

The background image shows a bus station with a high, vaulted metal roof. Two white buses are parked at the station. The bus on the left has the number 1292 and the bus on the right has the number 1290. A person is walking between the buses. In the top left corner, there is a yellow sign with the number 17 and a blue sign with the text 'Blue Hill Ave'.

Blue Hill Ave Transportation Action Plan Pre-15% Design Phase Public Engagement Summary

May-July 2024

Contents

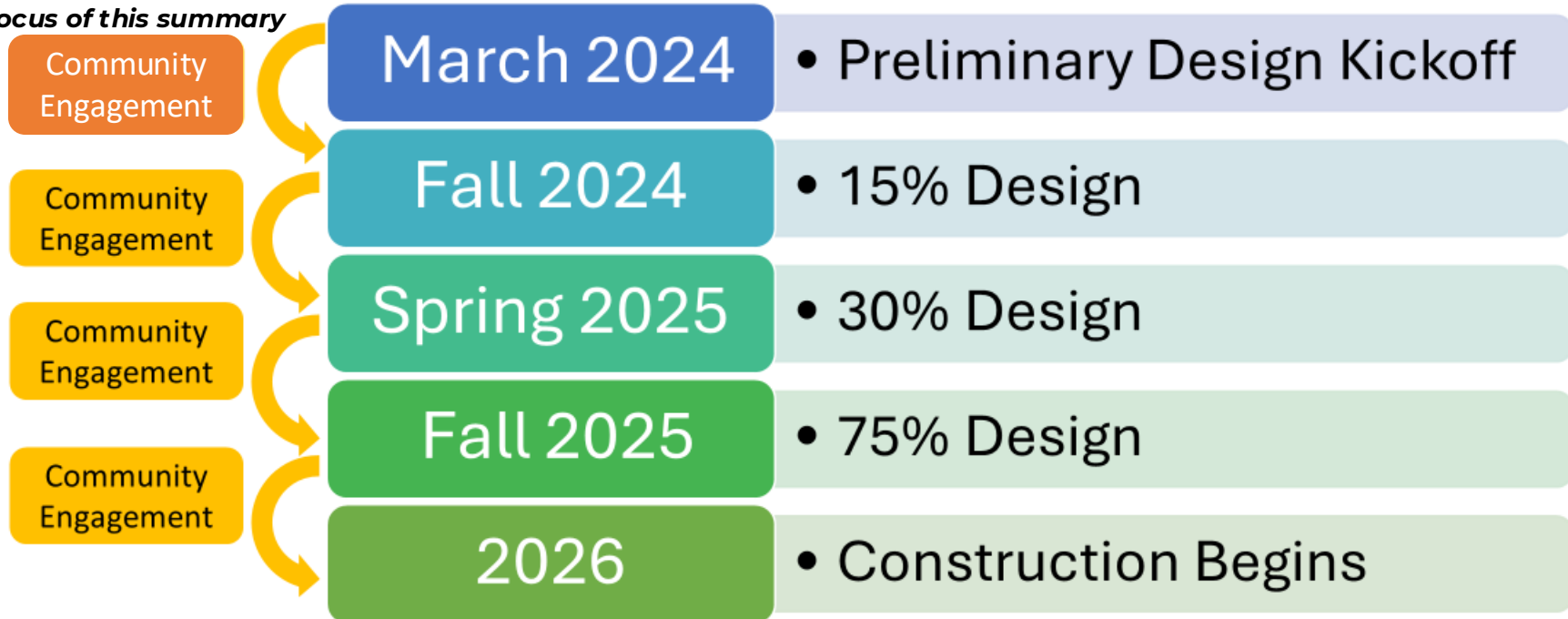
1. Overview of Pre-15% Design Phase Outreach
 - Outreach Methods
 - Event Photos & Images

2. What We Heard
 - Bus Stop Feedback
 - Block by Block Feedback
 - Bike Destination Feedback

Overview of Pre-15% Design Phase Outreach

Project Schedule and Milestones - Draft

Focus of this summary



Goal of Pre-15% Design Phase Outreach

- To help inform the preliminary design of the project, we invited residents, business owners, bus riders, and others along Blue Hill Ave to share their ideas and opinions about:
 - Bus stop locations
 - New crosswalks and other pedestrian and bicycle safety improvements
 - Parking and curb regulations
 - Opportunities for greenery, public art, seating, and other sidewalk amenities

Key Metrics

- 24,585 print materials distributed
- 668 responses collected, including 26 in Haitian Creole and 16 in Spanish
 - 331 survey responses (print and digital)
 - 223 comments/dots on Open House maps
 - 114 responses on Youth Workshop map

Outreach Methods

Events



8 Pop-Up Workshops
Approximately 1,700
Interactions



2 Community Open
Houses
Approximately 50
Interactions



1 Youth Workshop
Approximately 100
Interactions



8 Additional Community Events
Approximately 140 Interactions

Events Schedule

Event Type	Location	Address	Date	Time
Pop-up Workshop	Blue Hill Ave at Mattapan Square Bus Stop*	1624 Blue Hill Ave @ Mattapan Sq	Wed 5/29	4 PM – 6 PM
Pop-up Workshop	Mattapan Branch of the Boston Public Library	1350 Blue Hill Ave, Mattapan	Thurs 5/30	3 PM – 5 PM
Pop-up Workshop	Blue Hill Ave at Morton St Bus Stop*	1168 Blue Hill Ave	Tues 6/4	4 PM – 6 PM
Pop-up Workshop	Blue Hill Ave Commuter Rail Station*	Blue Hill Avenue Station	Thurs 6/6	3:30 PM – 5:30 PM
Pop-up Workshop (not advertised)	Grove Hall Senior/Community Center	51 Geneva Ave, Dorchester	Fri 6/7	1 PM – 3 PM
Pop-up Workshop (not advertised)	Franklin Field Elderly Community Center	100 Ames Street, Dorchester	Tue 6/11	1 PM – 3 PM
Pop-up Workshop	Walkway to the Georgia St Municipal Parking Lot (next to Flames Restaurant)*	461 Blue Hill Avenue at Georgia Street, Dorchester	Wed 6/12	4 PM – 6 PM
Open House	Mattapan Branch of the Boston Public Library	1350 Blue Hill Ave, Mattapan	Tues 6/25	5:30 PM – 7:30 PM
Open House	Franklin Park - William J. Devine Golf Course Clubhouse	1 Circuit Dr, Dorchester	Thurs 6/27	5:30 PM – 7:30 PM
Youth Workshop	Chez Vous Roller Skating Rink	11 Rhoades St, Dorchester	Fri 6/29	6 PM – 10 PM
Pop-up Workshop	Harambee Park*	930 Blue Hill Ave, Dorchester	Tues 7/2 (rescheduled)	5 PM – 7 PM

Outreach Tools

- Mailed Newsletter
- Print Newspaper Ads & Press Release

- Postcards
- Flyers
- Ads in MBTA Stations
- Email Blasts
- Website
- Social Media



Blue Hill Avenue Transportation Action Plan

The MBTA and City of Boston are working together to redesign Blue Hill Avenue between Warren Street in Grove Hall and River Street in Mattapan Square. As the project advances, the project team is asking for your feedback to help inform the design.

Learn More and Participate in the Design Process
 MBTA project website: [MBTA.com/BlueHillAve](https://www.mbta.com/BlueHillAve)
 City of Boston project website: [Boston.gov/blue-hill-ave](https://www.boston.gov/blue-hill-ave)

Contact Information
 MBTA email address: BetterBusProject@mbta.com
 City of Boston email address: BlueHillAve@Boston.gov
 City of Boston phone number: 617-635-3944




Coming Soon

The City of Boston is making a series of short-term improvements starting this spring and continuing through the rest of 2024 to improve safety, accessibility, and mobility on Blue Hill Avenue. Over the next few months, you can expect the following along the corridor:

- Redesign of signal timing and intersection
- Installation of speed humps on residential streets
- Installation of bus-charger grant route
- Improvements to street lighting
- Construction of new sidewalks
- Installation of the MBTA Blue Hill Avenue station
- Traffic signal changes to increase crossing time for pedestrians and reduce conflicts with vehicles
- Sidewalk repairs

A multimodal redesign that includes all road-users.

Features that will be included in the Blue Hill Avenue Transportation Action Plan:

- Dedicated lanes for street cars which will allow traffic to flow more smoothly, reducing conflict between people driving, walking, riding transit, and taking
- Green spaces, bus lanes, and bus stop platforms and rest and sheltered bus shelters for an improved rider experience
- Traffic signal upgrades that will protect buses and increase traffic-related safety
- Improved pedestrian safety, including better visibility at crossings, new and enhanced crosswalks, and enhanced crossing features
- Significantly more trees along the corridor
- New amenities such as better street lighting, benches, bike parking, and public art

Participate in the Design Process

The MBTA and City of Boston will continue to collect input from residents and local business owners block by block. These conversations will help determine bus platform locations, queue allocation, expanded and improved pedestrian crossings, and parking regulations, among other improvements.

Keep an eye out along the corridor for our Pop-Up Workshops in May and June, as well as a Community Open House on June 26 and 27 starting at 10am. We'll be at our offices and reach out to reach with your block. Find dates, locations, and an online feedback form (coming soon) at www.mbta.com/BlueHillAve.

Listening to the Community

Through plans of community engagement (open to all) <https://www.govinfo.gov/procurement/procurement-process>, your feedback will help shape Blue Hill Avenue design to its current state. Shared-parklet cars, bus stop areas, high rates of traffic crashes, unsafe pedestrian crossings—these are some issues the MBTA and the City of Boston have heard from users of Blue Hill Ave. In the project plan, the project team is asking for your feedback to help inform the design, including on the following components:

- BUS PLATFORM LOCATIONS
- PEDESTRIAN SAFETY
- PARKING
- GREEN INFRASTRUCTURE

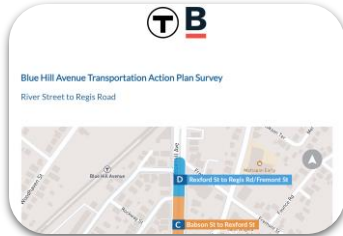
Learn More
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 City of Boston project website: [Boston.gov/blue-hill-ave](https://www.boston.gov/blue-hill-ave)

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Ways to Provide Feedback



Online Survey



Paper surveys
available at events



Comment Cards



Map Comments



Emails to MBTA and
City of Boston

Stakeholder Coordination

- Regular coordination meetings with MBTA and city officials
- Briefing for elected officials – May 9, 2024
- External Task Force – May 9, 2024
- Material drop-offs to stakeholders (*Morning Star Baptist Church, Mattapan Teen Center, local businesses*)

Advertising and Notifications

- City's email newsletter sent 5/14, 5/29, 6/18, & 7/8
- MBTA and City websites updated with events schedule
- Newspaper ads – Dorchester Reporter, Baystate Banner, El Planeta, El Mundo
- Press release
- Social media (MBTA and City)
- In-station screen advertisements
- Flyer distributions/drop-offs



Example of in-station ad (tryptic)

Print Materials Distributed

BHA Hosted Events

Material Type	Haitian		Cape Verdean			Portuguese	TOTALS
	English	Creole	Spanish	Creole	Vietnamese		
Postcards	636	248	141	3	0	18	1046
Flyers (8.5x11 & 11x17)	75	10	17	0	0	0	102
Mailers (Mailed & Handout)	22,994	0	0	0	0	0	22,994
QR Codes	253	0	0	0	0	0	253
Fact Sheets	123	17	25	25	0	0	190
	24,081	275	183	28	0	18	24,585

Note: Many individuals received more than one material type during each interaction.

Responses Collected

Material Type	Haitian		Cape Verdean			TOTALS	
	English	Creole	Spanish	Creole	Vietnamese		Portuguese
Completed Paper Surveys	43	16	7	0	0	0	66
Completed Online Surveys	242	10	9	1	2	1	265
Comment Cards Filled	46	4	1	0	0	0	51
Open House Comments	223	0	0	0	0	0	223
	554	30	17	1	2	1	605

Email Interactions	TOTALS
Email Signups	179
Emails Received (BBP & COB)	34

- Individuals may have provided multiple comments at each event.
- 125 email sign-ups via online surveys, 53 in-person email sign-ups and 1 email sign-up via the project website.

Digital Outreach



Websites

MBTA: 2,153 views between
May 14th and July 12th

City of Boston: 503 views
(see slide 26 for more detail)



Social Media

MBTA:

City of Boston:

- Instagram: 73,000 plays (reels), 2,188 likes, 46,765 accounts reached (approximately 40% being followers and 60% non-followers), 2,749 interactions*



Email Distribution (survey links and event invitations)

- New subscriptions between 5/14 and 7/8: 125, includes online and in-person
- 4 eblasts sent
- 801 total subscriptions

Event Photos and Images



Community Open House, Franklin Park, June 27th



Pop-up Workshop, Mattapan Square, May 29th



Community Open House, Mattapan BPL, June 25



Pop-up Workshop, Grove Hall Senior Center, June 7th



Pop-up Workshop,
Flames Restaurant
Alley, June 12th



Community Open House, Mattapan BPL, June 25



Above: Pop-up Workshop, Mattapan Square, May 29th
Left: Community Open House, Mattapan BPL, June 25th



Above: Youth Workshop with Consult LeLa, Chez Vous, June 28th
Left: Youth Workshop with Consult LeLa, Chez Vous, June 28th

What we heard

General Note on Compilation of Responses

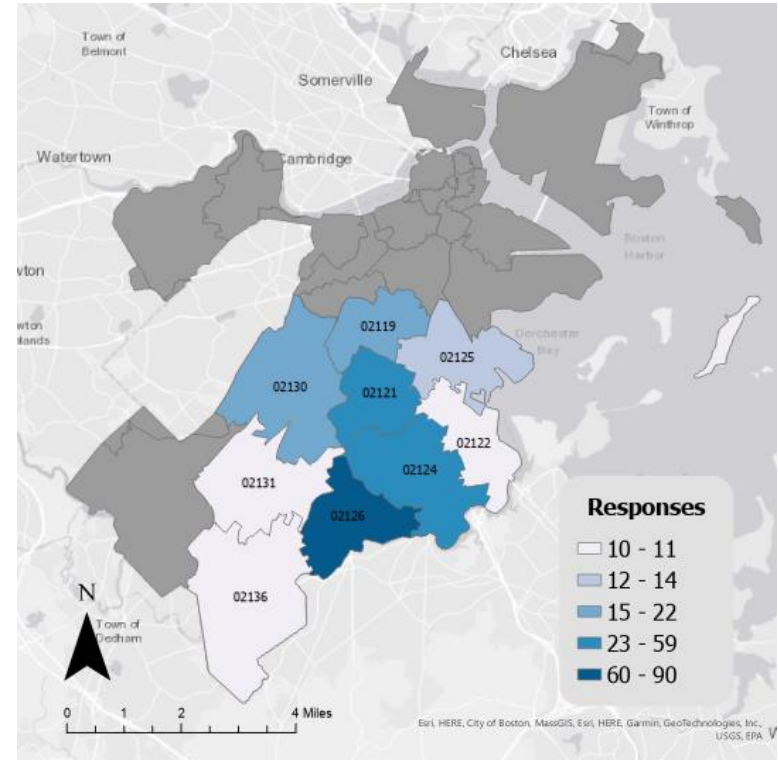
Feedback analyzed included questions from survey (online and in-paper / paper responses) and map-based feedback from both the Open Houses and Youth Workshop.

Response Type	Responses / Points of Feedback
Surveys	345
Open House Map Feedback	223
Youth Workshop	114
Total	682

Where Survey Respondents Live

The highest response rates came from the following zip codes:

1. 02126 / Mattapan: 90 responses
2. 02124 / Dorchester: 59 responses
3. 02121 / Grove Hall: 42 responses

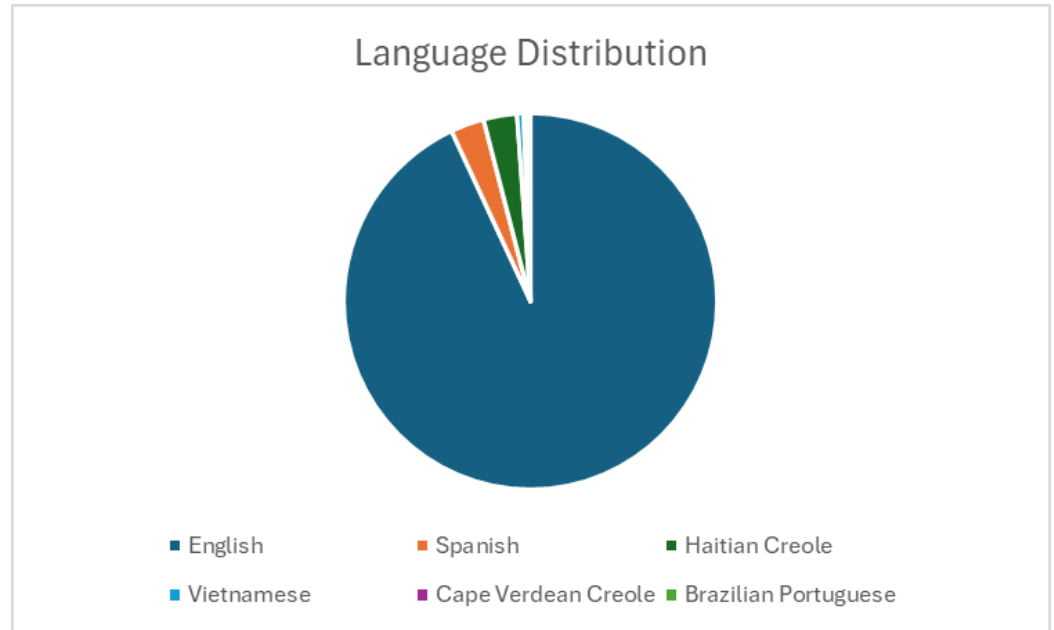


Language Distribution of Survey Respondents

Surveys were available in the following languages:

Response by language:

English:	321
Haitian Creole:	10
Spanish:	10
Vietnamese:	2
Cape Verdean Creole:	1
Brazilian Portuguese:	1



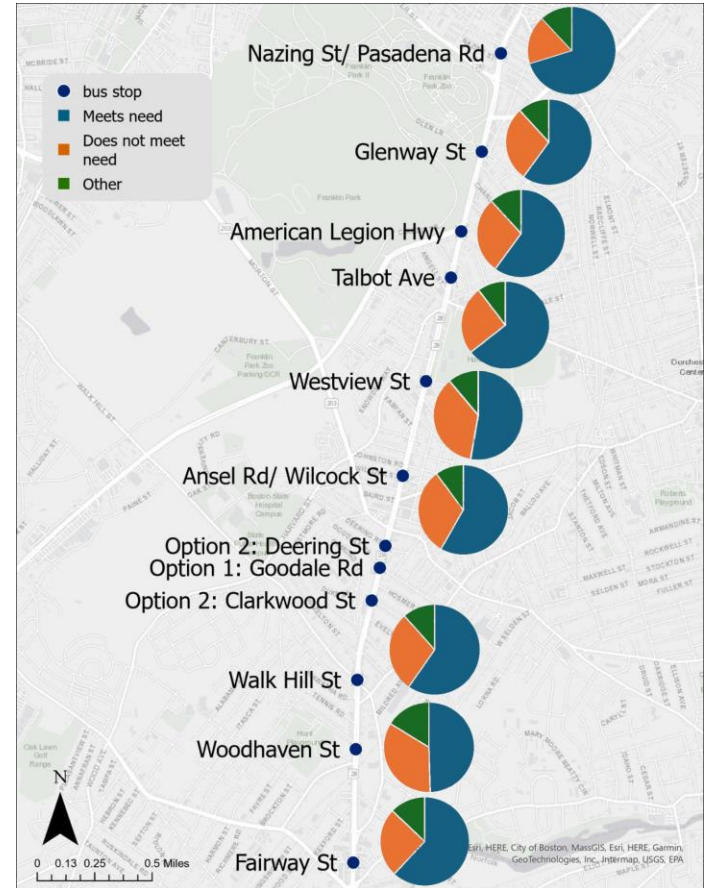
Response Themes

- 30% of all open-ended comments from the survey address bicycle infrastructure
 - Out of these comments, 82% expressed desire for safe, protected bike facilities
- 21% of comments call for safer pedestrian infrastructure
 - Better crosswalks, more crosswalks, safer sidewalks, better pedestrian visibility
- Nearly 10% of comments specifically call for better traffic enforcement
 - Double parking, speeding, running red lights, and parking in bus stops
- Over 10% of comments called for specific street furniture/public realm enhancements
 - Greenery, more trash cans, frequent trash pickup, benches, better street lighting, public art

Bus Stop Feedback

Bus Stop Feedback: Summary

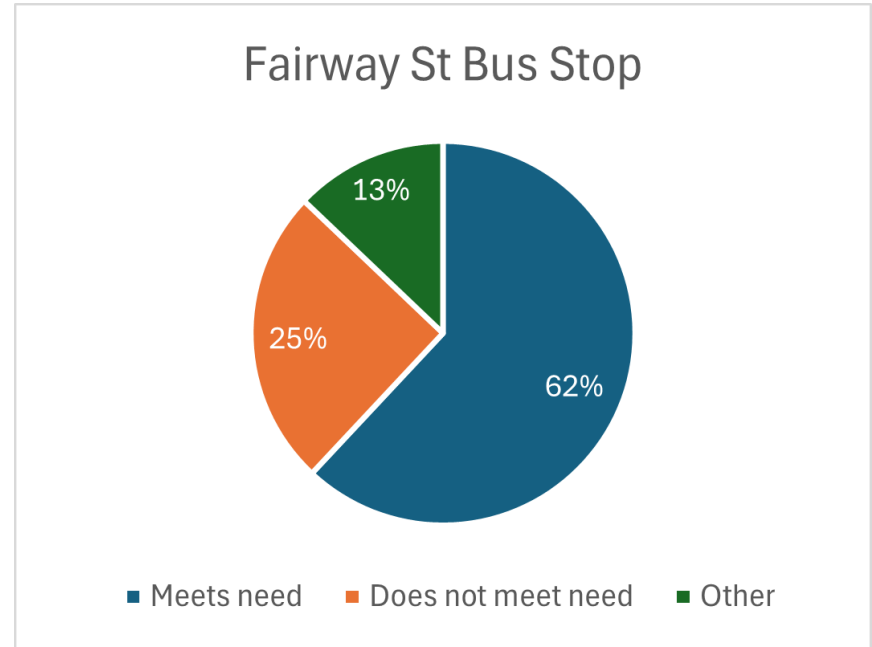
stop name	meets need	does not meet need	other
Fairway St Bus Stop	62%	25%	13%
Woodhaven St Bus Stop	50%	34%	16%
Walk Hill Bus Stop	60%	29%	12%
Ansel Rd/ Wilcock St Bus Stop	58%	32%	10%
Westview St Bus Stop	53%	36%	11%
Talbot Ave Bus Stop	64%	25%	10%
American Legion Hwy Bus Stop	62%	27%	11%
Glenway St Bus Stop	60%	28%	12%
Nazing St/ Pasadena Rd Bus Stop	70%	18%	12%



Bus Stop Location Feedback: Fairway Street

Notable comments shared about stop location:

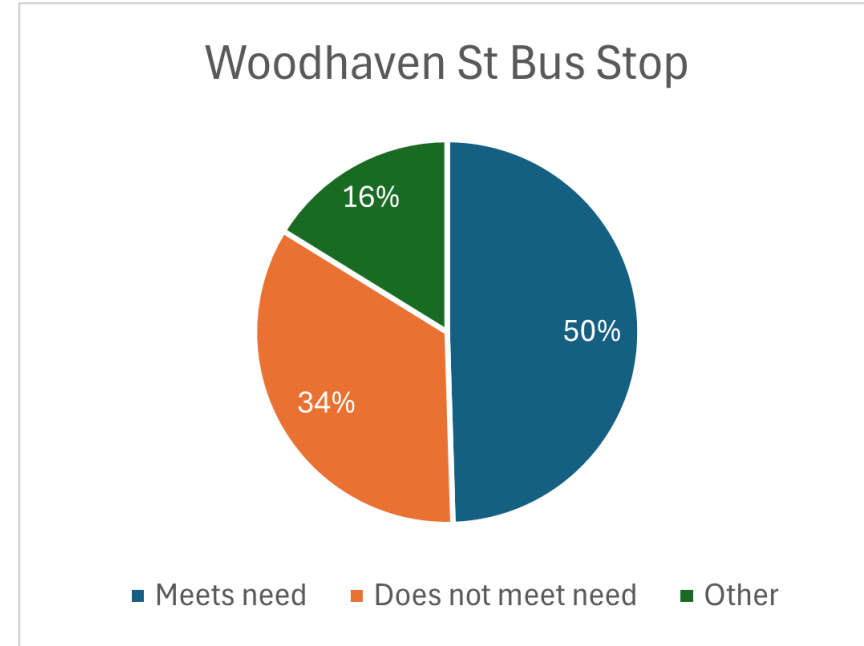
- "it is NOT in a convenient location for the majority of users and families. It creates safety issues in reaching the stop by having to go across traffic when going in the opposite direction."
- "It is close to the Mattapan Trolley"
- "As long as there are signalized crossings across both sides of the street, this would be a great location, as it is in the heart of the square."
- "I would actually take the bus along the corridor if this was the stop configuration."
- "There is not enough seating, no shelter from inclement weather, solar powered phone charging stations."



Bus Stop Feedback: Woodhaven St

Notable comments shared about stop location:

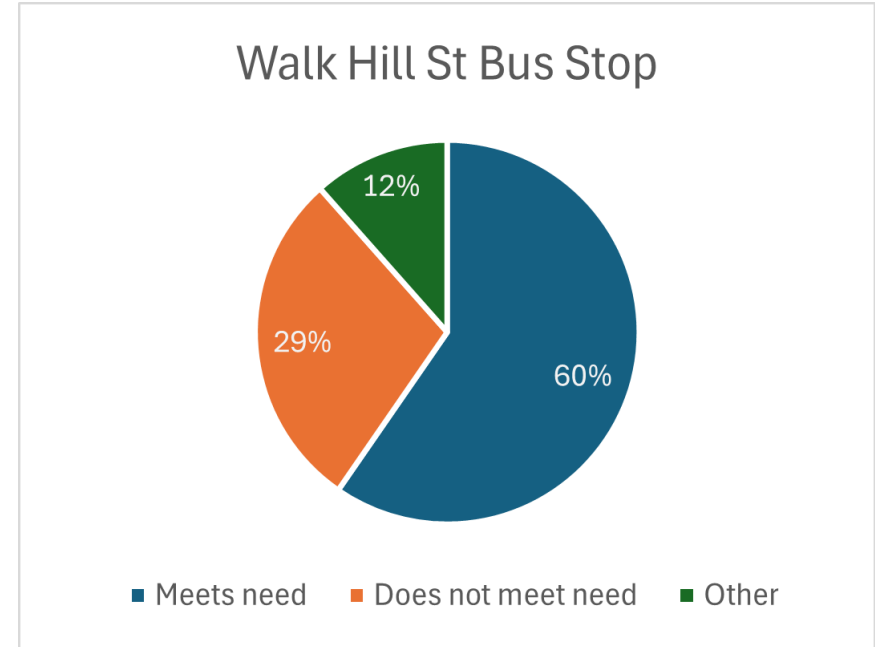
- "I have friends that live on Woodhaven St that I often have to pickup or visit."
- "Major intersection (car wash, churches): It's close for residents and others who need access to this area"
- "Bus stop also should accommodate Early Childhood Center- too far"
- "Close to commuter rail."
- "Having a bus stop as close as possible to the Blue Hill Ave commuter rail station on the Fairmount Line is important for transfers. This should include layover space where 716 could stop to provide a direct commuter rail connection at the Fairmount Line Blue Hill Ave station."
- "Why not make the woodhaven stop closer to the commuter rail train station for ease of transfer."
- "Why is there no bus stop immediately connecting to the Fairmount line? These connections are important".



Bus Stop Feedback: Walk Hill St

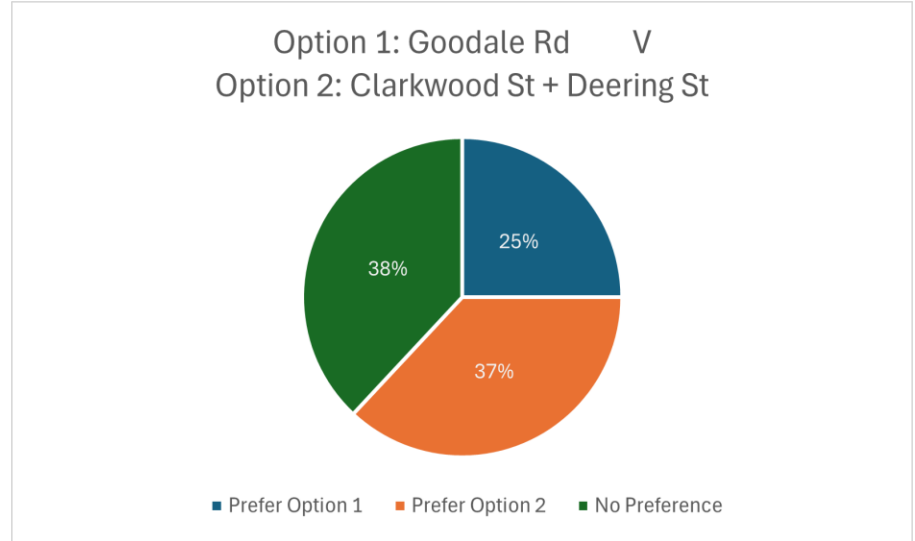
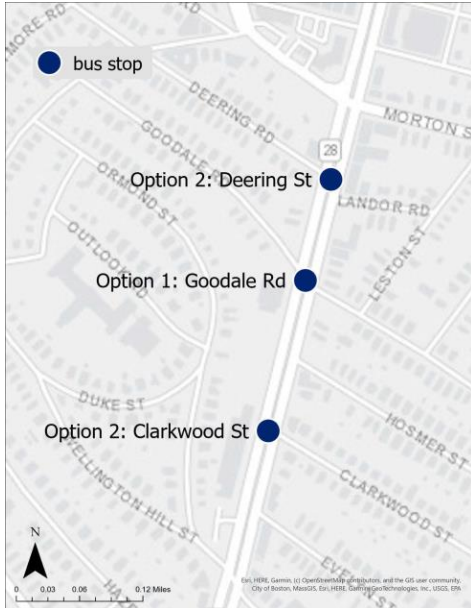
Notable comments shared about stop location:

- "This meets the needs for those who patronize this area frequently."
- "Yes but no bus stop in the center of the ave"
- "Bus Stop necessary for Mattapan Library & nearby laundromat & businesses& residents"
- "Don't connect where I need to get to for childcare, work etc. already lost car lanes to bike lanes in American legion, now talking about removing cut through in Franklin park and trying to turn blue hill ave to bunny lanes. Please stop. None of those fit any of my needs and have increased traffic time and congestion immensely."



Bus Stop Feedback: Option 1 vs. Option 2

- Takeaway based on vote -
Option 1 vs. Option 2



Bus Stop Feedback: Option 1 vs. Option 2

- Takeaway based on vote - Option 1 vs. Option 2



- "Many elderly/handicapped residents struggle with distances between stops. there could be local and express bus options."
- "Patrons to Morningstar Baptist need sidewalk access; Platform access is additional distance from sidewalk. major events-funerals, weddings, etc. need parking and immediate access to sidewalk"
- "Is there a lot of demand at the churches? If so 2 stations make sense. If not, speed up the busses"

Bus Stop Feedback: Option 1 vs. Option 2

Cont'd

Takeaway based on vote -
Option 1 vs. Option 2

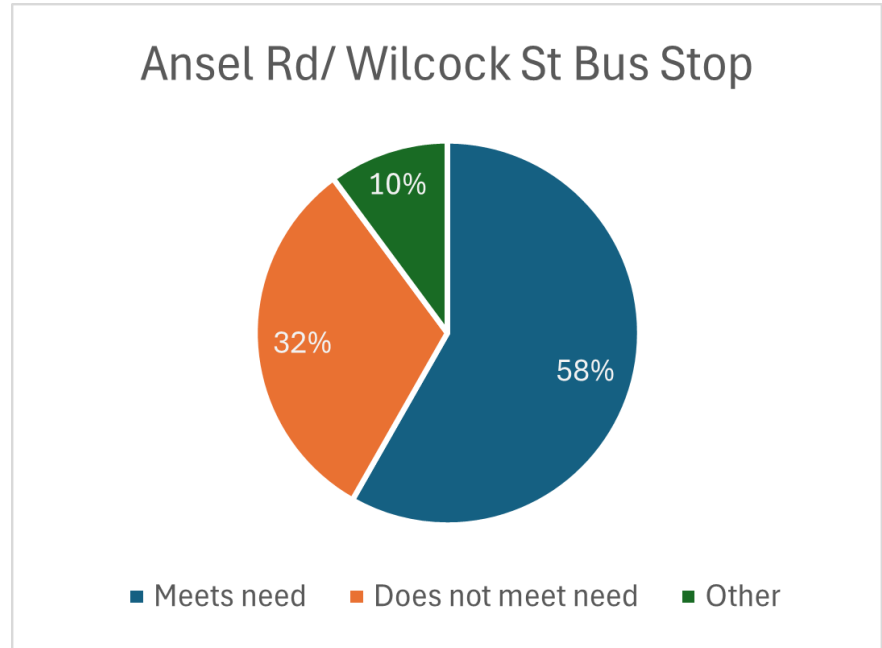


- "Morton is an important transfer location so being as close to Morton as possible is important"
- "Transfers between Routes 28 and 21."
- "save the money on building an extra stop, and make the bus go faster!"
- None of these options are optimal for the residents of the area. Too much distance in some cases not enough distance in others...Why are you proposing to change impact the existing stop spatial relationships?

