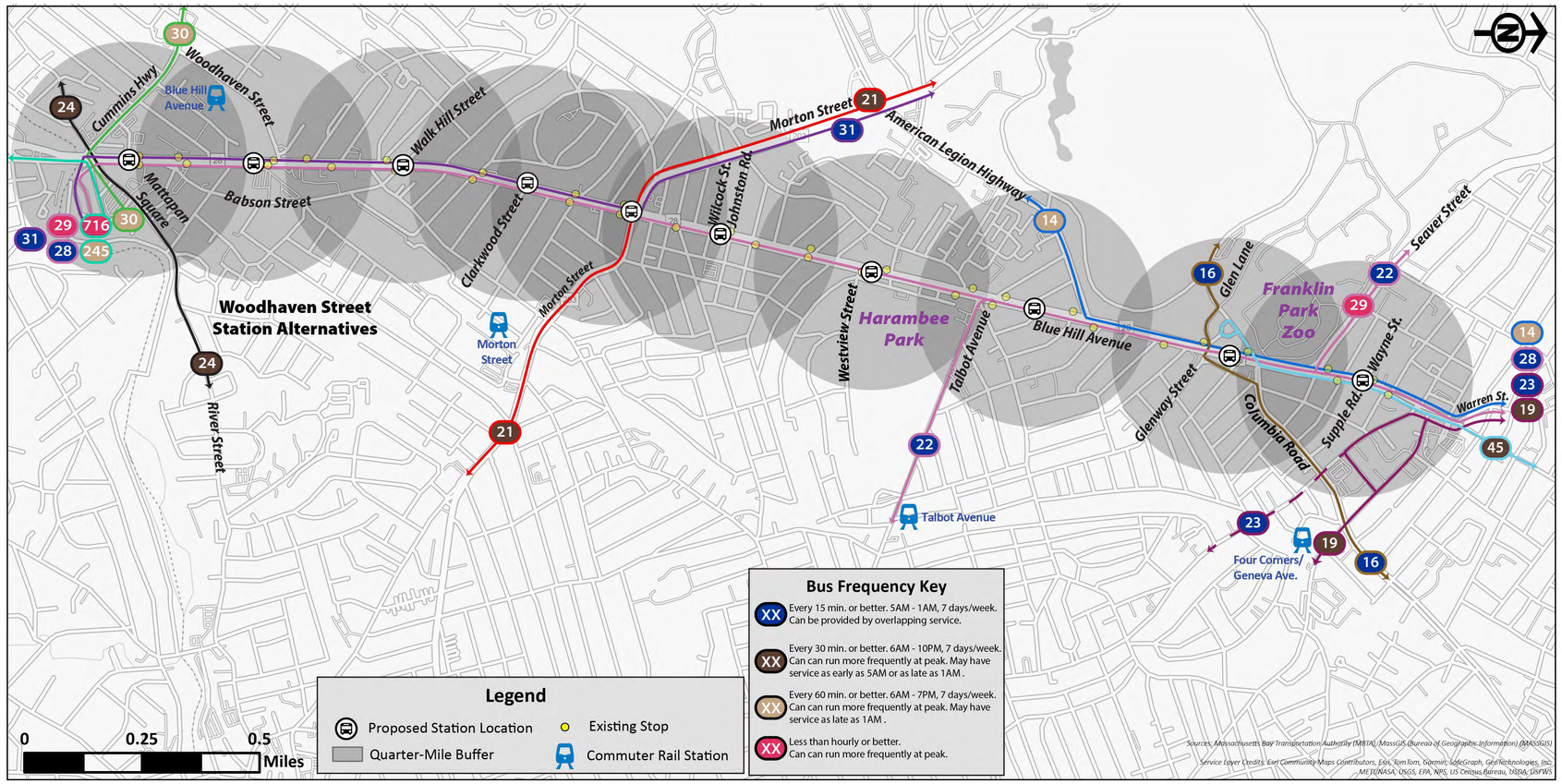
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Who's On Board?

Did you know more people travel by bus than by car on Blue Hill Ave?

Today, **56%** of road users are on the bus yet buses do not have dedicated road space.

