



JP/Rox Transportation Action Plan

Second Public Meeting | March 29, 2018



JP/Rox TAP Mission

An action plan for improving the JP/Rox area's present and future transportation network that is sourced in and actively supported by the community.

First Meeting: What We Heard

- How development will increase traffic, though transit-oriented development might decrease traffic demand.
- Be careful about spending too much time on expensive traffic modelling and focus on designing projects.
- Concerns about the Arborway Project signal timing (*MassDOT has changed the signal timing*).
- That PLAN:JP/Rox made transportation recommendations, and that these should be used as a baseline.
- Focus on finding the right balance for parking, and on looking at a wider network of intersections for analysis.
- Initial discussion of potential projects.

Goals for Tonight

Presentation

- Confirm Projects Prioritized by PLAN JP/Rox
- Shared Goals
- Existing Conditions in Context

Open House

- Map Your Problems & Ideas
- Comment on Existing Conditions
- Reportback & Discussion (Don't leave!)

Getting to the Priority Projects

PLAN JP/Rox Transportation Priority Projects

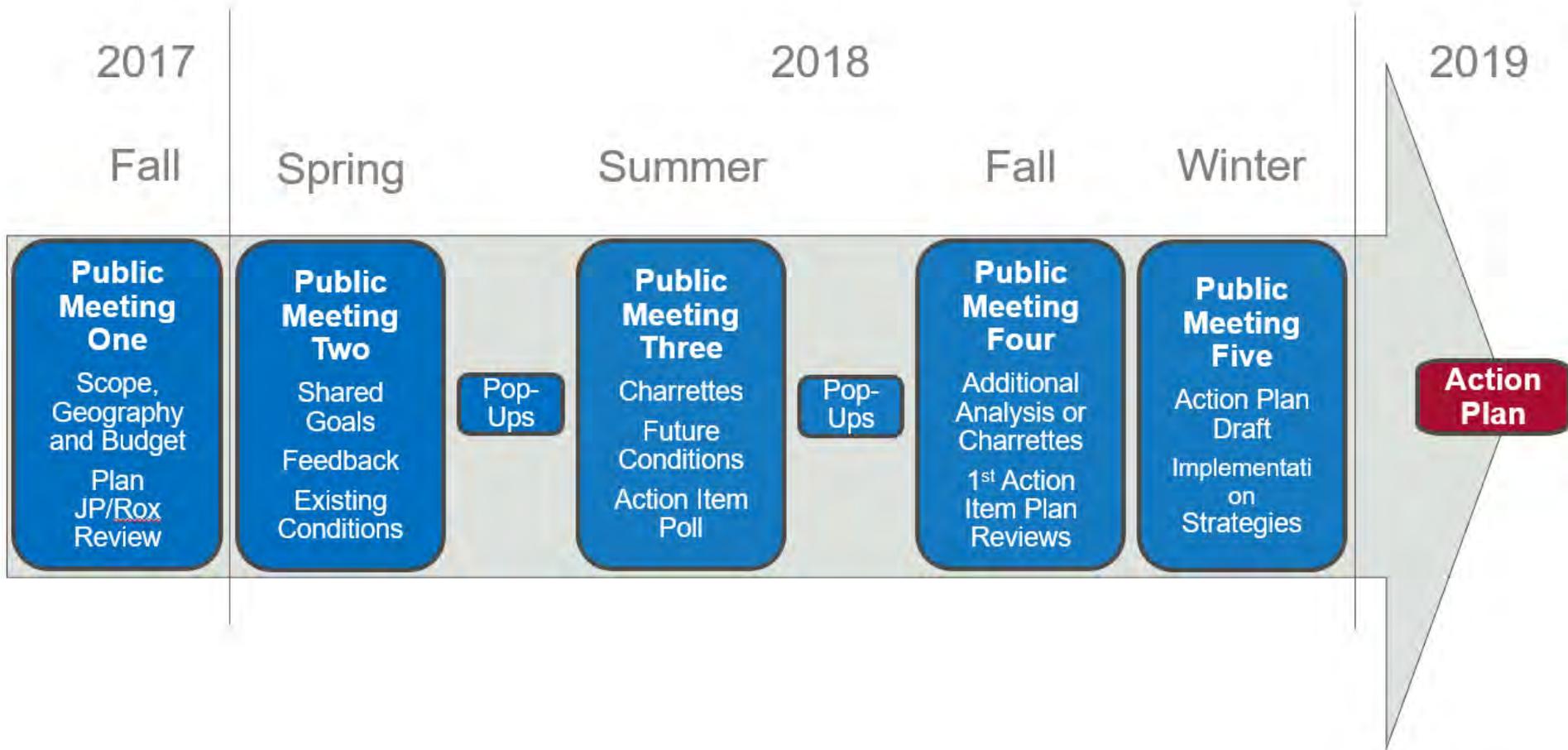
Public Comments
Existing & Future Conditions Analysis
Existing Planning
Best Practices

All Suggested Projects

Gauging Community Preference
Feasible?
Combine?
Redundant?
Jurisdiction?

Selected Priority Projects

Action Plan Timeline



Online Outreach

The screenshot shows the top section of the Wikimap interface. At the top left, it says "JP/Rox Transportation Action Plan". To the right, there are instructions: "Click ADD ROUTES to show how you move about the project area. Click ADD POINTS to add to the map." Below this are icons for different transportation modes: Accessibility (ADA), Pedestrian, Bicyclist, Transit Rider, Driver, and Neighborhood Environment. The main part of the screenshot is a map of the JP/Rox area in Boston, with various colored markers and lines indicating routes and points of interest.

#JPRoxTranspo

wikimapping.com/wikimap/JPRoxTAP.html

The screenshot shows the City of Boston website for the JP/Rox Transportation Action Plan. The header includes the City of Boston logo and Mayor Martin J. Walsh's name. Below the header, there is a navigation menu with links for "HOME", "DEPARTMENTS", "TRANSPORTATION", and "JP/ROX TRANSPORTATION ACTION PLAN". The main heading is "JP/ROX TRANSPORTATION ACTION PLAN". Below this, there is a sub-heading: "We're making short- and long-term improvements in the Washington Street and Columbus Avenue Corridor". To the right, there is a contact section: "Still have questions? Contact: TRANSPORTATION 617-635-4680". At the bottom, there is a "GET UPDATES" section with a sign-up form for project updates and a field for "YOUR EMAIL ADDRESS".

Search For: JP/Rox Transportation

Growth – Development in the Pipeline



Residential (2,187 units total)



Office (157,100 square feet total)



Commercial (60,400 square feet total)



Community Space (89,800 square feet total)



Warehouse (132,500 square feet total)



Future Developments



Early Planning



Letter of Intent/Under Review



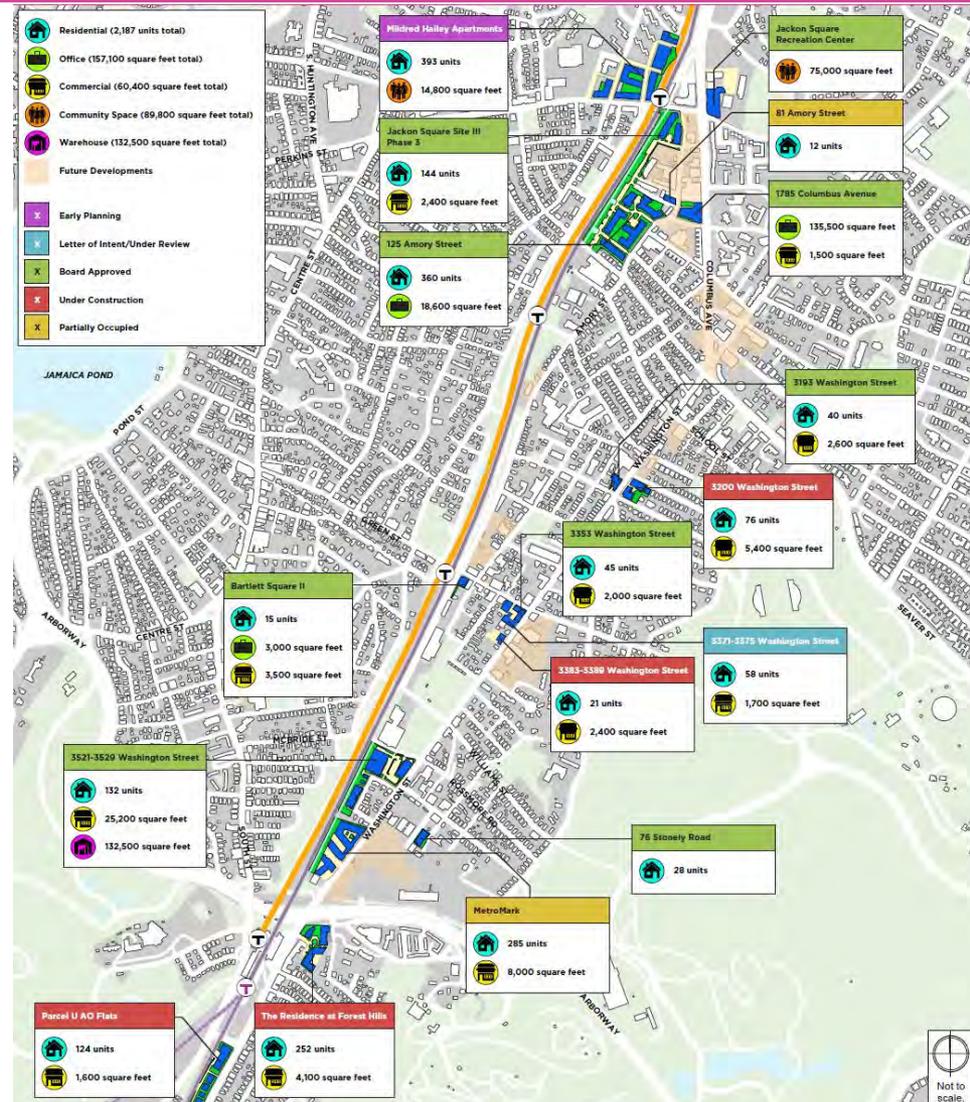
Board Approved



Under Construction



Partially Occupied



Source: Boston Planning & Development Agency



Boston
Transportation
Department

The JP/Rox Community

City Team

Boston Transportation Department

Boston Planning and Development
Agency

Office of Neighborhood Services

Public Works Department

Department of Neighborhood
Development

Disabilities Commission

Consultant Team

Howard Stein Hudson

Fitzgerald & Halliday Inc

NBBJ

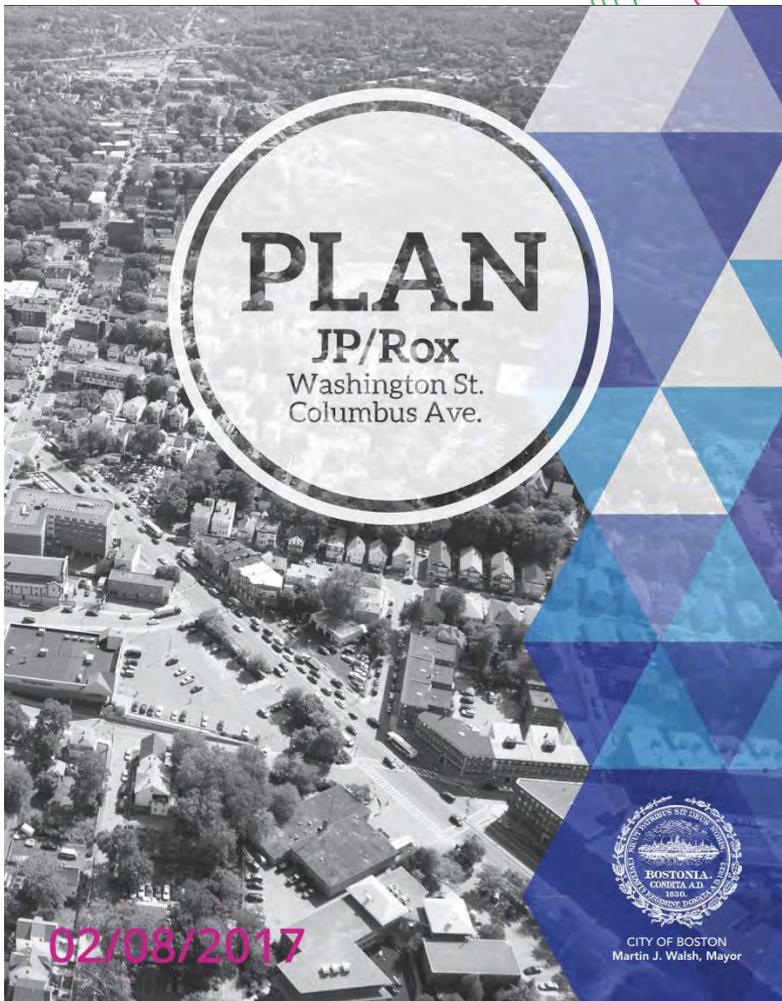
State Coordination

MBTA

MassDOT

DCR

PLAN JP/Rox: Transportation Priorities



Community / Placemaking

- "Protecting historic fabric of neighborhood side streets by allowing"
- "Types of jobs (smart/tech)"
- "Co-working space"
- "Community events"
- "Community Resilience"
- "Utilizing back allies as pedestrian zones + retail clusters; ex. Birch"

