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**THANKS FOR JOINING US!
THE MEETING WILL START SHORTLY..**

Monday, July 20th

Mayor Martin J. Walsh



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COLUMBUS AVE & EGLESTON SQUARE TRANSPORTATION IMPROVEMENTS

Mayor Martin J. Walsh



BEFORE WE GET STARTED...

- **This meeting will be recorded to be posted on the project webpage**
- **There will be time for questions and comments following the presentation**
- **Please mute your mic when not speaking**
- **Feel free to post questions and comments in the chat box**
- **Please be courteous to your fellow meeting participants**
- **Thank you for joining us!**



PROJECT OVERVIEW

Egleston Square Redesign: Bicycle Connections & Neighborhood Traffic Calming

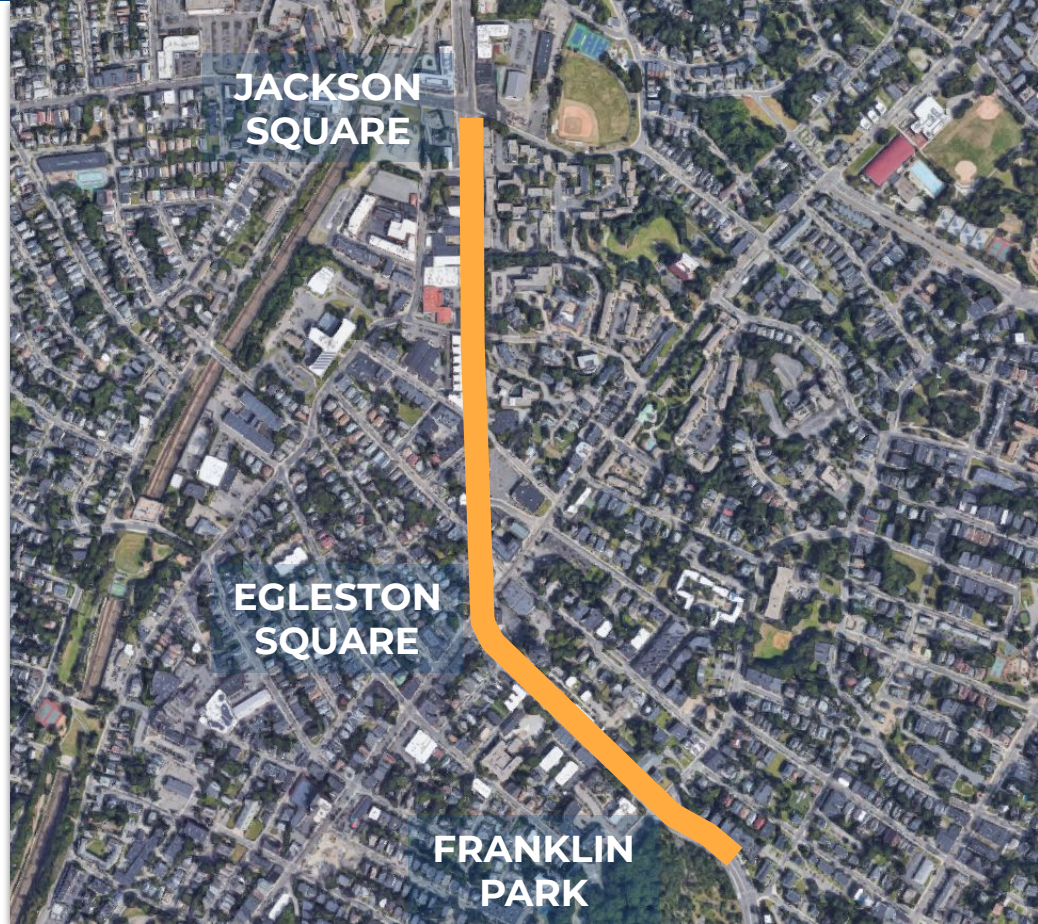
- Kittelson & Associates retained for planning, design and community process
- High-quality crosstown bicycle connections from Franklin Park & Blue Hill/Seaver St corridors to SW Corridor
- Additional safety and public realm improvements in Egleston Square
- Kicking off Summer 2020 (now!)



