



**CITY of BOSTON**  
Transportation Department



# MATTAPAN SQUARE REDESIGN COMMUNITY ENGAGEMENT REPORT

Mattapan Square Section of the  
Blue Hill Ave Transportation Action Plan

OCTOBER 2023



**This report is not a recommendation to the City of Boston Transportation Department on the transportation changes that should be made to Mattapan Square. This report is simply to share the voices of residents we connected with and the effectiveness of the community engagement strategies implemented.**



# Table of Contents

<b>03</b> Welcome to Mattapan Square .....	<b>21</b> Youth Engagement Committee: Activating the Square .....
<b>05</b> About Consult LeLa .....	<b>24</b> Complete Street Deetz .....
<b>07</b> Meet the Consult LeLa Team .....	<b>33</b> Pop Ups .....
<b>06</b> Meet the Engagement Team .....	<b>35</b> Not Your Average Public Meetings: NYAPMs .....
<b>11</b> Engagement by the Numbers .....	<b>39</b> Public Meetings .....
<b>13</b> Engagement Summary .....	<b>40</b> Parking Options Survey .....
<b>15</b> Transportation Talks .....	<b>44</b> Reflections .....
<b>19</b> Youth Engagement Committee: Walk Audit .....	<b>43</b> Appendix .....



**PLAN:** Mattapan refers to Mattapan Square as the heart of community activity in Mattapan. It is also the cultural gateway for the community. Visitors immediately experience the rich influences of the West Indies and Caribbean countries represented in Mattapan by the diversity of languages spoken, food choices, murals, retail spaces, social service agencies, and businesses found in Mattapan Square. The parades of the Annual Haitian Day Celebration and Caribbean Carnival originate in the Square and make their way up Blue Hill Avenue.

## Redesigning Mattapan Square

The Mattapan Square project began in 2016 as an initiative led by the City of Boston's Age Strong Commission. Age Strong worked with WalkBoston, seniors at the ABCD Mattapan Family Service Center, Mattapan Food and Fitness Coalition, and other local partners to identify ways to respond to the needs of our elders: safer crossings, more accessible sidewalks, places to sit or gather, more street trees, and better signage.

In 2018 the City installed benches throughout Mattapan Square and some short-term safety improvements with pavement markings, signs, and flex posts on Blue Hill Avenue, River Street, and Cummins Highway near T-Mobile. While these changes made a difference, more substantial improvements would require a large-scale capital project, and close coordination with the Massachusetts Department of Conservation and Recreation (DCR) and the MBTA.

In 2019 the City allocated funds to develop a concept design for a larger scale, complete streets project in Mattapan Square, from River Street to Babson Street. This coincided with the launch of the Blue Hill Avenue Transportation Action Plan (BHATAP), covering Blue Hill Avenue from Mattapan Square to Grove Hall.



## WELCOME TO MATTAPAN SQUARE

**Mattapan Square is one of several key nodes of activity along Blue Hill Avenue highlighted in the Boston Planning and Development Agency's (BPDA's) PLAN: Mattapan. It serves as a physical gateway into Boston from Milton and points south, as expressed by the community-initiated RISE sculptures.**



Because of the unique design of Mattapan Square and its location in the heart of the Main Streets District, the City initiated a separate, Mattapan-focused engagement process. Some of the unique features of Mattapan Square include:

- The complexity of the Blue Hill Avenue/River Street/Cummins Highway intersection, and associated signal phasing/timing;
- Bus access to Mattapan Station via a loop in Milton, and the need to coordinate with the MBTA's Mattapan Line Transformation project;
- The need for better pedestrian and bike connections to DCR's Neponset Greenway; and
- The existence of angled parking in the Main Streets District.

Once a concept design is confirmed for Mattapan Square, it will be combined with the larger Blue Hill Avenue project to be a single, Blue Hill Avenue corridor project.

### PLAN: Mattapan

In 2018, Boston Planning and Development Agency (BPDA) launched PLAN: Mattapan, a process to create a community-driven, comprehensive vision to guide future growth and investment in the Mattapan community.

BPDA brought together staff from a broad range of city departments with expertise in housing, transportation, economic opportunity and inclusion, parks, and environment who met on a regular basis to make sure that policies and projects would be well coordinated. To respect residents' time, BPDA coordinated with City departments to co-host community meetings.

This was especially important in Mattapan, with so many initiatives being launched at the same time, including:

- Cummins Highway redesign project;
- Blue Hill Avenue Transportation Action Plan;
- Blue Hill Avenue Action Plan to make city-owned parcels available for housing;
- Legacy Business support program;
- Urban Forestry Plan; and,
- Heat Resilience Plan.

BPDA's interdisciplinary approach to planning created a model for the Mattapan Square project and the BHATAP.

The goals of the Blue Hill Avenue Transportation Action Plan and the Mattapan Square project are the same:

**GOAL 1** Improve pedestrian safety along Blue Hill Avenue.

**GOAL 2** Expand transportation options and reliability

**GOAL 3** Connect infrastructure investments to the work of other City departments and State agencies

In December 2020, Consult LeLa was contracted as part of a team of residents advocating for more inclusive methods of community engagement to lead the process in Mattapan Square with staff in the Boston Transportation Department (BTD) as part of the larger BHATAP Project. The vision of the Mattapan Square Engagement team is to make Blue Hill Avenue a safer, more comfortable, accessible, green, and resilient space for people who work, support the businesses, or visit Mattapan Square, regardless of their mode of transportation.

# We believe in a brighter future.

Founded in 2021, Consult LeLa is a community engagement firm dedicated to making planning the future of our built environment an enjoyable and accessible experience for all.

When we design from the margins and a place of joy,  
we can create a world that works for everyone!

We connect urban centers and gateway cities  
with their residents who are not civically engaged.



Youth have the creativity, will, and imagination to propel our world forward. At Consult LeLa, intentionally engage with youth by inviting them to the table to offer solutions for today and their future.



## How We Got Started

When we started Consult LeLa, six transportation-related projects were being planned throughout Mattapan: American Legion Highway, the BHATAP, Blue Hill Avenue from Morton Street to Harvard Street, Cummins Highway, the Mattapan Line Transformation, and the re-design of Mattapan Station. Like other municipalities, the City of Boston faces challenges engaging with residents where projects are taking place. There is a history of residents not feeling heard by municipalities when expressing their concerns.

After participating in a virtual Transportation Talk in October 2020, BTD connected with four residents from Mattapan and Hyde Park to support community engagement for the Mattapan Square section of the BHATAP.

With support from the Barr Foundation, the Mattapan Community Engagement Consultant Team - Chavella Lee-Pacheco and Shavel'le Olivier of Consult LeLa, Allentza Michel of Powerful Pathways, and active transportation advocate Vivian Ortiz (That Bike Lady) - was formed.

The consultants each had their focus area: Allentza worked on overall engagement, and Vivian reached out to transit users and individuals in Mattapan Square who are not often aware of and/or included in the planning of projects. Chavella and Shavel'le wanted to invite young people into the transportation planning space after experiencing their absence in public meetings.

Our young people use the sidewalks, ride bikes, take public transit, and drive as well. As humans who will inherit neighborhoods that are currently being designed, youth need to be part of the conversation from the onset.

Based on MBTA data In 2022:

- 13.5% of bus riders are under 18
- 42.4% are between 19-35
- 3.6% are 65+ (excluding The RIDE)
- Many of the buses that run on Blue Hill Avenue (14, 19, 22, 23, 28, 29, 31, and 45) have the largest number of bus riders in the network.

Throughout the two years of engagement, Consult LeLa focused on youth and young adults aged 10-35 years. To demonstrate our commitment to lifting the voices of young people, Consult LeLa added a third partner to our firm - a youth consultant with a salary above minimum wage.



## MEET THE CONSULT LELA TEAM



### Shavel'le Olivier Co-Founder & Principal

Shavel'le is deeply committed to serving the communities she lives, works, and travels in. Her passions include community, youth development, and transportation.

In 2009, Shavel'le became a member of the Vigorous Youth group with Mattapan Food and Fitness Coalition. In 2011, she founded Mattapan on Wheels, a major bike event focused on addressing the lack of bicycle and pedestrian infrastructure in Mattapan, providing an opportunity for young people to develop their leadership skills, and bringing awareness to cycling in the Mattapan community. As she traveled through the transportation world, she co-founded a conversation series in 2020 called Transportation Talks to bring residents who live in Mattapan, Dorchester, Roxbury, and identify as Black, Indigenous, and Persons of Color together to explore how transportation affects our quality of life.

In 2019, Shavel'le was named the first executive director of Mattapan Food and Fitness Coalition. She also serves as the co-founder and principal of Consult LeLa.

Shavel'le is a 2014 graduate from Boston College where she earned a Bachelor's of Science, double majoring in Marketing and Management & Leadership. In 2019 she received her Master's in Nonprofit Management with a concentration in Organizational Communications at Northeastern University. In 2023, she received a graduate certificate in Public Health from Boston University's School of Public Health.

### Chavella Lee-Pacheco Co-Founder & Principal

Chavella Lee-Pacheco is a 5th-generation Bostonian whose overall mission is to mitigate climate change by including her community in the conversation of solutions. She has a background in youth development, having worked with young people since she was 13.

Chavella has gained experience through the Boston Public School's Office of Information and Instructional Technology as a project manager for their internet safety initiative as well as the Adobe Youth Voices program that encourages creative confidence. She has worked in the realm of youth development and food systems with The Food Project and Mattapan Food and Fitness Coalition. Chavella was the community planning manager at Madison Park Development Corporation, overseeing Roxbury in Motion, a Department of Public Health-funded movement to mitigate chronic disease in communities across the state by focusing on changes in policies, systems, and the built environment in the places where residents live, work, and play. She is the co-founder and principal of Consult LeLa.







## Zani'ah Brown

### Community Engagement Consultant

Zani'ah D. Brown, has been deeply committed to community engagement from a young age, actively participating in local events and taking the initiative to organize youth groups in her hometown of Prince George's County, Maryland.

In 2023, Zani'ah joined Mattapan Food and Fitness Coalition as the Community Engagement and Marketing Coordinator. This internship allowed her to develop skills in graphic design, event planning, transportation advocacy, and youth development. One of her notable achievements was facilitating Real Talk conversations as part of the BHATAP's Community Engagement Team. Zani'ah helped create and conduct transportation surveys and plan the community events Not Your Average Public Meeting, Activating the Square and pop-up events with Consult LeLa.

She is a senior at Colby College in Waterville, Maine, pursuing a dual degree in biology and economics. Zani'ah plans on pursuing an MBA or an MPH. She serves as the Student Government Liaison for her community, works with Students Organized for Black and Latino Unity, and is president of two student-run clubs.

## Ishmael D. Hazelwood

### Youth Consultant

Ishmael Dolphy Hazelwood is a Milton/Mattapan resident who has been involved in his community since childhood. He's passionate about his community and strives to be a mentor, older brother, and example for the youth in his circle.

A graduate of Boston College High School, Ishmael is studying English and Business & Management at the Isenberg School of Management at UMass Amherst.

Ishmael is one of the organizers of Mattapan On Wheels and has led the intermediate route participants since 2021.

As the Youth Transportation Consultant with Consult LeLa, Ishmael led a walk audit in Mattapan Square with youth aged 9-15, launched Activating The Square, and implemented community engagement strategies through the BPDA's Boston Design Vision.





**MATTAPAN SQUARE TEAM**

## BOSTON TRANSPORTATION DEPARTMENT



**Charlotte Fleetwood**

Project Manager | Mattapan Square



**Maya Mudgal**

Transit Planner



**Kirstie Hostetter**

Project Manager, BHATAP

## OTHER CITY DEPARTMENTS



**Kenya Beaman**

Community Engagement Manager  
BPDA

Office of Housing  
Office of Economic Opportunity & Inclusion  
Boston Planning & Development Agency  
Office of Neighborhood Services

Office of New Urban Mechanics  
Office of Arts & Culture  
Disabilities Commission  
Age Strong Commission

### MA DCR

**Stella Lensing**

Planner, Project Manager

### MASSDOT / MBTA

**Erik Scheier**

Planner, Project Manager

**Andrew McFarland**

MBTA Transit Priority

**AJ Tanner**

Mattapan Line Transformation

### COMMUNITY PARTNERS

Greater Mattapan Neighborhood Council  
Mattapan Square Main Streets

## ENGAGEMENT CONSULTANTS



**Shavel'le Oliver**



**Chavella  
Lee-Pacheco**



**Ishmael D.  
Hazelwood**



**Powerful Pathways  
Allentza Michel**



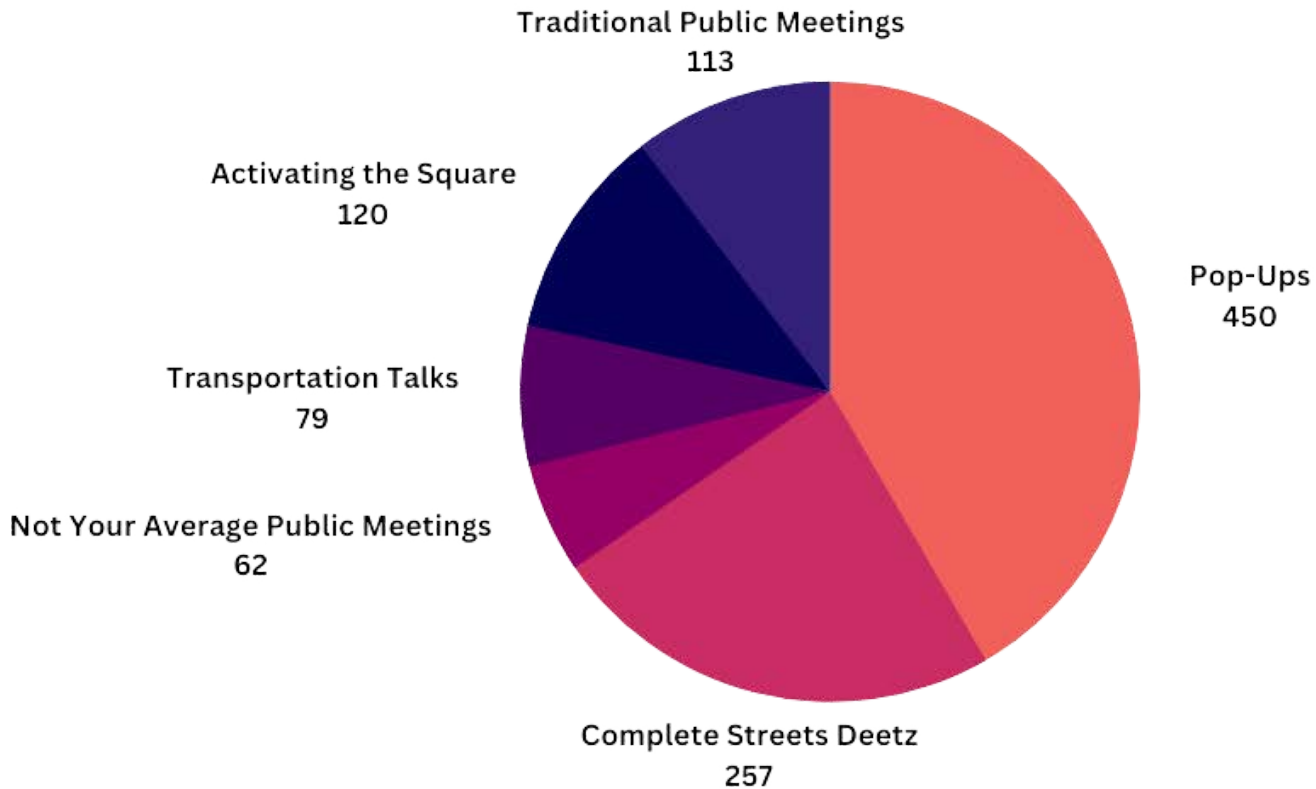
**Zani'ah Brown**



**That Bike Lady  
Vivian Ortiz**



In 2 years we have engaged over  
**~1,100 residents**



To reach our target audience in this project, Consult LeLa conducted a mix of in-person and virtual opportunities for engagement which included:

- Traditional and informal public meetings
- Educational workshops
- Hiring youth as consultants
- Hiring youth to plan events to engage the community
- Surveying our target audience and others on parking and traveling patterns
- Pop-up events at local businesses, shops, bus stops, and organizations

As a result, about 1,100 residents have been engaged through survey responses, zip code collection, and other methods of participant counting. About a third of residents engaged were 18 and under.