Bus Stop Feedback: Ansel Rd / Wilcock St

Notable comments shared about stop location:

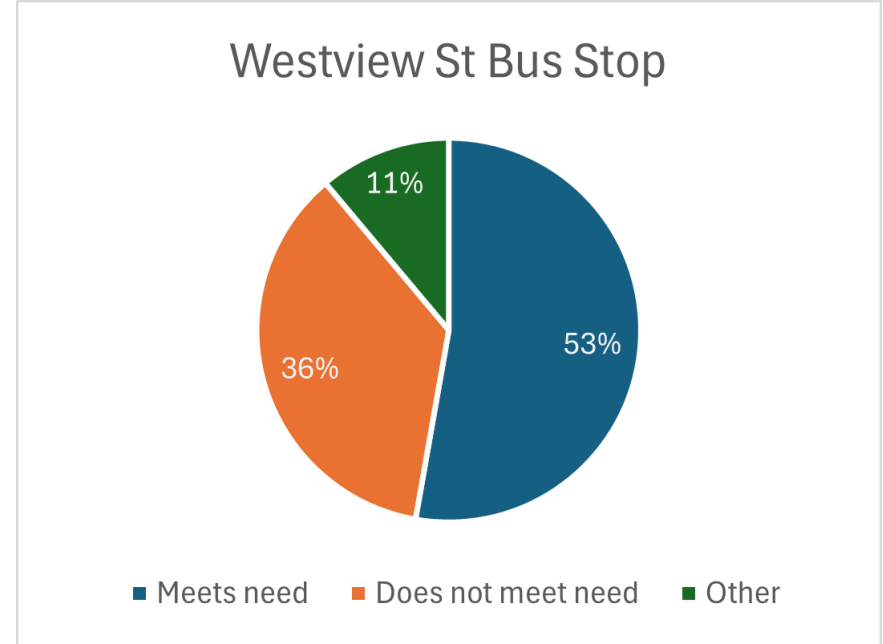
- "platform stations here may work"
- "I feel safer not crossing traffic to get to bus stop"



Bus Stop Feedback: Westview St

Notable comments shared about stop location:

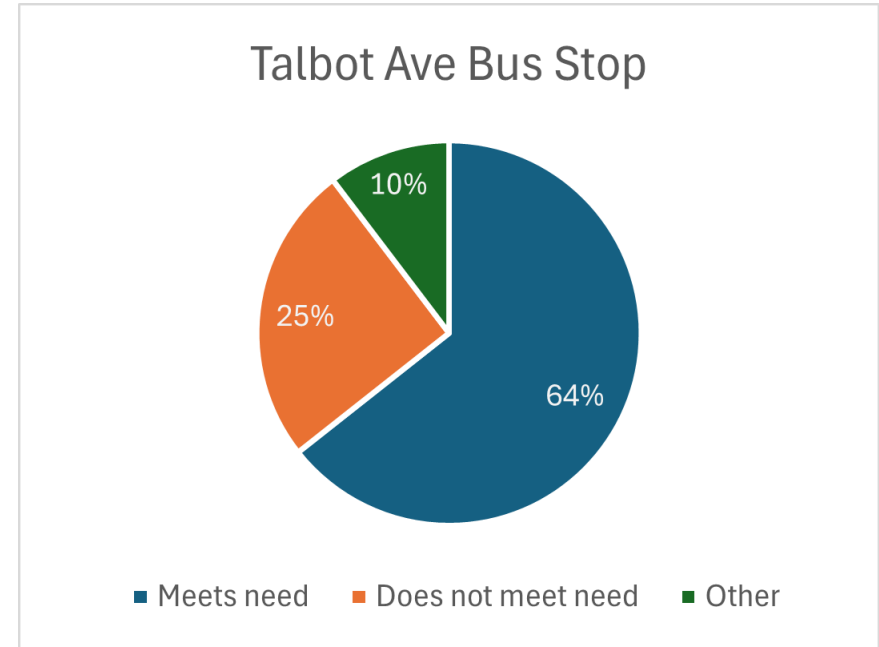
- "Close to park"
- "This is a busy intersection where cars are turning into westview; platform is not ideal."



Bus Stop Feedback: Talbot Ave

Notable comments shared about stop location:

- "The consistent double parking of large tractor trailer delivery trucks for the Happy Supermarket at Harvard Street (heading north) is infuriating and backs-up traffic on a daily basis during morning commute. Can we please include traffic enforcement as part of the redevelopment plan?"
- "There should be no bus stops in front of businesses . It should be parking spaces for that business.. ONLY IF NECESSARY a bus stop should be on front of a business."
- "Camera install along BHA corridors"
- "The double parking by the Sun Pizza / Happy Supermarket is some of the worst on the entire avenue. This HAS to be addressed in some capacity."

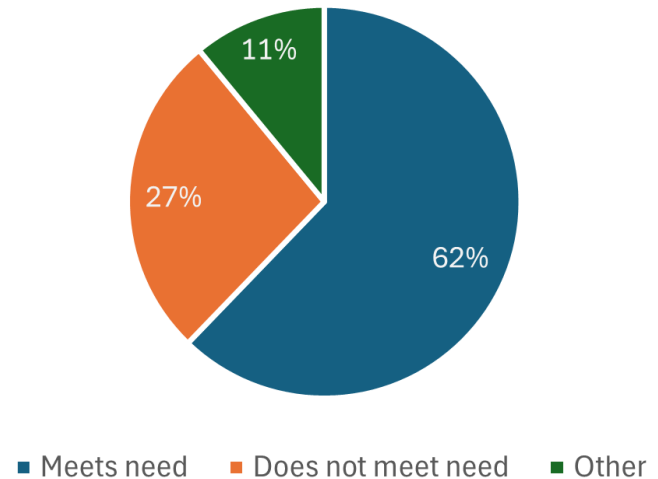


Bus Stop Feedback: American Legion Hwy

Notable comments shared about stop location:

- "Just pointing out that between Talbot Ave and American Legion Hwy is the Dorchester Immanuel Church of the Nazarene property I would like you to consider that 806 -810 Blue Hill Ave is the church property. (I suggest the bus stop be constructed north of the ALH intersection; Otherwise there will be some obstruction directly in front of the church .Recognizing the presence of the church at that location, I would object to a Center lane bus stop at ALH. This will create even more congestion than already happens at the ALH and BI Hill Ave intersection."
- "yes, if it is located just north of American Legion and the 14 bus stop is collocated in the same new stop on BHA"
- "Need at least two more stops added"

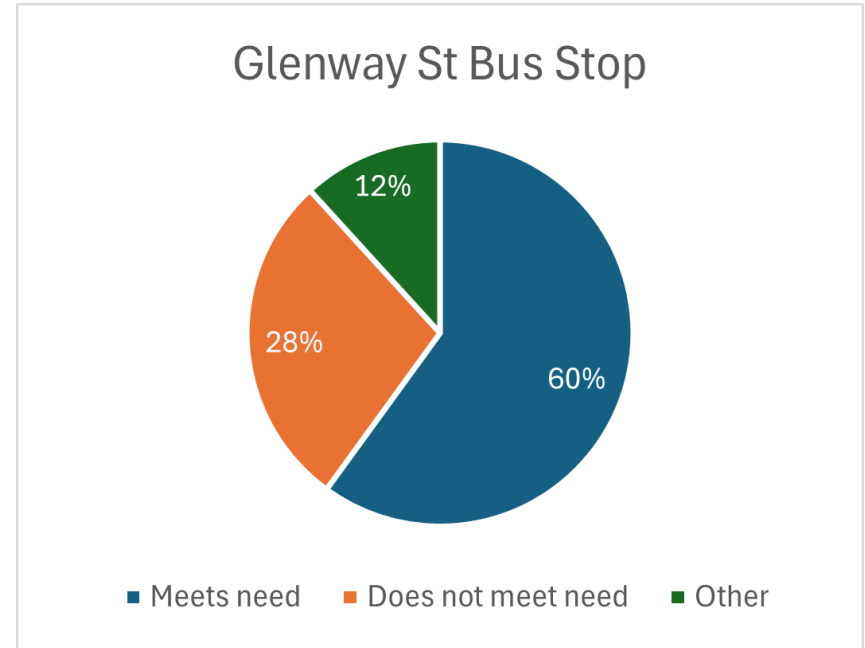
American Legion Hwy Bus Stop



Bus Stop Feedback: Glenway St

Notable comments shared about stop location:

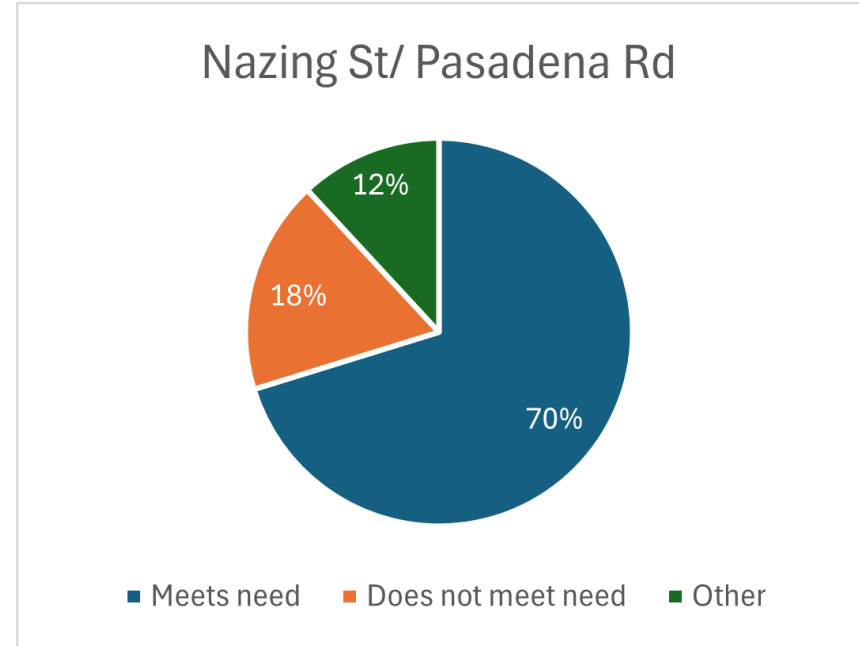
- "Harvard Street Health Center - BH Ave/Old Street"
- "it is close to franklin park"
- "Close to the zoo"
- "I am curious why there is no stop closer to the Columbia/Seaver/Franklin Park interchange. It seems like many people would use that stop since it connects multiple key bus routes and neighborhoods."
- "Bus stops should be located to minimize walking distance to the nearest route 29 bus stop for residents of locations such as Pasadena Rd and Normandy St, by being far side at the Seaver/ Blue Hill Ave intersection, and to make transfers between Blue Hill Ave buses and the route16 bus as convenient as possible by being located far side at the Columbia Rd intersection."



Bus Stop Feedback: Nazing St / Pasadena Rd

Notable comments shared about stop location:

- "only if you keep a station/stop at Grove Hall Mecca! super important destination, but you know that :)"
- "It's ok, though I would prefer if it were a little closer to Seaver St"
- "Why no stop at Seaver or the split with Warren?"
- "This intersection is where a lot of children cross for school. It is also near many senior citizen residents who do not feel comfortable walking out in the middle of the street for a bus. It is also near where cars turn from Seaver on to Blue Hill Ave"

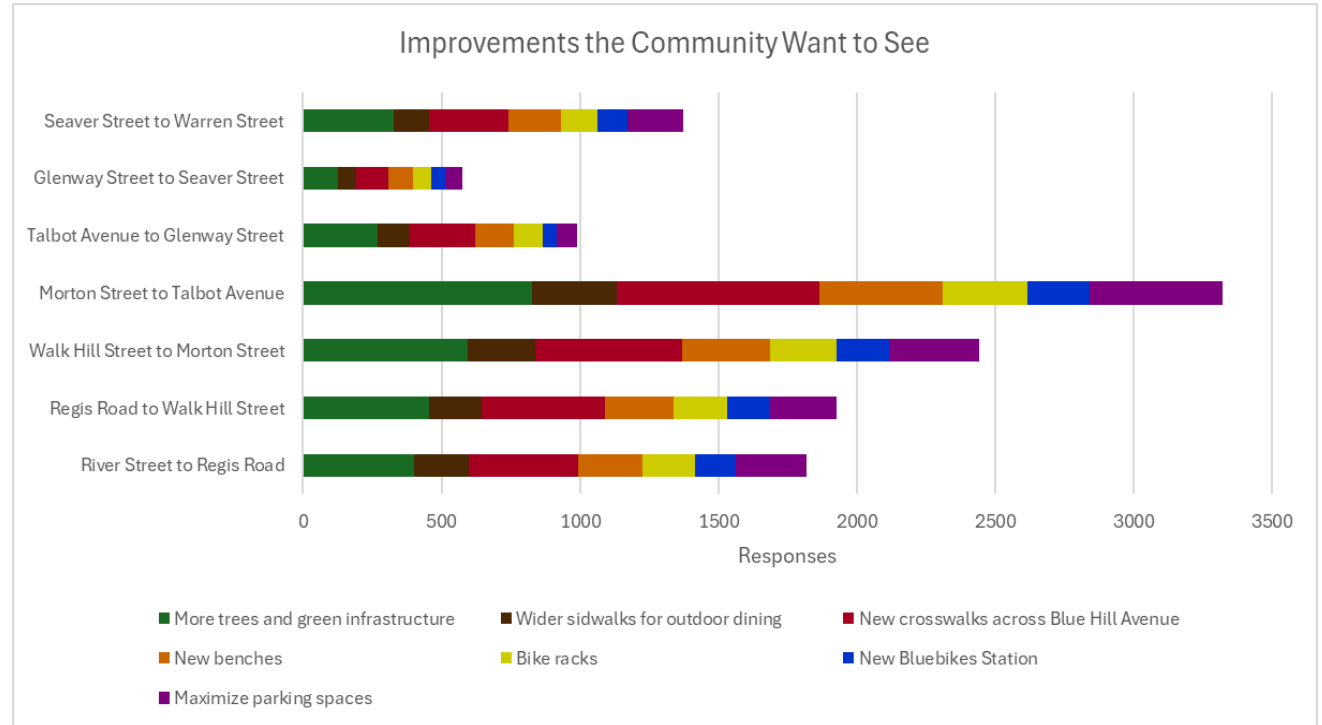




Block by Block Feedback

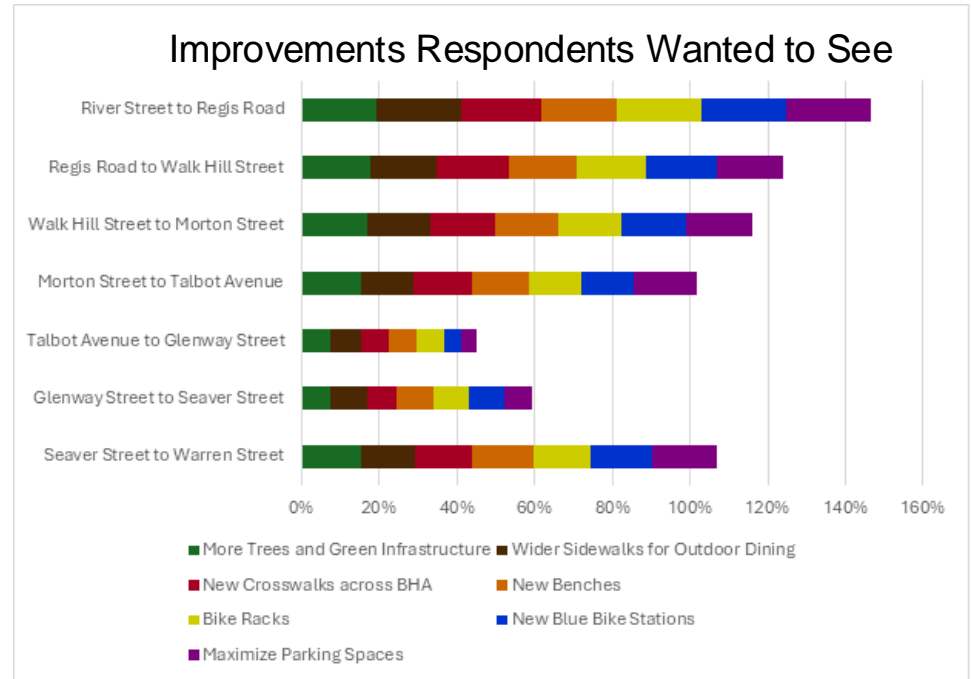
Block by Block Feedback: Summary

- Raw responses not normalized by mile

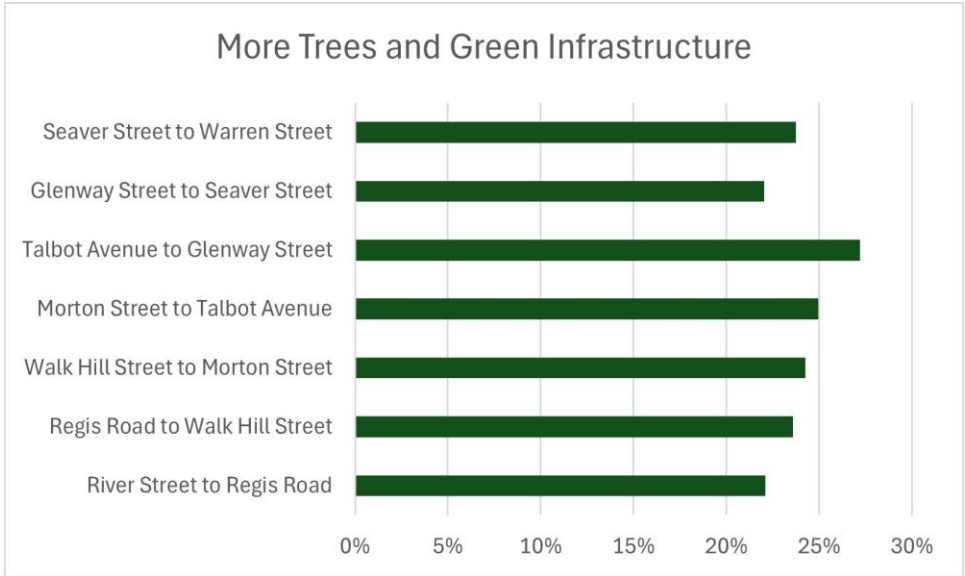
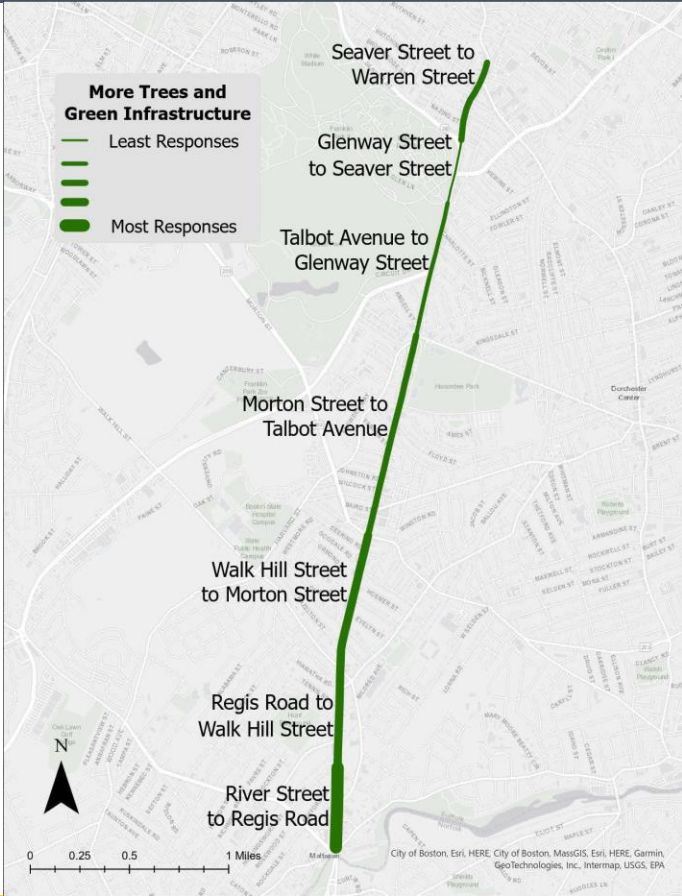


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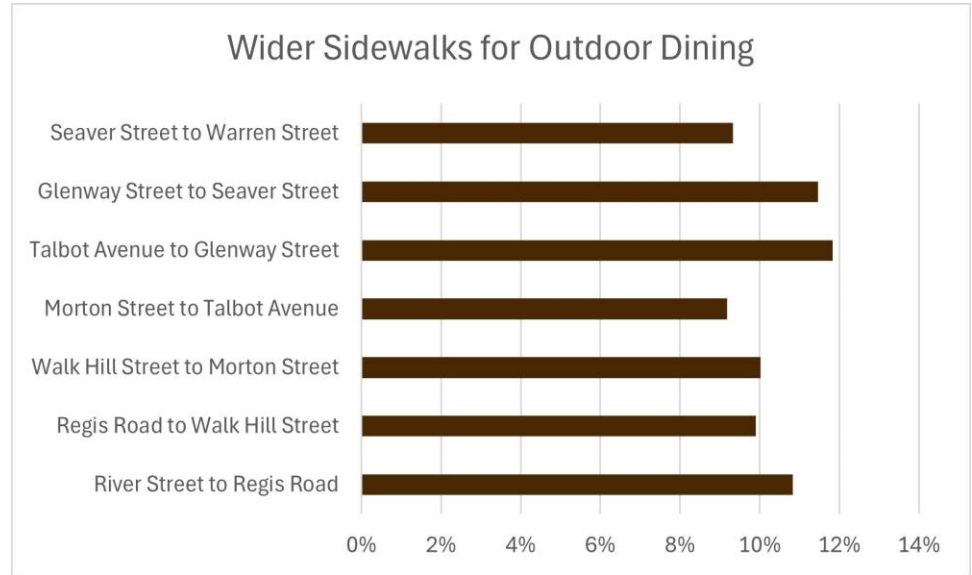
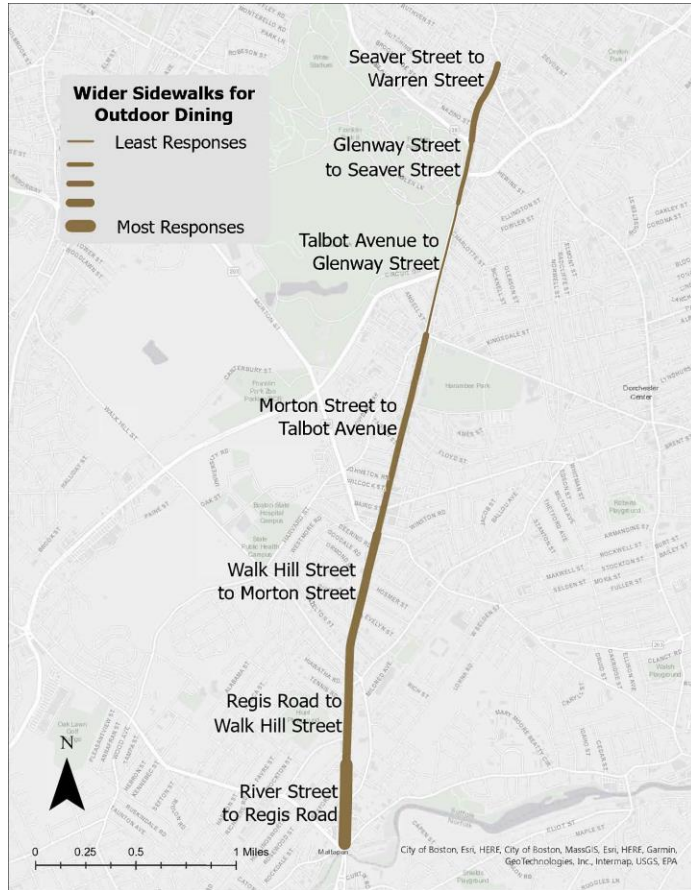
- The highest number of improvement responses were for the area along Blue Hill Ave between River Street and Regis Road (Mattapan Square)
- The lowest number of improvement responses per mile were for the area between Talbot Avenue and Glenway Street.
- "More Trees and Green Infrastructure" received the most responses, followed by "New Crosswalks."
- "New Blue Bike Station" and "Bike Racks" received the least responses.
- Responses normalized by mile.

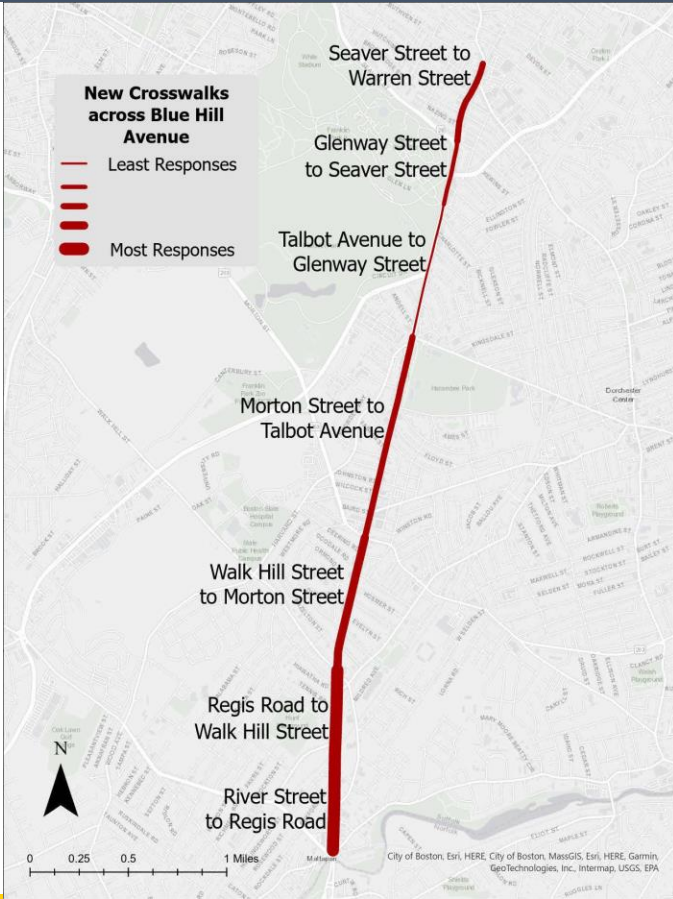


Block by Block Feedback: More Trees and Green Infrastructure

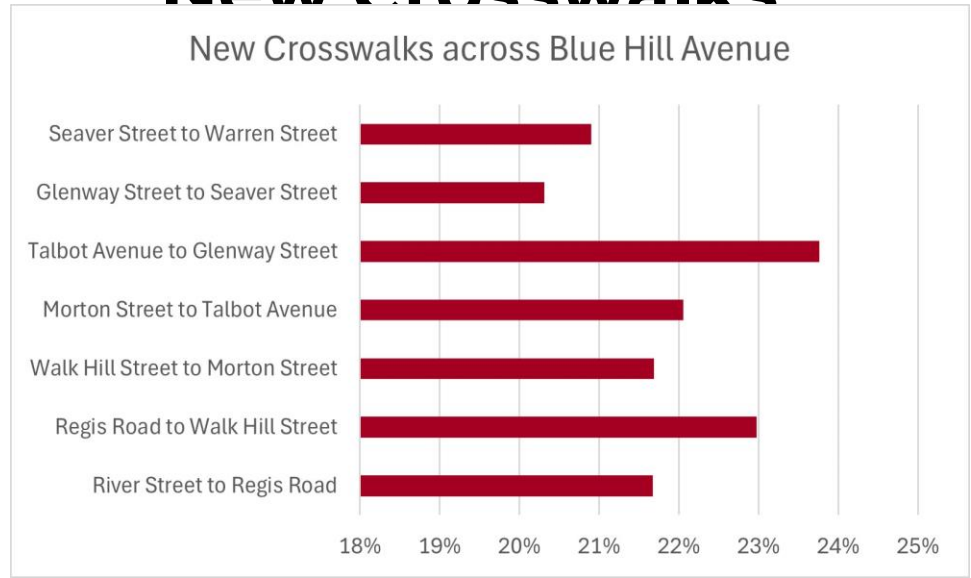


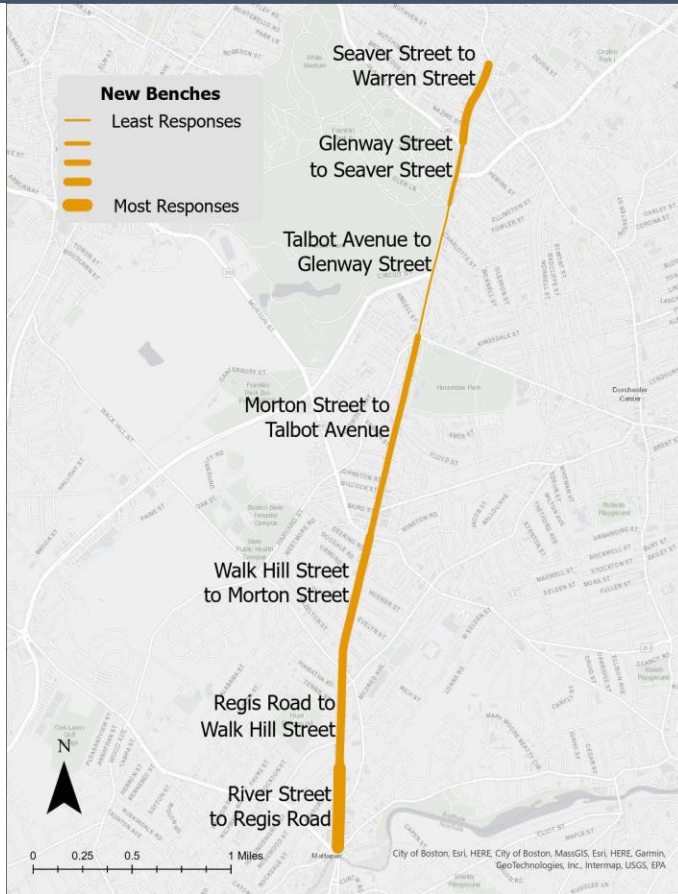
Block by Block Feedback: Wider Sidewalks for Outdoor Dining



