

Egleston St Changes Survey Summary

Methodology: Bikes Not Bombs and the Boston Cyclists Union conducted surveys to learn about the types of changes that residents, students, businesses and the larger Egleston community would like to see related to transportation infrastructure in the neighborhood. Surveys were collected via 2 in-person collection days in early April 2021, stopping people as they walked through the neighborhood and visited businesses. The other surveys were collected through online communication forums at the Mendell School, Escuela Rafael Hernández, the Egleston Square Neighborhood Association, JP Families Facebook page and word of mouth. Surveys were collected between 3/5/2021 and 4/19/2021. **63 responses were received. 60 were in English and 3 were in Spanish.**

- 14 (22%) either attended school in the area or had a dependant attend school in the area
- 42 (67%) lived in the area
- 7 (11%) owned a business or worked in the area
- 23 (37%) shopped in the area
- 17 (27%) commute through the area
- 32 (54%) visit playgrounds/parks in the area
- 19 (32%) visit community organizations in the area
- 1 (1.7%) visits the Egleston Library
- 1 (1.7%) visits restaurants in Egleston

The Zip Codes of respondents:

- 02130 -- 36 respondents (57%)
- 02119 -- 22 (37.3%)
- 02116 -- 1
- 02118 -- 1
- 02120 -- 1
- 02124 -- 1
- 02127 -- 1

Of the respondents who's dependents attended school in the area...

- 13 (56.5%) attend Mendell Elementary
- 4 (17.8%) attend Rafael Hernandez K-8
- 1 (1.7%) is an employee at Rafael Hernandez
- 1 (1.7%) is an employee at English High School
- 1 (1.7%) attend Maria Family Childcare
- 2 (3.4%) have a dependent who will soon be starting school in the area



Of those with dependents in area-schools, 86% want in-school programming around walking and biking skills and safety and the rest MAYBE want it.

When asked how they currently travel in the area, respondents said:

58 (92%) -- Walking
48 (76%) -- Driving
35 (55%) -- Public Transit (bus and T)
0 -- The RIDE
44 (72.9%) -- Bicycle (personal bike)
6 (10.2%) -- Bicycle (BlueBikes)
0 -- Mobility device/wheelchair
1 (1.7%) -- Electric moped/scooter
13 (20%) -- Uber/Lyft/Taxi
1 (1.7%) -- Non motorized scooters
1 (1.7%) -- Borrow or rent car (not owned)

When asked how they would want to travel, respondents said...

54 (88.1%) -- Walking
32 (52.5%) -- Driving
38 (62.7%) -- Public Transit (bus and T)
1 (1.7%) -- The RIDE
54 (86.4%) -- Bicycle (personal bike)
8 (13.6%) -- Bicycle (BlueBikes)
0 -- Mobility device/wheelchair
6 (10.2%) -- Electric moped/scooter
10 (16.9%) -- Uber/Lyft/Taxi
1 (1.7%) -- Non motorized scooters
1 (1.7%) -- Borrow or rent car (not owned)

When asked if they were interested in a certain mode of travel but unable to use that mode because of accessibility issues, respondents gave the following answers. (Only 25/63 people answered this question)

**80% of respondents would bike or bike more if it was safer
20% of respondents mentioned concerns with pedestrian safety
12% of respondents mentioned challenges with public transportation**

Full responses:

- Some curb cuts are difficult for strollers and I imagine wheelchairs. Especially on school street towards Franklin park.
- T due to covid concerns; bicycle with kids due to traffic concerns on one way streets (when want to go against traffic) and sidewalk condition
- I would like to return to biking on the streets, but do not feel safe.