7

Youth on our Youth  
Engagement Committees

18

Pop-ups  
450+ attendees

2

Young adults on our  
consultant team

120

residents attended  
Activating the Square

30+

at Complete Street Deets  
Workshops

88

survey responses captured

257

Youth attended  
our workshops

3

Not Your Average  
Public Meetings  
62 attendees

3

Transportation Talk Conversations  
79 adult and youth participants

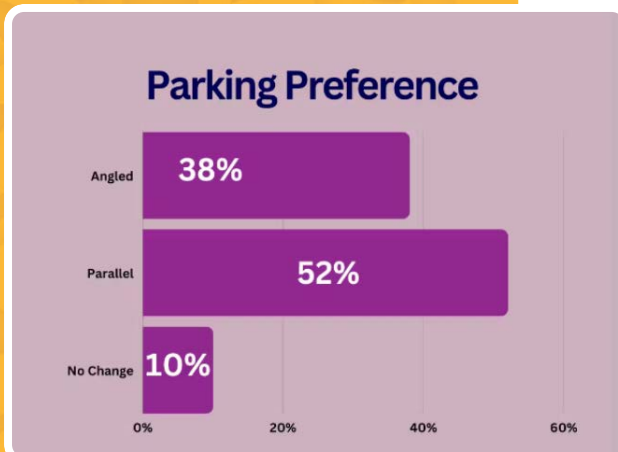
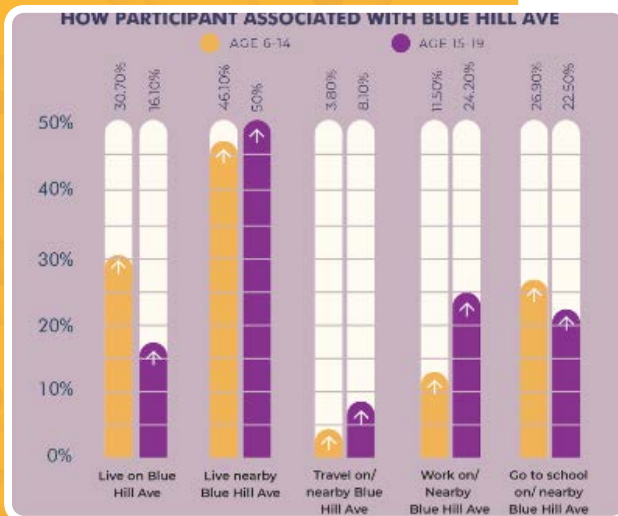
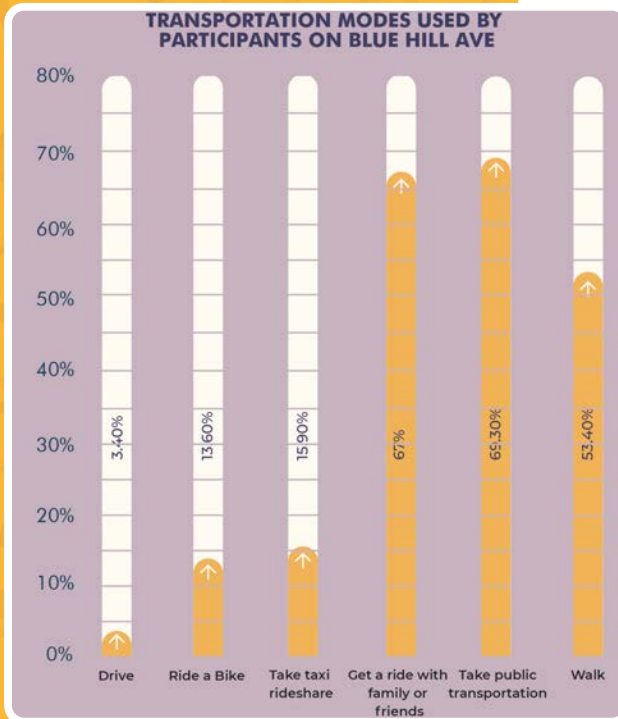
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Traditional public meetings  
113 participants

332

responses to parking  
option survey

## ENGAGEMENT BY THE NUMBERS



## Summary of Engagement

The majority of the youth we engaged with live, go to school, travel on/near Blue Hill Avenue,

Most youth use public transit, get a ride with family and friends, and/or walk. A small number drive.

When young people were asked to prioritize transportation infrastructure, they chose: bus lanes and other bus amenities, sidewalks and other pedestrian amenities, driving lanes and other motorist amenities, and greenery. Bike lanes were the least prioritized.

Other amenities youth want are:

- Public Transit: more bus seats, bus shelters, bus only lanes,
- Motorists: crossing guards, better parking for cars and bikes,
- Pedestrians: street lights, sidewalk improvement for safety,
- Bike Riders: maps, bike lanes, bike parking
- Other: more greenery such as trees and shrubs, trash and recycle bins, public art, music, better dining options, and improved street lights and additional street lights

Participants aged 18 and older at each of our engagement events were invited to complete a survey to share their preference between angle or parallel parking in Mattapan Square. Out of the 332 that responded 52% or 166 people preferred parallel parking over angled parking.

Each engagement strategy used to obtain feedback from our target audience presented both pros and cons. Our most time intensive strategies like our Youth Engagement Committee provided deeper conversations to small amounts of youth while our Complete Street Deetz workshops provided quick conversations to a range of young people. Our in person Not Your Average Public Meetings (NYAPM) and the virtual public meetings provided an opportunity for residents to engage in the format they like the best. Similar to our engagement with youth the NYAPMs led for more deep discussions while the virtual public meetings allowed for more individuals to attend. Read on for more details on each of our engagement strategies.

# Youth Engagement



## TRANSPORTATION TALKS



Following the community's response and excitement around Mattapan Food and Fitness Coalition's (MFFC) and Powerful Pathways virtual Transportation Talks (T-Talks) in 2020-2021, Consult LeLa partnered with both groups to offer two other adult-focused T-Talks and introduce a youth-focused T-Talk.

The T-Talks were created to engage residents in conversations around transportation. The goals were for participants to:

- Imagine and give input on safety solutions for the community;
- Understand the why behind a street change;
- Research and attend the scheduled meetings around street changes and feel comfortable to share their opinion;
- Understand how transportation affects their community and quality of life; and,
- Advocate for themselves and/or their neighbors.

### Youth-Focused Transportation Talk

The "Blue Hill Ave As A Place" T-Talk had the following goals:

- Have the youth meet the staff of the Boston Transportation Department (BTD)
- Have the youth share their experiences and perspectives about Blue Hill Avenue - now and the future
- Have the youth share their thoughts about the proposed Mattapan Square redesign of the BHATAP

### Design Process:

To promote the virtual event, an invitation was shared through social media, with organizations who serve youth that travel along the Blue Hill Avenue corridor, and our partners' networks. Flyers were posted in MBTA stations, bus shelters, businesses and locations in Mattapan Square.

Fifteen youth attended the 90-minute presentation. In order to create a space for young people, the facilitators had experience working with young people and participants had to be 18 or younger to enter the breakout rooms. Adults, except facilitators, were not allowed to enter the breakout groups.

### Engagement!

In breakout groups, youth responded to the following prompts.

- DREAM BIG - What could a futuristic Blue Hill Avenue look like?
- ROSE - What do you like about Mattapan Square and Blue Hill Avenue?
- BUD - What changes do you think would make your experiences on Blue Hill Avenue better?
- THORN - What grinds your gears about Blue Hill Avenue + Mattapan Square?



Here is what was shared by the young people who lived in Mattapan.

Rose (MATT)

What do you like about Mattapan Square and Blue Hill Ave?  
(assets, special places, history)

- roller skating, chez vous
- Mattapan Teen Center
- Mattapan Library
- excitement and vibrancy of so much happening all around
- so many varieties of food places, really accessible, plus CVS and Dunkin to get the essentials
- Haunted House at the BPD station
- walking trails in Mattapan, Neponset Greenway (riding bike along there)
- all the different forms of transportation (trolleys, bikes, commuter rail, buses)
- Franklin Park Zoo
- Blue Hill Ave Boys and Girls Club

Dream BIG about Blue Hill Avenue (MATT)

Think about the pictures you just saw, what could a futuristic BHA look like?

Example: bus shelters that are green and host birds, phone chargers that connect to the real time buses sign, traffic signals that are smart not timed

- phone chargers!
- Talbot to Grove Hall - stop the double parking, make everything look cohesive, more trees and things that are pleasant to look at.
- center running bus lanes, especially for buses like the 28 that don't really need to go over to the side
- more trash cans
- public art
- better real time information
- statures around the square
- live band/music
- dinner foods and better restaurants
- community fridges (next to P and R)
- free 5G connections (like free wifi)
- Apple and Samsung store
- vegan and vegetarian options for food
- bus lanes
- More bike lanes and bus lanes so there's not as much traffic, less crowded
- food trucks that are affordable
- a big retail store like a Walmart, Target
- cleaner buildings
- trees!
- more parking
- bike shop
- soul food places!
- more cultural foods - Haitian, Spanish
- generatic shop/bakery shop that sells quality pastries (like a Sephens or Ultra)

Thorn (MATT)

What grinds your gears about Blue Hill Ave + Mattapan Square

- only buildings give shade
- Wish the different forms of transportation function better
- so much traffic, an hour to get from Mattapan to Nubian
- bus routes 33 and 24 don't come often enough, want more frequency
- A lot of trash around
- Delayed buses on Blue Hill Ave

## TRANSPORTATION TALKS



### Reflections

Consult LeLa felt the youth-focused T-Talk was successful. By having a small number of participants in each group, there was more time to have in-depth conversations where the youth shared stories about their experiences. Youth were able to ask questions about the project and DREAM BIG when it came to thinking about what Blue Hill Avenue and Mattapan Square could become. It is important for the young people to meet the team of transportation planners responsible for designing our streets and to recognize them as people who live in Boston like they do.

### Adult-Focused Transportation Talks

Consult LeLa partnered with MFFC and Powerful Pathways again to host a two-part T-Talk titled "Understanding Blue Hill Ave" in June 2022.

- In Part 1 we shared a pictorial history of Blue Hill Avenue including Mattapan Square and reviewed our Complete Streets Deetz Workshop.
- In Part 2 we continued our Complete Streets Deetz Workshop before entering in breakout groups where attendees learned more about transportation-related projects proposed in/near Mattapan: the MBTA's Bus Network Redesign, updates/improvements to the Mattapan Trolley, and improved access to the Blue Hills Reservation.
- A total of 64 residents attended.

### Reflections

Introducing the history of Blue Hill Ave was an effective way to engage residents. Participants asked many questions and expressed amazement when realizing that the proposed redesign was similar to how Blue Hill Avenue was in the past.

We recorded feedback from some participants who felt the workshop was not valuable for them. We made the assumption these comments were shared by participants familiar with transportation planning concepts. Moving forward, we decided to offer our Complete Streets Deetz workshop to youth and adults who are not as familiar with transportation-related conversations.

# YOUTH ENGAGEMENT COMMITTEE WALK AUDIT



In June 2022, Ishmael D. Hazelwood joined the team as the Youth Transportation Consultant. Ishmael helped create marketing materials to recruit and hire five youth (9-14 years old) to serve on the Youth Engagement Committee, or YEC. Each committee member was compensated for their time and familiarity with Blue Hill Avenue

Consult LeLa created the YEC to ensure young people understand that, as residents, their perspectives matter, and they need to speak up. When young people are exposed to or develop an interest in how public decisions are made, it is our responsibility to provide them with the foundation, language, and skills on how to navigate the space. They will feel valued and gain the confidence to share their experiences and opinions in public settings.

## Engagement!

One of the primary goals of the BHATAP is to improve pedestrian safety for users along Blue Hill Avenue. To equip our youth with the tools to advocate for walkable spaces, Consult LeLa connected with WalkMassachusetts (formerly WalkBoston) to lead a six-week workshops series. WalkBoston was familiar with Mattapan and working with youth groups to perform walk audits. To better engage with the young people, Consult LeLa worked with WalkMassachusetts to add more interactive opportunities throughout the workshops.

The end goal of this partnership was for the YEC to conduct a walk audit of Mattapan Square based on the model used by WalkMassachusetts.

Date	Session Topics	Facilitator
July 6	Team building and the foundation of Complete Streets	Consult LeLa & WalkBoston
July 13	Pedestrian safety, walkability, and seasonal use of our streets	WalkBoston
July 20	Creative solutions in our built environment, place making, and activating public spaces	WalkBoston
July 27	How to lead a walk audit and creating a plan to lead a walk audit	WalkBoston
August 3	Presentation of the Youth-Led Walk Audit Report to planners from BTS and BPDA working in Mattapan Square	WalkBoston & Consult LeLa
August 23	Presentation of the Youth-Led Walk Audit Report to planners from BTS and BPDA working in Mattapan Square	WalkBoston & Consult LeLa



## Taken from WalkMassachusetts website describing the youth-led walk audit:

On Wednesday, August 3, WalkBoston and Consult LeLa members led a walk audit for participants in the Blue Hill Ave Youth Workshop. Staff and participants walked a half mile from Mattapan Square towards the library, noting any key concerns about pedestrian and transit infrastructure. Key points of discussion included: extreme heat, lack of shade, high speed traffic, need for trash receptacles, and desire for bike lanes or biking infrastructure.

Ish, one of the students involved in the Youth Engagement Committee with Consult LeLa, presented the data collected from this walk audit to City of Boston staff on Friday, August 26, 2022. On a day in Mattapan when the air temperature was 80 degrees, the surface temperature

of a bus stop bench was 105 degrees & a sidewalk with no shade was 116 degrees. The surface temperature of a shady sidewalk under a tree was significantly lower: 92 degrees. WalkMassachusetts created a memo based on the walk audit which highlights these findings from the YEC:

- Physical and natural tools to alleviate heat
- Sidewalk maintenance
- Transit challenges: real time arrival technology, bus shelter hazards, street changes to benefit cyclists
- Waste management Winter maintenance

Using the memo, our Youth Transportation Consultant presented the findings to Charlotte Fleetwood, BTD's senior transportation planner on the project, other BTD staff members, BPDA's PLAN: Mattapan team, and the Mattapan Community Engagement Consultant Team.

## The Result of a LACK of Heat Mitigation Tools



August 3rd, 2022: 80 Degrees Fahrenheit





## Reflections

Working with the YEC and our Youth Transportation Consultant confirmed Consult LeLa's belief that provided a proper foundation, young people offer insight that needs to be included in decision-making processes.

The youth were nervous about conducting the walk audit. After completing the walk audit and having learned more about pedestrian safety and placemaking, the YEC eased into being intentional about their observations. They felt empowered to voice their grievances and allowed them the freedom to envision solutions.

The walk audit emphasized their lived experiences of Mattapan Square as a heat island. They were shocked by the 20-degree difference between the air temperature and the concrete and benches, voicing concerns about climate change and warming summers.

In addition, the tools used to measure the speed of moving vehicles validated their experience of feeling unsafe crossing Blue Hill Avenue. After the walk audit, they appeared more confident in imagining "their" Square as a destination and not just a space to travel through. Consult LeLa created a survey for the members of YEC to evaluate the effectiveness of the program. The survey was conducted at the start and repeated when the program ended. Respondents shared demographic information, answered questions about their walking experience, if they knew what a walk audit is, and how they felt attending community meetings. See appendix.

## How We Envision Our Future



Nailah: "Misters to be added to the bus stop, so in the summer the temperature at the bus stops is cooler".



Isyss: "MBTA station. Having a nice looking station with maps will help bring more people in. The more people that take public transportation will be safer for not only our community but it could also reduce people getting sick".



[View WalkMassachusetts article](#)



[View Ishmael's video presentation of the memo](#)

## YOUTH ENGAGEMENT COMMITTEE ACTIVATING THE SQUARE

In November 2022, Consult LeLa created a winter YEC to plan and host **Activating the Square: Imagining the Future of Mattapan Square Together**, an open streets event in Mattapan Square in March 2023.



The YEC was responsible for creating the event; Consult Lela only helped guide the process. It was an opportunity for the young people to practice their leadership skills and work as a team to:

- choose the date, time and location;
- create the budget;
- plan activities and incentives for all ages;
- collaborate with the graphic designer to create promotional materials; select the photographer, and food trucks;
- interact with business owners in Mattapan Square while inviting them to the event.

The YEC also visited City Hall and met the BTD team who led the Mattapan Square section and the entire (BHATAP) project. Youth gave an overview of their event and BTD staff provided feedback on one of the activities.

