

A photograph of a city street scene, likely in Boston, featuring a white and yellow bus with the number 1681 and a 'T' logo. The bus is parked on a street with residential buildings in the background. The image is overlaid with a semi-transparent dark blue filter. A large white letter 'B' with a red horizontal bar is positioned on the right side of the image.

# Hyde Park Avenue Multimodal Corridor

*Community Open House - December 11, 2024*

## **Tonight's Presenters:**

**Matt Moran, BTD Transit Team**

**Tyler Lew, Project Manager**

**Preston Buehrer, Toole Design**

## **Our Team:**

**Boston Transportation Department**

**Boston Planning Department**

**MBTA**

**Toole Design**

**WELCOME! Here is the Agenda for tonight:**

**Presentation** **30 Minutes**

- Hyde Park Avenue Early Action Updates
- Hyde Park Avenue Challenges and Path Forward

**Q and A** **10 Minutes**

**Open House** **80 Minutes**

**This meeting is geared towards the Northern section of Hyde Park Ave, from Forest Hills Station and Arborway to Metropolitan Ave.**

**There will be a separate meeting in Winter 2025 to discuss areas south of Metropolitan Ave.**

**We will be back to discuss this section further in late Winter 2025.**

## Forest Hills Station

Old and New  
Stations from  
October 1987



*Jamaica Plain News*



# Early Action Update

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## What We've Done So Far

- **Additional Daylighting**
  - *Restricted parking at the crosswalk to improve sightlines*
  - *Washington St @ Tower St*
- **Signal Timing Changes**
  - *Exclusive pedestrian phase at Washington St @ Tower St to enable safer pedestrian crossings*



## What We're Looking To Do

- **Assess Implemented Signal Timing and Daylighting**
  - *We want to make sure what we've already done is effective*
- **Explore adding new signal heads**
  - *At Arborway @ Washington St*
  - *At Arborway @ South St*



## What We're Still Evaluating

- **Additional daylighting**
- **Some of the community suggestions**
  - *Additional stoplight and curb extensions are still TBD*
- **Targeted enforcement of blocked areas**
- **Additional coordination**
  - *We are waiting for ongoing MBTA investigation to conclude*



# Project Background

The Hyde Park Avenue Multimodal Corridor was **originally a community driven project, starting in 2019.**

A lot has happened since then, and we are revisiting this project.



- **Go Boston 2030**

- Policy: Ensure that bus routes with the highest ridership operate more effectively
- Project: HPA identified as a Walk- and Bike- Friendly Main Street

**Crosstown**

## Bus Service Reliability Improvements

Ensure that each of the 30 bus routes with the highest ridership operate more effectively

**Policy Score**

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

Identified on the ballot as an Early Action commitment

### Policy Description

In 2013 and 2014, the 15 bus routes in the MBTA system with the highest ridership were the focus of a project to consolidate stops and develop a schedule with more frequent service, "with buses arriving every 10 minutes or better during weekday peak periods, every 15 minutes or better during weekday midday, and every 20 minutes or better during off-peak periods." Now, these bus routes, along with the next 15 busiest, will be the focus of further improvements including exclusive bus lanes where there is a segment of particularly high ridership and a high frequency of buses, off-board payment or another system that allows for all-door boarding, signal priority when buses run behind schedule, and better bus stops.

### Benefits and Issues Addressed

While buses have to stop regularly on a route to serve passengers effectively, they should remain an efficient and reliable way to travel through the city. Improving the boarding process and helping buses advance past other vehicular congestion will mitigate the two most common types of existing delays that plague essential MBTA routes now serving neighborhoods with little or no subway service. Though all buses should provide excellent customer service, be safe and comfortable, and meet the needs of people with disabilities, improvements to 30 routes with the highest ridership will make a significant impact on transit reliability and use.

### Implementation

**Approximate Cost:** TBD  
**Potential Funding Sources:** MassDOT/MBTA for construction with City capital plan for street design  
**Who's responsible:** MassDOT/MBTA and BTJ  
**Time Frame:** Ongoing  
*Construction and improvements for Key Bus Routes was completed in 2014, with the exception of minor adjustments, using a \$10 million grant from the American Recovery and Reinvestment Act. (MBTA, April 2015)*



These 15 routes are part of the existing Key Bus Route program.

### Best Practices

Select Bus Service is a system of key bus routes in NYC that have been (or will be) improved using more frequent service, fewer stops, off-board fare payment, real time arrival signs, signal priority, and bus lanes. [web.mta.info/mta/planning2014/](http://web.mta.info/mta/planning2014/)



Image Source: [www.nyc.gov/html/btj/html/routes/34th-street.shtml](http://www.nyc.gov/html/btj/html/routes/34th-street.shtml)

