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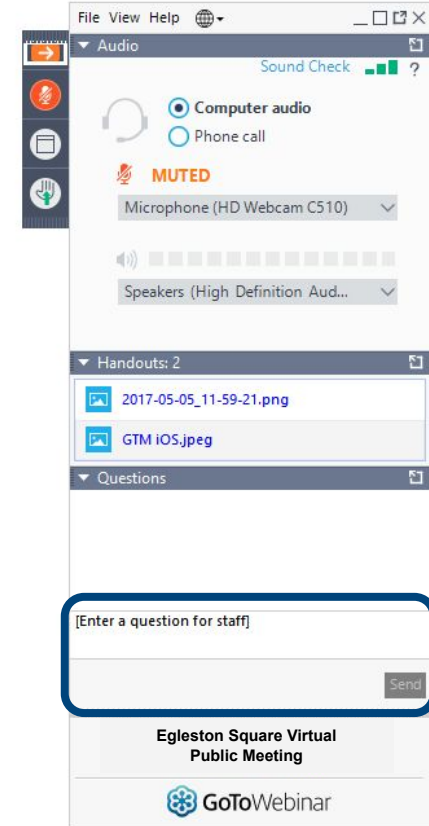
EGLESTON SQUARE REDESIGN VIRTUAL MEETING

Wednesday, November 4th

Mayor Martin J. Walsh

BEFORE WE GET STARTED...

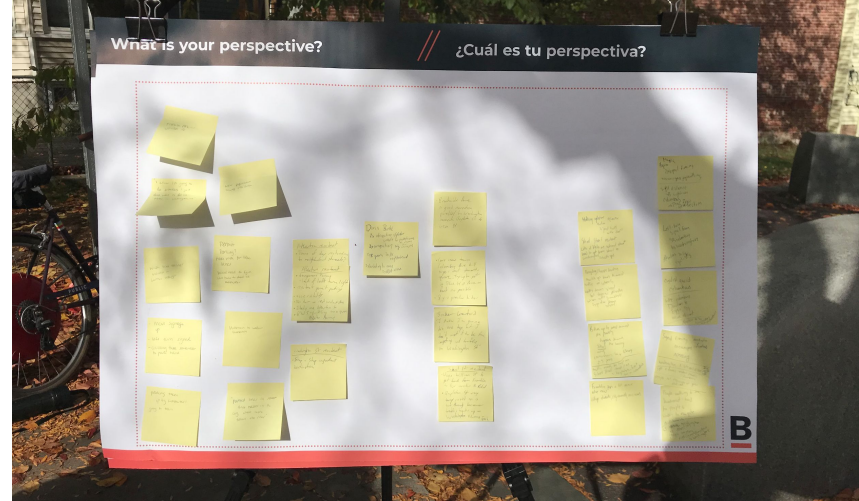
- This meeting will be recorded to be posted on the project webpage
- There will be time for questions and comments following the presentation
- Feel free to post **questions and comments** in the questions box at any point
- Handouts with visuals available for download
- Please be courteous to your fellow meeting participants
- Thank you for joining us!



PUBLIC ENGAGEMENT UPDATE



- **Past public engagement**
 - 10/27 socially distanced pop-up meeting
- **Ongoing/Upcoming public engagement**
 - 11/4 virtual public meeting (tonight!)
 - 11/5 virtual public meeting (Spanish)
 - Additional engagement in Spring 2021



PROJECT WEBPAGE



- Updates and materials will be posted on the project webpage on boston.gov
- You can sign up for the project mailing list here
- Find details on upcoming events like public meetings

EGLESTON SQUARE REDESIGN

We are planning safety improvements for all road users traveling through the Egleston Square area.

[UPCOMING EVENTS](#) [ABOUT THE PROJECT](#)

In 2019, the Transportation Department developed the Jamaica Plain and Roxbury Transportation Action Plan. This plan advances recommendations featured in the Boston Planning and Development Agency's *PLAN: JP/Rox*, and *Go Boston 2030*.

