boston planning & development agency

South Boston
Transportation Action Plan

Draft Recommendations

South Boston Transportation Action Plan

The Boston Planning & Development Agency (BPDA)

The Boston Planning & Development Agency (BPDA) is the planning and economic development agency for the City of Boston. The BPDA plans and guides inclusive growth in our city, creating opportunities for everyone to live, work, and connect. Through our future-focused, city-wide lens, we engage communities, implement new solutions, partner for greater impact, and track progress.

Information

For more information about the South Boston Transportation Action Plan please visit **bit.ly/PlanSouthBostonTAP**

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01.

Introduction

Guided by 'GoBoston 2030,' and Imagine Boston 2030,' the South Boston Transportation Action Plan (SBTAP, referred to as the "Plan") aims to focus City resources on implementing proven strategies and people-first improvements to realize the shared goals of the residents of South Boston. Upon completion, the Plan will establish actionable steps to improve safety, access and multimodal mobility in the Plan's Study Area.

Letter from the Chief of Planning

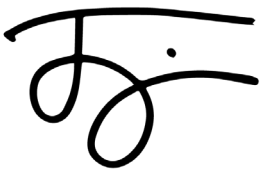
Dear Neighbor:

We are pleased to share the draft recommendations for the South Boston Transportation Action Plan (SBTAP), completed in partnership with the Boston Transportation Department, which sets a vision for a transportation network that will serve South Boston neighbors in the near-term, and well into the future. The recommendations in this report, developed with robust data and community input, touch on every aspect of the network, including safer intersections and pedestrian crossings, the bike and bus network, subway station improvements, accessibility upgrades, park connections, and parking policy. These recommendations work in concert as equally important parts of a toolkit of solutions to address shared goals related to safety, accessibility, and reliability of the transportation system.

We now have a comprehensive blueprint for the fine details of the transportation network going forward. We can prioritize City resources, leverage mitigation from development projects, and collaborate with our state partners to realize this vision. As the neighborhood evolves and the transportation network gets investments, we will need you, our neighbors, to continue to advocate for your streets, and communicate your needs.

Thank you to everyone who participated in this process.

Sincerely,



Arthur Jemison, Chief of Planning

Introduction

People who live, work, and visit the South Boston deserve access to safe, reliable, and comfortable transportation options. The Study Area's transportation network today does not meet the current or future needs of residents.

The South Boston neighborhood is growing, and the time is now to advance citywide mode shift goals as identified in GoBoston 2030 and address the long-standing transportation system shortcomings. The Study Area itself grew by 22% between 2010 and 2020, and as of 2019, the area immediately surrounding the Study Area is in the process of receiving 2,921 total planned and completed residential units and 2.2 million commercial square feet of development. We learned through our existing conditions process that no modes of transportation – cars, buses, bikes, trains, wheeling or walking – are adequately served in South Boston.

- **Residents of the Study Area today rely on walking as the most common choice of transportation to reach shops** (42%), restaurants (46%), and open spaces (64%) despite the fact that over 90% of more than 1,300 pedestrian curb ramps in the Study Area are non-ADA compliant and unsafe intersections/ crossings being a commonly cited concern among focus groups.
- **A top concern from the community survey is infrequent or slow transit service** (54%), but most of South Boston has enough underlying demand to support frequent all-day fixed-route transit as often as every 5 to 10 minutes.
- **The ability to find parking is another top concern of survey respondents** (52%), given that on-street parking is limited and in high demand. There are approximately four residential parking permits (RPPs) in the Study Area for every on-street parking space.
- **The lack of safe and comfortable bike facilities is a top concern for bicyclists (64%),** but more than double the number of current bicyclists would be interested in riding a personal bike or Bluebike if conditions were improved.

The recommendations in this report are guided by the following goals and priorities informed by feedback gathered through the community engagement process:

- Safety of Vulnerable Users
- Access to Transportation
- Comfort and Reliability
- Equitable Distribution of Space and Access
- Climate Resilience
- Accountability

The Plan presents recommendations to:

- Rightsize nine streets, redesign over 20 intersections and eliminate over 45 "double threat" crosswalks with more than 2 lanes of traffic in either direction
- Expand the bike network to a total of 12.5 miles of low stress bike facilities, and increase the number of people within a 3-minute walk of a high comfort facility from 36% today to 94% in the future
- Add 16 new Bluebikes stations, and expand access from 38% to 68% of residents within a 3-minute walk of a bike share station
- Reconstruct over 3 miles of narrow 20-foot-wide building-to-building streets in the next 10 years to be accessible
- Expand the use of street safety toolkit items such as speed humps, speed feedback signs, pedestrian warning signs, and raised crosswalks
- Improve the reliability of the bus network by improved bus routing, and more efficient bus stop spacing.
- Reduce the impervious surface and implement green infrastructure in space that is reclaimed by rightsizing streets, "T"-ing off intersections, and shortening pedestrian crossings, as well as expand the tree canopy by replanting empty tree pits

The project team is committed to fulfilling this plan. The plan identifies funding sources and agency ownership. The South Boston Transportation Action Plan project team will be accountable to all stakeholders by providing updates to the community on the progress of implementation well beyond the completion of this Plan.

Background

Guided by GoBoston 2030, Imagine Boston 2030, and several citywide policies and plans, the South Boston Transportation Action Plan (SBTAP, referred to as the "Plan" or "SBTAP") aims to focus City resources and development mitigation toward implementing proven strategies and people-first improvements to realize the shared goals of residents, business owners and their employees, and other stakeholders within South Boston. In this report, the Plan establishes actionable recommendations to improve safety and multimodal mobility in the Plan's Study Area.

This document provides recommendations for all aspects of the transportation network to make it safer, more reliable, and connected to all parts of the City and within the Study Area. Data analysis from the Existing Conditions report, released in December 2022, and extensive public feedback included in the Stakeholder Engagement section of this report informed the selection of draft recommendations. The report includes recommendations for safer intersections and pedestrian crossings, street interventions to slow down speeds, accessibility and resiliency upgrades, biking infrastructure, and rapid transit. These recommendations serve as a guide for future City capital investments and developer-funded mitigation in the Study Area.

Study Area

The Study Area is shown in the figure below and generally extends from Old Colony Avenue at the western extent to Farragut Road at the eastern extent, and from Day Boulevard at the south to First Street at the north. Though this area represents the geographic focus of this plan, the Plan is situated within the greater context of Boston and the region.

