

# INTERSECTION DESIGN

*& the reconstruction of Cummins Highway*

March 29, 2022



Public Works

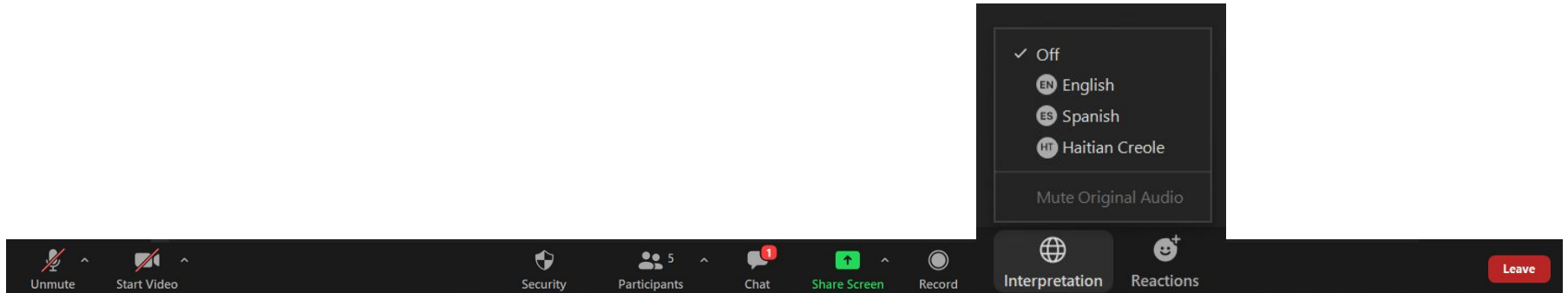


Transportation

# Welcome! ¡Bienvenidos! Akeyi!

---

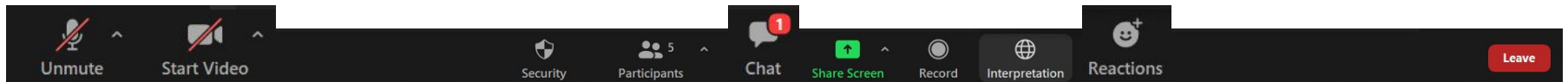
- Si hablas español y prefieres escuchar la reunión en esta lengua utiliza el botón de “Interpretation” (Interpretación) para acceder al canal de audio en español.
- *Si w pale Kreyòl Ayisyen e w prefere tande reyinyon an nan lang sa a tanpri sèvi ak bouton "Interpretation" (Entèpretation) pou w jwenn aksè ak chèn odyo pou Kreyòl Ayisyen an.*



# Welcome! ¡Bienvenidos! Akeyi!

---

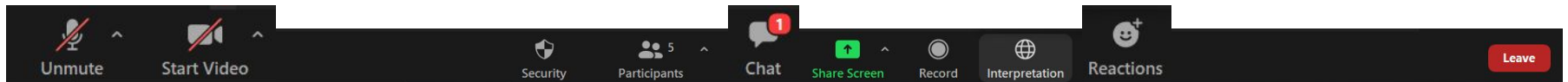
- This meeting **will be recorded**.
  - Esta reunión será grabada.
  - *Reyinyon sa a ap anrejistre.*
- Update your name in Zoom to include your preferred name and your pronouns.
  - Actualiza tu nombre en Zoom con tu nombre preferido y tus pronombres.
  - *Aktyalize non w sou Zoom pou w mete non prefere w ak pwonon w.*



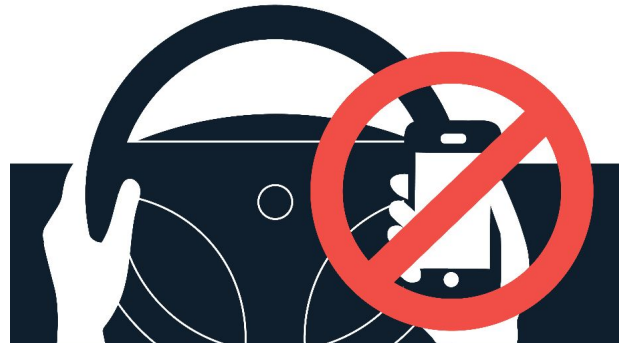
# Welcome! ¡Bienvenidos! Akeyi!

---

- Your microphones are turned off to start. You will need to unmute to speak. Joining via phone? Press **\*6** to unmute.
  - Tu micrófono está apagado al empezar. Tendrás que reactivarlo para hablar. ¿Participando por teléfono? Presiona \*6 para reactivar el micrófono.
  - *Mikwo w fèmen pou kòmanse. Ou pral bezwen ouvri mikwo a pou w pale. W ap konekte pa telefòn? Peze \*6 pou ouvri mikwo a.*
- You can use non-verbal feedback options. Raise your hand or leave a message in the chat box if you have a question. If you called into the meeting, use **\*9** to raise your hand.
  - Puedes utilizar las opciones de reacción no verbales. O dejar un mensaje en el chat si tienes alguna pregunta. Si estás llamando por teléfono usa \*9 para levantar la mano.
  - *Ou gendwa sèvi ak opsyon fidbak non-vèbal. Leve men w oswa kite yon mesaj nan bwat tchat la si w genyen yon kesyon. Si w konekte nan reyinyon an, sèvi ak \*9 pou leve men w.*



# **DON'T** LOOK AT YOUR **SCREEN WHILE DRIVING**



**Hello!** ¡Hola! **Bonjour!**

---



**Jeffrey Alexis**

---

Principal Engineer,  
Public Works  
Department



**John Monacelli**

---

Senior Engineer,  
Transportation  
Department



**Jen Rowe**

---

Active Transportation  
Planner, Transportation  
Department

# Meeting Goals

---

## **Learn how the City plans for vehicular traffic in the context of safety**

- Review common terms
- Learn about all the factors we consider in designing intersections

## **Learn about the Cummins Highway reconstruction project**

- Project goals and opportunities
- Review specific designs for Cummins Highway
- Next steps for the project

# Cummins Highway Temporary Redesign

---

We ended the trial on Cummins Highway in October 2021. *Until construction begins, the street will be like it was before.*

Throughout 2021, we collected data on traffic speeds, travel times, and your experience of one lane in each direction. Visit [boston.gov/cummins-highway](https://boston.gov/cummins-highway) to review the data we collected.

The data we collected will inform how we design the new Cummins Highway, but **your input is still crucial.**





# Cummins Highway Reconstruction

---

We cannot produce a design without your input. **You will help shape how Cummins should be for the next 70 years.**

Currently, we are doing community outreach to inform the final design.



## We plan to reconstruct Cummins Highway

---

Cummins Highway hasn't been updated since the **spring of 1955**.

The street cars that ran along Cummins were removed in 1953 to make room for more cars.

The street's layout reflects the priorities of the 1950's: enable non-residents to drive quickly through our neighborhoods.



# Cummins Highway Reconstruction

---

During a reconstruction project we **completely rebuild** the street, including sidewalks, curbs, street lights, traffic signals, road pavement, and replace or update utilities as necessary.

The City has budgeted approximately **\$24 million** for reconstruction of Cummins Highway.