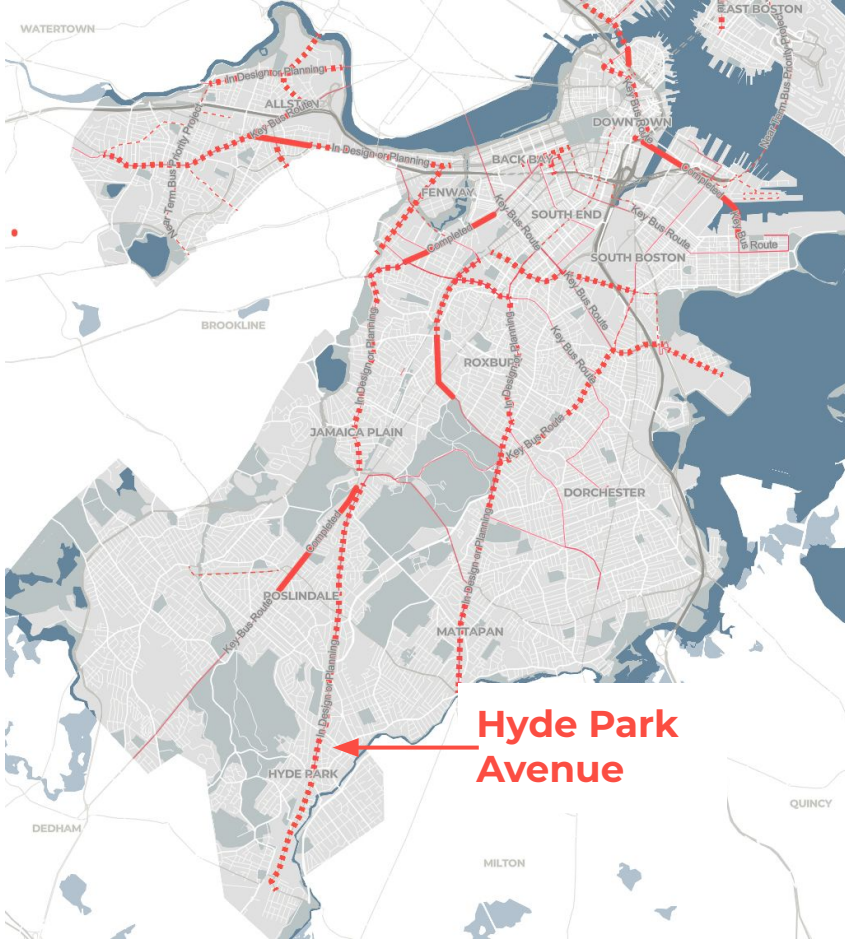
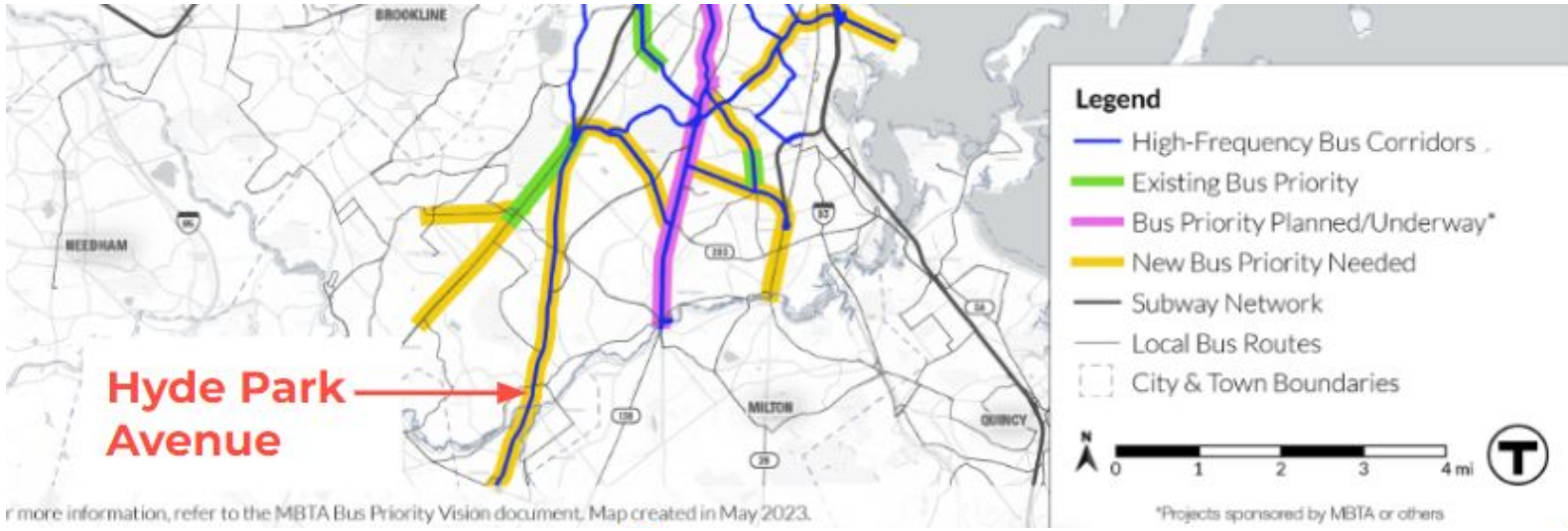
### Public Input

"Keep up bus service during the day so that it's a reliable way to run errands or get to meetings between peak times."

# Planning Background: Boston Bus Priority Network



The Hyde Park Avenue corridor has been **identified as in need of new bus priority** by the City of Boston and the MBTA



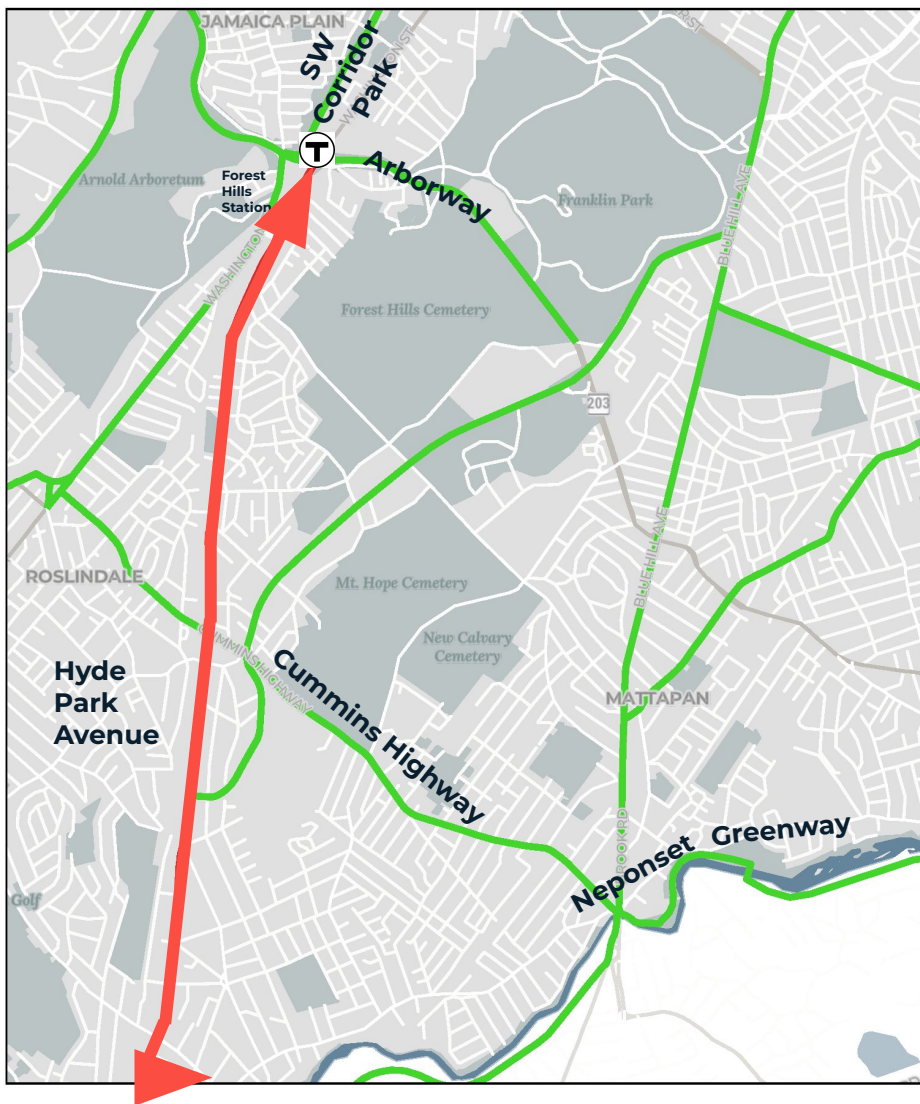
# Planning Background: Bus Network Redesign

