



B

CITY of BOSTON

BLUE HILL AVE.

TRANSPORTATION ACTION PLAN

boston.gov/blue-hill-ave

BOOKLET CONTENTS

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- Paintbox Program
- Artist Profiles
- Mural Sites

• STREET LAYOUT

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- Concept 1
- Concept 2
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- Concept 4

• RELATED WORK

- Fairmount Line Upgrades
- Other Projects
- Near-term Project Timeline



El Regreso
MARKET
617-238-7636

ENVIOS DE DINERO
EST. WIC
LOTTERY

AHEAD

LAWRENCE

20

Artist: Rob "ProBlak" Gibbs
Piece Title: Breathe Life
Location: Blue Hill Ave. at Gaston St.



PUBLIC ART .

- **THIS SECTION CONTAINS:**

- [Paintbox Program](#)
- [Artist Profiles](#)
- [Mural Sites](#)

WHO WE'RE WORKING WITH

PAINTBOX ARTISTS AS OF FEB. 10th



Ananda Toulon



Mushen Kieta



Wilton Tejada



Allentza Michel



Gary Chen



Alvin Acoma Colon

OTHER ARTISTS WE'VE REACHED OUT TO REGARDING PAINTBOX

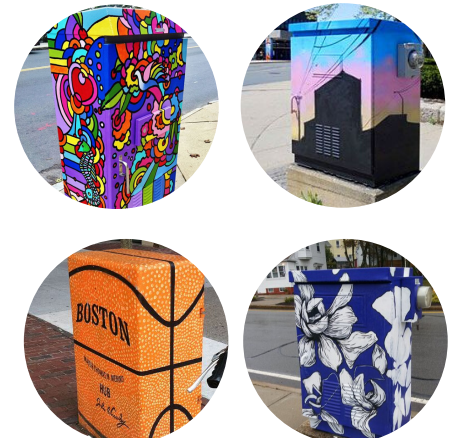
- Rasheed Spratling
- Daniel Irvin
- Ibrahim Al-Salaam
- CJ Valerus
- Joseph Lewis
- Silas Lashley
- Raheem Jamal Perkins
- Mattapan Teen Center
- Artwork Bound
- Jameel Radcliffe
- Stephen Hamilton
- ICA Teen Program
- Larry Pierce
- Marjorie Belizaire
- Rayshawn Bussey

These artists will be transforming all 49 utility boxes along Blue Hill Avenue into works of art.

• GOING FROM THIS:



• TO THINGS LIKE THIS:



We are still accepting submissions!
 We would love to feature your artistic voice
 within the Blue Hill Ave. Paintbox Collection.



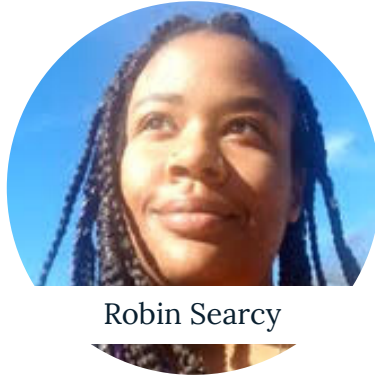
Mattaya Fitts



Darryl Sweeper Jr.



Vigorous Youth



Robin Searcy



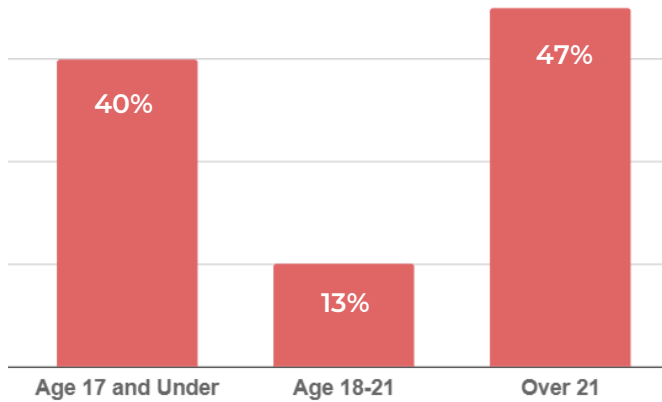
Phoebe Warner



Ideal Mixer

• **YOU SAID:**

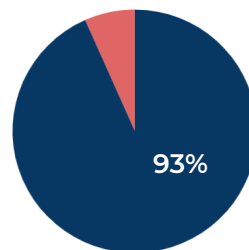
Public art should involve our young people.



The majority - 53% - of our Paintbox artists are under the age of 21.

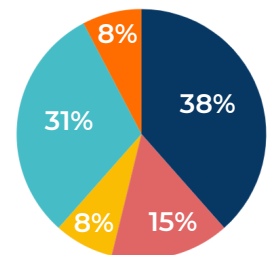
• **YOU SAID:**

Local artistic voices should be showcased.



93% of our Paintbox artists are originally from Boston. They hail from the following neighborhoods:

- Allston-Brighton
- Roxbury
- Roslindale
- Mattapan
- Dorchester



WHERE WE ARE PURSUING MURALS AND WHY

- **GEORGIA STREET at BLUE HILL AVE.**

Once the site of a much-loved Noah's Arc mural, this public plaza in the commercial heart of **Grove Hall** offers outdoor seating, gathering space, and outdoor dining options associated with local favorite: Flames restaurant.