### Engagement!

Over 120 people attended Activating the Square despite the mostly rainy and cloudy weather. Participants were invited to:

- Sing, dance, act, etc. in the talent show, MC'd by Spark FM's Ms. Hot Sauce
- Enter a chess tournament
- Test their transportation skills and win a prize
- Visit community partner resource tables
- Take a Walk Audit of Mattapan Square with WalkMassachusetts
- Contribute to art project with Amber Dominga





## Digital Illustration by Amber Dominga

As a part of Consult Lela’s Activating the Square event in Mattapan on March 25, 2023, I led an art activity with the Youth Engagement Committee. I created an activity to encourage participants to share changes they would like to see as part of the Blue Hill Avenue Transportation Action Plan. I created a coloring sheet of an empty parcel on Blue Hill Ave and asked residents to draw, paint and collage their suggestions onto the page with the goal to ultimately incorporate the artwork into a poster.

Participants painted small wooden buses that represented better bus infrastructure, bikes to represent bike infrastructure, flowers, people, trees and more. I was able to tally 7 people, 5 buses, 7 bikes, 7 trees, 2 flowers, 1 playground, 1 bike crossing signal, 1 third place and a sunset, so I made sure each element was represented. Four suggestions from residents in particular became the centerpieces of this illustration: A building called a “3rd Place”, a crossing signal for bike riders, a playground in Mattapan Square and a sunset painted by a kid.

The poster is inspired by the concept of a blueprint, with hands of different ages and backgrounds collaborating on the plan and a child in a hard hat and utility vest, as the protagonist, holding a level, learning early that he has the power to shape the future of the neighborhood that he calls home.

## YOUTH ENGAGEMENT COMMITTEE ACTIVATING THE SQUARE



### Reflections

It is important that our young people interact with persons who have a hand in designing our city.

Having our youth visit city hall and meet the transportation planners behind the project was valuable. Our young people may not have the time or know how to connect with the Boston Transportation Department if they need to.

Implementing an event with the intention of empowering youth voice in the planning and executing is a worthwhile time intensive experience. The Consult LeLa team spent the majority of time with pre-meeting work through the creation of the facilitation guides and supporting materials. However, the pre-work led to smooth decision making planning meetings.

Time was also spent securing permits from the City of Boston. The City of Boston special events permit portal was challenging to use. Additionally, obtaining the use of privately owned parking was a barrier. We were not able to secure a permit to close down Fairway Street in Mattapan due to a business owner needing their lot on the proposed day of the event. We opted to have the event in the City of Boston's municipal lot.

Another challenge was weather. Although we intended the event to be a winter placemaking event, our original date was postponed due to the severity of weather. Future winter placemaking events should be implemented the first few weeks in December or in April.

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date was postponed due to the severity of weather. Future winter placemaking events should be implemented the first few weeks in December or in April.

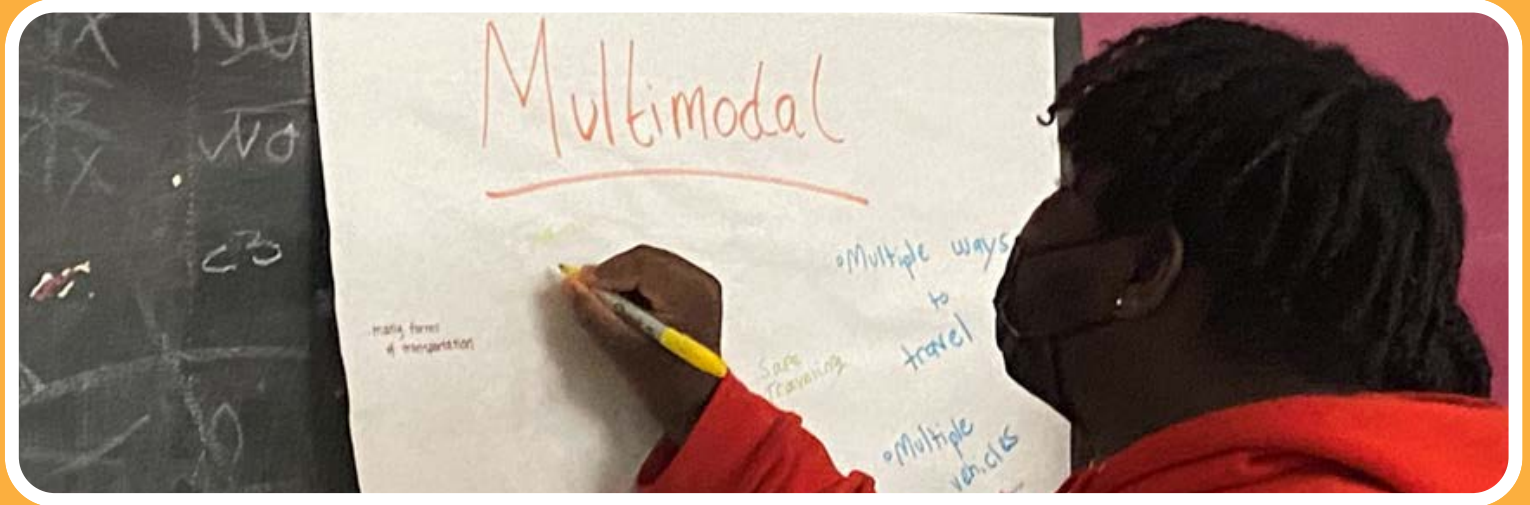
### Zani'ah Brown's Reflection

The winter placemaking event hosted by Consult Lela and the YEC proved to be valuable and impactful. We planned and executed an event that merged fun and entertainment with an opportunity to engage with participants about the proposed redesign of Blue Hill Avenue to include Mattapan Square. The 3D model displaying the two options for the central bus lane and parking configurations (parallel or angled), effectively helped participants grasp the distinctions and learn about the potential advantages and disadvantages of the proposed changes.

Moreover, the youth engagement committee journeyed to city hall, interacting directly with the minds and leaders behind the Blue Hill Ave Transportation Action Plan. This experience allowed us to dive deeper into the design process, design questions for the transportation activity at the Consult Lela Activating the Square event, and gain insights from those immersed in the project's execution.







In order for youth to participate in the redesign of Mattapan Square, they needed to have a basic foundation about transportation planning, and feel confident their input would be considered. The current public meeting model is not inclusive for youth and young adults, there is an expectation that attendees are familiar with urban planning terms, processes, and options. Consult LeLa created the Complete Streets Deetz workshop for youth ages 10 and up that provides a basic overview of transportation planning in Boston, reviews the Complete Streets design approach, and provides insight into the Mattapan Square Redesign process.

We were committed to ensuring that key terms and players would be clearly outlined and understood by all parties. While facilitating the workshops, we found that:

- the transportation agency that the students are most familiar with is the MBTA.
- many students were unaware that the MBTA is not a City of Boston agency
- most students were not familiar with the Boston Transportation Department (BTD) and the Massachusetts Department of Transportation (MassDOT).
- a few students associated BTD with the parking enforcement branch, but had little to no concept of urban planning.

Raising awareness about this project requires the Mattapan community to know this conversation exists and how to access it

.In raising awareness about the project via Complete Streets Deetz, our top priorities were that youth:

- become familiar with the terminology used in the community engagement process,
- have an awareness of all agencies involved, their roles, and responsibilities,
- understand why the city is choosing to redesign Mattapan Square through ImagineBoston 2030 and GoBoston 2030 initiatives and;
- are able to identify transportation planning in their neighborhood and share the Complete Street design ideas they thought would best accommodate users of the Mattapan Square.

Youth learned how to navigate the City of Boston’s website and find the Blue Hill Avenue Transportation Action Plan’s webpage. They found other transportation project sites and signed up to receive updates. This was the first time most of the young people had accessed the City’s website.

## Designing the workshop

Our workshop was vetted by youth. When the first draft of our Complete Streets Deetz workshop was completed in June 2021, we met with leadership and members of the Mayor’s Youth Council (MYC) for their feedback.

We shared the Mattapan Square Redesign project with the MYC. We received great feedback such as including more interactive components. We presented a revised version of the workshop to the MYC with their feedback included. The MYC expressed their satisfaction with the updates.

## Engagement!

We were able to connect with over 102 young people between 6-18 years old and 88 of them completed our survey.

From July 2021 to December 2021, we hosted over 15 workshops. Most sessions were virtual due to COVID-19 protocols. We were hesitant to engage with young people virtually but realized this format allowed for more participation.

We hosted sessions at/for:

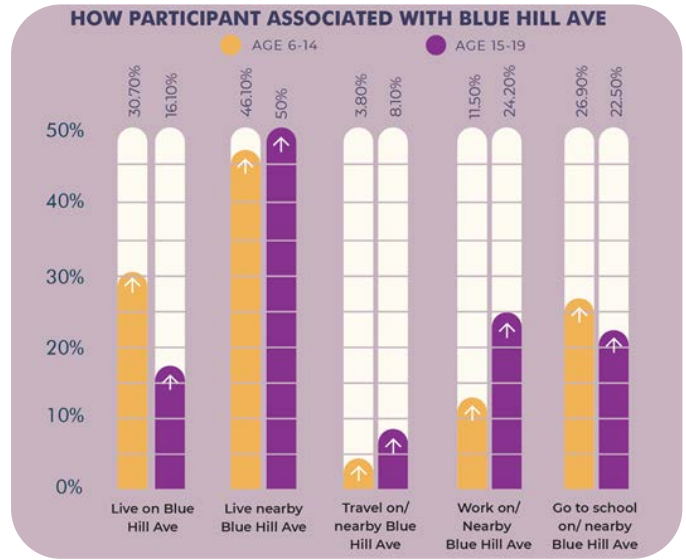
- Mattapan Public Library
- Mattapan Teen Center
- Mildred Avenue Community Center
- Mattapan Food and Fitness Coalition's Vigorous Youth
- Boston Nature Center's Youth Program
- Speak for the Trees' Youth Program
- Bikes Not Bombs
- Codman Square Health Center Teens
- Several open virtual sessions

## Synthesizing Information

Of the 88 students who completed the survey, 62 of them were aged 15-19 years old and 26 were aged 6-14 years old. More than half of the young people we spoke to identified as non-Hispanic Black.

The majority of participants lived near Blue Hill Avenue (BHA). A smaller number lived on BHA, and the others go to school or work on/near BHA, or travel along it. Nearly 60% of those we surveyed live in Dorchester, Mattapan, or Hyde Park.

ZIP CODE NO. (%)	AGE 6-14	AGE 15-19	TOTAL
02124, Dorchester	19 (21.6%)	8 (30.8%)	11 (17.7%)
02126, Mattapan	19 (21.6%)	8 (30.8%)	11 (17.7%)
02136, Hyde Park	15 (17%)	3 (11.5%)	12 (19.4%)
Other	35 (39.8%)	7 (26.9%)	28 (45.2%)



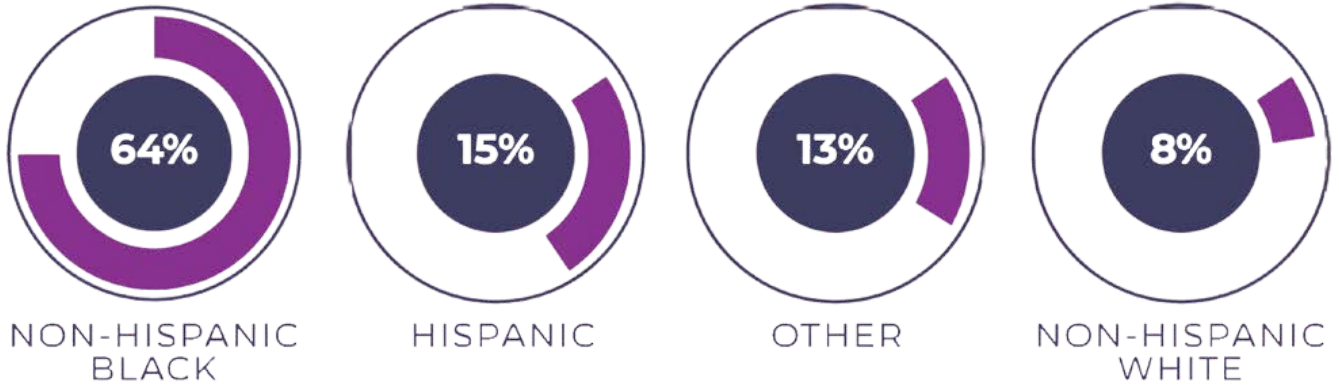
Knowing that younger people tend to use multiple modes of transportation, we encouraged them to choose the different ways they travel on Blue Hill Avenue.

- 69% use public transportation
- 67% carpool with family or friends.
- 53% walk
- 13% ride a bike

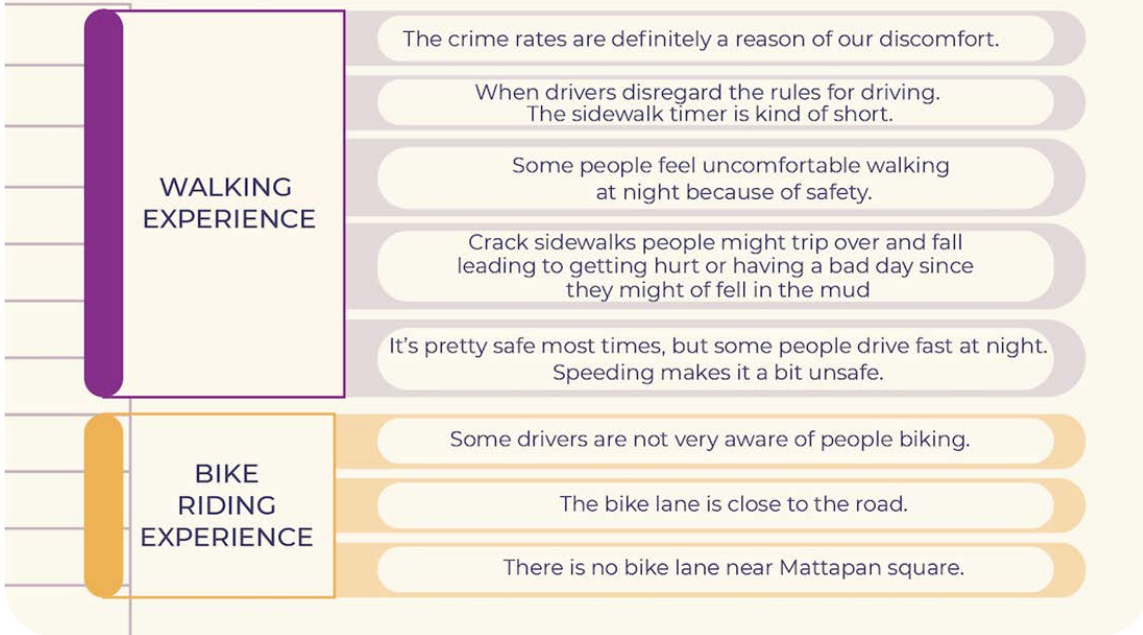
When we asked youth what made their experience walking or biking on Blue Hill Avenue uncomfortable or unsafe, they shared a number of experiences. Most notable are the array of experiences for those who are walking. We heard public safety concerns in relation to community violence and walking, especially at night. Youth also spoke to the lack of pedestrian amenities, like proper crossing times and smooth sidewalks.



## All Participants by Racial Groups



### WHAT DO YOU THINK MAKES IT NOT COMFORTABLE AND SAFE TO WALK OR BIKE ON BLUE HILL AVE?



### HOW MUCH CONGESTION DO YOU FEEL THERE IS ON BLUE HILL AVE?

CHOOSE ONE ONLY



Some congestion in specific places and at some times, minor delays for drivers  
 Congestion is notable at many places and most times  
 Always congested  
 Minor congestion in specific places and at limited time, most traffic is free-flowing  
 No congestion, All traffic is free-flowing

About 89% of participants feel congestion on Blue Hill Avenue varies, from some congestion in certain places at certain times of day, to always congested.