Cycling + Pedestrian Infrastructure & Safety

- "Better bike accommodations"
- "Washington Street ugly streetscape not friendly to bikes + pedestr"
- "Walk/Bike Connecions across SWC; East-West Connection across to Centre Street"
- "Widen sidewalks with bump-outs, pedestrian infrastructure; enforce crosswalks for walkability"
- "Intersection safety; improve crosswalks + lights for pedestrians"
- "Electric vehicle protected charging; Bikeshare, bike parking"

Public Transit

- "More reliable T service"
- "Enhance capacity/reliability of Orange Line"
- "Late night T service"

Traffic + Parking

- "Limit commercial traffic on residential streets"
- "Traffic calming: Narrow Columbus; Enhance connections across C"

Public Space Enhancement

- "More gathering places for young people"
- "Dog park; community gardens; pocket parks/plaza. Inclusivity/affor"
- "Enhance + grow Franklin Park; better maintenance"
- "More inviting Green Street"
- "Designated off-street parking"

Identified during PLAN JP/Rox

Value

- Equity & Affordability

Priority Projects

- Bus Delay and Stop Improvements
- Egleston Square/Columbus Ave Improvements
- Public Realm Improvements (Washington St.)
- Southwest Corridor Connectivity and Crossings Improvements

With your support, we can begin to collaborate on these, and also work to identify [additional priority projects](#) for the Action Plan.

Other Planning Work We Reviewed

- PLAN JP/Rox
- Forest Hills II Transportation Action Plan
- Stonybrook Slow Streets Plan
- Go Boston 2030
- Imagine 2030
- Focus 2040 (MBTA)
- CTPS Core Capacity Study
- CTPS Opportunities to Alleviate Bus Delay Study
- MPO Park & Ride Utilization Reports
- MAPC Fare Choices Ride-Hailing Study (2018)
- PLAN: Dudley Square (Underway)

Shared Goals



More Mobility Choices



Safety



Manage Congestion



Livability and Green Space



Land Uses that Shorten Trips

Existing Conditions in Context

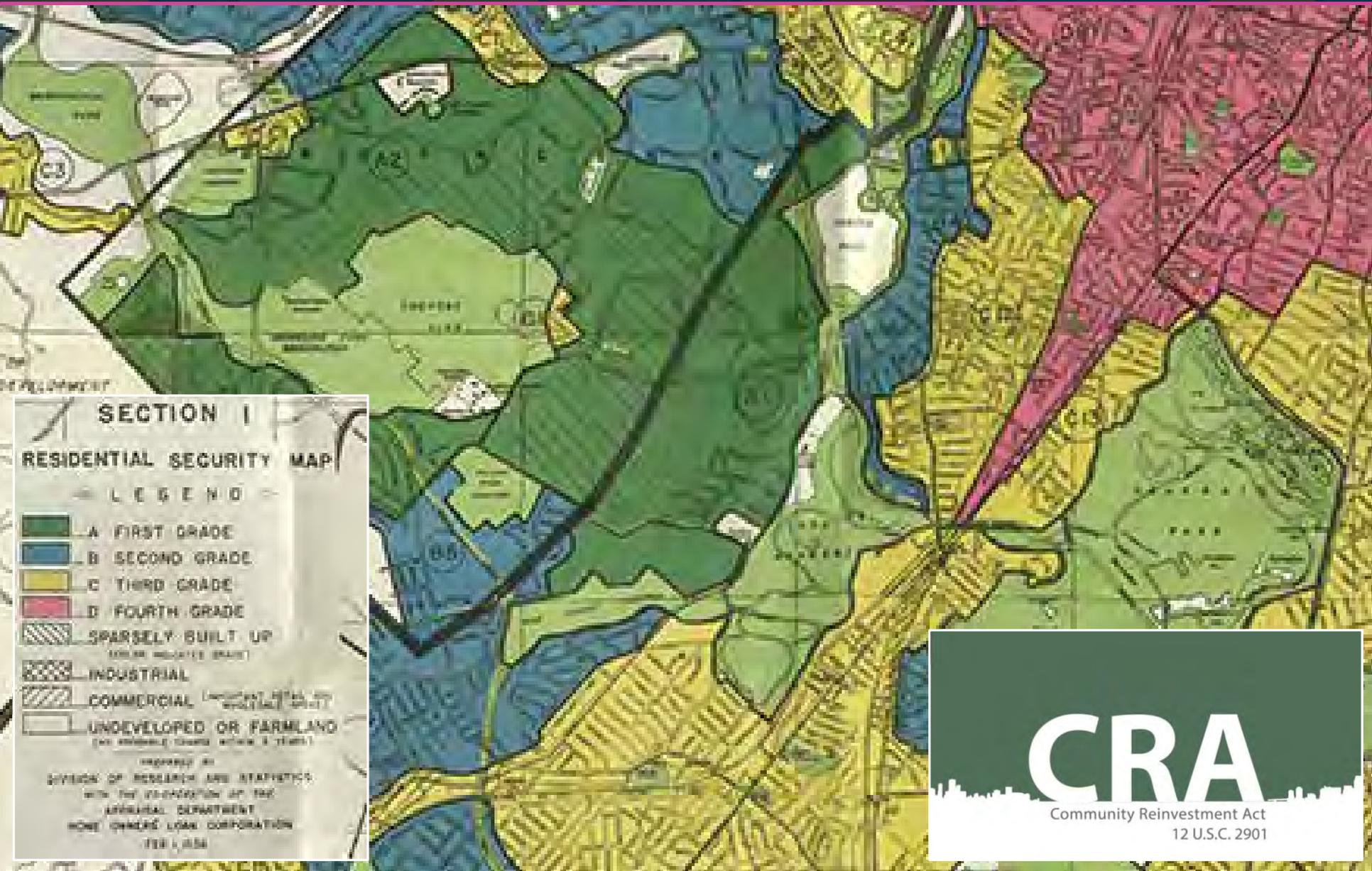
Equity Transit Streets and Paths



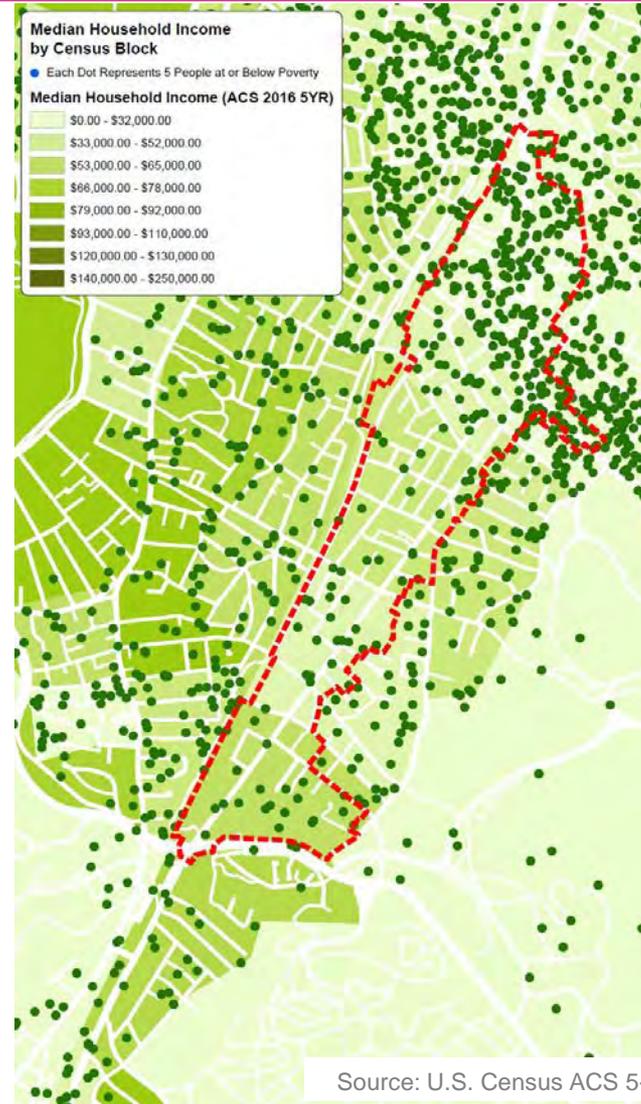
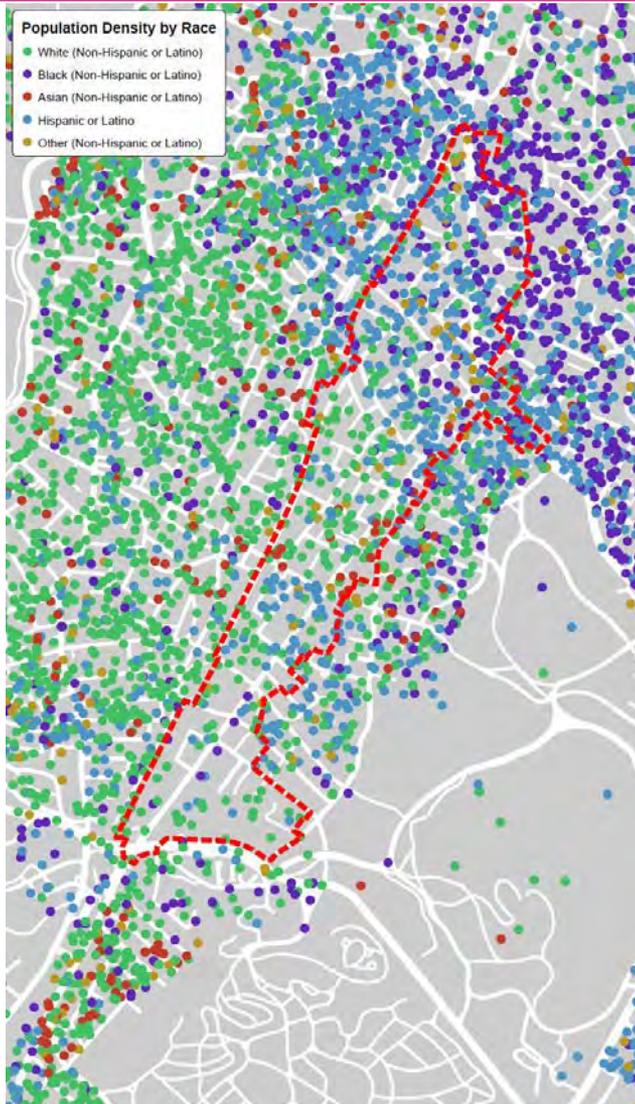
EXISTING CONDITIONS