From the Transportation Action Plan, we identified several community interests as high priorities for residents. Those interests include:

- ▶ Columbus Avenue transit improvements
- ▶ Washington Street traffic calming, and
- ▶ Egleston Square safety improvements, among others.

Still have questions? Contact:

TRANSPORTATION

617-635-4680

BTDB@BOSTON.GOV

1 CITY HALL SQUARE
ROOM 721
BOSTON, MA 02201-2026

JOIN OUR MAILING LIST

We will be sharing information about public meetings and other project-specific details:

[SIGN UP FOR UPDATES](#)

UPCOMING EVENTS



Egleston Square Redesign virtual meeting



Rediseño de Egleston Square reunion virtual



Project webpage:
boston.gov/departments/transportation/egleston-square-redesign

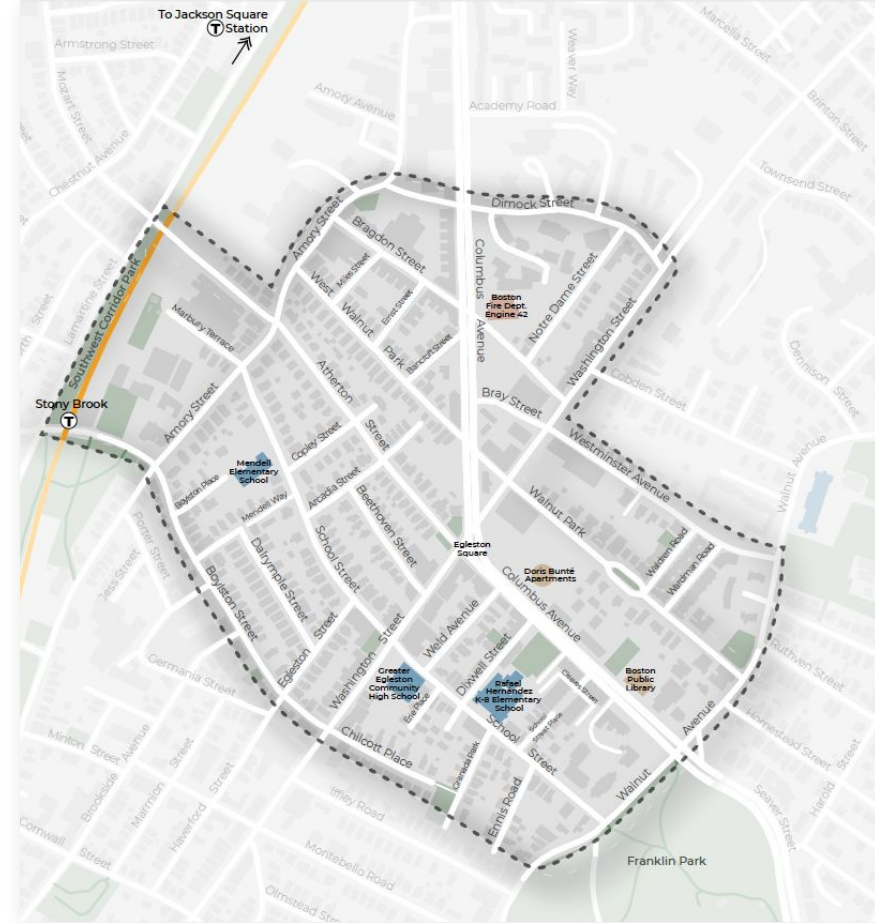
AGENDA

- Project Background
- Project Timeline
- Walking & Biking in the Study Area
- Safety in the Study Area
- Street Functions in the Study Area
- Questions & Discussion



PROJECT LIMITS

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



WHAT WE'VE HEARD

People traveling to and through the Egleston Square today experience:

- Unsafe motor vehicle speeds
- Uncomfortable conditions for people walking
- Poor bicycle connectivity
- Peak transit delays on four MBTA bus lines, and
- Underutilized public spaces



PROPOSED IMPROVEMENTS

Tactical improvements and permanent reconstruction

Specific improvements will include:

- Pedestrian crossing enhancements
- Bicycle facilities and traffic calming
- ADA compliance
- Enhanced wayfinding
- Signal timing improvements, and
- Bus priority treatments



PLANNING CONTEXT

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In 2010, The Boston Transportation Department released its **Complete Streets Guidelines**.