PROJECT OVERVIEW

Columbus Ave Bus Lanes & Pedestrian Safety Improvements

- 0.8 miles from Walnut Ave/Seaver St to Center/Ritchie St
- Serves three high ridership bus routes
- Center-running bus lanes
- New stop platforms
- Pedestrian safety improvements
- Fall 2020 Implementation



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COLUMBUS AVE BUS LANES & PEDESTRIAN IMPROVEMENTS

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PLANNING BACKGROUND



Go Boston 2030 Mode Share Goals:

↓ Driving Alone Down by Half

↑ Increase Public Transit By 1/3
Increase Walking By Half
Increase Cycling Fourfold



PLANNING BACKGROUND



Go Boston 2030

PLAN JP/ROX (BPDA)

JP/ROX Transportation Action Plan (BTD)

- **Columbus Avenue Bus Lanes**
- **Egleston Square Redesign & Neighborhood Bicycle & Safety Improvements**



Project overlaps with a significant portion of proposed Mattapan-LMA Rapid Bus route

Crosstown

Mattapan to LMA Rapid Bus

Faster transit connections to the medical district from southern Boston

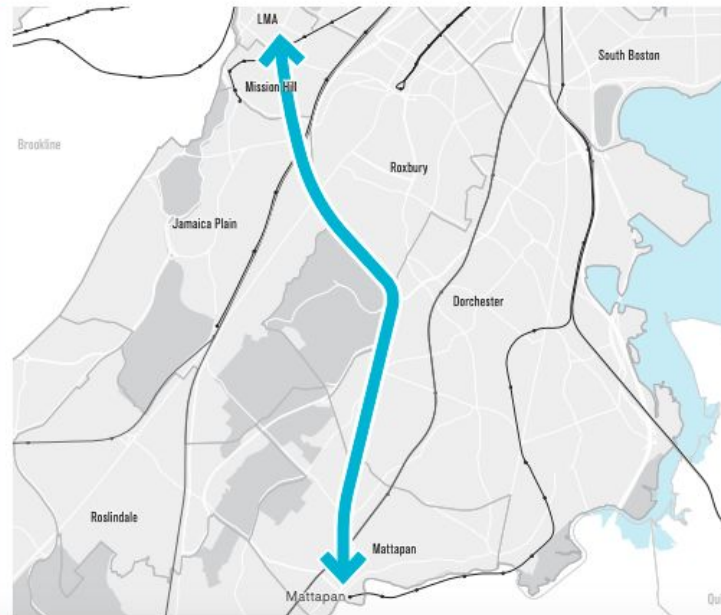
Project Description

A new transit line with high-quality stops, signal priority, all-door boarding, and some exclusive lanes will create direct transit connections for residents of Mattapan and southwest Dorchester to jobs and medical care in Roxbury, Mission Hill, and the Longwood Medical and Academic Area. This involves a rail-like bus service operating where excess roadway width exists today on one of several potential corridors that will be determined in conjunction with the community. Service would be high capacity and high frequency and could interline with the JFK/UMass to LMA rapid bus corridor (p176) and even the West Station to LMA connection (p203), connecting together southern Boston, the LMA, and Beacon Yards. Future upgrades could see tracks and streetcar service initiated as ridership grows.

Project Score

- Access 1
- Access 2
- Safety 1
- Safety 2
- Reliability
- Affordability
- Sustainability/Resiliency 1
- Sustainability/Resiliency 2
- Governance

#19 in weighted Boston-only public voting





The **Boston Transportation Department** manages:

- Traffic Signals
- Street Widths
- Curb Regulations
- Lane Assignments

The **Massachusetts Bay Transportation Authority** maintains public transportation operations and facilities, including:

- Routes
- Schedules
- Fares
- Fleet Size and Distribution

HOW DID WE GET HERE?