Equity

Racial Discrimination in Home Loans – 1930s-1960s



Race and Income Segregation Today



Source: U.S. Census ACS 5-Year Average 2015

Urban Renewal – 1960s-70s

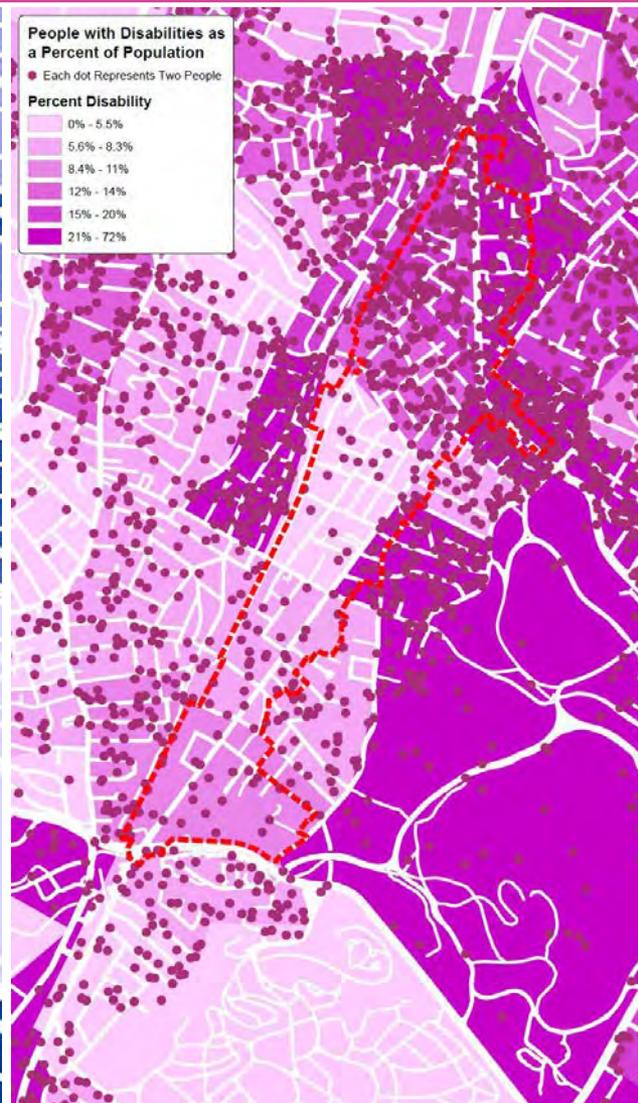


Walnut Park – 1968



Academy Homes I – 1963

Children, Disabilities, and Seniors



Source: U.S. Census ACS 5-Year Average 2015

Boston EMS Injuries from Crashes

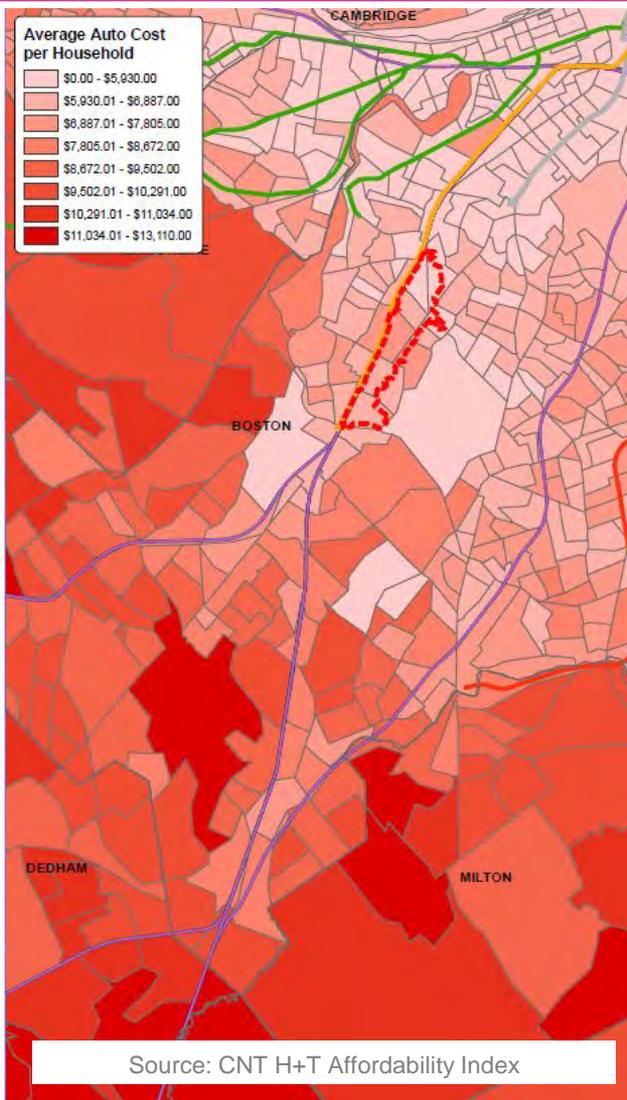
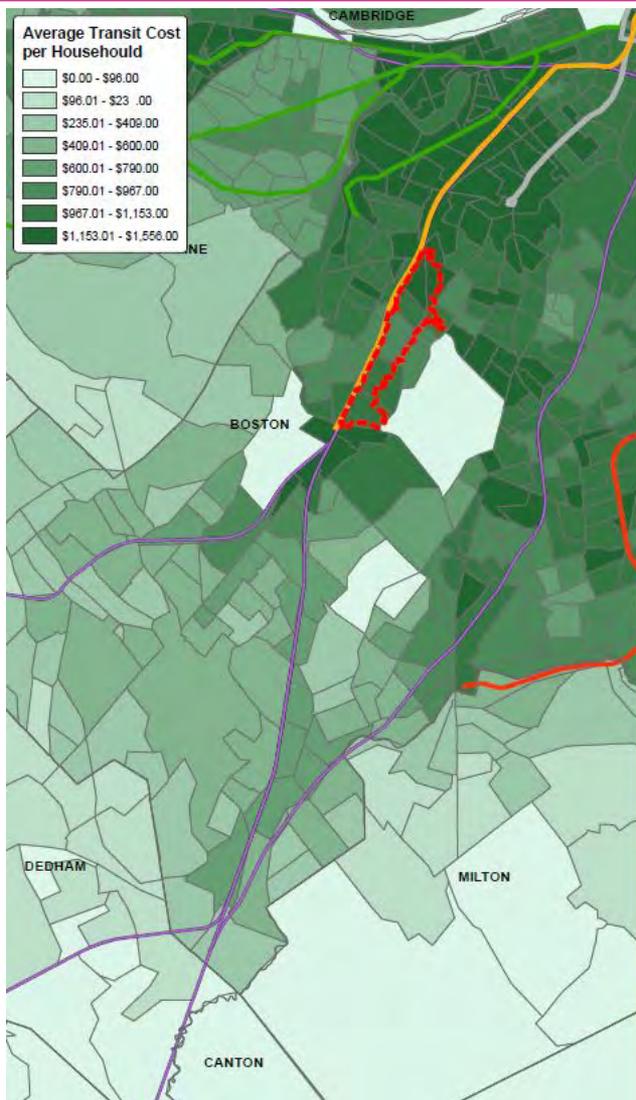


Boston Police Bike Crashes 2009-2013



Boston EMS Injuries from Crashes 2014-2016

Transportation Affordability



Source: CNT H+T Affordability Index



Draw and Write your Comments

How can we build equity into our transportation network?

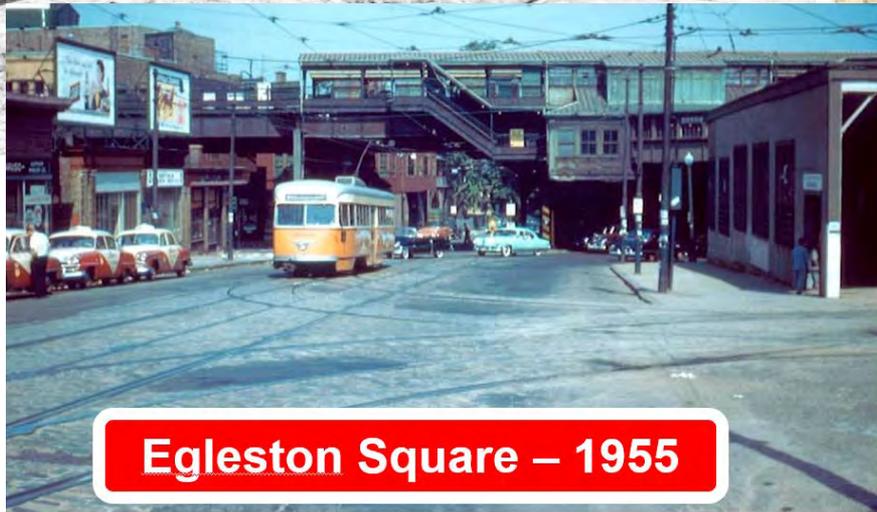
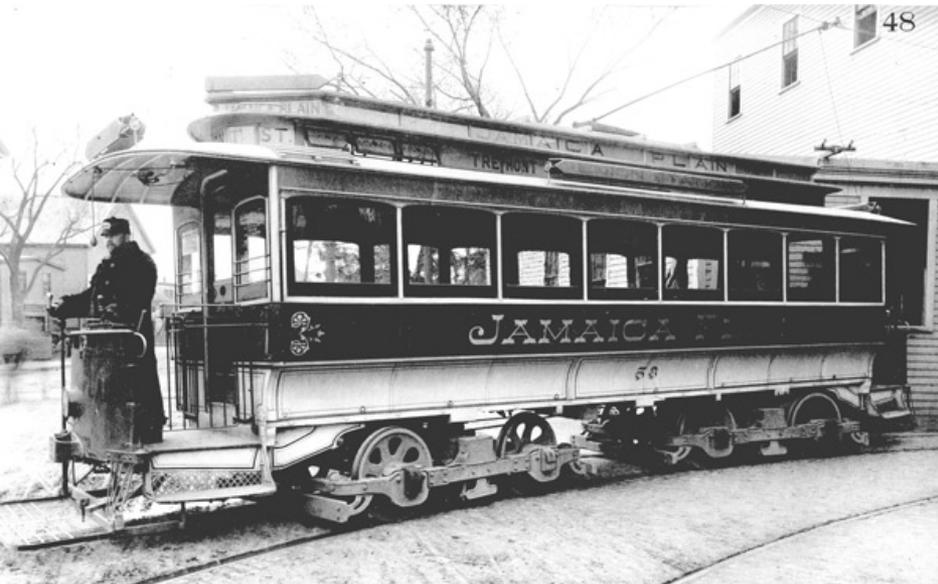