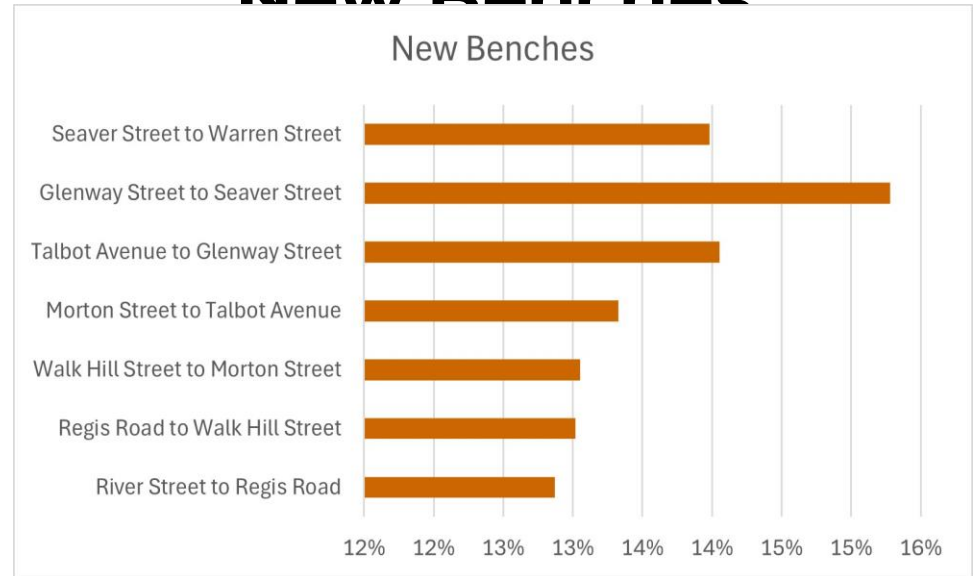


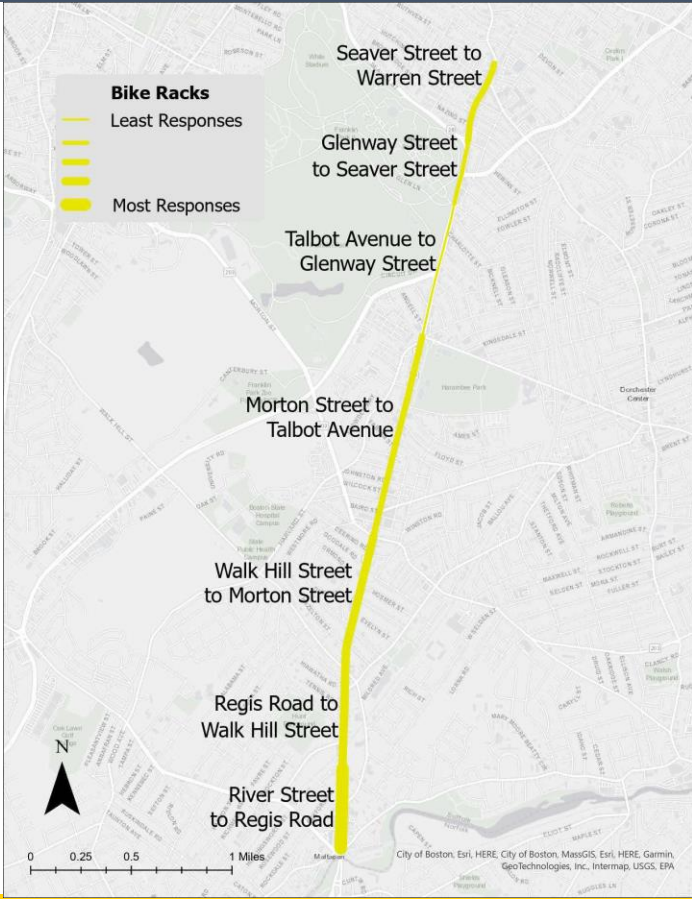
Block by Block Feedback: New Crosswalks



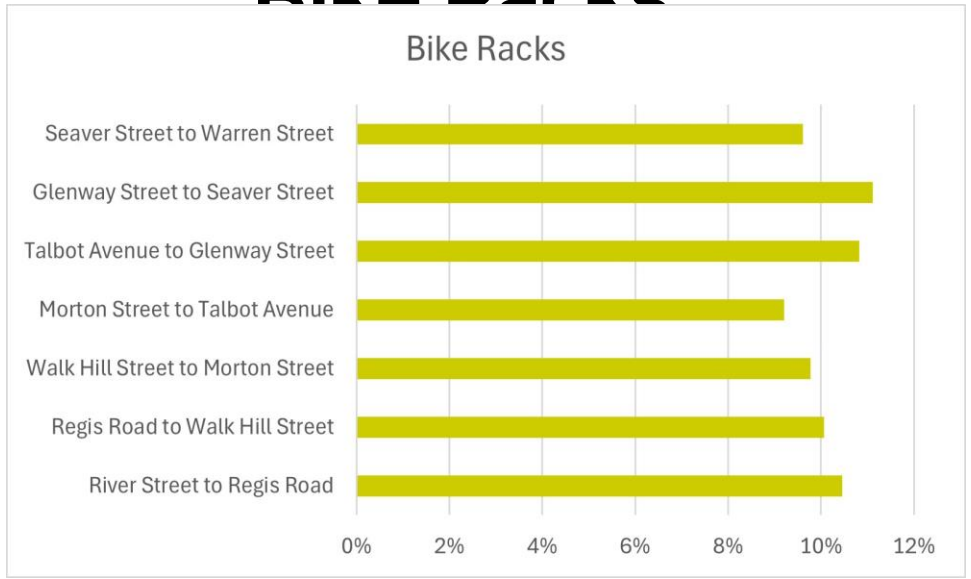


Block by Block Feedback: New Benches

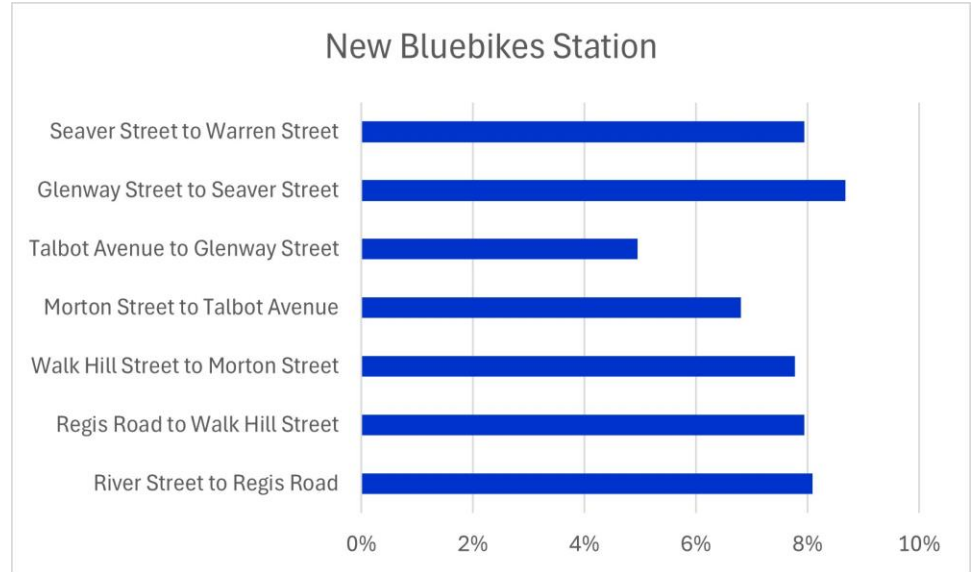
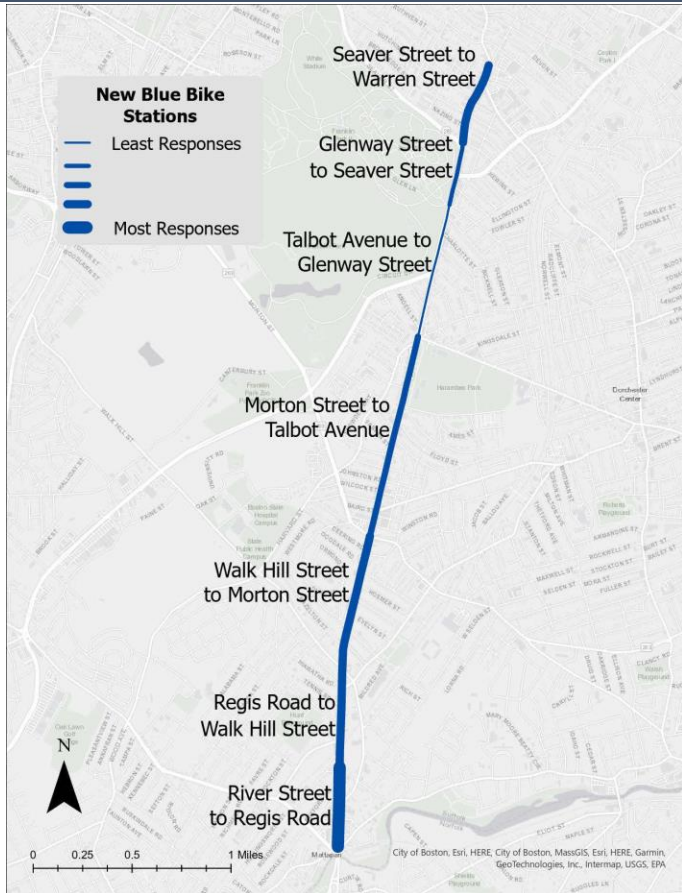




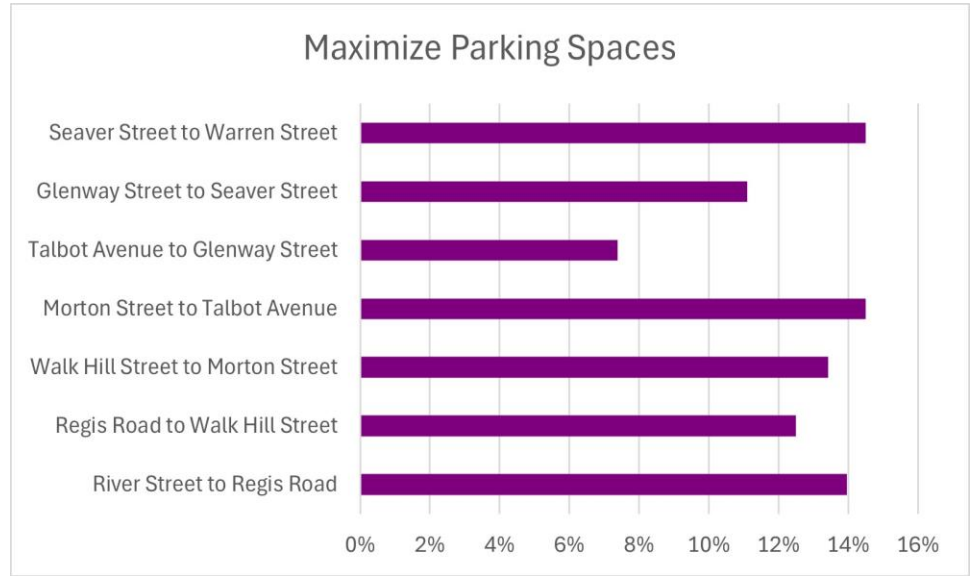
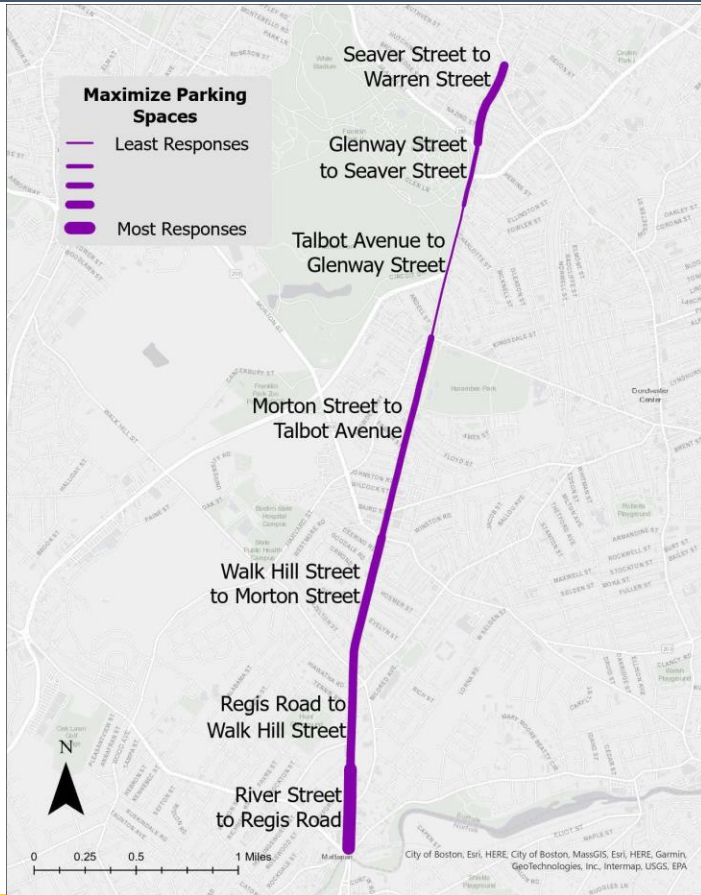
Block by Block Feedback: Bike Racks



Block by Block Feedback: New Blue Bikes Stations

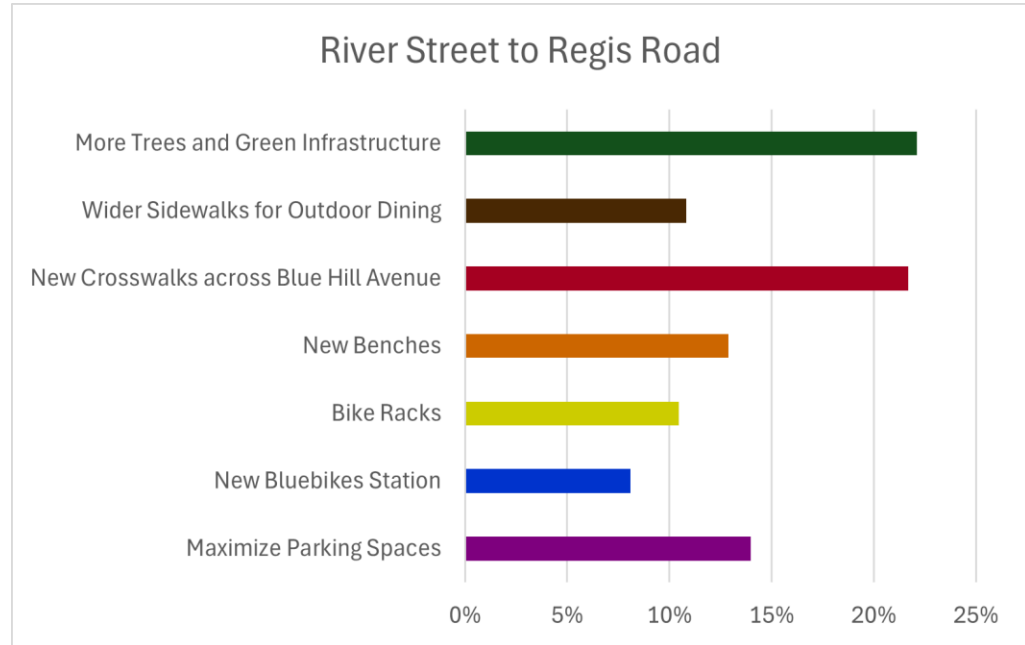
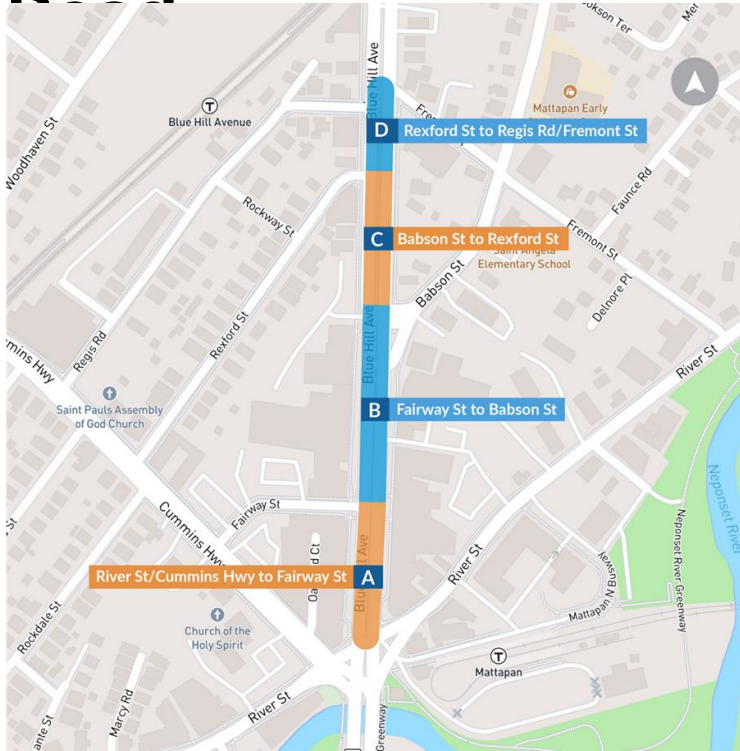


Block by Block Feedback: Maximizing Parking

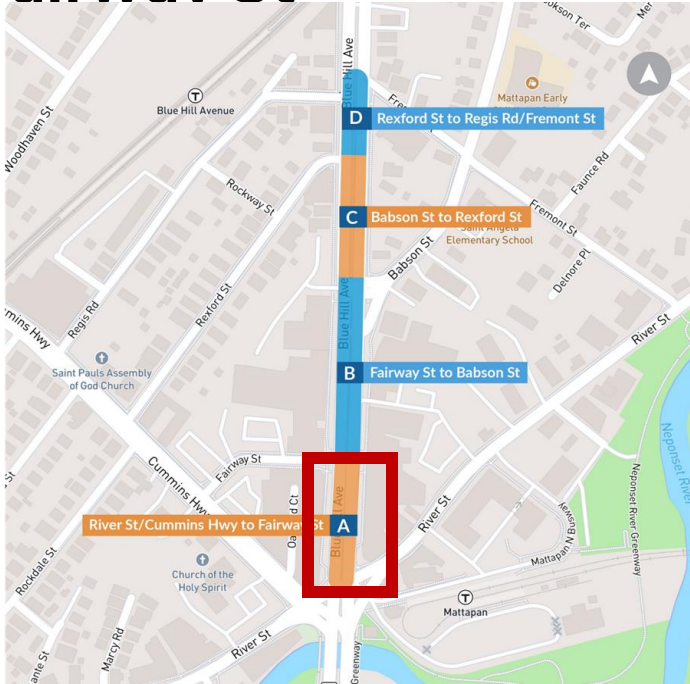


Detailed Block by Block Feedback

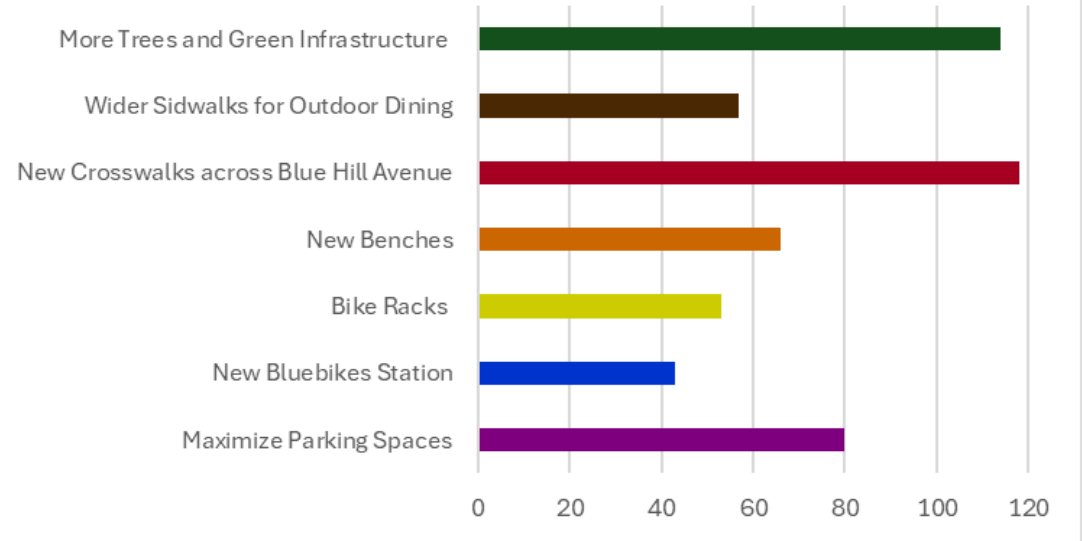
Block by Block Feedback: River Street to Regis



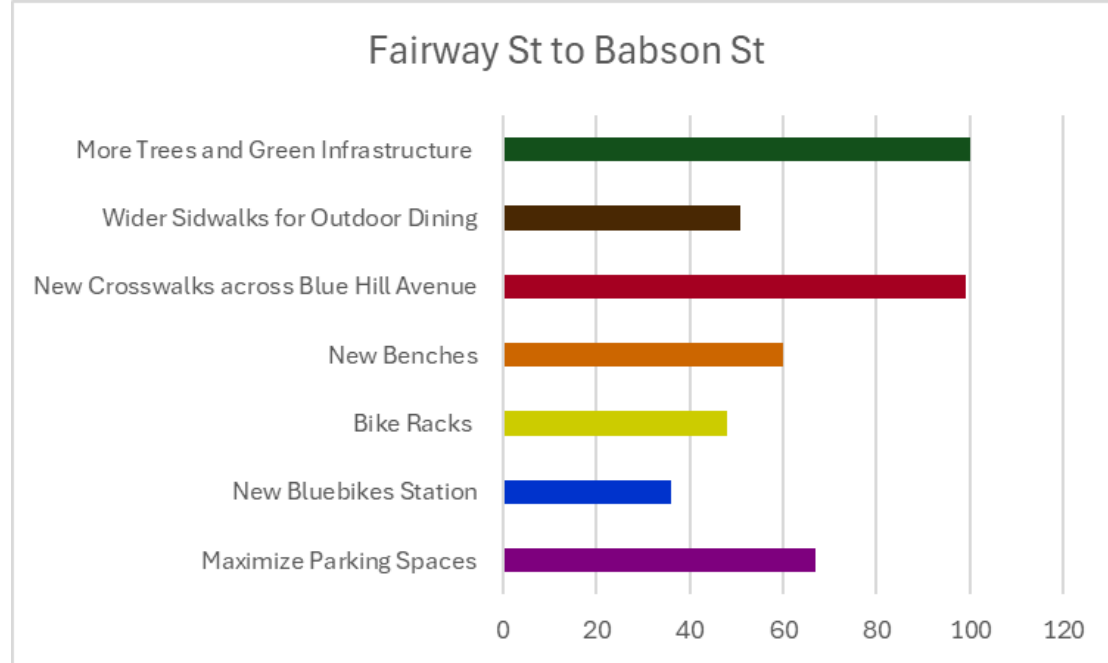
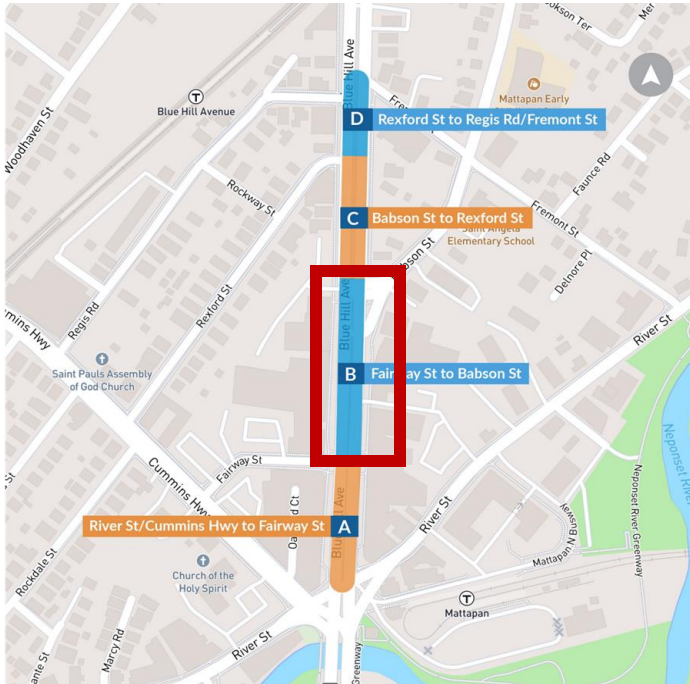
Block by Block Feedback: River St/Cummins Hwy to Fairway St



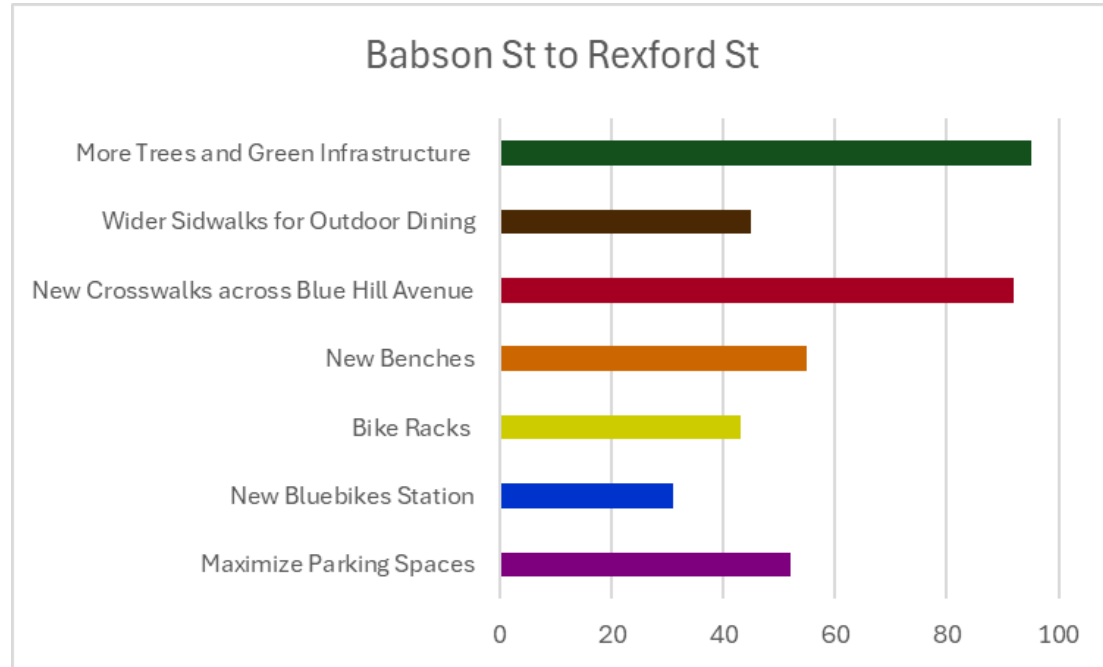
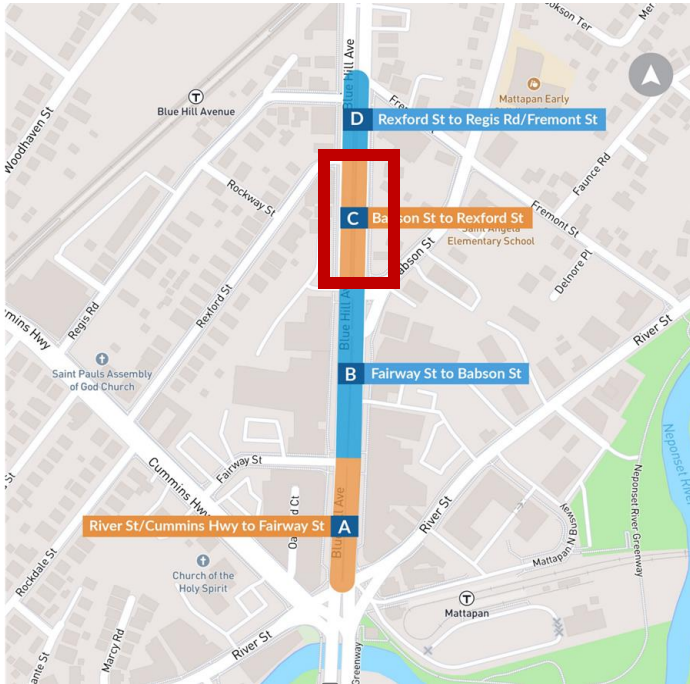
River St/Cummins Hwy to Fairway St



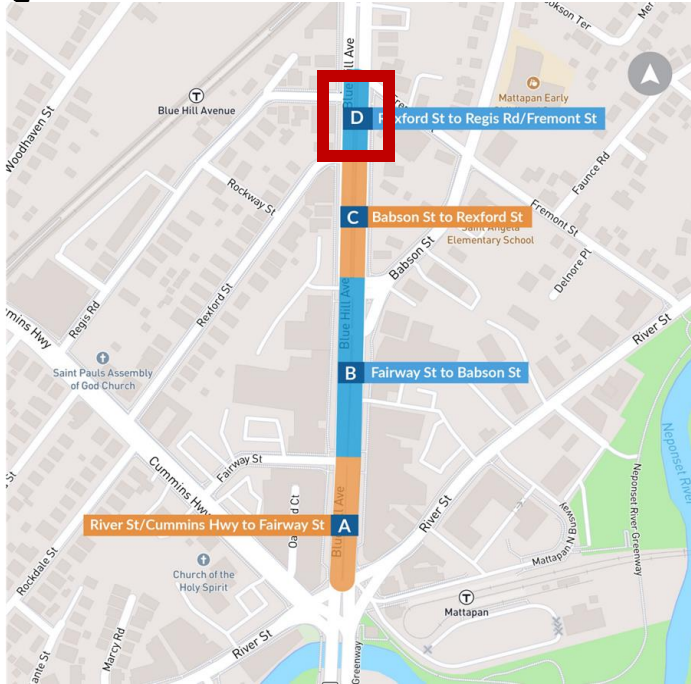
Block by Block Feedback: Fairway St to Babson St



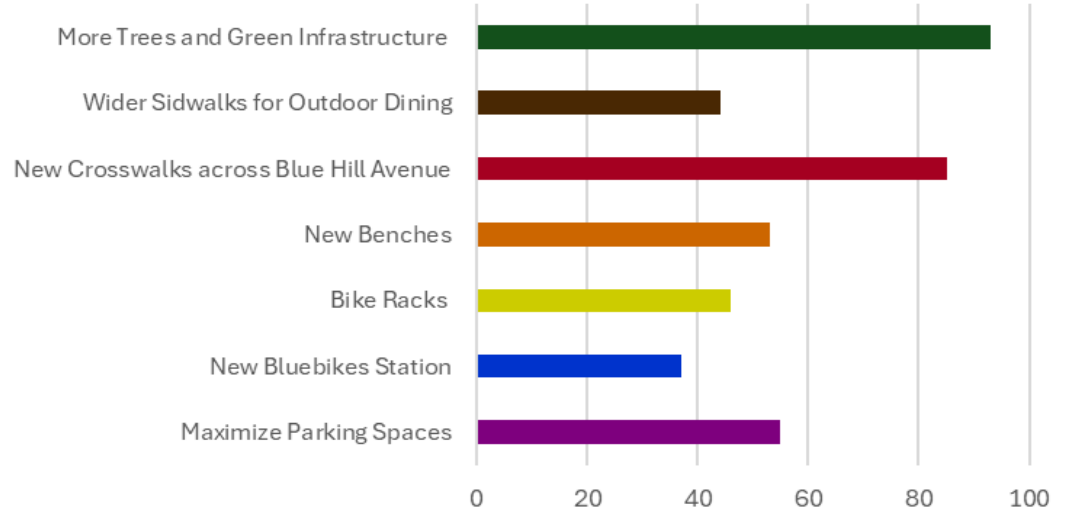
Block by Block Feedback: Babson St to Rexford St



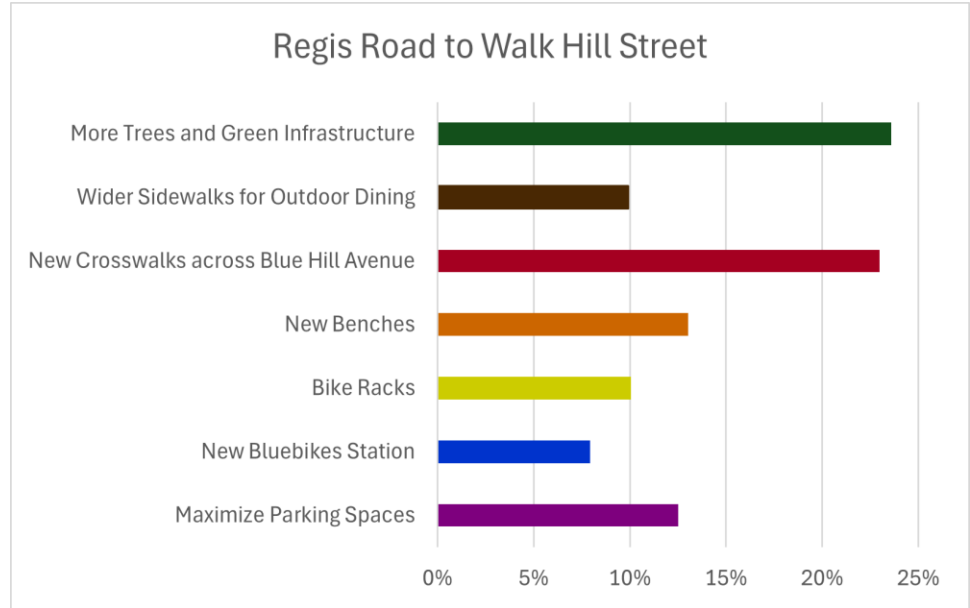
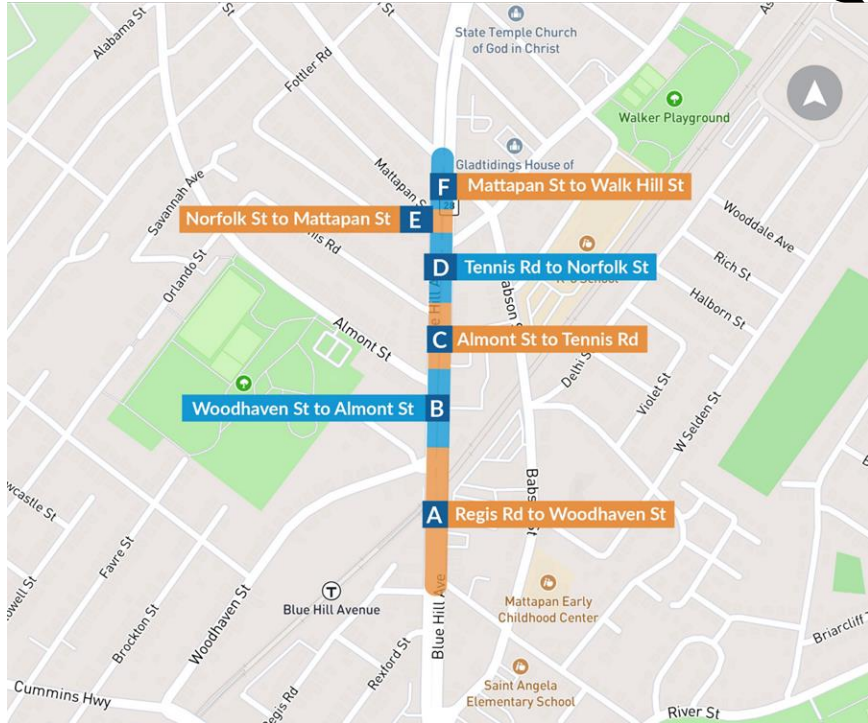
Block by Block Feedback: Rexford St to Regis Rd/Fremont St



