Pedestrian Environment

1.1 JP/ROX PEDESTRIAN CROSSING IMPROVEMENT PROJECTS

- **Estimated Cost** Low to Medium
- **Estimated Duration** 6 month design + half construction season
- **Shared Goals**

Many locations along residential streets in the project area currently have limited or deficient crosswalks. This project would improve safety for vulnerable pedestrians along streets, prioritizing desire lines for playgrounds, schools, and churches. Crossing improvements can include crosswalks, curb extensions, and raised features; they can also serve as an opportunity for placemaking and stormwater management.

Locations highlighted through comments and sidewalk assessments include:

- Bragdon Street
- West Walnut Park
- Brookside Avenue

1.2 AMORY STREET PEDESTRIAN AND TRAFFIC CALMING IMPROVEMENTS

- **Estimated Cost** Medium
- **Estimated Duration** 1 year design + 1.5 construction seasons
- **Shared Goals**

Sidewalks on Amory Street are narrow and ADA deficient ramps and crosswalks exist in some locations. Vehicular traffic adds to the level of discomfort for those walking along the street, or using it as a connection to transit or the Southwest Corridor Park. These connections provide a natural opportunity for placemaking and slowing traffic to favor more vulnerable users, while maintaining existing capacity of roadway and parking.

Traffic calming could include chicanes, which prevent speeding by introducing an artificial S curve by alternating sides of parking; a combination of raised crossings, in-road pedestrian signage, and curb extensions; locations near the Southwest Corridor Park could be supplemented with placemaking improvements like benches. Beyond the steepest portions of Amory Street, installation of sharrows could also be considered. Traffic calming treatments can also create opportunities for stormwater management, green space, and placemaking.

Bicycle Improvements

2.1 SCHOOL STREET SAFETY IMPROVEMENTS

- **Estimated Cost** Low to Medium
- **Estimated Duration** 6 months design + 1 construction season
- **Shared Goals**

School Street is a vehicular one-way street that serves as a neighborhood connector for all modes, but is too narrow to set space aside for bikes while maintaining parking and school pick-up/drop-off. Introduction of sharrows and accompanying signage that encourage vehicles to share the road, as well as crossing improvements in critical locations, could help promote safety for cyclists, both young and old. Raised crossings, curb extensions, and introducing any missing crosswalks are also part of the toolbox that could calm traffic. Additionally, providing a bike box with reduced parking and curb extension at the intersection with Washington Street could help cyclists traveling uphill into heavier traffic and improve sight lines.

2.2 CONTRAFLOW BICYCLE LANE ON BOYLSTON STREET

- **Estimated Cost** Low
- **Estimated Duration** 1 month design + 1 month construction
- **Shared Goals**

Boylston Street is a one-way street in the westbound direction and connects directly to Stony Brook Station, making it a strong desire line for people on bicycles going east towards Washington Street from the Southwest Corridor. A contraflow bicycle lane could allow cyclists to travel east from Stony Brook Station without going far out of their way, reducing dangerous wrong-way riding and providing designated space so that cyclists can proceed up the hill without vehicle encroachment. Parking would need to be removed on the eastbound side of the roadway to accommodate the contraflow lane and prevent conflict with parked vehicles.

2.3 WASHINGTON STREET BIKE ACCOMMODATIONS

- **Estimated Cost** Low to Medium
- **Estimated Duration** 3 months design + quarter construction season
- **Shared Goals**