- **AMERICAN LEGION at BLUE HILL AVE.**

This location offers high visibility for pedestrians and roadway users alike. At the base of **Franklin Park**, a mural at this site would activate this entryway into the park from both American Legion and Blue Hill Avenue.



- **CLARKWOOD STREET at BLUE HILL AVE.**

This site serves as a gateway into an area that will soon see increased density through a mixed-used development at the bottom of **Wellington Hill**. A new adjacent cafe, as well as ongoing upgrades to the pocket park next to Juice Up will soon make this block even more of a communing destination.



We are still looking for interested muralists!
We would love to feature your artistic voice
within the Blue Hill Ave. Mural Collection.



• **YOU SAID:**

You would like to see the following themes featured in any future murals along the avenue:

- Unity and togetherness
- A celebration of Caribbean culture in Boston
- Black Joy
- Safe and strong youth
- Highlighting Black owned businesses and minority property ownership
- The history of the name 'Mattapan'

MURALISTS WE'VE REACHED OUT TO

- Victor Quinonez
- Liza Quinonez
- Rob "ProBlak" Gibbs
- Don Rimx
- Jason Talbot
- StreetTheory
- Ricardo "Deme 5" Gomes





STREETSCAPE .

- **THIS SECTION CONTAINS:**

- Concept 1
- Concept 2
- Concept 3
- Concept 4

GUIDING DESIGN PRINCIPLES

Given what we have heard from the community through our 2019 project survey and in-person engagement efforts, we determined a set of guidelines that all concepts must adhere to. As a result, all four of the concepts created for the future of Blue Hill Ave. abide by the following:

1 PRESERVE ALL MATURE TREES.

Not wanting to worsen existing heat islands, and understanding that saplings are no substitute for mature trees, we are committed not only to the addition of greenery along the avenue, but to the protection of existing tree canopy.

2 THOUGH THE SIDEWALK MAY BE WIDENED, IT SHALL NEVER BE NARROWED.

This project will not augment anyone's existing property lines, nor decrease pedestrian space.

3 INCORPORATE HIGH QUALITY BIKE FACILITIES

Increasing the portion of Boston residents that travel by bicycle is a city-wide goal established in the City's transportation masterplan Go Boston 2030. To reach these goals, the City has new design guidelines and maintenance requirements. Users of Blue Hill Ave. deserved first-rate facilities for all modes.

CONCEPT 1

DESIGN PARAMETERS FOR THIS CONCEPT

The following guidelines were used to shape this concept:

- **MAINTAIN THE MEDIAN AS IT IS.**

Knowing that median alteration drastically complicates a project's budget and lengthens its timeline, we wanted to create a concept that serves as a baseline from which we can build upward and use as a **timeline and cost benchmark**.

- **CREATE CONTINUOUS, DEDICATED BUS LANES.**

The 20,000 daily bus riders along Blue Hill Ave. account for about 52% of all peak-period roadway users. These riders currently face delays of up to 25 minutes in either direction - **a total of over 4 hours per rider per work week of excess travel time**.

- **PROVIDE BIKE FACILITIES THAT ALIGN WITH NATIONAL RECOMMENDATIONS.**

The National Associate of City Transportation Officials (NACTO) recommends that **separated bike lanes, and not bus-bike shared lanes**, be created when buses come every 4 minutes or less.

- **MINIMIZE CONFLICTS BETWEEN CYCLISTS AND BUSES AT BUS STOPS.**

Improved roadway safety is a focal point of this project. **Cyclists face a particularly high safety risk** on corridors of this size that move such high traffic volumes and carry large vehicles such a trucks and buses with unique blindspots.



WHAT THESE GUIDELINES RESULTED IN



Lanes that constantly change between bus-bike and bike-only



Decrease in parking in commercial districts of 17%

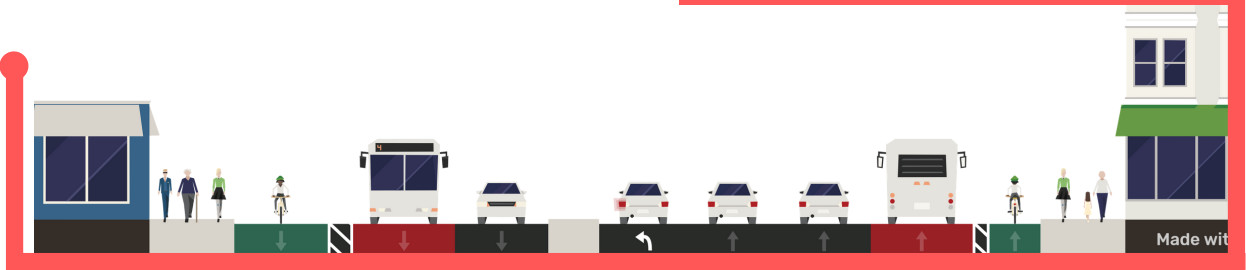


Decreased roadway capacity to one general travel lane plus occasional turning lanes throughout the corridor