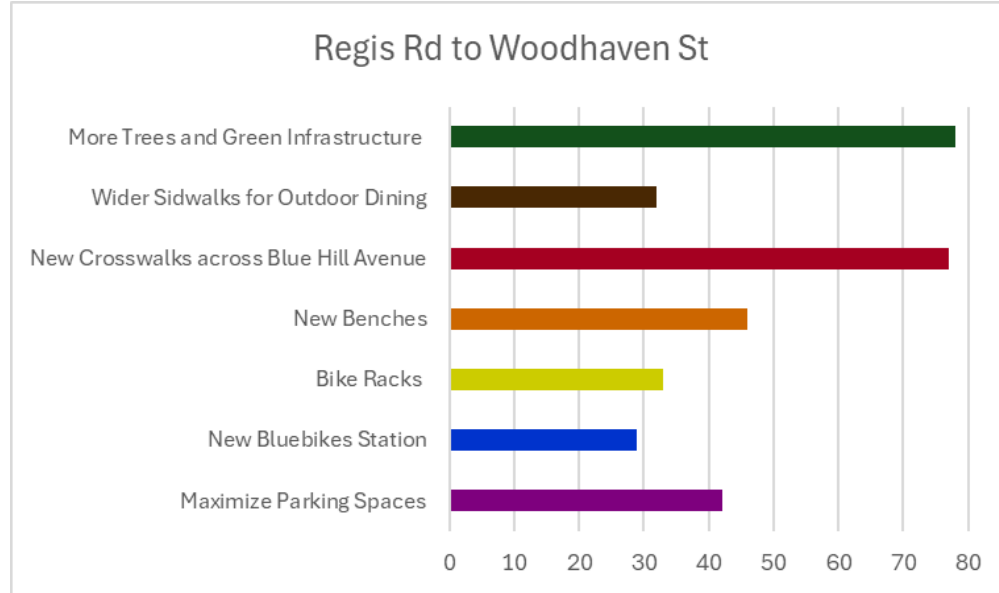
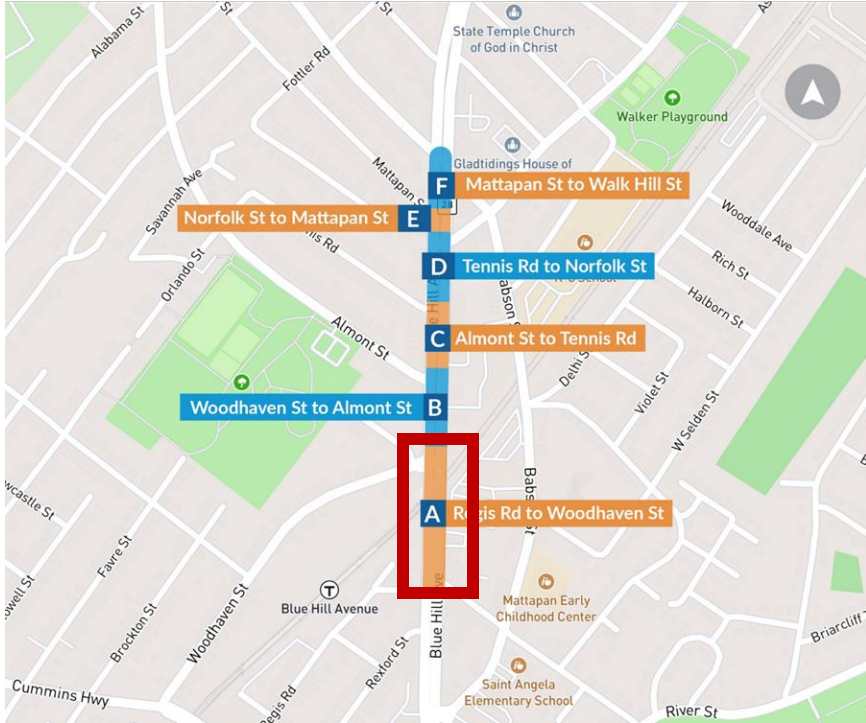
Rexford St to Regis Rd/Fremont St



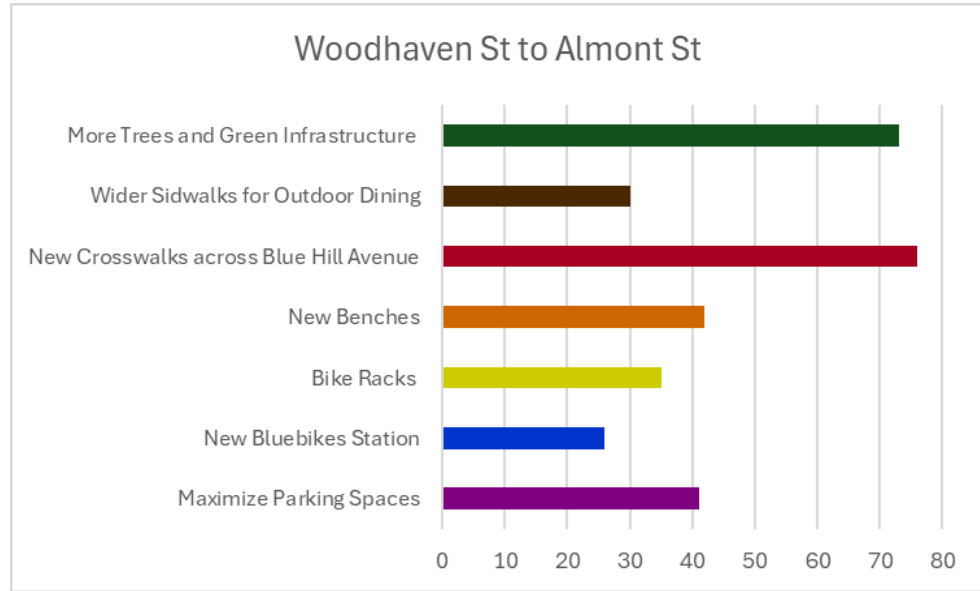
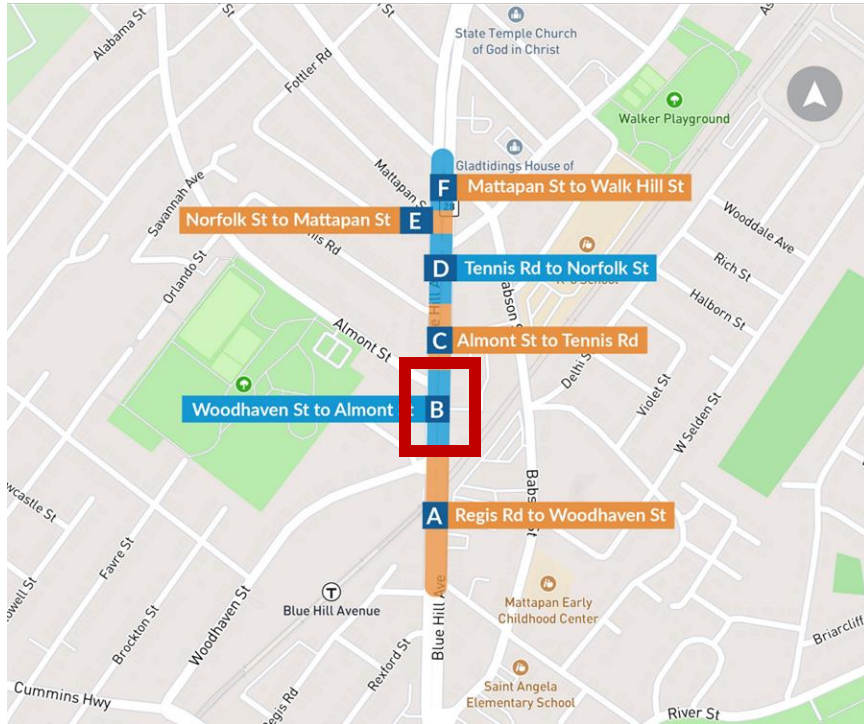
Block by Block Feedback: Regis Road to Walk Hill Street



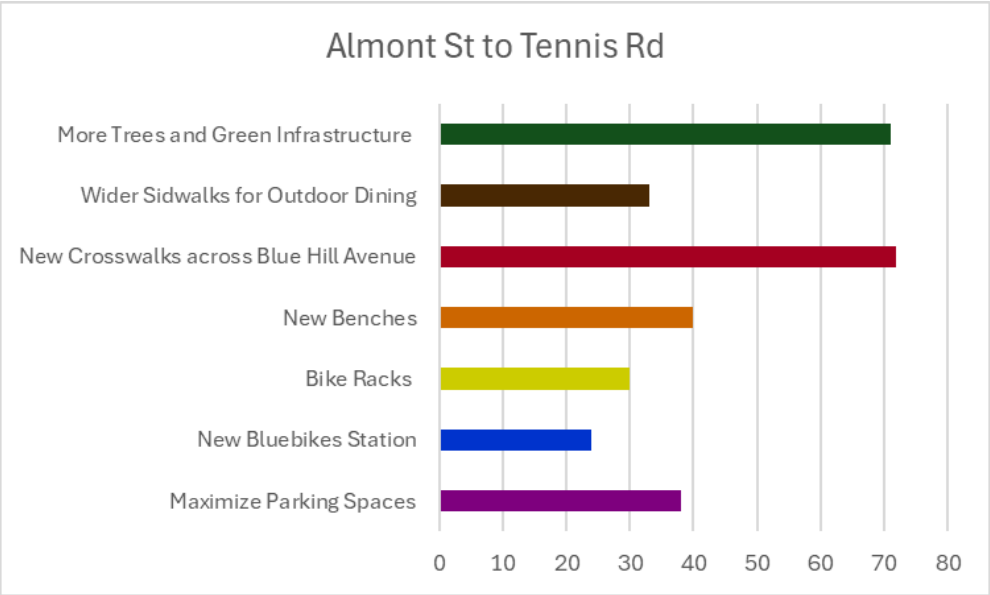
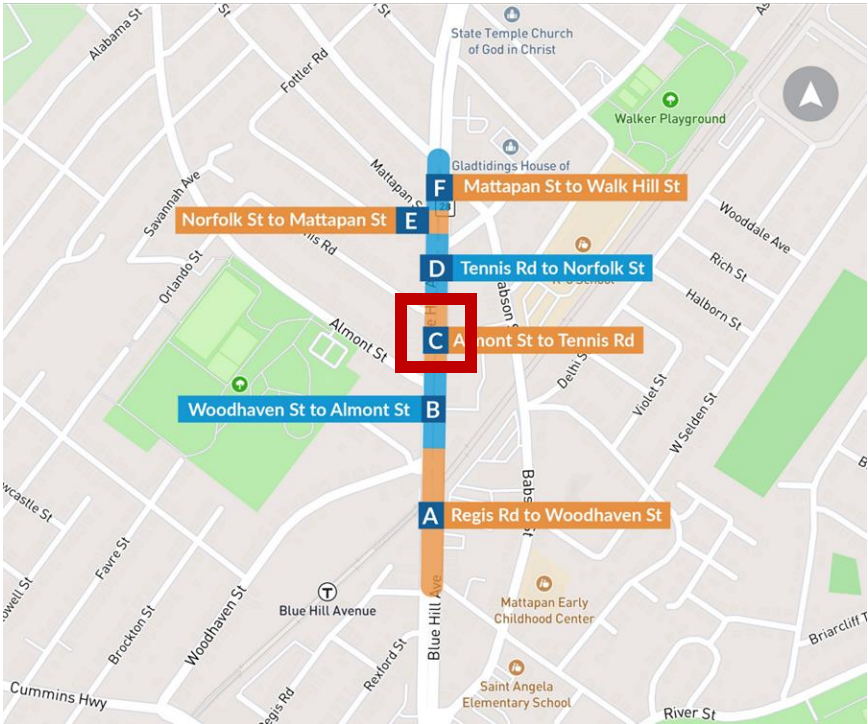
Block by Block Feedback: Regis Rd to Woodhaven St



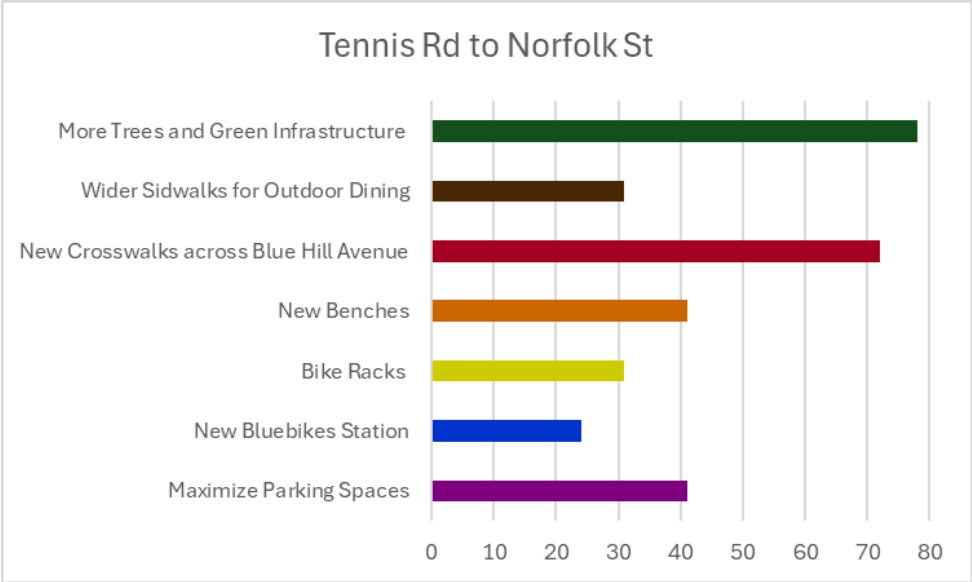
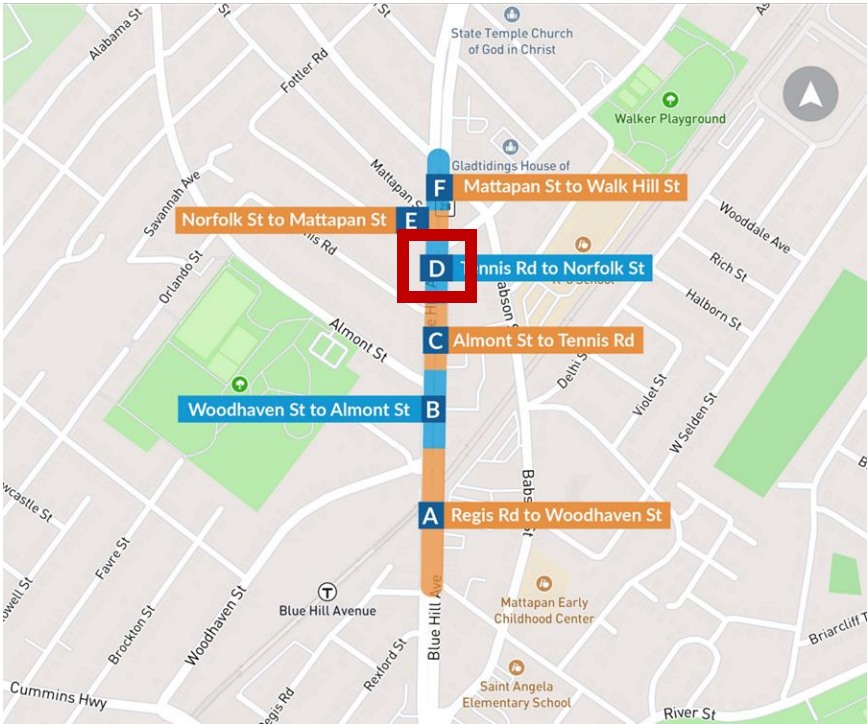
Block by Block Feedback: Woodhaven St to Almont St



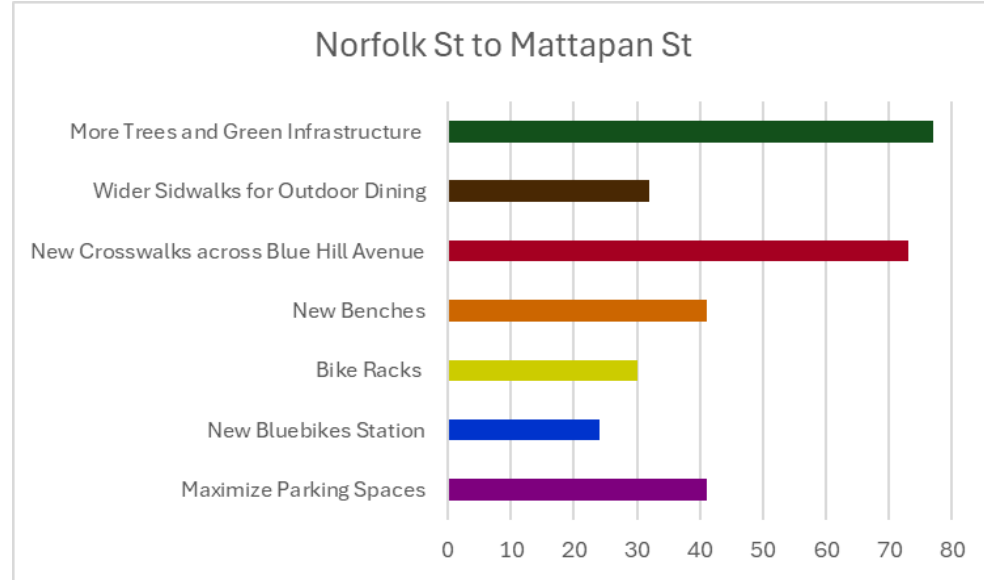
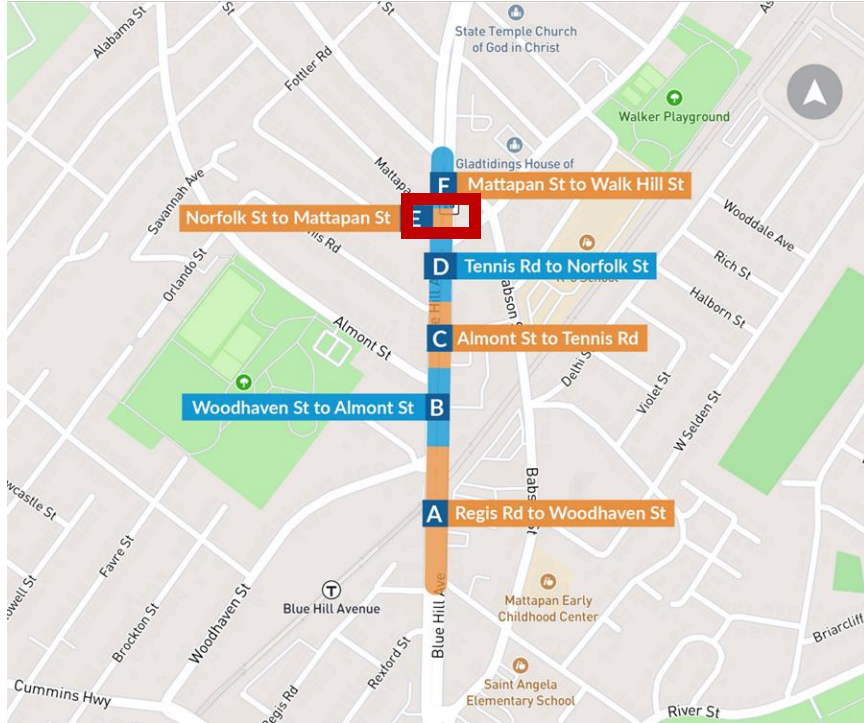
Block by Block Feedback: Almont St to Tennis Rd



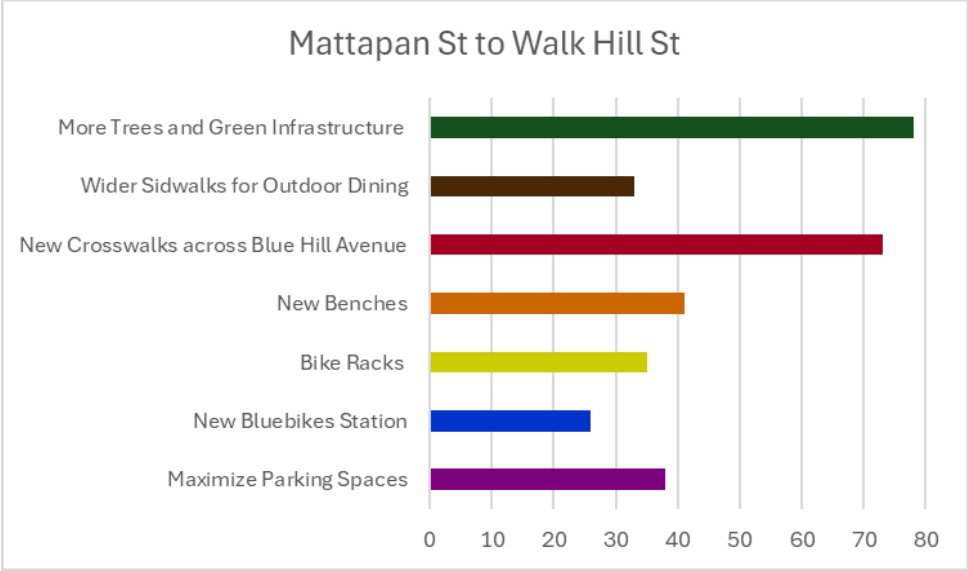
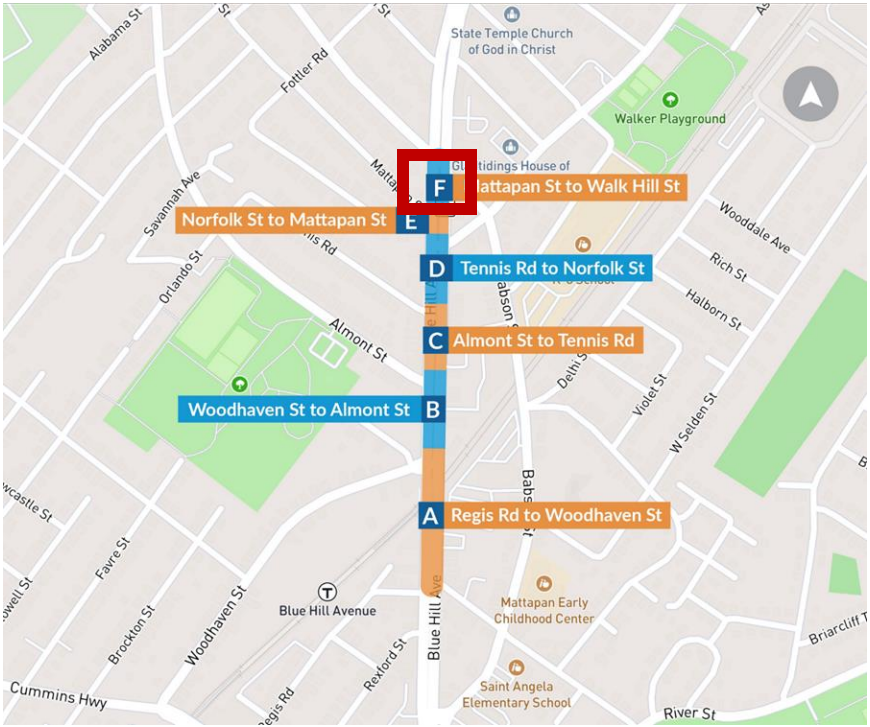
Block by Block Feedback: Tennis Rd to Norfolk St



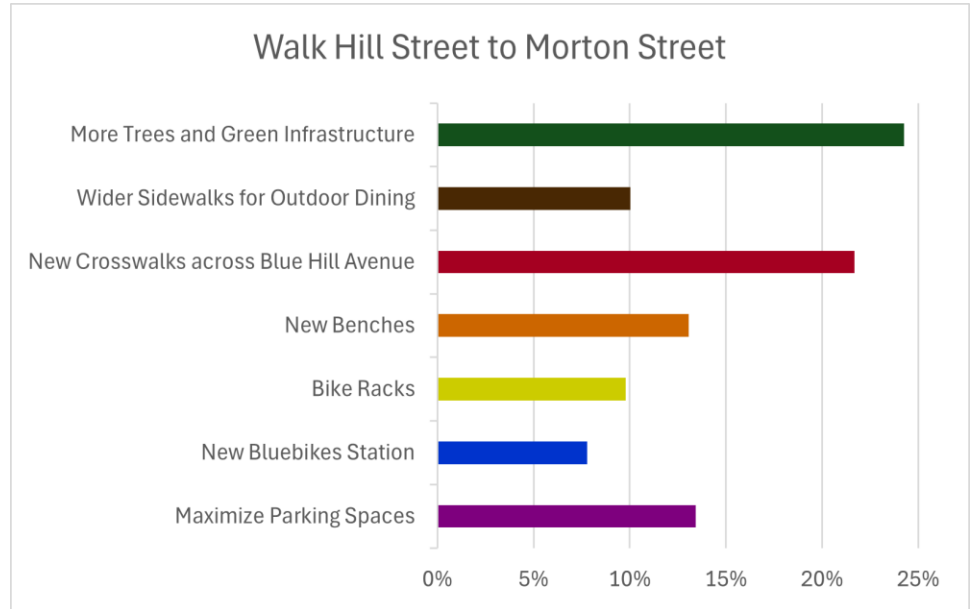
Block by Block Feedback: Norfolk St to Mattapan St



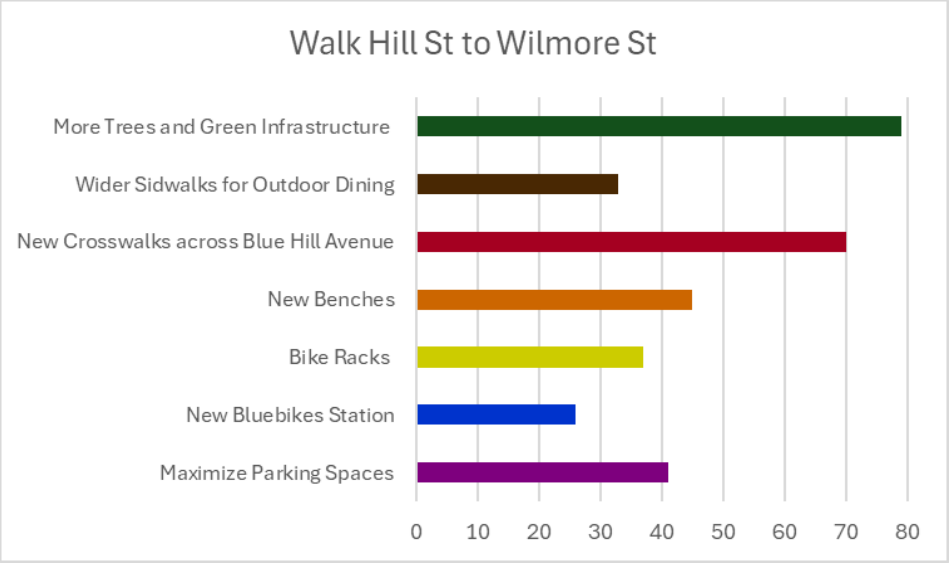
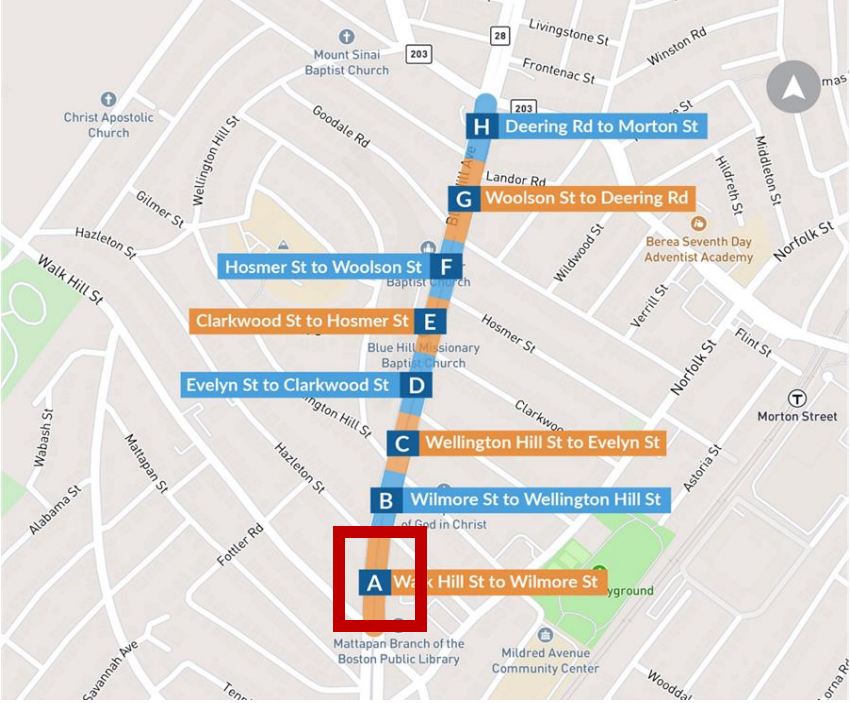
Block by Block Feedback: Mattapan St to Walk Hill St



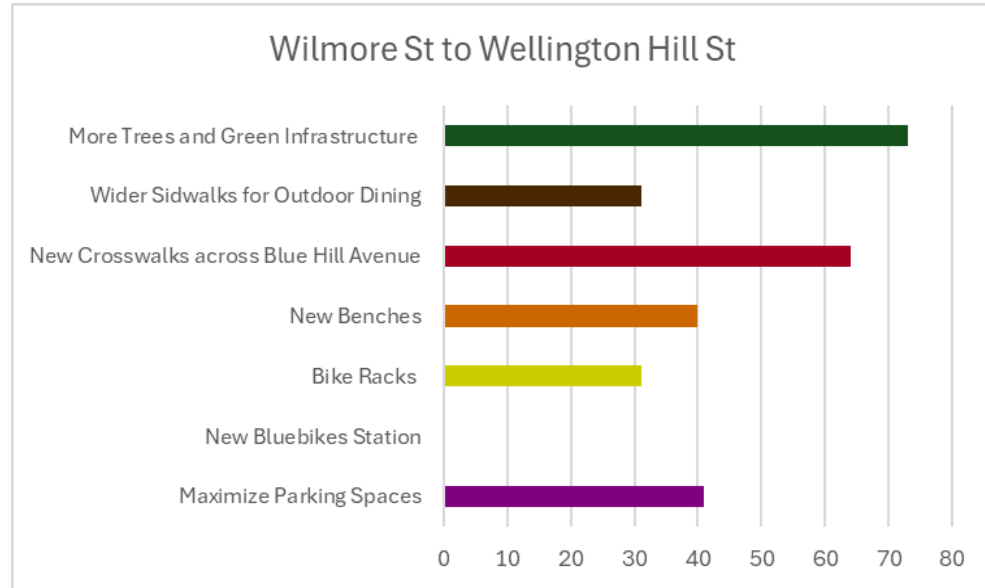
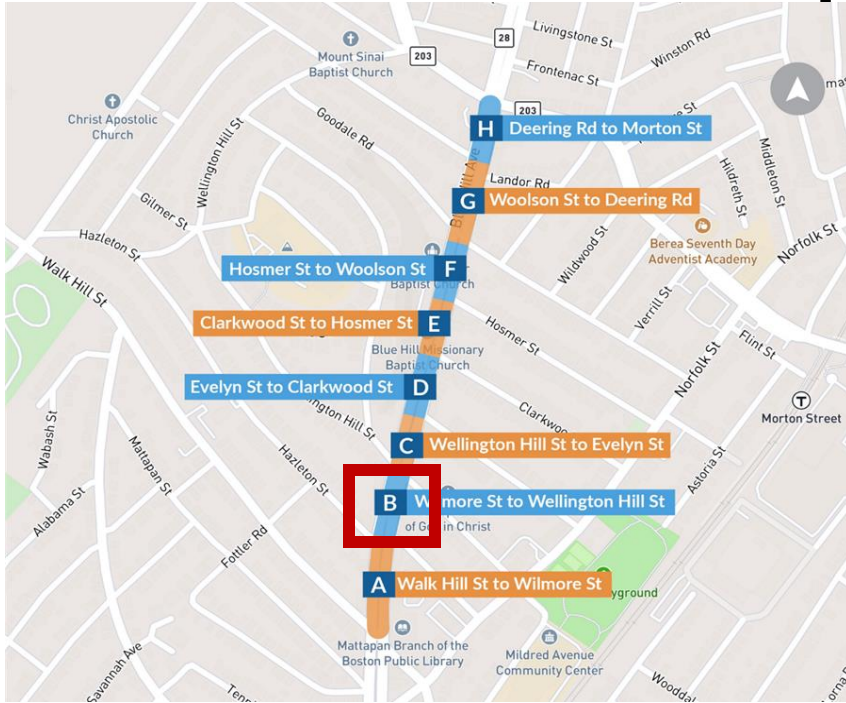
Block by Block Feedback: Walk Hill Street to Morton Street