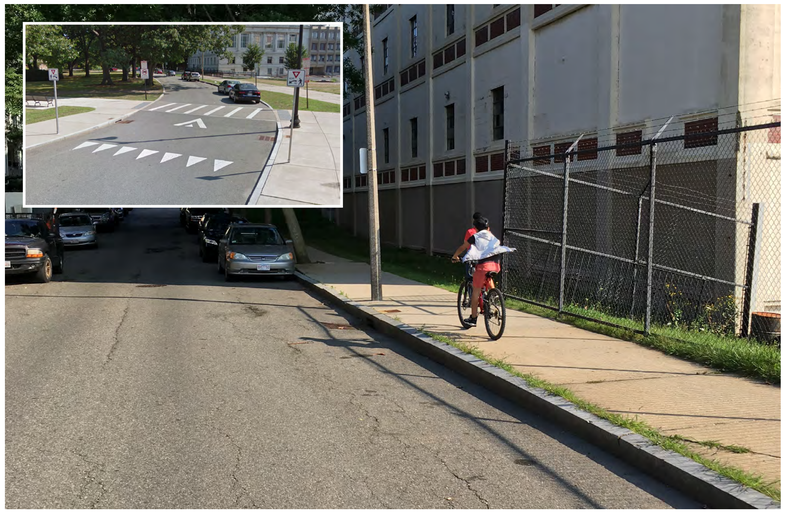
Washington Street is a main thoroughfare for vehicles headed toward Downtown Boston, and for more active modes offers a direct connection between Forest Hills and Dudley Square, although it currently offers no bicycle accommodations. Prevalence of curb cuts, unregulated parking, and bus stops create additional friction and reduced safety for cyclists. This project would provide a dedicated space for bicyclists, while balancing the desire for improved pedestrian space on Washington Street. Options could include a single protected bike lane with widened sidewalks, a two-way cycle track, or bike lanes on both sides (any would require the removal of one row of parking).

Bicycle Improvements

2.4 BICYCLES FACILITIES ON WILLIAMS STREET

- **Estimated Cost** Low
- **Estimated Duration** 1 month design + 1 month construction
- **Shared Goals**

Williams Street provides a low-incline, low volume route for cyclists looking for routes between Franklin Park, English High School, and the Southwest Corridor. The Stony Brook Neighborhood Slow Streets Plan recently introduced speed humps on the street to help calm traffic. Between the Southwest Corridor and Washington Street, there may be room to install a single bike lane in one direction and sharrows in the other. This could also include intersection improvements for bicyclists and pedestrians.v



2.5 ATHERTON STREET BIKE CONNECTION/TRAFFIC CALMING

- **Estimated Cost** Low to Medium
- **Estimated Duration** 3 month design + quarter construction season
- **Shared Goals**

Sharrows and a contraflow bicycle lane could be installed on Atherton to encourage bicycle connections between Hyde Square/Southwest Corridor Park and Blue Hill Avenue. Installing a raised crossing at the intersection of Atherton Street with Washington Street (adjacent to Columbus Avenue) could provide enhanced pedestrian facilities at this major intersection while encouraging traffic to stay on the major corridors where possible. This could also provide pedestrian connectivity for a more activated Egleston Plaza, and serve to calm traffic on the street. Further study is required to determine impacts of parking removal on one side of the street, which would be required for installation of a contraflow bicycle lane.

2.6 SOUTHWEST CORRIDOR PARK CROSSINGS PROJECT

- **Estimated Cost** Low
- **Estimated Duration** 3 months design + quarter construction season
- **Shared Goals**

BTD Active Transportation recently enlisted the help of on-call consultant Toole Design Group to evaluate feasibility and impact of ramp widening and crossing improvements along the length of the existing Southwest Corridor Park. This project would implement connectivity improvements along the entire length of the path.

Transit

3.1 WASHINGTON STREET AM PEAK BUS LANE INTO EGLESTON SQUARE (PILOT)

- **Estimated Cost** Low
- **Estimated Duration** 3 months design + quarter construction season
- **Shared Goals**

Congestion and overall friction on Washington Street often leads to delays on buses traveling between Dudley Square and Forest Hills – the 42 bus has a 60% On-Time Performance rate, which frequently drops to 30% (as of 2017). Vehicles pulling in and out of parking spaces during peak commuting hours also adds to the friction on this section of Washington Street. A morning peak bus lane could be piloted along the most congested section of the street – approximately School Street to Egleston Square on Washington Street. This could be supplemented with the creation of a commercial loading zone designation before opening the parking for general public use. This action item would be developed with coordination from local businesses and Egleston Square Main Streets. Curb use changes could be coordinated with Action Item 4.2 Egleston Square Parking Meters.