- We mostly walk and bike, even with our young child. But we understand that the streets are too car-centric and can feel too hostile or dangerous for others to do the same.
- Public transport
- T fares too high
- Have to travel across or along Columbus Ave and don't feel safe doing this.
- Protected bike lanes are essential to safety. As is adequate bike parking facilities at all strip shops etc. further dedicated bus lanes are essential for public transport commuting
- More bike and pedestrian centric infrastructure is needed for a safe, vibrant community
- We have a box bike. Whilst riding we are frequently in unnecessarily dangerous situations. I feel like less of a dynamic cyclist with our bike AND two small children in the box.
- Lack of bike lanes that are respected by all in the area.
- bikes along Columbus Ave by library have become very dangerous---only one lane for cars--no shoulder at all.
- None at this time
- I would LOVE to bike more (especially with kids in tow), but safety is a big concern
- Very disappointed that bus lane on Columbus leaves no room for bike lane or library parking. Same for Washington Street - too dangerous for biking
- Biking seems dangerous--no bike lanes, cars & buses gridlocking intersections, vehicle congestion
- Unless I am going directly to a particular shop and back I avoid Wash St entirely due to noWash safety/no bike lanes but I want to be able to bike safely to shops and to Franklin Park.
- I purposely avoid Washington street, Columbus and the eagleston sq on my bike despite living on school street
- Biking would be great, but definitely not safe down Washington street, which is our route to school
- I'd like to bike, if it were more bike-friendly.
- Vehicle speeds need to be lowered, more pedestrian friendly crossings, safe and separated bike infrastructure is needed
- Cycling is less than ideal. Fast cars, wide roads, no dedicated space for bikes, double parking, bad sight lines. Bus is slow, clogged by cars and has poor connectivity.
- I like taking the T but the schedule is always a bit unsure in the afternoon
- I definitely feel like I can bike due to the times I am doing it. In the morning it feels safe enough but at night / after dark I would not want to be doing that.
- Bike and walking safety
- Getting from the intersection of Washington and Columbus to the south west Corredor bike path is a short stretch but a dangerous one by bike.
- Need better bike accessibility!
- Soy dueño de este negocio y a veces camino aqui desde mi casa en S. Boston. Me encantaria venir a trabajo en bici, pero si tengo que dejar a mi hijo en su escuela y hacer otras cosas, el coche tiene mas sentido. (I'm the owner here and sometimes I even walk from my house in South Boston. I'd love to come to work on a bike, but if I have to drop my son at school and do errands, the car makes the most sense.)

When asked the least enjoyable part of their travel experience in the neighborhood, respondents gave the following answers. (56/63 respondents answered this question)

41% (23) of respondents mentioned traffic, speeding or just cars in general



21% (12) of respondents mentioned unsafe biking conditions or lack of bike infrastructure
7% (4) of respondents mentioned trash as an issue and the need for more street and sidewalk beautification

Several respondents mentioned the lack of visibility--that it is hard for drivers to see cyclists and hard to cross the street.

Two specific requests are in italics--cleaning a clogged gutter outside of Jocelyn's Beauty Supply, and filling potholes in the area.

- Fast cars, people double parking. More and more housing so more and more cars on Washington. Taking longer to get places. Also fire trucks are going up school street - loud and fast for a school area.
- Traffic
- biking from the SW corridor up to Franklin Park: up Atherton (the wrong way), and then up School St (with cars honking at me to get on the side walk) biking from Franklin Park back to the SW corridor: down School st (the wrong way) or with high speed traffic on Columbus (the right way, but EEK!) It's crazy there's no way to get from the city's biggest park to the SW corridor safely
- Riding a bicycle through Egleston Square proper is tough, especially the big streets: Washington, Columbus, and Seaver. There aren't many back ways you can use to avoid these 3 streets. Going up those hills leading up toward Franklin Park are not particularly bike friendly either.
- Walking with a dog through the main business district with a dog is a challenge with so much food trash on the sidewalks. So I don't stroll with my dog there doing errands and just relaxing and chitchatting with neighbors. Bummer since for me my dog is part of the family.
- Streets are narrow for bicycling. Sidewalks are too narrow in places where a lot of people are walking, especially on Boylston Street to and from the Stonybrook T station.
- It's really hard to find parking there when I need to do pickup in the afternoon. Cars also drive quickly and the visibility at crosswalks is tough.
- When driving, dangerous intersections along south west corridor. At some corners it is very difficult to see bicyclists approaching quickly.
- Speeding and traffic, particularly around Columbus Ave. Crossing Columbus and Washington intersection feels like taking my life in my hands
- Biking on Columbus is horrible. Getting from the SW Corridor up to Washington St / Franklin Park is difficult.
- lack of bike lanes, lack of driver awareness of bikers and bikers' right to full lane if no bike lane
- Washington St from Forest Hills to Egleston is also narrow---not any real bike way available.
- Narrow streets because of cars parked on both sides. *Crazy potholes*. Lots of broken glass.
- Too many cars (during non-pandemic times) backed up on Amory between Dimock and Atherton.
- Esta tapada (the gutter). Por favor LIMPIA the gutter afuera de Joceyl'n's Beauty supply. Ha sido tapada por 20 anos! Y por favor limpia la calle con mas frecuencia. *(The gutter is clogged! Please clean the gutter outside of Jocelyn's Beauty Supply. It has been clogged for 20 years. And please clean the street more regularly)*
- The traffic pattern has changed and therefore there's more traffic on the side street.
- biking along Washington Street and some of the side streets can be very dangerous.
- Crossing Columbus Ave or walking along Washington St (constant harassment)
- Uneducated and brazen drivers that don't respect cyclists or pedestrians