Complete streets balance the safety and needs of all modes of transportation.

Vision Zero is a commitment to take action to eliminate fatal and serious traffic collisions by 2030.


The Egleston Square intersection, Columbus Avenue, and Washington Street are all crash hot spots.

Go Boston 2030 is Boston's ambitious long-range transportation plan.

Multimodal improvements for Egleston Square were prioritized in the plan.

Go Boston 2030 Mode Share Goals:

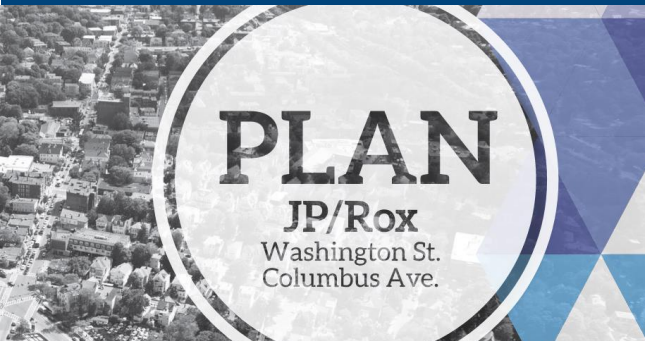
 **Driving Alone Down by Half**

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



PLANNING CONTEXT

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In 2017, Boston approved **Plan: JP/Rox**. Transportation is a key topic in this neighborhood plan.

JP/Rox Transportation Action Plan focuses on transportation planning from Jackson Square to Forest Hills. The plan establishes shared goals and priority corridors.

In September 2020, implementation of the **Columbus Avenue Bus Lanes** project begins.

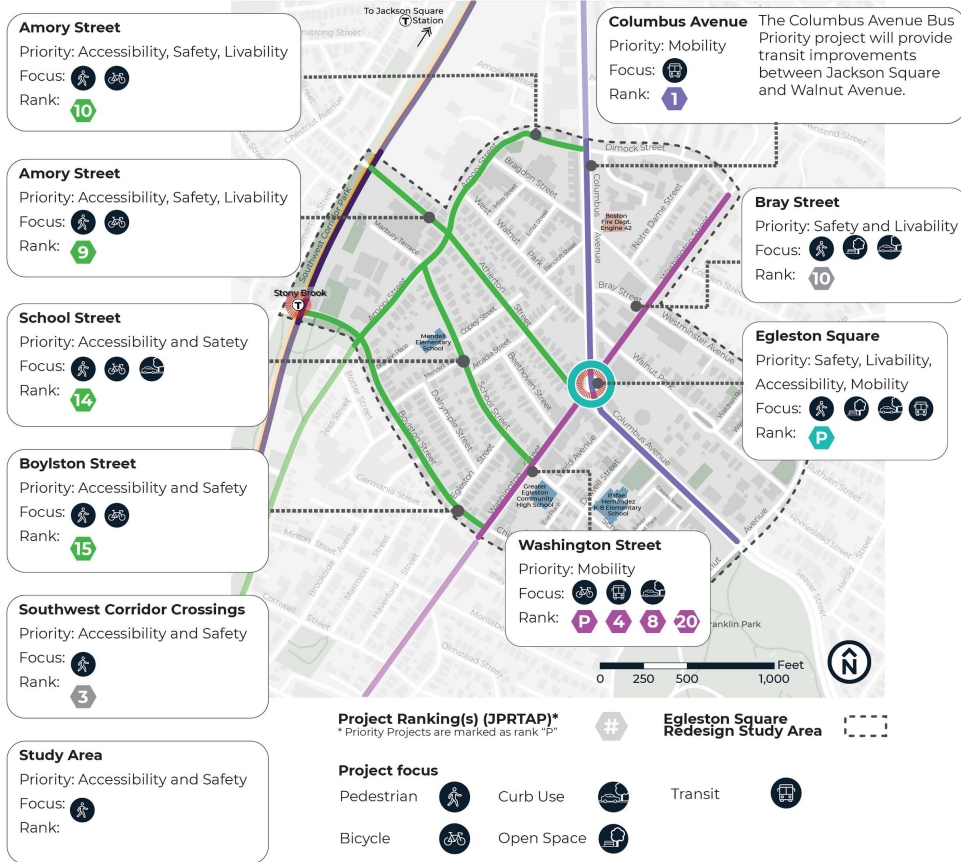
The project includes bus and pedestrian improvements between Jackson Square and Walnut Avenue.