# Cummins Highway Reconstruction

---

- **Advance Go Boston 2030 goals:**
  - Improving safety on our streets
  - Reducing emissions
  - Investing in communities to achieve equity in access to opportunities



# Cummins Highway Reconstruction

---

- *Advance Go Boston 2030 goals*
- **Partner with other City departments to advance our collective plans:**
  - To inform residents of the work happening around the City
  - To improve collaboration in our work and achieve neighborhood and citywide goals



# Cummins Highway Reconstruction

---

- *Advance Go Boston 2030 goals*
- *Partner with other City departments to advance our collective plans*
- **Collaboration with residents to advance your goals:**
  - Awareness and participation in efforts that you care about
  - Confirm your vision for the future through our projects



# Glossary of traffic-related terms for this evening



# Signal Cycle

---

- How long the signal takes to serve all of the different people at the intersection
- A cycle repeats throughout the day
- During some times of day, we can make the cycle longer (a bigger pizza); at other times, we can make the cycle shorter (a smaller pizza)



Photo: Dale Cruse on Flickr.com



# Phase

---

- One part of the cycle, or one “slice of the pizza”
- Different things happen at the intersection during each phase
  - Left-turning traffic moves
  - People cross from one sidewalk to another
  - Cross-traffic flows

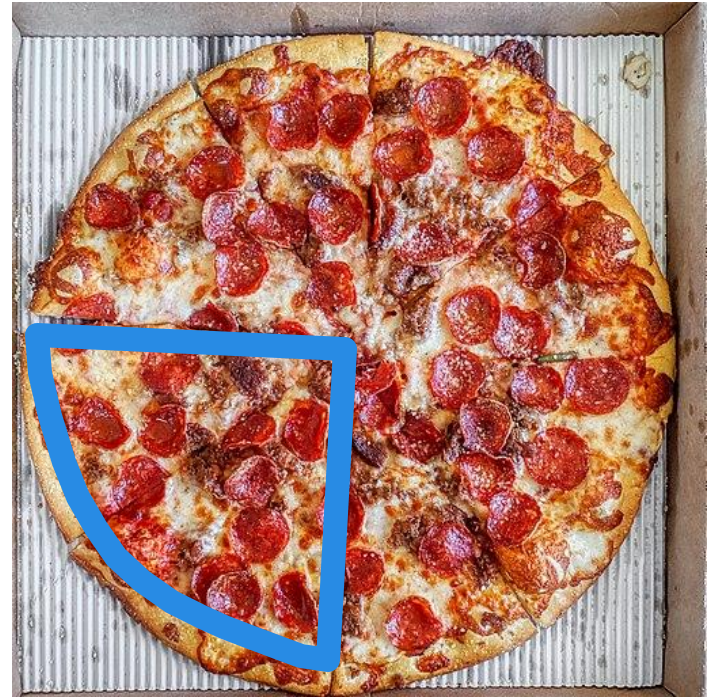
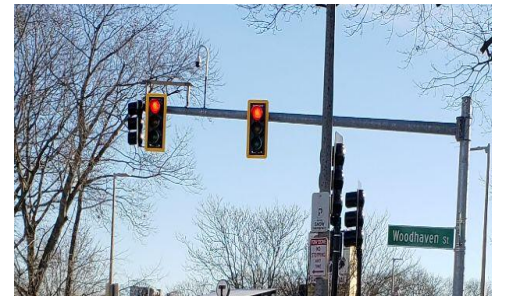


Photo: Dale Cruse on Flickr.com

# Clearance

---

- Legally-required minimum amount of time needed for safety
- Important examples:
  - How long a traffic light must be yellow
  - How long a traffic light must be red
  - How long a pedestrian signal countdown must be
- Can be reviewed by engineering judgment if an increase will provide additional safety benefits



# Pedestrian signals

---

- Three parts to each pedestrian signal
- The **WALK** signal tells people when it is their turn to cross the street
- The **Countdown** shows pedestrians how much remaining time is being provided
  - The **Flashing Hand** is a warning that the crossing opportunity is ending soon
- The **Steady Hand** means that pedestrians should not be crossing during this time



# Two and a half types of pedestrian phases

---

- **Exclusive**
  - Pedestrians are directed to cross at a specific time when no drivers are moving
  - No Turn on Red signs are added
  - People have to wait much longer for the walk signal



# Two and a half types of pedestrian phases

---

- *Exclusive*
- **Concurrent**
  - Pedestrians are directed to cross while drivers are moving parallel to the crosswalk
  - Drivers may be allowed to turn over the crosswalk, after yielding to pedestrians
  - Potential concerns about conflicts between people walking and drivers who are turning



# Two and a half types of pedestrian phases

- *Exclusive*
- *Concurrent*
- **Pedestrian head-start**
  - Also called a “leading pedestrian interval”
  - Used with a *concurrent* pedestrian phase
  - People walking get to start crossing the street before parallel traffic gets a green light
  - Pedestrians are more visible to drivers because they are already in the crosswalk
  - Reduces potential for conflicts between people walking and drivers who are turning



4 to 6 seconds



## Permissive and protected turns

---

- **Permissive**

- Drivers are allowed to turn left across oncoming traffic, based on their own judgement to find a gap
- Less delay for turning drivers, but more possible conflicts

- **Protected**

- Drivers have a specific phase to turn without conflicts with other vehicles
- More delay for turning drivers, but fewer possible conflicts

# How we design for traffic and safety





# Street design must support many goals

---

- Access to places people want and need to be
  - Like church, parks, schools, work, grocery stores, health care, and libraries
- Safe for everyone
  - Especially elders, youth, and people with disabilities
- Support neighborhood-wide and citywide goals
  - Public health, mitigate urban heat, resilience against storms, increased tree canopy



## When we design intersections, we need to consider many factors:

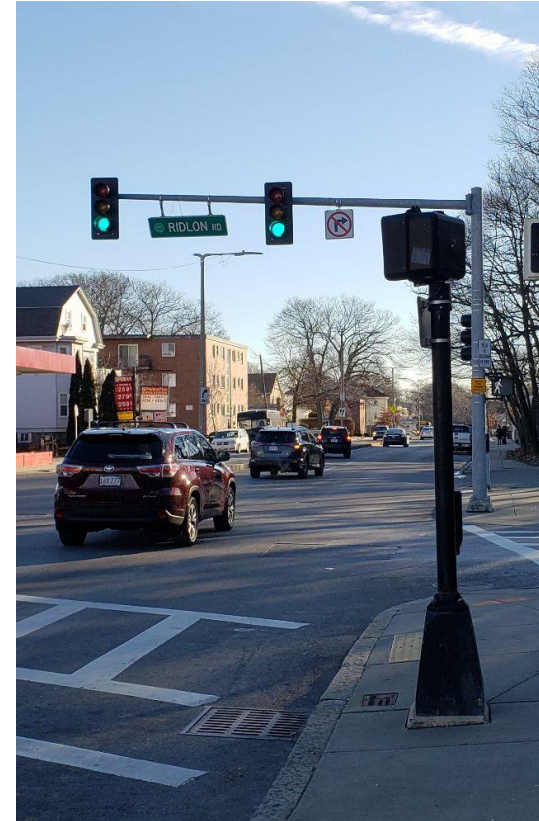
---

- Number of people using the intersection
- Past history of crashes and near-misses
- Nearby places, like parks, schools, bus stops, elder housing
- Sightlines and visibility
- Managing interactions/conflicts and movements
- Best use of limited street space
- Research and latest guidance

# Traffic signals help us manage conflicts at intersections

---

- We can use traffic signals at some intersections:
  - High volumes of traffic (including vehicles, pedestrians, and people on bikes)
  - The potential for conflicts is very high
- Traffic signals are about **control** and **balance**
  - *Control* who gets to move
  - *Balance* when everyone gets to move
- Traffic signals are only lights on poles – they cannot solve for everything



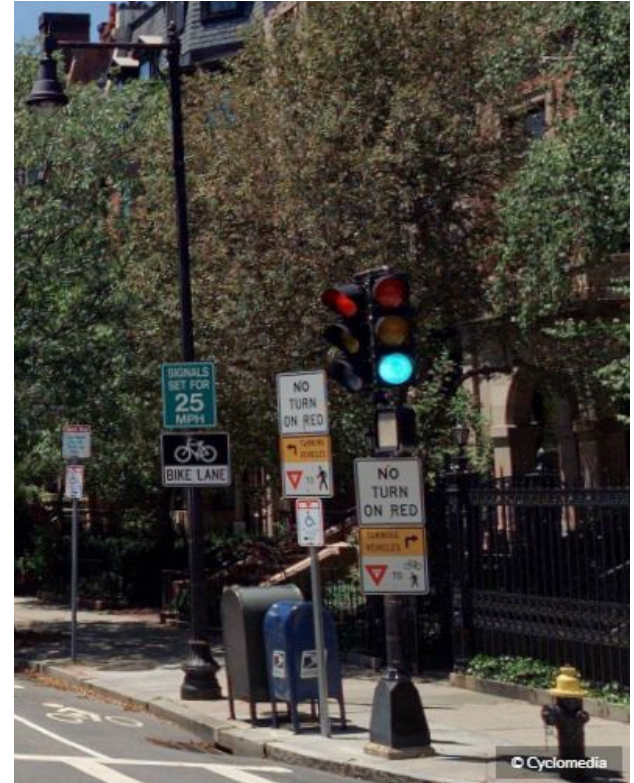
# Separation

---

- We minimize conflicts by *separating* different street users from each other.
- We can separate using **time**
  - Control conflicting interactions by giving the different users unique time within the cycle to move/turn
  - Example: left-turns across oncoming traffic or a when a side street gets the green light to cross a main street
- We can separate using **space**
  - Build physical elements to prevent and/or better control if and how users interact
  - Example: sidewalks, medians, curb extensions