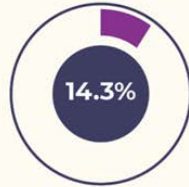


**HOW DO YOU, OR PEOPLE YOU DRIVE WITH, FEEL ABOUT MATTAPAN SQUARE PARKING?**

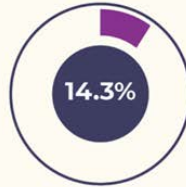
42 responses



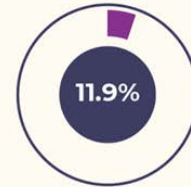
Not applicable



Not comfortable pulling in and out of the parking spaces in Mattapan Square



Don't even park in Mattapan square because of concerns reversing

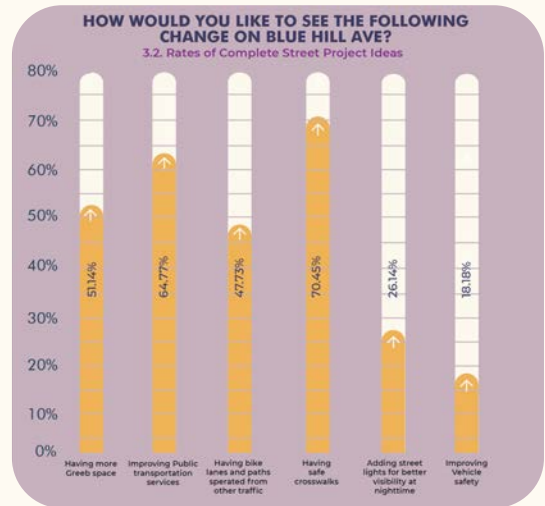


Comfortable pulling in and out of the parking spaces in Mattapan Square

Most youth did not have comments on the angled parking in Mattapan Square. Of those who were familiar, 28% had experienced some level of concern with the angled parking, either personally, with a family member, or friend. Only 12% of our participants cited Mattapan Square being a comfortable place to park.

Some young people shared their concerns about major traffic issues in Mattapan Square. Here are some of the comments we received.

Major Traffic Issues	OUTSTANDING QUOTES
SPEEDING/ RECKLESS DRIVING	Reckless drivers who do what they want because they drive.
	People are not paying attention to the road.
PARKING ISSUES	People parked in undesignated parking spaces.
	People who want to park in lanes and there are no police officers giving them tickets.
POOR ROAD CONDITIONS	Many lanes, but tight roads, busy and very inconvenient - more drivers
BIKE LANES	I'm used to riding bikes on bike paths or empty parking lots. The street is too busy.
	The parking spaces and the lack of room on the sidewalk plus there is not a bike lane near Mattapan Square.



Most youth we spoke to would like safe crosswalks in Mattapan Square. Other changes include improved transit, more green space, and separated bike lanes.

**WHAT OTHER TYPES OF CHANGE WOULD YOU LIKE TO SEE ON BLUE HILL AVE?**

3.3 Other Improvement Ideas

SAFETY MEASURES	Restrictions on speed, or add speed bumps
	Make the speed zone lower, more bike sign, and walk sign
	More extended curbs
BICYCLE AMENITIES	Protected bike lanes and an increase in crosswalks.
	More bikes and scooter spots
	Having more accessible bike lanes & better buses & train access would be nice

PEDESTRIAN AMENITIES	More time for pedestrians to cross
	Create an efficient way for pedestrians to cross without getting hurt
ROAD CONDITIONS	Fixing the roads, placing grocery stores off this road because people can access it through the bus if you make the bus accessible to everyone, and re-painting the lines
	Less construction





## Reflections

The Complete Streets Deetz workshops were a valuable tool in our engagement offerings. We were able to:

- dive into deep, meaningful conversations with young people about their concerns and desires for Mattapan Square;
- prepare youth to participate in the public planning process;
- offer a youth-friendly setting for youth to gain knowledge about transportation planning;
- convey to youth why sharing their experiences and ideas during the public planning process are relevant to how projects are designed;
- encourage young people to offer insight to their elders and municipal planners on how public spaces and streets are used today and plan for their needs/use in the future.

In comparison to public meetings, there was much more empathy between how people used the streets and the needs of users of different modes of transportation. Similar to comments expressed at public meetings, some youth did speak about the amount of traffic and congestion in the city now, the need for a more reliable public transit system, and streets that are safer for people who walk.

A win was the opportunity to collaborate with youth-serving organizations. Being able to tap into youth organizations and groups that had already created a safe or familiar space for their youth and had missions relevant or adjacent to ours, were helpful in our engagements. This made it easy to connect with youth and maximized participants through one point of contact.

There were some disadvantages. Our virtual workshops open to the public had very low or no attendance. While virtual meetings and workshops are an effective method for adult engagement, attention should be paid if interested in virtually engaging youth who speak English as a second language, youth with disabilities, and youth who do not have regular access to technology or broadband internet.

We learned youth were tired from being on Zoom, due to social distancing and on-line learning. While there were interactive portions, we recognize that virtual and lecture-style workshops are not the most effective method for youth and young adults.

In 2022, we wanted to hear from more young people who live, travel, and/or play in Mattapan Square and along Blue Hill Avenue in an in person setting.

We presented the workshop to 17 young people at the Mattapan Branch Library. At the Mattahunt Elementary School in Mattapan, Consult LeLa presented a condensed version of the Complete Street Deetz workshop and introduced our Advocacy in Action activity to 60 fifth graders during a civic engagement lesson. Advocacy

in Action helps students share their experiences and express their needs for a specific mode of transportation as if they were in a traditional public meeting. At the Match Charter Public High School in Brighton 60 ninth graders in their geometry class created streetscape models in our Design Yo' Street workshop.

## What we heard from the Mattahunt Elementary School:



SPEAKER: SHAVELLE

### Walkers Need:

- safety
- benches
- more street lights
- crosswalkers
- "not as big streets"
- sidewalk improvements
- to stop cars from crashing into people
- people watching how others drive
- one way streets
- signs that say don't go on the sidewalk
- more ways to slow down cars



SPEAKER: SHAVELLE

### Bikers Need:

- bike parking
- more space to ride/our own space
- more P-R-O-T-E-C-T-I-O-N
- more maps



SPEAKER: SHAVELLE

### Car Drivers Need:

- more car only lanes and parking
- crossing guards and speed bumps
- more space
- more parking at train stations
- more signs on the street



SPEAKER: SHAVELLE

### Public Transit Riders Need:

- bus shelters
- more seats
- the bus to stop
- more bus lanes
- smart TV
- more trains/buses added to the schedule
- real time location
- real time arrival

SPEAKER SHAVELLE  
**Why did they prioritize this?**

Balance: "make sure nobody is mad that another has more space. complaining is bad"

Bus lanes: "because i take the bus to school everyday so its very important"

Bikers: "because many people die from bike accidents on Mass Ave"

Walkers: "because people that are walking could get hurt if the streets are not designed in a safe way"

Trees: "trees are also essential for oxygen and shouldn't be copped out for cement"

Lamps: "when its dark you cant see or function safely and people don't even drive properly in the day"



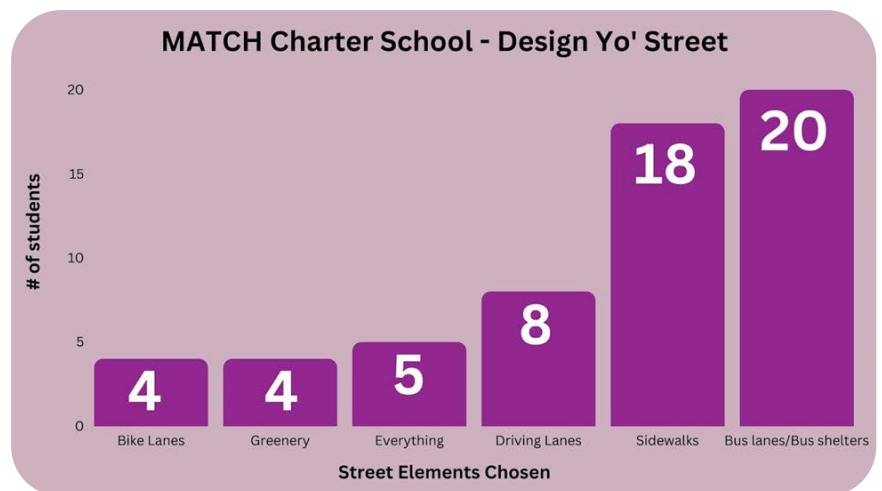
**Reflections**

Connecting with schools presented a challenge as Consult LeLa did not have a relationship with either school. A staff person from the Mattahunt visited our table at a pop up event and expressed interest in having us share our display with students at the school. A staff at Mattapan Food and Fitness Coalition introduced us to the team at Match Charter Public High School.

Our Complete Streets Deetz workshop was designed for 90 minutes but classes at both schools were only between 42 to 52 minutes long. We focused on key messages to allow more time for the interactive activity.

A big win was witnessing the 5th graders' eagerness to participate. They were very inquisitive and asked thoughtful questions related to transportation planning. The students really enjoyed viewing the 3D model of what Mattapan Square could look like if Complete Streets elements were used to redesign the space.

At the high school, the students were very interested in discussing the potential design of Mattapan Square. Unfortunately, we ran out of time. In the future, we'll need to allocate more time for this conversation.



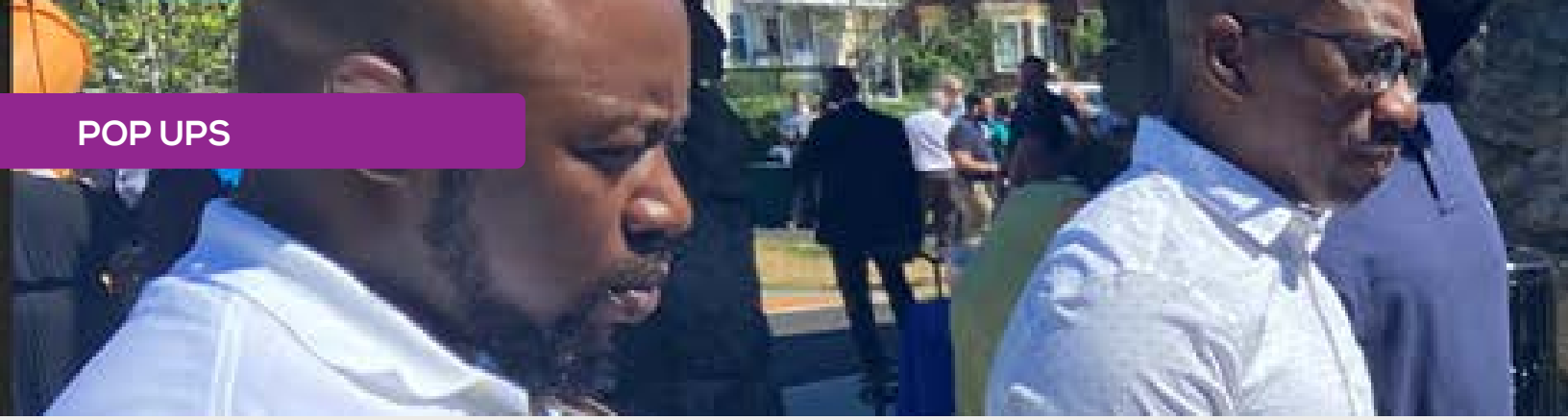






# Adult Engagement





Pop ups were planned to see how the community heard about the project and their thoughts about it. The pop ups allowed Consult LeLa to receive first hand data and stories from community members and hear different perspectives.

## Engagement!

Our pop ups consisted of informing folks about possible changes in their community and how they can use their voices to help cultivate the future of their own neighborhood. To record feedback, residents filled out a parking survey. To make our pop ups as interactive and informative as possible we used the following materials: paper surveys, tablets for online surveys, posters of various design options / maps, and a 3D model of the project boundaries.

We collected thoughts and comments from residents through the creation of:

- A parking survey
- Interactive 3D Models
- Enlarged posters of parking options
- Online surveys

In total the Consult LeLa team implemented 21 pop ups - three of which included our Not Your Average Public Meetings. We hosted pop ups at the:

- Urban Farming Institute’s Farm Stand
- 28 bus stop
- Grove Hall Open Streets
- Ryan’s Playground
- Mildred Ave Community Center
- Mattapan Square Farmers Market
- Mattapan Teen Center Block party
- Mattapan on Wheels
- Mattapan Community Health Center
- Almont Park
- Mayor’s Coffee Hours in Mattapan
- Greater Mattapan Neighborhood Council meeting
- Church of the Holy Spirit, and
- 3 Not Your Average Public Meetings at Kay’s Oasis Function Hall

We engaged between 400-500 people. From what our Youth Consultant observed: “folks would not have time to go to all of these meetings regarding infrastructure changes.

**“ Being able to meet folks where they are at to better inform them and understand their concerns is essential for engagement. ”**





**Consult Lela implemented a mix of a pop up and community meeting which we first called “Cocktails, Mocktail, and Community with Consult LeLa” and then later renamed to “Not Your Average Public Meeting: Mattapan Square” or NYAPM.**

We’ve heard the inclusion of centered running bus lanes is a sign of gentrification. We’ve heard that this “idea is not made for the current demographic of Mattapan and Blue Hill Ave”, we’ve heard that the majority of folks prefer the parallel parking over the angled parking if the city was to modify Mattapan Square. Residents often compare this project with the Seaver Street center running bus lane in Roxbury and say it is a “disaster”.

There was a woman that told us “if they were to create the center running bus lane in Mattapan in Square with the angled parking model that there would be an increase in accidents because you would now have to back up into the bus lane which could cause many accidents and become hazardous to many”. However she then stated “the parallel parking model would be the better option because you are not backing into a bus lane, the only drawback would be less parking according to this Mattapan resident.”



### Reflections from our Youth Consultant, Ish

Hearing residents' thoughts, questions and concerns about the project helped in my communication. Instead of using harmful diction such as “the city will be changing the neighborhood” I learned to alter my verbiage by

stating “the city has a new redesign for your community and would love to hear your feedback on it”. Changing my communication allowed me to collect valuable data.

I also developed critical thinking skills. Our team strategized on how to make the pop ups more interactive and engaging for Bostonians. The city allowed us to create a 3D model. This was extremely efficient in terms of collecting data and demographics, as well as having meaningful conversations with people. In the future Consult LeLa should continue to print interactive models while providing an incentive. Providing an incentive will almost double the amount of feedback we receive from the average pop ups. The incentive could be a company pen or a few gift cards.

I found that having a debrief after an event or pop up is essential. Being able to reflect on the work that was completed and expounding on some of the memorable feedback that we have gotten could be revolutionary for the company. Having a debrief the day of the event also allows for the most accurate data to be shared amongst team members.

Our pop ups were the least time consuming to implement and engaged many people. However it does not allow for more intimate conversions to delve deep into residents' needs and wants. Moreover, adults 40 and over tended to stop and talk to us. This is why we decided to create our Not You Average Public Meetings to engage our 21 - 40 year olds.



## NOT YOUR AVERAGE PUBLIC MEETINGS



Consult Lela implemented a mix of a pop up and community meeting which we first called “Cocktails, Mocktail, and Community with Consult LeLa” and then later renamed to “Not Your Average Public Meeting: Mattapan Square” or NYAPM.

With the goal of connecting to residents 21-40, we also aimed to connect with residents who would not attend a traditional style public meeting, those who prefer small settings, and those who would want to get information but not in a pressured way. With our lived experience we added elements that would attract this age group such as free food, drinks, a DJ, and games. We made sure that the food provided and music played was culturally relevant to this target audience.

Residents engaged with other projects happening in Mattapan or that would affect Mattapan residents. Organizations who provided project information were:

- Boston Transportation Department - Cummins Highway and the Blue Hill Ave Transportation Action Plan
- Boston Planning and Development Agency - Plan Mattapan
- Massachusetts Transportation Bay Authority - Bus Network Redesign + MBTA
- Mattapan Food and Fitness Coalition - SNAP/Hip and other food resources
- Spark Boston - civic engagement

Consult LeLa’s main role was to bring awareness to the Mattapan Square section of the Blue Hill Ave Transportation Action Plan and to collect information about residents’ parking options. To help residents visualize the project we contracted Fabwright Origins, LLC to create a 3-D model of the Mattapan Square project area. This model provided a visual to the 2 parking options residents would comment on with movable cars and buses for residents to play around with. The parking options were printed on 24” x 36” poster boards as an additional visual.

To collect information about parking options, an 8 question survey was created. Residents could take this survey in paper format as well as digitally through the use of a tablet. Please see the section “Parking Survey” to read highlights.

## Engagement!

Consult LeLa implemented three of these pop ups, two of which we collaborated with Spark Boston. Our NYAPMs took place at Kay’s Oasis or affectionately known as Kay’s Lounge. We chose this location based on the ease of accessibility by public transit and by foot. Each NYAPM was held on a Thursday or Friday and started at 6:00pm to allow enough travel time for residents to attend. Free food was provided so residents would not have to worry about dinner.

## Pop Up 1 Cocktails, Mocktails, & Community with Consult LeLa

- **Date:** Thursday, July 27, 2022 Attendance: 35
- **Purpose:** to bring awareness to the project and collect information on residents parking preference
- **Content:** Resources tables and information about projects affecting Mattapan residents. A short 5 minute speaking program was done to introduce Consult LeLa and Spark Boston.

