



GMNC Public Services Committee Meeting
October 6, 2020
6:30-7:30pm
Zoom Meeting

Minutes

1. Covid-19 Check-in
2. Committee Purpose
3. Cummins Highway Pilot Project (Jeff Alexis)
 - i. Project limits – Mattapan Square needs to be re-done. It's a multimillion dollar project, and it requires a lot. It's a whole entire project in itself, and BTD is looking at it. We need to talk to our elected officials about getting funding for Mattapan Square. We didn't look at the section from Wood Ave to Harvard Street because there aren't people who live there. PWD is looking to do a Phase 2 of the project in that area with flex posts to delineate the lane usage.
 - ii. There are issues with taking left turns. We're planning to remove the barriers and using pavement markings and flex posts instead of the barriers, but when someone was hit and killed while riding a bike. They will look at providing a little more space at intersections to make the turns easier.
 - iii. Parking in the bike lanes – we don't want to ticket out there, because it feels like it's setting a trap. We've had officers from B3 out there in the morning and the afternoon to let people from. In the final design, the bike lane will be raised at the same height as the sidewalk. There will also be a buffer between the bike lane and the cars.
 - iv. For the pilot, 7.5 feet is provided to allow for street sweepers to get in there. Please send 311 requests to get the bike lanes cleaned more often because we've been having trouble getting them cleaned. In the final plan there will be 5 foot bike lanes and a 2-2.5 foot buffer.
 - v. There's a landscape architect and we're looking at street trees, green infrastructure, and some type of a maintenance agreement to provide the best landscaping.
 - vi. We're not sure what's required for infrastructure for the real time signage, but we will figure out what's required and try to get it installed.
 - vii. It's an accessibility issue around attractive crosswalks – PWD doesn't fight on this, so unless that changes it's going to be standard crosswalks. Sarah Leung is a good person to reach out to one that. They're also difficult to maintain. (COULD WE GET CROSSWALKS LIKE EDWARDS EVERETT SQUARE?)
 - viii. PWD is trying to do better with public outreach. It's forthcoming, but it's still a work in progress with the Covid concerns.

- ix. We're planning to take down the barriers this month, but we don't want it to turn back into a 4 lane roadway. We know there have been congestion issues with funeral processions, garbage collection, etc. It takes an additional 28-30 seconds now to get down Cummins Highway, and we're keeping a close eye on that.
 - x. Q1 – how does traffic pull over to the right for emergency vehicles when there's parking immediately adjacent to the travel lanes? What about school buses? 375 Cummins Highway is also going to be generate more traffic. A1 – We do want to make sure we're providing room for emergency vehicles, and in the final design we're planning to remove the median. That allows emergency vehicles to move into the opposite lane if necessary.
 - xi. Q2 – if someone wanted to present a question to the GMNC, how would they do that? A2 – feel free to email mwskelly@gmail.com in the chat
 - xii. Q3 – has there been any study of the bicycle lane usage during the pilot? And how do you know how much this will impact normal traffic when this is all happening during Covid conditions? A3 – the bike counts have definitely been low, but installing bike lanes isn't the point of the project. The point is to make the roadway safer. However, we can also provide really good connectivity to other parts of the City with this project. Generally when bike lanes are installed, though, we see an increase in bike ridership. It also connects really closely to the Neponset Greenway. We have traffic volumes from October, and there has been a decrease of about 15% since then, but in regards to the study, we don't think that 15% discredits what's been provided here. We did a parking study showing parking was only utilized at 25% throughout the corridor.
 - xiii. Q4 – was the option of using more traffic signals explored? A4 – there are a number of guidelines that need to be met in order to propose traffic signals and the side street volumes are not high enough.
 - xiv. Q5 – is this project happening regardless of the community input? A5 – right now the design is still a work in progress, but we do not want to maintain the current level of safety on Cummins Highway. We want to make an investment that improves safety.
 - xv. Q6 – what about the MBTA? Is there a safe spot for the bus to pull in for people to load the bus? A6 - For the pilot, we have not installed barriers near the bus stops, but the buses aren't always making their way over the curb. We're not proposing any changes to the way the bus stops work in the final design.
 - xvi. Q7 – It was scary getting out of my car so close to the driving when I tried to park. A7 – we're currently pushing the parking further out into the roadway than it will be in the final design. The parking lanes now provide less space, and are sometimes being moved which also hurts.
 - xvii. Q8 – So the bus bump outs are going away? A8 – yes those went away.
 - xviii. Q9 – No one from Morningstar Baptist Church has mentioned this project – how do we get this information out to the community better? A9 – we're trying to increase our scope on how we reach the residents. Pop up event this Saturday at the Farmers Market to get the word out.
4. Wellington Hill Neighborhood Association Slow Streets (David Lopes)
 5. Trash/Recycling Bins Letter (David Holness)
 - i. Service is not improving, we need to reach back out.
 6. Savannah/Monterey Residents Only Parking Update (Dennis Roach)

- i. Every single Sunday at Almont Park we're seeing people filling the fields, not wearing masks. When soccer is over for the last 7 Sundays there's been a mass of players and fans raiding the park. There are problems with double parking, trashing the park. The Public Services Committee will come together with the Parks Committee to write a letter to Brian Woods. The Boston Public Healthy Commission is supposed to give out tickets, and these people are getting beat up. For some reason Almont Park has been left out of this cleaning process. We've heard that a permit is not needed to use the rubberized fields. There's nothing being done of a punitive nature to discourage this behavior. We need community policing.
 - 7. American Legion Corridor Study Update (Lisa Beatman)
 - i. Lisa's from the Mount Hope Canterbury Neighborhood Association in Eastern Roslindale. It's important for us to all work together, because we've got a lot of similar problems in common. ALH, along with Cummins Highway, is in the top 3% of high crash and injuries. The City is looking at some quick fix type improvements on American Legion Highway, but it's not committing to the more permanent improvements. We need to do outreach to Mattapan residents who live in the area. It's really important to get an entrance into Franklin Park right.
 - ~~8. Morton at Blue Hill Ave & Harvard Street MassDOT project meeting recap (Matthew Skelly)~~
 - ~~9. Blue Hill Ave Project Update (meeting recap, public statements, safety priority etc)~~
- ~~NOTE — BHA Discussion will be very brief, more on this next month~~

Ongoing Items Tabled until Future notice:

1. Emergency Services Event
2. Colorado/Itasca Streets Slow Streets Application (42 Almont crosswalk)
3. Liquor license discussion recap
4. Find a permit review <https://data.boston.gov/dataset/approved-building-permits/resource/6ddcd912-32a0-43df-9908-63574f8c7e77>
5. PLAN Mattapan
6. AARP Livable Communities Update