



INVESTING IN BLUE HILL AVENUE



*Design Updates 2026
September 30, 2026*

CITY OF BOSTON

Mayor Michelle Wu



Interim Secretary & General Manager Eng



Blue Hill Ave Design





- **Sidewalks** are in disrepair, **curb ramps** are not accessible, and **roadway** is in poor condition
- Lack of **street trees** and insufficient **street lighting** leads to discomfort and health and safety impacts



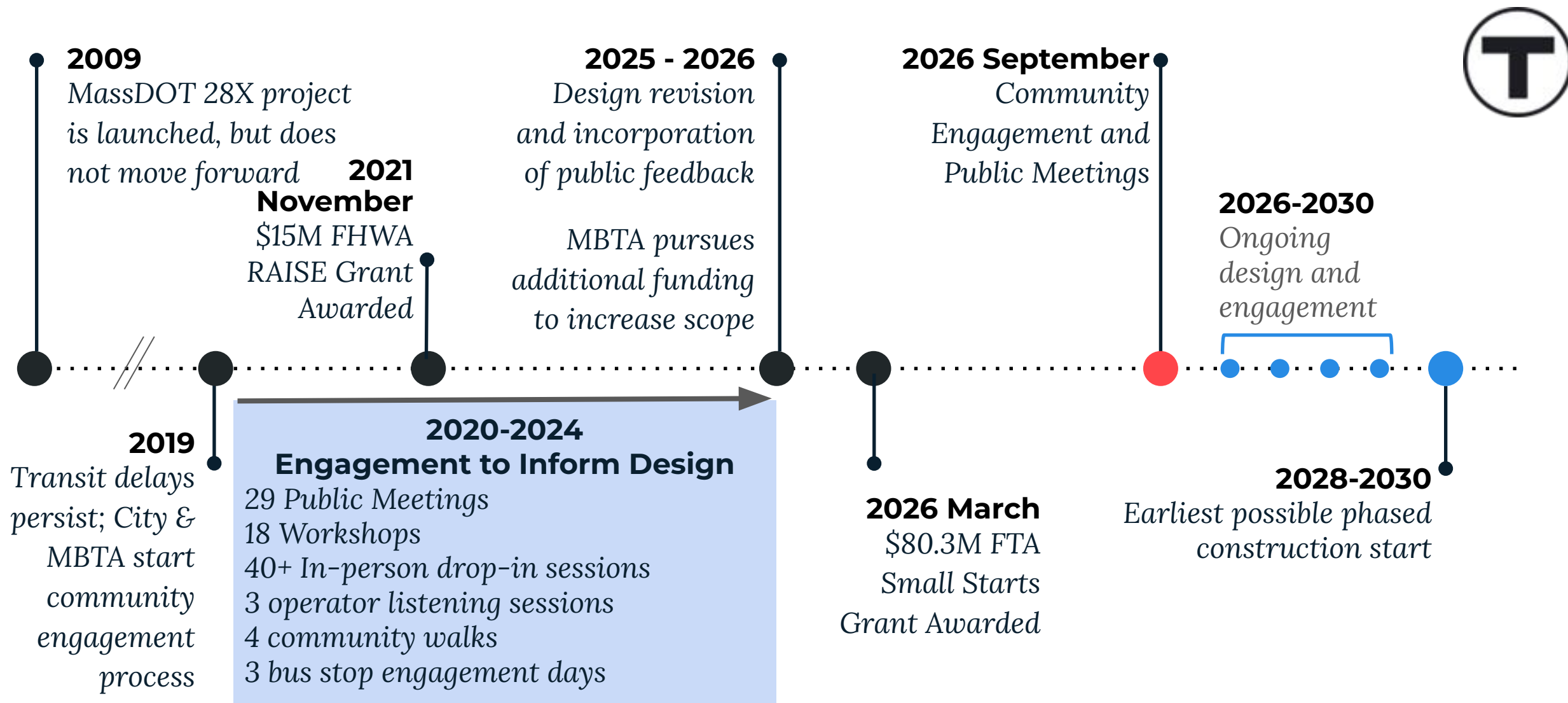
- There is a **crash requiring EMS response every three days** on average. This puts Blue Hill Ave in the top 3% of Boston streets for number of motor vehicle crashes