EXISTING CONDITIONS

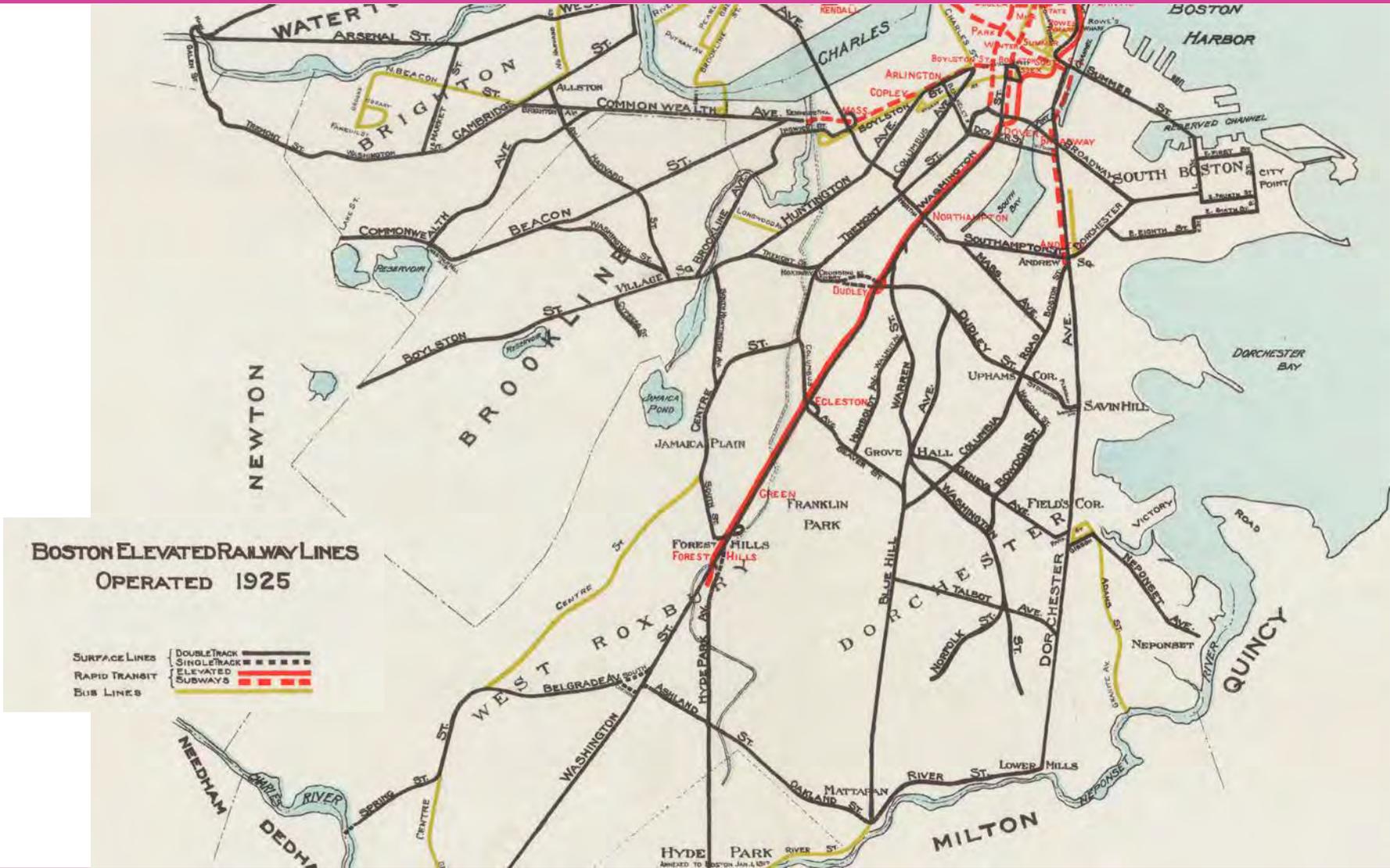
Transit

Electric Streetcars – 1889-1955



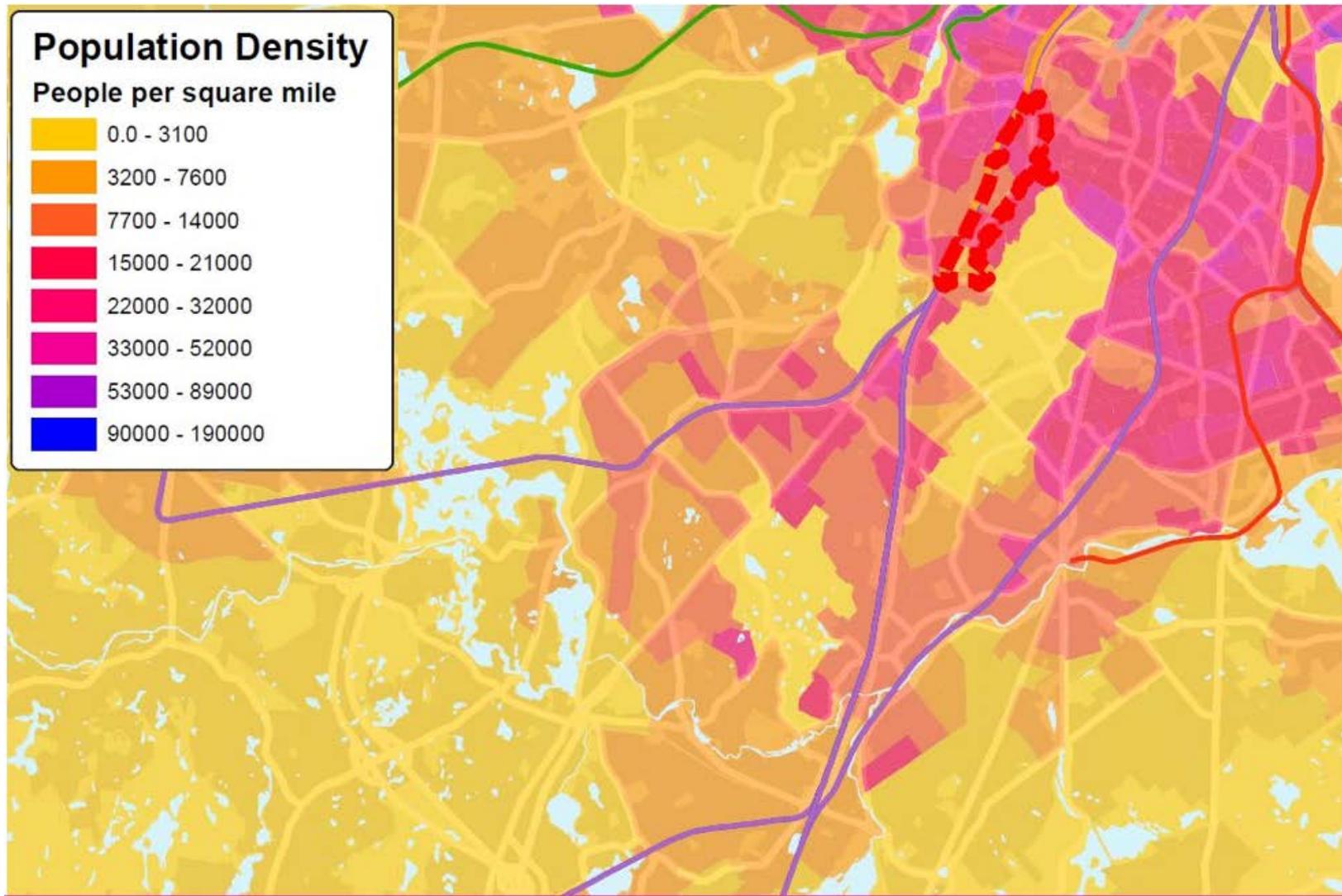
Egleston Square – 1955

Height of the Streetcar Network – 1925...



1930 Population of Boston: 781,188

Most People Still Live Near Transit



Source: American Community Survey, 2015 5-year average



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Department

Orange Line Capacity In Study Area

MBTA's "Unacceptable Crowding": 138 per car

(Physical Capacity: 171 per car)



Average per car at a.m. peak existing
(Jackson Square): 89 people



Average per car at a.m. peak 2040
(Jackson Square): 112 people

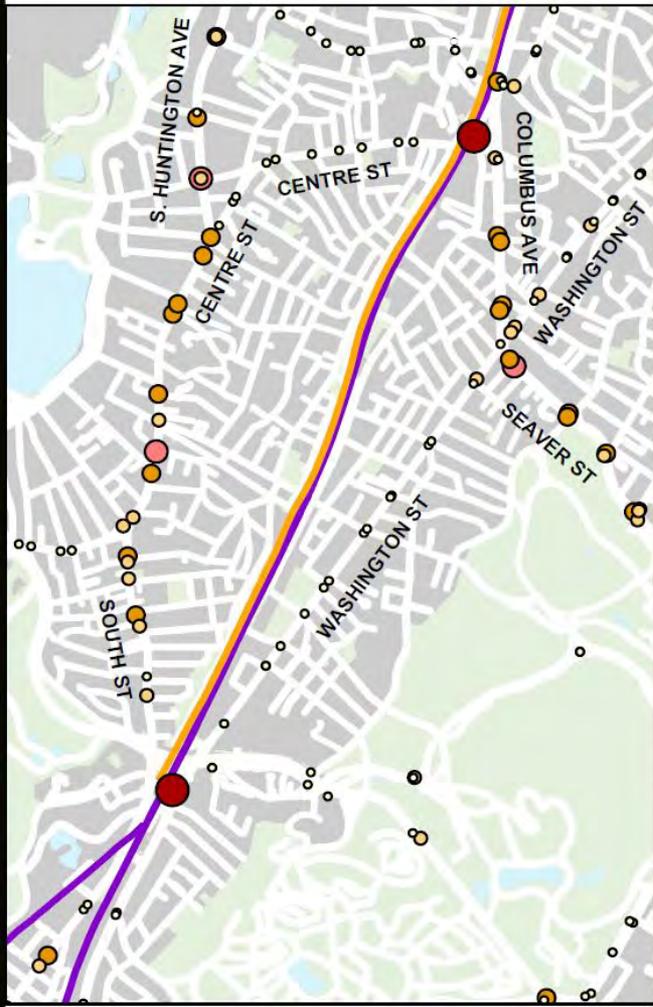
Source: CTPS Core Capacity Study 2017



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Department

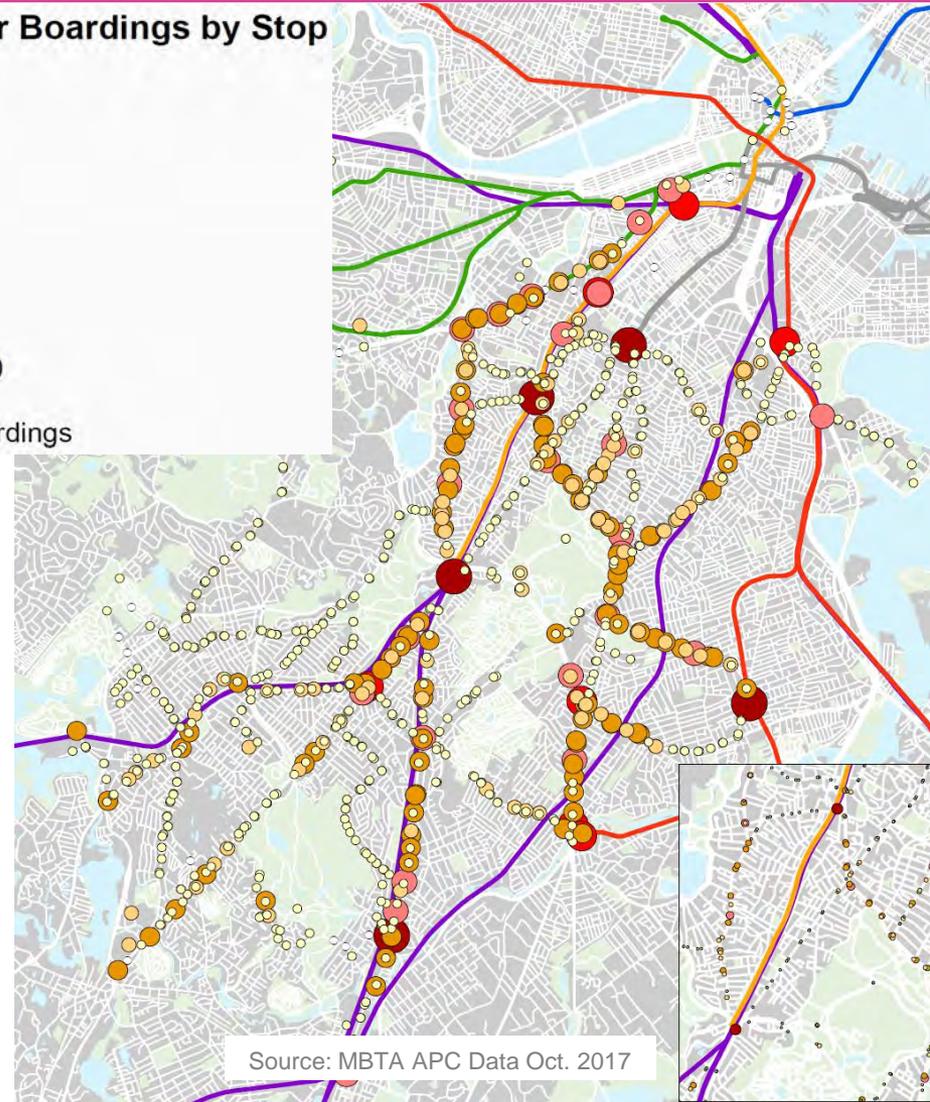
One-Seat Bus Usage Patterns serving JP/Rox