## Route 32 Bus



- **Route 32**
  - Current Frequency:
    - **Every 20 min or better**
  - Proposed Frequency:
    - **Every 15 min or better**
  - Re-evaluate short-turn operations at Cleary Square (Dana Ave u-turn)
  - Consider Readville Terminus
  - Designated “T” Route

# Planning Background: Bike Network Planning



Hyde Park Avenue is a **key bike network connection** to:

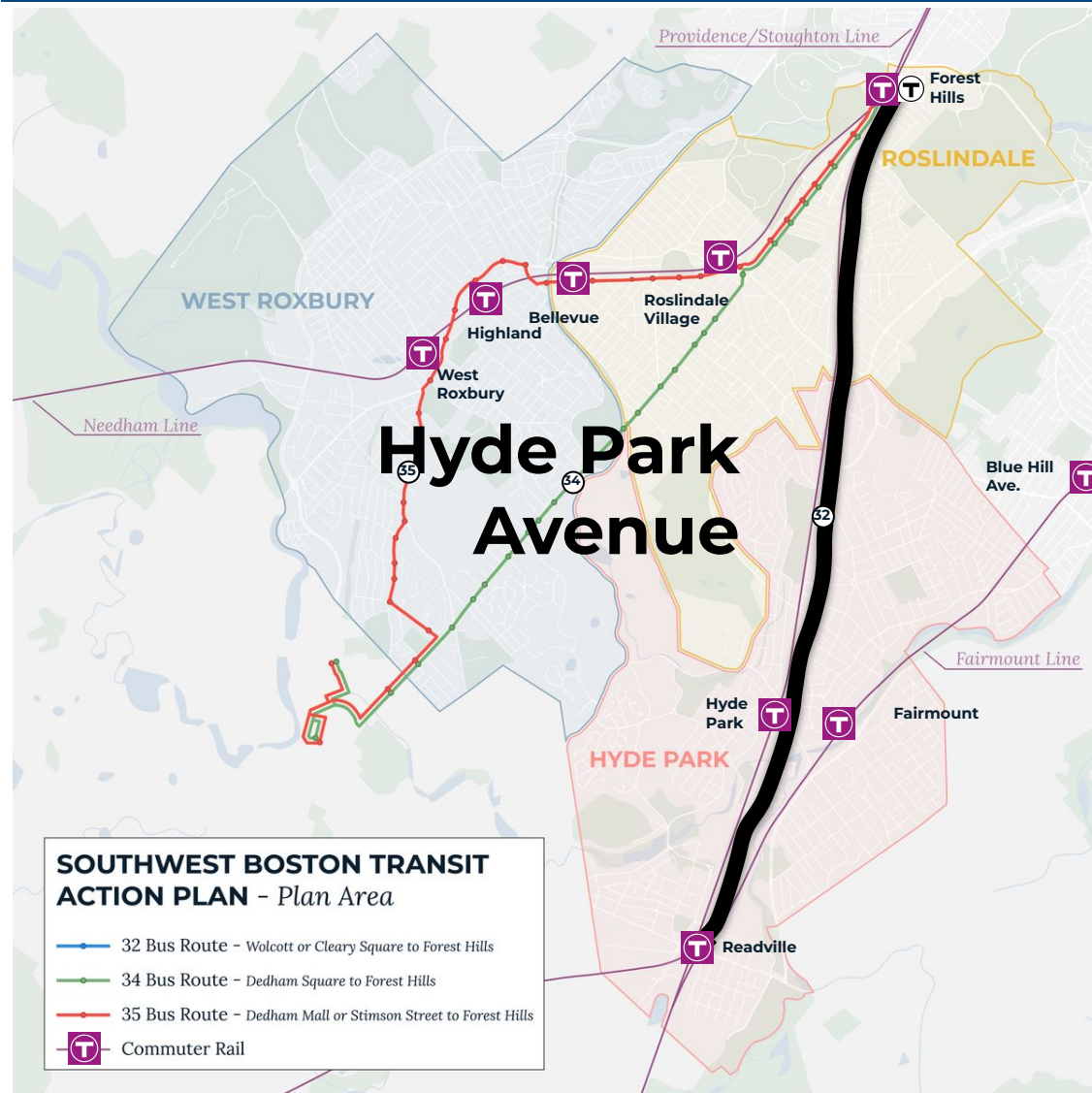
- Forest Hills Station
- SW Corridor Park
- Arborway
- Neponset Greenway via Cummins Highway (currently under construction)