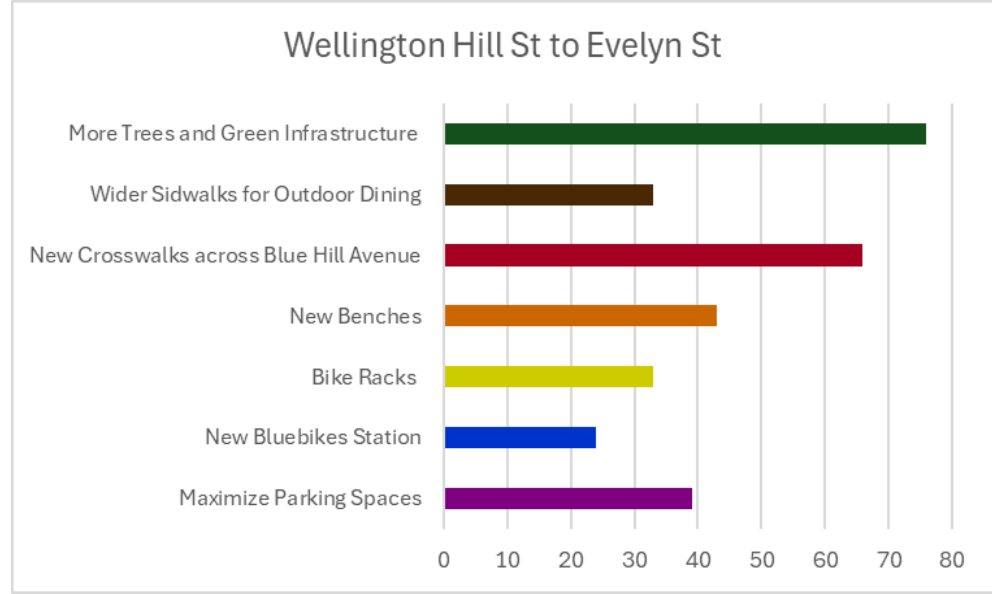
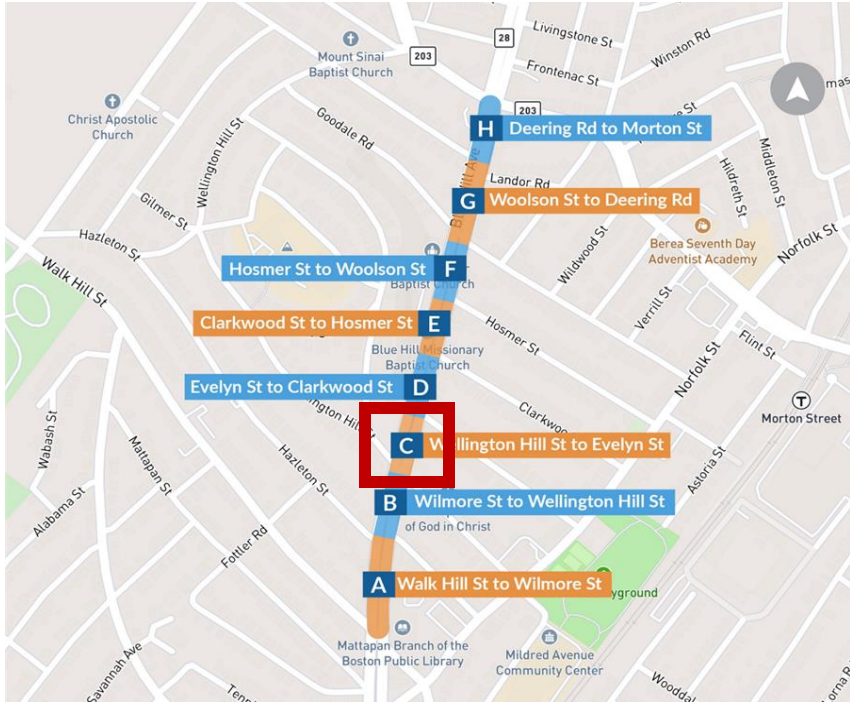
Block by Block Feedback: Walk Hill St to Wilmore St



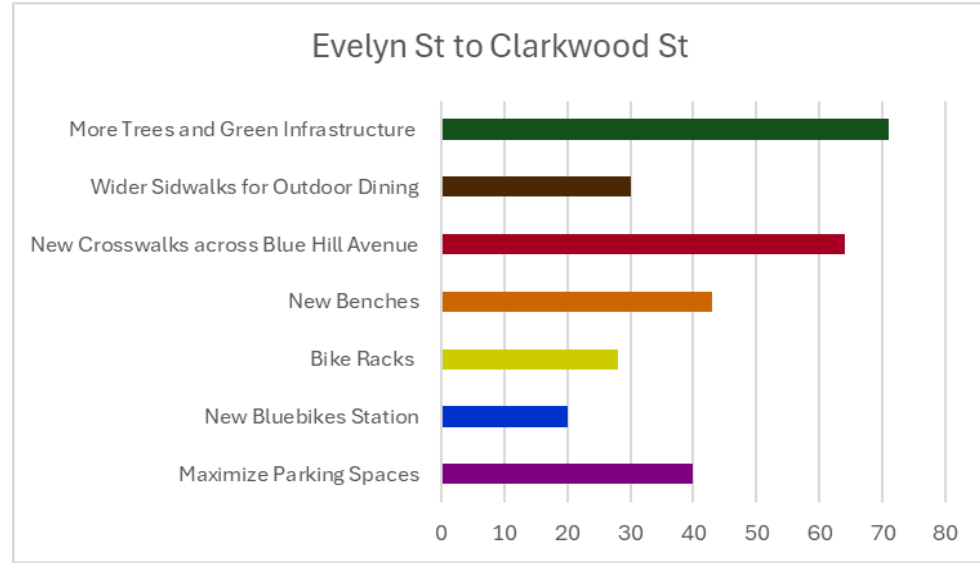
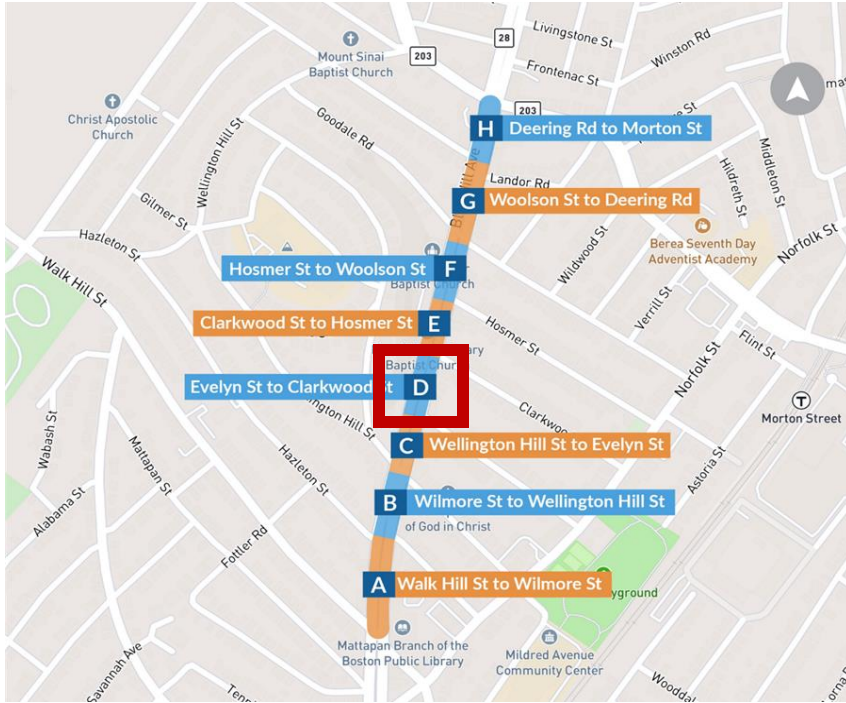
Block by Block Feedback: Wilmore St to Wellington Hill St



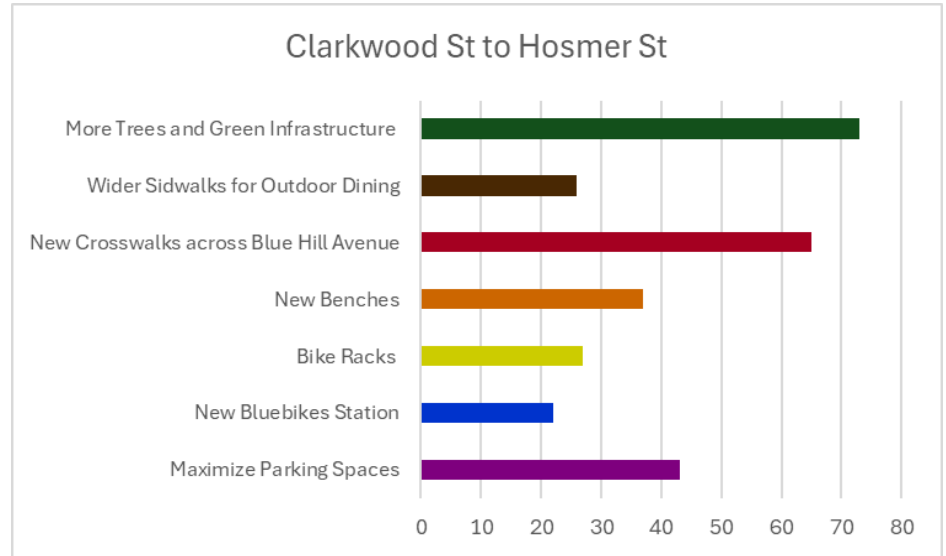
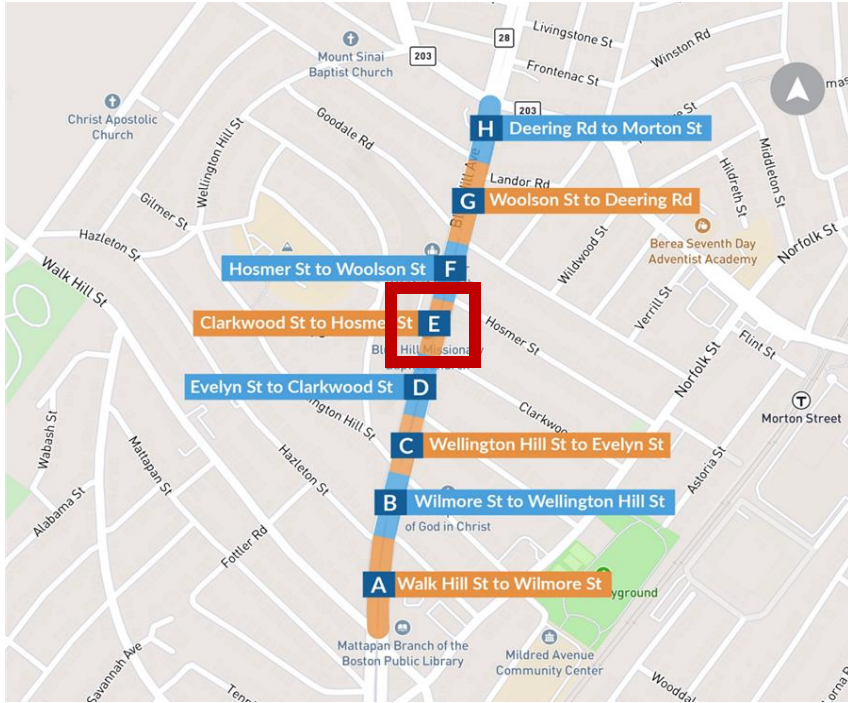
Block by Block Feedback: Wellington Hill St to Evelyn St



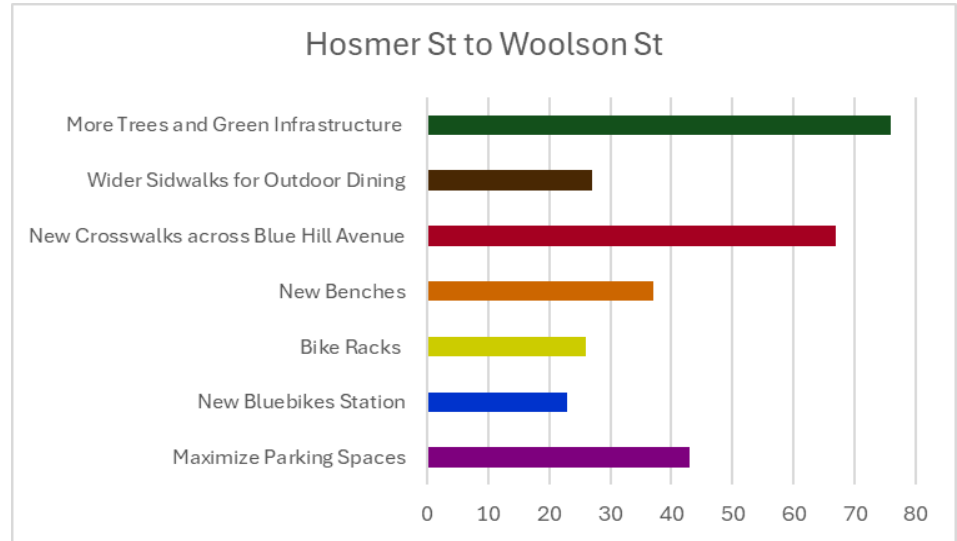
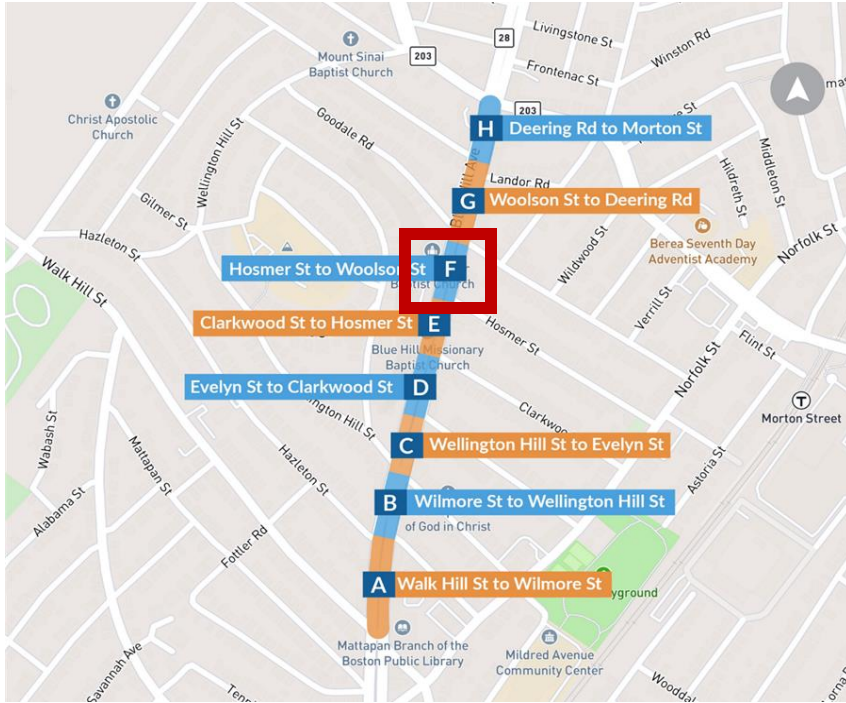
Block by Block Feedback: Evelyn St to Clarkwood St



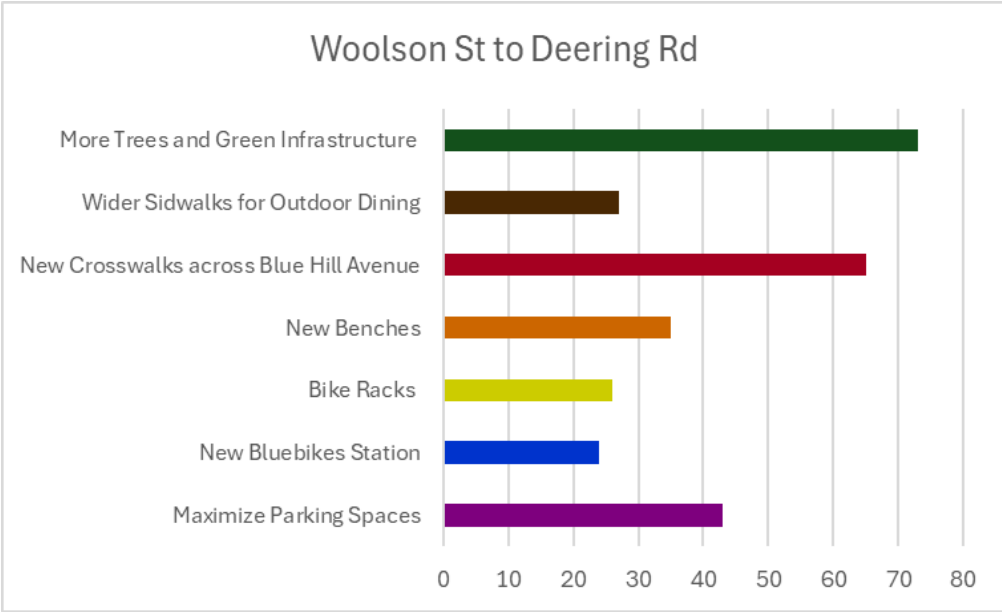
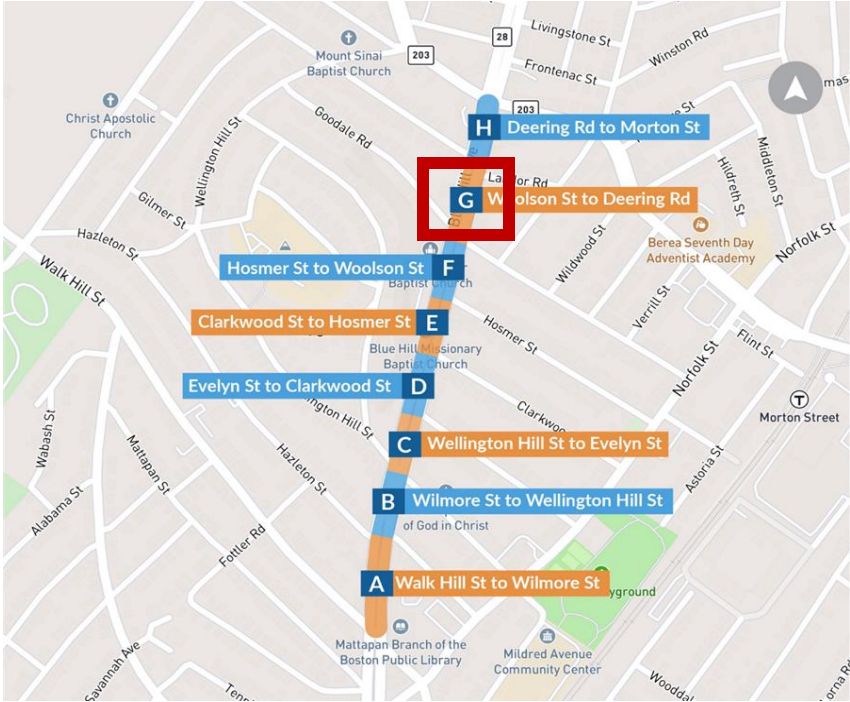
Block by Block Feedback: Clarkwood St to Hosmer St



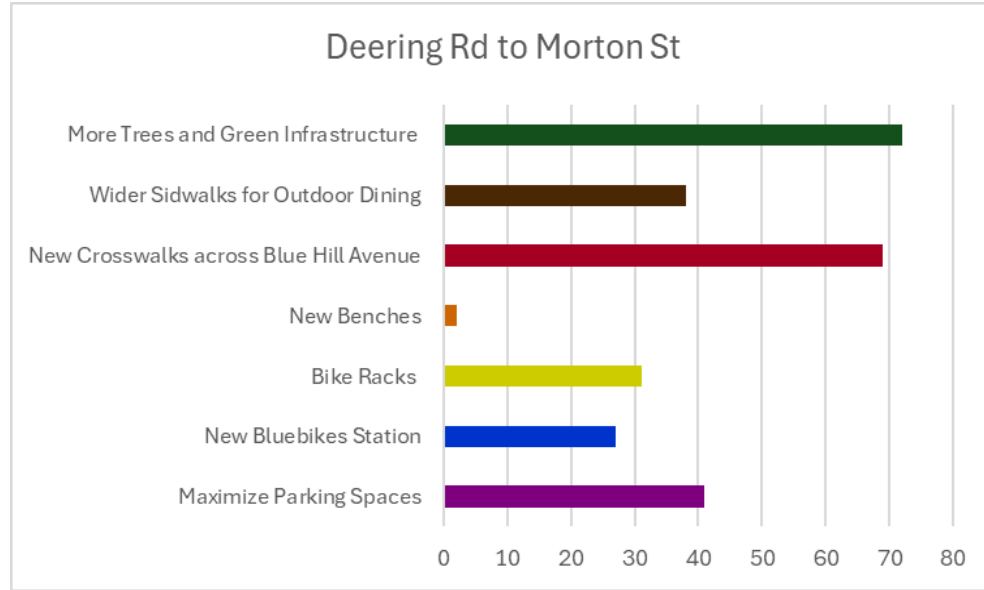
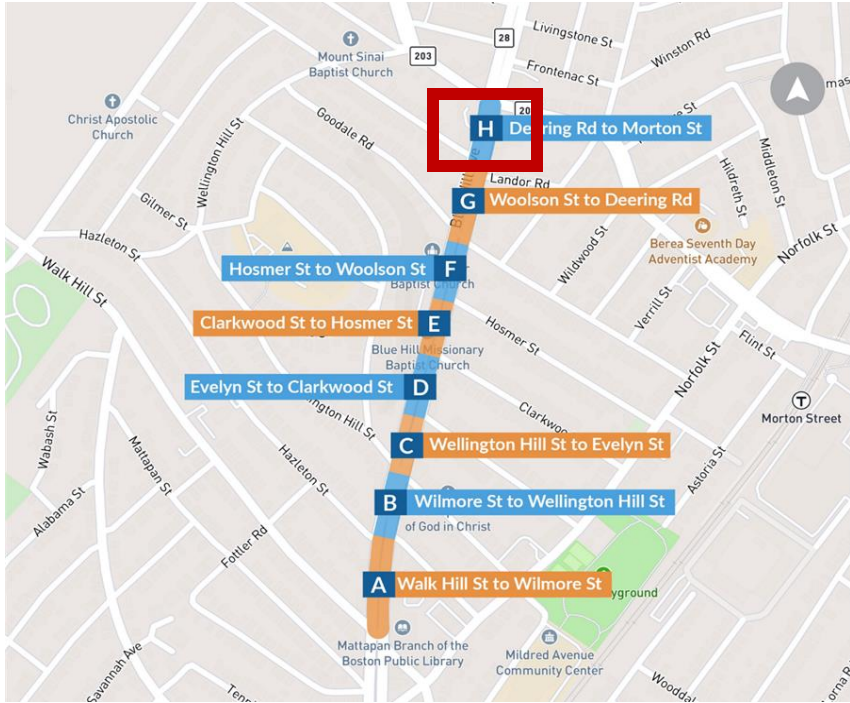
Block by Block Feedback: Hosmer St to Woolson St



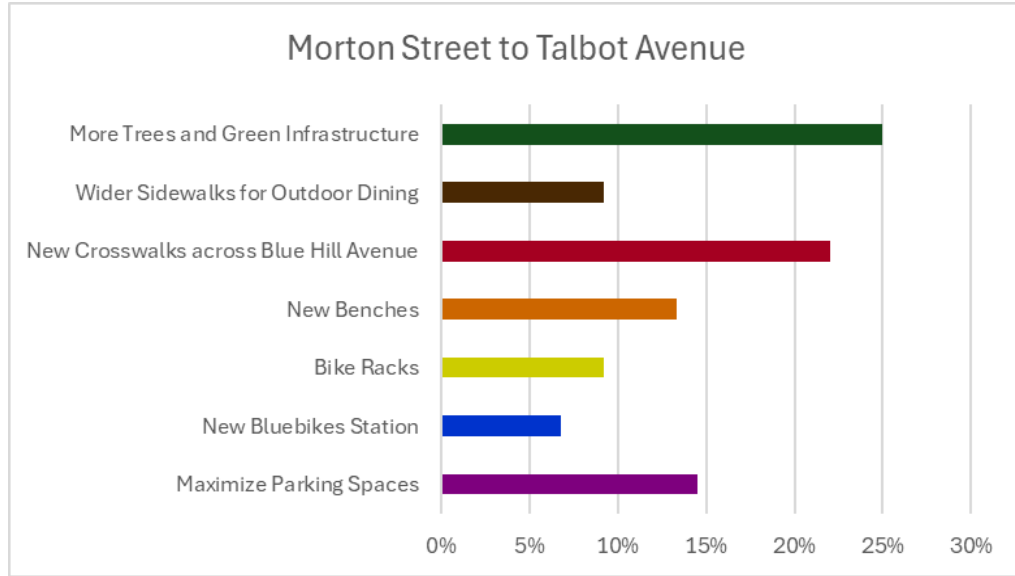
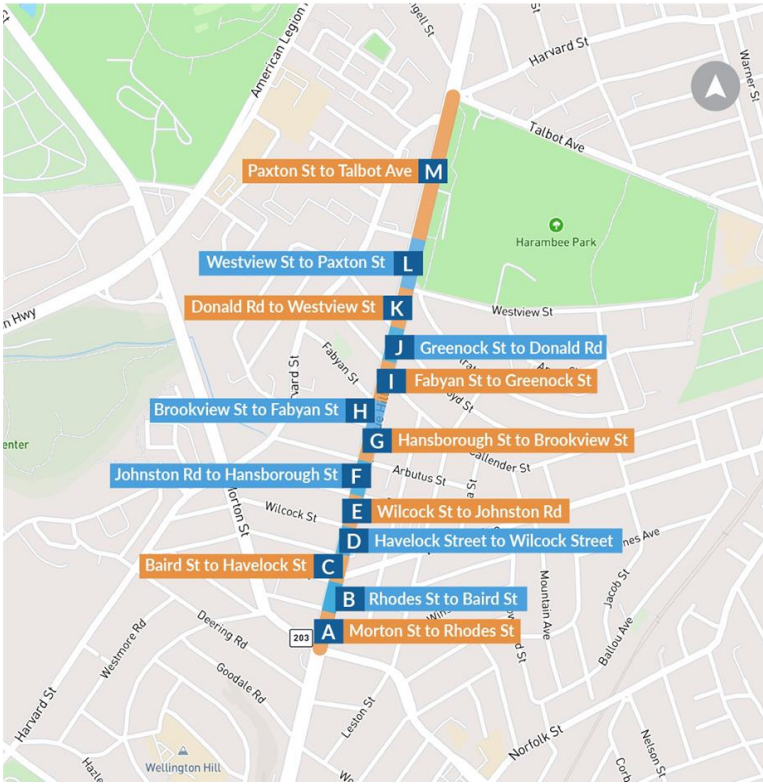
Block by Block Feedback: Woolson St to Deering Rd



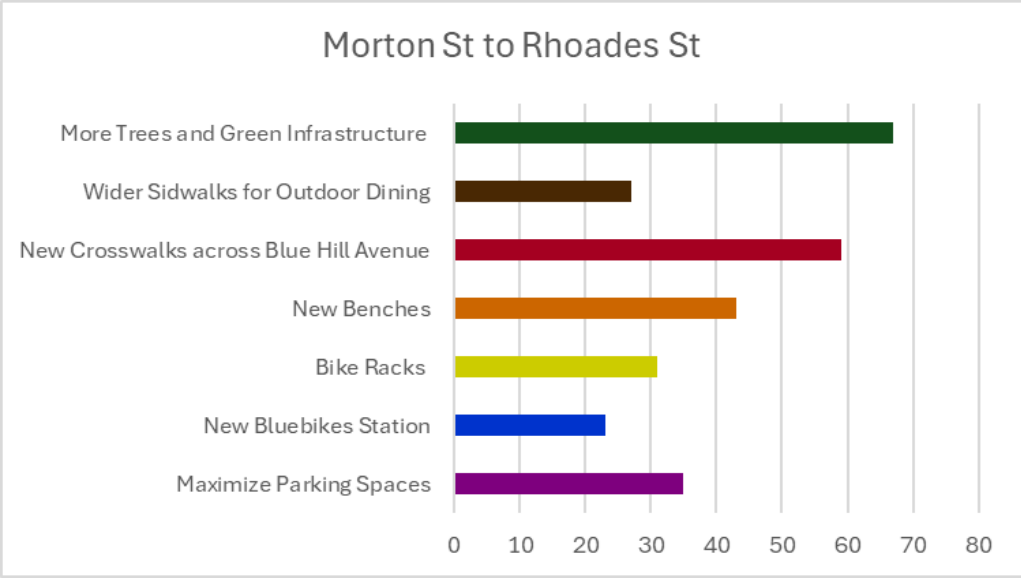
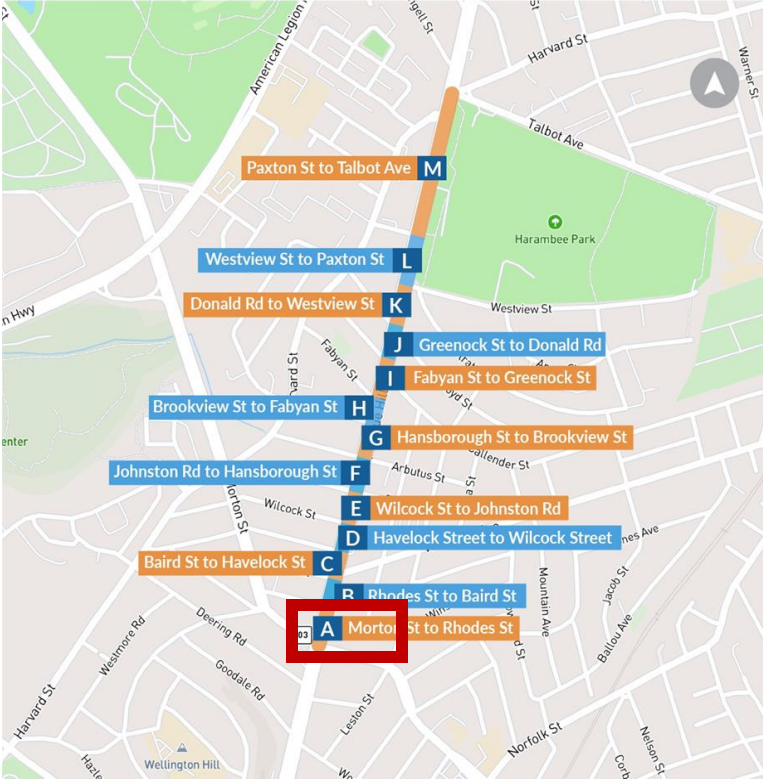
Block by Block Feedback: Deering Rd to Morton St



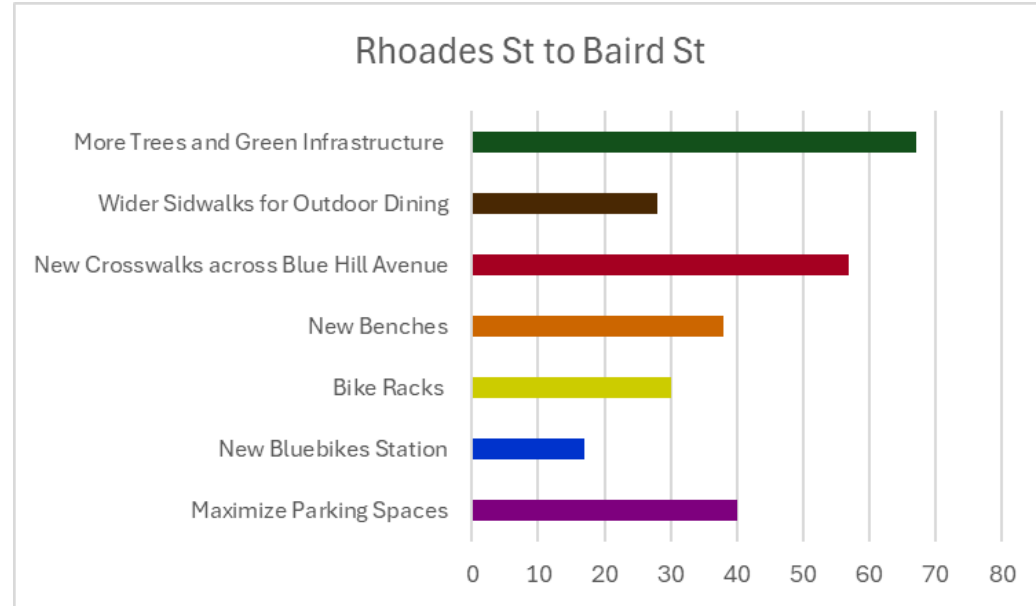
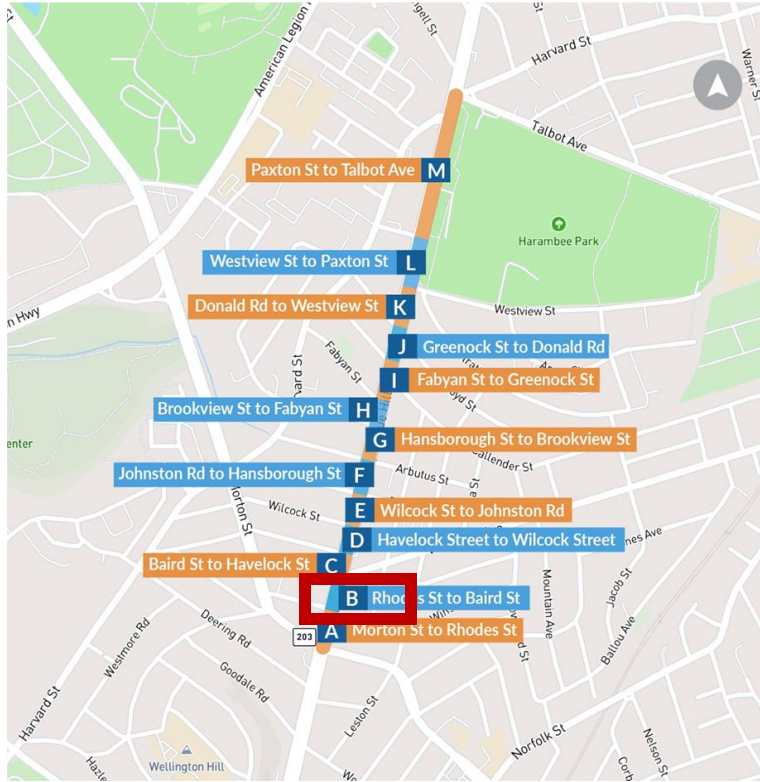
Block by Block Feedback: Morton St to Talbot Ave