JP/ROX TRANSPORTATION ACTION PLAN

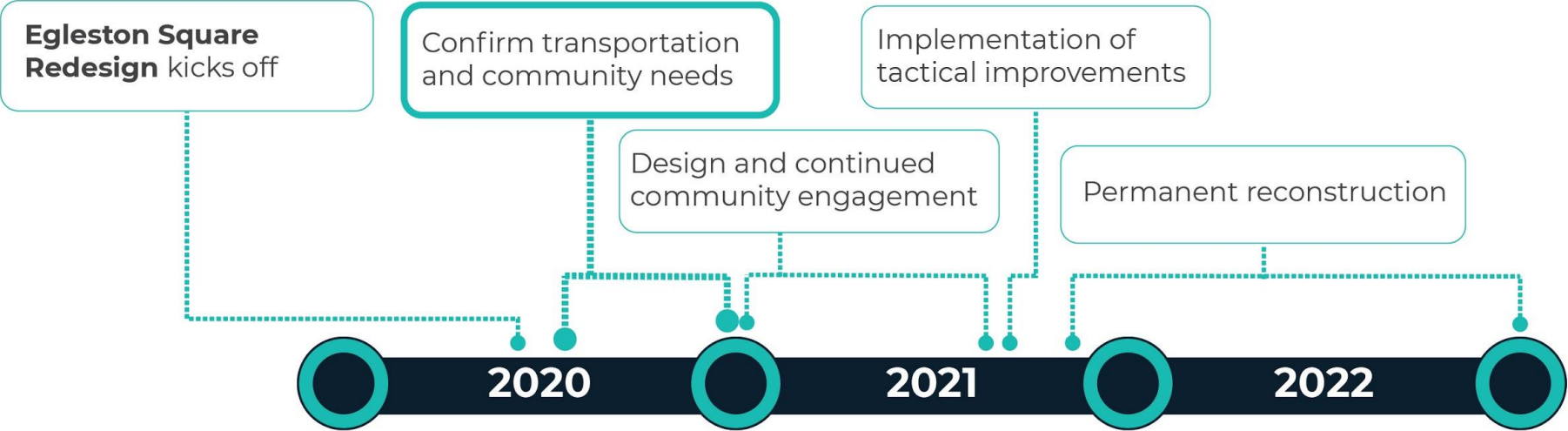


- Priority Corridors from JP/Rox Transportation Action Plan in the Egleston Square Redesign Study Area**