Project Area



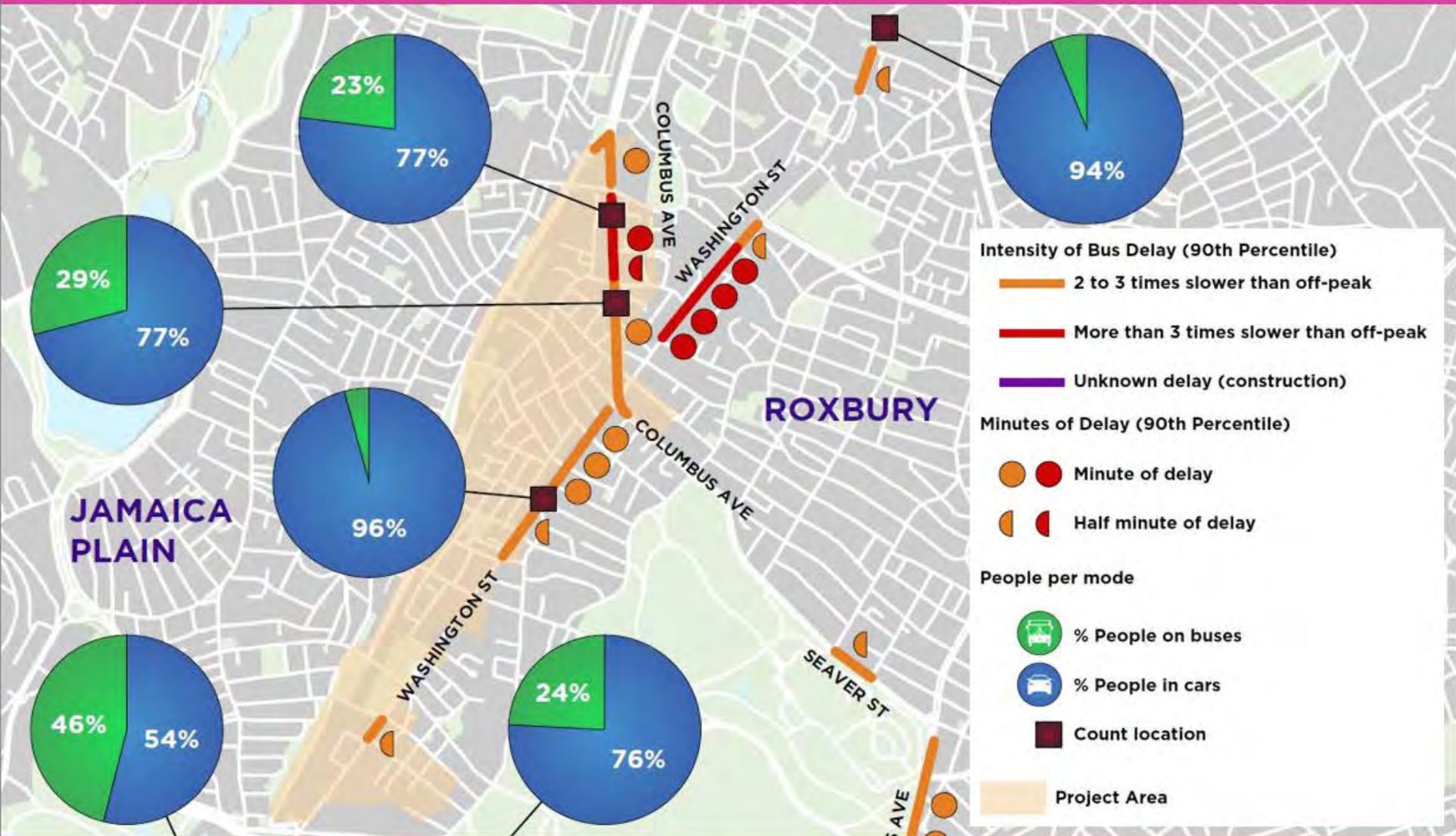
Daily Bus Passenger Boardings by Stop

- 0.10 - 50.00
- 50.01 - 100.00
- 100.01 - 250.00
- 250.01 - 500.00
- 500.01 - 1,000.00
- 1,000.01 - 2,500.00
- No Passenger Boardings



Source: MBTA APC Data Oct. 2017

Bus Delay and Ridership



Source: MBTA APC and AVL data 2017



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Supplements to the Transit System

Shuttles

Car Share

Bike Share

Ride Share

Local Shuttles

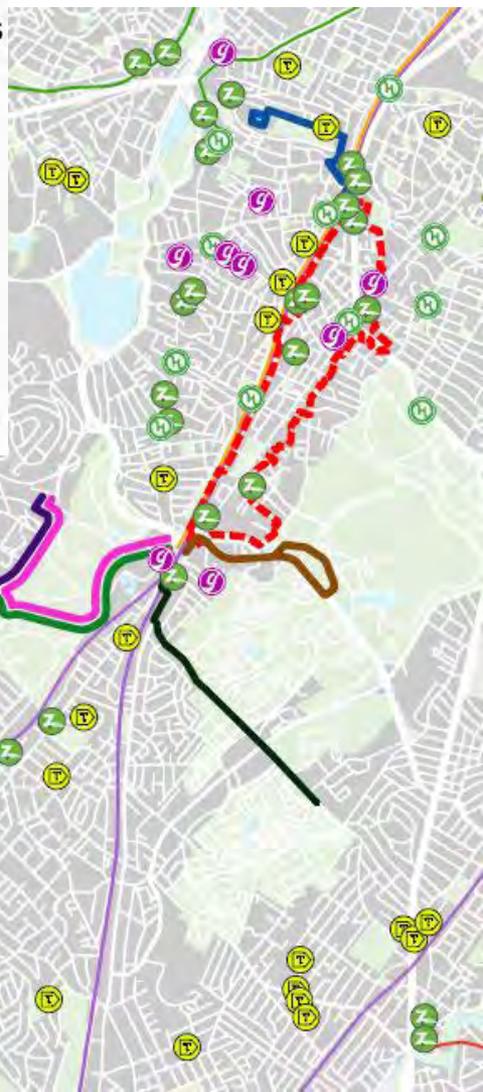
-  New England Baptist Hospital
-  Shattuck/Hospital
-  Faulkner/Hospital
(180 Riders Daily)
-  Faulkner/Highland Lot
(50 Riders Daily)
-  New Bridge/Hebrew Life
(93 Riders Daily)
-  MassBiologics

Shared Vehicle Locations

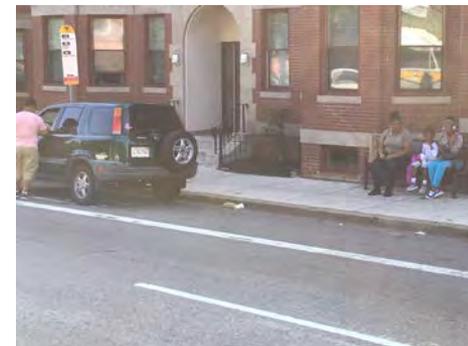
-  Getaround (Hourly)
-  Hubway
-  Turo (Daily)
-  Zipcar (Hourly)

Other Ride Sharing Services Operating

The Ride, Uber, Lyft, Safr, Faster



JP/Rox Bus Delay and Stop Improvements



Draw and Write your Comments

How can we make transit even more attractive and efficient?





EXISTING CONDITIONS

Streets and Paths

The Elevated – 1909-1987 (at Green St.)



Progress with El. track at Green St. Washington St. Oct 1906

Green Street Businesses in 1909

“Removal of the elevated structure would do much to restore property values along its route.”

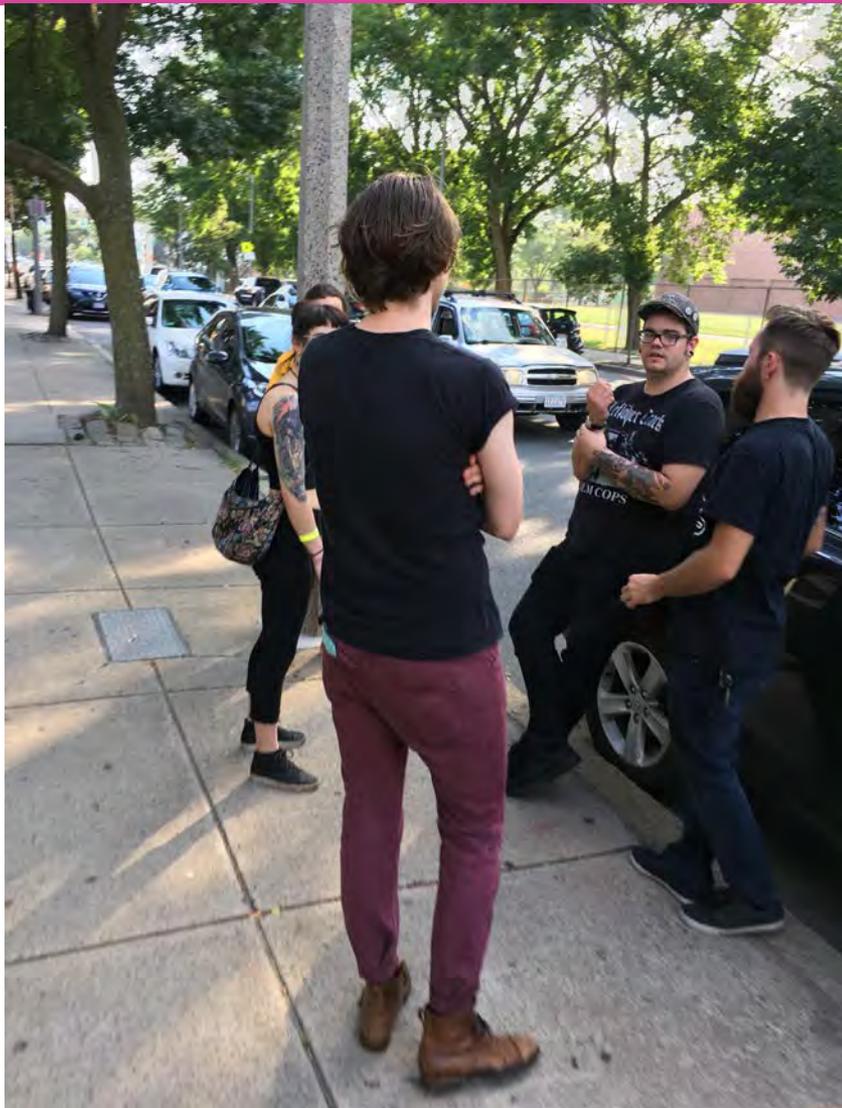
—Gov. James Curley, Boston Globe, Mar. 28, 1935



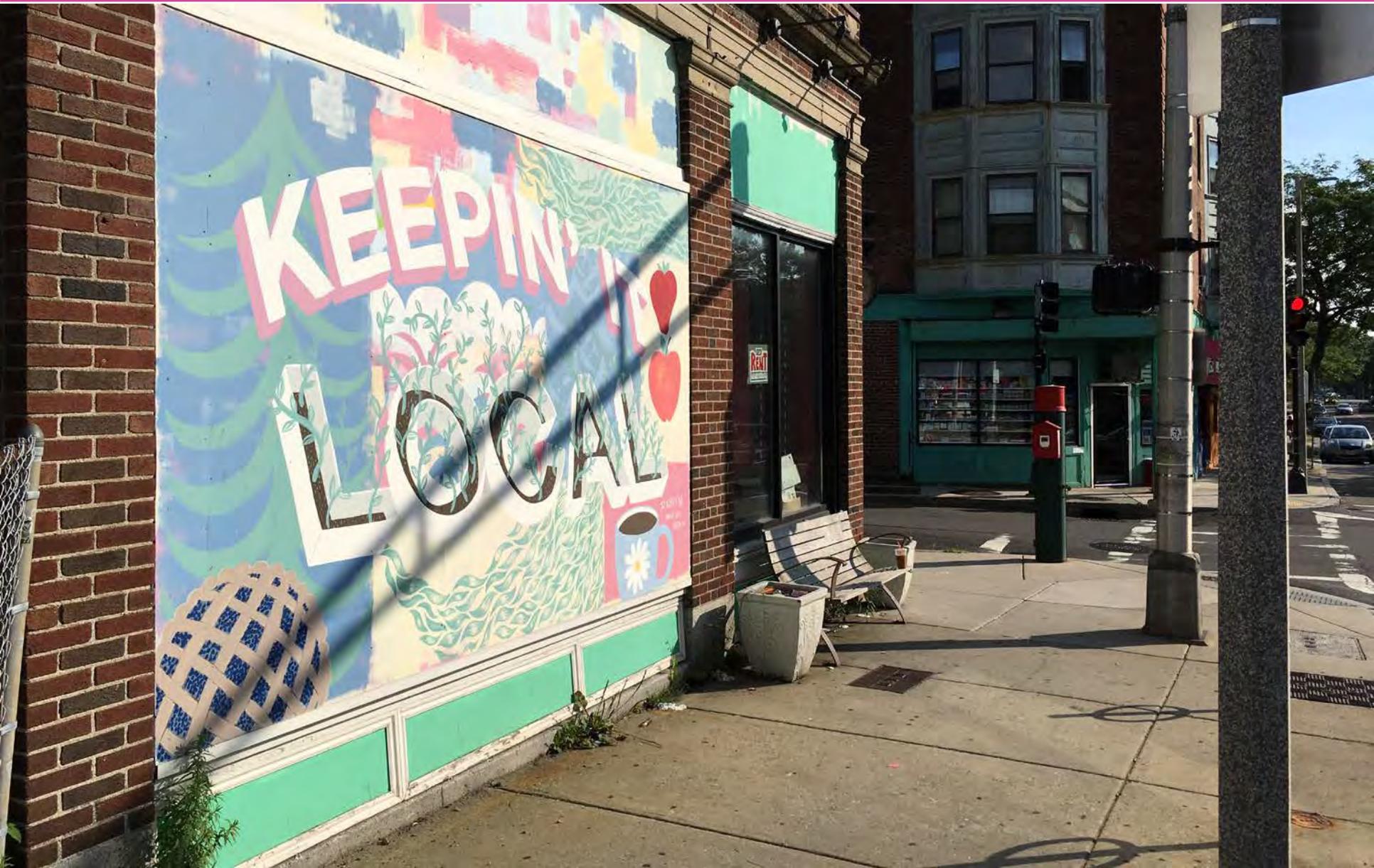
Architecture with No Relation to the Street