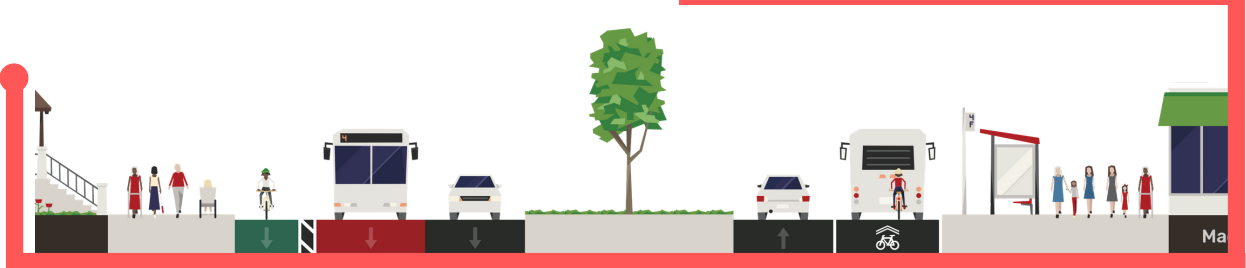


PROPOSED CROSS SECTIONS

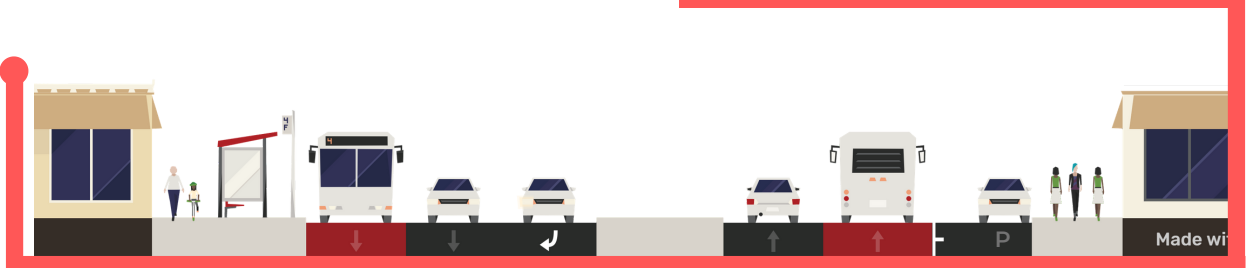
SOUTH OF AMERICAN LEGION



BETWEEN BALSOM & FLOYD



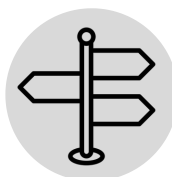
NORTH OF WELLINGTON HILL



WHY WE ARE NOT ADVANCING THIS CONCEPT

• YOU SAID:

- We need bus lanes on the avenue.
- Bike lanes would be great, but not without protection.
- The median is a waste of space.



• THIS CONCEPT FALLS SHORT:

- Features bus lanes, but requires highest level of enforcement.
- Features unprotected bike facilities.
- Keeps the median as it is today.

CONCEPT 2

DESIGN PARAMETERS FOR THIS CONCEPT

The following guidelines were used to shape this concept:

- **REMOVE OR SHRINK THE MEDIAN AS NEEDED**

To accommodate bus and bike facilities and **maintain existing roadway capacity for cars at high traffic volume locations**, the median would need to largely be removed.



- **CREATE CONTINUOUS, DEDICATED BUS LANES.**

Same as **Concept 1** - see page 10 for description.

- **PROVIDE BIKE FACILITIES THAT ALIGN WITH NATIONAL RECOMMENDATIONS.**

Same as **Concept 1** - see page 10 for description.



- **MINIMIZE CONFLICTS BETWEEN CYCLISTS AND BUSES AT BUS STOPS.**

Same as **Concept 1** - see page 10 for description.



WHAT THESE GUIDELINES RESULTED IN



Lanes that constantly change between bus-bike and bike-only



Parking along the median in Mattapan converted into a travel lane



Decrease in parking in commercial districts of 17%

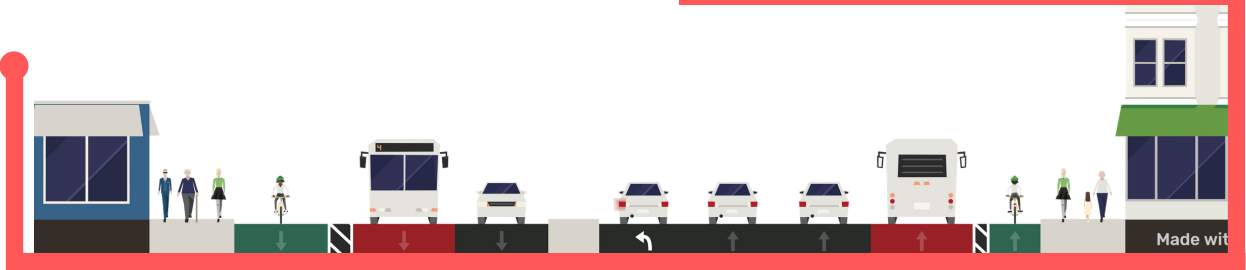


Median reduced between Woodhaven and Norfolk and between American Legion and Seaver