Consult Lela implemented a mix of a pop up and community meeting which we first called “Cocktails, Mocktail, and Community with Consult LeLa” and then later renamed to “Not Your Average Public Meeting: Mattapan Square” or NYAPM.

## Pop Up 2 Not Your Average Public Meeting: Mattapan Square

- **Date:** Thursday, April 27, 2023 Attendance: 15
- **Purpose:** to share data on information Consult LeLa collected since the start project in 2021. Data shared focused on our engagement strategies which included youth voices and the parking survey. A brief update on what the MBTA heard from their outreach efforts to bus drivers and one-on-one/on the ground efforts from Vivian Ortiz.
- **Content:** Resources tables and information about projects affecting Mattapan residents. A 35 minute speaking program.

## Pop Up 3 Not Your Average Public Meeting: Mattapan Square Pt 3

- **Date:** Friday, September 15, 2023 Attendance: 12
- **Purpose:** to share information collected since the last NYAPM, the draft plan for the Mattapan Section of the Blue Hill Ave Transportation Action Plan, the changes the city is committed to making, and how the decision - centered running bus lanes or no center running bus lanes - will be made
- **Content:** Resources tables and information about projects affecting Mattapan residents. A 20 minute speaking program.

See appendix for links to videos and PDFs of presentations

## Reflections

Consult LeLa spent a lot of time designing our first Not Your Average Public Meeting to attract our target audience. This time included finding a venue and communicating with the venue, working with the graphic designer to design the flier, drafting the run of show for the meeting experience, and coordinating organizations to provide information.

Introducing the element of an interactive presentation took time when planning the second NYAPM. With the suggestion from Spark Boston to use Mentimeter, both consultants had to learn how to use the platform and then create a presentation that reflected the information we wanted to convey. We shared the data we collected from our parking survey and from young people. We noted less people attended this event but we observed new faces to the project. Because of these two wins, we deemed this engagement a success.

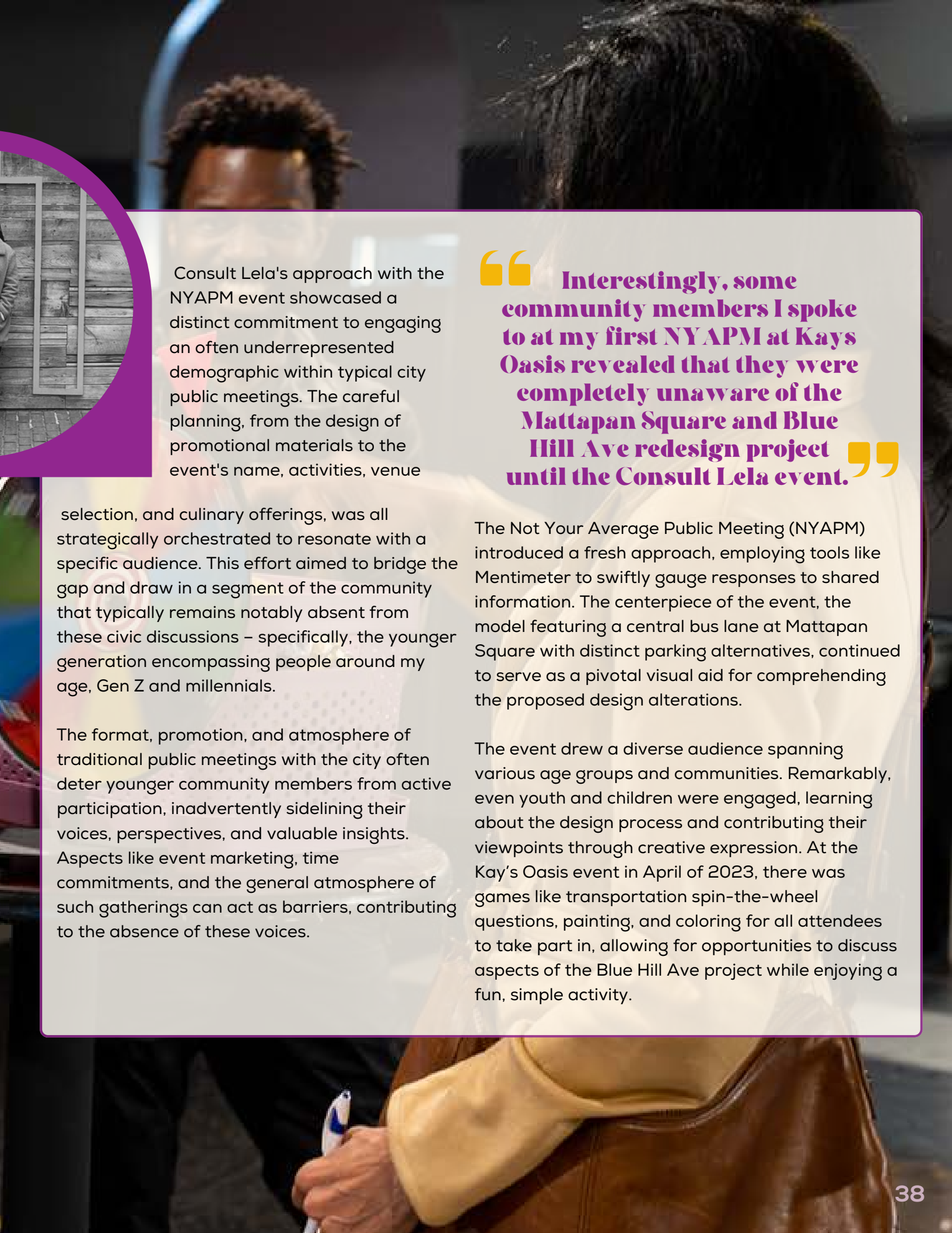
Overall this community engagement strategy is not as time intensive if the program is kept the same. Time spent increases once you add in a different element. This strategy reaches a wide variety of residents.





**ZANI'AH BROWN'S REFLECTION**





Consult Lela's approach with the NYAPM event showcased a distinct commitment to engaging an often underrepresented demographic within typical city public meetings. The careful planning, from the design of promotional materials to the event's name, activities, venue

selection, and culinary offerings, was all strategically orchestrated to resonate with a specific audience. This effort aimed to bridge the gap and draw in a segment of the community that typically remains notably absent from these civic discussions – specifically, the younger generation encompassing people around my age, Gen Z and millennials.

The format, promotion, and atmosphere of traditional public meetings with the city often deter younger community members from active participation, inadvertently sidelining their voices, perspectives, and valuable insights. Aspects like event marketing, time commitments, and the general atmosphere of such gatherings can act as barriers, contributing to the absence of these voices.

**“ Interestingly, some community members I spoke to at my first NYAPM at Kays Oasis revealed that they were completely unaware of the Mattapan Square and Blue Hill Ave redesign project until the Consult Lela event. ”**

The Not Your Average Public Meeting (NYAPM) introduced a fresh approach, employing tools like Mentimeter to swiftly gauge responses to shared information. The centerpiece of the event, the model featuring a central bus lane at Mattapan Square with distinct parking alternatives, continued to serve as a pivotal visual aid for comprehending the proposed design alterations.

The event drew a diverse audience spanning various age groups and communities. Remarkably, even youth and children were engaged, learning about the design process and contributing their viewpoints through creative expression. At the Kay's Oasis event in April of 2023, there was games like transportation spin-the-wheel questions, painting, and coloring for all attendees to take part in, allowing for opportunities to discuss aspects of the Blue Hill Ave project while enjoying a fun, simple activity.

## PUBLIC MEETINGS

Involving residents in decision-making for the design of streets and public spaces is an essential part of city planning, and the traditional way that public agencies have done this is by hosting public meetings.

Residents who are civically engaged know that public meetings are an avenue for them to offer their insight into a planning process. While we were heavily focused on engaging residents in non-traditional ways, the traditional means of sharing information and soliciting input through public meetings still added value.

## Getting the Word Out

A mailer to addresses within a ¼-mile of Mattapan Square and a digital invitation to the 700+ individuals on the project's listserv were sent before each of the five meetings from April 2023 to August 2023. We continued the practice of hosting these meetings virtually to allow more residents to be involved. Having a collaborative team of city planners and engagement specialists from the community is needed in order to create a transformative process that brings in more voices and backgrounds.

To take further advantage of the Mattapan Square public meetings we dug into the explicit areas where resident feedback could be incorporated. We set aside time toward the end of each meeting to invite participants to complete the parking survey. By sharing the link and pausing the meeting for a few minutes, participants were able to offer direct feedback and comments to Boston Transportation Department (BTD) planners about parking in Mattapan Square. Most attendees completed the survey. We also encouraged participants to share it with their family members, friends, neighbors, and co-workers. To see the results of the parking survey refer to the parking survey section of this report.

A total of 113 individuals, including repeat attendees, attended the Mattapan Square meetings.

## Reflections

### Pedestrian Safety

There was consensus that Mattapan Square needs to be redesigned to enhance pedestrian safety, signal timing, and accessibility. Years before the BHATAP project was proposed, the public had expressed their desire to local and state transportation officials to add a crosswalk along the eight lanes of traffic on the southern side of Blue Hill Avenue and River Street

(coming/going to Milton). While Consult LeLa did not focus on the specifics on the design of the intersection in our engagement efforts, there were no objections from attendees about the addition of the crosswalk

### Public Art & Spaces

After one of the RISE sculptures was toppled by a driver in April 2023, a discussion started about placing the artwork in a new location in Mattapan Square. Placement options were presented at a June 2023 meeting hosted by the City of Boston's Office of Neighborhood Services Liaison for Mattapan and our July 2023 monthly meeting. There was a general agreement about new locations for both RISE Sculptures in front of Kuizin Lakay and the other diagonally across, in front of the current T-Mobile location. These locations allow for landscaping and lighting amenities planned for those locations in the Mattapan Square Redesign.

### Transportation and Parking Related Concerns

Meeting goers expressed their fears that a center-running bus lane will exacerbate the congestion at peak hours, ultimately negatively impacting people traveling to and from Mattapan. On several occasions, attendees asked that special consideration be taken into account on the following concerns:

- how to address double-parking in front of Simcos (1509 Blue Hill Avenue)
- how to address vehicles idling in the bus stop in front of Fernandez Express Car Wash (1480 Blue Hill Avenue)

- how a center-running bus lane will affect side streets. Mapping apps will redirect traffic to residential streets to avoid congestion on Blue Hill Avenue. This will also impact parking on residential streets near Mattapan Square.
- parking loss and its effects on businesses, organizations, and the Mattapan Community Health Center in Mattapan Square.
- the lack of visible signage on Blue Hill Avenue, River Street, Cummins Highway, and Fairway Street directing drivers to the two municipal lots as options for free parking.

### Conflicts in Scheduling

Our engagement team researched and identified community, City of Boston departments, and State agencies' meeting, and events calendars to avoid scheduling conflicts. Every meeting or event related to the BHATAP was included in the City of Boston's calendar.

On more than one occasion, we discovered public meetings or events scheduled on the same date or time as something we had scheduled and shared with the community in advance. With so many transportation and development related projects being planned in Mattapan or surrounding neighborhoods, individuals have had to juggle between meetings, not be able to attend, or have the energy to attend due to "meeting fatigue"

### Diversity of Travel Modes

Participants were asked about their primary mode of transportation along Blue Hill Avenue at the start of each meeting. Not surprisingly, an overwhelming majority travel by car. Each month, the results were the same. However in August 2023, 40% of attendees identified themselves as traveling by foot, bike, or bus through Mattapan Square. This meeting had the lowest number of car drivers from all of our previous public meetings.

In order to meet our end goal and timeline, we mapped out the progression of topics for the public meetings a few months in advance. We were intentional in presenting a clear agenda, transparent end goals and how the information attendees shared with us would be used. We dedicated 30 minutes at the end of each meeting for Q&A and to have attendees share their experiences, comments, concerns, and desires.



## Reflection from Zani'ah Brown, Community Engagement

Public meetings are gatherings that serve as informative platforms for attendees to pose questions and provide feedback regarding a new program, proposed project, concern, etc.

Each of the monthly meetings hosted by the Mattapan Square Community Engagement Team started with the reading of the "meeting norms," emphasizing a respectful environment that encourages active participation while also stressing the importance of attentive listening and mutual understanding among participants. Having norms and reading them at the beginning of each meeting helped me feel more comfortable as a younger person attending.

Which leads me to my next point. I'm usually the youngest person attending public meetings. Youth voices are absent in these public meetings. To encourage younger participants, consider shortening virtual meetings as prolonged screen time can be draining. Long sessions may cause some individuals to leave early and not participate in the Q&A. Streamlining the presentation of information opens up more room for interactive community discussions.

Encouraging participants to engage in chat discussions and the use of Google Forms can be beneficial, as they facilitate the submission of questions and opinions, especially for younger people who may not feel comfortable speaking in a public setting. The information can be used to shape the content and agenda of subsequent meetings, offering solid evidence of how community input can influence the project's trajectory.

Ultimately, the potential for improvement lies in crafting a more dynamic and accessible meeting experience that accommodates varying attention spans and ensures a streamlined exchange of information. This will lead to more robust community engagement and the inclusion of perspectives from all age groups, including the often underrepresented youth demographic.



# PARKING SURVEY



## Parking Survey Questions

How old are you?

- 9 and under
- 10-13
- 14-19
- 20-35
- 36-45
- 46-64
- 65+

Do you live in Mattapan?

- Yes
- No

How do you get around? Check all that apply.

- Bike
- Walk
- Public Transit - bus, train
- Drive
- Other

Do you park in Mattapan Square?

- Yes
- No

How comfortable is it to park in and out of Mattapan Square?

- Very comfortable
- Somewhat comfortable
- Neutral
- Somewhat uncomfortable
- Not comfortable at all
- I don't park in Mattapan Square

Which of the parking options would you prefer?

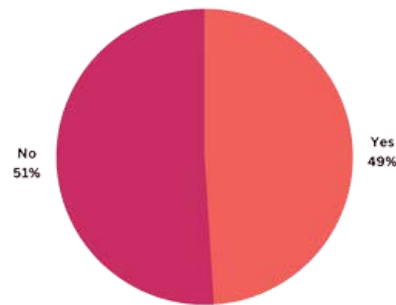
- Angled Parking
- Parallel Parking
- None of them!

Was this a helpful way to learn about the Blue Hill Ave Project?

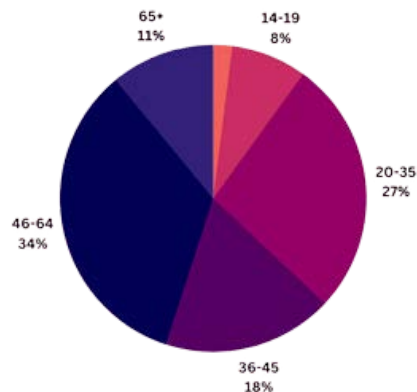
## Engagement!

We launched the parking survey in June 2023 at our Mayor's Coffee Hours pop up. From that point forward, we offered the survey at each of our in-person engagement activities and virtual meetings. The final survey was completed on August 19, 2023 with a total of 332 responses submitted. Here are the results.

Parking Survey  
Do you live in Mattapan?



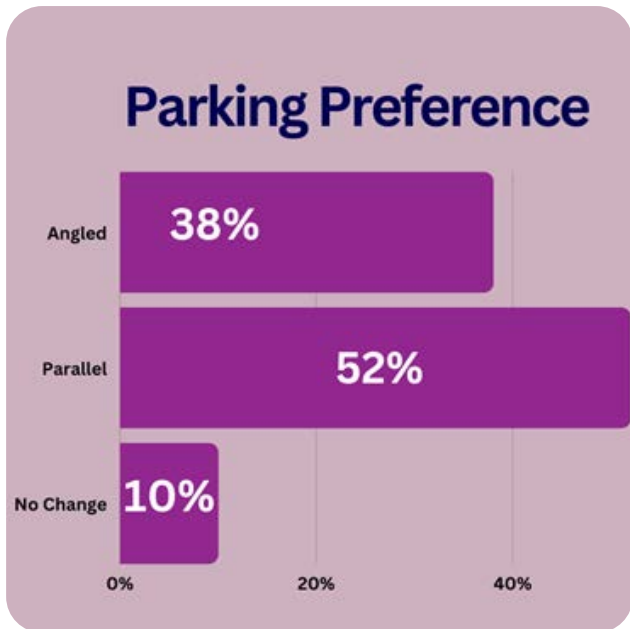
Parking Survey  
What is your age?



An equal number of Mattapan residents and non Mattapan residents took the survey. Boston residents who took the survey were between the ages of 46-64 and then 20-35.