Demand for Public Spaces



Improvised Improvements



Public Realm Opportunities



Improvised Improvements



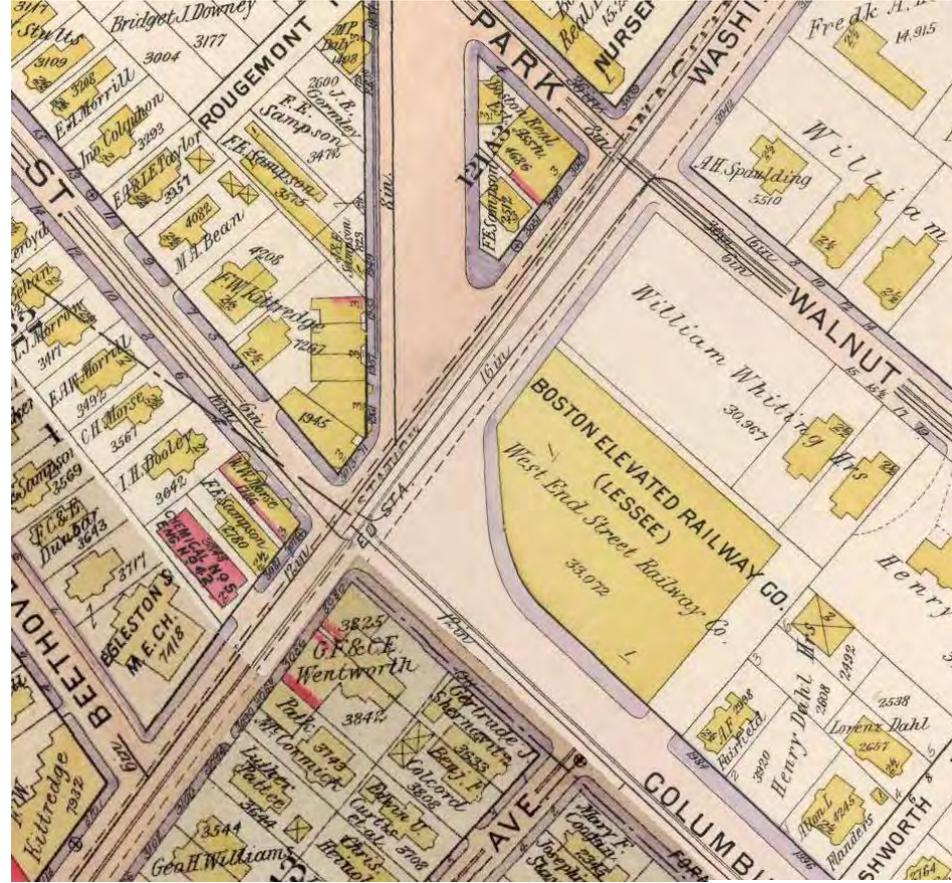
Public Realm Opportunities



Egleston Square Extension

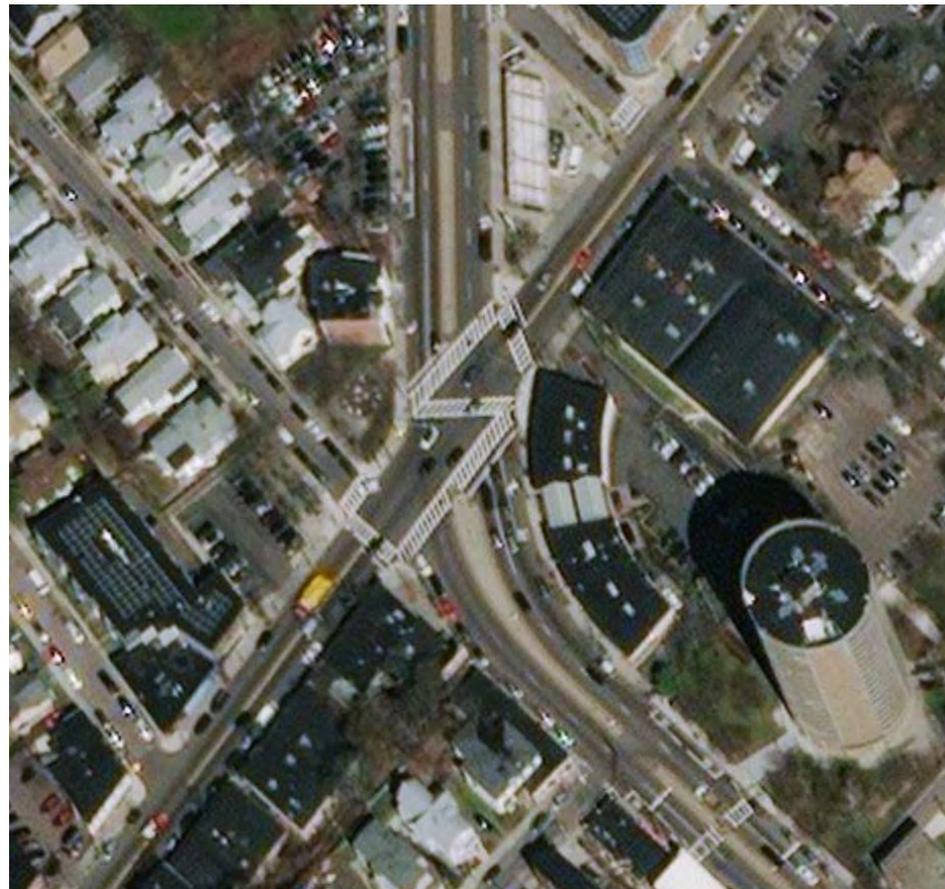


1885, painted by Childe Hassam

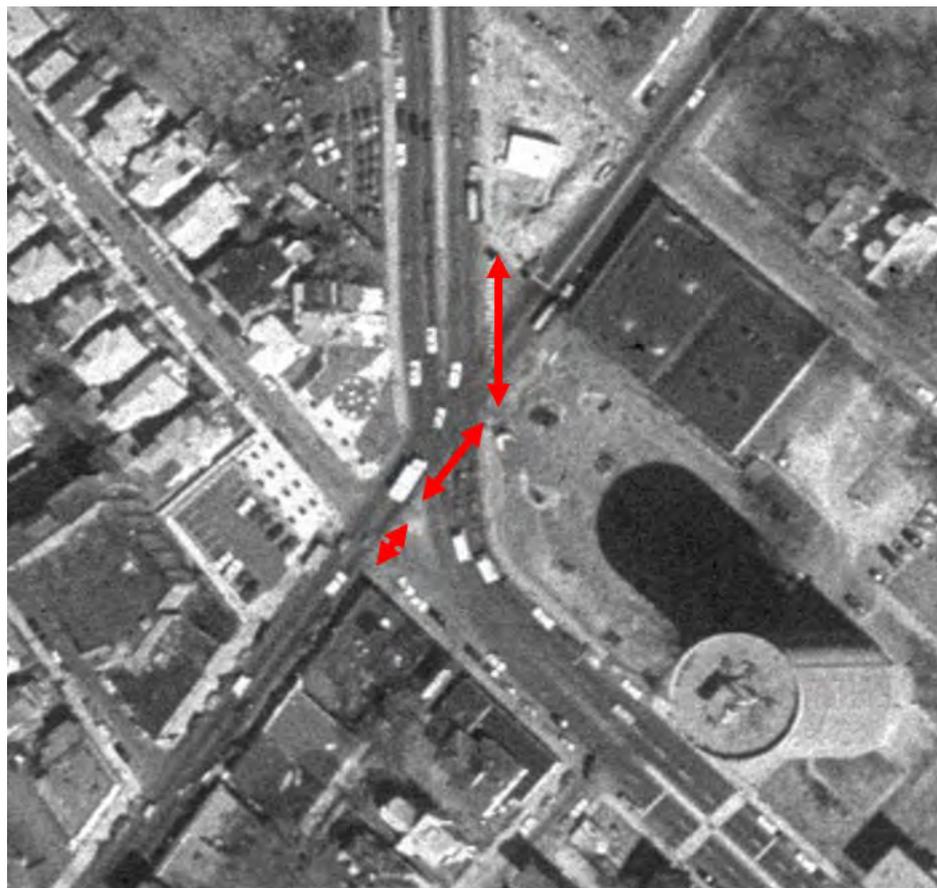


1906 Bromley Map

Egleston Sq. Evolution – 1995 - 2018



Egleston Sq. Evolution – 1995 - 2018



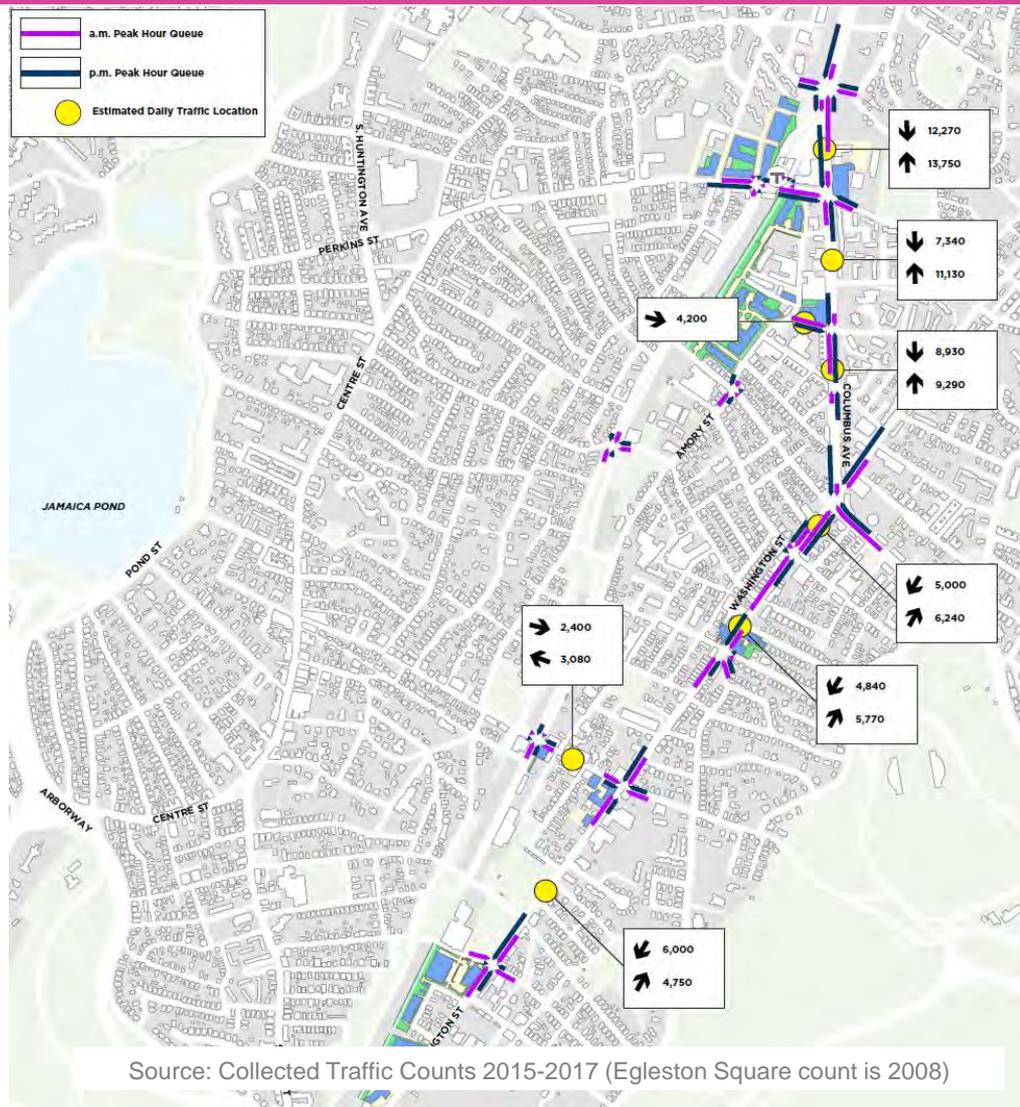
127ft at 3.5 ft per sec = 36 seconds to cross
Typical five lane crossing = 16 seconds