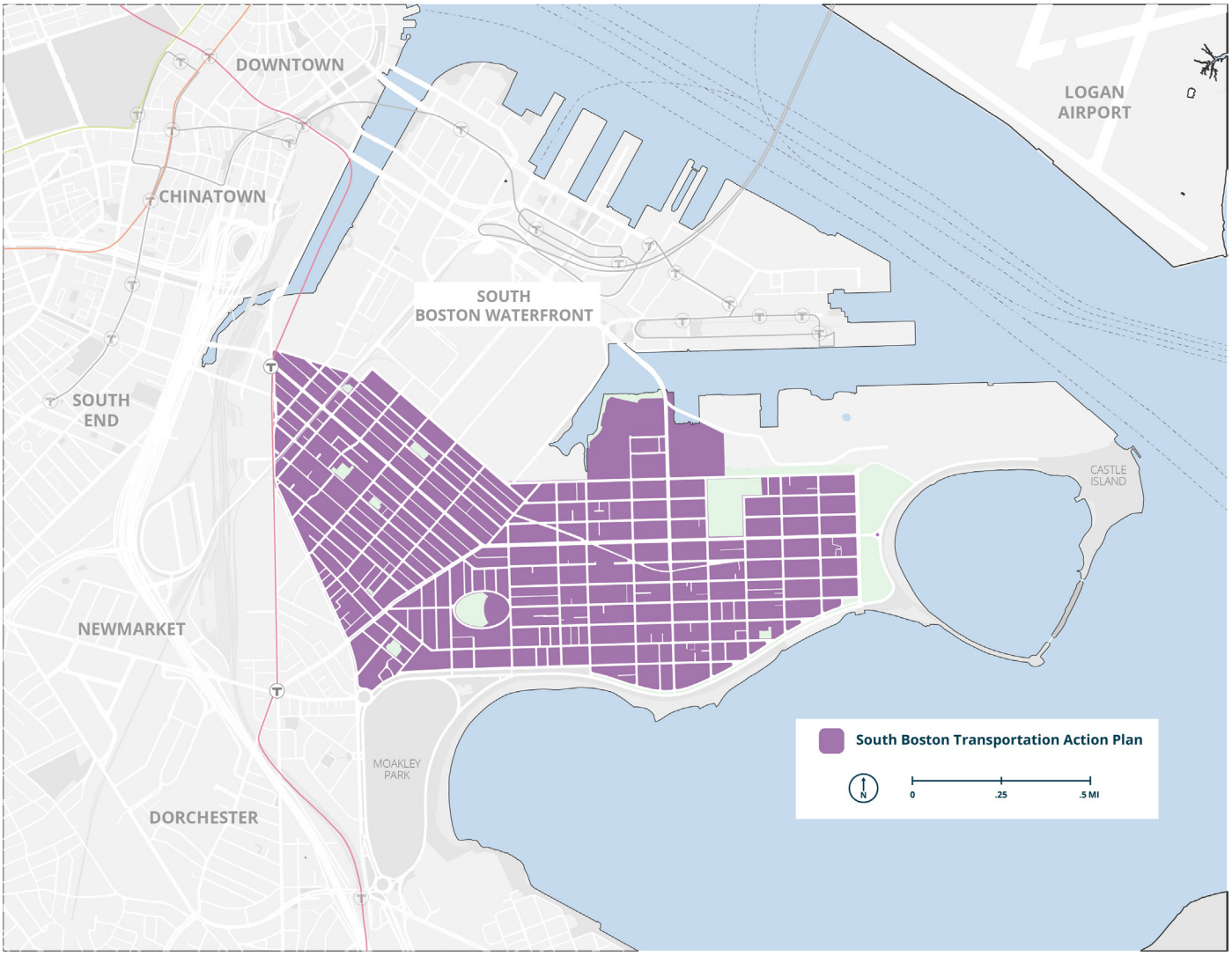


FIG 01 : SBTAP STUDY AREA

Study Schedule

The Plan officially kicked off on November 14, 2022 when the SBTAP project team hosted the Existing Conditions report virtual public meeting. This meeting followed several weeks of background research, data collection, and analysis of the existing transportation network that began in summer 2022. A series of engagements - including focus groups, a walking tour and biking tour, and a "Pint with a Planner" event - were hosted throughout the fall and winter to gain a nuanced perspective on stakeholders' experience of the transportation network in the Study Area.

The year 2023 was spent developing a universe of potential recommendations in coordination with other City agencies based on quantitative data findings and qualitative feedback from stakeholders. A second public meeting focused on the South Boston Guide to Transportation Planning and Development Review was hosted on June 6th, 2023. After a set of recommendations was narrowed down, the recommendations were refined into a series of draft recommendations, ensuring that each recommendation is actionable within a given period of time.

FIG 02 : SBTAP PROJECT TIMELINE

Stakeholder Engagement

The lived experience of residents, business owners, and other stakeholders in the Study Area shaped the evaluation of the universe of transportation recommendations in this report. Feedback was received through a myriad of forums, including the virtual and in-person events listed below. Both written and spoken comments were recorded and directly informed this Plan's recommendations, especially as they relate to the Goals and Priorities guiding the SBTAP planning process. Additionally, the project team received ongoing comments from individuals, community organizations, and businesses through our email, SouthBostonTAP@boston.gov, and the comment form on the SBTAP webpage.

As noted in the Existing Conditions report, this Plan centers the safety of all road users as a primary goal, achieved through a transportation network that is rational, designed for our most vulnerable users, and equitably distributed between different types of transportation. With the idea of creating a safer network as the Plan's starting point, the following sections outline how engagement efforts over the course of the planning process expanded the values that guided the evaluation of this Plan's recommendations.