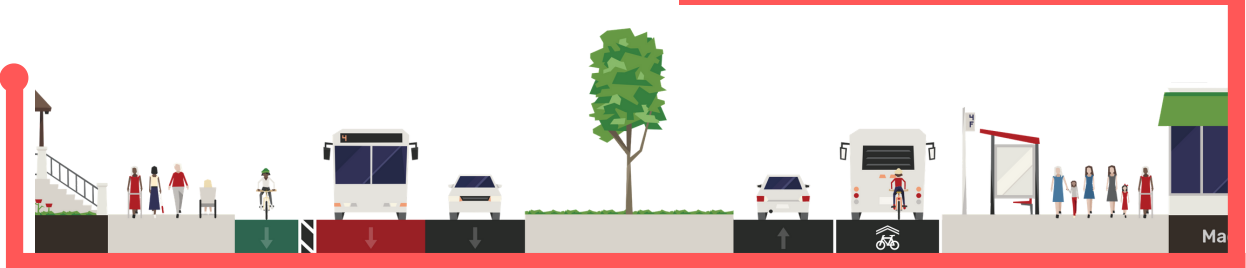


PROPOSED CROSS SECTIONS

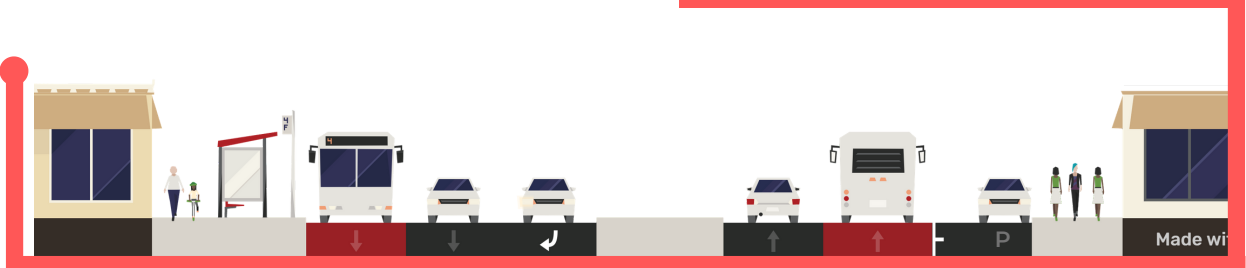
SOUTH OF AMERICAN LEGION



BETWEEN BALSOM & FLOYD



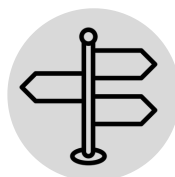
NORTH OF WELLINGTON HILL



WHY WE ARE NOT ADVANCING THIS CONCEPT

• YOU SAID:

- We need bus lanes on the avenue.
- Bike lanes would be great, but not without protection.
- As a pedestrian, I don't feel safe or comfortable crossing the street.



• THIS CONCEPT FALLS SHORT:

- Features bus lanes, but requires highest level of enforcement.
- Features unprotected bike facilities.
- Removes what pedestrian refuge the median provides and gives no substitute.

CONCEPT 3

DESIGN PARAMETERS FOR THIS CONCEPT

The following guidelines were used to shape this concept:

- **REMOVE OR SHRINK THE MEDIAN AS NEEDED.**

Same as **Concept 2** - see page 12 for description

- **CREATE CONTINUOUS, DEDICATED BUS LANES.**

Same as **Concepts 1 and 2** - see page 10 for description.

- **PROVIDE BIKE FACILITIES THAT ALIGN WITH CITY OF BOSTON RECOMMENDATIONS.**

The Boston Transportation Department's bike specialists - our Active Transportation Team - advise that **bike facilities should be physically protected, continuous in their typology, and highly legible.** These elements are required to ensure a high quality facility that feels safe, welcoming, and inviting to new and seasoned riders alike.

- **MINIMIZE CONFLICTS BETWEEN CYCLISTS AND BUSES AT BUS STOPS.**

Same as **Concepts 1 and 2**- see page 10 for description.

- **CREATE RIGHT TURN POCKETS WHEN SUITABLE.**

Creating right turn pockets would allow drivers to make a right turn from their own lane rather than from the bus lane. This would minimize driver conflict with both buses and bikes, and **makes enforcement of the bus lane more manageable.**



WHAT THESE GUIDELINES RESULTED IN



Consistent, protected bike lanes throughout the corridor



Creation of new turning lanes to allow Blue Hill traffic to flow more freely

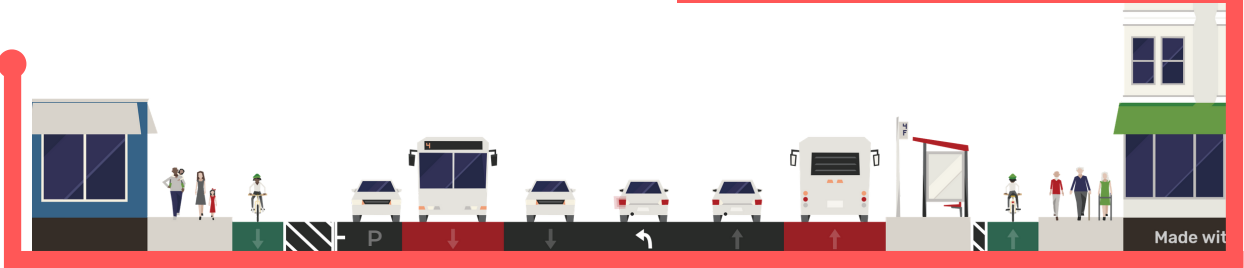


Many points of pedestrian refuge either at floating bus stops or a remaining portions of the median