3.2 COLUMBUS AVENUE BUS/BIKE LANE

- **Estimated Cost** HIgh
- **Estimated Duration** 1.5 years to design 2 construction seasons
- **Shared Goals**

Columbus Avenue is a major route into downtown, and in addition to heavy vehicle traffic sees frequent buses. Between Columbus Avenue and Jackson Square, almost 30% of road users are on a bus, seeing peak travel times that are more than 3 times slower than off peak, adding minutes to their trip at each major intersection. Moreover, the street currently functions as a thoroughfare for vehicles. Bicyclists report riding on already narrow sidewalks when they must use the route, and for vulnerable users there are insufficient safe crossings (medians are too narrow to serve as a pedestrian refuge). Bus/bikes lane would help buses improve reliability in the morning, when most people are on their way to work. Bus/bike lanes could be supplemented by:

- far side floating bus stops
- narrowing travel lanes
- adjusting center median
- regrading and repaving the corridor for drainage improvements
- curb extensions at intersections
- Raised crossings along Columbus Avenue
- Crosswalks across Columbus Avenue
- ADA complaint curb ramps
- Green improvements and stormwater management techniques

Flex Zone

4.1 TNC PICK-UP/DROP-OFF ZONES IN EGLESTON SQUARE

- **Estimated Cost** Low
- **Estimated Duration** 3 months design + quarter construction season
- **Shared Goals**

The first several parking spaces past the Egleston Square intersection see very frequent turnover, and this area was noted as being plagued by double parking both at pop-ups and in online feedback. The City of Boston is currently planning a Transportation Network Company (TNC, e.g. Uber, Lyft) pick-up/drop-off zone pilot in other neighborhoods. This project, based on the outcome of the pilot, could bring pick-up/drop-off zones to Egleston Square. Creation of a pick-up zone for TNCs could encourage the turnover that is desired here.

4.2 WASHINGTON STREET CURB USE MANAGEMENT

- **Estimated Cost** Low to Medium
- **Estimated Duration** 3 months for installation
- **Shared Goals**

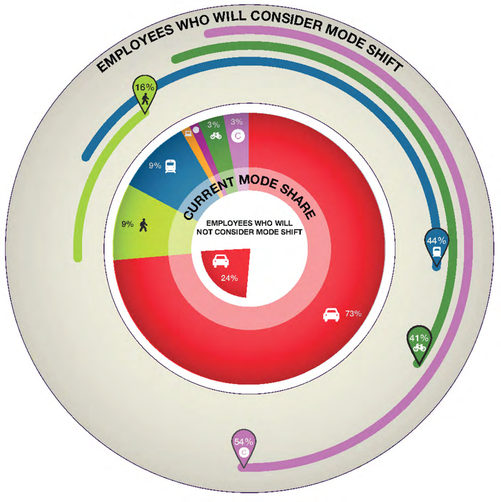
Many residents and business owners suggested the need for increased availability of parking spaces on Washington Street. Within the Egleston Square business district, curb space is at a premium, and just a few blocks south (at Boylston), parking data collection demonstrates significantly reduced turnover. Regulating turnover along the street could reduce friction towards Egleston Square while increasing availability of parking spaces overall.

4.3 GREEN STREET STATION KISS-AND-RIDE IMPROVEMENTS

- **Estimated Cost** Low
- **Estimated Duration** 3 months design + quarter construction season
- **Shared Goals**

The north and west streets along Green Street Station are very wide, due in part to availability of pick up/drop off spaces along Green Street and Woolsey Square. These two streets are very wide immediately adjacent to the station, where multiple modes converge. The existing unmarked pick-up/drop-off spaces could be reevaluated by taking advantage of the width of Woolsey and installation of Passenger Loading zone signage. Restructuring curb space could: clarify the space for vulnerable users; create space for parklets that could house bike racks, plants, and other street furniture; and provide better pickup/drop off space.

Flex Zone



How We Get to Work Today and Aspire to in 2030

Mode for Bostonian Commutes	Today*	2030 Aspirational Goal
Public Transit	34%	↑ Up by a third
Walk	14%	↑ Up by almost a half
Bike	2%	↑ Increases fourfold
Carpool	6%	↓ Declines marginally
Drive Alone	39%	↓ Down by half
Other/Work from Home	5%	↑ Slight increase in Work from Home

4.4 TDM SURVEY AND ASSESSMENT

- **Estimated Cost** Low
- **Estimated Duration** On-going
- **Shared Goals**

Go Boston 2030 sets the City on a course to decrease single occupancy vehicle commutes by half, while shifting towards public transit, walking, and biking. In the JP/Rox area, where transit is so accessible, a Transportation Demand Management (TDM) program, requiring participation from new developments could improve data availability and help monitor progress towards this goal. A study could include surveying residents, employees, and employers in new developments to determine travel behavior of tenants and effective incentives to shift these behaviors towards active and public transportation options.