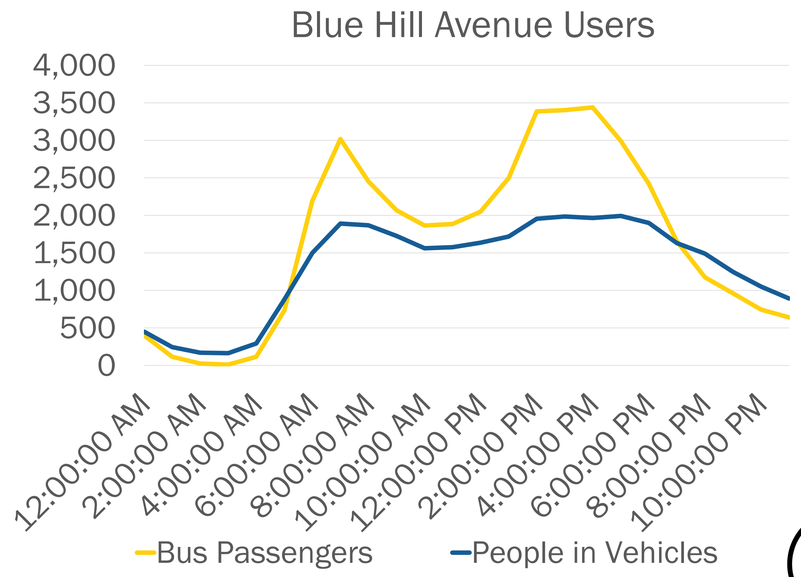
Adding bus lanes to the corridor ensures more people can more efficiently than today.



Vehicles per Household				
	Mattapan	Dorchester	Roxbury	City of Boston
No Vehicle	24.8%	29.7%	45.3%	35.7%
1 Vehicle	45.1%	42.1%	37.7%	41.3%
2 Vehicles	24.6%	21.6%	12.8%	17.0%

Bus Lines are Lifelines

Many households in neighborhoods near Blue Hill Ave are transit dependent, meaning that they solely rely on public transit to get around.



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Transit Needs

We heard that bus riders are stuck in extreme delays due to traffic and that bus stops are inadequate.

During the week, riders take 20,000 bus trips on Blue Hill Avenue. Collectively, they lose over 3,000 hours weekly stuck in traffic.



Bus stops do not meet the needs of riders.

- Bus stops are frequently blocked by illegally parked vehicles, making them inaccessible and unsafe for riders who rely upon mobility devices

- Current bus stops are insufficient. Bus stops today are too small for the number of passengers who use them, do not provide enough shade, lack live arrival information, and lack seating, making waiting for the bus unpleasant.

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*

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Transit Benefits

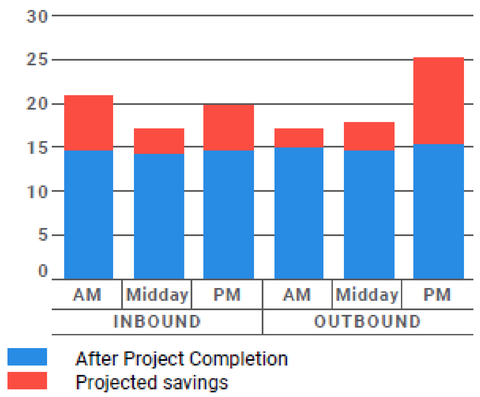
Less Delay
Faster, more reliable bus trips throughout the day

Improved Accessibility for getting on and off the bus

Greater Rider Comfort at stops and a smoother ride on board

More Curbside Parking

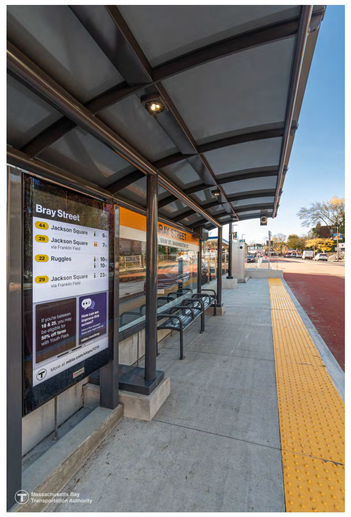
FIGURE 1-8: EXISTING AND PROJECTED CORRIDOR TRAVEL TIMES BY TIME OF DAY



Center-running bus lane save riders a significant amount of time. We anticipate that Route 28 bus riders will enjoy up to a 15-minute time savings during peak times when over half of the people on Blue Hill Ave are riding the bus. The dedicated bus lane will mean that this trip takes the same amount of time, every time, taking the guessing game out of planning the day and giving a bus rider more control over their schedule. Route 22, 29, and 31 bus riders will also experience significant time savings on their trips.



All new bus stops will include upgraded amenities like enhanced canopies, seating, real-time arrival information screens, lighting, and more.