# Traffic signals do not control driver speeds

- Traffic signals aim to control movements, but can create delays for travelers
  - Everyone has to wait their turn to move
- We can *coordinate* traffic signals on a corridor
  - If you travel at the speed limit, you are more likely to get several green lights in a row



Beacon Street, Back Bay

# We analyze traffic volumes to design signal cycles and phases


---

- We count how many people are driving, walking, and biking at an intersection
  - We count how many people are turning, how many are continuing through, and how many are making u-turns
  - We count what types of vehicles are using the intersection
  - We also count how many people are using each crosswalk
- This data helps us understand the potential for conflicts between different people on the street, like people turning vs people in the crosswalk



# We analyze traffic volumes to design signal cycles and phases

- We are using data we collected before the COVID-19 pandemic.
  - We have monitored traffic levels throughout the pandemic. We are not using these numbers to design the street.
- On projects like Cummins Highway, we can add in future traffic demand from new development projects like Cote Village.



**Cote Village NPC**

**Project Phase ?**

- Letter of Intent
- Under Review
- **Board Approved**
- Under Construction
- Construction Complete

Neighborhood	Address	Land Sq. Feet	Gross Floor Area	BPDA Contact
<b>Mattapan</b>	<b><u>30-32 Regis Road</u></b>	<b>100,188 sq ft</b>	<b>101,848 sq ft</b>	<b><u>Lance Campbell</u></b>

**Project Description**  
Construct 76 units with rental office and community room, 4,172 SF of ground-floor commercial space, including a 12,000 SF public plaza with a total of 84 parking spaces.

# We analyze traffic volumes to design signal cycles and phases

- We put our traffic counts and growth information into a modeling software (usually Synchro) to simulate all of the information
  - We observe how people are actually using the intersection and we make changes to the model to better reflect what we see
- The model helps us understand trade-offs between different movements, how long a cycle might be, and how much space we may want to provide for turn-only lanes

TIMING SETTINGS	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	FED	HOLD
◊ Lanes and Sharing (BRL)		4			4			4			4			
◊ Traffic Volume (vph)	78	479	0	0	707	90	5	9	4	46	0	99		
◊ Future Volume (vph)	78	479	0	0	707	90	5	9	4	46	0	99		
◊ Turn Type	Perm	—	—	—	—	—	Perm	—	—	Perm	—	—		
◊ Protected Phases	1	1	—	1	—	—	4	4	—	—	3	—		
◊ Permitted Phases	1	—	—	—	—	—	4	—	—	3	—	—		
◊ Permitted Flashing Yellow	—	—	—	—	—	—	—	—	—	—	—	—		
◊ Detector Phases	1	1	—	1	—	—	4	4	—	3	3	—		
◊ Switch Phase	0	0	—	0	—	—	0	0	—	0	0	—		
◊ Leading Detector (ft)	—	100	—	—	100	—	—	100	—	—	100	—		
◊ Trailing Detector (ft)	—	0	—	—	0	—	—	0	—	—	0	—		
◊ Minimum Initial (s)	12.0	12.0	—	12.0	—	—	18.0	18.0	—	8.0	8.0	—		
◊ Minimum Split (s)	18.0	18.0	—	18.0	—	—	23.0	23.0	—	13.0	13.0	—		
◊ Total Split (s)	54.0	54.0	—	54.0	—	—	23.0	23.0	—	33.0	33.0	—		
◊ Yellow Time (s)	3.0	3.0	—	3.0	—	—	3.0	3.0	—	3.0	3.0	—		
◊ All Red Time (s)	3.0	3.0	—	3.0	—	—	2.0	2.0	—	2.0	2.0	—		
◊ Lost Time Adjust (s)	—	0.0	—	—	—	—	0.0	—	—	0.0	—	—		
◊ Lagging Phase?	—	—	—	—	—	—	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	—	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	—		
◊ Allow Lead/Lag Optimize?	—	—	—	—	—	—	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	—	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	—		
◊ Recall Mode	C.Max	C.Max	—	C.Max	—	—	None	None	—	None	None	—		
◊ Speed limit (mph)	—	25	—	—	25	—	—	25	—	—	25	—		
◊ Actuated Effort Green (s)	—	68.4	—	—	68.4	—	18.0	—	—	16.8	—	—		
◊ Actuated g/C Ratio	—	0.62	—	—	0.62	—	0.16	—	—	0.15	—	—		
◊ Volume to Capacity Ratio	—	0.43	—	—	0.40	—	0.10	—	—	0.85	—	—		
◊ Control Delay (s)	—	9.3	—	—	16.6	—	33.8	—	—	52.0	—	—		
◊ Queue Delay (s)	—	0.0	—	—	0.0	—	0.0	—	—	0.0	—	—		
◊ Total Delay (s)	—	9.3	—	—	16.6	—	33.8	—	—	52.0	—	—		
◊ Level of Service	—	A	—	—	B	—	C	—	—	D	—	—		
◊ Approach Delay (s)	—	9.3	—	—	16.6	—	33.8	—	—	52.0	—	—		
◊ Approach LOS	—	A	—	—	B	—	C	—	—	D	—	—		
◊ Queue Length 50th (ft)	—	70	—	—	220	—	13	—	—	69	—	—		
◊ Queue Length 95th (ft)	—	m250	—	—	394	—	27	—	—	101	—	—		
◊ Stops (vph)	—	235	—	—	464	—	14	—	—	76	—	—		
◊ Fuel Used (g/hr)	—	4	—	—	17	—	0	—	—	3	—	—		



## We design for a normal day

---

- We design signalized intersections to function during busy times of days, like during morning and evening commute.
- We must be careful not to overbuild our streets.
  - Excess space within the roadway accommodates speeding.
- While we can change the **cycle** length throughout the day, we cannot change the physical design of the street.
  - Bigger or smaller “pizza”

# Traffic is like a gas: it takes up all the space it is given

---

- Traditionally, traffic engineering prioritizes maximizing the speed and number of vehicles moving through an area at any given time.
- This approach may work for highways, where there are no places or people, but it is not appropriate within the context and fabric of a city.
- If we build our streets for the highest volumes of traffic, we end up with lots of space at other times.
  - This excess space can encourage dangerous speeding.
  - It also prevents us from achieving other goals, like planting trees or building sidewalks wide enough for bus shelters.



Photos: Smart Growth America

# Balancing vehicle traffic, safety, and other goals

---

*We need to use the right number of travel lanes.*

- In the middle of a block, we don't need as many travel lanes.
  - More continuous flow along block(s)
  - Less formal control from traffic signals
  - Less conflicting interaction with large intersections
- We can add more lanes at intersections
  - A turn-only lane, a through lane, or a through-turn lane
  - Might improve operations because it helps to compensate for a limited amount of time that drivers are given a green light within the overall **cycle**



# Balance competing needs and considerations

---

*At traffic signals, we put limits on how much time drivers on each approach are given (phase) within the overall cycle.*