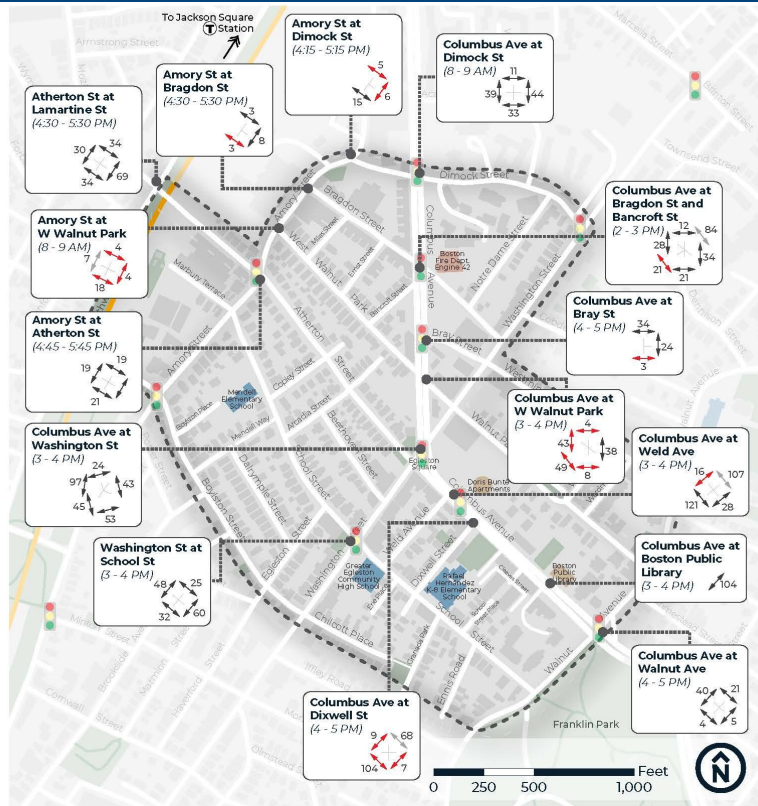
Adapted from JP/Rox
Transportation Action Plan



PROJECT TIMELINE



WALKING & BIKING IN THE STUDY AREA



PEDESTRIAN COUNTS

- Columbus Avenue is actively used by pedestrians
- Many people cross streets in study area despite a lack of crosswalks, such as at:
 - Columbus Avenue at Dixwell Street
 - Columbus Avenue at W Walnut Park

WALKING & BIKING IN THE STUDY AREA



BICYCLE COUNTS

- The Southwest Corridor is actively used by bicyclists
- To a lesser extent and despite challenging conditions, people also bike on:
 - Columbus Avenue
 - Streets connecting to Southwest Corridor Park

WALKING & BIKING IN THE STUDY AREA



- Bicycle and Pedestrian Generators
- Existing Bicycle Facilities

IMPORTANT DESTINATIONS

- Local businesses
- Schools
- Community centers
- MBTA stations and stops
- Parks
- Housing

WALKING & BIKING IN THE STUDY AREA



COMMUNITY COMMENTS

- Need for more:
 - Bike infrastructure
 - Safer pedestrian crossings
 - Activation of space around the Egleston Square intersection

What is Your Experience?

- Where do you bike and walk frequently?
- What are the most challenging locations when you're getting around the study area and why?
- If you don't walk or bike frequently in the study area, what would make you more willing to do so?