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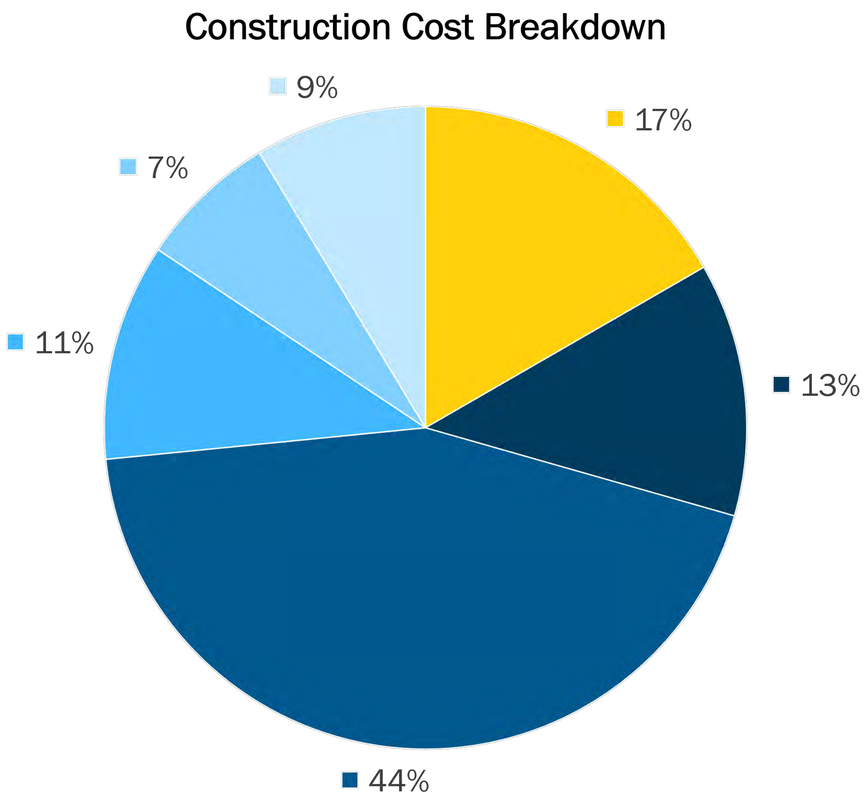


We are removing the bus away from the high demand curb line giving more space to loading, parking, etc

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State of Good Repair

- This project is an opportunity to address long-term state of good repair needs along Blue Hill Ave
- Majority of project costs are driven by general roadway improvements and non-bus related infrastructure