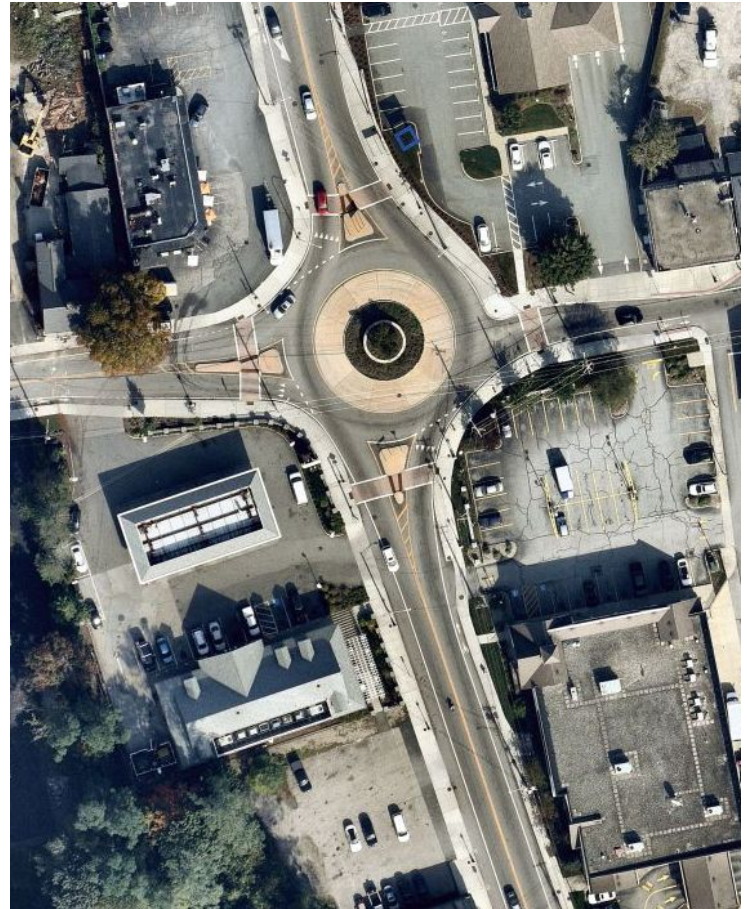
- Turn-specific lanes
  - Clarify what that vehicle will be doing
  - Can reduce conflicts between turning drivers and pedestrians and/or drivers approaching in opposite direction
- To decide if a turn-only lane is a good idea, we consider:
  - Number of people turning
  - Number of drivers continuing through from the same direction
  - Number of oncoming drivers
  - Number of pedestrians crossing the street
  - Limited sightlines
- Movements of pedestrians and motorists all have to be balanced when considering what order each phase goes in, and how much time each one gets



# We can also design roundabouts

---

- Roundabouts are generally better:
  - Consistent flow of traffic
  - Reduced speeds
  - Increased caution and safety
- We can design roundabouts to accommodate bus, fire truck, and other large vehicles.
- We typically prefer roundabouts with only one lane.
  - Safer for pedestrians, crossing one lane of travel at a time
  - Fewer conflicts between people entering and continuing through the roundabout
  - Less space needed within the street

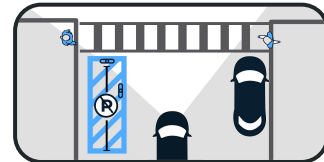
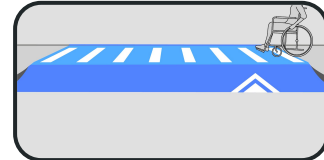
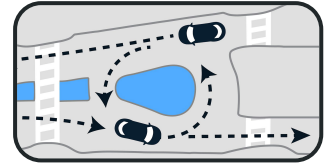


# Intersections without traffic signals

---

We use different tools where traffic signals are not necessary.

- Consider using a roundabout to slow down traffic to a safer and consistent speed
- Keep crosswalks short to reduce potential for conflicts between people walking and drivers
- On side streets, consider raised crosswalks to slow turning speeds and improve accessibility
- Clear sight lines at intersections
- If needed for safety or volume of cross-traffic, consider a STOP sign



Learn more: [boston.gov/street-safety-toolkit](https://www.boston.gov/street-safety-toolkit)

# Intersection design for Cummins Highway



# The Cummins Highway reconstruction goal: safer, more accessible

---

We aim to build a street where *traffic can flow*, but is also *safe for people with disabilities, youth, and elders*.





# Intersections we will discuss tonight:



# INTERSECTION: Harvard Street and Wood Avenue

- Large intersection
  - Long distances for pedestrians to cross
- Many drivers coming from all directions
  - High demand for time during the cycle
- Harvard and Wood are one-lane in each direction, while Cummins has more lanes
- Concurrent pedestrian signals



# PROPOSED: Harvard Street and Wood Avenue

- Establish specific turn lanes in both directions
  - Right-turn lane has a phase in the cycle to separate that movement from the crosswalk,
  - Left-turn lane creates space for those drivers out of the way of other drivers who are continuing through the intersection



*This is a preliminary design. We may make changes as we continue our work.*

# PROPOSED: Harvard Street and Wood Avenue

- Shorter crosswalks
- Propose exclusive pedestrian signal
- Build accessible bus stops and compliant ramps

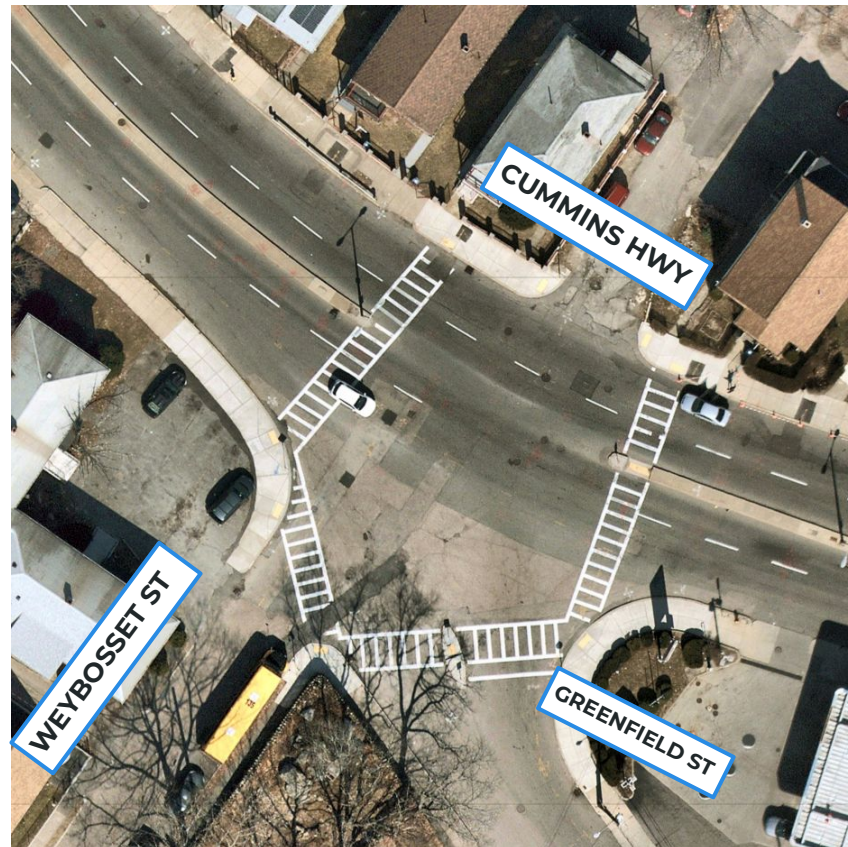


*This is a preliminary design. We may make changes as we continue our work.*

# INTERSECTION: Greenfield Street and Weybosset Street

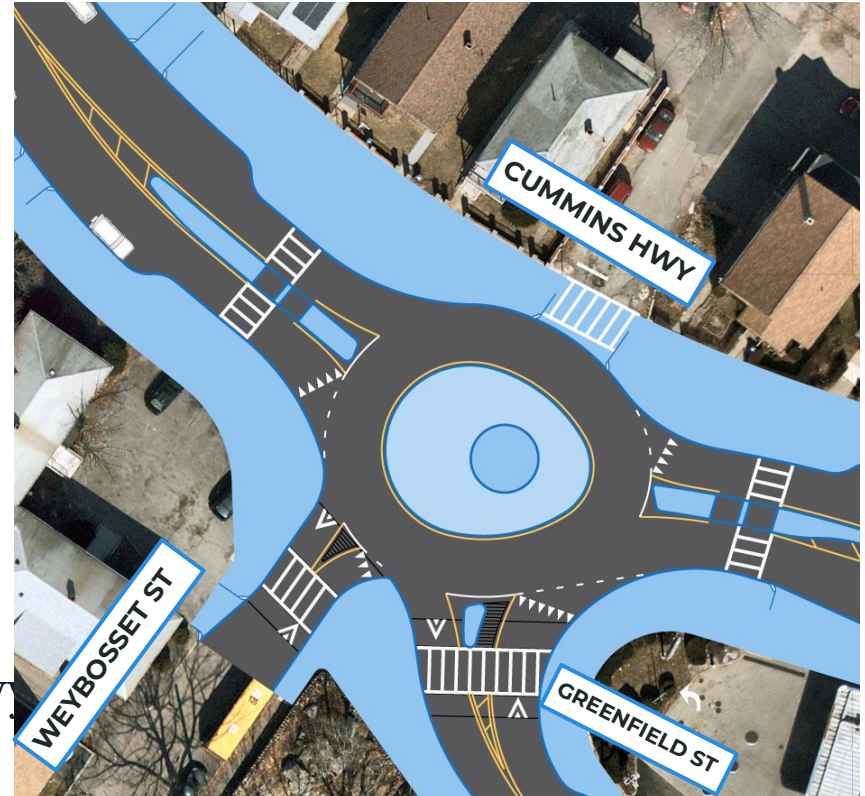
---

- Doesn't feel like an intersection for drivers who are on Cummins Highway
  - No control or visual cues
- Difficult as a pedestrian to cross in any of the crosswalks
  - Poor visibility of oncoming drivers, unsure how they may use the intersection
- Difficult to turn onto or off of side streets