# Planning Background: SW Boston TAP



The Hyde Park Avenue Multimodal Corridor project is now part of the larger **Southwest Boston Transit Action Plan** focused on improving transit service in:

- West Roxbury
- Roslindale
- Hyde Park

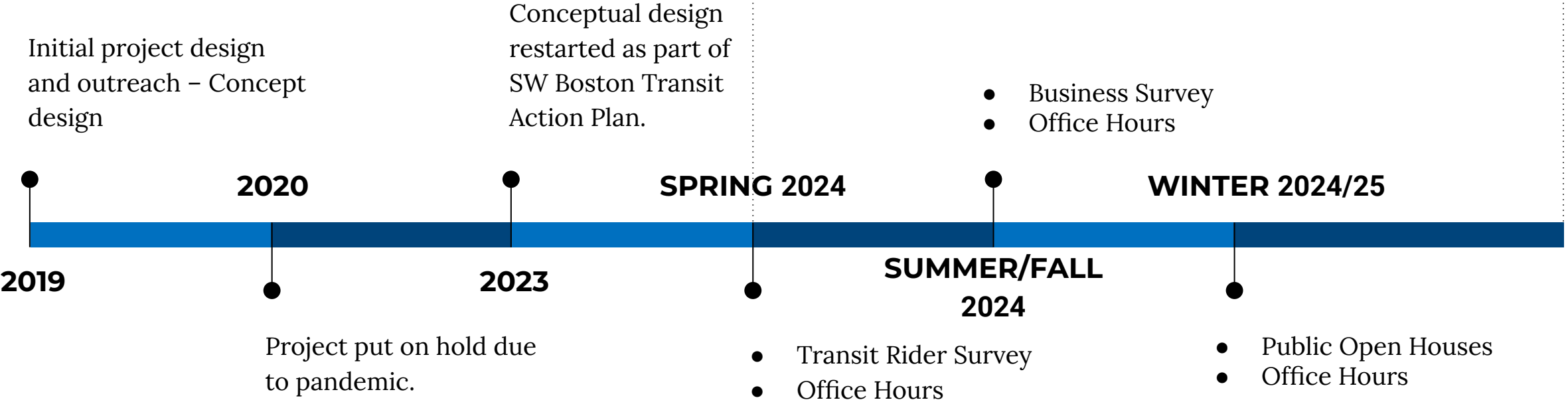




# Project Timeline To Date



## PUBLIC ENGAGEMENT REGARDING OPTIONS





- **Resident Petition Regarding Safety at Forest Hills Station (10/2024)**
  - *700 signatures*
- **Transit Rider Survey (5/2024)**
  - *100 responses*
- **Squares and Streets**
  - *10 events attended*
- **Office Hours (Ongoing)**
  - *40 participants*
  - *Over 10 hours total*
- **Online Newsletter**
  - *150 subscribers*
  - *Monthly Updates*
- **Corridor Business Survey (Ongoing)**
  - *Forest Hills area surveyed*
  - *Cleary Sq area coming soon*
- **ONS and City Councilor Engagement**



- **There are Urgent Pedestrian Safety Concerns**
  - *Concerns about aggressive driving, speeding, red-light running*
  - *Vehicle drivers not yielding to pedestrians*
  - *Focused safety concerns at: Forest Hills Station / Washington Street / Arborway / Walk Hill / Weld Hill / Tower Street / Ukraine Way / River Street*
- **Transit Service Improvements are Needed**
  - *Crowded buses are stressful and discouraging*
  - *Need for improvements to transit reliability and frequency*
  - *Need for transit shelters, schedule and route information*
- **Bicycle Accommodations are Needed**
  - *Bicycling is stressful and unsafe*
- **Vehicle Traffic can be Chaotic**
  - *Double parking creates congestion and frustration*
  - *Turning vehicles create congestion*
- **A Vibrant Forest Hills Neighborhood**



# Existing Conditions

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# Existing Conditions



- **Four Mixed Flow Travel Lanes**
- **No Transit Amenities / Prioritization**
- **No Bicycle Accommodations**
- **On-Street Parking Both Sides**
- **Sidewalks Both Sides**



## How Many People Travel along Hyde Park Avenue Today, and in What Mode?

**7,000** Riders per day on the 32 bus\*\*

**1,700** Pedestrians per day (in vicinity of Forest Hills MBTA Station)\*

**16,500** Vehicles per day\*

**130** Bicyclists per day (north of Walk Hill Ave)\*\*\*

*Notes: \* Vehicle, pedestrian and bicyclist counts are derived from 12-hour TMCs collected in February 2024.*

*\*\* 2022 transit volume*

*\*\*\*Since there are no accommodations for people on bikes along Hyde Park Avenue these bicyclists are riding in very stressful and dangerous traffic conditions. Bicycle accommodations protected from traffic would attract more people on bicycles.*

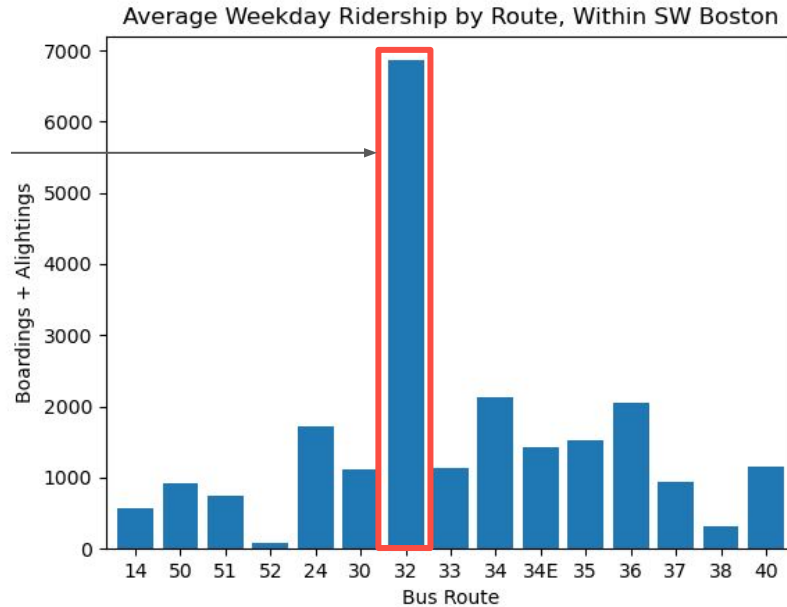
## How Many Weekday Riders on Hyde Park Avenue?