ENGAGEMENT TO DATE:

- **January Open Houses**
- **Merchant Walks**
- **Egleston Square Neighborhood Association**
- **Jamaica Plain Public Service Committee**
- **Urban Edge**
- **JPNDC**
- **Egleston Square Main Street & Líderes Comerciantes de Egleston (Egleston Business Leaders)**
- **Academy Homes Tenant Council**
- **Boston Housing Authority**
- **Briefing with State and City elected officials**



WHAT WE'VE HEARD



Concerns

- **Transit Delays:** congestion a problem throughout the day for 8,000 daily riders
- **Uncomfortable Conditions** for people walking, cycling, or waiting for the bus
- **Parking** is important for businesses and residents and should be retained where possible



PROPOSED IMPROVEMENTS

Center-running bus lanes

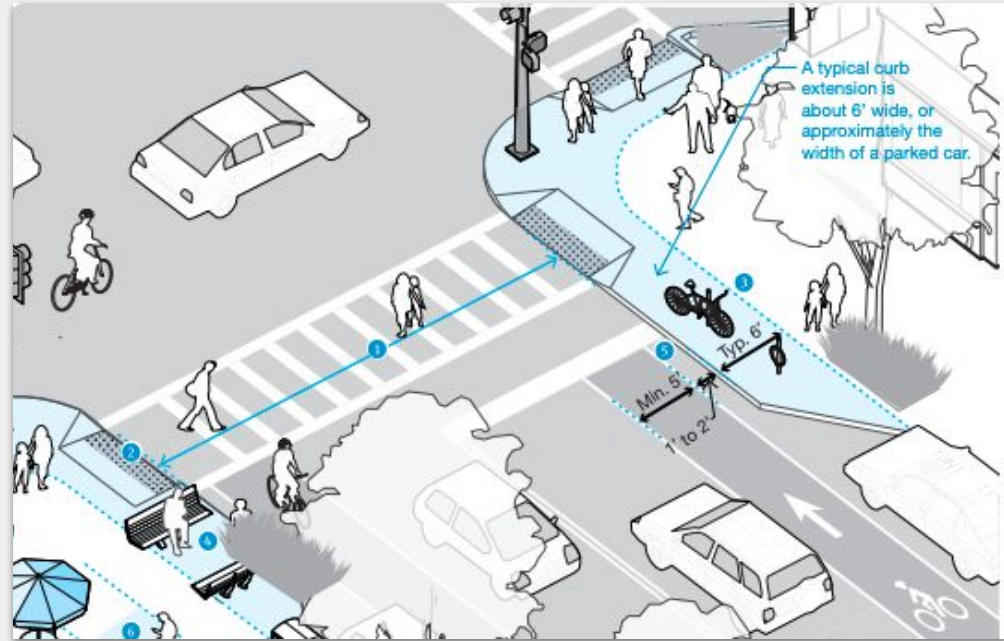
- All day, inbound and outbound

8 new bus stop platforms

Pedestrian improvements

- Upgraded crosswalks
- Accessible ramps,
- Curb extensions for shorter crossings,
- New pedestrian signals

Parallel process for bike network enhancements & neighborhood traffic calming



EXISTING CONDITIONS



WHAT WILL IT LOOK LIKE?



WHAT WILL IT LOOK LIKE?