Roadway repaving for entire 3+ mile corridor



New roadway striping for entire corridor



200+ new street trees and green infrastructure



New street lighting for entire corridor



Sidewalk repairs and ADA upgrades for entire corridor

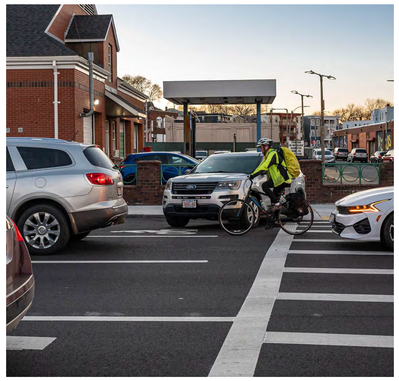


Reconstructing 32 traffic signals and adding 19 new pedestrian crossings

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A Shared Use Path for All

Existing



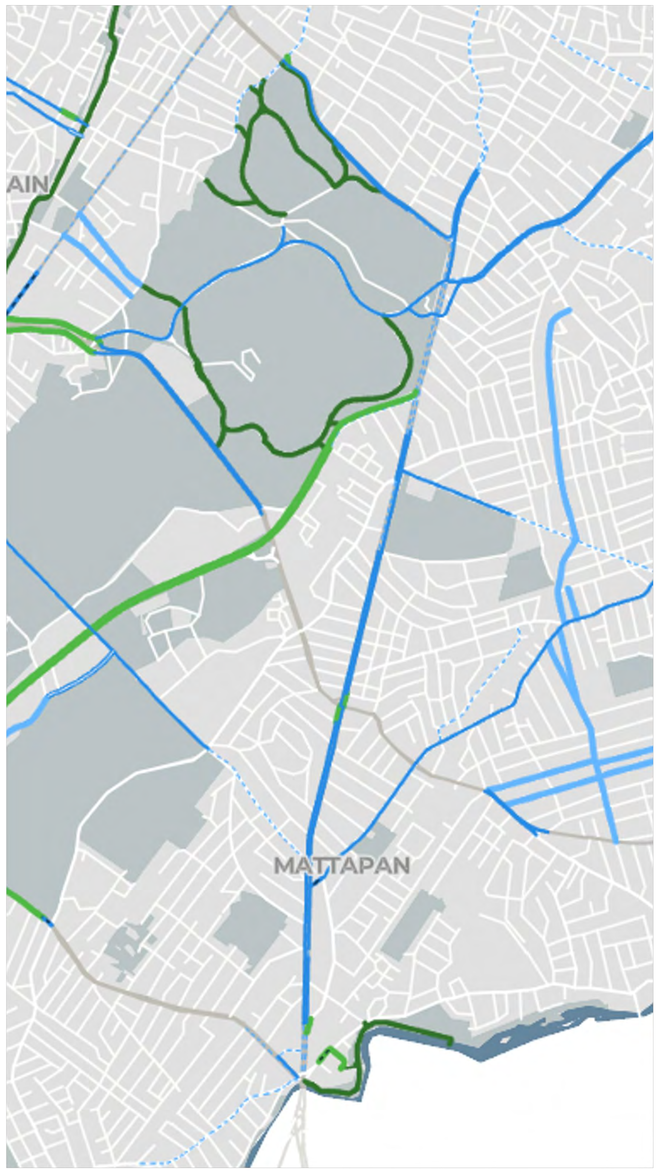
Proposed



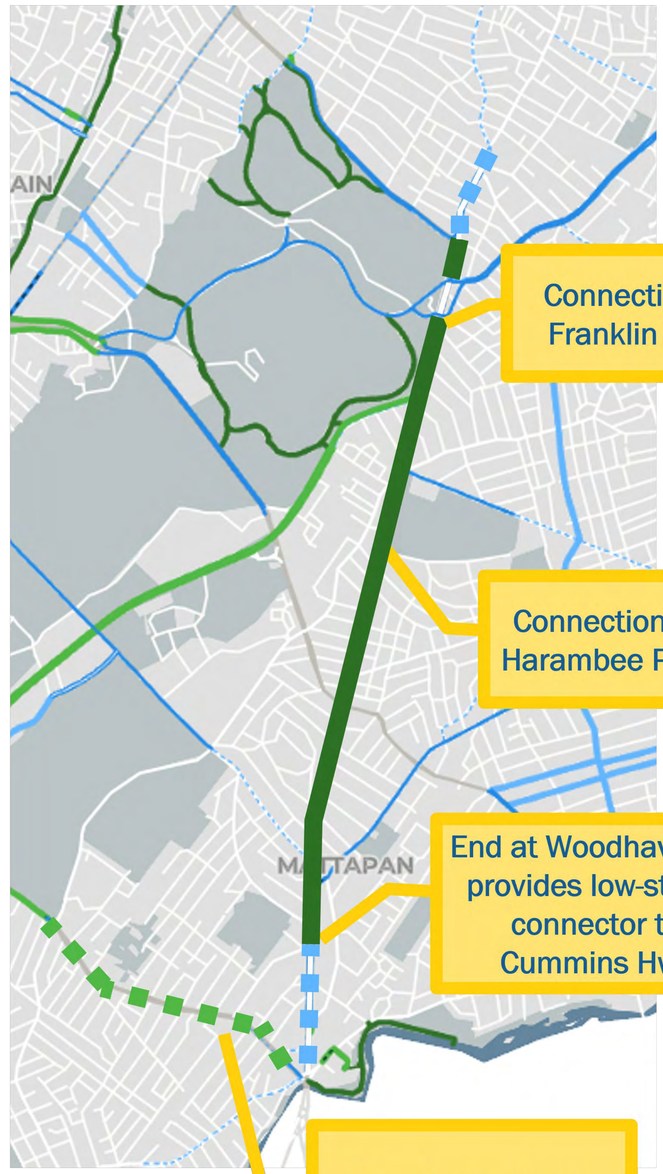
- Goal of creating a shared use path for people of all ages and abilities
- Major upgrade in safety of facility compared to existing
- New shared use path facility would provide a low-stress connector between major park facilities and surrounding bike network

Facility Type	Existing	30% Design
Unprotected bike lanes	4-miles (20,989 ft)	0
Separated Bike Lane or Shared Use Path	0.1-miles (500-ft)	4.4-miles (23,175-ft)
Total bike lanes	4.1-miles (21,489-ft)	4.4-miles (23,175-ft) (+2,130-ft)