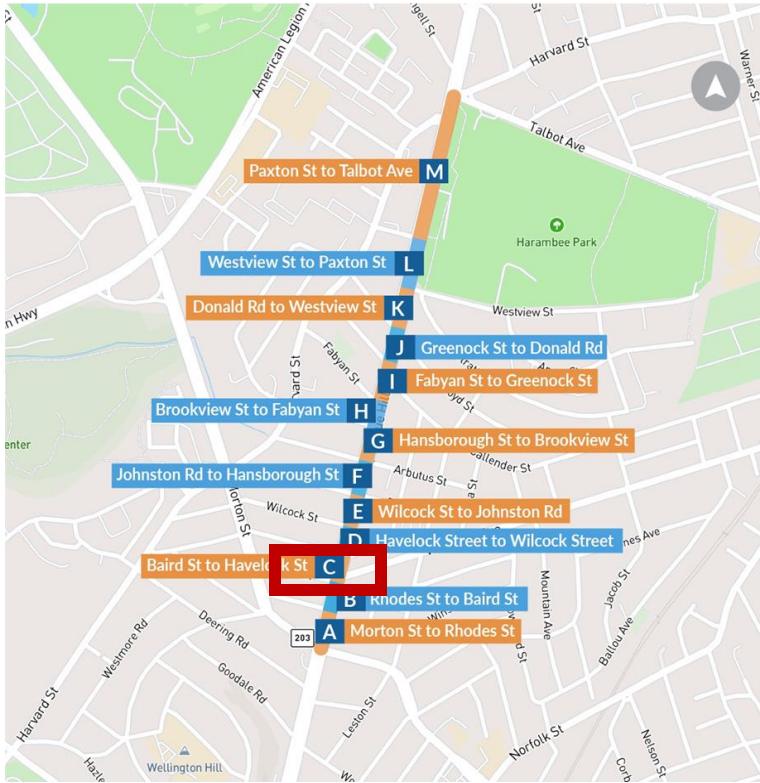
Block by Block Feedback: Morton St to Rhodes St



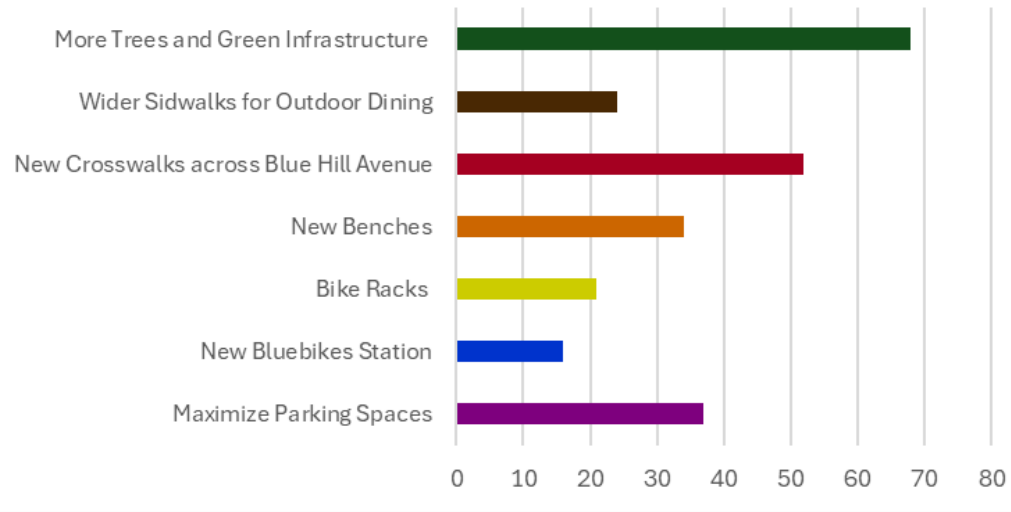
Block by Block Feedback: Rhodes St to Baird St



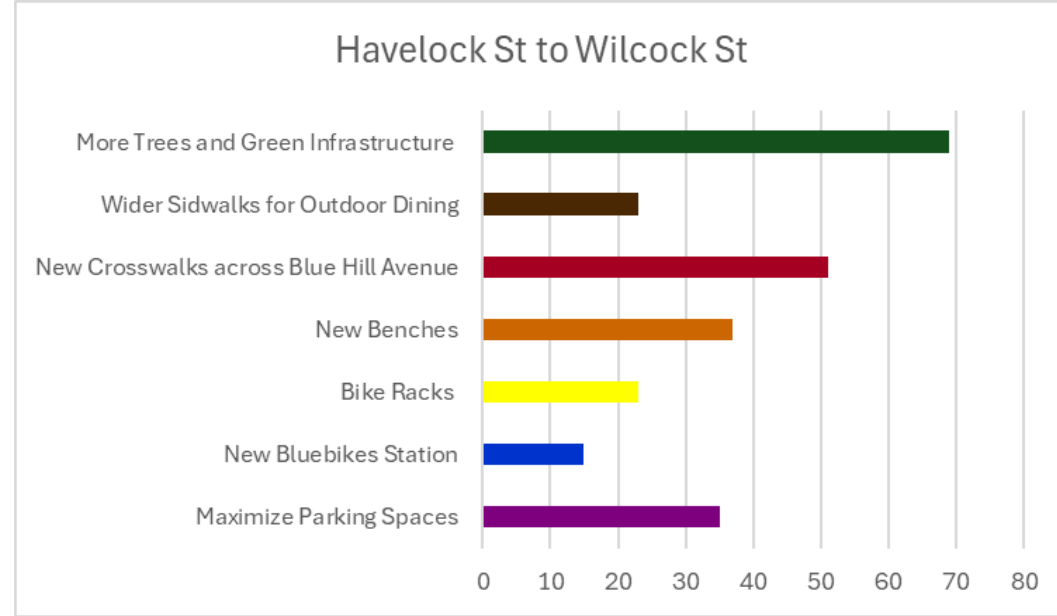
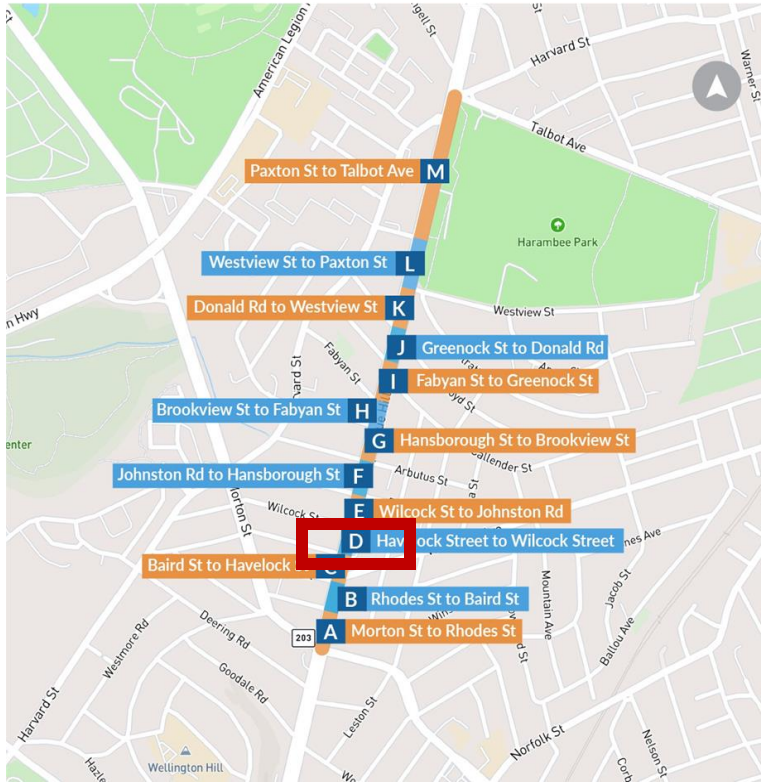
Block by Block Feedback: Baird St to Havelock St



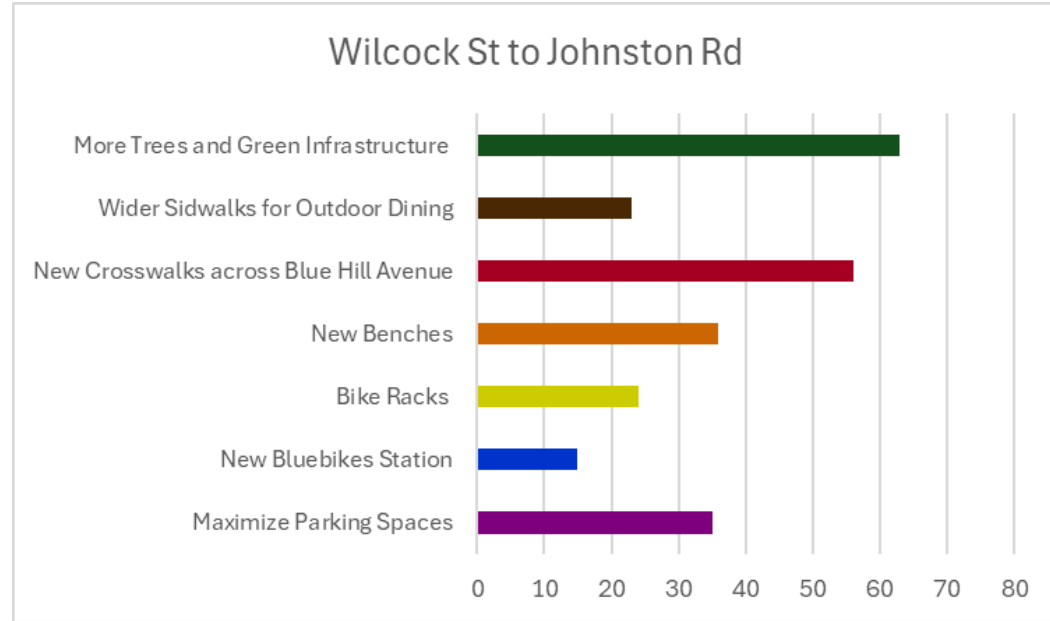
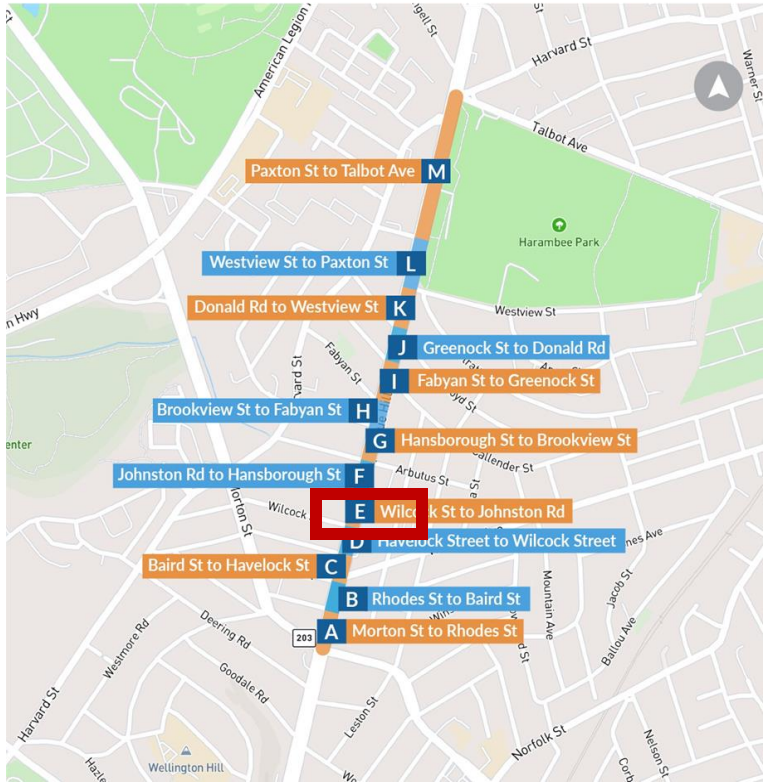
Baird St to Havelock St



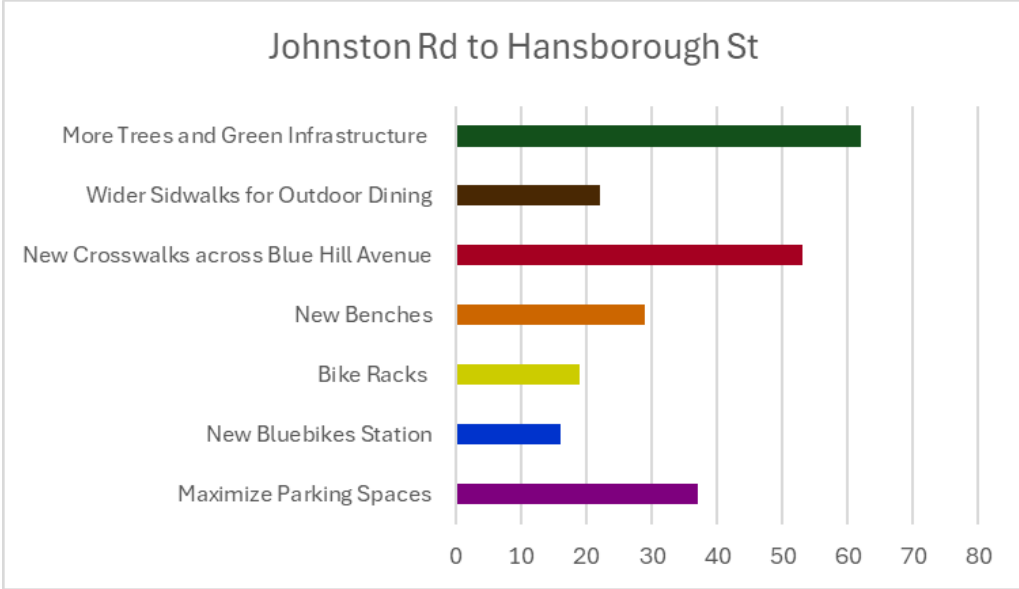
Block by Block Feedback: Havelock St to Wilcock St



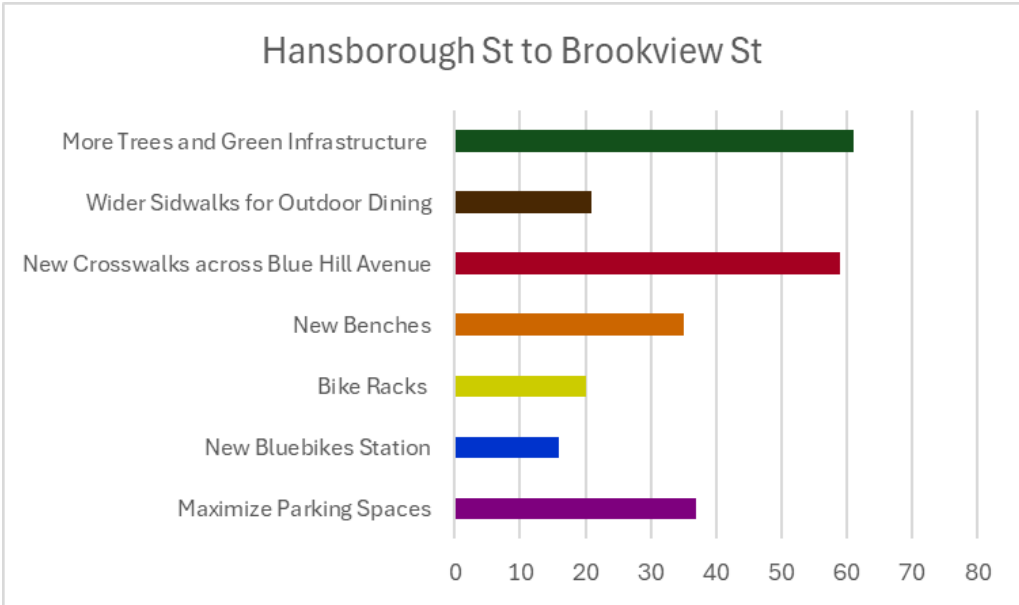
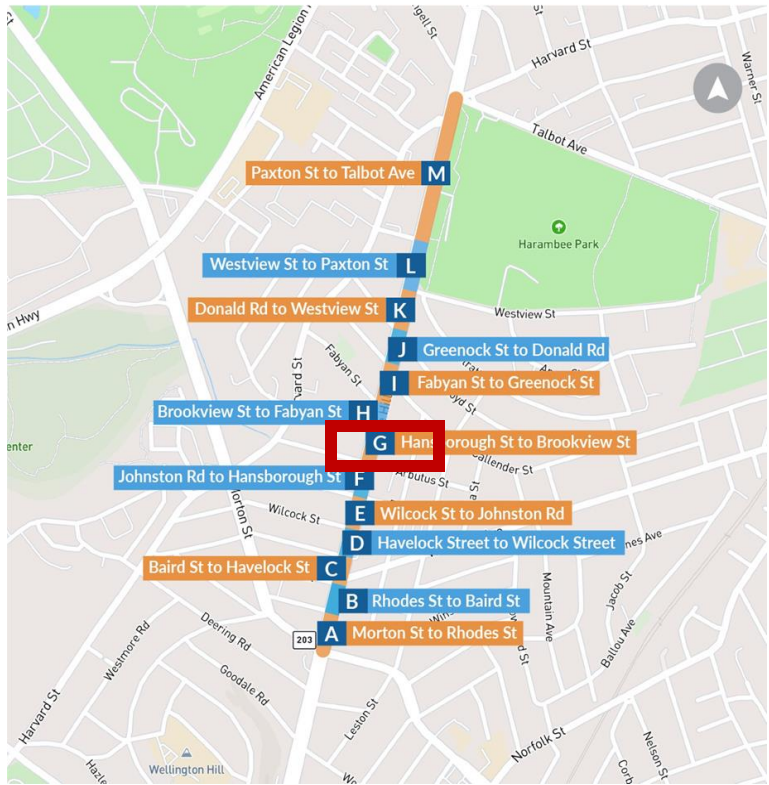
Block by Block Feedback: Wilcock St to Johnston Rd



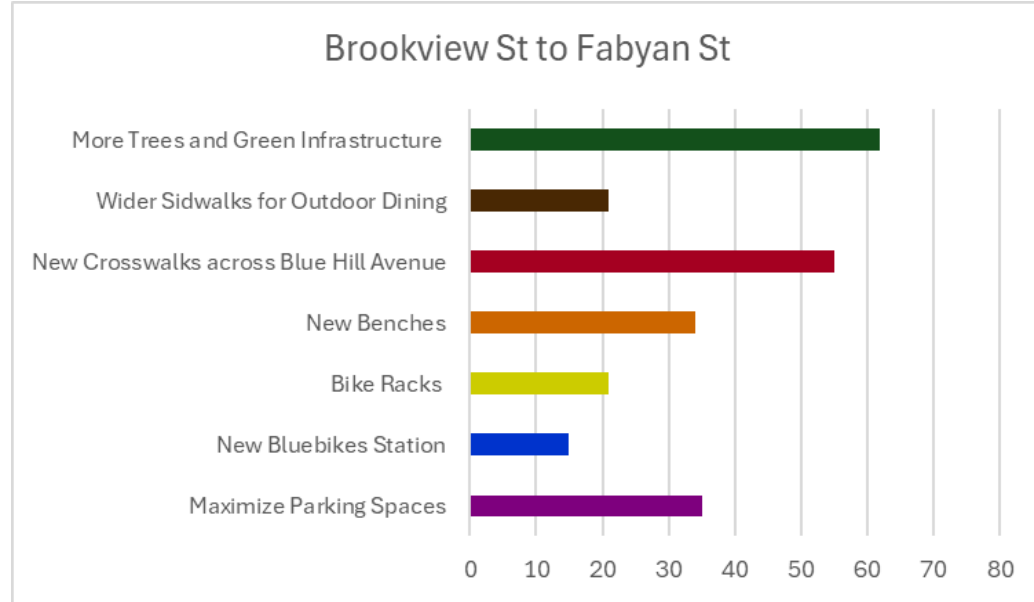
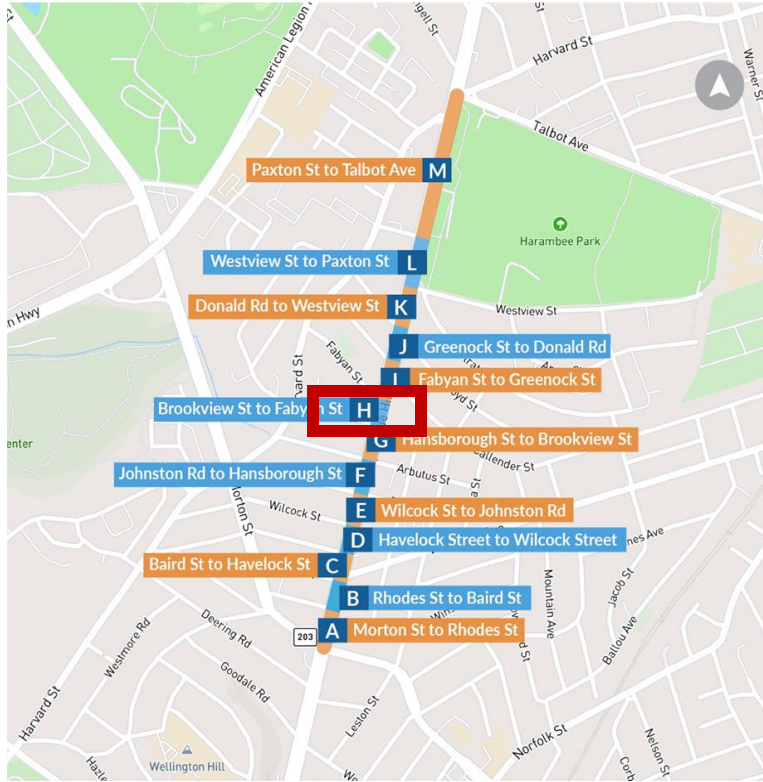
Block by Block Feedback: Johnston Rd to Hansborough St



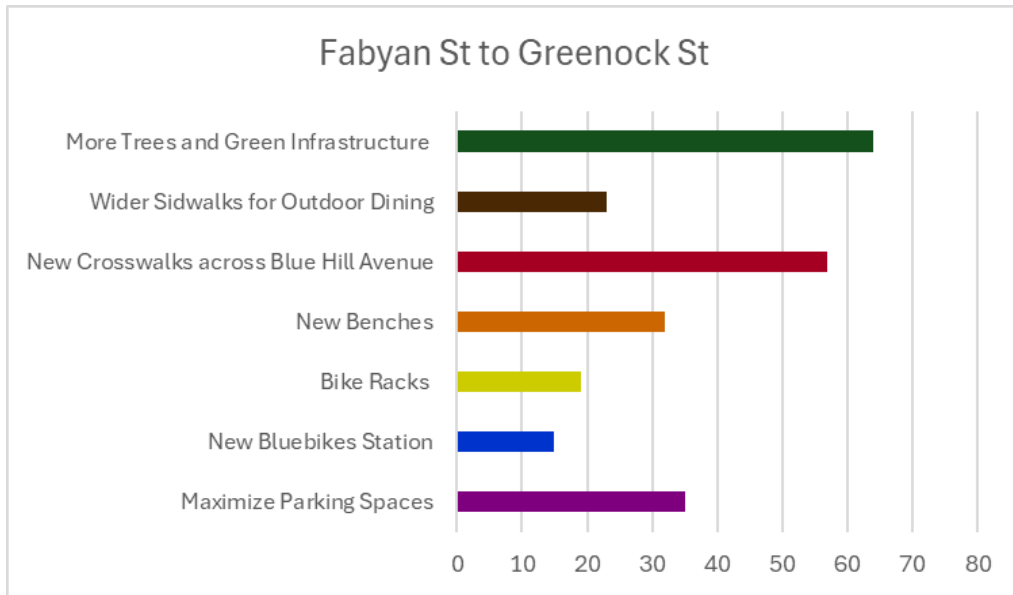
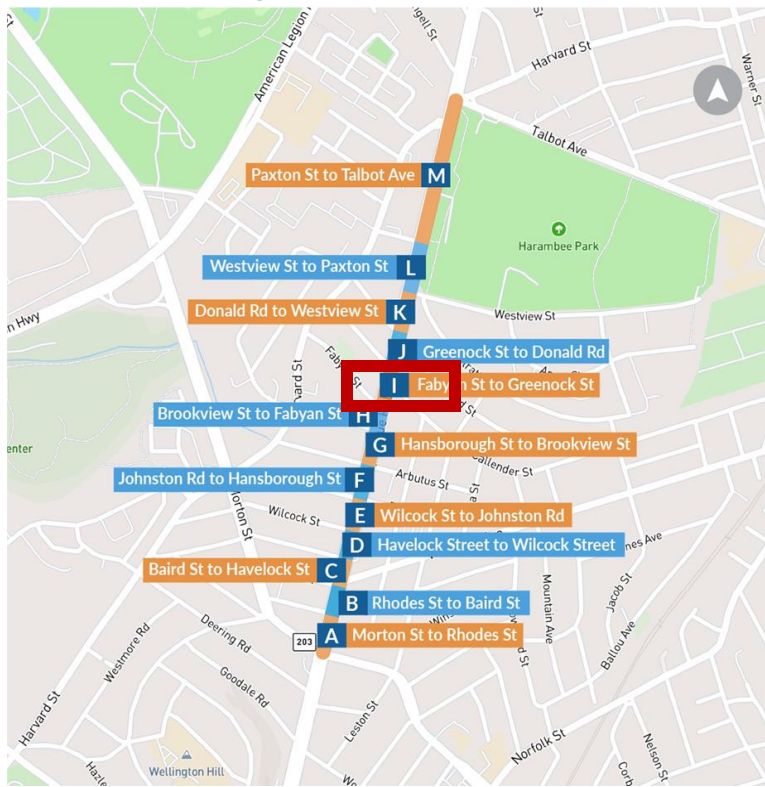
Block by Block Feedback: Hansborough St to Brookview Rd



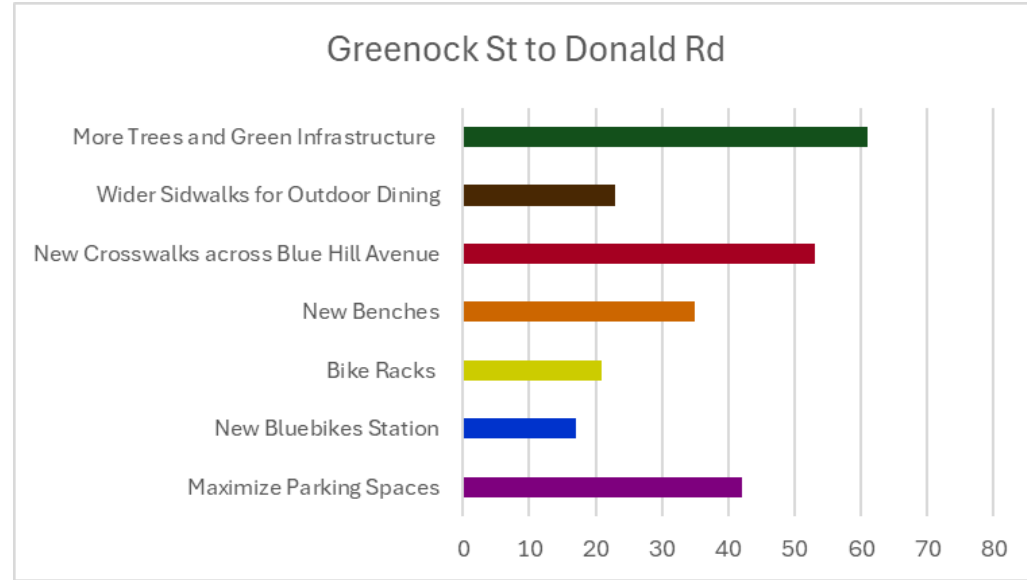
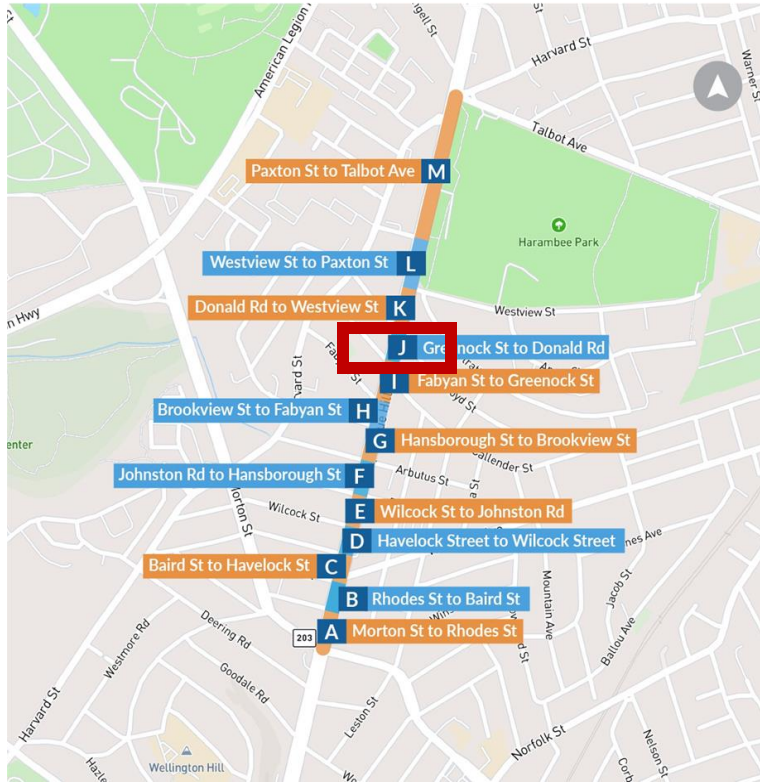
Block by Block Feedback: Brookview St to Fabyan St



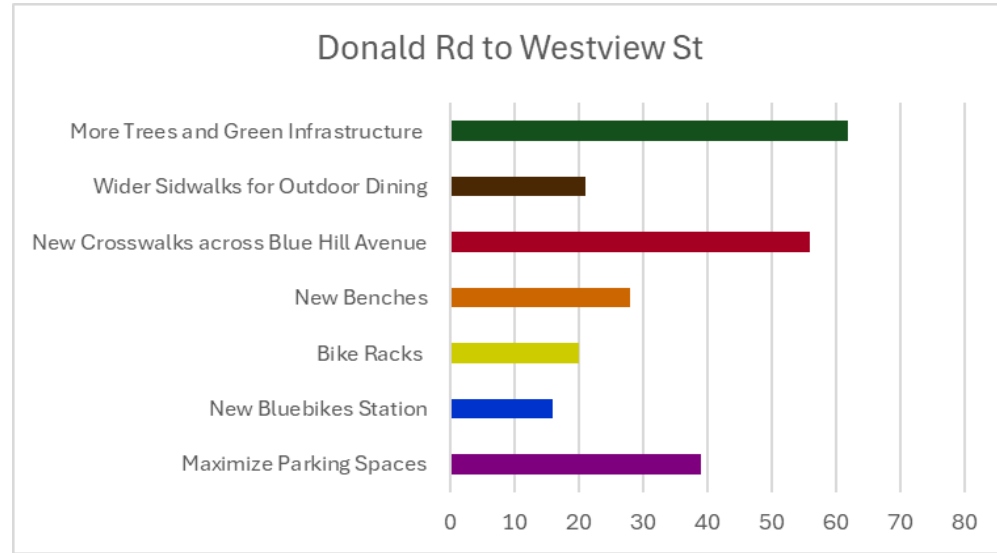
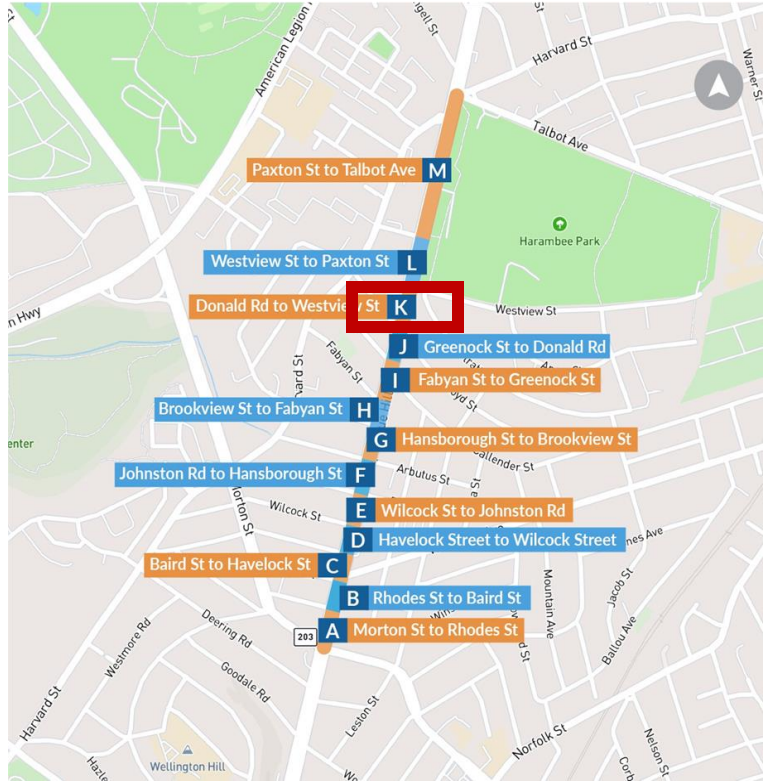
Block by Block Feedback: Fabyan St to Greenock St