Residents mostly get around by driving, followed by walking, and then public transit. Most residents park in Mattapan Square however when asked about their comfort in parking in Mattapan Square most were neutral in comfort followed by not comfortable and somewhat uncomfortable.



Most residents prefer a parallel parking design in Mattapan Square over an angled parking design in Mattapan Square. Residents who shared their thoughts about parallel parking thought this option was easier for car drivers to back out of in Mattapan Square and to open their car doors. Residents who shared their thoughts about the angled parking thought this option would make it easier for pedestrians to cross and it would make them feel unsafe. Most comments were focused on the lack of parking, double parking, and the overall design.

**Observations, Challenges, and Wins**

When designing the survey we were made aware that parental consent would be required to collect information for people under 18. As a solution we printed pictures of the parking options and used a sticker method. No other information was collected for this age group.

Soon after launching the survey, we had to correct a glitch that wasn't allowing some participants to view the parking options on the survey. We also edited one of the age-related checkboxes to include those over 65.

Check the appendix to read unedited comments from residents about parking options.





# Reflections / Appendix



**My experience collaborating with Consult LeLa has been nothing short of exceptional.**



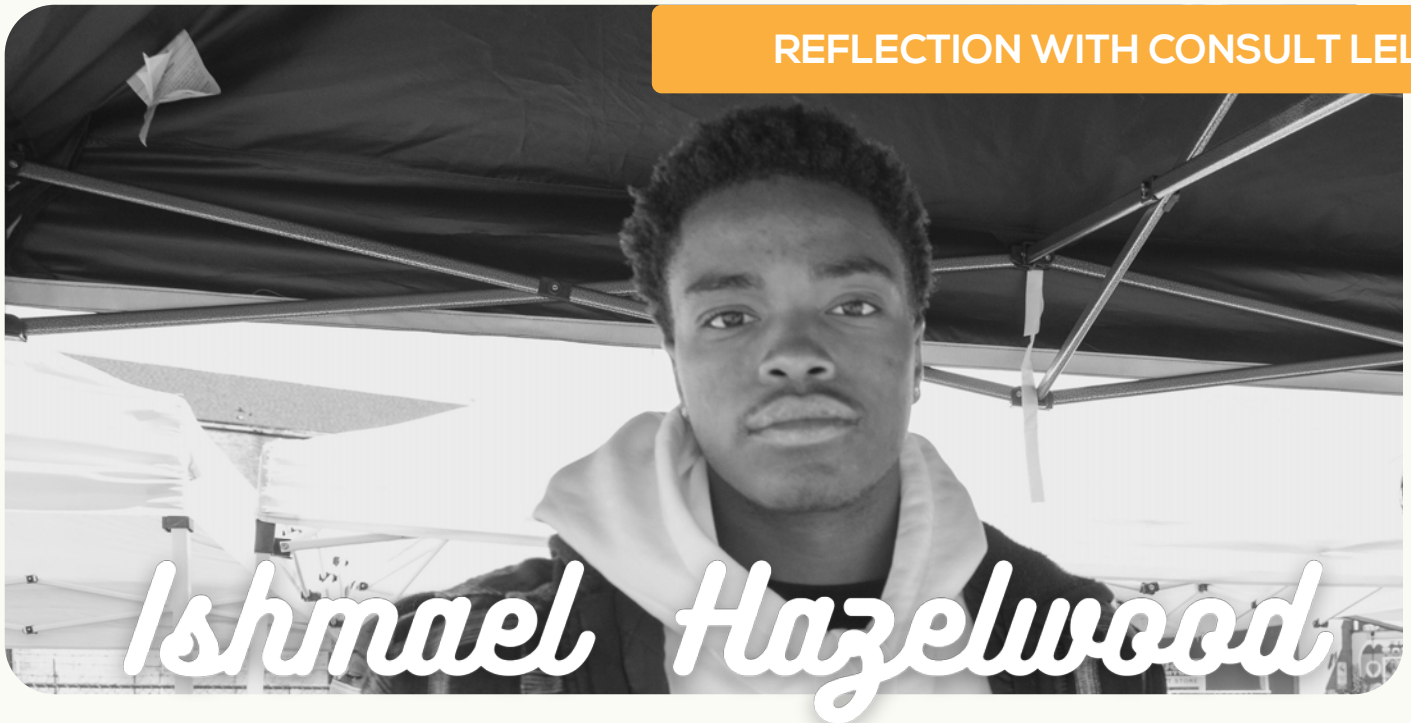
My experience collaborating with Consult LeLa has been nothing short of exceptional. I've had the privilege of actively contributing to event planning, delving into the intricacies of marketing, advertising, and attendee engagement, while also grasping the technical and legal aspects of event coordination. This includes acquiring permits for vendors and DJs, as well as selecting music and/or food that resonates with the target audience for the event or activity..

Participating in discussions about the City of Boston's future plans has been incredibly enlightening. It's rare for youth voices to be acknowledged or invited to planning and development meetings, where our input is often overlooked.

Working with Consult Lela has empowered me to confidently voice my thoughts, opinions, and values, setting an example for other young individuals to do the same. The Complete Streetz Deetz workshops vividly highlighted the wealth of insights and ideas the

youth possess about transportation and necessary neighborhood improvements. Their innovative perspectives and strong convictions were remarkable. Engaging with them in their schools was a strategic move, disrupting their routine and demonstrating our commitment to genuinely listening.

It's imperative that both neighborhood and community groups and municipal and state agencies recognize that the community encompasses individuals of all ages, not just adults. Why limit our perspectives to a single demographic? A truly inclusive community necessitates input from a diverse range of voices, mirroring its own diversity. Consult Lela wholeheartedly embraces this principle, illustrating a dedicated commitment to fostering engagement across the full spectrum of our community.



*Ishmael Hazelwood*



**Since joining Consult LeLa I have developed so many different skills to help better myself**



When I was hired in May of 2022 to be Consult LeLa's first Youth Transportation Consultant it became apparent from the very beginning that I would be partaking in a lot of meaningful work with members of the community. From the beginning of my time at Consult LeLa I was able to use my skills to relay information from City Hall to people in the community, and "meet them where they are". My observations earlier on in my time at Consult LeLa was that a lot of people in the community would be unaware of the possible infrastructure changes that would happen in their own neighborhoods.

Many times community members would express to me that city officials would state what they are planning on doing within the community and then proceed with planning with a lack of community engagement. There would be many different reactions I would receive from people during the many Pop Ups that Consult LeLa would facilitate. Some of the skills I developed overtime with frustrated community members would be learning how to become truly empathetic and learning how to communicate with the correct diction in hopes of reducing irritation and allowing for good conversation to occur. When I first began facilitating Pop Ups I would find myself struggling to communicate the right messages to Mattapan residents which would result in counterproductivity.

Another skill I gained through Consult LeLa was allowing for myself to be patient. I would find myself in uncomfortable circumstances with people that would misinterpret the mission behind Consult LeLa and would try to associate a negative identity of what Consult LeLa is to the community of Mattapan. I have to find patience within myself to try to communicate with those community members what Consult LeLa is trying to accomplish and how we are focused on meeting community members where they are at.

The most important skill I learned while at my time working at Consult LeLa was the ability to critically think for many different circumstances. An example of when critical thinking was applied was when we realized that our intended audience consisting of youth would not be able to complete our questionnaires due to legal ramifications and we had to find a way to involve them. We had to then use a different approach of collecting youth's data by using stickers as a way to record their preference on the Mattapan redesign.

Since joining Consult LeLa I have developed so many different skills to help better myself and the company's mission of community engagement on a more efficient and effective scale. Some other tasks I have accomplished while working for Consult LeLa are creating and presenting a presentation on the company's first Walk Audit, facilitating a Walk Audit and helping create the company's first community engagement event.



## Black owned businesses Consult LeLa worked with:

### 1. Report Designer + Graphic Designer

a. Devon Guillery - Loopz Creative Co - [www.loopzcreative.co](http://www.loopzcreative.co)

### 2. Report Cover Designer

a. Mel Isidor - Isidor Studio - <https://www.isidor.studio/>

### 3. Photographers + Videographers:

a. Alex Joachim - byAlexJoachim - <https://www.byalexjoachim.com/>

b. Bryan Trench - The Event Shooters - [theeventshooters.com](http://theeventshooters.com)

c. Osakpolor Clinton Osula - Mattapan photographer - [clintonosula@gmail.com](mailto:clintonosula@gmail.com)

### 4. 3D Model

a. Jemuel Stephenson - Fabwright Origins, LLC - [fabwrightorigins.com](http://fabwrightorigins.com)

### 5. Catering:

a. Everybody Gotta Eat

b. Family Affair

c. ZaZ Restaurant

### 6. Music:

a. DJ Motivate Merren - <https://www.instagram.com/motivatemerren/>

b. DJ Rockstone Trizz - <https://lnk.bio/rockstonetrizz>

c. DJ Why Sham - Boston Got Next - <https://whysham.com/>

### 7. Artist:

a. Amber Dominga - [ambersafro.com](http://ambersafro.com)

### 8. Event Host and Marketing:

a. Danielle Johnson - Spark FM Online - <https://sparkfmonline.com>

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Raw Data and links from engagement



**b. Transportation Talks**

- i. Website: <https://www.mattapanfoodandfit.org/transportationtalks>

**c. Complete Streets Deetz 2021**

**d. Complete Streetz Deetz 2022-2023**

- i. Mattahunt School Data
- ii. Match Charter High School Data



**e. Youth Engagement Committee (YEC)**

- i. Walk audit article (in report)
- ii. Walk audit memo (in report)
- iii. Walk audit presentation + video



**f. Not Your Average Public Meetings (NYAPM)**

- i. Videos: <https://consultlela.com/mattapan-square-redesign>

**g. Parking Study**

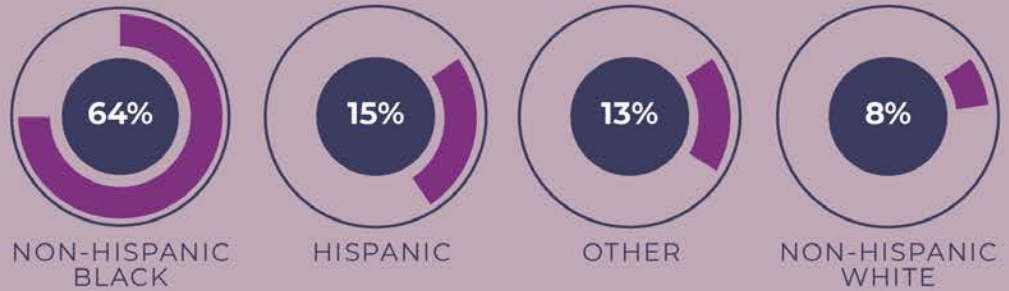
- i. Comments

## Complete Street Deetz 2021

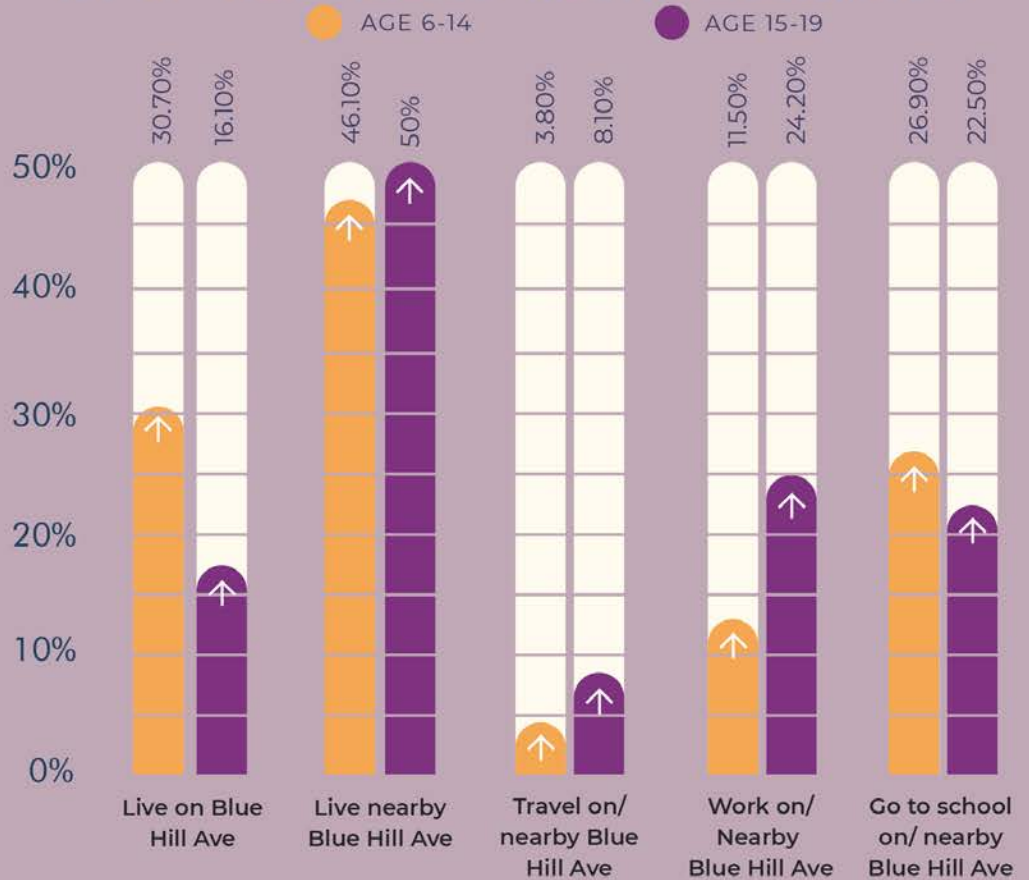
### DEMOGRAPHIC

Interpretation of Table 1: This survey is a collective voice of a diverse population in the city of Boston, including Non-Hispanic Black (63.7%), Hispanics (14.8%), and other People of Color (13.6%). Our organization collected surveys from two age groups (6 to 14 years old and 15 to 19 years old). The majority of participants were female (54%), and 42.5% were male. Most participants were from the surrounding neighborhood of Blue Hill Ave, including Dorchester (21.6%), Mattapan (21.6), and Hyde Park (17%).

#### Spelling: All Participants by Racial Groups



#### HOW PARTICIPANT ASSOCIATED WITH BLUE HILL AVE





Characteristic	ALL	AGE 6–14	AGE 15–19
All participants, No. (%)	88 (100.0)	26 (29.5)	62 (70.5)
<b>SEX, NO. (%)</b>			
Male	37 (42.5%)	10 (38.5%)	27 (44.3%)
Female	47 (54%)	16 (61.5%)	31 (50.8%)
Non-binary	3(3.5%)		3 (4.9%)
<b>RACE/ETHNICITY, NO. (%)</b>			
Non-Hispanic White	7 (7.9%)		7 (11.3%)
Non-Hispanic Black	56 (63.7%)	20 (77%)	36 (58.1%)
Hispanic	13 (14.8%)	3 (11.5%)	10 (16.1%)
Other	12 (13.6%)	3 (11.5%)	9 (14.5%)
<b>ZIPCODE, NO. (%)</b>			
02124, Dorchester	19 (21.6%)	8 (30.8%)	11 (17.7%)
02126, Mattapan	19 (21.6%)	8 (30.8%)	11 (17.7%)
02136, Hyde Park	15 (17%)	3 (11.5%)	12 (19.4%)
Other	35 (39.8%)	7 (26.9%)	28 (45.2%)
<b>Whether you travel on Blue Hill Ave, No. (%)*</b>			
Live on Blue Hill Ave	18 (20.4%)	8 (30.7%)	10 (16.1%)
Live nearby Blue Hill Ave	43 (48.9%)	12 (46.1%)	31 (50%)
Travel on/nearby Blue Hill Ave	6 (6.8%)	1 (3.8%)	5 (8.1%)
Work on/nearby Blue Hill Ave	18 (20.4%)	3 (11.5%)	15 (24.2%)
Go to school on/nearby Blue Hill Ave	20 (22.7%)	6 (26.9%)	14 (24.2%)
Not applicable	2 (2.3%)		2 (3.2%)

Table 1. Characteristics of study participants by age group (n=88)

## Complete Street Deetz 2021

### Experiences on Blue Hill Ave

#### 2.2. Current traffic issues on Blue Hill Ave

we want to make the current public transportation system more accessible, we asked participants what made them not like using public transportation. Through the survey, we identified four common issues of public transportation: Bus/train does not run on time (16%), Long commute (10%), Do not know how to read the bus/train schedule (4.5%), and Safety concerns (4.5%). Among the group of 6 to 14 years old, the timing of public transportation (19.2%) and do not know how to read the bus/train schedule (11.5%), and safety concerns (11.5%) were the top common issues. Participants in the older group were more concerned about the timing of public transportation (14.5%) and the long commute (12.9%). Even though only 4.5% of the study population didn't know how to read the bus/train schedule, this is a notable issue which can be fixed by providing more educational resources on transportation.