BUS STOP RENDERING



BUS STOP RENDERING



BUS STOP FEATURES

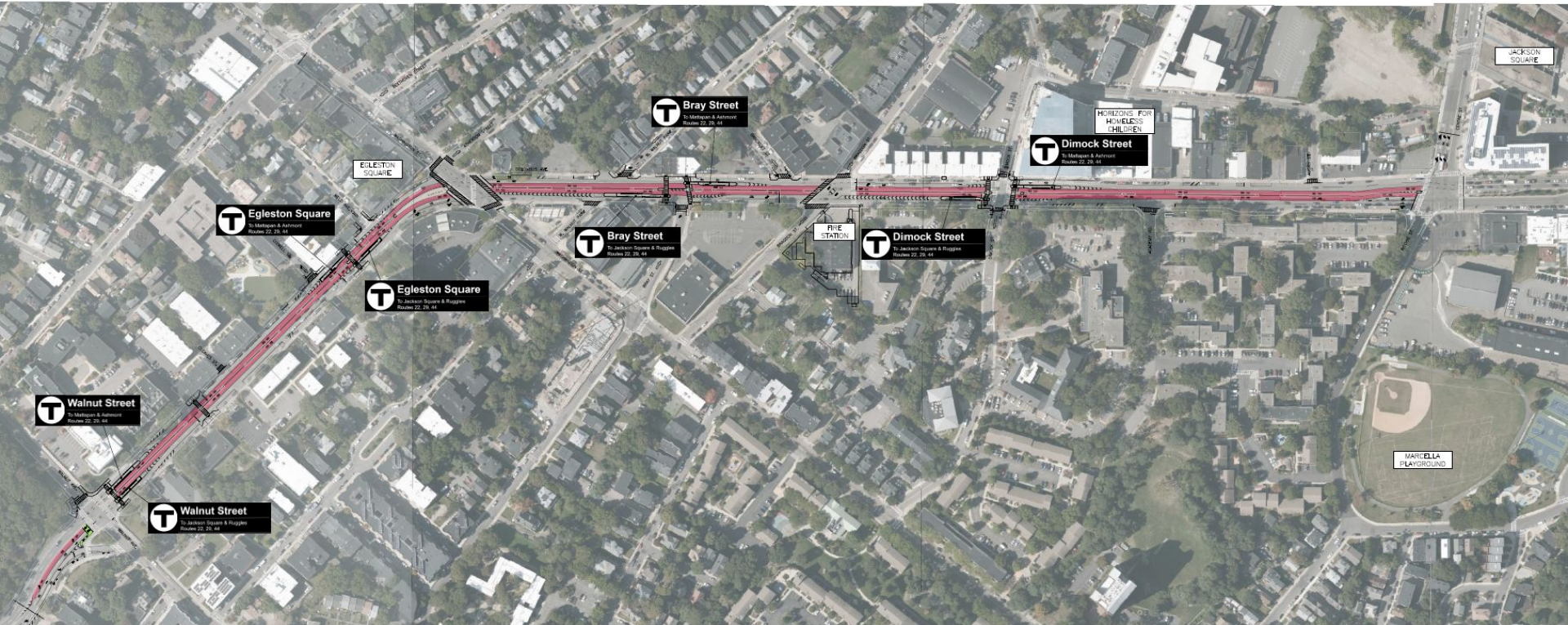
For improved comfort, accessibility, & safety new bus stops will include:

- Shelters
- Seating
- Signage
- Lighting
- Trash Cans
- Countdown Clocks
- Emergency Call Boxes
- Fare Vending Machines*



Similar bus stop in Richmond, Virginia

OVERVIEW OF THE CORRIDOR





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EGLESTON SQUARE REDESIGN & NEIGHBORHOOD TRANSPORTATION IMPROVEMENTS

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PROJECT LIMITS

- Egleston Square Intersection and surrounding neighborhood street network
- Approximately:
 - Dimock St to north
 - Boylston St/Chilcott Pl to south
 - Walnut Ave/Washington St to east
 - SW Corridor to west



DESIGN GOALS

- **Prioritizing Bicycle Safety & Comfort**
- **Prioritizing Walking, Pedestrian Safety, & Accessibility**
- **Manage Traffic Flows**
- **Public Realm Improvements**

**Tactical /
Short-term
Improvements**



BICYCLE CONNECTIONS

- Provide safe, high-comfort conditions for all ages and abilities
- Connect Franklin Park, Blue Hill Ave and Seaver St corridors to SW Corridor and beyond



Columbus Avenue Bus Lanes

- **Final design review in August**
- **Construction start late summer 2020 or spring 2021**

Egleston Square Redesign, Bicycle Connections & Neighborhood Traffic Calming

- **Planning, Design and Community Process Summer-Winter 2020**
- **Bicycle accommodations will be top priority**
- **Tactical improvements on accelerated timeline**
- **Project implementation 2021**



QUESTIONS?

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Project webpage:

boston.gov/departments/transportation/columbus-avenue-bus-lanes