Route 32 ridership has seen large degrees of variance:

- Peaked at **11,000 daily riders** pre-Covid, a top 5 MBTA route
- Current ridership **7,000 daily riders**

BPS also operates a large number of buses along Hyde Park Ave.\*

- Approximately **270 BPS buses per day**
- **2500 students** riding BPS buses



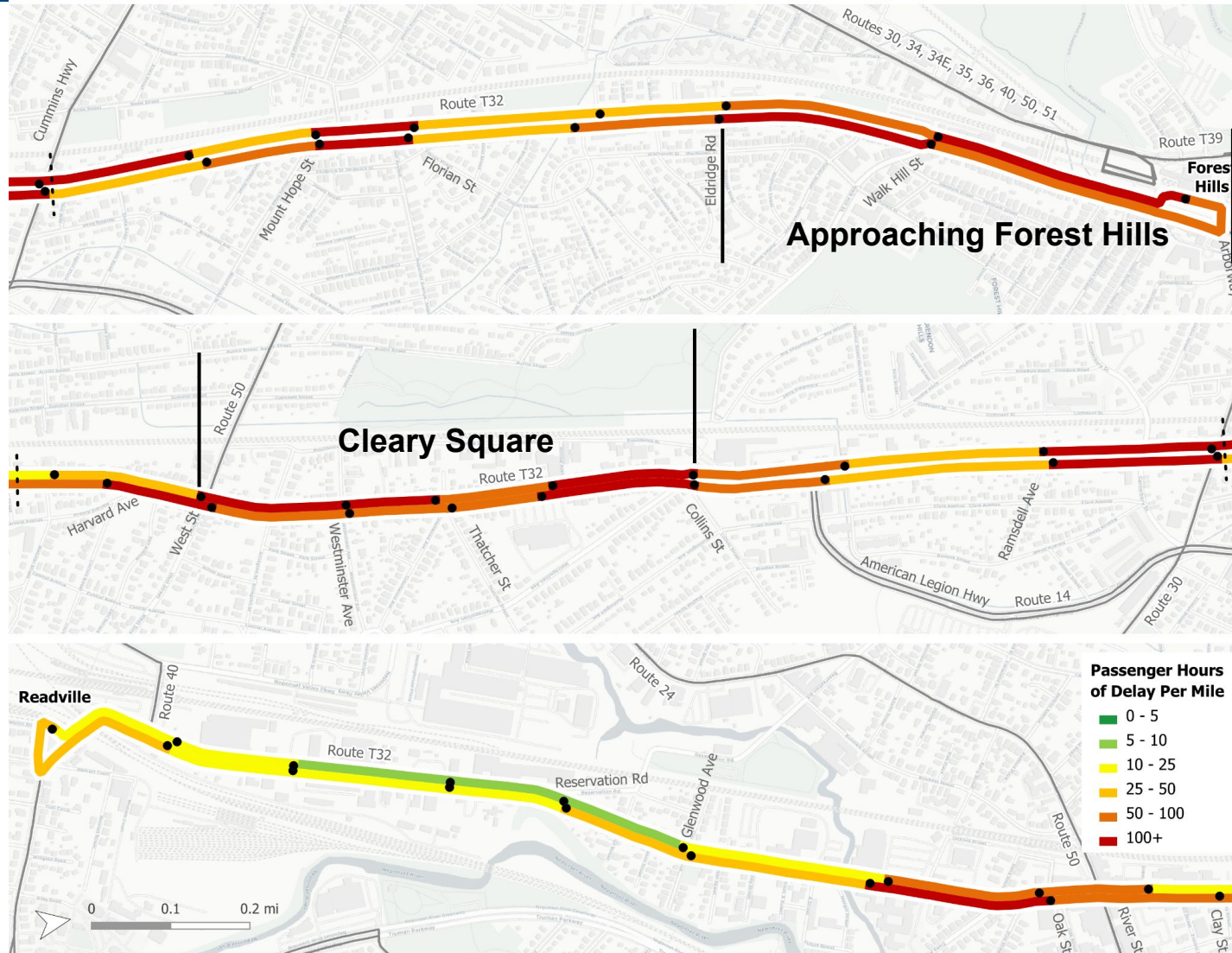
\* Counts from BPS SY23-24. Number of students expected to increase by 500 for SY24-25

# Transit Quality of Service: Pax Hours of Delay / Mile / Day

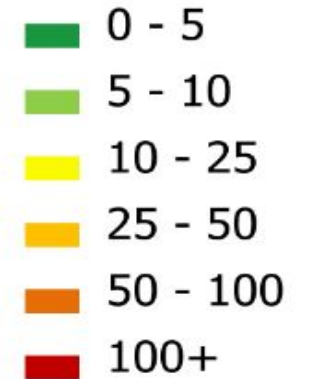
Source: MBTA APC data, Fall 2023



- High ridership on Route 32 despite poor quality of service
- Significant delays in key areas