- The number of cars and trucks. Lack of space for pedestrians and bikes.
- Attempting to get my house near Franklin park to the southwest corridor
- Traffic while on bike; parking/locking of bike in commercial areas.
- traffic, drivers feeling in a rush and driving rude/aggressively
- Crossing the street as a pedestrian with a child is frightening
- The intersection of Peter Parley Avenue and Washington Street
- various dips in incline on the sidewalk of Atherton Street
- The loud motorbikes, uneven sidewalks, lack of trees
- So much double parking, random uturns, Jay walking
- Sharing space with cars on a bike. Speeding cars.
- Cars, lack of bike lanes, and road quality
- volume and speed of traffic, traffic noise
- Corner of school at and Washington street
- The traffic and long wait times for buses
- SW corridor is a great connector/amenity
- Intersection of Washington and columbus
- Congestion and rubbish on the streets
- Traffic on Washington and Columbus
- crossing Washington St. on a bike
- Bad traffic on Washington Street
- double parked cars, speeding.
- Unsafe biking conditions
- Getting to the bike path
- Watching people interact
- Speeding motor vehicles
- congestion when biking
- Crossing intersections
- Crossing Amory street
- Arrogant bicyclists
- Washington St.
- Too many cars
- Car-centric.
- Green space
- Car traffic
- Traffic!
- Nothing
- Cars

When asked what changes they would like to see to streets and sidewalks in order to improve transit experience for walkers, bikers, rollers and drivers, respondents gave the following answers. (61/63 respondents answered this question)

Parking-related changes

- parking enforced so visibility is not compromised
- More parking regs, loading zones for the businesses,



- Open Urban Edge parking lot to library patrons on Columbus
- Open up Amory St. so that cars don't back up in the morning. Stop building large buildings with lots of parking. Destroying the scale, neighborhood-ness, and green of the neighborhood.

Beautification: More trees and greenery and more street cleaning

- more trees and greening, outdoor seating (cafe), interactive spaces, public art
- More street trees, expand the size of the sidewalks or allow more parklets for businesses
- More green space, vehicles observe rules
- Keep clean especially corner of school st and Washington st
- Keep area clean
- Clean and repair sidewalks
- More enforcement of public indecency (using corners as bathrooms)