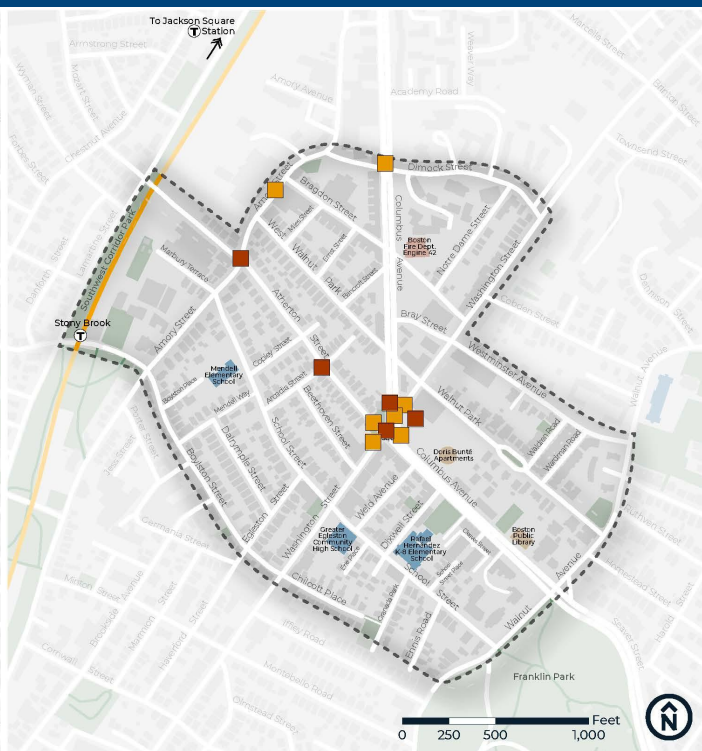
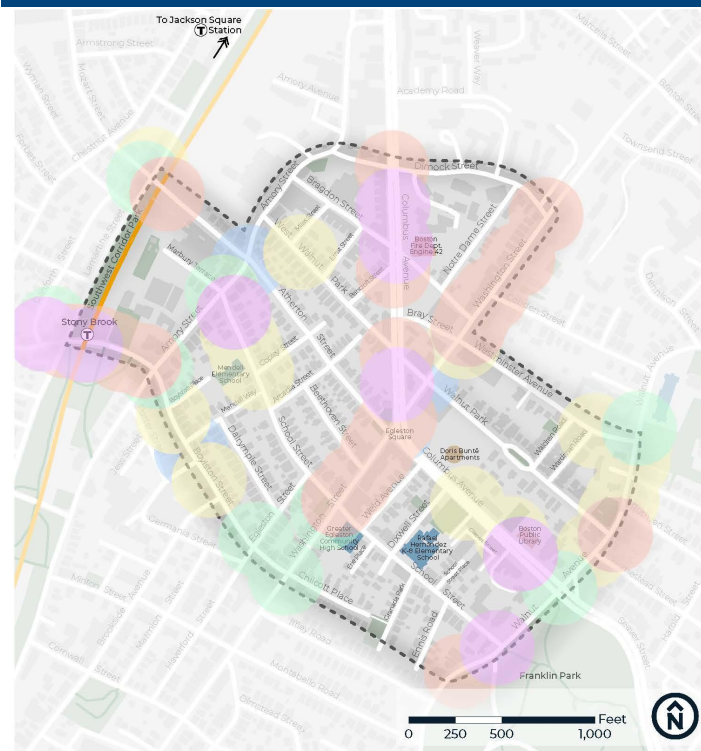
SAFETY IN THE STUDY AREA



COMMUNITY COMMENTS

Common concerns:

- Inadequate walking and biking facilities
- Unsafe driver behavior



Community Concerns Submitted Through Vision Zero

- Inadequate Bicycle Facilities
- Inadequate Pedestrian Crossings
- Drivers Fail to Yield
- Speeding
- Other

Community Concerns Submitted Through JP/Rox Transportation Action Plan

- Study Area Boundary
- High Vehicular Speeds
- Dangerous Intersection

SAFETY IN THE STUDY AREA



- Bicycle Crash
- Pedestrian Crash
- Motor Vehicle Crash
- Crash Clusters at Intersections

CRASHES (2015-2020)

Cluster locations:

- Columbus Avenue / Walnut Avenue
- Columbus Avenue / Washington Street
- Columbus Avenue / Dimock Street

Local Streets:

- Bicycle and pedestrian activity and crashes

What is Your Experience?

- Are there any areas or safety concerns missing?
- What is your top priority related to safety?
- What makes you most uncomfortable when walking, biking, or driving in this area? For instance, walking next to vehicles, visibility at crosswalks, turning vehicles, etc.