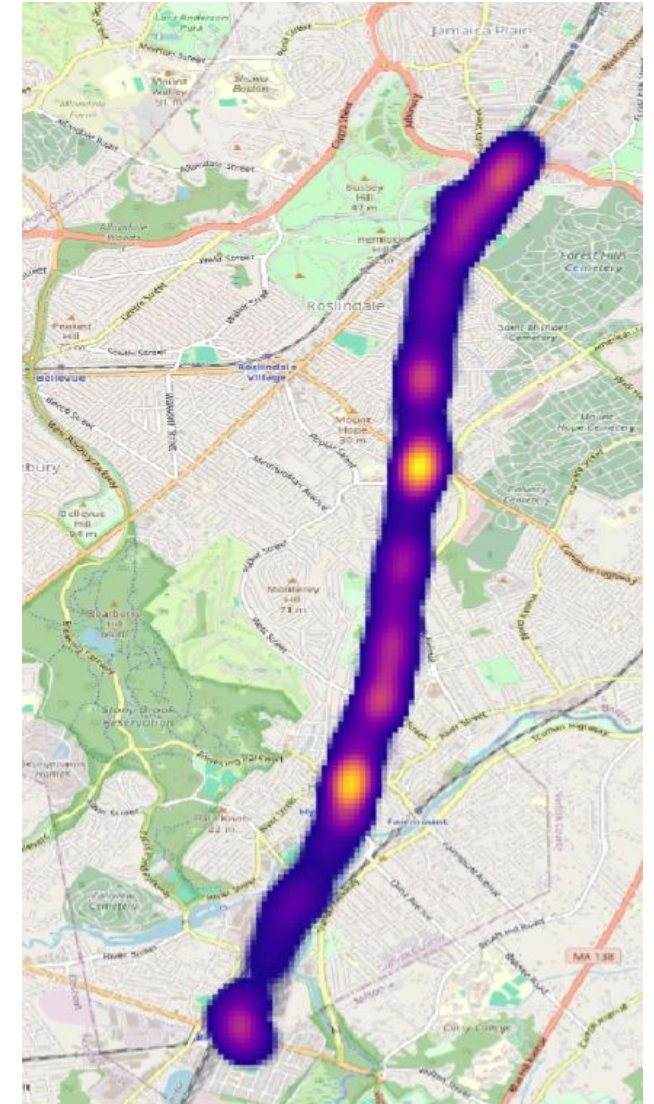
## Passenger Hours of Delay Per Mile Per Day





## Corridor Wide Crashes 2019-2023

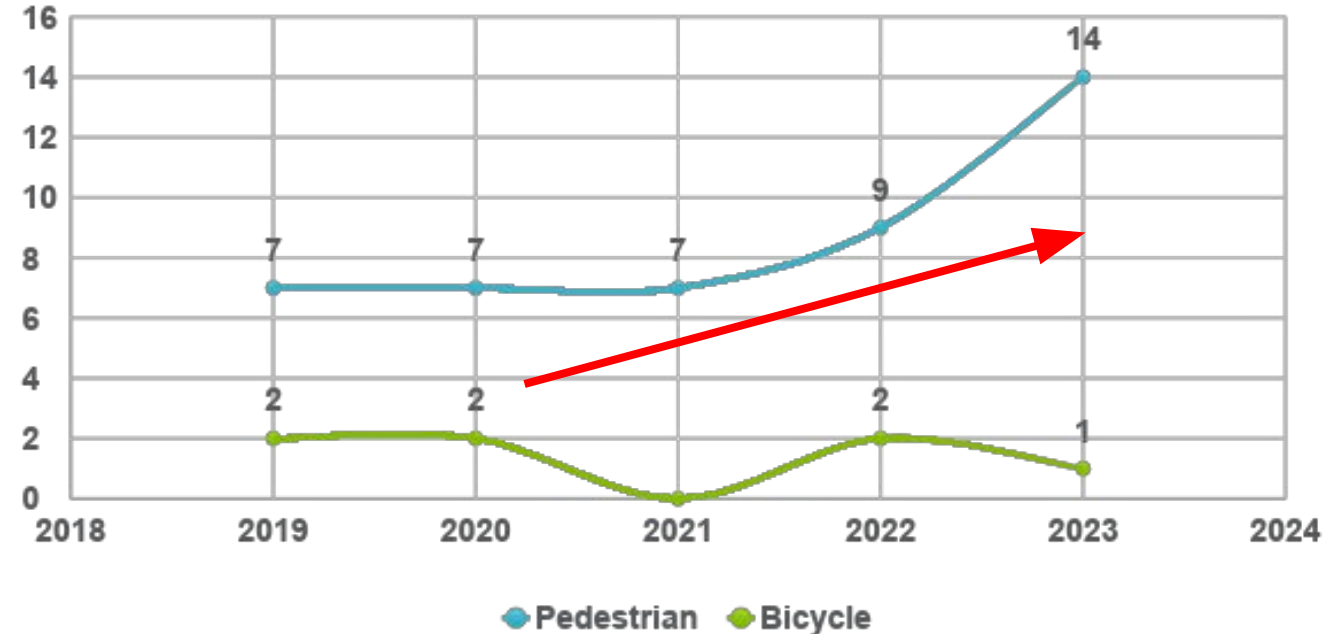
- *There were 376 crashes resulting in EMS calls on Hyde Park Avenue from 2019-2023.*
- *This equates to one crash approximately every 4-5 days.*
- *There are crash hot spots for all users at Hyde Park Ave at Cummins Highway and River Street.*



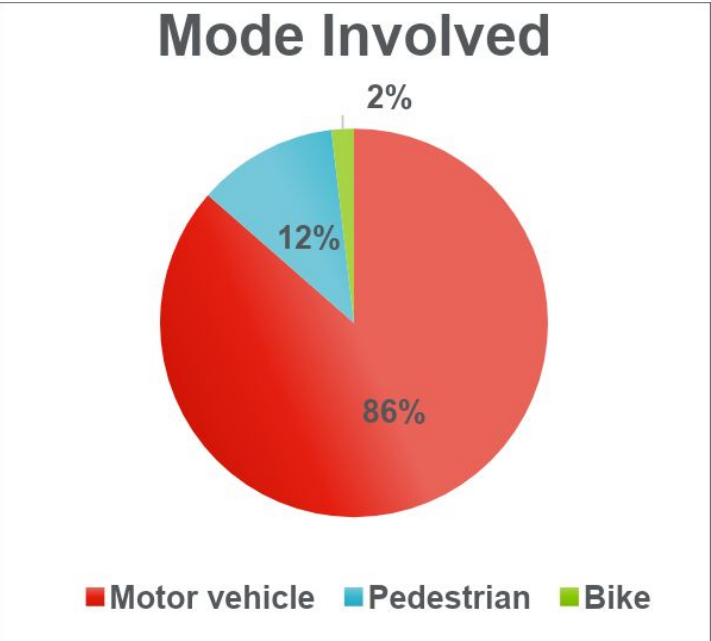
## Vulnerable Road User Crashes 2019-2023