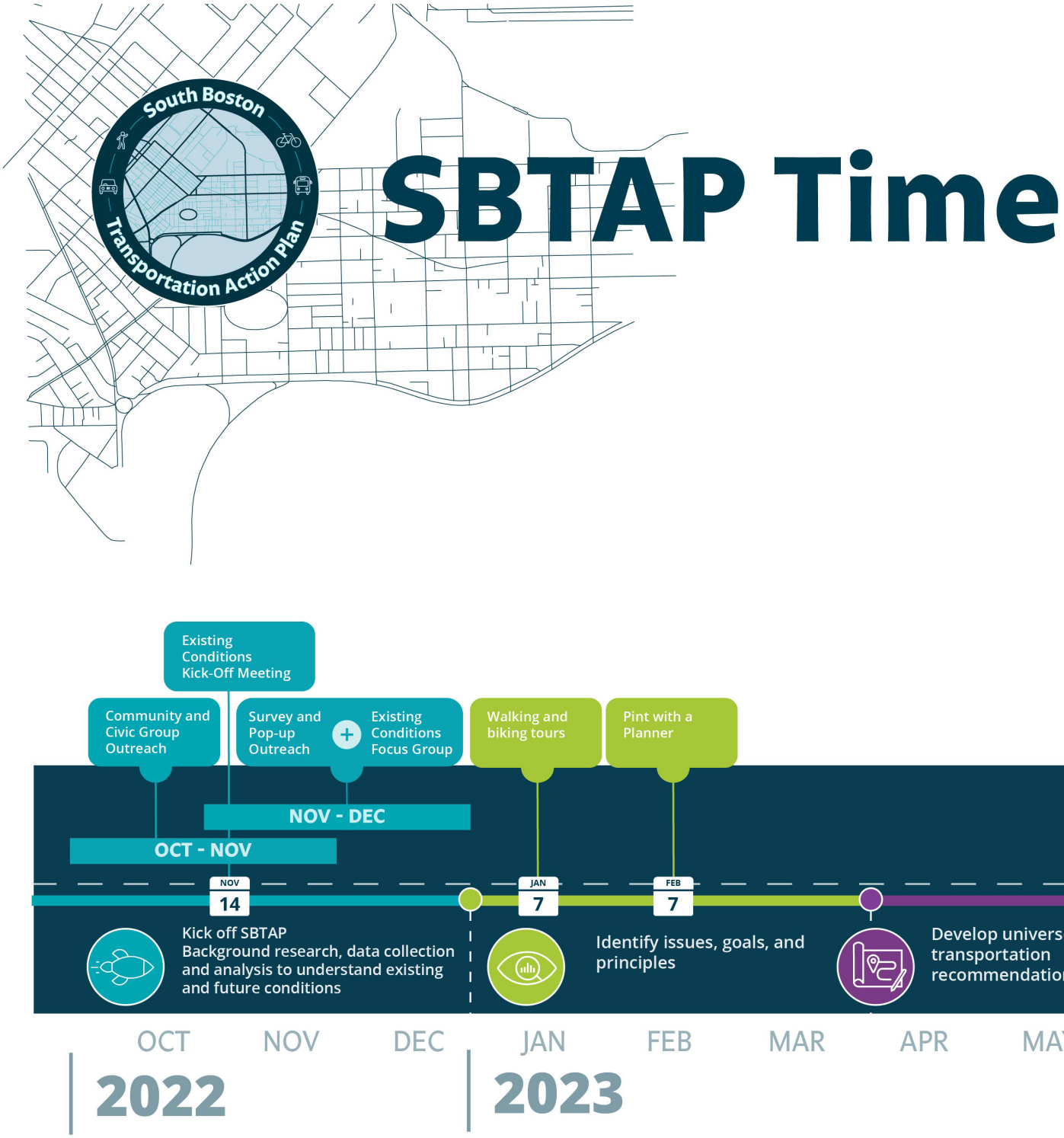
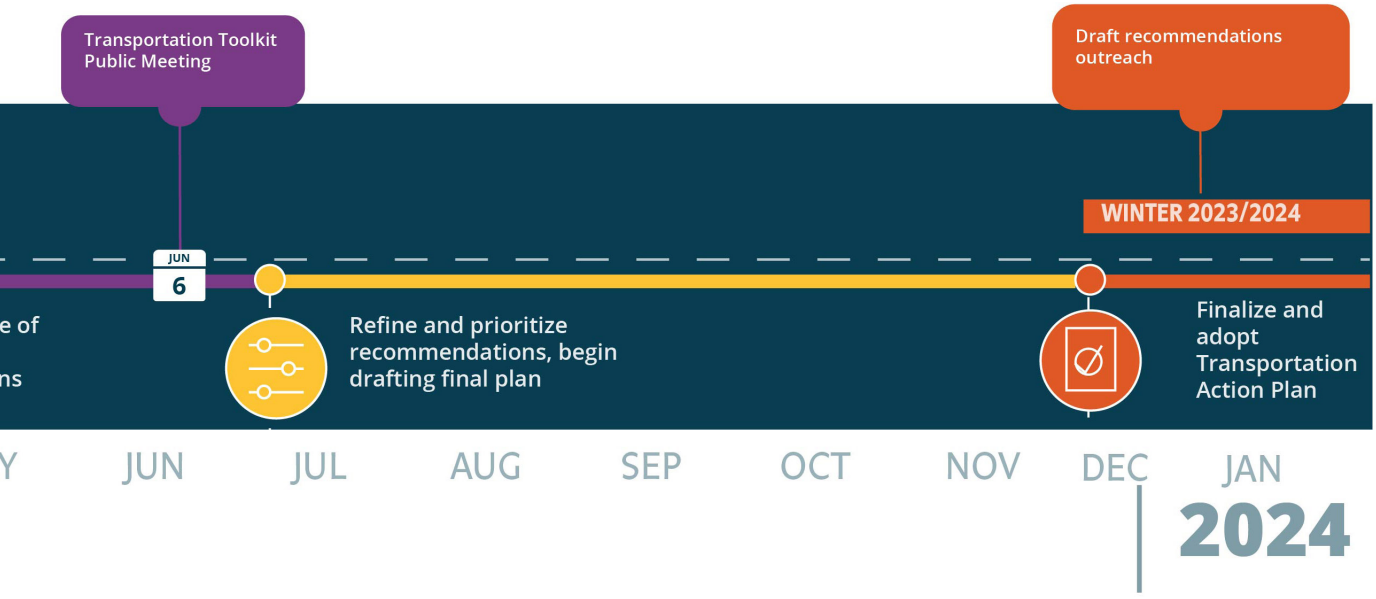


FIG 03 : SBTAP ENGAGEMENT TIMELINE

line 2022-2024



Community and Civic Group Outreach

October-November 2022

BPDA staff sent out email communications to residents on the South Boston listserv and over 20 individual communications to civic and community groups, in addition to attending several neighborhood civic group meetings virtually and in-person in South Boston to get the word out about the SBTAP public meeting kick-off. The following groups met and connected with BPDA staff both in-person and virtually before the first kick-off meeting and during the public engagement period:

- Andrew Square Civic Association
- Cityside Neighborhood Association
- City Point Neighborhood Association
- Dorchester Heights Association
- Fort Point Neighborhood Association
- Friends of North of Broadway
- Gate of Heaven Neighborhood Association
- West Broadway Neighborhood Association
- South Boston MOMS Club
- Southie Bikes

Public Meeting #1: Kick-Off Meeting

November 14th, 2022

The BPDA and Boston Transportation Department (BTD) hosted a virtual public meeting to kick off the SBTAP. Over 90 people attended, including staff and consultants. The meeting included a presentation on Existing Conditions in the Study Area followed by Q&A and comments.