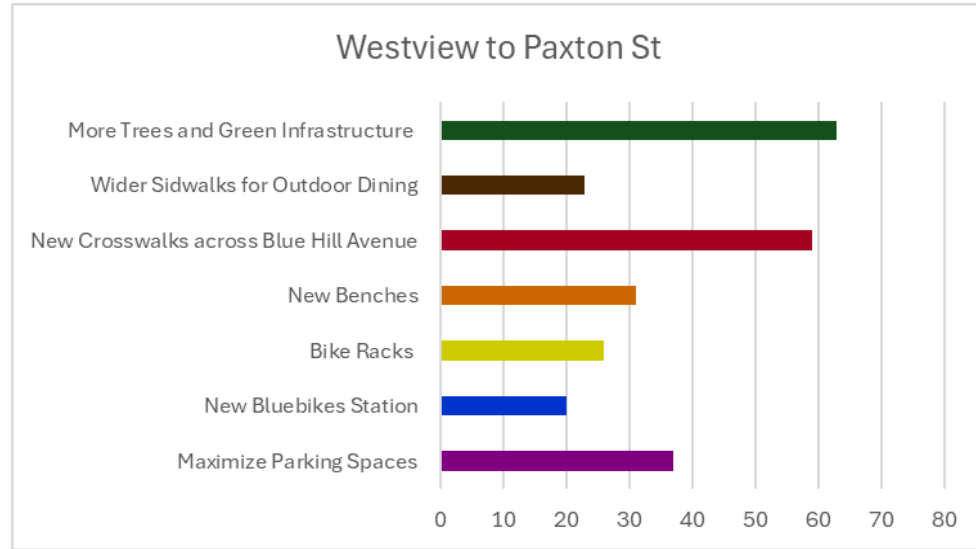
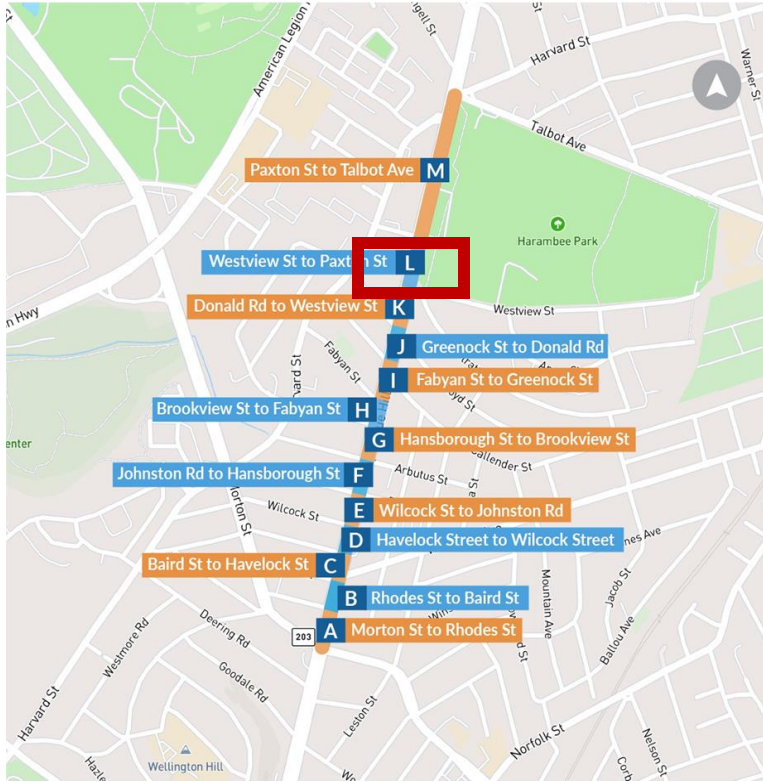
Block by Block Feedback: Greenock St to Donald Rd



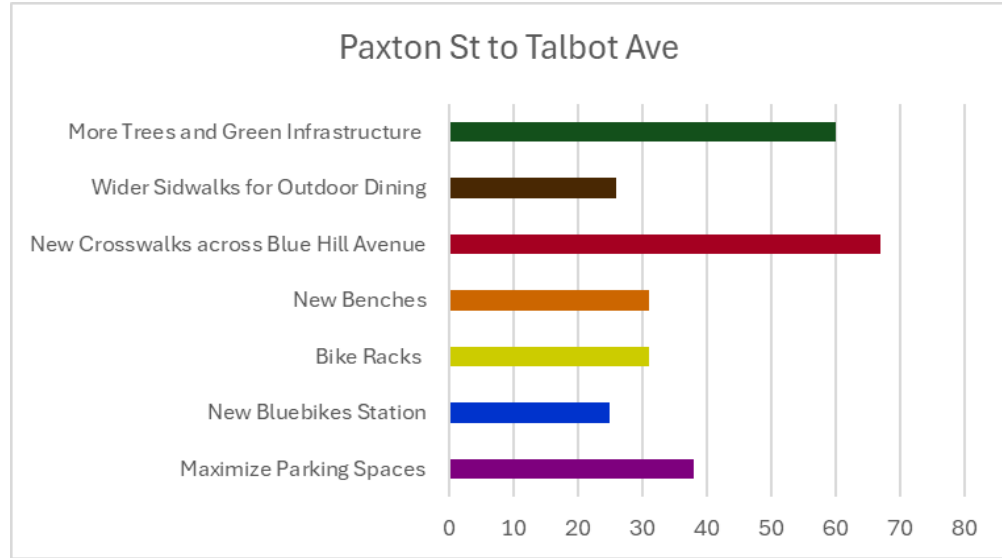
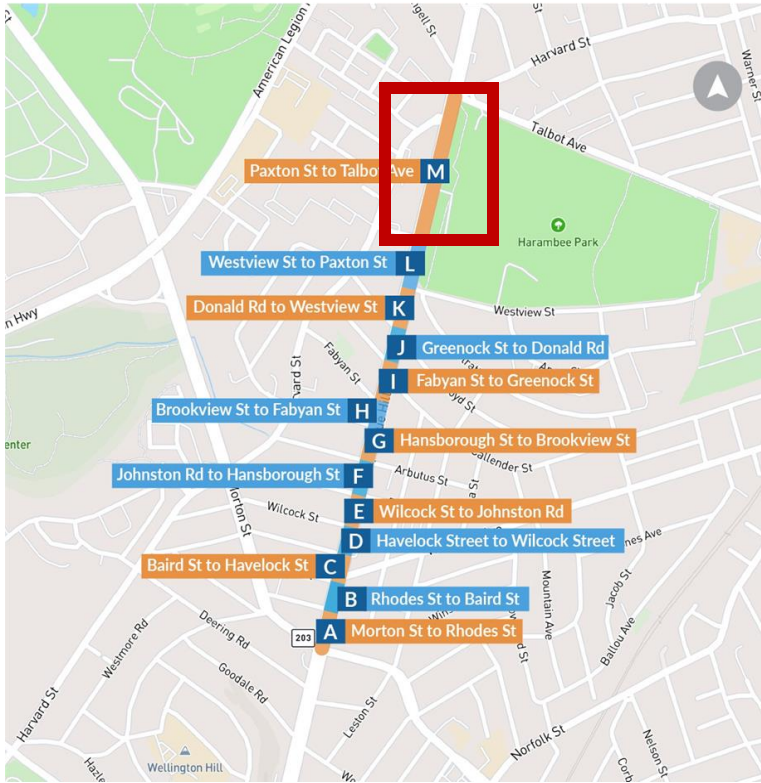
Block by Block Feedback: Donald Rd to Westview St



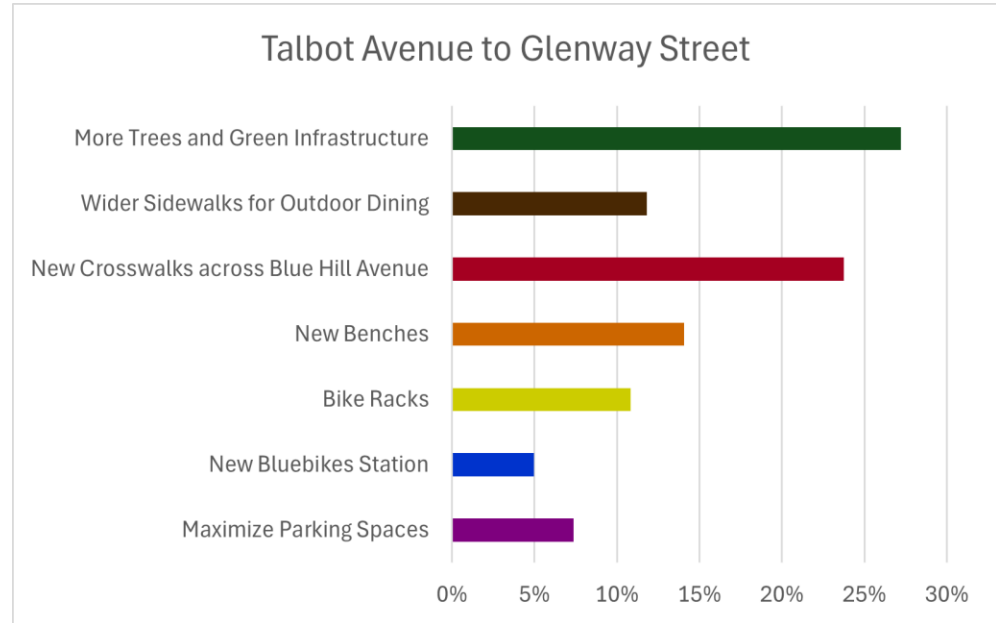
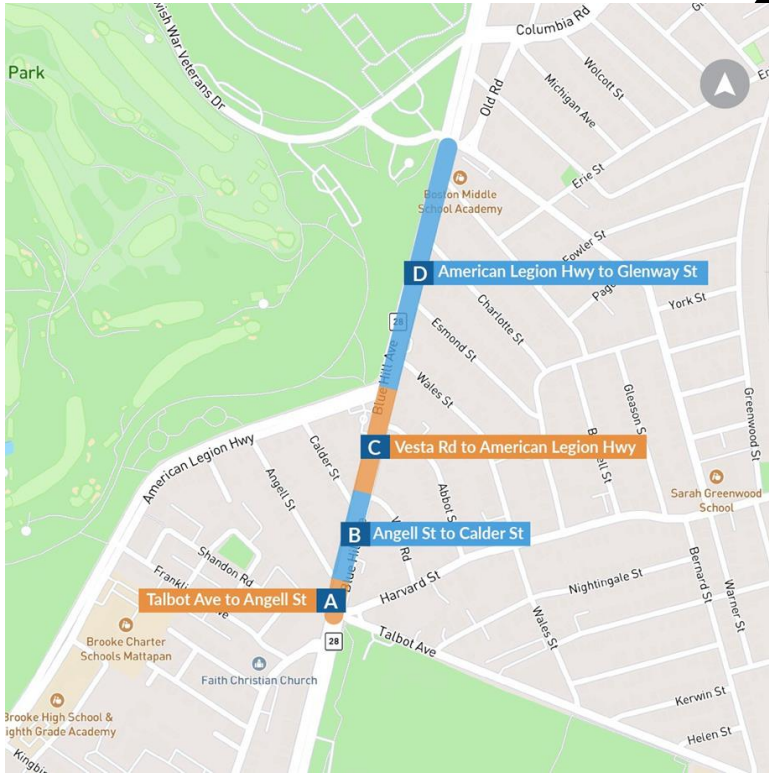
Block by Block Feedback: Westview St to Paxton St



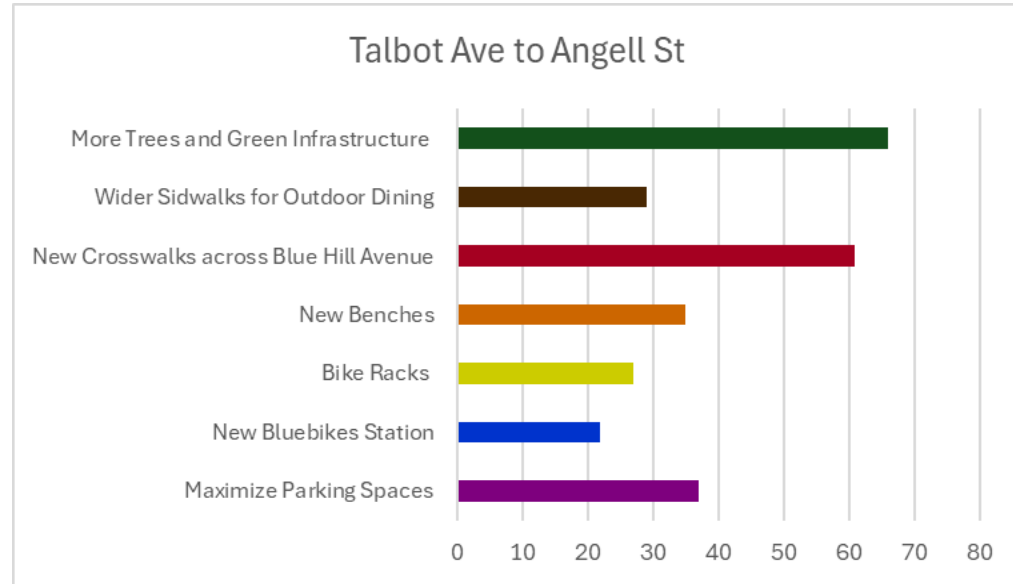
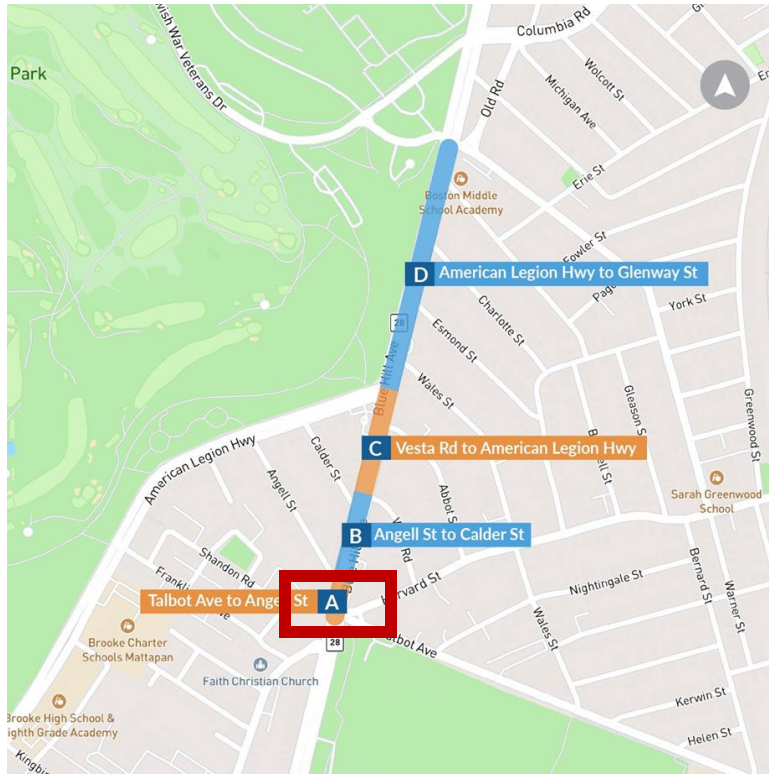
Block by Block Feedback: Paxton St to Talbot Ave



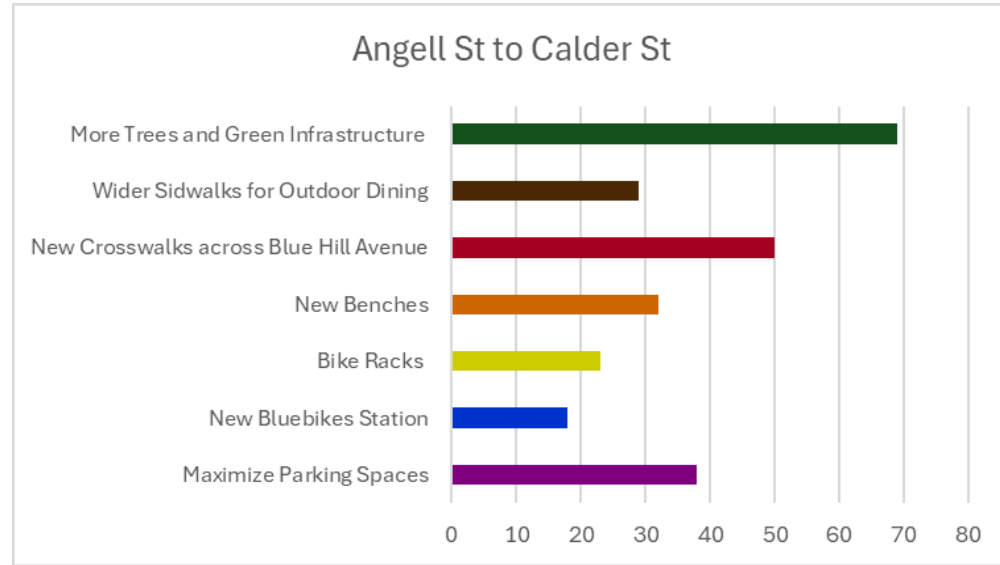
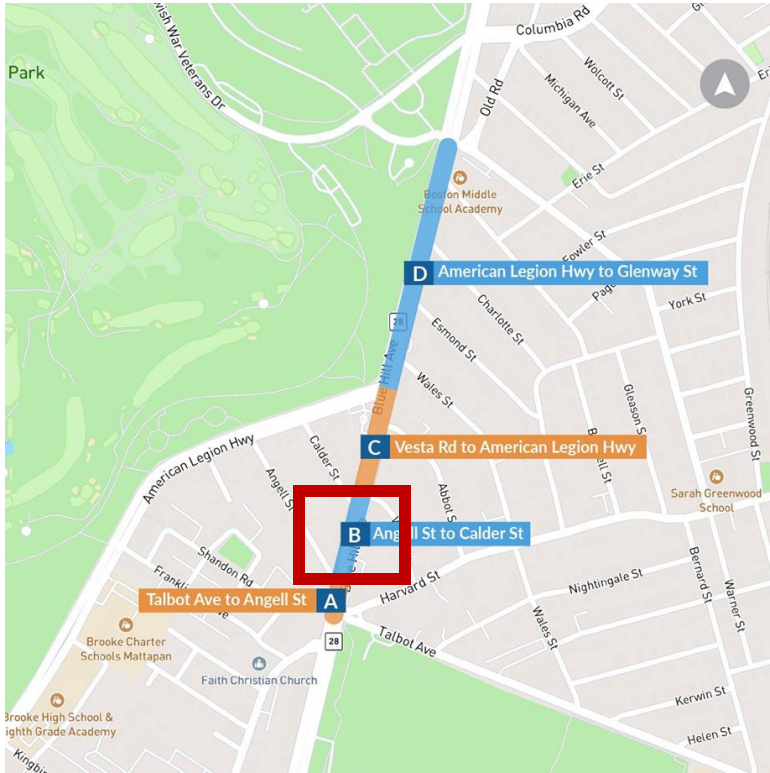
Block by Block Feedback: Talbot Avenue to Glenway Street



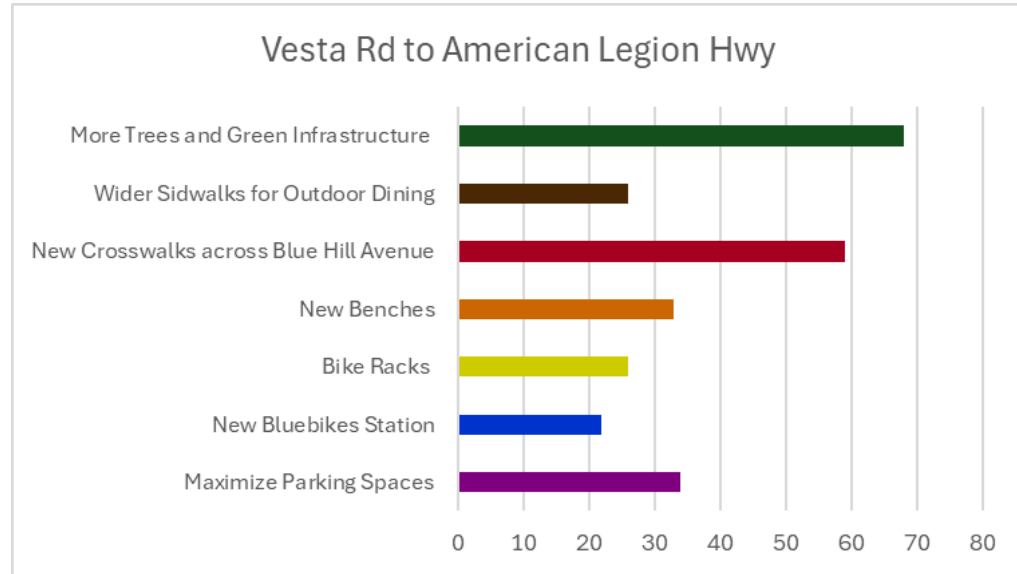
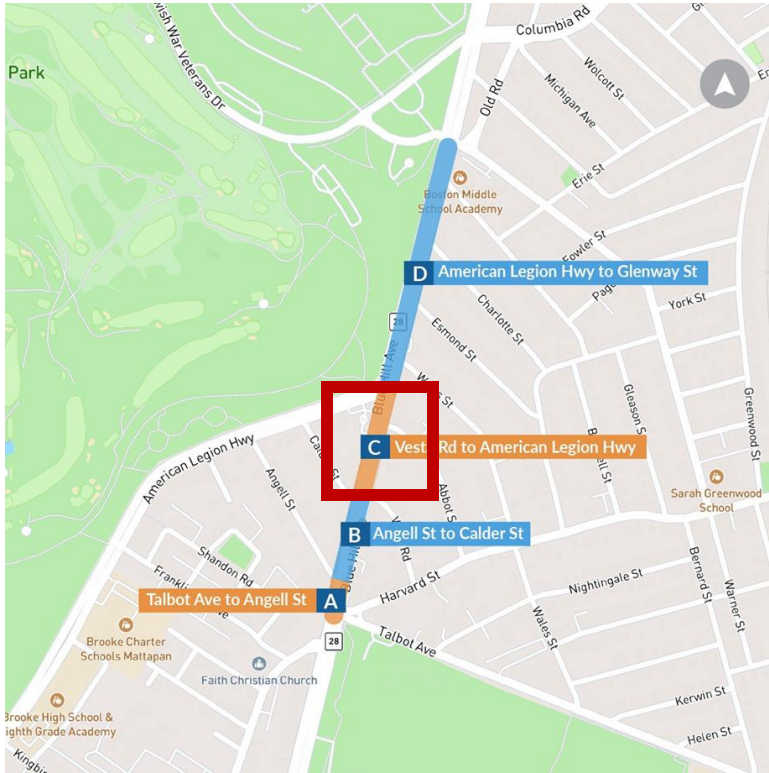
Block by Block Feedback: Talbot Ave to Angell St



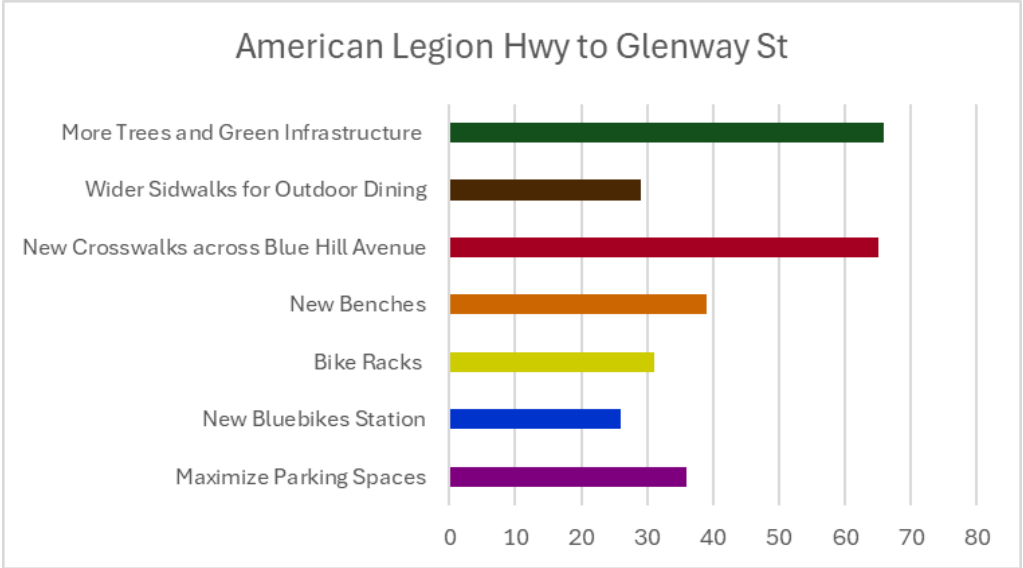
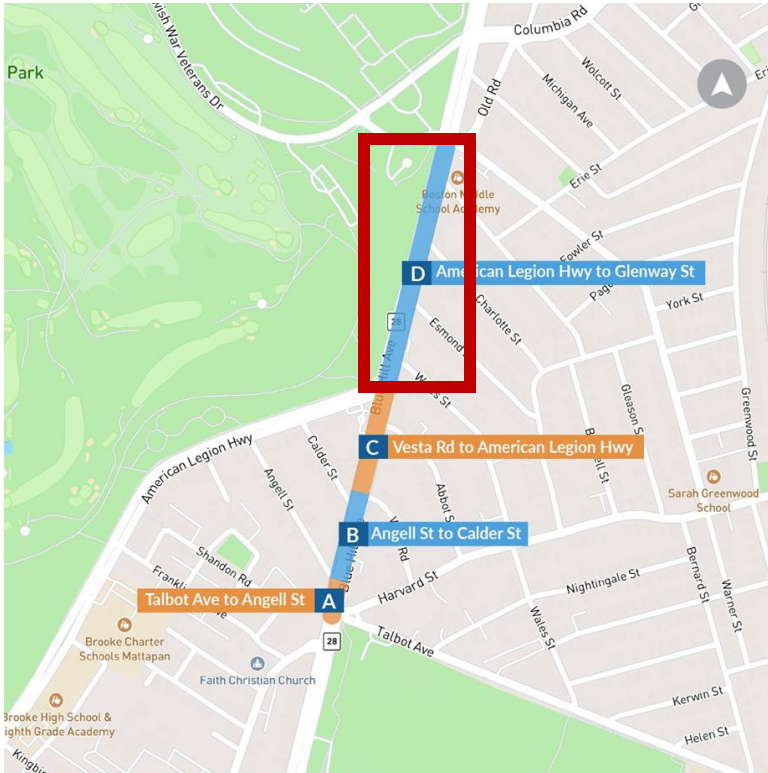
Block by Block Feedback: Angell St to Calder St



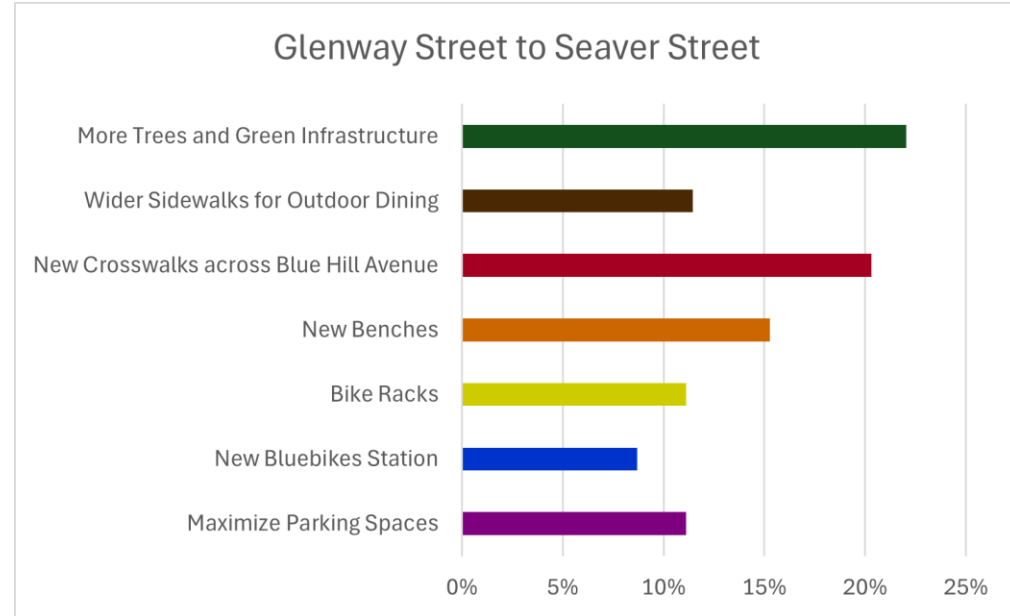
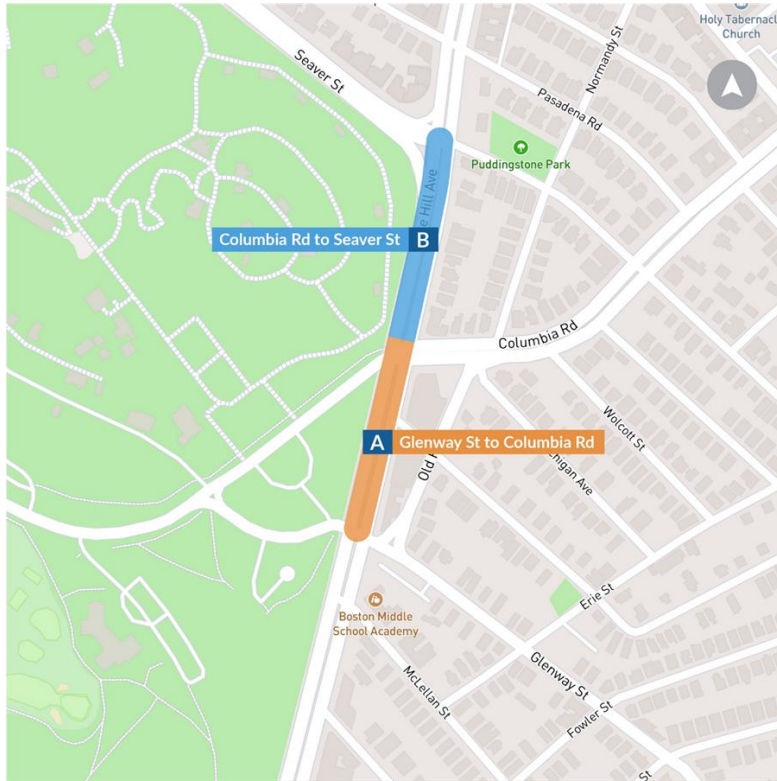
Block by Block Feedback: Vesta Rd to American Legion Hwy



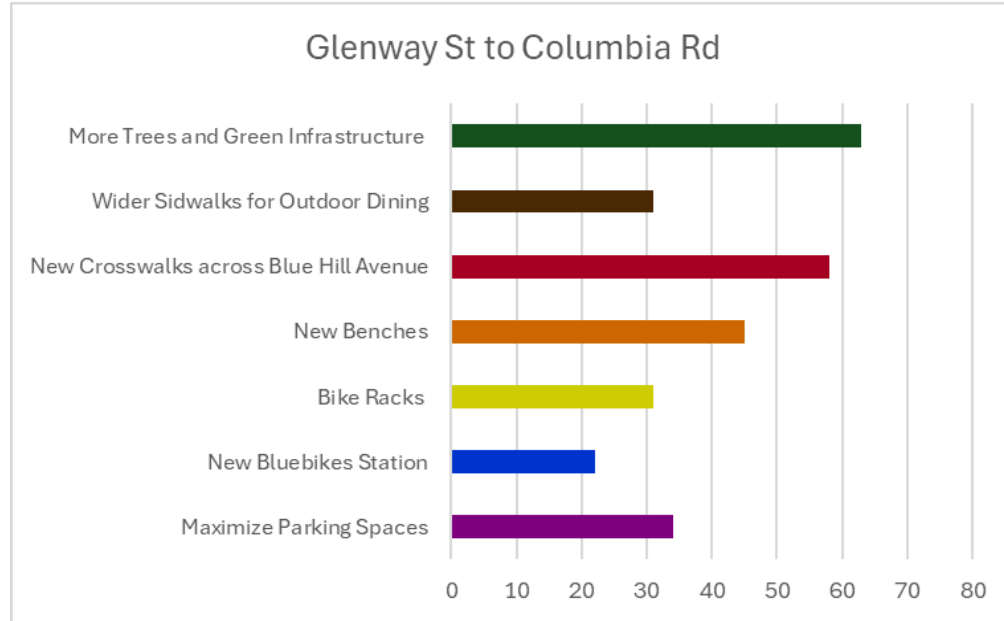
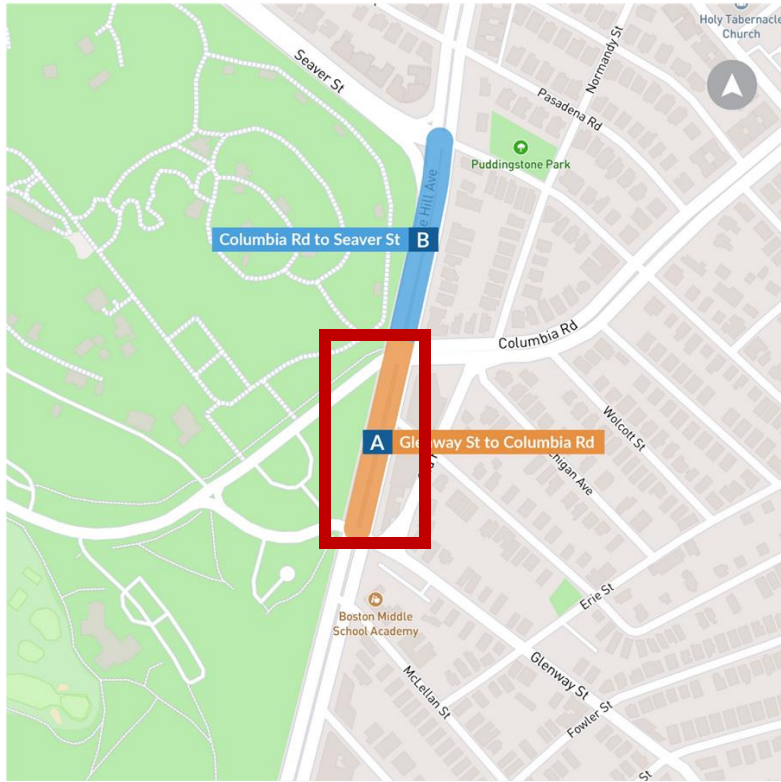
Block by Block Feedback: American Legion Hwy to Glenway St