STREET FUNCTIONS IN THE STUDY AREA



DESIGN GOALS:

- Prioritize bicycle safety and comfort
- Prioritize walking, pedestrian safety, and accessibility
- Improve the Public Realm
- Manage traffic flows



STREET FUNCTIONS IN THE STUDY AREA

- **Designs in the study area will:**
 - 1) Focus on solutions that increase safety and access for people walking
 - 2) Identify solutions that increase safety and access for people biking or taking transit
 - 3) Confirm safety and access for all remaining modes



STREET FUNCTIONS IN THE STUDY AREA



- Pedestrian Priority
- Transit Priority
- Bike Priority
- Bicycle and Pedestrian Generators

Proposed Multi-modal Street Function

- All streets will provide safe and accessible function for pedestrians
- Washington Street and Columbus Avenue are most appropriate for enhancing safety and accessibility for transit
- Local connectors are most appropriate for enhancing safety and accessibility for bicyclists

STREET FUNCTIONS IN THE STUDY AREA



- Traveling through or visiting businesses and institutions
- Accessing home or school*

*While traveling through or visiting is allowed on all streets, any projects will focus on managing volumes and speeds to prioritize local access.

Proposed Motor Vehicle Street Function

- Manage traffic flow and speeds throughout study area
- Columbus Avenue and Washington Street are most appropriate for vehicles traveling through the study area or visiting businesses and institutions
- Other streets are more appropriate for local access to home or school

STREET FUNCTIONS IN THE STUDY AREA



What is Your Experience?
Please “raise your hand” or leave your responses in the questions box.

- Do you agree with the proposed street functions for multi-modal uses?
- Is there anything you would change about the multi-modal functions?

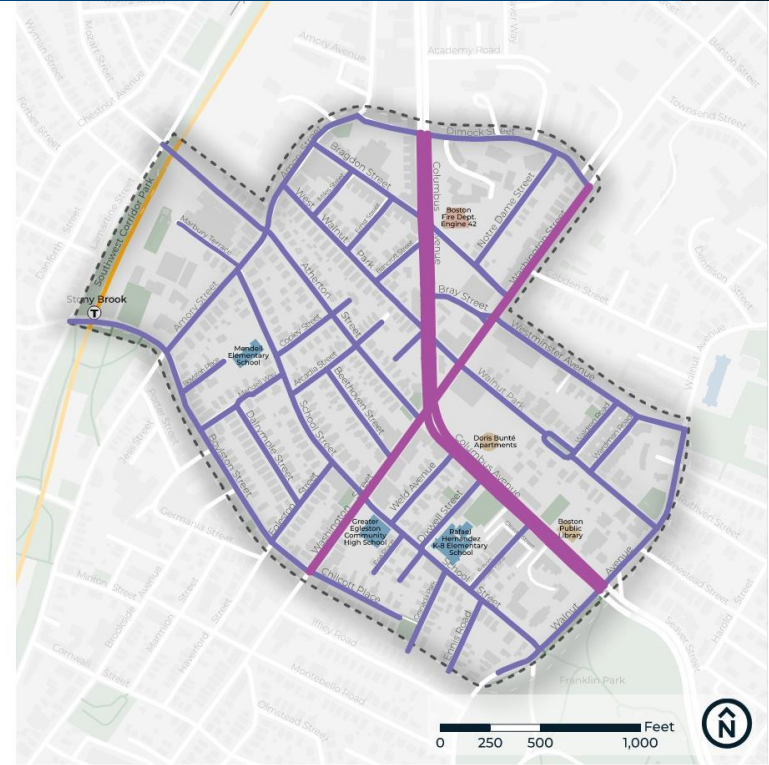


- Pedestrian Priority
- Transit Priority
- Bike Priority
- Bicycle and Pedestrian Generators

STREET FUNCTIONS IN THE STUDY AREA

What is Your Experience?
Please “raise your hand” or leave your responses in the questions box.

- Do you agree with the proposed street functions for drivers?
- Is there anything you would change about the proposed street functions for drivers?



— Traveling through or visiting businesses and institutions
— Accessing home or school*

*While traveling through or visiting is allowed on all streets, any projects will focus on managing volumes and speeds to prioritize local access.

QUESTIONS?



Project webpage:
[boston.gov/departments/
transportation/egleston-square-redesign](https://boston.gov/departments/transportation/egleston-square-redesign)

Contact

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