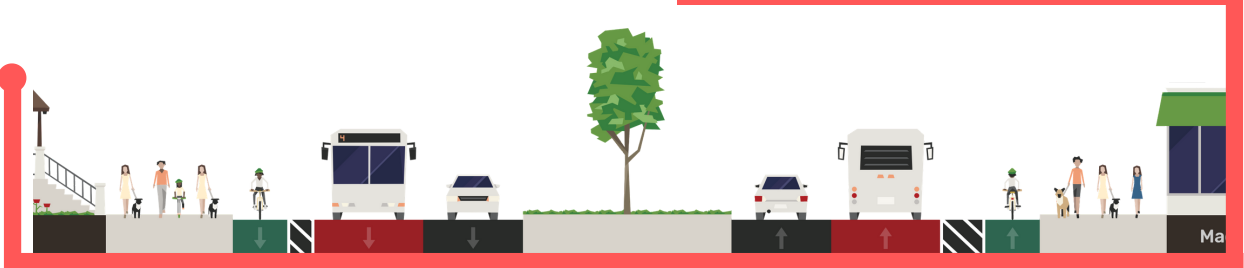


PROPOSED CROSS SECTIONS

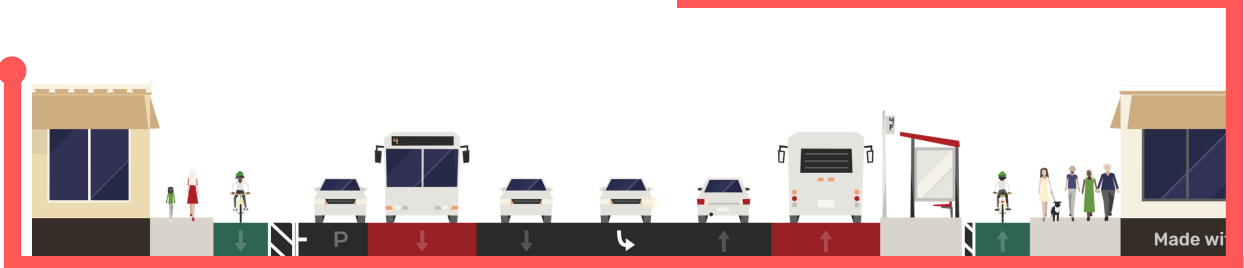
SOUTH OF AMERICAN LEGION



BETWEEN BALSOM & FLOYD



NORTH OF WELLINGTON HILL



WHY WE ARE ADVANCING THIS CONCEPT

• YOU SAID:

- We need bus lanes on the avenue.
- Bike lanes would be great, but not without protection.
- Pedestrian safety is a high priority and major concern along the ave.



• THIS CONCEPT DELIVERS:

- Features bus lanes, but still requires high level of enforcement.
- Features protected bike facilities.
- Provides pedestrian refuge with parts of the median and new boarding islands.

CONCEPT 4

DESIGN PARAMETERS FOR THIS CONCEPT

The following guidelines were used to shape this concept:

- **REMOVE OR SHRINK THE MEDIAN AS NEEDED.**

Same as **Concepts 2 and 3** - see page 12 for description.

- **CREATE CENTER-RUNNING BUS LANES.**

Center-running bus lanes are the **highest quality of bus facilities that the City and the MBTA can provide**. These lanes are similar to curb-side and right-side travel lane bus lanes in that they provide the bus with a lane of its own. However, center-running bus lanes are unique in that they tend not to get double parked in, cars do not need to enter them to make turns, and they allow the bus to travel faster as operators do not have to be wary of people getting in and out of parked cars immediately next to the bus.

- **PROVIDE BIKE FACILITIES THAT ALIGN WITH CITY OF BOSTON RECOMMENDATIONS.**

Same as **Concept 3** - see page 14 for description.

- **MINIMIZE CONFLICTS BETWEEN CYCLISTS AND BUSES AT BUS STOPS.**

Same as **Concepts 1, 2, and 3** - see page 10 for description.

- **CREATE RIGHT TURN POCKETS WHEN SUITABLE.**

Same as **Concept 3** - see page 14 for description.



WHAT THESE GUIDELINES RESULTED IN



Consistent, protected bike lanes throughout the corridor



Maximum bus travel time savings afforded by center-running bus lanes



Creation of new turning lanes to allow traffic to flow more freely

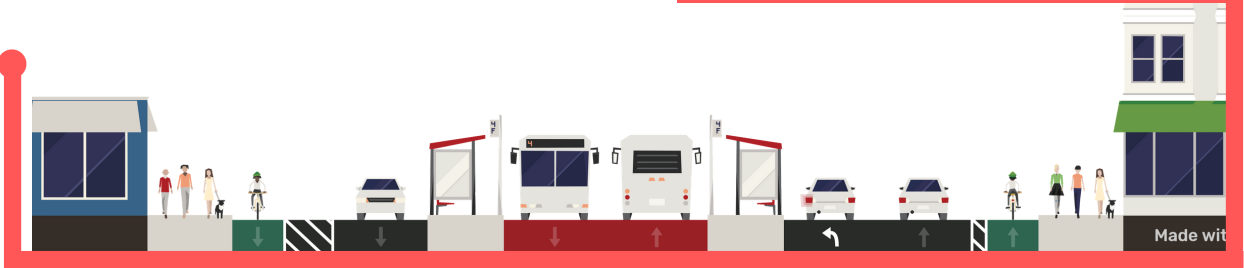


Many points of pedestrian refuge either at floating bus stops or a remaining portions of the median