- **Crosswalks are long**, encouraging people to cross in unprotected locations
- Throughout the day, more than **50% of Blue Hill Ave travelers are on buses**



- 10 bus routes carry **40,000+ riders - similar to the Blue Line**
- **20,000+ daily bus trips** start or end on Blue Hill Ave - enough riders to fill TD Garden

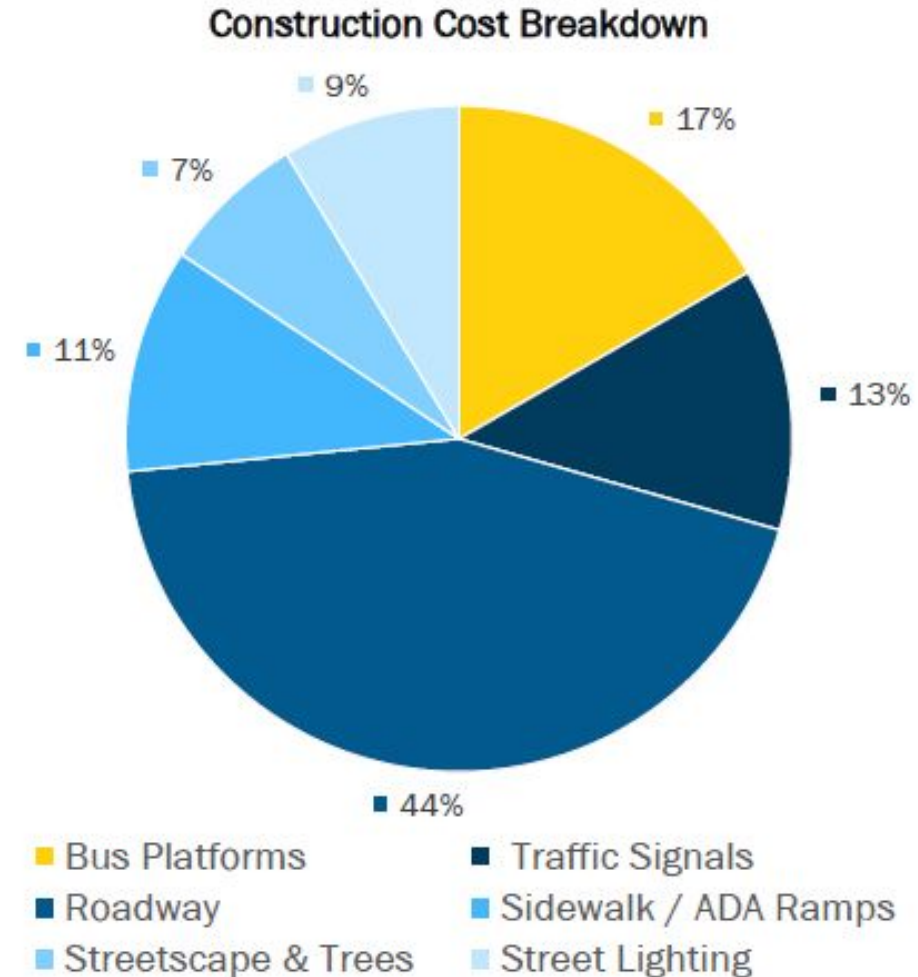
From Bus Priority to Full Boulevard Investment



Complete Funding for a Complete Project

Today's Funding Plan for Blue Hill Avenue

Roadway	\$59 million
Traffic Signals	\$17 million
Sidewalk / ADA Ramps	\$15 million
Street Lighting	\$12 million
Streetscape & Trees	\$9 million
Bus Platforms	\$22 million



From A Bus Lane to a Boulevard



6 Miles of Rebuilt New Sidewalks

Nearly 200 New Street Trees

New Sidewalk-Level Bike Path to Franklin Park

All New Street Lights

More Parking Spaces than Today

Restored General Travel Lanes

Fully Reconstructed Road

Center Lanes for First Responders, School Buses, and Daily Bus Riders



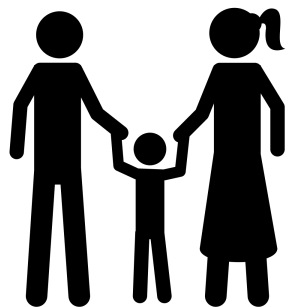
A Safer Blue Hill Ave for All



Making Blue Hill Ave feel more like a neighborhood street and less like a highway