What we heard:

- Long and skewed crosswalks are unsafe for pedestrians
- General concerns about difficulty finding on-street resident parking spaces due to high utilization
- Traffic calming measures that slow down cars need to be implemented
- A need for safer biking infrastructure in the neighborhood
- More reliable public transit is needed

Community Survey and Pop-up Outreach

November-December 2022

- An online and paper survey was distributed to the community in English and Spanish from mid-November through mid-December. Paper surveys were left at locations across the neighborhood, including the Boston Public Library on East Broadway, the Tierney Learning Center, Monsignor Powers Elderly Housing, the West 9th Street Community Room, the Foley Apartments, and the South Boston Neighborhood House.
- **More than 10 outreach events were held at high-traffic locations** such as bus stops and seasonal events to spread awareness of the survey, focus group opportunities, and upcoming engagement.
- **Over 700 survey responses were received during this period, approximately 50 of which were print surveys.** A few overarching survey results are included below, and a full summary of the community survey takeaways can be found on the SBTAP webpage here.

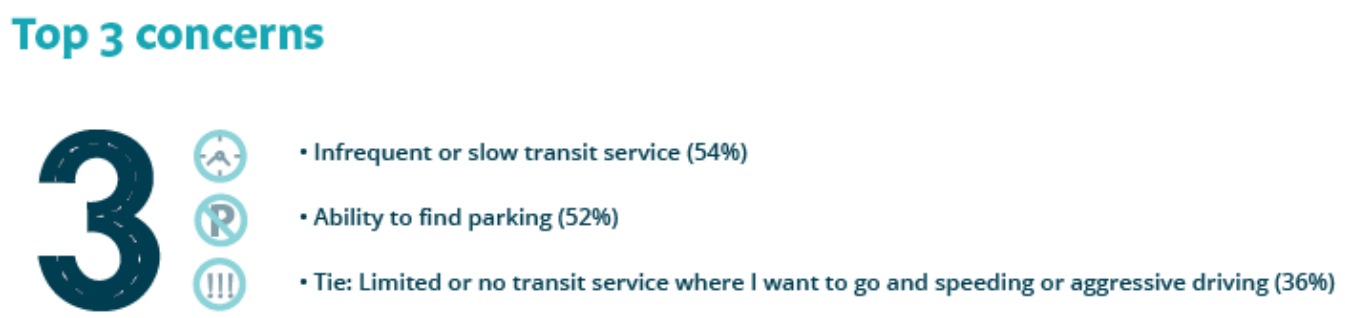


FIG 04 : SURVEY RESULTS FOR TOP 3 COMMUNITY CONCERNS

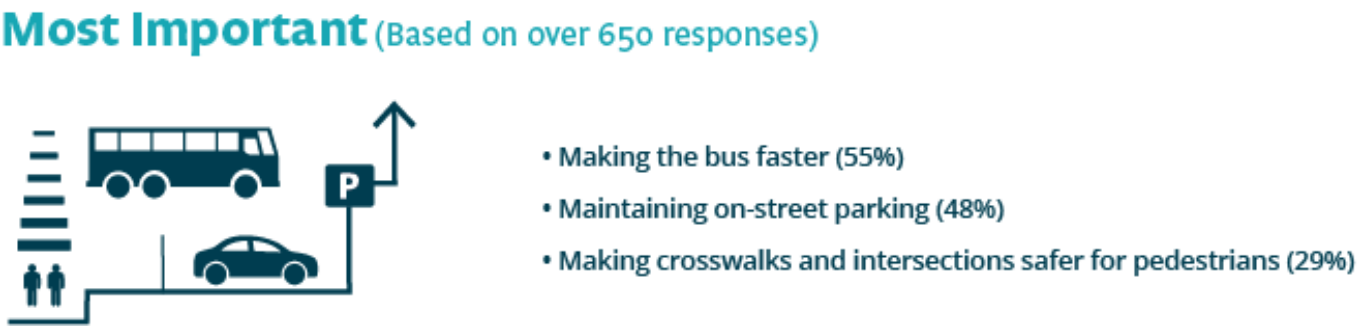


FIG 05 : SURVEY RESULTS FOR TOP 3 MOST IMPORTANT TRANSPORTATION REMEDIATIONS

Existing Conditions Focus Groups

December 2022

A total of 6 focus groups, 5 in-person and 1 virtual, were held through the month of December to collect resident feedback on existing transportation conditions in the Study Area. Discussion topics included pedestrian safety concerns, travel modes, and transit and active transportation in the Study Area. Participants volunteered for focus groups through the survey, and were selected and placed into groups on a first-come-first-serve basis. Common themes heard in several focus group conversations are pictured in the table below.

	Focus Groups				
	Families	Transit-Dependent	60+	Below Median Income	Under 35
Safer intersections with better pedestrian visibility, especially on wide, multi-lane streets	✓	✓	✓	✓	✓
Speeding and traffic violations, especially on wide streets like West Broadway, Dorchester Street, and East 1st Street	✓	✓	✓	✓	✓
Better transit connectivity to the Seaport	✓	✓	✓	✓	✓
Lack of on-street resident parking and parking violation enforcement	✓		✓		✓
Need for transit service to be more efficient, frequent, and reliable	✓	✓		✓	✓
Double parking near retail uses and bars/restaurants and related safety concerns for pedestrians and traffic	✓	✓	✓	✓	✓

FIG 06 : SHARED THEMES FROM FOCUS GROUPS

FIG 07 : SHARED THEMES FROM FOCUS GROUPS

Walking Tours

Members of the SBTAP joined walking tours as requested from neighborhood and civic groups. Gate of Heaven, Friends of North of Broadway (NoB), Friends of the Harborwalk, and Southie Bikes participated in walking tours.

FIG 08 : NOB WALKING TOUR AT EAST FIRST STREET AND PAPPAS WAY

FIG 09 : SOUTHIE BIKES TOUR ON EAST FIRST STREET

Pint with a Planner

February 7th, 2023

Residents and stakeholders were invited to spend a casual evening at Publico Street Bistro & Garden in South Boston with staff from BPDA and BTD to ask questions about the planning process and share feedback, experiences, and visions for the future transportation network in the neighborhood. Approximately 60 people, not including City staff, attended the event.