Existing Bike Network



Proposed Bike Network



Painted Bike Lanes
Bike Lane or Buffered Bike Lane

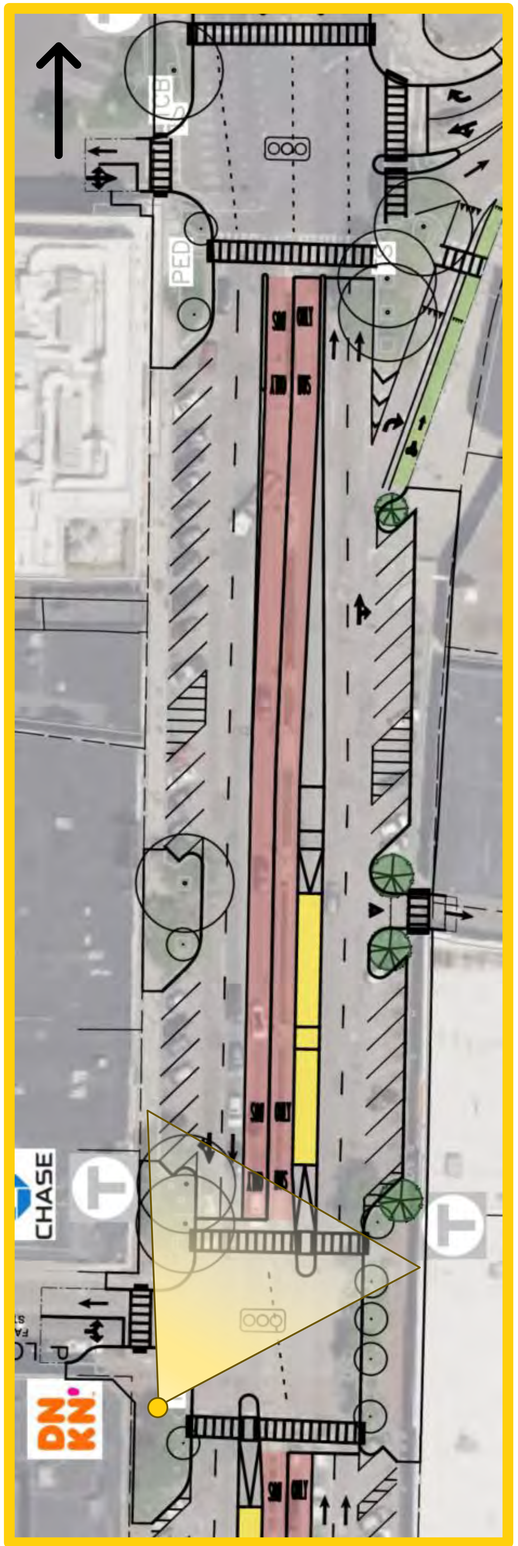
Separated Bike Lanes
Separated Bike Lane