# PROPOSED: Greenfield Street and Weybosset Street

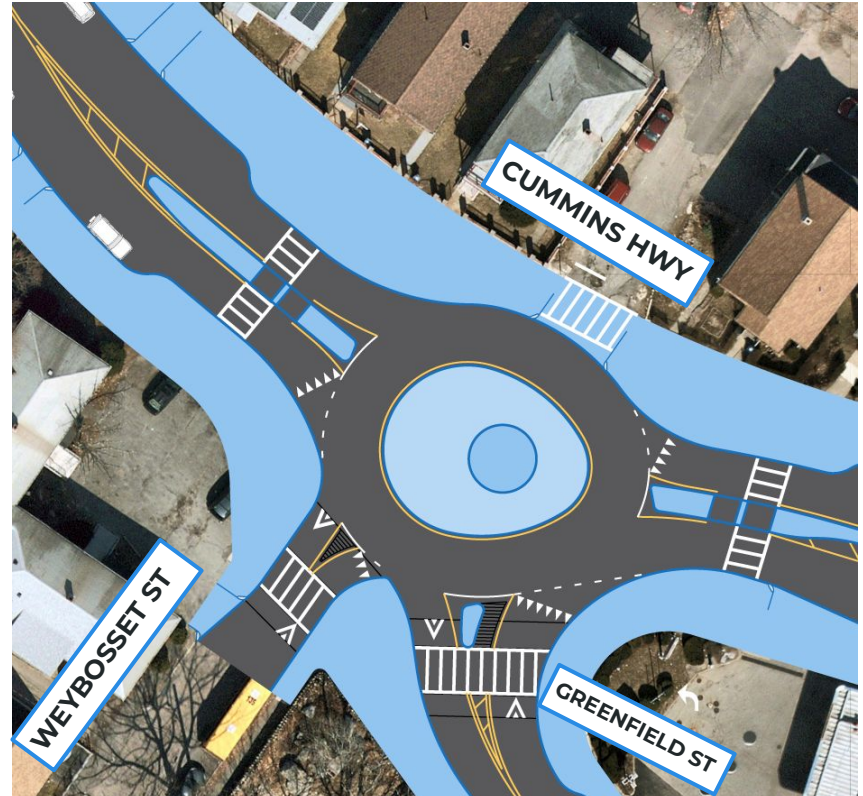
- Maintains continuous flow for drivers, but it is more clearly an intersection
- Don't have to look for pedestrians and other drivers at the same time: look for pedestrians, proceed, then look for drivers
- Counter-clockwise movements - only look in one direction for conflicts with other vehicles
- Safe driving speeds on Cummins Hwy at all times of day because of the physical design of roundabout



*This is a preliminary design. We may make changes as we continue our work.*

# PROPOSED: Greenfield Street and Weybosset Street

- Roundabout needs less open roadway than a fully signalized intersection, so we can add curb extensions and, possibly, landscaping
- Pedestrian crosswalks are shorter and safer than existing. Cross one lane of traffic at a time: use the crossing island
- Construct compliant ramps
- Raised crosswalks over Weybosset and Greenfield
  - Improve accessibility
  - Slow drivers entering and exiting the sidestreets
  - Pedestrians are more visible

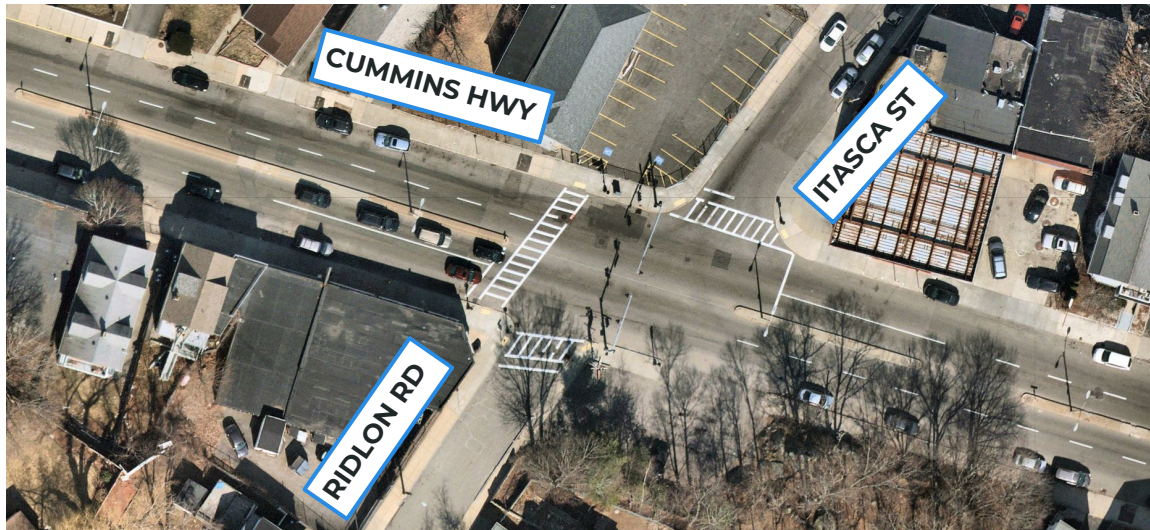


*This is a preliminary design. We may make changes as we continue our work.*

# INTERSECTION: Itasca Street and Ridlon Road

---

- Itasca and Ridlon make an offset intersection. They must each get their own phase.
  - Conflicts between users need to be safely separated
  - Creates some additional delays

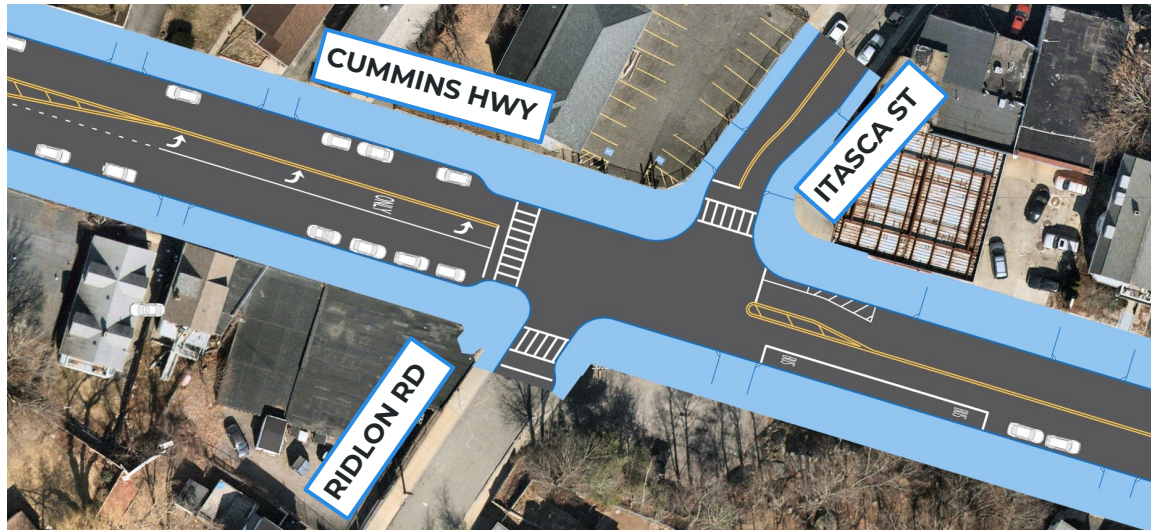




# PROPOSED: Itasca Street and Ridlon Road

---

- Shorter crosswalks
- Safer location for crosswalk: out of the middle of the intersection
- Add left-turn lane to provide space outside of the through traffic
- Consolidated phases to improve operations despite the offset intersection