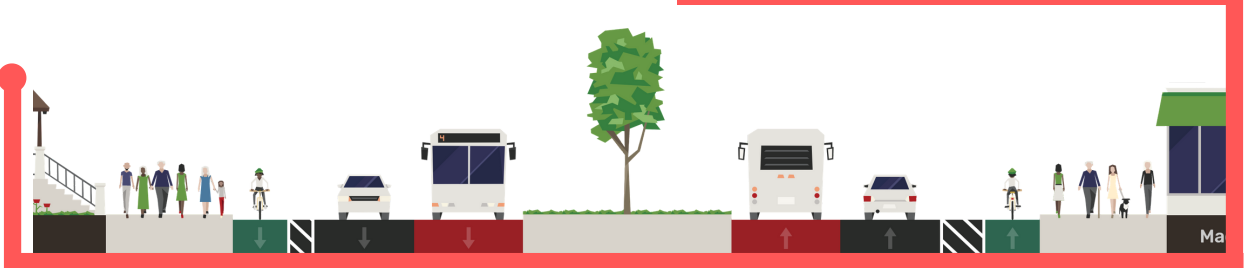


PROPOSED CROSS SECTIONS

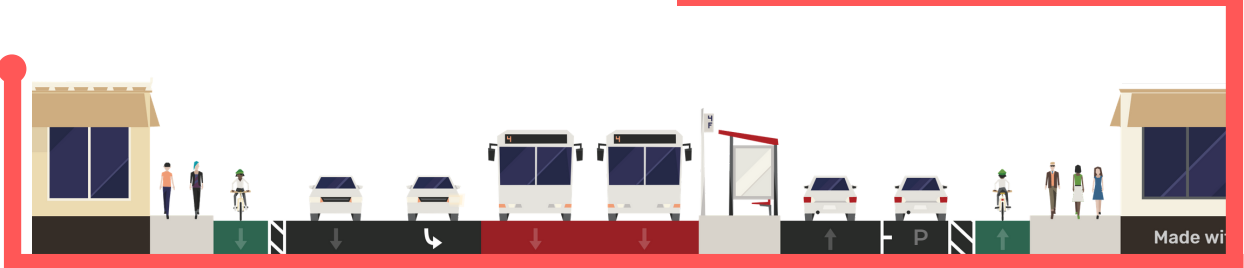
SOUTH OF AMERICAN LEGION



BETWEEN BALSOM & FLOYD



NORTH OF WELLINGTON HILL



WHY WE ARE ADVANCING THIS CONCEPT

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• THIS CONCEPT DELIVERS:

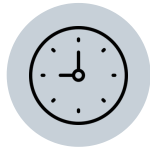
- Highest quality bus lanes that are less dependent on constant enforcement.
- Features protected bike facilities.
- Provides pedestrian refuge with parts of the median and new boarding islands.

EXAMPLE STREETSCAPE

DESIGN COMPARISONS: WALK HILL at BLUE HILL AVE

Nearly 20,000 bus riders and 906 buses a day travel along Blue Hill Ave. During morning and evening rush hour, these bus riders account for 52% of all roadway users along the avenue. Currently, it takes bus riders 40-55 minutes to travel from Mattapan Station to Nubian Square during peak periods.

Rush hour bus travel time between Mattapan Station and Nubian Square.



CONCEPT 3

25 minutes

CONCEPT 4

25 minutes

Between Babson in the south and Warren in the north.



438 parking spots maintained

422 parking spots maintained



Heavily dependent upon the presence and activity of law enforcement officers.

Due to the location of the bus lanes, this concept is largely self-enforcing.



EXISTING CONDITIONS



PHAM'S CORNER

← **TO READVILLE**



PHAM'S CORNER





RELATED WORK .—.....

- **THIS SECTION CONTAINS:**

- Fairmount Line Service Enhancements
- Other Projects to Tune-In To
- Blue Hill Ave. Near-term Timeline

FAIRMOUNT LINE UPGRADES

SERVICE ENHANCEMENT PROPOSAL SUMMARY

In January of this year, the Fiscal & Management Control Board of the MBTA approved the City of Boston's Fairmount Line Service Enhancement Proposal.

This enhancement will result in the following:



- 8 ADDITIONAL WEEKDAY DAILY TRIPS:**

In addition to the existing 40 trips that run each weekday along the line, 8 additional trips will be added; **a 20% increase in service.**



- SERVICE STARTING EARLIER AND ENDING LATER:**

To better support first shift workers and nightlife activity, service will now **start and hour earlier and run an hour later.**



- NEW WAYS TO PAY YOUR FARE:**

With new fare reader machines on every platform, **you will now be able to use regular CharlieCards, CharlieTickets, Senior Passes, Youth Passes, and stored value cards** to pay for your ride.