- **More opportunities to safely walk:**
 - New sidewalks and significantly shorter crossing distances for pedestrians
 - 19 new signalized crosswalks; 50% more opportunities to safely cross the street compared to today
 - Improving visibility and lighting for pedestrians at crosswalks with daylighting
- **Making it harder to speed or drive recklessly:**
 - Replacing all unsignalized left-turns with new signalized left-turn/U-turn lanes to improve driving safety
 - Overhauling traffic signaling system to improve safe traffic flows
- **Simplifying transit operations** so buses are no longer blocking traffic and delaying drivers at bus stops
- **Adding over 2 miles of separated bike facilities** that prioritize low-stress bike network connections and access to open space

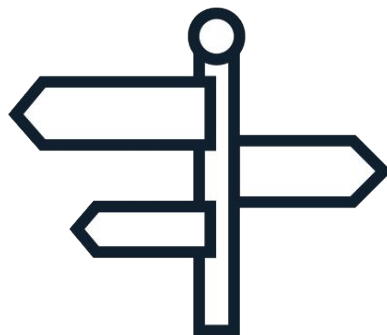
Benefits of Center Bus Lanes



**Safer street
for all**



**More accessible
bus stops and
crossings**



**Faster, more
reliable trips for
riders**

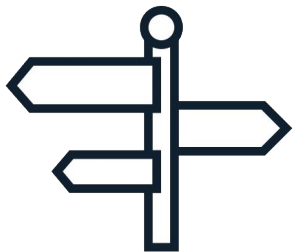


**More parking for
businesses &
residents**

Benefits of Center Bus Lanes



We've heard many of you ask: "Why Center-Running Bus Lanes?"



- Less conflict between cars and buses
- Ideal for bus left-turns - every Blue Hill Ave bus turns left somewhere
- Police, Fire, EMS, and school buses can use them!



- More parking than side-running
- Allow for increased parking spaces along the Avenue



- Improved boarding safety and accessibility
- Buses will *always* be at the curb for boardings
- All crossings and platforms will be designed to meet needs of blind, low-vision, and hearing-impaired individuals

Local Examples



Grove Hall (existing)



Larger tree median
north of Castlegate St

Expanded pedestrian
plaza area and shorter
crosswalk

Grove Hall (proposed)



Shifting buses to the center lane opens curbside for parking and increased tree coverage

Tree median is retained north of Castlegate Rd

“Flex space” between parking and travel lane for safe school pick-up and drop-off

Happy Supermarket (existing)



Bike lane is often blocked

High ridership bus stop often blocked by double-parked cars

Bus shifted to center, increasing curbside parking

Triple parking reduces northbound Blue Hill Ave to one lane and makes turning maneuvers unsafe

Happy Supermarket (proposed)



Carriageway provides increased parking without interrupting traffic flow through center lane

Parking regulations to encourage frequent turnover for local businesses

Buses and bus stop not blocked by double parking

Expanded pedestrian plaza area and shorter crosswalk

Bike lane shifted to west side and at sidewalk level

Morning Star Baptist Church (existing)



U-turn opportunity at
Clarkwood Street

Wide median with event
parking

Limited tree coverage

Buses in center of the
road, not blocking traffic

Wide crossing on one-way
street

Long 110-ft unsignalized
crosswalk with no refuge

Morning Star Baptist Church (proposed)



Median area
repurposed for bus
lanes

Two northbound travel
lanes approaching
Morton St

Shorter, raised crosswalk

U-turns shifted to
Wellington Hill St

200 trees added
throughout project area

Crossing reduced from
110- to 70-ft with refuge
island and traffic signal

Bus shifted to center,
increasing curbside
parking



Morning Star Baptist Church (proposed Sunday)



Median provides 37
additional parking spaces
on Sundays

Shorter, raised crosswalk



Crossing reduced from
110- to 70-ft with refuge
island and traffic signal

Bus shifted to center,
increasing curbside
parking

Mattapan Square (existing)



3 travel lanes across
50-ft of pavement
adjacent to vibrant
business and cultural
district

Buses often block traffic,
and 2,500 daily bus
boardings in Mattapan
Square cause sidewalk
congestion

Older street lighting

Poor sidewalk and
roadway condition



Mattapan Square (proposed)