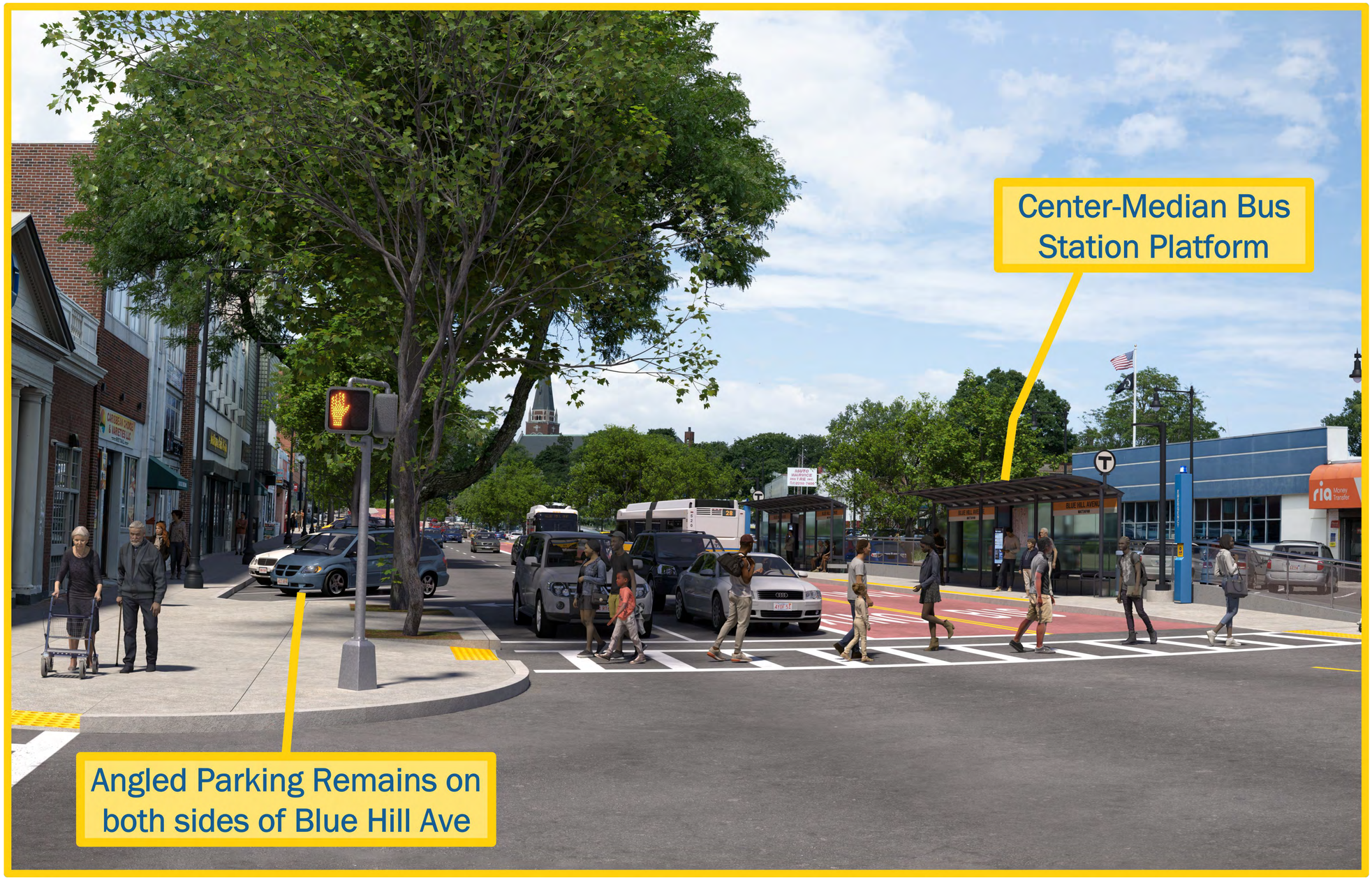
Shared Lanes
Shared Lane Markings or Shared Bus Lane

Pathways and Walkways
Shared Use Path

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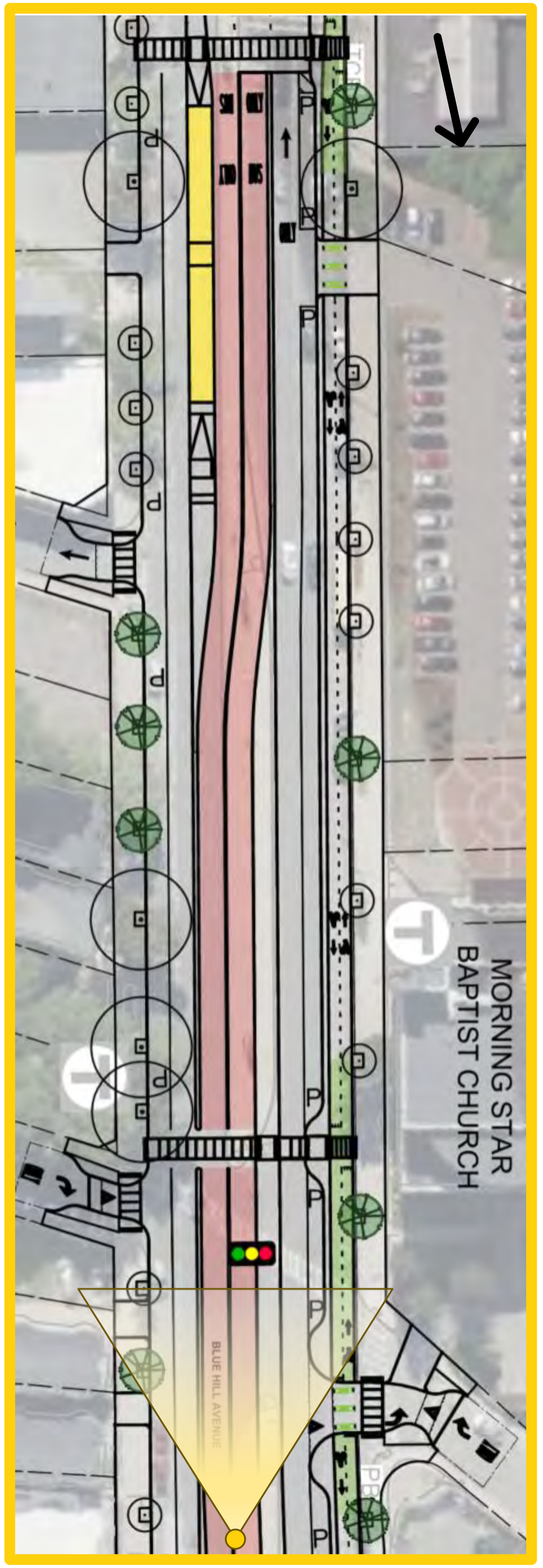
Mattapan Square