Public Meeting #2: Transportation Toolkit

June 6th, 2023

The BPDA and BTD hosted a virtual public meeting to discuss the Guide to South Boston's Transportation Planning and Development Review Process ("the Guide"). The Guide covers topics such as: pedestrian, biking, and vehicle safety; how planning focuses on making the transportation network safer and more reliable; and how the community can participate in shaping recommendations.

The goal of this document is to serve as a tool for community stakeholders to continue conversations around transportation goals. This meeting included a presentation on the contents of the Guide followed by Q&A and comments.

Public Meeting #3: Draft Recommendations

This meeting description will be updated following the public meeting.

Goals and Priorities

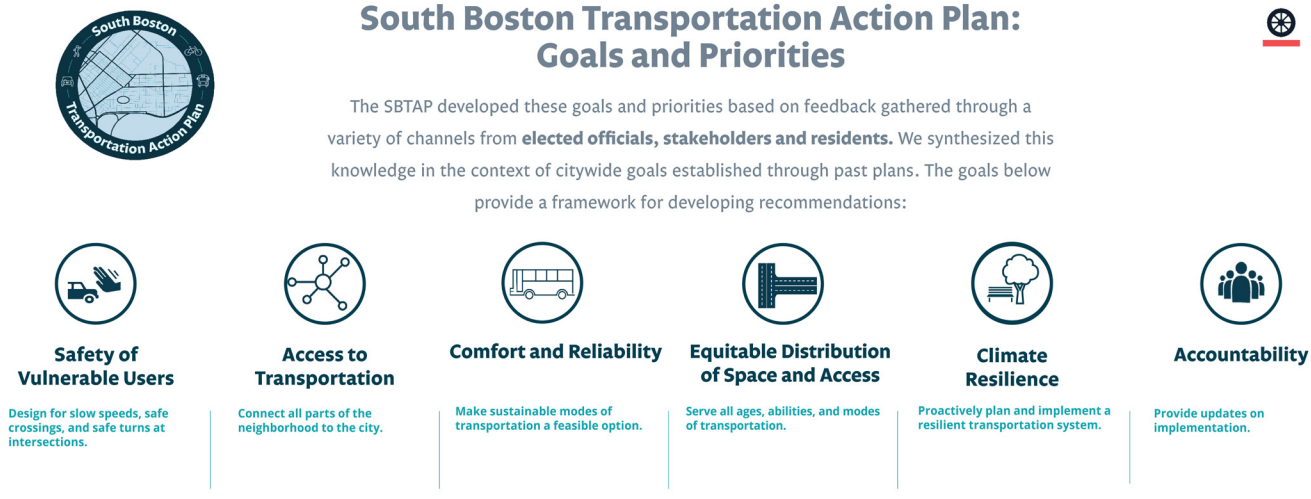


FIG 10 : GOALS AND PRIORITIES

The goals and priorities guiding the recommendation evaluation process are based on the feedback gathered through a variety of channels, including elected officials, residents of the Study Area, and other stakeholders. By providing a framework for developing the recommendations in this report, the transportation network that will evolve as a result of this Plan is ensured to be an extension of the collective voices that contributed to this planning process.

1. **Safety of Vulnerable Users**
   Safety is a primary concern of all stakeholders in the Study Area. The recommendations in this report respond to those concerns with interventions that reduce the ability of cars to speed, create safer pedestrian crossings, and improve intersections based on an empirical prioritization process.

2. **Access to Transportation**
   Residents stated that non-automobile transportation in the Study Area is currently unreliable and inefficient. This Plan includes recommendations to improve access to all modes of transportation with plans for enhanced infrastructure and service levels.

3. **Comfort and Reliability**
   By improving the experience of public transportation, more commuters will be inclined to take advantage of the multi-modal network. Recommendations for new bus shelters, bike lanes and bike share stations, and bus stop optimization will facilitate ease of access to varied modes of transportation.

4. **Equitable Distribution of Space and Access**
   Different types of transportation require varying amounts of road space, and the recommendations in this report address the uneven distribution of space for some modes of transportation over others. In doing so, the transportation network will serve all modes so that safe, well-connected trip-making is not dependent on one's preferred type of transportation.

5. **Climate Resilience**
   Residents expressed that it is important to have a resilient transportation system. Protect existing transportation infrastructure from the effects of climate change and to protect the public health of the community are priorities. This Plan's recommendations for a more climate-ready community are based on creating opportunities for more green infrastructure, trees, and active recreation amenities.

6. **Accountability**
   The project team is committed to fulfilling this plan. The implementation table at the end of this report summarizes how the recommendations will be completed, who are the responsible entities, and the expected timeline for completion. The SBTAP project team is committed to providing updates to the community on the progress of implementation well after this Plan is completed.

Coordination

Areas nearby the Study Area are experiencing rapid transformations. The SBTAP is beginning at a time where other planning initiatives for these adjacent areas have been recently completed, including the South Boston Seaport Strategic Transit Plan and the PLAN: South Boston Dorchester Avenue Transportation Plan. In addition, the South Boston Waterfront Sustainable Transportation Plan was completed in 2016 which focused on improvements to all modes of transportation within the waterfront. Presently, a major redevelopment at the Mary Ellen McCormack housing development located south of the Study Area is undergoing Article 80 review for Phase 1. A Vision Plan was created for Moakley Park in 2020 to redesign the park to be more resilient as well as programmed with more passive and active uses. The recommendations will build upon nearby recent existing planning initiatives including, but not limited to:

PLAN: South Boston Dorchester Avenue: The PLAN: South Boston Dorchester Avenue Planning Initiative just completed its Transportation Plan which was a key recommendation born out of the 2016 neighborhood planning effort. The Transportation Plan includes the future street build-out as proposed in PLAN: South Boston Dorchester Avenue. The Transportation Plan includes additional and improved headhouses to Broadway and Andrew Stations, improvements to existing bus service and new bus route connections on other corridors such as D Street, improvements to Andrew Square, Dorchester Avenue intersection, and the Old Colony and Dorchester Street intersection. Longer-term, more visionary transit options are also included, specifically within the "Track 61" corridor.

South Boston Seaport Strategic Transit Plan: The Transportation Plan will also build upon the South Boston Seaport Transit Strategic Plan, specifically on the improvements to the Seaport's bus and shuttle network and of other transit services such as rail, ferry, ride-share, and private-sector sponsored initiatives. The South Boston Transportation Action Plan's aim is to advance and refine current transit efforts and also propose future transit recommendations.

