

Route 28X Enhancements Project – Progress Update

Project Progress: Over the course of the public meetings that commenced on May 26th, elected officials and meeting attendees have asked a number of questions about the project proposal. The table below lists the major issues being addressed and the status of the issue/topic.

Issue	Approach	Status (June 30, 2009)	Additional Work To Be Done
Turn Lanes – Where will they be eliminated?	Block-by-block review of corridor	Consultant team has reviewed Blue Hill Avenue between Morton Street and Mattapan Square and determined that both stations and turning lanes can be maintained at the Walk Hill and Morton intersections. Any turn lanes preserved will require the removal of parking along the length of the turning lane.	Finish review of corridor by mid-July. Continue with community collaboration.
Parking Spaces – Where will they be eliminated	Block-by-block review of corridor	Consultant team has reviewed the stretch of Blue Hill Avenue between Morton Street and Mattapan Square and determined that the construction of any station will result in lost parking on both sides of Blue Hill Avenue for the length of the station. Also, at any point along Blue Hill Avenue where a turning lane is preserved, parking will be lost along the length of the turning lane.	Finish review of corridor by mid-July. Continue with community collaboration.
Existing Bus Stops – Which stops will be Removed?	Develop a proposal for 28X station locations along the corridor and solicit input from the community	Consultant is in the process of identifying recommended median station locations on Blue Hill Avenue, and has selected stations on the Morton Street to Mattapan Square section. The expectation is that all local bus stops on Blue Hill Avenue will remain and be served by the other bus routes in the corridor.	Identify number and location of proposed stations by mid-July. Continue with community collaboration.
Trees – Will they be removed and where?	Determine whether the 28X will run in the median busway	EOT is proposing to run the 28X in a busway in the median of Blue Hill Avenue. Any median busway will result in the removal of all trees and planters.	Identify locations along the corridor where trees and planters will be added to mitigate the loss of existing trees and planters. These locations may be along the sidewalks on Blue Hill Avenue or incorporated into busway elements (transition areas, stations, etc.). Continue with community collaboration. EOT's decision to pursue the discretionary grant program under ARRA should allow more time to address this important issue.

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Church Parking – How will it be accommodated?	Work with corridor churches and the City of Boston to identify church parking needs and propose ways to meet them	EOT has not yet begun this coordination effort	Meet with the Black Ministerial Alliance and staff from individual churches and lay leaders to discuss parking needs and solutions before September 2009.
Enforcement of No Parking in Bus Stops – How will this be accomplished?	Work with the City of Boston and MBTA Police to develop an enforcement plan for the corridor	EOT has not yet begun this coordination effort	Convene a meeting between MBTA and City of Boston law enforcement to discuss this issue before September 2009.
Grove Hall Traffic Congestion	Identify the point on Blue Hill Avenue at which the 28X would enter/depart from the median busway and enter mixed traffic; use MBTA operational data to determine the impacts of Grove Hall congestion; determine the point on Warren Street at which the 28X would enter/depart from a dedicated bus lane.	Consultant team has analyzed the roadway width along the 28 corridor in both directions from Grove Hall and determined that a busway cannot be provided through the commercial district there.	Finish review of corridor by mid July. Continue with community collaboration.
Safety and Security – How will this be addressed?	Evaluate the pedestrian and vehicular safety implications of a contraflow busway; work with the community to ensure that station spacing decisions reflect personal safety concerns, particularly those of youth in the corridor.	EOT will no longer pursue the contraflow option due to the identified pedestrian and vehicular safety concerns.	Work with the community at public workshops in July and August to identify any personal safety concerns raised by the proposed station locations.
Ensure that the community benefits from job creation	Determine whether EOT and/or the MBTA can use the selection process for a construction company to require the hiring of local residents.	EOT is researching whether it has within its jurisdiction the ability to influence the hiring decisions of its construction contractors.	Work with the MBTA, the Operational Services Division, and the federal government to figure out how best to encourage or require increased hiring of local residents. Continue with community collaboration on this point.
Dudley to Ruggles – how will the service operation in this portion of the route	Analysis of ridership patterns on the current Route 28 service and traffic conditions along Tremont Street and Malcolm X Boulevard.	EOT is working with the MBTA to determine the best stop locations on this portion of the corridor, and how best to implement bus lanes.	Finish review of corridor by mid-July. Continue with community collaboration.
Commercial Parking – How will it be accommodated?	Work with business organizations and the City of Boston to identify commercial parking needs and propose ways to meet them	EOT has not yet begun this coordination effort	Meet with the business organizations in Mattapan Square, Morton Street, and Grove Hall to discuss parking needs and solutions before September 2009.