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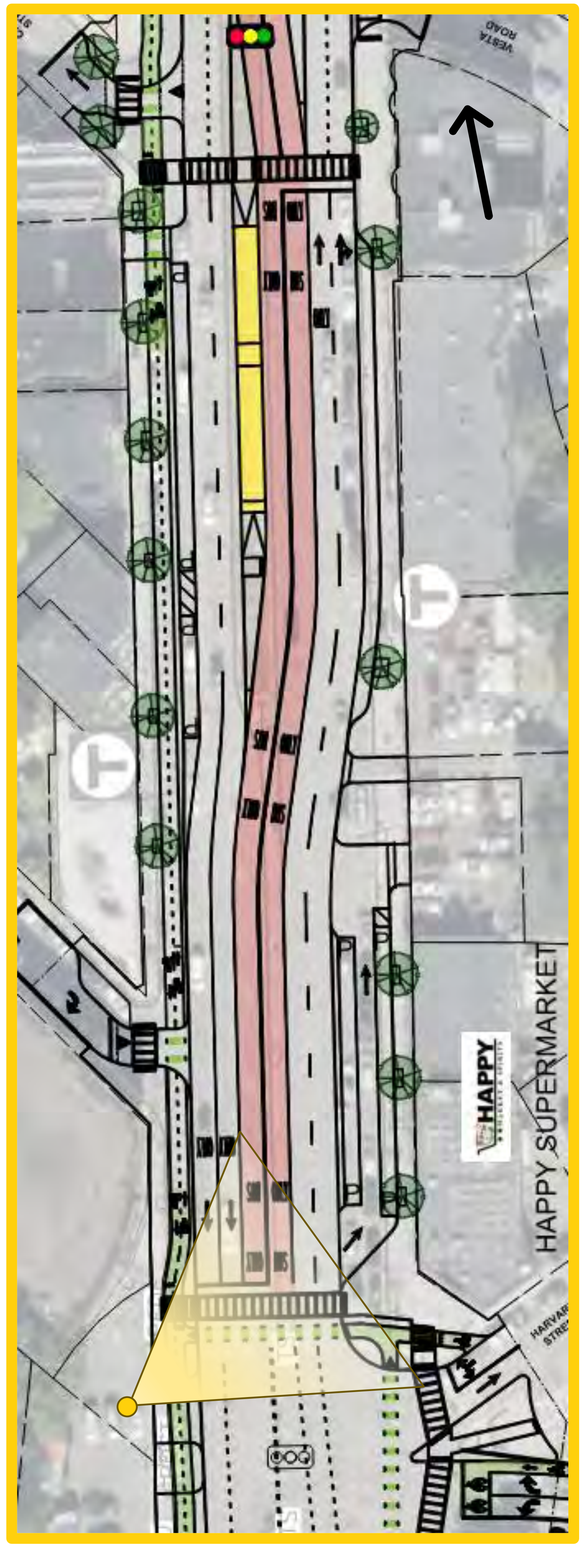
Morton St to Wellington Hill St