Pedestrian safety improvements

- Raised crosswalks on School Street.
- Wider sidewalks, more crosswalks (Walnut Ave; alongside Franklin Park, Seavern)
- more consistent curb cuts for the strollers we use.
- Safer pedestrian crossings, especially on Amory and Washington Streets
- longer walk cycles & better marked pedestrian crossings, bike lanes, enforcement of traffic signals & other travel laws/ordinances
- Wider sidewalks, calmer traffic, safer crossings designed to let motorists know they aren't the only users that count. The need to be respectful towards others.
- Ensure that the sidewalks are safe and easily accessible for people with mobility issues. It is frustrating when people in wheelchairs are not able to easily access sidewalks safely.
- more slow streets w/ better walking and biking conditions.
- Wider sidewalks! Make some streets local traffic only.
- Wider sidewalks. make some street local traffic only or find ways to limit cut through
- Close down some streets to car traffic (except for residents) to make robust bicycle networks available!
- SPEED BUMPS on School St
- curb extensions on Washington St.
- washington st. wider
- Widen streets NOT make them more narrow so that bicycles and cars can share roads safely. The rotary on Center St. Near a cluster of restaurants is terrible. Causes people to double park and block walkways.
- The sidewalks in the neighborhood are very uneven. The curb cuts are all over the place, and my younger one is always tripping. And as I said above, the visibility at the crosswalks is poor.
- Wider sidewalks, shortened crosswalk distances, narrowed lanes at intersections, no beg buttons at crosswalks, pedestrian priority at crosswalks
- Washington Street is generally very busy and feels very vulnerable to walk along/ride. It'd be nice if there was some kind of barrier between the sidewalk and the road and improve the walkability experience with all of the intense traffic.



Biking infrastructure

- Separated bike lanes on Seaver and Columbus (more, not just SW corr. Park). Make a continuous bike network! Less street parking to increase visibility to side streets and driveways. Level crossings along the SW corridor park. Narrow Columbus, slow speeds. Put back the street car!
- I would love to be able to bike from Jackson Square onto Amory St (this is possible with the little walking cut-through, but I'd love for bike access. This would connect Jackson/the SW Corridor to Amory/Egleston. Atherton St. is also an option--make it two way for bikes.
- Implementation of the long promised contra flow bike lane on Atherton and/or creation of a dual directional cycletrack between Franklin Park and the SWC.
- I would like wide sidewalks with two parts----1 part for pedestrians and 1 part for bikes...like near fields at MIT, or small part of Western Ave in Cambridge.
- safer cycle routes
- Proper physical barriers between road traffic and non-motorized traffic
- Making Atherton St. two way for bikes. Bike Lanes on School St. to connect the SW Corridor with Franklin Park.
- Any improvement in bicycle infrastructure would be welcome, as there is basically nothing in this neighborhood right now.
- BIKE LANES ON NEIGHBORHOOD STREETS TO LINK SW CORRIDOR TO FRANKLIN PARK
- Dedicated bike lanes to Franklin park
- Improve bike lanes and road quality
- Hard separation of traffic and bikes
- Separated bike lanes and bollards to protect from double parking cars
- Protected bike lanes where possible. Better bike routes connecting Franklin Park to Southwest corridor, Washington St to/from Southwest corridor, better bike connection from Southwest corridor to/from Olmsted Park bike paths.
- bike lanes with physical barriers between cars
- Protected bike lanes and less on street parking spots
- contra flow bike lane along Atherton Street
- Protected bike lanes. Dedicated bus lanes
- Wider bike lanes
- Clear bike lanes; lots of bike racks
- Bike Lanes, Traffic Calming Measures
- Bike lanes on Columbus or Amory.
- More bike/pedestrian signs
- Bike lanes, wide sidewalks
- Que ponga bike lanes. No me gusta cuando las ciclistas andan en la acera porque no hay lugar en la calle (put bike lanes. I don't like it when the cyclists ride on the sidewalk because they don't have space in the street)
- Bike lanes on Washington, School Street, Walnut Street
- Washington street needs dedicated bike lanes!
- Dedicated bike lanes on Washington
- Bike lanes on Washington and Columbus