South Boston Waterfront Sustainable Transportation Plan: The South Boston Transportation Action Plan will build on work done for the South Boston Waterfront Sustainable Transportation Project ("SBWSTP") and subsequent transit analysis done for public and private projects. The Transportation Action Plan will integrate the suite of transportation improvements currently in implementation.

There are a number of other completed or ongoing initiatives that will impact the forthcoming recommendations of the South Boston Transportation Action Plan. Close interagency coordination will be required. These plans include but are not limited to:

- Moakley Park
- Kosciuszko Circle/Morrissey Boulevard Planning Study
- MBTA's Bus Network Redesign
- Columbia Point Master Plan
- Climate Ready Boston

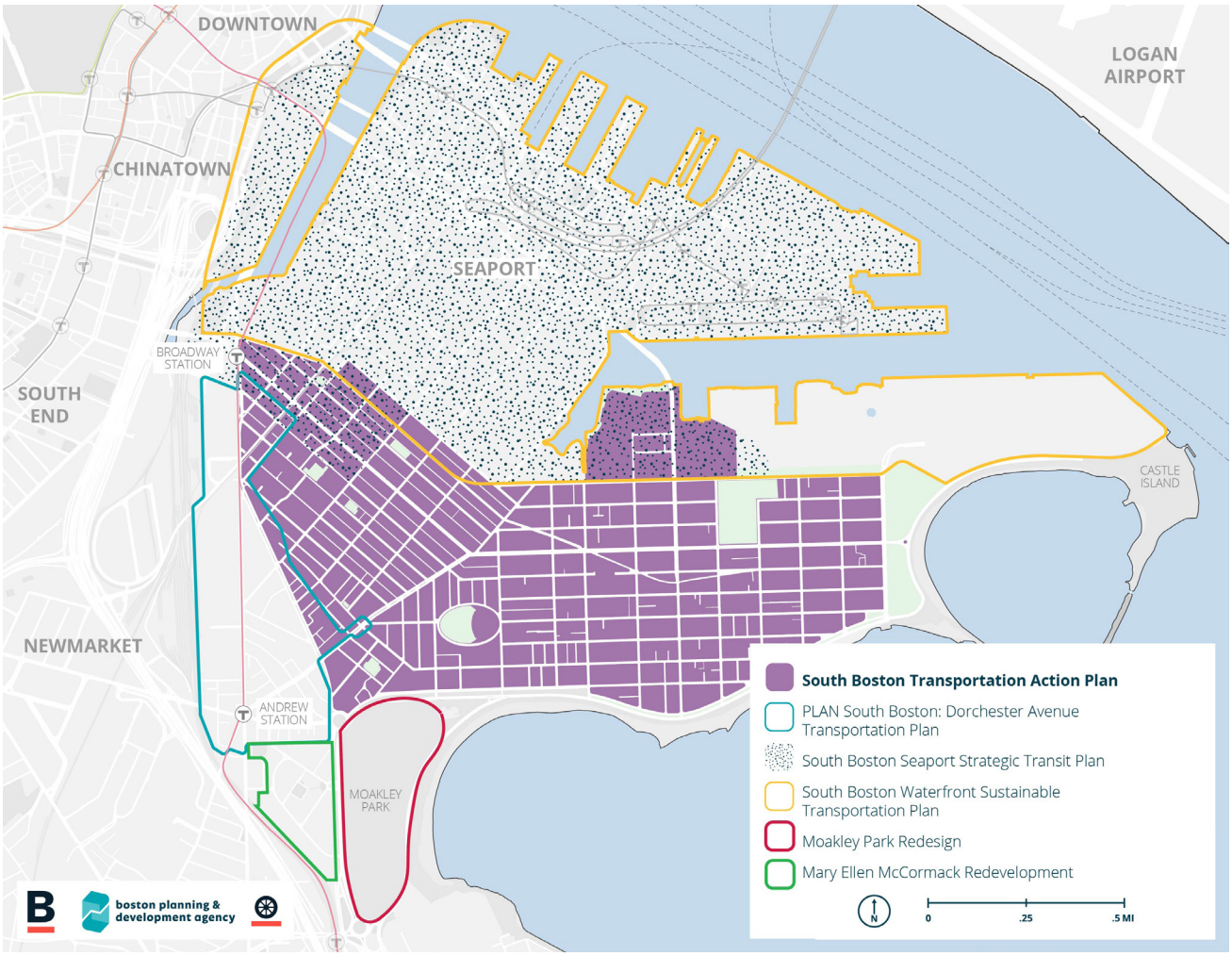


FIG 11 : RECENTLY COMPLETED OR ONGOING PLANNING EFFORTS

02.

Existing Land Use Conditions

South Boston, originally called Dorchester Neck, was annexed by the City of Boston in 1804, after which two bridges - including the North Free Bridge - were constructed to connect the peninsula to downtown and the South End. The original street grid, which remains in place today, was laid out soon after the bridges were constructed. Beginning in the 1830s, omnibus service began to operate between City Point and the larger city. The omnibus in South Boston was soon eclipsed by horse-drawn streetcar lines, followed by electric streetcars and buses in the early 20th century. The Dorchester Tunnel, the original pathway of the current Red Line right-of-way between Broadway and Andrew Station, was connected underground from Broadway to Andrew Station in 1918. These mass transit connections set the stage for the neighborhood that collectively characterizes the Study Area today.

Existing Conditions

The following is a summary of the Existing Conditions analysis completed in the first phase of the SBTAP completed in fall 2022.

Existing Land Use and Population

Between 2010 and 2020, the SBTAP Study Area's population grew by 22% from just under 27,000 people to nearly 33,000. During this period of growth, the composition of the neighborhood also changed. In general, the South Boston neighborhood is changing—trending younger and more educated while families with school-aged children are becoming less prominent. Population growth has contributed to the built structure of the neighborhood today. The majority of the neighborhood is densely populated in multi-family units, especially west of Dorchester Street closer to Broadway Station. About 60% of the Study Area is made up of residential land uses, and the Study Area has seen over 7.5 million square feet of development in this decade.

Areas near the Study Area are experiencing rapid transformations. The SBTAP is beginning at a time where other planning initiatives for these adjacent areas have been recently completed, including the South Boston Seaport Strategic Transit Plan and the PLAN: South Boston Dorchester Avenue Transportation Plan. In addition, the South Boston Waterfront Sustainable Transportation Plan was completed in 2016, which focused on improvements to all modes of transportation within the waterfront. Presently, a major redevelopment at the Mary Ellen McCormack housing development located south of the Study Area is undergoing Article 80 review for Phase 1. A Vision Plan was created for Moakley Park in 2020 to redesign the park to be more resilient as well as programmed with more passive and active uses.