Egleston Sq./Columbus Ave Improvements

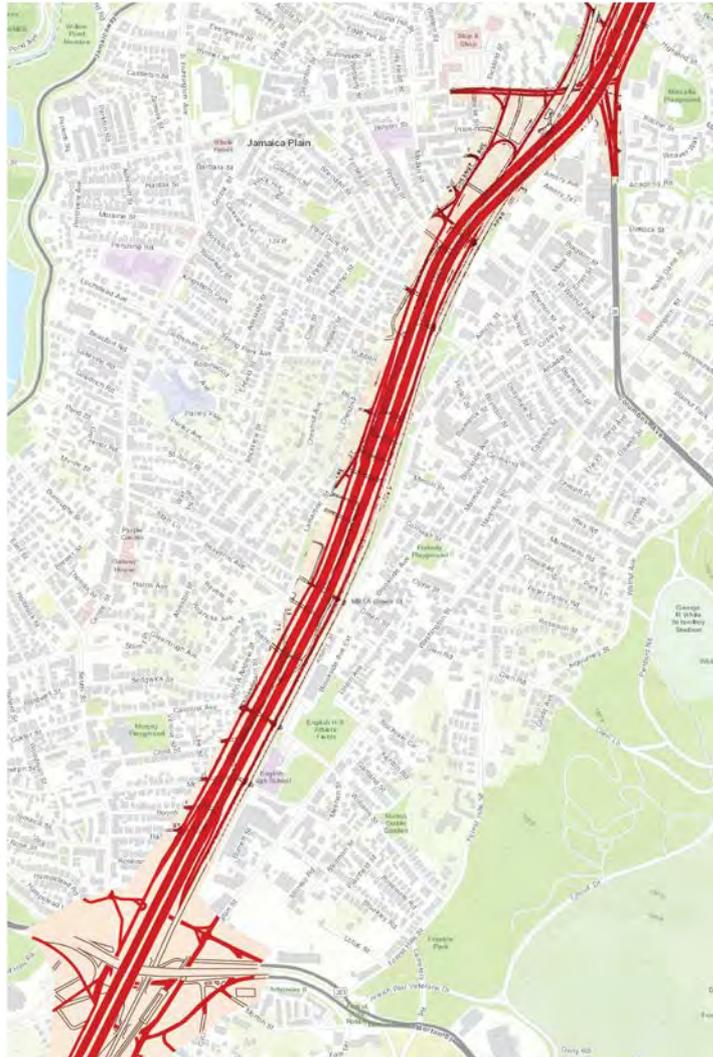


Traffic Queues

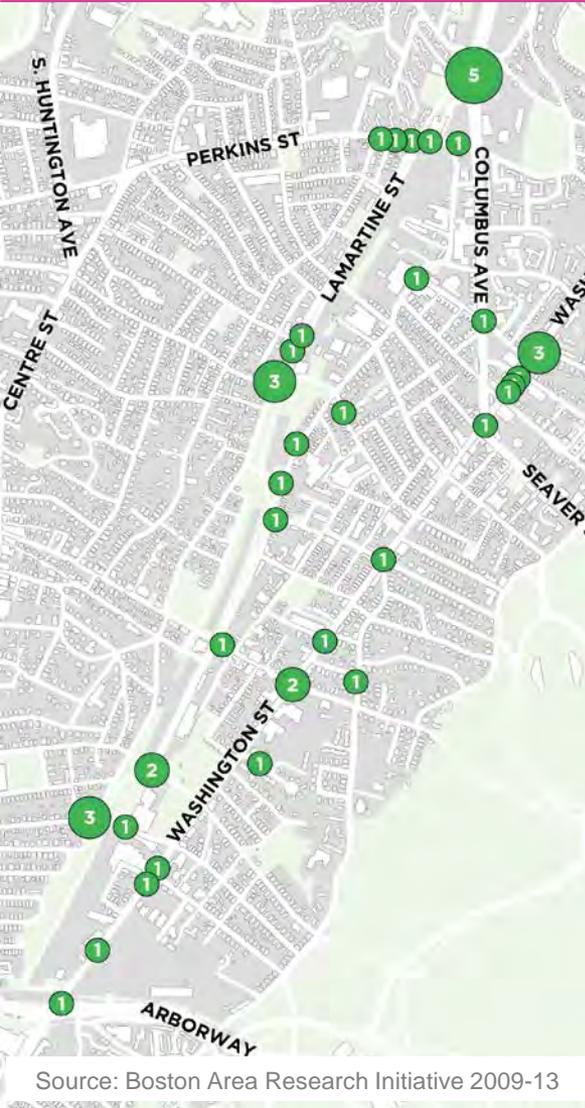
- Congestion between Forest Hills Street and Egleston Square
- Amory Street cut-through
- Columbus Ave. capacity for inbound bus lane?