4.5 EXPAND RESIDENTIAL PERMIT PARKING ON NEIGHBORHOOD STREETS

- **Estimated Cost** Low
- **Estimated Duration** Medium
- **Shared Goals**

Most neighborhood streets in the study area have unregulated on-street parking. This allows commuters from outside the neighborhood to park in the area during the day and use the Orange Line or bus routes to access downtown. One community suggestion, expanded Residential Permit Parking, could help ensure that on-street parking on neighborhood streets is reserved for residents. Further analysis of parking availability on streets including Amory, Brookside, Atherton, and Green Streets would be necessary to assess impacts before implementation.

Traffic Calming

5.1 WASHINGTON STREET SIGNAL RE-TIMING

- **Estimated Cost** Low
- **Estimated Duration** 3 months design + 1 month construction
- **Shared Goals**

Improvements to motor vehicle and pedestrian delay along the Washington Street corridor could be possible through adjustments to the timing of traffic signal cycles. Signals could be improved by adding concurrent pedestrian phasing and leading pedestrian intervals, and this could also allow for accessibility improvements and countdown timers in some locations. Following the completion of the Casey Arborway Project, the corridor could also benefit from an evaluation of primary left turn locations from Washington Street towards Centre Street/South Street.

5.2 WASHINGTON STREET AT FOREST HILLS STREET AND MONTEBELLO STREET TRAFFIC CALMING

- **Estimated Cost** Medium to High
- **Estimated Duration** 6 months design + 1 construction season
- **Shared Goals**

Forest Hills Street is a popular cut-through route for traffic heading north and southbound, in order to avoid friction-heavy Washington Street. In the evening peak, no left turns are allowed onto Forest Hills Street from Washington Street, but they appear to remain a frequent occurrence. Both Forest Hills Street and Montebello Street intersect Washington Street within a short distance of each other, creating an extra-wide intersection. In order to supplement safety improvements further south which are outside of the study area, this project would use design to discourage use of the cut-through route. This could include narrowing travel lanes, introducing a splitter island and/or extending curb, encouraging drivers to make a sharper turn, forcing them to slow down before entering Forest Hills Street. This could be supplemented with activation of the public space along Washington between Forest Hills and Montebello, as well as extending curb along the southbound side of Washington Street between the two intersections.

5.2.1 CROSSING IMPROVEMENTS ALONG FOREST HILLS STREET

Introduce crosswalks and curb extensions where appropriate at intersections with Peter Parley Road, Sylvia Street, Woodside Avenue, and Glen Road. At Glen Road, further pedestrian enhancements including raised intersections or stamped asphalt, could be considered and would require further study.

Traffic Calming

5.3 CENTRE STREET/COLUMBUS AVENUE/RITCHIE STREET AT JACKSON SQUARE: INTERSECTION REDESIGN

- **Estimated Cost** Medium
- **Estimated Duration** 6 months design + 1 construction season
- **Shared Goals**

This gateway sees heavy flows of traffic of all modes, between the Columbus Avenue thoroughfare itself, Southwest Corridor, Jackson Square busway and MBTA Station. It is also the location of many development parcels under review or construction, and borders the Highland Park Slow Streets neighborhood. Clarity of crosswalks along desire lines, combined with endcaps or curb extensions and stop bar realignment, and introduction of “Do Not Block the Box” signage could improve clarity and friction for all modes.

At the intersection, potential improvements could include curb extensions to improve sight lines for pedestrians and cyclists, and signal adjustments to incorporate concurrent pedestrian phasing and Leading Pedestrian Interval (LPI). This project would be coordinated with Highland Park Slow Streets, Vision Zero engineering at Centre Street/Heath Street/ Columbus Avenue Intersection, and relates to Action Item 5.4 (Columbus Avenue Road Diet and Complete Streets improvements).