*This is a preliminary design. We may make changes as we continue our work.*

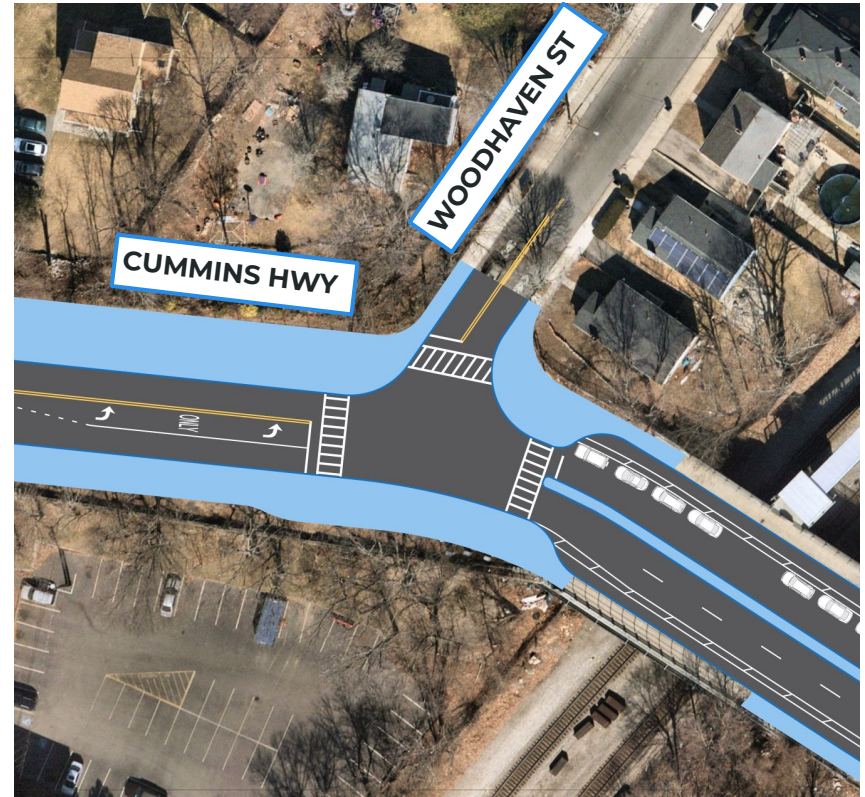
# INTERSECTION: Woodhaven Street

- Unique challenges from the crest of the bridge and the bend in the roadway
- Missing crosswalk by MBTA station



# PROPOSED: Woodhaven Street

- Add left-turn lane to provide space outside of the through traffic
- Two travel lanes from Woodhaven toward Mattapan Square
- Shorter crosswalks
- Add second crosswalk nearer MBTA station
- Construct accessible ramps

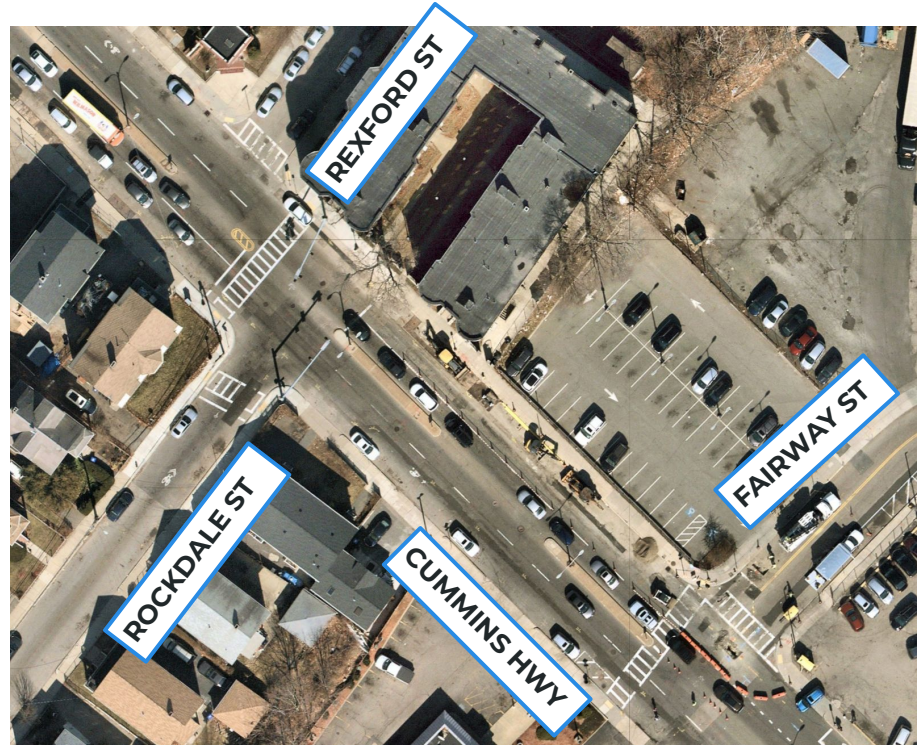


*This is a preliminary design. We may make changes as we continue our work.*

# INTERSECTION: Rexford Street at Rockdale Street

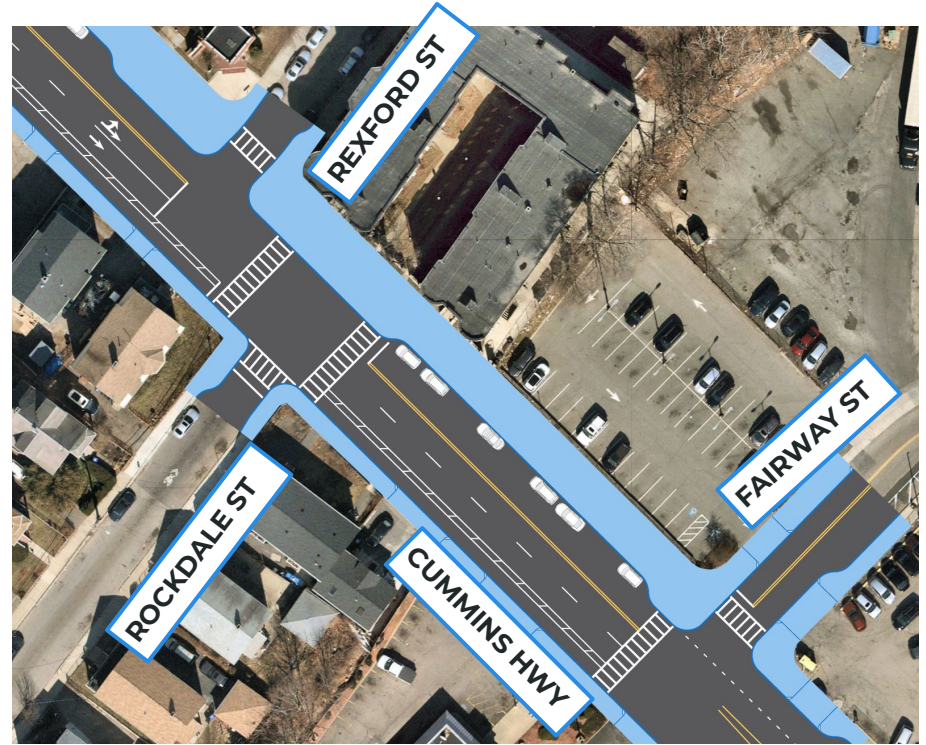
---

- No pedestrian signal for pedestrians to know when to cross Rexford Street
- Only one crosswalk over Cummins Highway
- More drivers on Cummins Highway heading toward Mattapan Square than in the other direction



# PROPOSED: Rexford Street at Rockdale Street

- Include Rexford Street in the signalized intersection
- Add second crosswalk over Cummins Highway
- Shorter distances for pedestrians
- Two travel lanes approaching Mattapan Square