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Talbot Ave & Harvard St

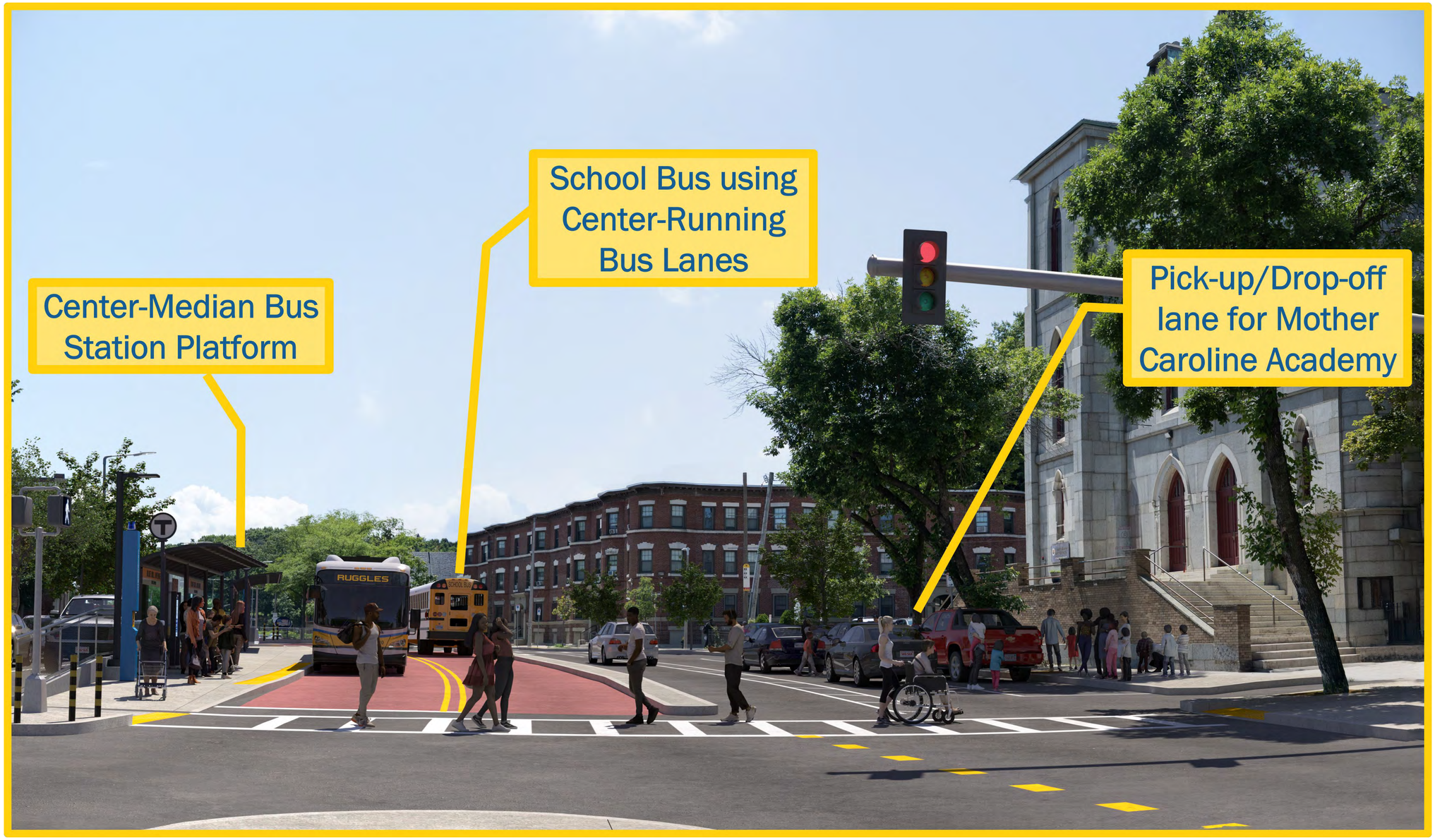




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Grove Hall





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Share Your Feedback

Based on meetings in the community, the MBTA and City of Boston have developed a number of project goals. **Please let us know to what degree the current design for the whole corridor meets these goals.**

	Strongly Disagree	Disagree	Neutral	Agree	Strongly Agree
Expands the tree canopy and green infrastructure	PLACE DOT HERE	PLACE DOT HERE	PLACE DOT HERE	PLACE DOT HERE	PLACE DOT HERE
Improves the public realm	PLACE DOT HERE	PLACE DOT HERE	PLACE DOT HERE	PLACE DOT HERE	PLACE DOT HERE
Improves pedestrian safety	PLACE DOT HERE	PLACE DOT HERE	PLACE DOT HERE	PLACE DOT HERE	PLACE DOT HERE
Improves public transit	PLACE DOT HERE	PLACE DOT HERE	PLACE DOT HERE	PLACE DOT HERE	PLACE DOT HERE
Maintains parking	PLACE DOT HERE	PLACE DOT HERE	PLACE DOT HERE	PLACE DOT HERE	PLACE DOT HERE