The Study Area street network is a grid. East and West Broadway serve as the spine of the neighborhood, as well as a retail and economic hub. West Broadway, East Broadway, East First Street, Sixth Street, Seventh Street, Eighth Street, Farragut Road, B Street, L Street, and P Street are used by MBTA buses. D Street and A Street have conventional bike lanes. There are shared-use paths on the perimeter outside of the Study Area serving as access to the many parks along the water, and associated DCR-owned parks. The network has a walkable block structure, but with many pedestrian concerns and irregular intersections.

The Street Network Today

A wide range of street types make up South Boston's transportation system. Boston's Complete Streets initiative aims to improve the quality of life in Boston by creating streets that are both great places to live and sustainable transportation networks. All streets in the Study Area have been categorized into Complete Streets-defined types in the existing conditions report based on their context, land uses, and transportation needs. The major main streets and neighborhood connectors include West Broadway, East Broadway, First Street, L Street, Farragut Road, Dorchester Street, E Street, D Street, A Street, Old Colony Avenue, and Dorchester Avenue. It was a common theme throughout the engagement process and data analysis of the Existing Conditions process that the connector and main streets were some of the most problematic in the Study Area. Many of the crashes occurred on these streets, and speeding was more prevalent.

Walking Access Today

GoBoston 2030 Plan set out important goals for walking access to local destinations. In particular, the plan calls for all residents to live within a ten-minute walk, or approximately ½ mile, of high-frequency public rail transit or a key bus route, bikeshare, and car share. Figure 11 shows how South Boston is meeting this citywide goal today. When considering whether South Boston's residents have access to these transportation choices, the SBTAP project team also thought about the quality and safety of that walk. The analysis factored in street characteristics that can indicate lower walking comfort including shorter crosswalks. This resulted in only 17% of the Study Area population living within a 10-minute walk to all three of the following resources: a frequent transit stop, a Bluebikes station, and a car share station. The analysis filtered by only including crosswalks that do not cross two lanes of signalized traffic in each direction, or crosswalks at unsignalized locations that are very long (60 feet or more). Transit access is primarily concentrated around the Broadway and Andrew Square Red Line Stations, both of which are surrounded by several long crosswalks. Outside of transportation access, 40% of the total population has access to a pharmacy within a 10-minute walk in the Study Area. Only 63% of the neighborhood is within a 10-minute walk of the grocery stores in the neighborhood. All residents deserve to have access to everyday destinations like these within a convenient walk. By implementing the changes outlined in SBTAP, many more of South Boston's residents will be able to have this access.

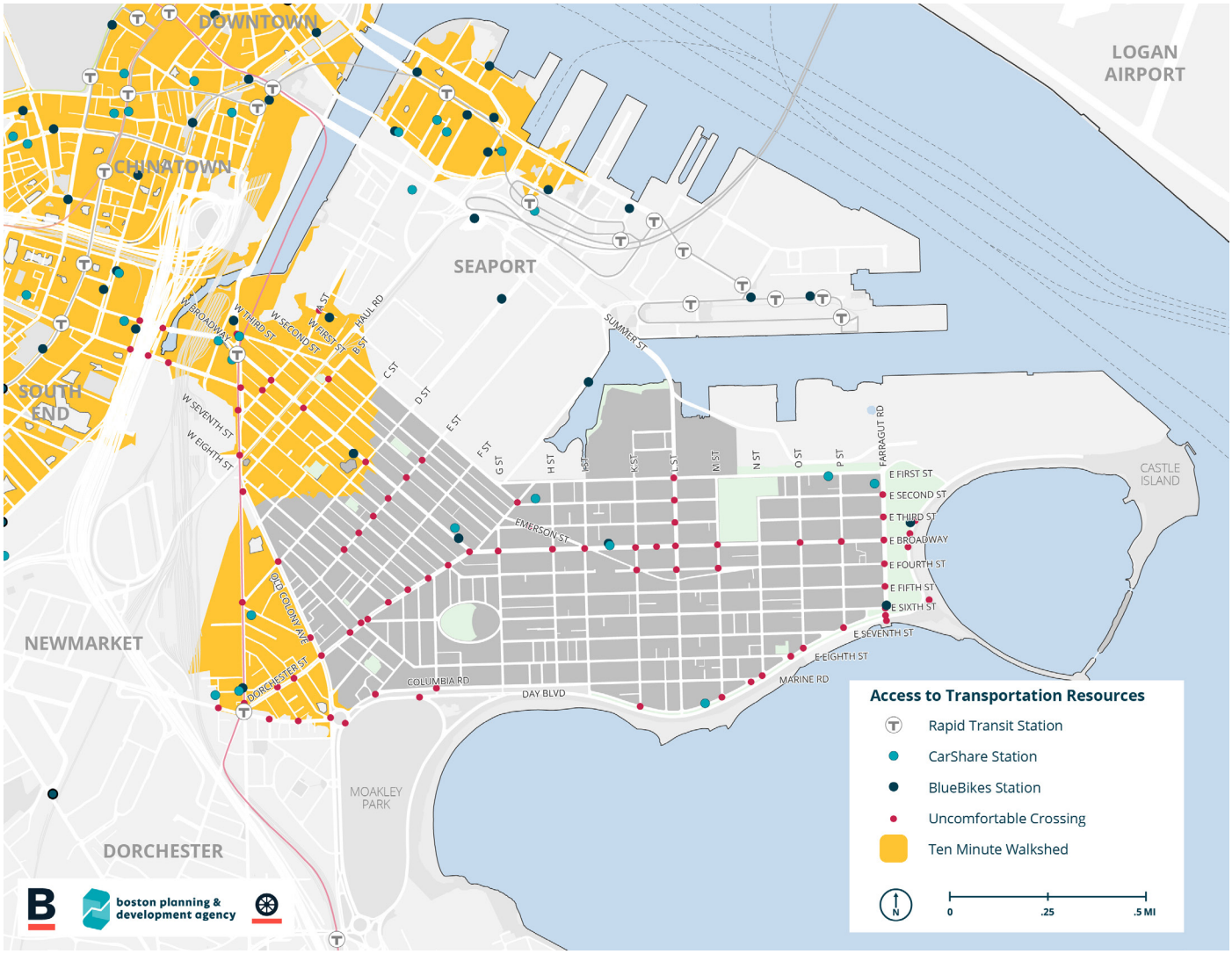


FIG 12 : EXISTING ACCESS TO TRANSPORTATION RESOURCES

The Study Area has sidewalks lining nearly every block, marked crosswalks at nearly every intersection, and a compact grid that creates a highly walkable neighborhood. Despite the compact and intuitive nature of the Study Area's grid, walking is challenging and many feel unsafe. The Study Area has many issues with sidewalk accessibility, crosswalks that are too long, and barriers to many neighborhood destinations. The industrial past of the Study Area has left streets that do not have compliant sidewalk widths or materiality. Additionally, many alleys are not considered accessible. Another barrier that South Boston Streets face is that not all streets meet ADA accessibility requirements for minimum sidewalk widths, especially on alleys. There are also other non-compliant features at crosswalks, like curb ramps. Over 90% of more than 1,300 curb ramps in the Study Area are non-ADA compliant. There are also many uneven sidewalks that create tripping hazards and are not possible to traverse in a mobility device.