Two travel lanes and angled parking in each direction

Rebuilt sidewalk and roadway

Refuge and new stations for bus riders to safely wait for the bus

New streetlights to increase safety and pedestrian comfort

Buses in center of the road, not blocking traffic

Boulevard-Wide Investment



CIVIC SPACES

Parks

Schools

Community Centers



HOUSING

Homeownership

Affordable Housing

Stabilization



SMALL BUSINESS

Storefront Improvements

Legacy Business Support

New Revenue & TA

MBTA Investment In Blue Hill Ave Communities



**Grove Hall
Community Center**
\$65M budgeted

**Fare Free Bus
Program**
Free service on routes
23, 28, 29



Cummins Highway
\$32M invested

Fairlawn Apartments
\$10M invested
347 families stabilized



Harambee Park
\$13.8M investment

**Madison Park High
School**
\$719M commitment

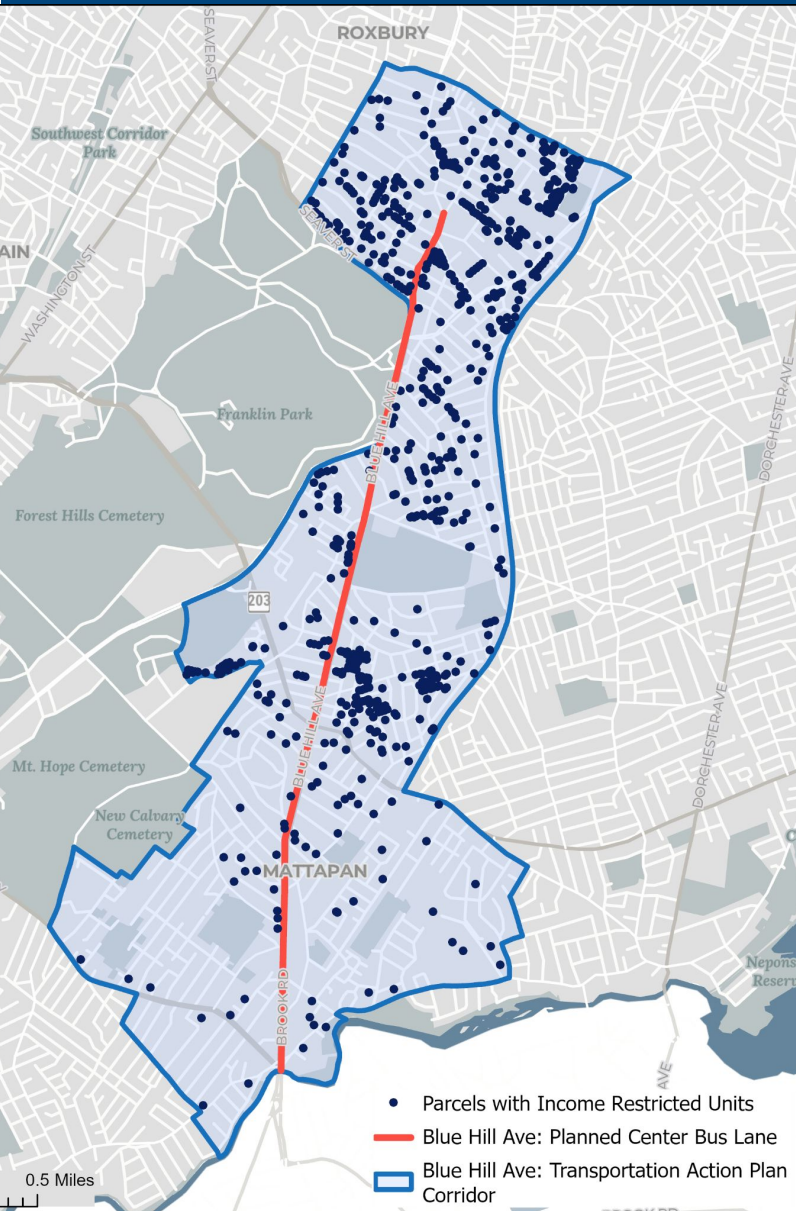


**Fairmount Line
Electrification**
\$835M over 15 years

**SPACE Grants/Small
Business**
\$1.9M in aid
60+ businesses and
institutions supported

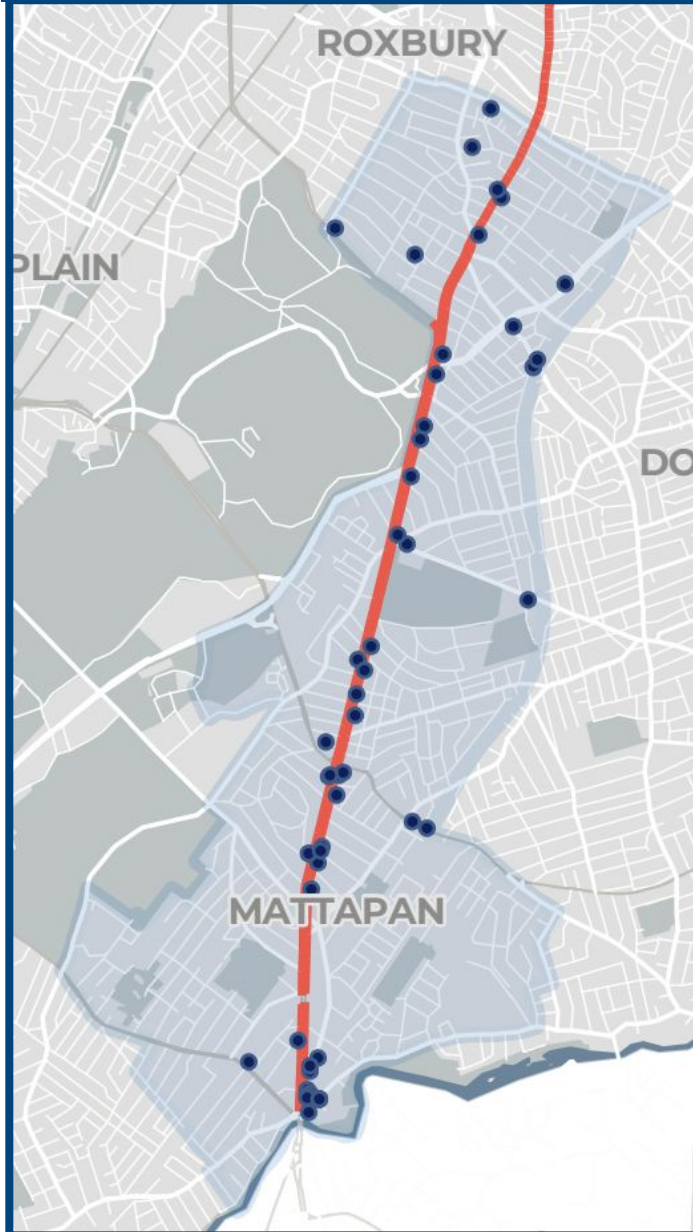


Invested \$70 Million in Housing



- **8,000 income-restricted homes** - 38% of all housing
- **Office of Housing Stability** helped 400+ households stave off eviction