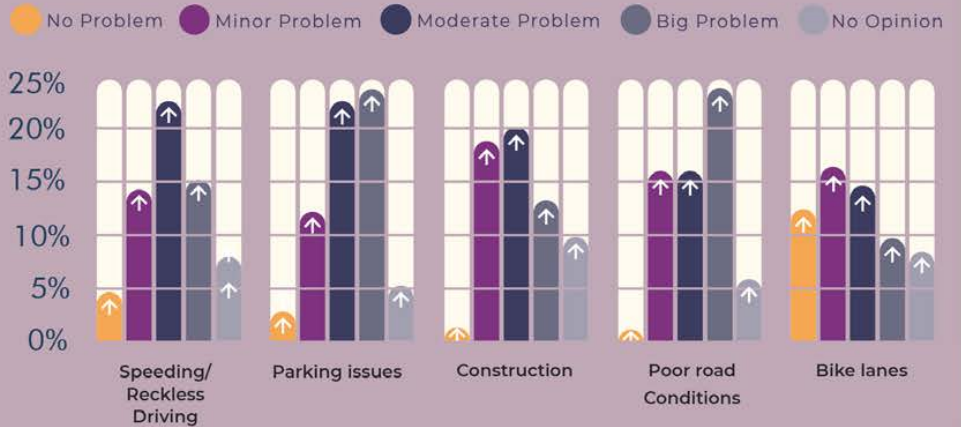
#### HOW MUCH CONGESTION DO YOU FEEL THERE IS ON BLUE HILL AVE?

CHOOSE ONE ONLY



#### HOW DO YOU THINK THESE FOLLOWING ISSUES AFFECT THE TRAFFIC ON BLUE HILL AVE?

Please select one answer for each statement



## HOW DO YOU, OR PEOPLE YOU DRIVE WITH, FEEL ABOUT MATTAPAN SQUARE PARKING?

42 responses



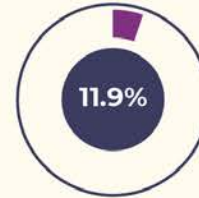
Not applicable



Not comfortable pulling in and out of the parking spaces in Mattapan Square



Don't even park in Mattapan square because of concerns reversing



Comfortable pulling in and out of the parking spaces in Mattapan Square

Major Traffic Issues	OUTSTANDING QUOTES
SPEEDING/ RECKLESS DRIVING	Reckless drivers who do what they want because they drive.
	People are not paying attention to the road.
PARKING ISSUES	People parked in undesignated parking spaces.
	People who want to park in lanes and there are no police officers giving them tickets.
POOR ROAD CONDITIONS	Many lanes, but tight roads, busy and very inconvenient - more drivers
BIKE LANES	I'm used to riding bikes on bike paths or empty parking lots. The street is too busy.
	The parking spaces and the lack of room on the sidewalk plus there is not a bike lane near Mattapan Square.

Scales of different traffic issues on Blue Hill Ave

COMMON ISSUES	ALL	AGE 6-14	AGE 15-19
Bus/ train does not run on time	14 (16%)	5 (19.2%)	9 (14.5%)
The commute takes too long	9 (10%)	1 (3.8%)	8 (12.9%)
I am not sure how to read the bus/ train schedule	4 (4.5%)	3 (11.5%)	1 (1.6%)
Safety concerns	4 (4.5%)	3 (11.5%)	1 (1.6%)

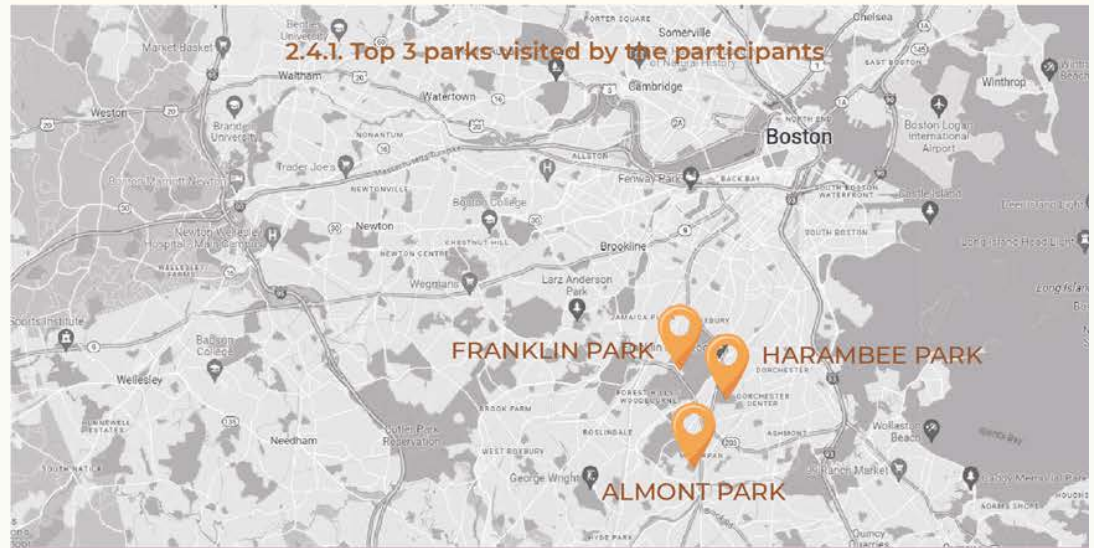
Common issues of public transportation (n=88)



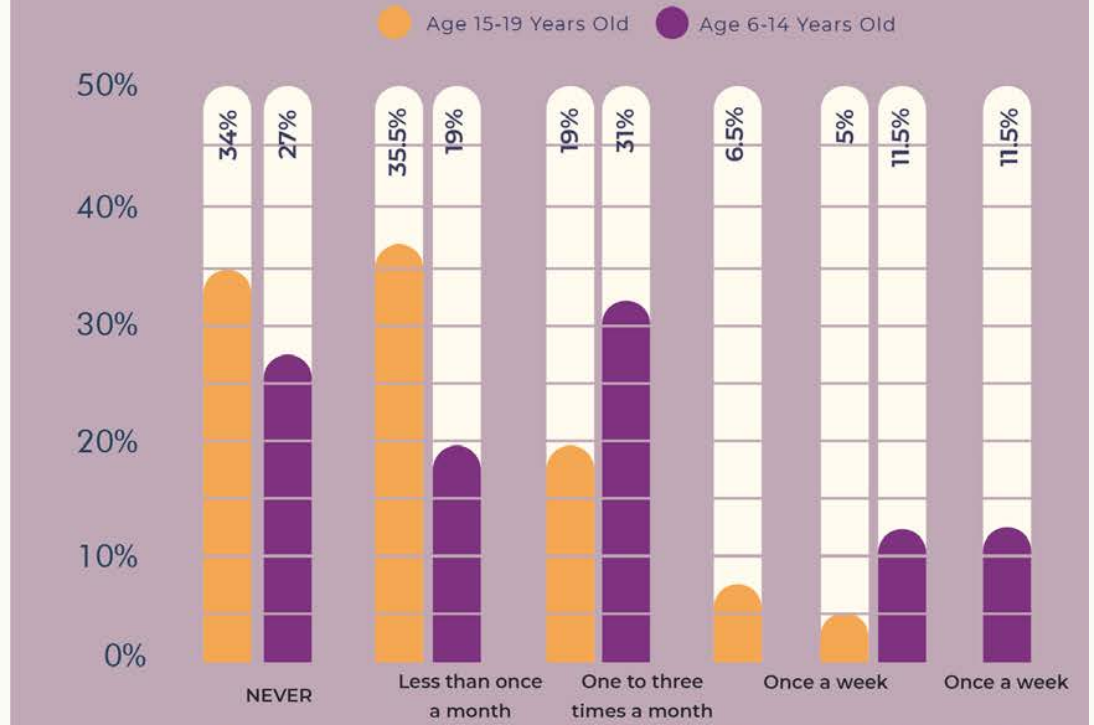
## Complete Street Deetz 2021

### Experiences on Blue Hill Ave

#### 2.4. Experience on using green spaces on Blue Hill Ave

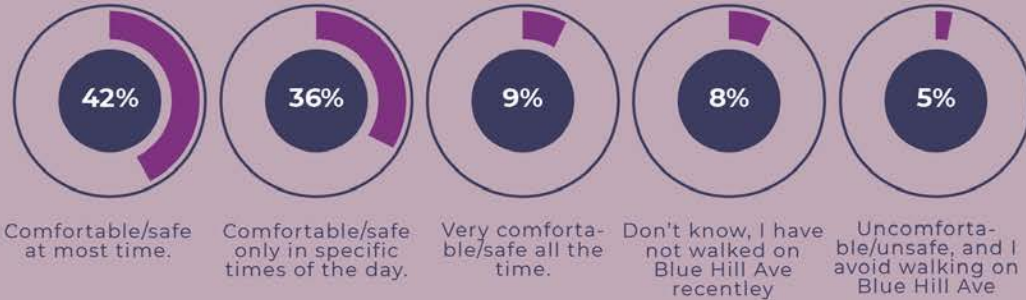


#### HOW OFTEN DO YOU VISIT THE PARKS ON OR NEAR BLUE HILL AVE?



## HOW COMFORTABLE/SAFE DO YOU FEEL WALKING ALONG BLUE HILL AVE?

### 2.3. Safety traveling on Blue Hill Ave



## HOW COMFORTABLE/SAFE DO YOU FEEL RIDING A BIKE ON BLUE HILL AVE?



## WHAT DO YOU THINK MAKES IT NOT COMFORTABLE AND SAFE TO WALK OR BIKE ON BLUE HILL AVE?

### WALKING EXPERIENCE

The crime rates are definitely a reason of our discomfort.

When drivers disregard the rules for driving.  
The sidewalk timer is kind of short.

Some people feel uncomfortable walking at night because of safety.

Crack sidewalks people might trip over and fall leading to getting hurt or having a bad day since they might of fell in the mud

It's pretty safe most times, but some people drive fast at night.  
Speeding makes it a bit unsafe.

### BIKE RIDING EXPERIENCE

Some drivers are not very aware of people biking.

The bike lane is close to the road.

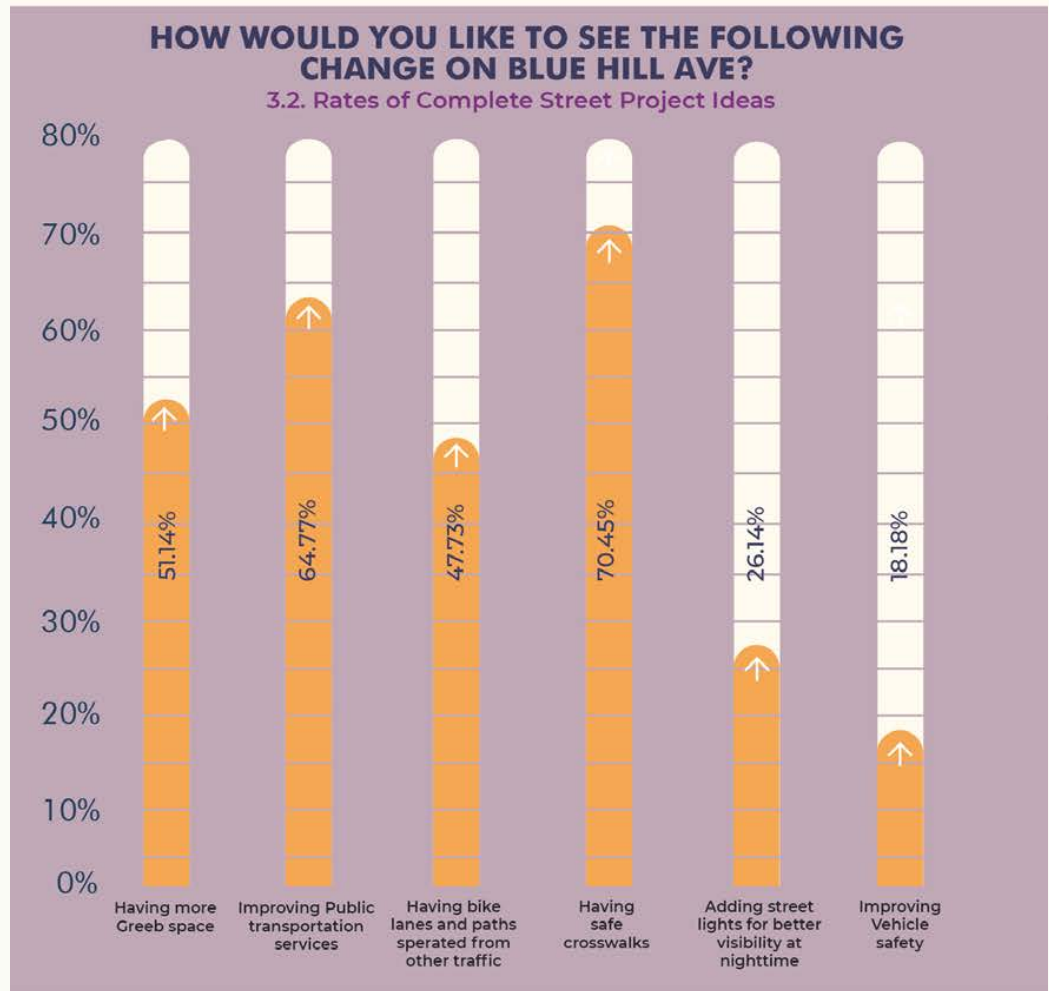
There is no bike lane near Mattapan square.

## Complete Street Deetz 2021

### Improvement & Next Steps

Blue Hill Ave is one of the main roads in the city of Boston with high traffic density. The group of older participants were asked to consider focus areas to help improve the traveling experience of all on Blue Hill Ave, and these participants rated Traffic (Speed & Safety) as the most important focus area, following by Pedestrian Amenities, Public Transportation, Bicycle Amenities, and Green Spaces (Figure 11). Some participants expressed that speed/reckless driving was a moderate problem that affected the traffic on Blue Hill Ave (Figure 5). Some participants felt uncomfortable walking or riding bikes on Blue Hill Ave because "some people drive fast at night", and "some drivers are not very aware of people biking". Therefore, 70.5% suggested having more safe crosswalks, 26.1% agreed to add streetlights for better visibility at nighttime, and 18.2% wanted to improve vehicle safety on Blue Hill Ave.

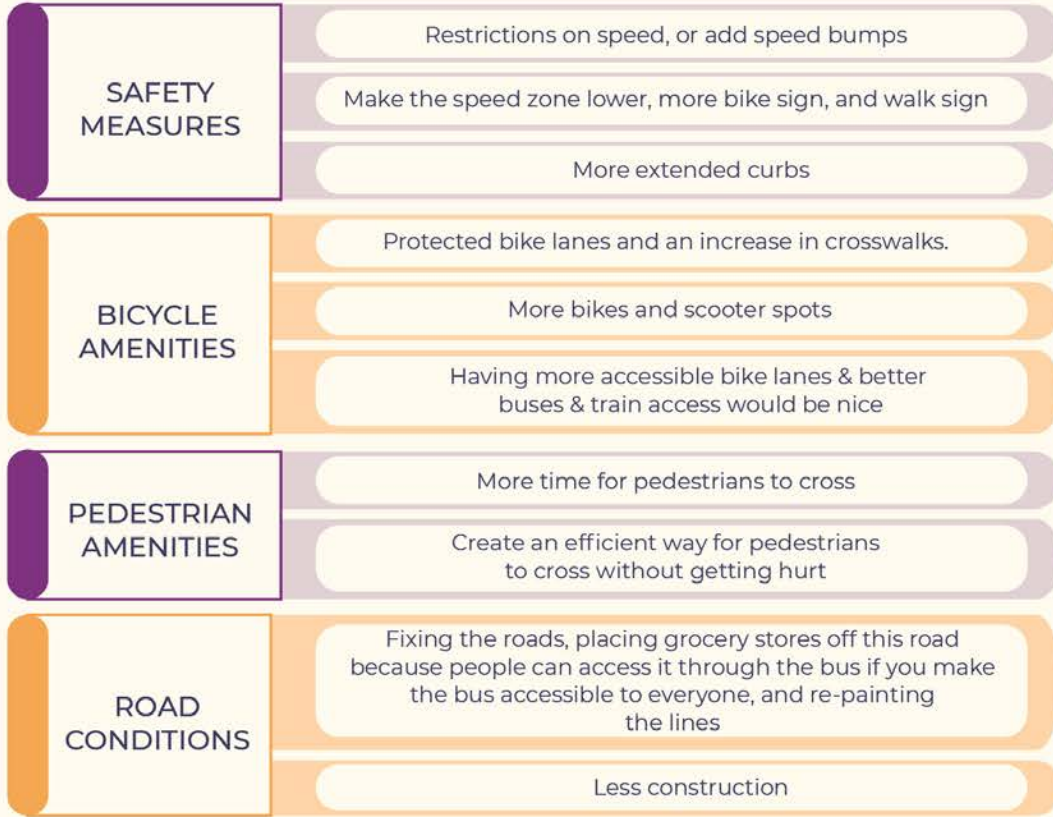
As public transportation was one of the common transportation modes on Blue Hill Ave, participants consider this as a moderately important focus area, and 64.7% would like to see improvements, such as expanding bus routes and adding more bus shelters. Although not many participants used bikes on Blue Hill Ave, 47.7% wanted to have bike lanes and paths separated from other traffic, which hopefully reduces traffic congestion on Blue Hill Ave. 51.1% would like to have more green spaces on Blue Hill Ave.