- 14% of crashes involved vulnerable road users (VRUs) (pedestrians and bicyclists)
- VRU crashes typically result in more severe injuries
- VRU crashes in 2023 were 60% higher than they were pre-COVID (2019)

Mode Involved per Year

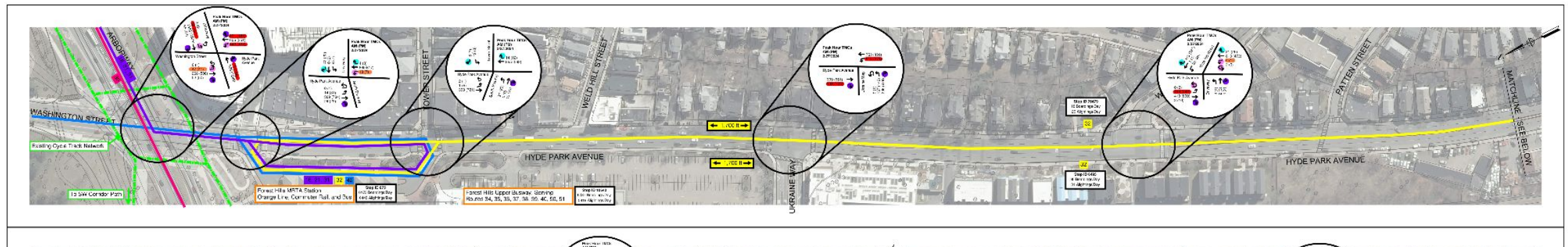


## Vulnerable Road User Crashes



*There are crash hot spots for vulnerable users at River Street, Arlington Street and the Forest Hills Station area.*

- **Traffic Movement Counts (TMCs)**
  - All 18 intersections, collected in 2023 and 2024
  - Paired with queue observations
  - High volume turns reviewed against BTM and MassDOT SBLDG thresholds
- **Average Daily Traffic (ADT)**
  - Historical data, collected at various points with past ~10 years
  - 16,000-19,000 ADT along northern, 4-lane sections
  - 10,000-12,000 ADT along southern, 2-lane sections

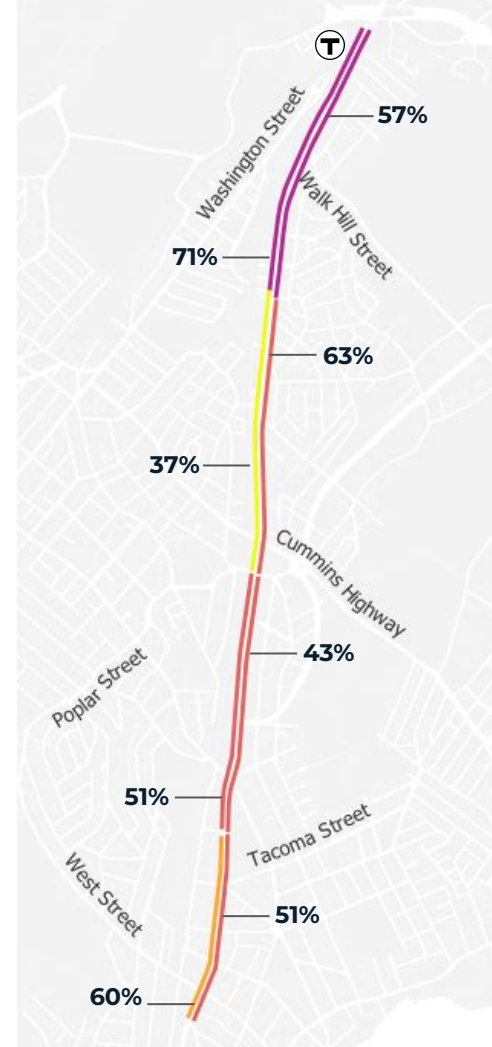


# Existing Parking Usage

## On Hyde Park Avenue between the **Forest Hills MBTA Station and Cleary Square:**

- Weekday **peak parking utilization** ranged from **37% to 71%** calculated on a segment basis.
- **A typical occupancy target is 85%** to reduce the incidence of drivers circling a block looking for parking or undertaking unsafe driver behavior such as double parking.
- The level of parking utilization suggests that **some space set aside for on-street parking can be reallocated** to other users in order to improve mobility along the corridor.

PEAK PARKING OCCUPANCY, March 2024





# Pathway for Design

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- **Getting the Basics Right**
- **Confirmation of the Problem Statement**
- **Confirmation of our Toolkit**

## Evaluate Near-Term Action Items for 2025 Implementation

- Including:
  - *Improved Pedestrian Crossings*
  - *Better Signals*
  - *Additional Signage*
  - *Striping*
  - *Daylighting*
  - *Tree Maintenance*

**Additional coordination with stakeholders**





- **We Know:**

- *Hyde Park Ave is a challenging corridor for pedestrians, cyclists, transit riders and drivers*
- *Transit service improvements are needed on a corridor carrying over 2 million bus riders a year*
- *Vehicle traffic can be chaotic, especially around the major intersections*

- **We Want:**

- *Safer and more pleasant pedestrian and bike experience on Hyde Park Ave*
- *Faster and more reliable bus service on Hyde Park Ave*
- *Improved public realm and more green infrastructure, like street trees, on Hyde Park Ave*
- *Maintained access to commercial areas on Hyde Park Ave*
- *Safer and more predictable driving on Hyde Park Ave*