5.4 BRAY STREET SLIP LANE REMOVAL

- **Estimated Cost** Medium to High
- **Estimated Duration** 6 month design + half construction season
- **Shared Goals**

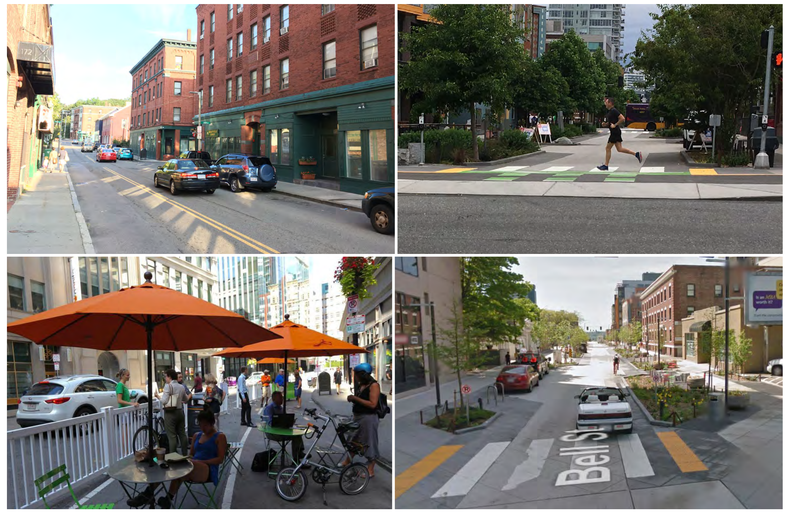
Bray Street connects Washington and Columbus just north of Egleston Square, and therefore can serve as a cut through for drivers headed west. The one-way street currently has no defined parking zones or lane markings but is wider than Washington Street at its eastern end. Narrowing the street and removing the slip lane (from southbound Washington Street west) could allow traditional daylighting of the intersection and clarifying of parking spaces. Wider sidewalks, parklets, planters, and benches, could all be provided.

Public Realm

6.1 EGLESTON SQUARE TACTICAL URBANISM PILOT

- **Estimated Cost** Low
- **Estimated Duration** 6-month pilot
- **Shared Goals**

Using quick and cheap materials such as paint, chairs, planters, and flex posts, safety and placemaking improvements could be provided in the short-term. This could be an opportunity to test longer-term programming for the plaza space and could be accomplished in coordination with local neighborhood organizations including Egleston Square Main Streets, JPNDC, and Urban Edge.



6.2 GREEN STREET ACTIVATION THROUGH TRAFFIC CALMING AND GATEWAY TREATMENTS

- **Estimated Cost** Medium to High
- **Estimated Duration** 6 months to a year of design + 1 construction season
- **Shared Goals**

Green Street is a highly desirable east/west bike route, and between the many local businesses and the connection to the Orange Line, also sees an increasing amount of pedestrian traffic. This project will identify opportunities for a multimodal connection and public space activation. Potential interventions could range from medium-level improvements such as curb extensions, curbside management, sharrows, and placemaking, to bigger changes such as the creation of a shared street, to bring all modes to the street level, while designating space for vehicles, parking, and pedestrians through colored and textured pavement. Traffic calming measures could be used in all possibilities intended to help separate uses, such as planters, bollards, and endcaps. A shared street could creates a distinctive public space while maintaining parking and vehicular access to Green Street Station, and in comparable cities and streets has been shown to increase pedestrian volumes and consumer spending.

6.3 AREA-WIDE WAYFINDING PROJECT

- **Estimated Cost** Low to Medium
- **Estimated Duration** 1 month design/public process + 1 month installation
- **Shared Goals**

Wayfinding could guide pedestrians and bicyclists to preferred routes accessing Egleston Square, Franklin Park, Arnold Arboretum, Jamaica Pond and the Emerald Necklace, and Dudley Square. A branding scheme could be created through a collaborative process between the City and local neighborhoods, including neighborhood organizations, and inform passersby of distance (in minutes) to destinations. Preferred routes could include action items 2.1 – 2.5, 6.2 (once implemented) as well as the completed Casey Arborway.