- **Boston Home Center** prevented foreclosure for 250 homeowners, helped 300+ people make needed repairs
- Helped ~200 people buy their first home, and built ~170 new affordable homes for purchase

Invested \$1.9 Million in Small Businesses



- **\$1.3M+** to move into **vacant storefronts**
- **\$180,000+** in **Technical Support**
- **\$150,000+** in **storefront improvements** for 20+ businesses, including *Brown Bear, Blue Mountain and La Maravilla*
- **7 new liquor licenses**
- **10 Legacy Businesses**, including *Le Foyer, Chez-Vous, Family Hardware, Happy Supermarket, Ali's Roti, and Merengue*

Next Steps



- **Fall**

- Summarize Feedback from the September Engagements
- Continue outreach to businesses, institutions, riders & residents

- **Late Fall**

Applying the feedback, staff will further refine the design and share back with the community.

- **2027**

Further rounds of public engagement at key design milestones

- Ground Rules for Q&A
- 1 Minute Per Person
- Project Page:
[MBTA.com/BlueHillAve](https://www.mbta.com/BlueHillAve)



Scan the QR code above to fill out our online feedback form or visit:

[MBTA.com/BlueHillAveSurvey](https://www.mbta.com/BlueHillAveSurvey)

Fill out the feedback form by **October 14th!**

¡Gracias!
Mèsi!
Obrigada!
Thank You!