- **Walking** - Make Walking on Hyde Park Ave more safe, pleasant and accessible
  - *Add more Street Trees & other Green Infrastructure*
  - *Add public realm and placemaking opportunities*
  - *Improve accessibility of sidewalks & pedestrian crossings*
  - *Make intersections better with improved signals, shorter crossing distances, and other safety enhancements*
  - *Provide more pedestrian crossing points at key locations*



- **Cycling** - Make biking on Hyde Park Ave safe and enjoyable
  - *Explore protected bike lanes*
    - *Physical separation from vehicle travel lanes*
    - *Will result in either parking or travel lane reduction*
  - *Explore a two way cycle track*
    - *Physical separation from vehicle travel lanes, inbound and outbound on the same side*
    - *Will result in less parking or travel lane reduction*
  - *Explore bike-specific traffic signals*



- **Transit** - Make riding the bus reliable and quick
  - Explore Center running bus lanes
    - Similar to Columbus Ave
    - Proven time savings
  - Explore Side running
    - Similar to Washington St in the South End
    - Effectiveness reduced by double parking
  - Explore Time limited bus lane
    - Similar to Washington St in Rozzie
    - Will take a parking lane or travel lane for some hours daily
    - Effectiveness reduced by double parking
    - Might mean a bus/bike lane



- **Traffic and Congestion** - Improve safety and predictability for drivers on Hyde Park Ave
  - *Signals and other infrastructure designed to decrease speeding*
  - *Intersection improvements to enhance visibility of pedestrians, cyclists, and other vehicles*
  - *Explore infrastructure to ensure predictable travel times and safety enhancements*
    - *Signal timing adjustments to help ensure traffic is flowing efficiently and safely*
    - *Explore adding signal heads to create safer turning movements at intersections with high collisions*
  - *Coordination with enforcement agencies*
    - *Can help move traffic in areas of known high delay*



- **Parking & Loading** - Provide for parking and loading in key locations on Hyde Park Ave
  - *To accommodate safety and transit improvements, some parking will likely be displaced.*
  - *Prioritize parking retention and loading access in key commercial areas where access for businesses is oftentimes key for loading and unloading of merchandise.*



- **What does success look like?**
  - *Narrowing down our toolbox of interventions*
  - *Confirming community priorities*
- **How will we measure success?**
  - *Regular community touchpoints*
  - *Email feedback*
  - *Office hours chats*
- **What are some things that can help us get there?**
  - *Providing feedback tonight*
  - *Sharing this project with your neighbors*
  - *Contacting your City Councilor*

**This corridor is a long and constantly changing one. We need your help determining what to put in the limited space on Hyde Park Ave.**

**After this presentation, please look around the boards and leave feedback at each station.**





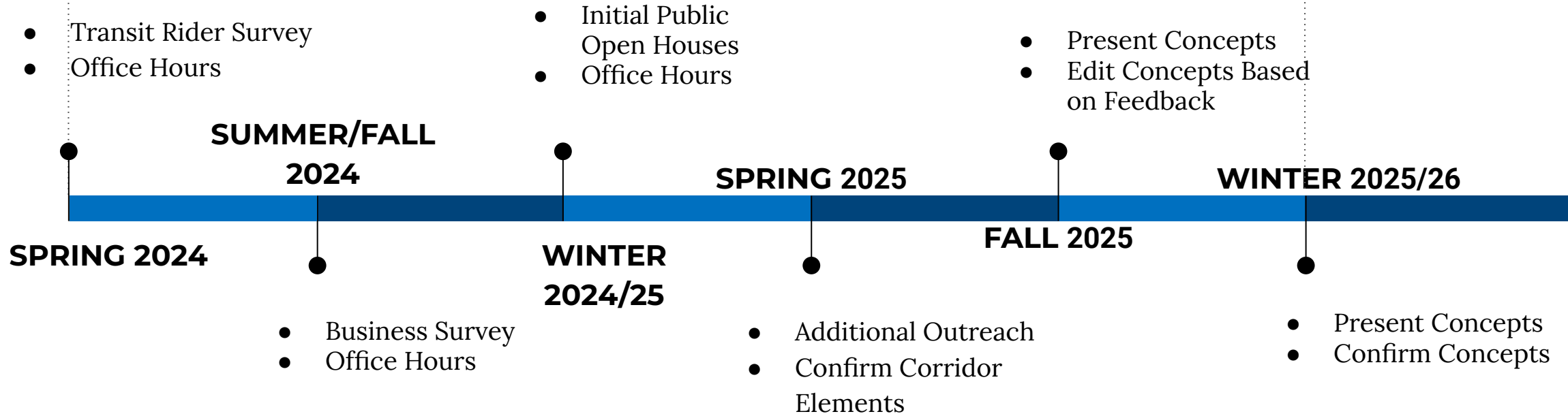
# Next Steps

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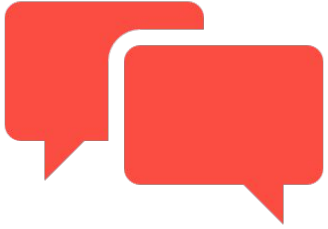
# Project Timeline Looking Forward



## PUBLIC ENGAGEMENT REGARDING OPTIONS



*Dates depicted here are subject to change*



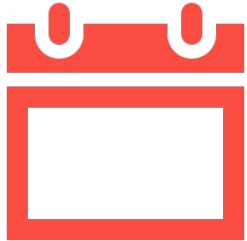
## We Need Your Feedback!

### Review the Boards and Provide Your Comments at Each Station

- Post-It Notes
- Sticky Dots
- Staff Around the Room

### Questions for Each Toolkit Option:

- What do you like about this option?
- What concerns do you have about this option?



**Office Hours:**  
**Ongoing**

**Collect and Respond to Public Comments and Questions  
on Forest Hills to Metropolitan Segment Options:**  
**Winter 2024 - 2025**

**Confirm Modal Priorities for Northern Segment**  
**Spring 2025**

**Present Concepts for Northern Segment (Metropolitan to  
Readville):**  
**Fall 2025**



# Thank You!

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