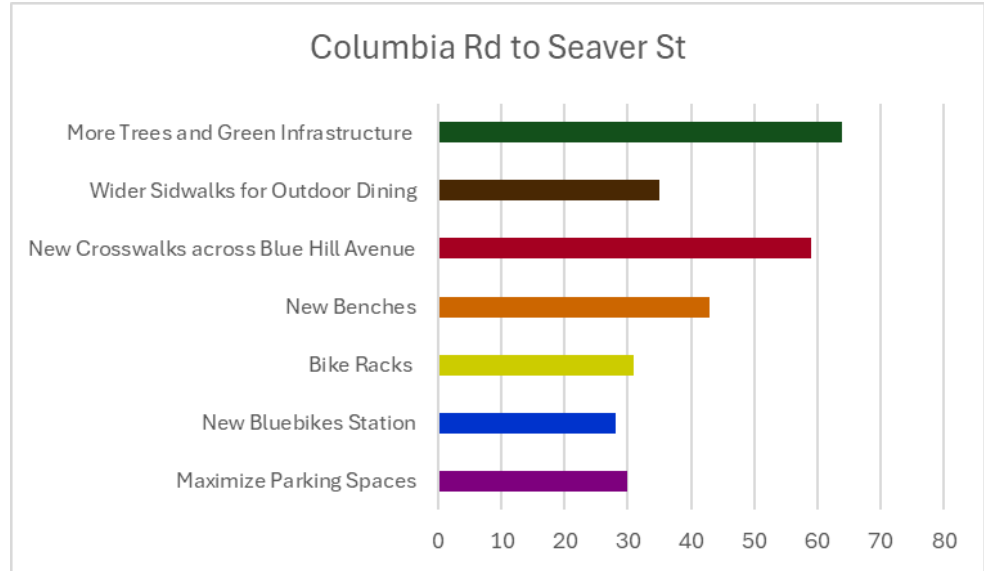
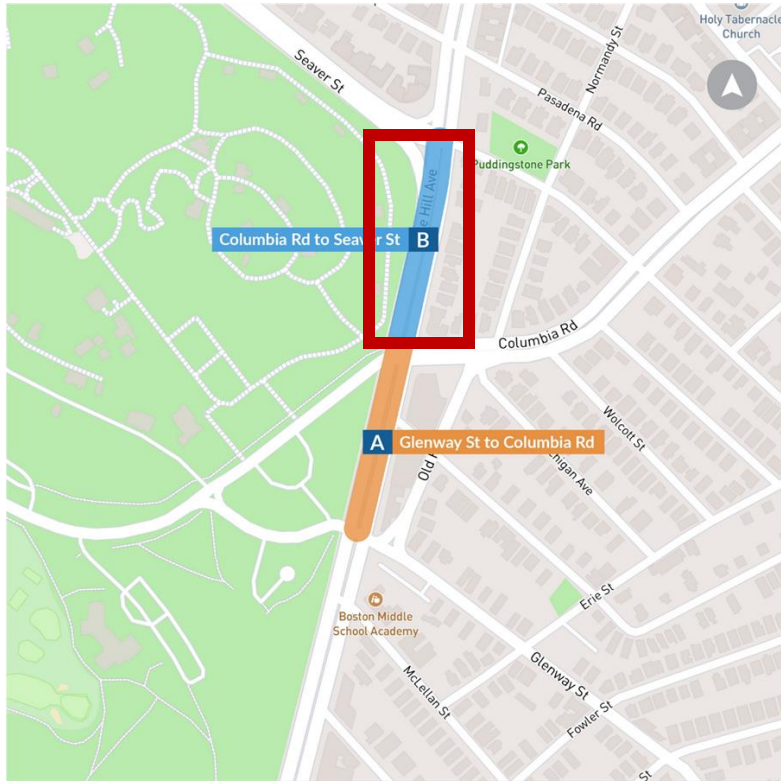
Block by Block Feedback: Glenway Street to Seaver Street



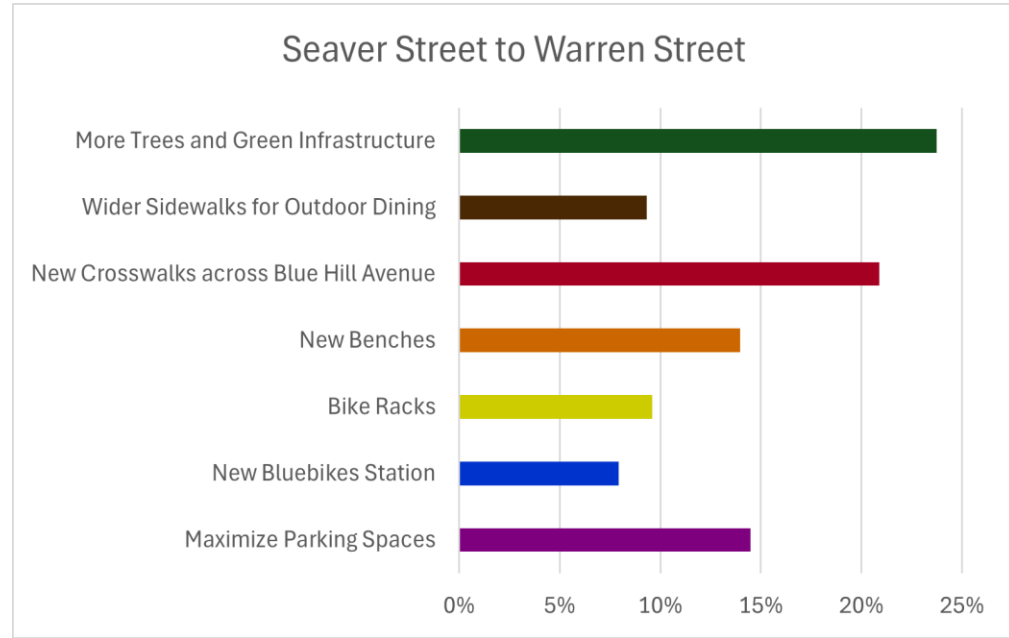
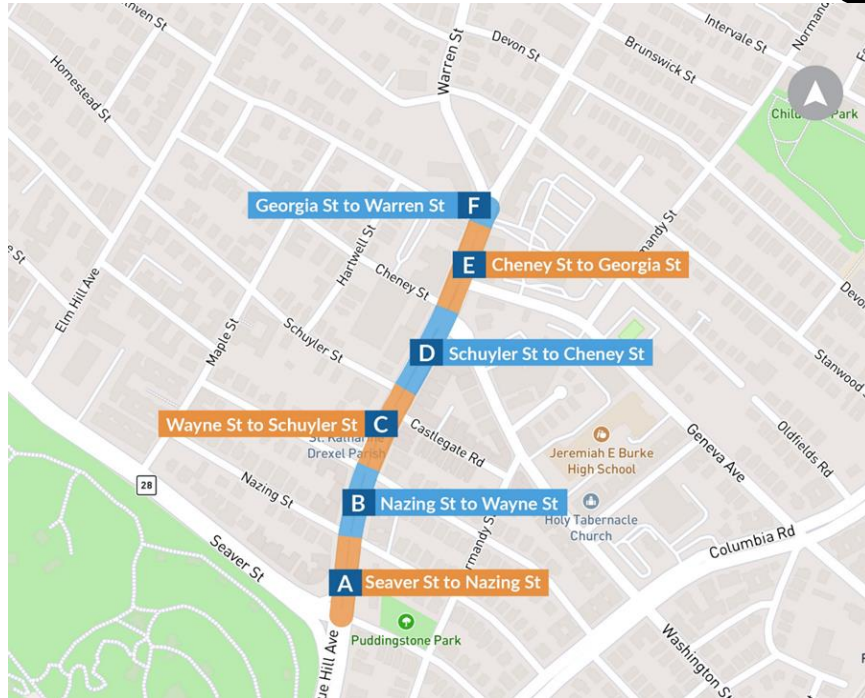
Block by Block Feedback: Glenway St to Columbia Rd



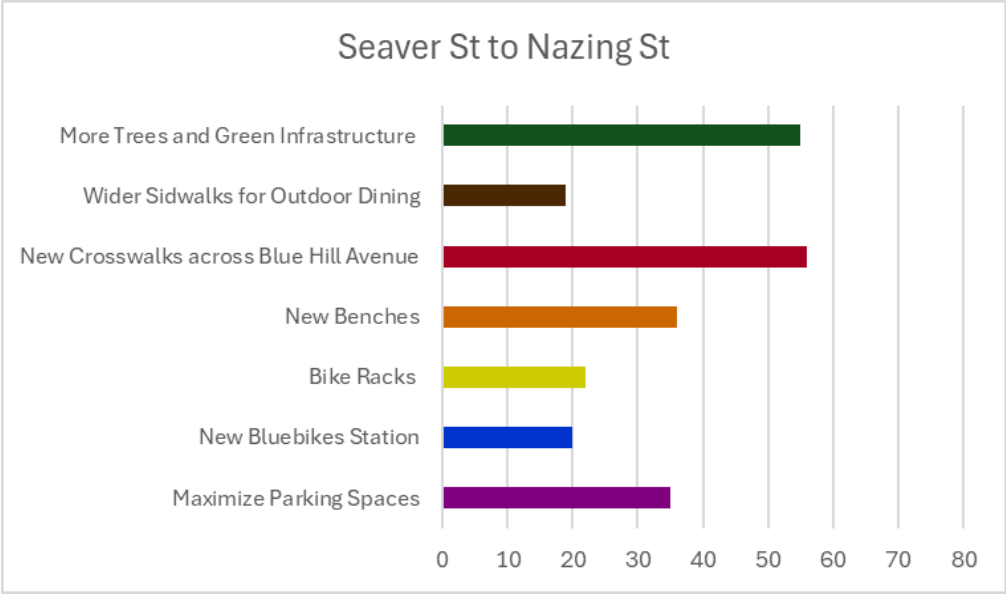
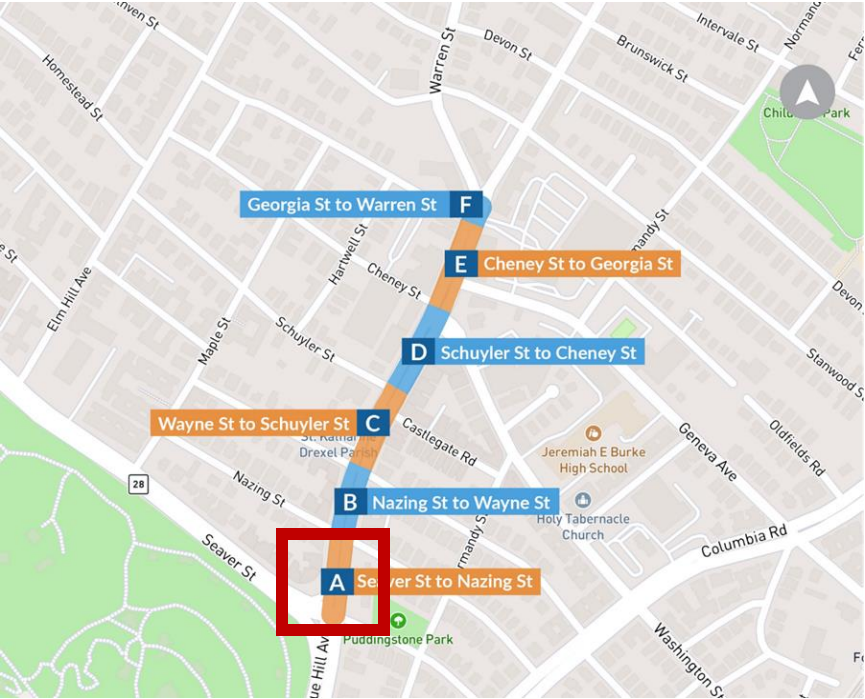
Block by Block Feedback: Columbia Rd to Seaver St



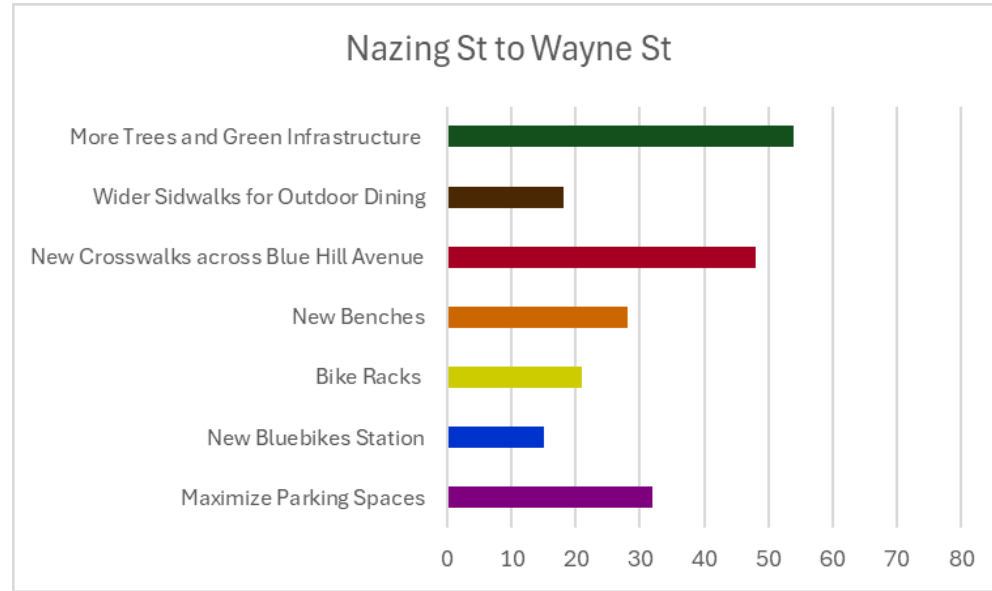
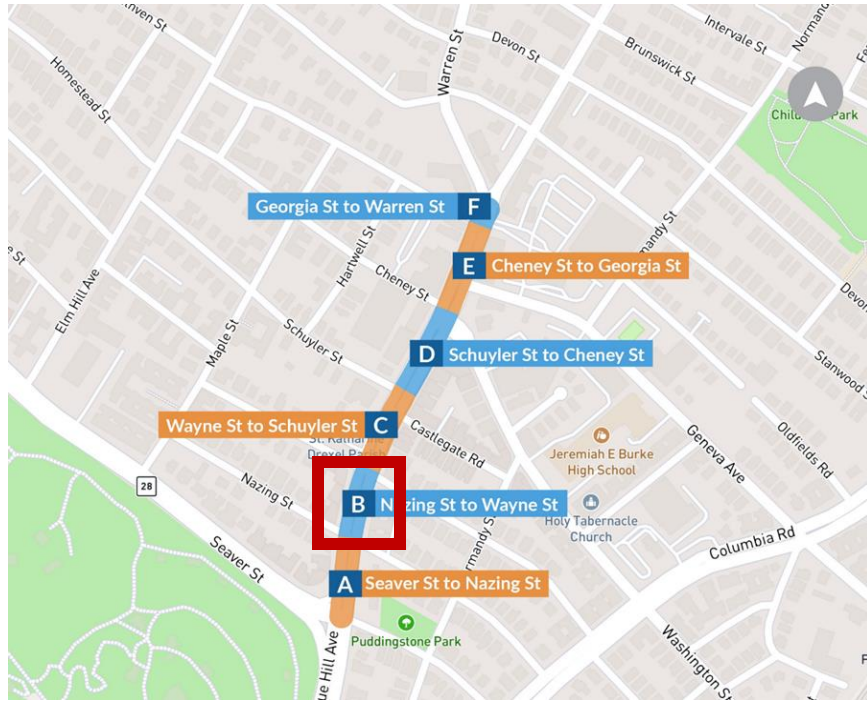
Block by Block Feedback: Seaver Street to Warren Street



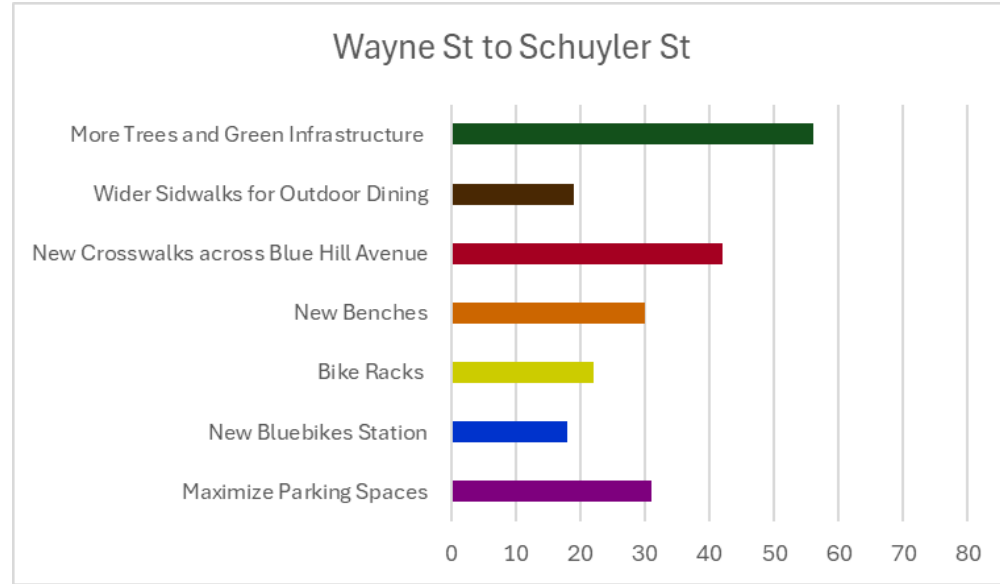
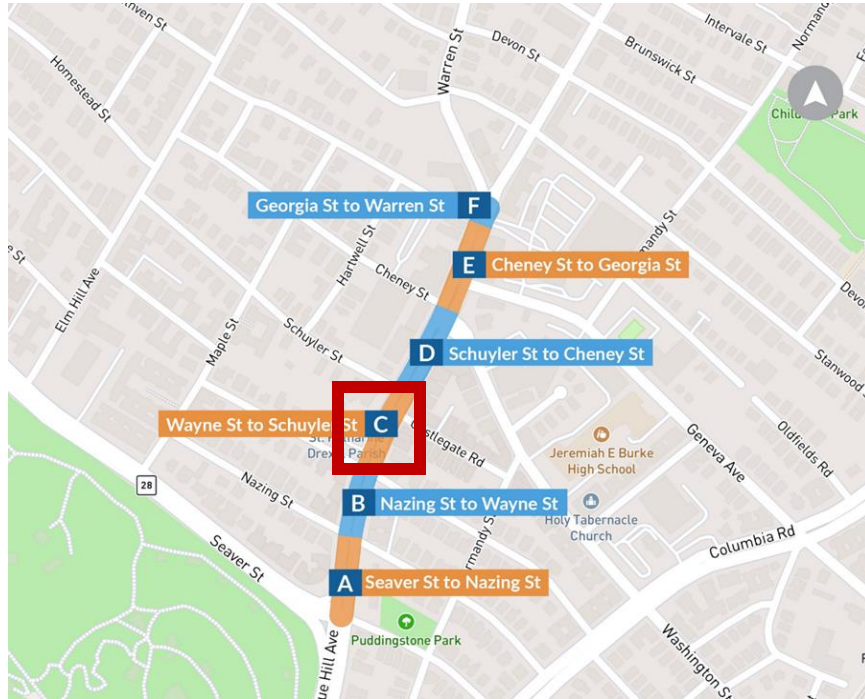
Block by Block Feedback: Seaver St to Nazing St



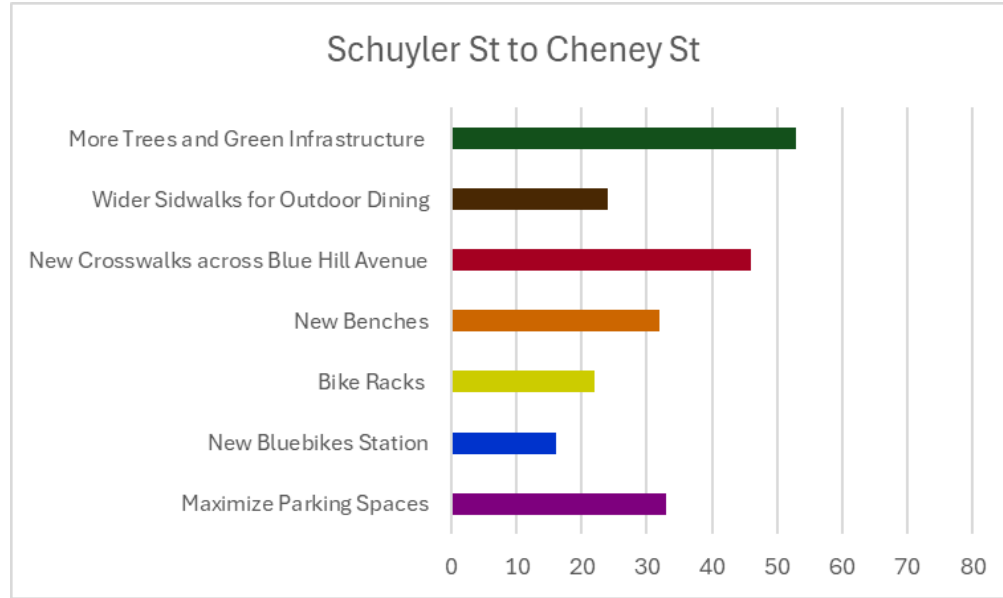
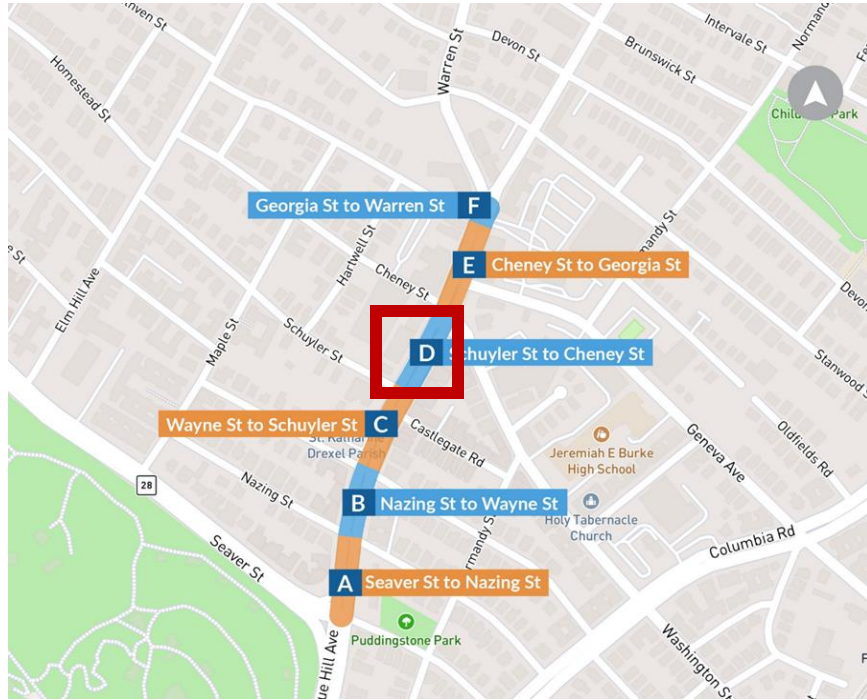
Block by Block Feedback: Nazing St to Wayne St



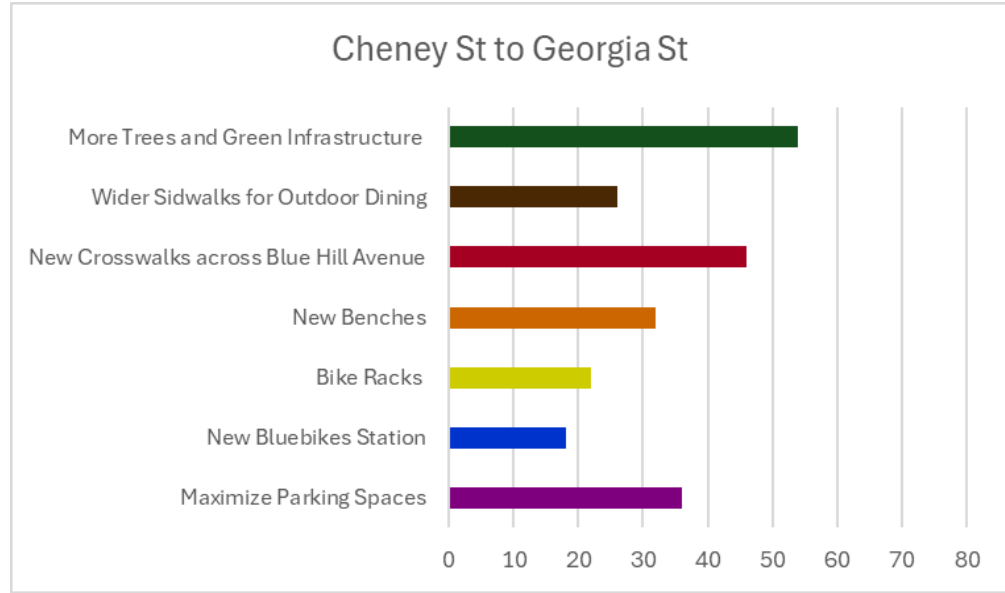
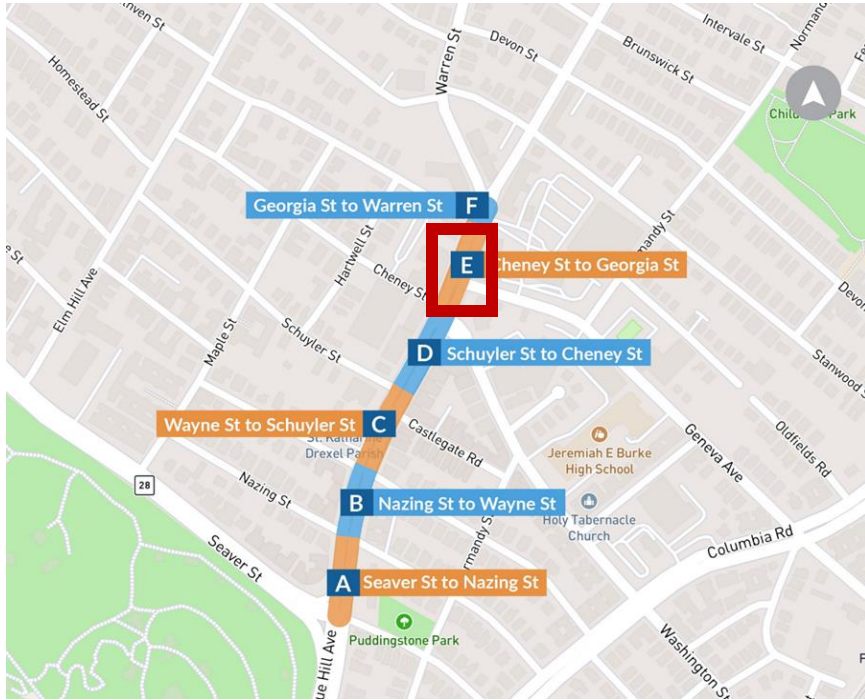
Block by Block Feedback: Wayne St to Schuyler St



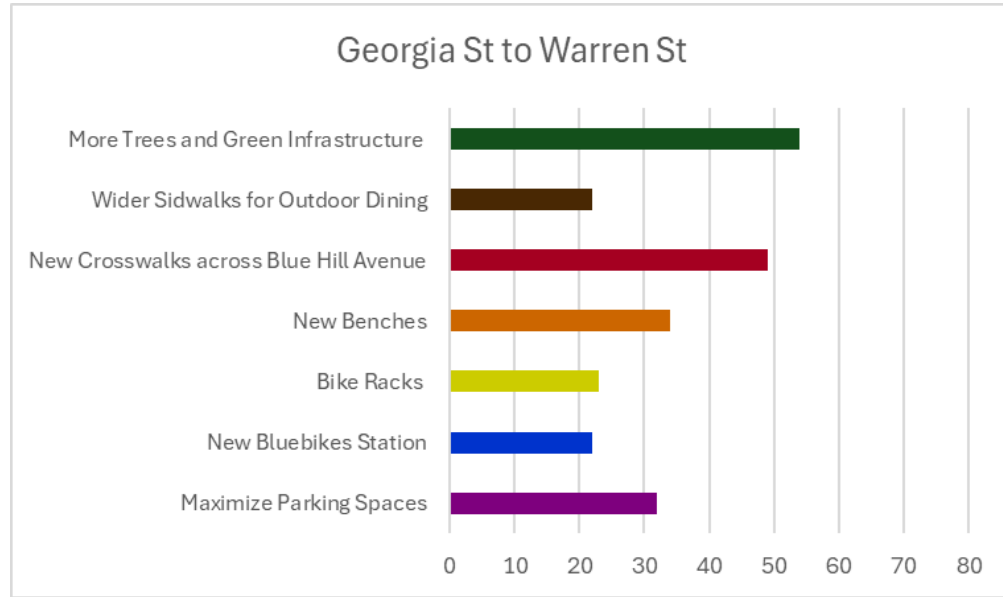
Block by Block Feedback: Schuyler St to Cheney St



Block by Block Feedback: Cheney St to Georgia St



Block by Block Feedback: Georgia St to Warren St

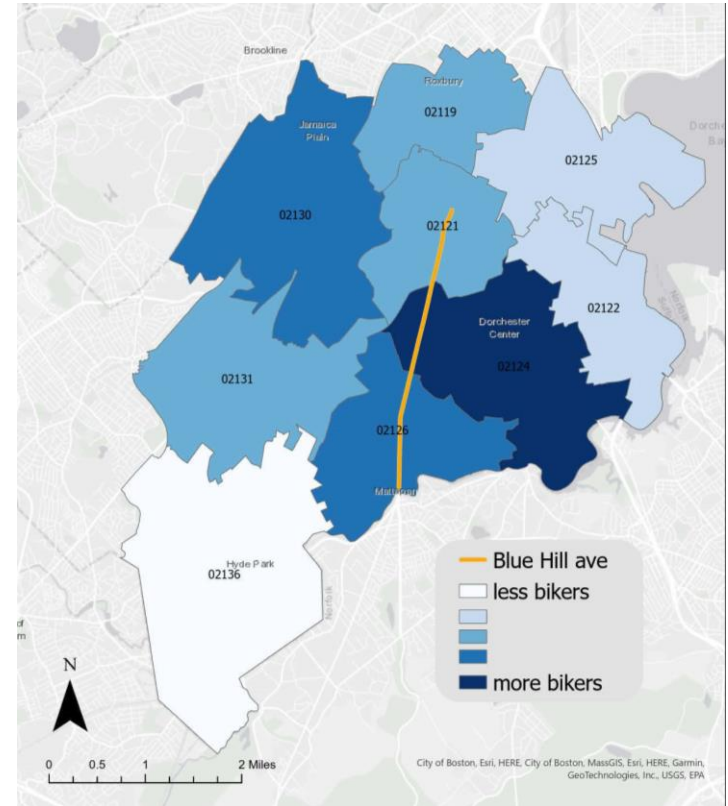


Biking Destination Feedback

Zip codes of respondents who bike via Blue Hill Ave

Out of the 74 respondents, most bikers come from these zip codes...

- 02124: 15
- 02126: 12
- 02130: 11



Takeaways

Next Steps for Design

- Looking to apply feedback re: new crosswalks, benches, bike racks, new trees, etc. wherever possible.
- Parking: looking to retain as much parking as possible in areas like Talbot Ave, where respondents cited chronic double-parking.
- Bus Stops:
 - As per feedback, exploring platform layouts between Walk Hill and Morton St that balance parking demand and Morton St (Route 21) transfers
 - As per feedback, looking into better connections to Fairmount Line station for Woodhaven St stop and improved connections to Fremont St (+ better access to Ellison Parks Early Childhood Center)
- Multiple sections where respondents expressed desire for multiple improvements that will have trade-offs due to space limitations (For instance, parking vs. sidewalk vs. trees / green infrastructure). Outreach during 15% phase and subsequent phases will ask community members to weigh-in on trade-offs.