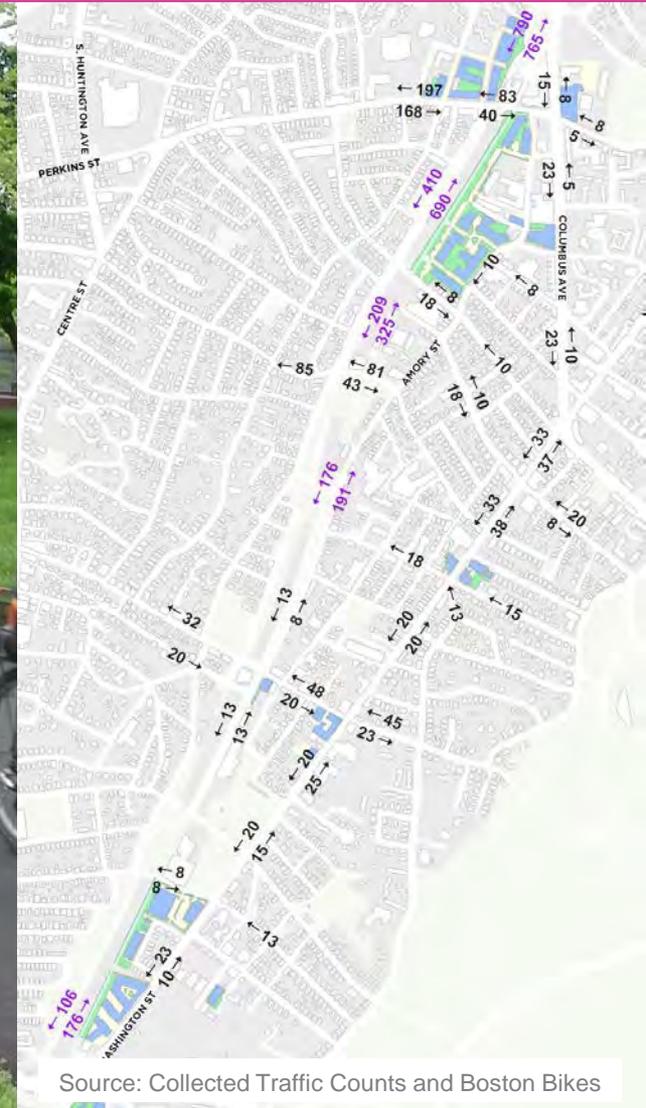
Highway to Path



SW Corridor Bike & Pedestrian Connectivity Improvements

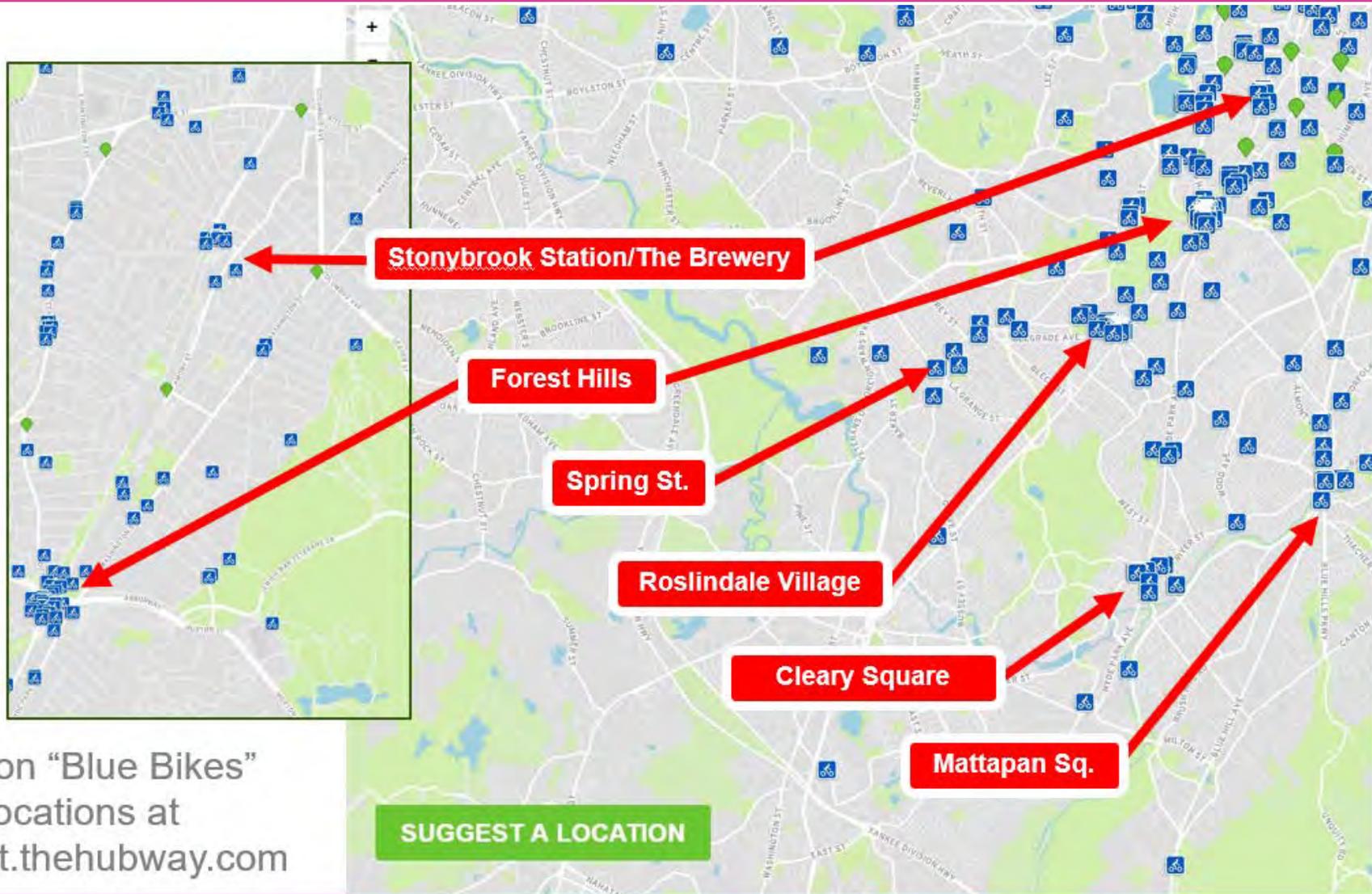


Source: Boston Area Research Initiative 2009-13



Source: Collected Traffic Counts and Boston Bikes

New Bike Share Station Requests



Vote on "Blue Bikes" locations at suggest.thehubway.com

Mobility Time and Cost is Rapidly Changing

fasten

sāfr
Ridesharing for Women

UBER

lyft

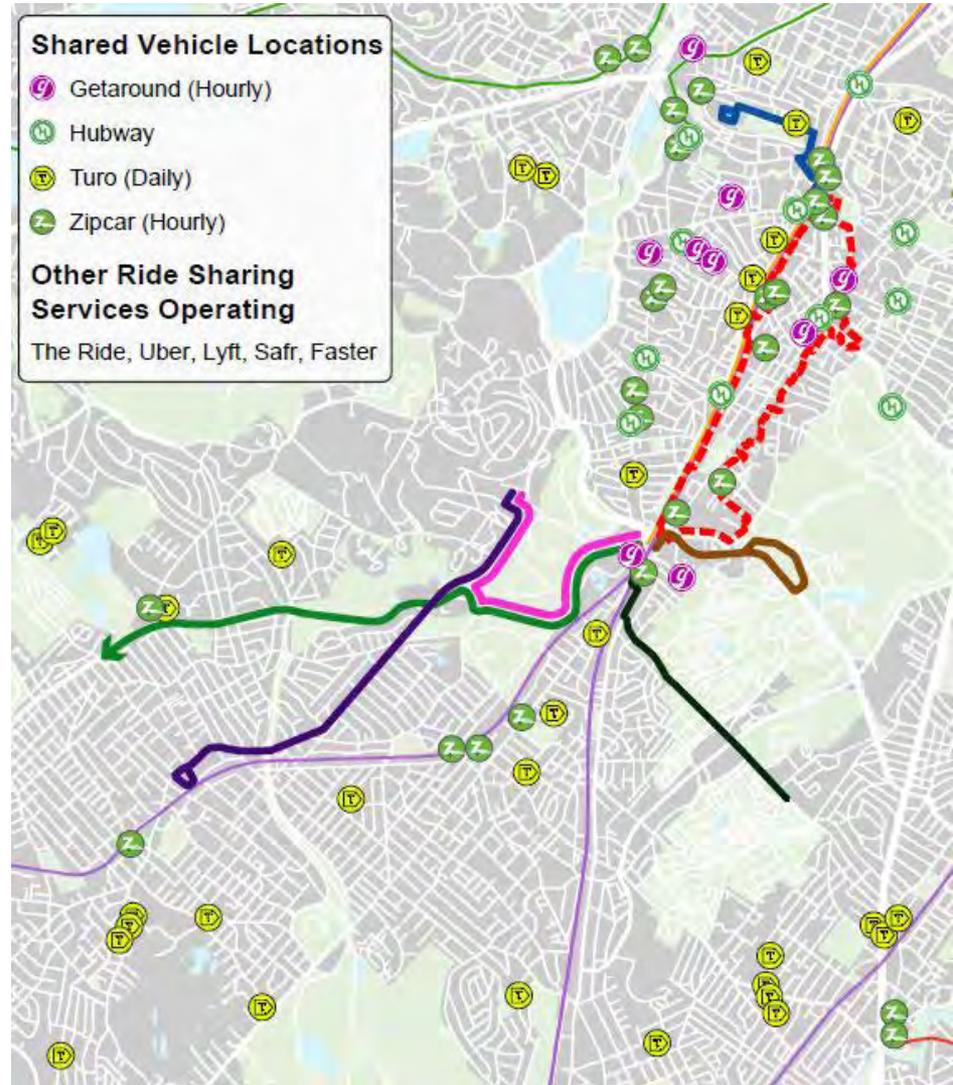
Hubway 

g Getaround

THE RIDE


zipcar

TURO



Parking Down, Ride Share Use Up

The San Diego Union-Tribune

Place your ad here. Click triangle to begin. 4

Ace Parking says Uber, Lyft have cut parking business up to 50% in some venues

Tami Fuller
#1 Agent at Ascent Real Estate Point Loma and Ocean Beach
Click here to receive property update



From: <John_Bannigan@petco.com>
Date: September 1, 2017 at 12:28:47 PM PDT
To: [REDACTED]
Subject: Uber Impact on San Diego Parking

Greg,

Following up on our conversation, depending on the venue/facility, Ace is seeing a decline on cars parking with us due to an increase in Uber/Lyft users.

Our Commercial Facilities have seen little impact as the majority of stalls are used by employees.

Depending on the product type of Hotels we are seeing a decline in overnight cars by 5% to 10%. For local banquets the decline is much higher around 25%.

Restaurant valets are being impacted by a similar 25% decline while Night Club traffic is off by 50% or more.

We do not keep track of Uber/Lyft trips to Petco since they do not enter into a facility but we visually see fans using this service. We do the parking for the Oakland A's and I recently attend a game against the Giants that we had nearly 300 Uber/Lyft drop offs for a 35,000 crowd. We are seeing 40 to 50 drop offs for crowds in the 10,000 - 15,000 range.

I hope this information is useful.

Feel free to give me a call if you need additional information.

John

Parking Declines (San Diego)

- Overnight Hotel – Down 5-10%
- Restaurant Valet – Down 25%
- Nightclub Valet – Down 50%

Incomes of Ride-Share Users

“A substantial number of trips are made by people from households earning less than \$38,000 per year. (And no, they’re not all students; most of these lower income riders are in the workforce.)”

–Metropolitan Area Planning Council, February 2018

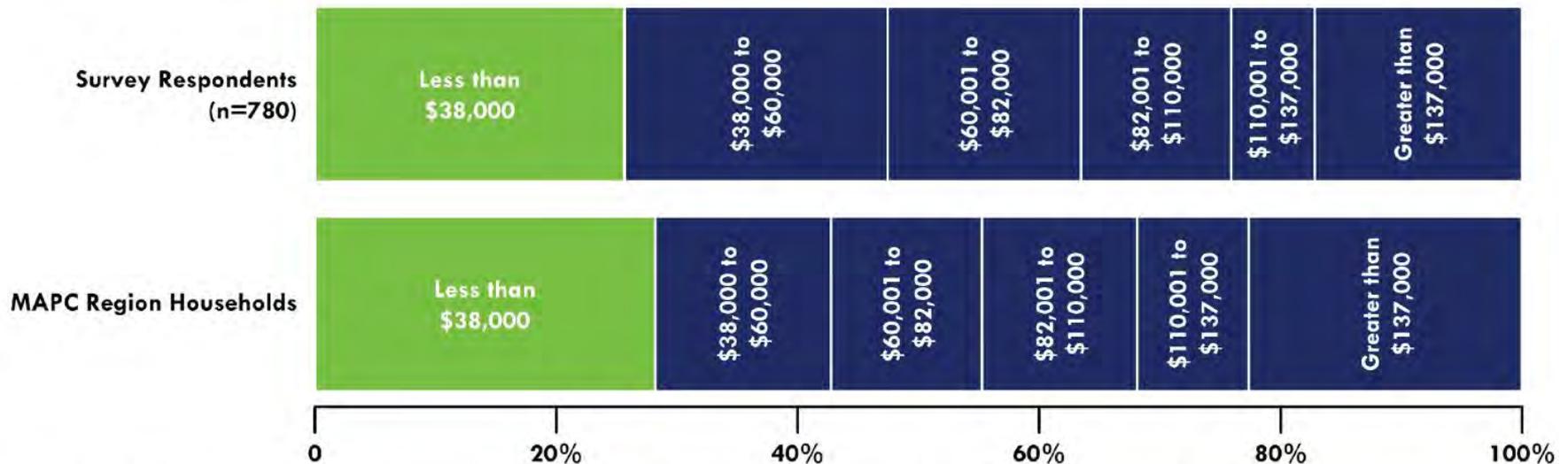


Figure 2. Annual household income of surveyed riders compared to income distribution of region households.

Source: MAPC Fare Choices Report, 2018

Substituted Travel & Commuting Modes

“Greater integration of modes and services is essential to keep transit riders from shifting more heavily to ride hailing, and to introduce ride hailing members to transit.”

—Metropolitan Area Planning Council, February 2018

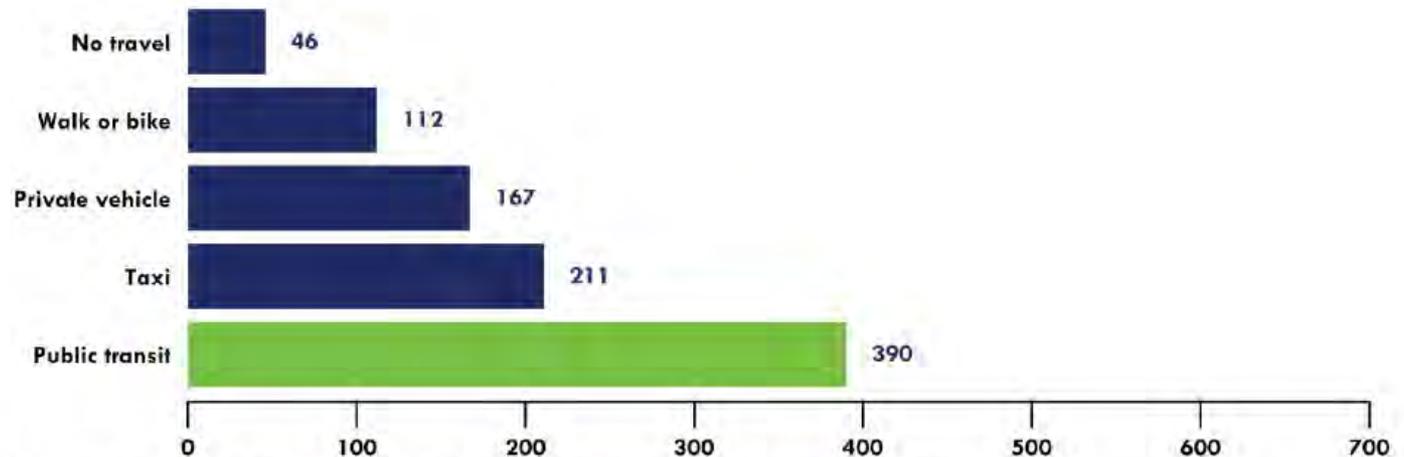


Figure 11. Travel mode being substituted by ride-hailing services for sampled trips.

Source: MAPC Fare Choices Report, 2018

Draw and Write your Comments

How can we improve our streets and paths for all modes?



Draw and Write Your Comments

What are your
problems and ideas?

Report Back to the group at
7:45 pm



Goals for Next Time (Subject to Change)

Presentation

- Review Community Feedback
- Shared Mobility & Demand Management Options
- Future Traffic & Parking Conditions

Breakouts

- Dot Poll Exercise on Additional Priorities
- Design Charrettes/Progress on Priority Projects
- Reportback & Discussion

Stay Engaged

JP/Rox Transportation Action Plan

Click ADD ROUTES to show how you move about the project area.
Click ADD POINTS to add to the map.

Accessibility (ADA) Pedestrian Bicyclist Transit Rider Driver Neighborhood Environment

JP/Rox TAP / About & Help / ADD ROUTE / ADD POINTS / Home

wikimapping.com/wikimap/JP/RoxTAP.html

#JPRoxTranspo

wikimapping.com/wikimap/JP/RoxTAP.html

CITY OF BOSTON Mayor Martin J. Walsh

PAY AND APPLY PUBLIC NOTICES FEEDBACK TRANSLATE

WICKED-FREE WI-FI EXPERIENCING TECH ISSUES / We are looking into a fix and apologize for the inconvenience.

HOME / DEPARTMENTS / TRANSPORTATION / JP/ROX TRANSPORTATION ACTION PLAN

Last updated: 1/29/16

JP/ROX TRANSPORTATION ACTION PLAN

We're making short- and long-term improvements in the Washington Street and Columbus Avenue Corridor

Still have questions? Contact:
TRANSPORTATION
617-635-4680

GET UPDATES

Sign up for project updates

YOUR EMAIL ADDRESS

UPCOMING EVENTS METRIC INFORMATION RELATED DOCUMENTS ABOUT GO BOSTON 0156

Search For: JP/Rox Transportation