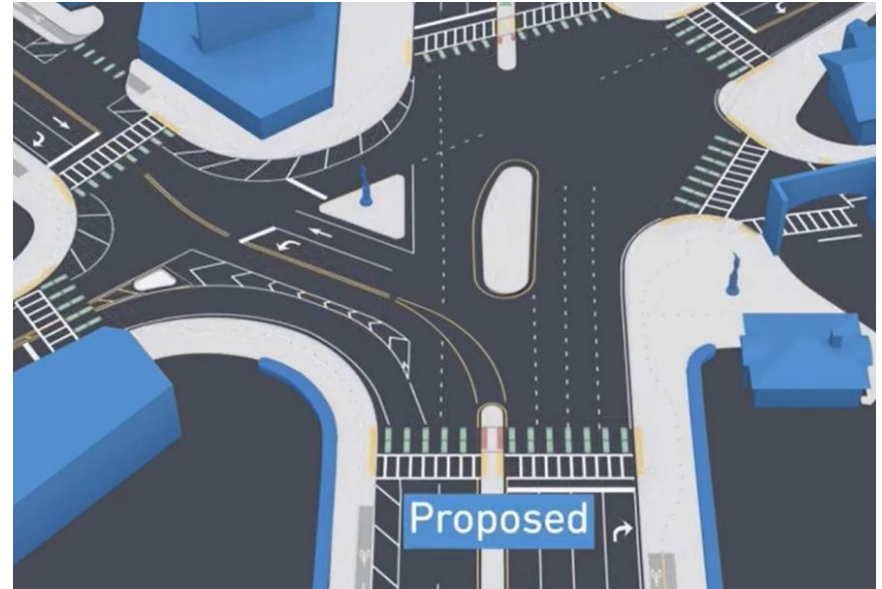


*This is a preliminary design. We may make changes as we continue our work.*

## INTERSECTION: River Street and Blue Hill Avenue

---

- We are coordinating with the Mattapan Square redesign project
- The Cummins project does not reduce the number of travel lanes on the Cummins Highway approach
- Signal cycle changes in Mattapan Square could change how Cummins Highway between Fairway and the Square looks



Learn more: [boston.gov/blue-hill-ave](https://www.boston.gov/blue-hill-ave)

# What's next for Cummins Highway?



# The Cummins Highway reconstruction goal: safer, more accessible

---

Transform Cummins Highway into a ***tree-lined neighborhood street*** that is *safer* for families to walk, wait for the bus, ride bikes, or travel by vehicle.

It will *connect residents* to the City's network of *open spaces* and make it easier for elders to *cross the street*.





# Timeline of Cummins Highway reconstruction project

**Apr. 11, 2019** 1st public meeting at Mattahunt

**Feb. 27, 2020** 3rd public meeting at Mattahunt

- ▶ *Presented design concepts*



**Design Trial  
(Phase 2)**  
October 2020 - October 2021

**Jul., 2021 - Ongoing**  
Design for Cummins Reconstruction



**Design Trial  
(Phase 1)**  
Jul. - Oct.  
2020

**Oct. 29, 2019** 2nd public meeting at Mattahunt

**Jun., 2021 - Ongoing**

Engagement for the design of Cummins Reconstruction

- ▶ *June: Special T-Talk - Arrested Mobility with Mattapan Food & Fitness*
- ▶ *July: Heat Resilience*
- ▶ *July: Air Quality*
- ▶ *August: Land Use*
- ▶ *September: Lighting*
- ▶ *October: Public Health*
- ▶ *October: Green infrastructure*
- ▶ *January: Bus stops*
- ▶ *February: Street trees*
- ▶ *March: Roundabouts and intersections*

## Focused conversations and input

---

We will continue to have conversations with you about the redesign of Cummins Highway. **Your input during these discussions will be used to inform the design of Cummins and will be shared with other departments to inform their work as well.**

*In June, 2021 we hosted a special edition of T-Talk with Charles T. Brown to discuss ways mobility of Black Americans is limited in the U.S. through police, policies, and polity.*

 [twitter.com/ctbrown1911](https://twitter.com/ctbrown1911)

 [equitablecities.com](https://equitablecities.com)

## Focused conversations and input

---

*In July 2021, we hosted two virtual meetings with the Environment Department:*

**We talked about the City's heat resilience study and the redesign on Cummins.** During this conversation we heard:

- You would like us to add more shade. We are looking into trees and shelters. Look for a community conversation in the coming months!
- You were concerned about the temporary redesign and its impact on emergency services and traffic.

**We talked about air quality and how transportation policies and design influence air quality.** During this conversation we heard:

- You were interested in us monitoring air quality on the corridor. We are looking at locations where air quality monitors can be located in the project area.
- You were concerned about the temporary redesign on Cummins Highway and how traffic is affecting air quality.

# Air quality sensors have been installed on Cummins Highway

---

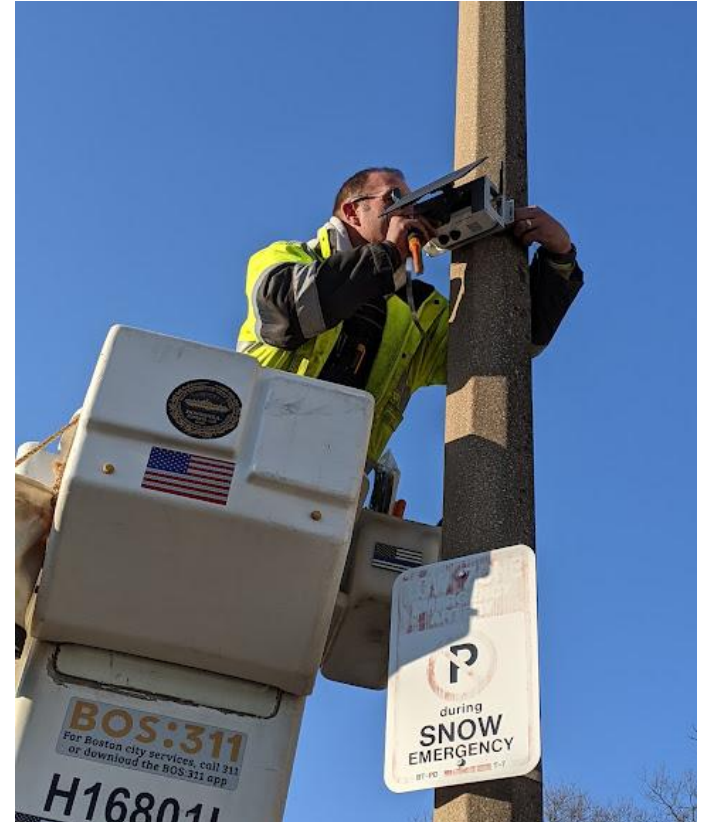
- Following our conversation in July, we installed air quality sensors along Cummins Highway
- A partnership between the City's Environment Department, Public Works Department, and the Mayor's Office of New Urban Mechanics
- There are 8 air quality sensors along or near Cummins Highway (signs just went up!)



# The sensors measure particulate matter and nitrogen dioxide

---

- We're hoping to learn:
  - What effect will the Cummins Highway reconstruction have on local air quality?
  - How can we best use the air quality data we collect?
  - How can we best make the data open and accessible to everyone?
- We will have online dashboard to share later this year



## Focused conversations and input

---

*In August 2021, we hosted a virtual meeting with the Boston Planning and Development Agency:*

**We talked about PLAN Mattapan, how their work related to transportation, and how our departments collaborate.** During this conversation we heard:

- That Cummins is part of a network, therefore we need to take a look at the traffic on side streets too. We conducted traffic counts.
- You want us to be proactive and make sure we are working with MBTA, trash removal trucks, and school buses on traffic management before the a new design is implemented.

## Focused conversations and input

---

*In September 2021, we hosted a virtual meeting with the City's Street Lighting Division:*

**We talked about the goals of the city for street lighting and the opportunities for the Cummins Reconstruction.** During this conversation we heard:

- You were concerned about the brightness and color of the light, we will work with you to find the appropriate brightness and color that can help improve visibility.
- You wanted to know where you can see lighting similar to the one Public Works is proposing.
  - River Street from Cummins Highway to Hyde Park (Way St)
  - Nubian Square

## Focused conversations and input

---

*In early October 2021, we hosted a virtual meeting with the Boston Public Health Commission:*

**We talked about the connection between street design, health, and wellbeing.** During this conversation we heard:

- You were concerned about the traffic during the trial and the effect on side streets. We conducted traffic counts in September on side streets. We are scheduling new traffic counts on side streets now that the trial has ended.
- You wanted to know more about how we are engaging residents of the community in the process for the redesign. We went over some of the other ways people are receiving information and engaging with our project.