Combinations of the above topics and other specific feedback

- Traffic calming measures on school street. Fire trucks routed another way. I wouldn't want bike lanes to affect parking on school st. Parking is getting more and more difficult and we don't have a driveway.
- Safe bike lanes that are separate or kept well painted that lead to main commercial areas like Wash and Center and that also go perpendicular to the SW Corridor bike path such as Green St in order to connect Franklin Park to the bike paths along Jamaica Pond and on to the Arboretum (for instance making the outer Rd that is part of the Jway where there are 3 parallel Rds going between the pond and arboretum, into a two way bike lane with safe cycling/walking thru the rotary at the Arb). Also, there need to be speed traps and cops stopping and ticketing drivers for driving above 25mph speed limits at least until people get used to it and take it seriously, and for stopping at stop signs.
- Sidewalks throughout the neighborhood need to accommodate strollers - let alone wheelchairs. Streets need to at least have markings for bicycles - preferably protected bike lanes. SW corridor needs to more explicitly signify walking v cycling path - one group of people walking in the wrong spot creates a mess. Crosswalks also need to be more explicitly called out, either with raised crosswalks, or lights - something. There are multiple crosswalks across Amory and Washington between Green and Boylston that are like playing Frogger, the real game.
- I would love a bike lane from Forest Hills to Dudley—currently a dangerous bike ride! How about a traffic light at Washington and Cornwall Street. People coming down Peter parlay and hooking onto Cornwall drive like bats out of hell! :) I've seen 5 car accidents and a dead dog in that intersection, living next to it. Once I had to pull a child from the back of a hit car. Or at Forest Hills and Peter Parley, another invitation to crash that people are always venting about. <just venting!>
- Sidewalks and street could be better taken care. I live on School Street Place (which is a private way) and it is not safe to have the upwards of 10 kids who live on that street bike on it. School Street itself is not well paved. It has patches and holes and no current bike lane, so it is hard to send the kids out on it to bike.
- The cars drive too fast on Amory and on School street. It would help to have a crossing guard on Amory as well as on School street. Bike lanes would also be helpful - it's no safe to bike on the streets with children and it's not great to bike on the sidewalks with people also using the sidewalks.
- All way stop and raised crosswalks at Washington and Boylston/Chilcott (nobody ever spots for crossing peds here). New sidewalks on Washington St between Iffley and Columbus. Making Ophir and Cornwall both one-way streets between Brookside Ave and Washington St. And ON STREET bike parking.
- Curb cuts because it's about time! Less streetside parking and more bike lanes. Better road maintenance, especially cleaning. The Egleston Square intersection is a hot mess and everyone knows it- perhaps a rotary would be appropriate? Great episode of 99% Invisible on that one.
- The city put a bench in front of my store before and I asked them to remove it before because it had tons of trash. we need more regular cleaning of the sidewalk. I'd like to see a bike lane on Washington St! also meters for more frequent turn over of cars. also more cleaning of graffiti. there is often graffiti on my store. los vehículos no respetan a los peatones. yo siempre he querido ver una stop sign en Washington St. at Boylston St. cars turn too quickly onto Boylston



St. (the cars don't respect pedestrians. I have always wanted to see a stop sign on Washington St at the Boylston St intersection. Cars turn too quickly on Boylston St)

- fix potholes and fix parts of the street that flood. speed bumps on Boylston St. I sent a letter with 53% of neighbors support asking for speed bumps. I'd also like more public safety. cualquier calle podría ser para ciclista. hay que proteger las ciclistas. todos mis hijos corren bici y yo tambien aunque ahora no puedo tanto que estoy viejo jaja (any street could be a bike lane. you need to protect cyclists. all of my kids ride their bikes here and I would too if I weren't getting so old)

When asked what streets they believed best for bike routes, respondents gave the following answers.

- 41 (65%) -- Washington St
- 25 (39%) -- Boylston St
- 24 (38%) -- School St
- 19 (30%) -- Walnut Ave
- 15 (23%) -- Altherton St
- 6 (9.5%) -- Peter Parelly Rd/Cornwall st
- 4 (6%) -- Amory St
- 3 (4.7%) -- Westminster Ave
- 3 (4.7%) -- Unsure
- 3 (4.7%) -- Glen Rd and Green St
- 1 -- Columbus
- 1-- Not School or Atherton
- 1 -- Forest Hills

