



On the Move:

The Greater Boston Transportation Justice Coalition

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STATEMENT ON THE PUBLIC TRANSIT ANNOUNCEMENT IN DUDLEY SQUARE MAY 4, 2009

Transit Improvements

- We commend the Patrick administration for using stimulus funds for transit in areas of Roxbury, Dorchester, and Mattapan that suffer from slow and unreliable public transit. Flexing highway funds for better public transit is good for the public, the environment, and the economy. We appreciate the needed investment in our communities.
- We commend the Patrick administration for recognizing the vital need to improve transit service in the bus route 28 corridor, one of the slowest and most used bus routes in the system.
- Bus rapid transit to replace bus route 28 must be real bus rapid transit and not a repeat of the failed Silver Line bus between Dudley Square and Downtown Crossing. The project must include bus ways for exclusive bus use, traffic signal priority for the bus at all intersections, safe and accessible stations that protect from the elements, Charlie Card machines at each station, ultra-low or no emissions buses, and on-time rapid performance. It will be unacceptable if the project has better stations and bus lanes but operates at a slow pace and unreliable schedule.
- We commend the Patrick administration for planning to connect Dudley Square and the Washington St. corridor to South Station but deeply regret that its transit choice continues to be the failed Silver Line bus on Washington Street, which averages less than 10 miles per hour. It is time to upgrade that corridor to rail and connect Dudley Square directly to the central subway system.
- We call on the Patrick administration to begin the planning process to bring real rapid transit, rail transit, to the corridor by investing funds in planning a new rail line from downtown through Dudley Square and Dorchester to Mattapan. It is time to plan transit by rail to connect that densely populated corridor to downtown.
- We call on the Patrick administration to ensure that contractors used and people employed on the project are community residents, so that the project benefits the community at all stages.

Public Process

- We deeply regret that the Patrick administration makes this announcement of its plans to improve public transit in our communities with no public process whatsoever to determine what transit riders need and want for improved public transit. Plans for improving public transit should come from a robust process of public involvement, not from unilateral announcements.
- We call on the Patrick administration to appoint a community advisory board immediately, comprised of transit advocacy and community organizations, including groups with statutory mandates such as the Roxbury Neighborhood Council, to work with it on determining how best to improve public transit and meet the goal of achieving true rapid transit from Dudley Square to downtown and from Mattapan Square to Dudley Square on Blue Hill Avenue.
- We look forward to working constructively with the Patrick administration to make sure public transit spending best meets the needs of our communities.