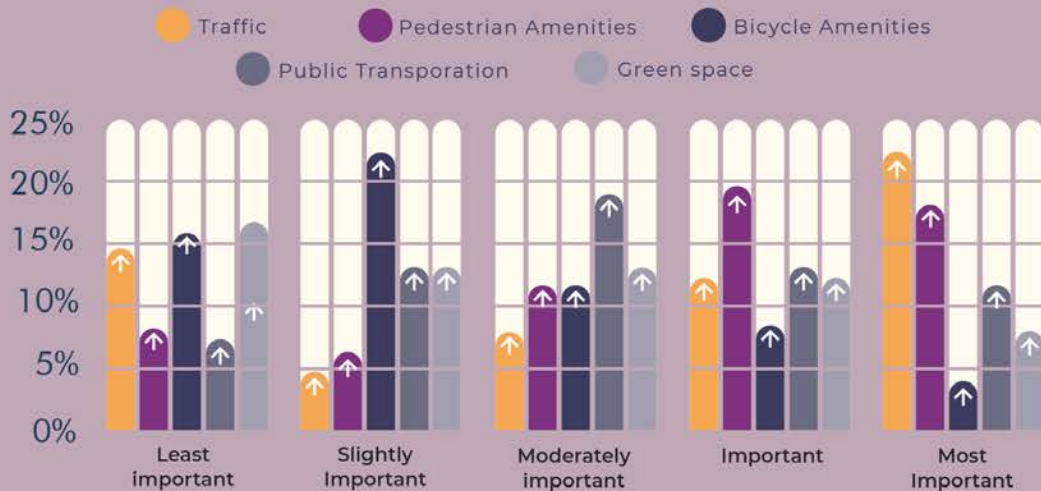
## WHAT OTHER TYPES OF CHANGE WOULD YOU LIKE TO SEE ON BLUE HILL AVE?

### 3.3 Other Improvement Ideas



## IMPROVEMENT FOCUS AREAS FOR COMPLETE STREET PROJECT

Please select one answer for each statement



# APPENDIX

## Complete Street Deetz 2023: Mattahunt Elementary School

As a _____ in Mattapn Square,	I believe we need _____	because _____
Public Transit Rider	bus shelters	if you have to go somewhere and its cold
Public Transit Rider	bus shelters	[left blank]
Public Transit Rider	more seats	we sometimes have to stand or sit next to a creep
Public Transit Rider	the bus to stop	bus driver would not stop. the train is crowded
Public Transit Rider	more seats, bus shelters, more bus lanes, and smart TVs	sometimes when you get on the bus they're aren't enough seats. We could have bigger busses or a limited seats on a bus.
Public Transit Rider	better bus shelters	if the weather is bad, you need bigger protection
Public Transit Rider	[left blank]	need money to get on the train or the bus also a schedule. One challenge is not having enough money. Anther challenge is missing the bus or train can be delayed by 20 mins
Public Transit Rider	more trains/buses added to the schedule	they need to run earlier and later
Public Transit Rider	real time location	you dont miss the bus
Public Transit Rider	real time arrival	peopl won't miss the bus
Public Transit Rider	bus credit/tab on a dedicated bus lane	people sometimes dont have money to pay the bus fees
Motorist	crossing guards and parking	some of the challenges a motorist face are traffic, parking, watching for bikers, and pedestrians
Motorist	crossing guards and parking	some of the challenges a motorist face are traffic, parking, watching for bikers, and pedestrians
Motorist	crossing guards and parking	some of the challenges a motorist face are traffic, parking, watching for bikers, and pedestrians
Motorist	crossing guards and parking	some of the challenges a motorist face are traffic, parking, watching for bikers, and pedestrians
Motorist	more car only lanes and parking	people are double parking and the buses
Motorist	more car only lanes and parking	people are double parking and the buses create a lot of traffic.
Motorist	more car only lanes and parking	the bus are creating traffic and people double park
Motorist	more car only lanes and parking	it would help less accidents and parking could reduce the amount of cars hitting each other or having another system where big cars go to melt snow to not slow traffic
Motorist	more car only lanes and parking	car only lanes will cause less crashes
Motorist	crossing guards and speed bumps	drivers need to slow down
Motorist	more space	if we had more space then we would have more lanes and more open lanes

As a _____ in Mattapn Square,	I believe we need _____	because _____
Motorist	more parking at train stations	"it would be easier for me to use the train"
Motorist	crossing guards and speed bumps	"drivers need to slow down"
Motorist	more signs on the street	"people in cars need to slow down"
Motorist	more lanes in the street	"people get hit by cars and cars need to slow down"
Bicyclist	bike parking	"we dont want no thieves, space"
Bicyclist	full build lanes	"we need space from cars"
Bicyclist	bike parking	"we dont want no thieves"
Bicyclist	bike parking	"we want to be safe"
Bicyclist	more space to ride	"so we dont crash when cycling"
Bicyclist	more car only lanes and parking	"people are always parking the busses and not having people rush while alot of cars are coming"
Bicyclist	more and safer bike lanes	"we need not to get into a crash and not to get into a traffic jam"
Bicyclist	our own space	"traffic, getting into crashes"
Bicyclist	protection "P-R-O-T-E-C-T-I-O-N"	"the roads are safe when people speed"
Bicyclist	protection	"risk of getting hit by a car, people are driving too fast"
Bicyclist	bike lanes	"they need their space while riding"
Bicyclist	more safety	we might get hit by car off our bikes"
Bicyclist	more maps	"to not get lost at the street"
Bicyclist	bike lanes, more room, and more things added	"it wouldnt be fair if we get hit by a car. and we need more space because nobody wants to get yelled at."
Bicyclist	more maps	"to not get lost"
Bicyclist	more sidewalk bike lanes	"you could get hit by a car or bus"
Pedestrian	safety	"you could get kidnapped"
Pedestrian	benches	"some people are tired from walking"
Pedestrian	more street lights	"its too dark"
Pedestrian	crosswalkers	"some people dont drive that wll, you dont have alot of time to cross the street"
Pedestrian	more lights	"its too dark in the mornings"
Pedestrian	not as big streets	"some streets are too big and cars dont stop"
Pedestrian	sidewalk improvement	"some are skinny abd some are broken and some need to be cleaned"
Pedestrian	to stop cars from people	"make sure cars dont hit people while they are crossing"
Pedestrian	people watching how people drive	"people get hurt or killed because of those drivers"
Pedestrian	one way street	"when a car is coming one and other the opposite, they can crash to each other at some point if they look."
Pedestrian	signs saying dont go on the sidewalk	"cars and bikes need to stay off the sidewalk"
Pedestrian	more ways to slow down cars	"they blare down the street"

**General Themes: more seats, bus shelters, bus only lanes, crossing guards, better parking for cars and bikes, street lights, sidewalk improvement for safety, maps**



## Complete Street Deetz 2023; Match Charter High School

What is one thing you prioritized in your plan?	Why?	What did you enjoy?
balance	make sure nobody is mad that another has more space. complaining is bad	drawing and balancing
bike lane	people wont get confused	no math
bike lane	biking can be dangerous	got to be creative
bike lanes	a lot of people bike and its important to support everyone	i enjoyed how shavelle was
bikes	because many people die from bike accidents on Mass Ave	not math
bus lanes	more common people travel	left blank
bus lanes	because i take the bus to school everyday so its very important	nothing really
bus lanes	idk i chose randomly	learning about the streets
bus lanes	it saves space and many dont have cars	creating my own road design
bus lanes	public transport od how i get home	coloring
bus lanes	because busses are one of the most common forms of transportaion	yes because we took a break from math
bus lanes	i feel that busses need their own lane so that cars dont have to go around them and the other way around	left blank
bus lanes	many people use it	i was able to design my own
bus lanes	most people in the community travel by bus and i know this because its always full	drawing+labeling
bus lanes	i use the mbta to go to school eeryday	it wasnt class
bus lanes	some busses hourly	it was entertaining
bus lanes	the bus has to drive with cars right now	t wasnt geo class
bus lanes	sidewalks should have bus shelters	being creative
bus lanes	we need good stop areas so people can move and get to places faster	less work time
bus shelter at every stop	if its raining youd want a bus shelter to not get wet	making the streets
bus stop	its important people that can transfer in any place. community can take any place of transfer thats safe.	put many things on side of the street that bus and park
car lanes	traffic is bad, especially in the city	driving and planning
central running bus lanes	it makes it easier for all modes of transportation	i dont know
drive lanes	more places to be and cars more efficient	no math
driving lanes	because nobody uses buses, cars are better and people dont need to walk	that I didn't have to do shapes and figures
driving lanes	because the majority of people use cars	no math
driving lanes	making sure thers space so everyone can drive safely	i enjoyed not doing so much math
driving lanes	most transportaion is driving now	i didnt do much math



What is one thing you prioritized in your plan?	Why?	What did you enjoy?
driving lanes	should be longed to get to places more efficiently	interacting
driving lanes	because i dont use bus, bikes ect. only cars	learning about the streets and being able to design my own roadd
everything	people need busses, cars, etc.	most of it
everything but a driving lane	cars take up too much space	nothing really
everything	everyone always has an issue and everyone cant be satisfied so theres no point in creating a street for many liking	I enjoyed writing listening to you guys educate us and not doing math
fitting things in	theres a lot of cars, so I made bigger driving lane	i got to design a lane
green	it would be best to add greenery to Boston than more place for the cars	I liked learning about what is yet to come for Boston
lamps	because daylight savings time outside is dark and walking home id like to see my surroundings	being able to make my own road
lamps	when its dark you cant see or function safely and people dont even drive properly in the day	learning correct names of everything
more open space/ sidewalks	for more pedestrians	this why we came together
more sidewalk space	their already no space when walking to me	loved the color and being able to make the project my own
pedestrians	because people that are walking could get hurt if the streets are not designed in a safe way	streets
pedestrians	i walk most of the time	no math
sidewalk	its important for people to have a part to walk on and being safe while walking	I enjoy making my design
sidewalk	people need a space to walk	it allowed me to express my creativity
sidewalk	a lot of people walk so they should get a bit more space	it wasnt a bad lesson just not problem of mine
sidewalk	it controls where pedestrians are going and to get there safely	planning on the streets information
sidewalk	theres a lot of pedestrians, no one should get hurt	entertainment and information was given
sidewalk and driving lane	because a lot of people work without cars abd the people with cars need more space in Mattapan	it ending
sidewalks	because these can be a busy area that needs big streets	listening to the presentation
sidewalks	pedestrians are at highest risk for car related accidents, their safety should come first	the graph
sidewalks	some sidewalks too small	very interactive
sidewalks	bc most people i know know how it feels to be anxious walking	no math and coloring
sidewalks and streets	people who use common transport need more space too	no math
sidewalks and trees	essential to have a place for everyone , not all about cars and cary streets. trees are also essential for oxygen and shouldnt be copped out for cement	comparison on space and roads
space for at least all types of transport	i hate being in an area with no other type of transport other than driving or walking. many people cant do either as well.	that we could participate in planning streets
the bus and bike lane	because i like how i organized and separated the cars and bus lanes apart	how i learned more about the urban plan
the bus lane	busses are one of the most, if not the most efficient on road transportation	it was more collaborative
the bus lane and shelter	i feel like theres a lot of people who take the bus and people need that speace for it. (hope this also has more frequent busses and for them to stop going by all the time)	better than doing straight math/more interesting. Designing fun as wll
trees	they help us breath and makes the air more clean for the community	it was interesting to learn
trees	deforestation is a major problem	learning about roads

## Parking Preference Survey

### Parallel Parking

1. Hard to back out.
2. I also appreciate the municipal lots. I would like to see that parking choice continue.
3. I love changes.
4. I'm not comfortable with the center running bus lanes. It has been a major block for Egleston especially for emergency vehicles. In addition, bike lanes aren't very clear in the proposed design on this form.
5. It's almost impossible to back out of an angled space onto Blue Hill Avenue
6. What happened to the option that included the middle bus lane, angled parking but no separated bike lane?
7. Easy to open the doors and get out of.
8. I only drive to the [Mattapan] square when I have my mom who uses a walker. I am really concerned about the accessibility in the [Mattapan] square for [people] with disabilities and angle parking makes me nervous for pedestrians. I understand the need for more parking though.

### Angled Parking

1. I learned a lot about the Mattapan community around transportation.
2. The angled parking makes it much easier to cross for pedestrians who take the bus.
3. As we know American Legion had a very vocal "community" process and they still went along with that wack ass design that still hasn't been fixed; bike lanes still take up a lane we could be driving. Honestly, the Mattapan [Square] design is not true to form. We have double parking all up and down Blue Hill Ave. Parking is the issue and some of the lots in the neighborhood should be for public parking. We have to take into account the new units in the square and the limited parking they provide so they will take up space for shopping. Mattapan is tight already and we are planning for dining experiences so more cars. I think the church/school needs to open their gates during non-working hours for public parking.
4. Easier to go in when it is angled parking
5. How will double parking be addressed?
6. Keep having the public involved with the process. Thank you.
7. Only issue with angled parking is the lack of greenery



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### Angled Parking Continued

1. Written for a resident: owns Lawson Barber Shop in Mattapan and Egleston Square. Parking is an issue for her business. The 2 hour parking isn't enforced. Along the center parking lot near Mount Carmel, drivers park there and then jump on the bus. MCHC employees park in front of other businesses because they cannot park in the lot. This impacts businesses in a negative way. There is a safety issue when walking at night if folks have to park far away from their intended location. She is parallel parking in front of her business and it is still hard to get out of due to impatient drivers. What could help her see what the Square could be is more 3D models like the one Consult LeLa has.
2. Parking and the businesses (and the workers in those offices in the square) need to be considered with parking. I own and work in Mattapan and these changes will create a hard difficulty. I hope there is consideration for those that are in the square.
3. Please do not remove the existing parking available. The community needs this parking.
4. Tough decision on the parking plan! Given how congested it can often feel, I can't imagine what it would be like to have \*half\* the parking spots.
5. Unfortunately, there's no ideal parking situation for Mattapan.

### No Change

1. Angled parking with fewer parking spaces and wider space, because parking is currently too tight - car doors hit one another.
  2. Are traffic lights being repaired? The one at Rockdale and Cummins is very short and traffic is often bottle-necked with people taking a shortcut from River Street to Cummins Highway, who block the intersection in order to shorten their own wait time. This makes it hard to get out of my own driveway.
  3. I live off of Blue Hill Avenue further up in Dorchester, so very close by. It would be nice to have a compromise position here. Also, the municipal lots are rarely used during peak business hours. Could be an additional consideration. I park in the one behind Chase all the time and am frequently one of the only cars.
  4. Is the choice here that we can't have street trees if we have angled parking? There has to be a way around this. Parallel parking in the square honestly wouldn't feel safe, I can't imagine that I'd be able to actually park without getting honked at, yelled at, or causing an accident. But apparently that means we can't have trees?
  5. Make businesses look better, have police out visible in the square, plant trees and have events. NO BUS LANE.
  6. The proposed design doesn't work for this area. It's not practical for the way of life and congestion in this area.
  7. This plan is ridiculous and is going to cause additional backup and traffic. It will make it more unsafe for residents. Speak with citizens that live outside of Mattapan (Milton, Randolph, Brockton, Avon, etc) and encourage them to use public transportation.
  8. You still won't find parking.
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