# Focused conversations and input

---

*In January 2022, we hosted a virtual meeting to discuss bus stops on Cummins Highway:*

## **We talked about:**

- How we plan to space bus stops along the corridor
- What factors make a bus stop accessible
- How we plan to design bus stops on Cummins Highway



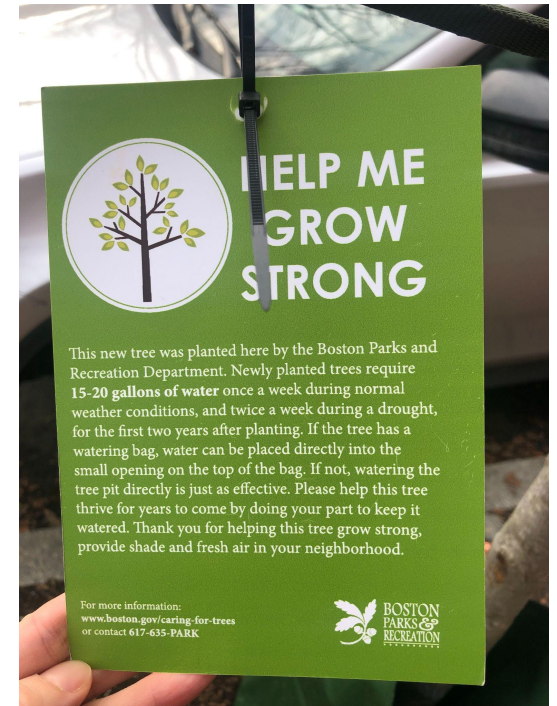
## Focused conversations and input

---

*In February 2022, we hosted a virtual meeting to discuss the City's Urban Forest Plan and street trees:*

### **We talked about:**

- How the Urban Forest Plan will establish policy, practice, funding, design for trees across Boston
- The ways we can all support the health of our street trees, new and old
- What we know about trees on Cummins Highway today
- Design techniques to preserve existing trees and to be sure new trees can thrive



# Our next meeting will be on April 26

---

## Age-friendly street design in the Cummins Highway reconstruction

- Tuesday, April 26
- 6:30 p.m.
- Register:

[bit.ly/Cummins-Age](https://bit.ly/Cummins-Age)



# Resources and staying engaged



## You can now ride route 23, 28, and 29 FOR FREE

---

Route **23, 28, and 29** bus riders are able to board buses at all doors without paying a fare *for two years*.

More information at [boston.gov/free-bus](https://www.boston.gov/free-bus)

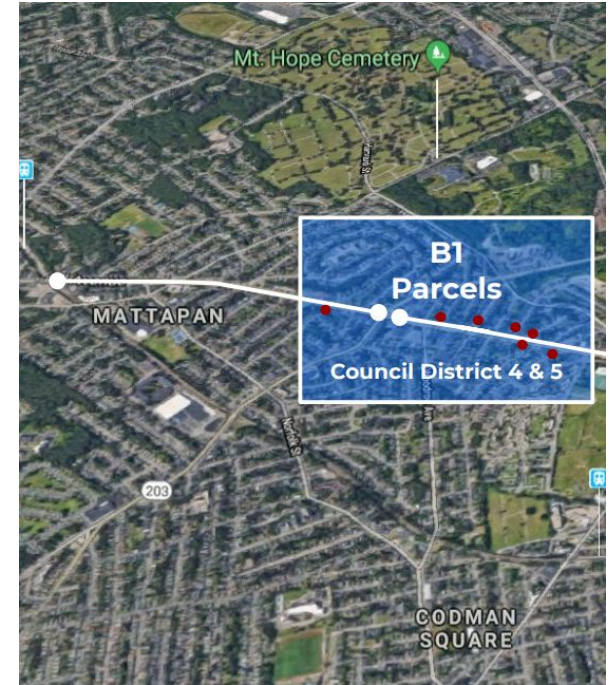


## Update: Development parcels on Blue Hill Ave

---

Hosted by the Mayor's Office of Housing, meet the two selected development teams for eight of the ten B1 parcels. Ask questions and provide design feedback!

- March 31, 2022
- 6 p.m.
- Via Zoom



Learn more:

[boston.gov/calendar/blue-hill-avenue-action-plan-b1-project-update](https://boston.gov/calendar/blue-hill-avenue-action-plan-b1-project-update)

# Spring 2022 bike school with Bikes Not Bombs

---

This spring, Bikes Not Bombs is accepting applications for the following programs:

- Sisters In Action - Jamaica Plain
  - April 5 - May 5
- Earn-A-Bike - Jamaica Plain
  - May 17 - June 16
- Bike Institute - Jamaica Plain
  - April 2 - June 11
- Sisters In Action - Roxbury
  - April 12 - May 12
- Bike Institute - Roxbury
  - April 9 - June 18



**Fix a bike, take it home, and make some friends along the way. Check out this link for program details & how to apply:**



Learn more: [bikesnotbombs.org/bike-school](https://bikesnotbombs.org/bike-school)

## Ride Bluebikes at a discount!

---

Discounted passes are available for our public bike share.

People who participate in public assistance programs or otherwise have a qualifying income can receive a discount.

Discounted passes are only **\$50 a year or \$5 a month** with no annual commitment. Include unlimited one-hour trips.

[boston.gov/discounted-bluebikes](https://boston.gov/discounted-bluebikes)



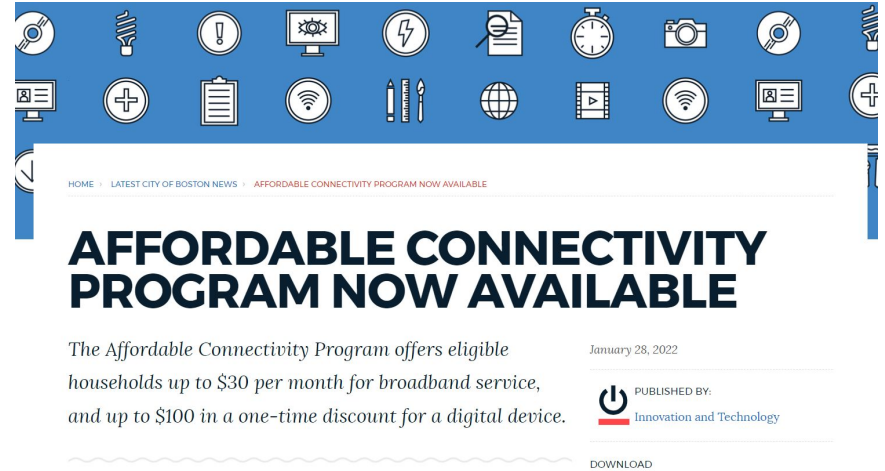


# Interested in discounted internet?

---

\$30 monthly discount for internet **and** \$100 off a new laptop, tablet, or desktop computer

- Households at, or below, 200% of the federal poverty line
- People on various public assistance programs
- Otherwise eligible for an existing discount program with participating providers



Learn more: [boston.gov/news/affordable-connectivity-program-now-available](https://boston.gov/news/affordable-connectivity-program-now-available)

# Mattapan Square Main Streets is hiring!

---

Now hiring: Executive Director

**Application deadline:**

April 15, 2022 by 5 p.m.



BOSTON  
MAIN STREETS

Learn more:

[boston.gov/economic-development/boston-main-streets](https://boston.gov/economic-development/boston-main-streets)

## Rental Relief Fund

---

City of Boston is dedicating federal funds to help Boston residents who have been economically impacted by the COVID-19 pandemic and are having difficulty paying their rent.

For more information about eligibility, resources, and to apply:  
[boston.gov/rental-relief](https://www.boston.gov/rental-relief)

Visit [boston.gov/housing-stability](https://www.boston.gov/housing-stability) or call (617) 635-4200 for additional information on your rights as a renter.

## Stay in touch:

---

- Visit the project website: [boston.gov/cummins-highway](https://boston.gov/cummins-highway)
- Chat with us: [bit.ly/Cummins-15](https://bit.ly/Cummins-15)
- Reach out to Jeff Alexis: [jeffrey.alexis@boston.gov](mailto:jeffrey.alexis@boston.gov)