NEW DRAFT SCHEDULE

The schedule will be finalized in May, and the new service will be operational on Monday, May 18th. Check here for regular updates: www.mbta.com/projects/fairmount-line-weekday-service-pilot

	AM									PM														
Inbound	NEW						NEW					NEW		NEW										
Readville	5:10	5:35	6:22	7:15	7:55	8:45	9:25	10:00	11:00	12:00	1:00	2:00	2:40	3:05	3:35	3:53	4:15	5:03	5:45	6:30	7:06	8:00	8:57	10:20
Fairmount	5:14	5:39	6:26	7:19	7:59	8:49	9:29	10:04	11:04	12:04	1:04	2:04	2:44	3:09	3:39	3:57	4:19	5:07	5:49	6:34	7:10	8:04	9:01	10:24
Blue Hill	5:17	5:42	6:29	7:22	8:02	8:52	9:32	10:07	11:07	12:07	1:07	2:07	2:47	3:12	3:42	4:00	4:22	5:10	5:52	6:37	7:13	8:07	9:04	10:27
Morton Street	5:20	5:45	6:32	7:25	8:05	8:55	9:35	10:10	11:10	12:10	1:10	2:10	2:50	3:15	3:45	4:03	4:25	5:13	5:55	6:40	7:16	8:10	9:07	10:30
Talbot Ave	5:23	5:48	6:35	7:28	8:08	8:58	9:38	10:13	11:13	12:13	1:13	2:13	2:53	3:18	3:48	4:06	4:28	5:16	5:58	6:43	7:19	8:13	9:10	10:33
Four Corners	5:26	5:51	6:38	7:31	8:11	9:01	9:41	10:16	11:16	12:16	1:16	2:16	2:56	3:21	3:51	4:09	4:31	5:19	6:01	6:46	7:22	8:16	9:13	10:36
Uphams Corner	5:29	5:54	6:41	7:34	8:14	9:04	9:44	10:19	11:19	12:19	1:19	2:19	2:59	3:24	3:54	4:12	4:34	5:22	6:04	6:49	7:25	8:19	9:16	10:39
Newmarket	5:32	5:57	6:44	7:37	8:17	9:07	9:47	10:22	11:22	12:22	1:22	2:22	3:02	3:27	3:57	4:15	4:37	5:25	6:07	6:52	7:28	8:22	9:19	10:42
South Station	5:40	6:05	6:52	7:45	8:25	9:15	9:55	10:30	11:30	12:30	1:30	2:30	3:10	3:35	4:05	4:23	4:45	5:33	6:15	7:00	7:36	8:30	9:27	10:50

	AM									PM														
Outbound			NEW			NEW																		NEW
South Station	6:03	7:05	7:35	8:00	8:40	9:15	9:45	10:45	11:45	12:45	1:45	2:45	3:30	4:15	5:00	5:45	6:30	6:50	7:15	8:15	9:00	10:00	11:00	12:00
Newmarket	6:11	7:13	7:43	8:08	8:48	9:23	9:53	10:53	11:53	12:53	1:53	2:53	3:38	4:23	5:08	5:53	6:38	6:58	7:23	8:23	9:08	10:08	11:08	12:08
Uphams Corner	6:13	7:15	7:45	8:10	8:50	9:25	9:55	10:55	11:55	12:55	1:55	2:55	3:40	4:25	5:10	5:55	6:40	7:00	7:25	8:25	9:10	10:10	11:10	12:10
Four Corners	6:16	7:18	7:48	8:13	8:53	9:28	9:58	10:58	11:58	12:58	1:58	2:58	3:43	4:28	5:13	5:58	6:43	7:03	7:28	8:28	9:13	10:13	11:13	12:13
Talbot Ave	6:19	7:21	7:51	8:16	8:56	9:31	10:01	11:01	12:01	13:01	2:01	3:01	3:46	4:31	5:16	6:01	6:46	7:06	7:31	8:31	9:16	10:16	11:16	12:16
Morton Street	6:22	7:24	7:54	8:19	8:59	9:34	10:04	11:04	12:04	13:04	2:04	3:04	3:49	4:34	5:19	6:04	6:49	7:09	7:34	8:34	9:19	10:19	11:19	12:19
Blue Hill Ave	6:25	7:27	7:57	8:22	9:02	9:37	10:07	11:07	12:07	13:07	2:07	3:07	3:52	4:37	5:22	6:07	6:52	7:12	7:37	8:37	9:22	10:22	11:22	12:22
Fairmount	6:28	7:30	8:00	8:25	9:05	9:40	10:10	11:10	12:10	13:10	2:10	3:10	3:55	4:40	5:25	6:10	6:55	7:15	7:40	8:40	9:25	10:25	11:25	12:25
Readville	6:33	7:35	8:05	8:30	9:10	9:45	10:15	11:15	12:15	13:15	2:15	3:15	4:00	4:45	5:30	6:15	7:00	7:20	7:45	8:45	9:30	10:30	11:30	12:30

STAY INFORMED AND PARTICIPATE



- **PLAN MATTAPAN**

Boston Planning and Development Agency

The PLAN: Mattapan team has been working closely with the community identify needs and opportunities for improvements which will support the long-term equitable growth and sustainability of the neighborhood. Focuses include economic development and the creation of transit-oriented market-rate and affordable housing growth while preserving the neighborhood's character.

www.bostonplans.org/planning/planning-initiatives/plan-mattapan



- **CUMMINS HIGHWAY COMPLETE STREETS**

Public Works Department

Public Works is planning to reconstruct Cummins Highway. The work will take place from River Street to Harvard Street. With the help of the community, the City will explore ways to improve the streetscape. The project team is working to create a design that is safe, convenient, and comfortable for everyone.

