



Jamaica Plain/Roxbury Transportation Action Plan *July 17, 2018 Public Meeting Summary*

Boston English High School

This was the third meeting in a process to develop short- and long-term transportation improvements in the Washington Street/Columbus Avenue Corridor between Forest Hills, Egleston Square, and Jackson Square. This meeting provided an update on investigations and *priority projects* (projects that have already been prioritized by the community and on which work is beginning), and it was an opportunity for the public to prioritize *action items* (projects that are emerging from this process). After the presentation, the room became an Open House during which constituents expressed preferences using dot stickers, and then the group reconvened for a report back.

Approximately 34 people attended, in addition to City staff from the Boston Transportation Department (BTD), the Boston Planning & Development Agency (BPDA), and Boston Police Department (BPD), as well as a representative from the Massachusetts Department of Transportation (MassDOT) and the Massachusetts Bay Transportation Authority (MBTA). A representative of the Office of Representative Malia was also in attendance.

BTD presented the project timeline and process, including an overview of feedback collected at the second community meeting held on March 29, 2018. The team emphasized that this project builds on PLAN: JP/Rox, and that equity and affordability would guide the process. There was also a Spanish simultaneous interpreter to provide any assistance via headset during the meeting.

The project team presented results of investigations into future conditions and parking. These results will inform further development of the action items. Progress on priority projects (Egleston Square/Columbus Ave, Bus Delay and Stops, Southwest Corridor Connectivity, and Crossing and Public Realm) was provided. An overview of community feedback heard in the second public meeting, pop-ups, and online WikiMap provided context for the twenty-three action items displayed around the room.

After the presentation, the project team took clarifying questions before breaking for the Open House. An attendee asked how action items would improve accessibility and safety for families and the elderly. The City responded that many potential action items focus on making getting around safe and pleasant for people who cannot or choose not to drive.

The team, which was also asked about parking, pointed to the potential action items addressing parking concerns, particularly residential permit expansion and a Transportation Demand Management (TDM) survey, and encouraged more conversation on the topic throughout the Open House. A final question inquired about encouraging a shift away from car ownership, such as through congestion pricing. The City noted that all potential action items and priority projects could encourage a shift away from driving, but that congestion



pricing would require a much broader city-wide conversation outside of this neighborhood transportation plan.

Meeting attendees were invited to explore the Open House, where there were boards outlining the action items grouped according to the following themes: *Pedestrian Environment*, *Public Realm*, *Bicycle Environment*, *Traffic Calming*, *Flex Zone*, and *Transit*. They also rotated through a breakout session specifically focused on *Progress on the Egleston Square Priority Project*. Attendees used color-coded stickers to show preference for action items and wrote comments and questions on post-it notes to supplement the stickers.

After about an hour, project team members presented an overview of feedback at each station. Discussion regarding Egleston Square included a concept left-turn lane, desire for a smaller intersection, and coordination with transit action items. At the traffic calming station, there was a focus on the Centre Street/Columbus Avenue/Ritchie Street intersection. The transit conversation revolved around the balance of bicycle and bus facilities. At the flex zone boards, concerns were voiced about the concept for meters, visitor parking spaces, and local data to improve TDM. Bike improvement conversations focused on the Southwest Corridor and its connections. Atherton Street was referenced as the most promising contraflow lane, and attendees suggested focusing on improvements at intersections. For pedestrian conditions, continued concern was expressed about the narrow width of sidewalks, specifically noting the demographics of people walking Amory Street. The public realm station received much enthusiasm on tactical urbanism at Egleston Square, but some attendees were skeptical about implementation in the neighborhood.

Next Steps

The project team wrapped up the meeting noting that the next meeting would include the results of action-item polling and an update on off-street parking. That meeting may also include breakout sessions including action-item planning stations, progress updates on priority projects, and an Egleston Plaza design charrette. Over the remainder of the summer, pop-ups and an online survey will supplement the dot poll for those who could not attend in person. The next public meeting is anticipated for the fall.