www.boston.gov/departments/public-works/cummins-highway

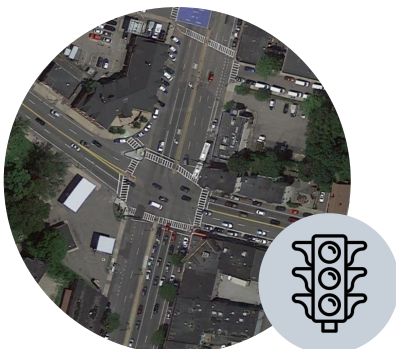


- **FRANKLIN PARK MASTERPLAN**

Parks and Recreation Department

With newly allocated park funds, the City of Boston is planning ahead for the park's next century. Over the next 18 months, the City of Boston is partnering with a team of landscape architects, planners, ecologists, and community engagement experts to create a community driven master plan for an engaging and diverse Franklin Park.

www.franklinparkmasterplan.com/

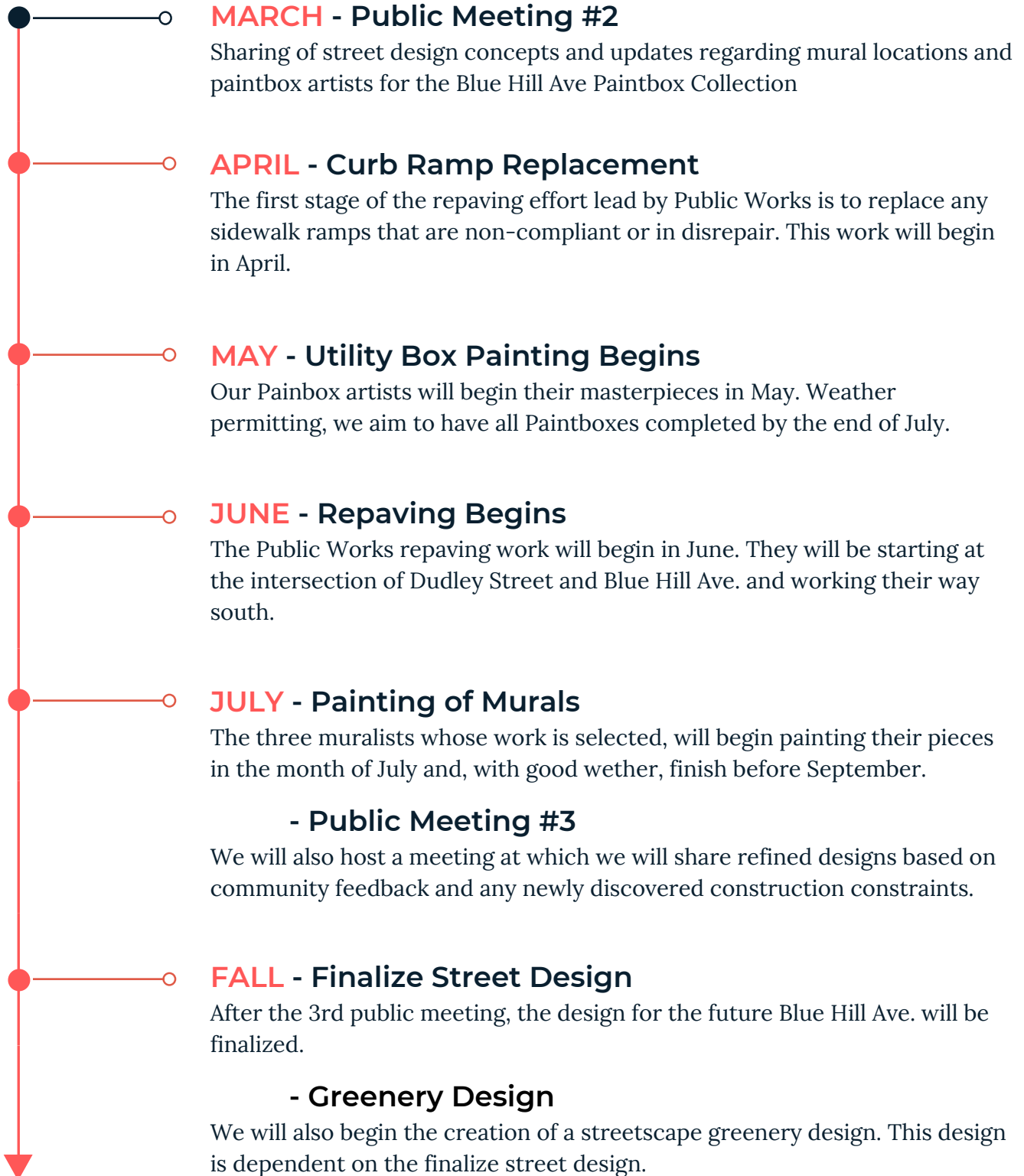


- **SIGNAL + ROADWAY WORK ON MORTON**

MassDOT

The intent of the proposed project is to address safety at this high-crash location. Work includes traffic signal upgrades; geometric improvements; sign replacements and upgrades; and improved pedestrian accessibility.

www.mass.gov/event/boston-proposed-intersection-improvements-at-the-following-three-intersections-morton-street



HAVE QUESTION?

Contact: Lindiwe Rennert | 617-635-1916 | lindiwe.rennert@boston.gov



City of Boston
Transportation