Biking Today

Bicycle access to, from, and within South Boston today is limited by the existing street conditions. The street network lacks separated and connected bike facilities but residents in the Study Area can access Chinatown, the South Boston Waterfront, Downtown, and parts of Dorchester, Roxbury, and the South End within 20 minutes on a bike. Given South Boston's proximity to Downtown and a richness of City destinations, there is a strong opportunity to support biking as a time-competitive, healthy, and low-cost option for travel to and from the Study Area.

Currently, people riding bicycles experience high levels of traffic stress on the major corridors in the Study Area. There is a tool that helps transportation planners, street designers, neighborhood residents, and developers make our roadways more comfortable for bicyclists. The results are a bicycle level of traffic stress (BLTS) analysis in the Study Area, which takes existing bicycle facilities as well as the vehicle traffic volumes, speed limits, and existing on-street parking next to bicycle facilities into account and correlates that to the comfort one would experience riding a bicycle. The categories range from 1 being the most comfortable, to 4 being the least comfortable. Many of the Neighborhood Connector and Main Streets, which offer direct connections around the Study Area and to areas outside of the Study Area are BLTS 4, such as Broadway, L Street, D Street, E Street, and B Street. The BLTS 1 in the Study Area are limited to the shared use, disconnected, and recreational paths. Despite these high stress biking conditions, the six bike share stations in the Study Area see heavy use with three stations providing over 100,000 trips by bike in the last 5 years. The vast majority of these trips are taken by residents of Boston and the surrounding communities.

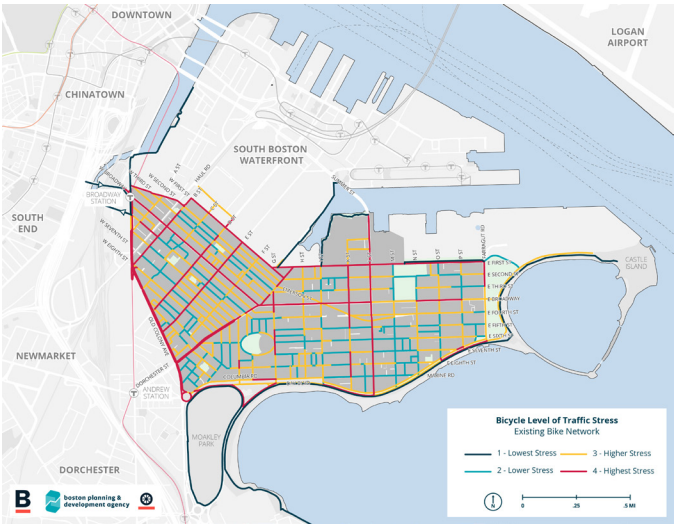


FIG 13 : EXISTING BICYCLE LEVEL OF TRAFFIC STRESS

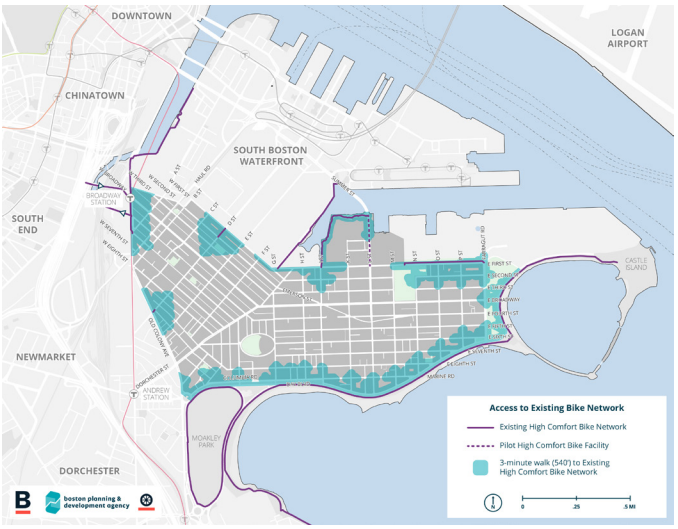


FIG 14 : 3-MINUTE WALK ACCESS TO EXISTING BIKE NETWORK

Today, the fragmented bike network has no low-stress routes to major destinations like the local retail within the neighborhood, the surrounding parks and beaches, or directly adjacent neighborhoods. In the Study Area, 36% of the population has access within a 3-minute walk to a high-comfort bike facility.

Transit Today

Today, transit service in South Boston consists of rapid transit, including subway service and the Silver Line, and bus service. The MBTA's rapid transit lines provide service along the western edges of the South Boston Study Area. The MBTA Red Line provides subway service to two stations in or close to the Study Area (Broadway Station and Andrew Station). In the South Boston Waterfront, the MBTA Silver Line provides bus rapid transit (BRT) service to the South End, Chelsea, and Roxbury.

The Study Area is primarily served by four MBTA bus routes: 7, 9, 10, and 11. Bus service is concentrated along South Boston's Neighborhood Main Streets and Connectors, including East and West Broadway, Dorchester Street, Farragut Road, E First Street, E Eighth Street, F Street, and L Street. As a network, the existing MBTA bus service provides one-seat rides between the Study Area and Downtown, South Boston Waterfront, and Back Bay. Within South Boston, a significant concentration of service occurs in the northeast between Summer Street and Farragut Road, where all four routes converge at City Point Bus Terminal. As a corridor, East Broadway carries more transit service than any other corridor in South Boston, with roughly 10 buses per hour serving the one-mile segment during the rush hour peak periods (6:30 - 9 AM and 3:30 - 6:30 PM). The bus service in the Study Area has a high level of missed trips, many inaccessible bus stops, bus stops located too close together, and some crowding on buses throughout the day.

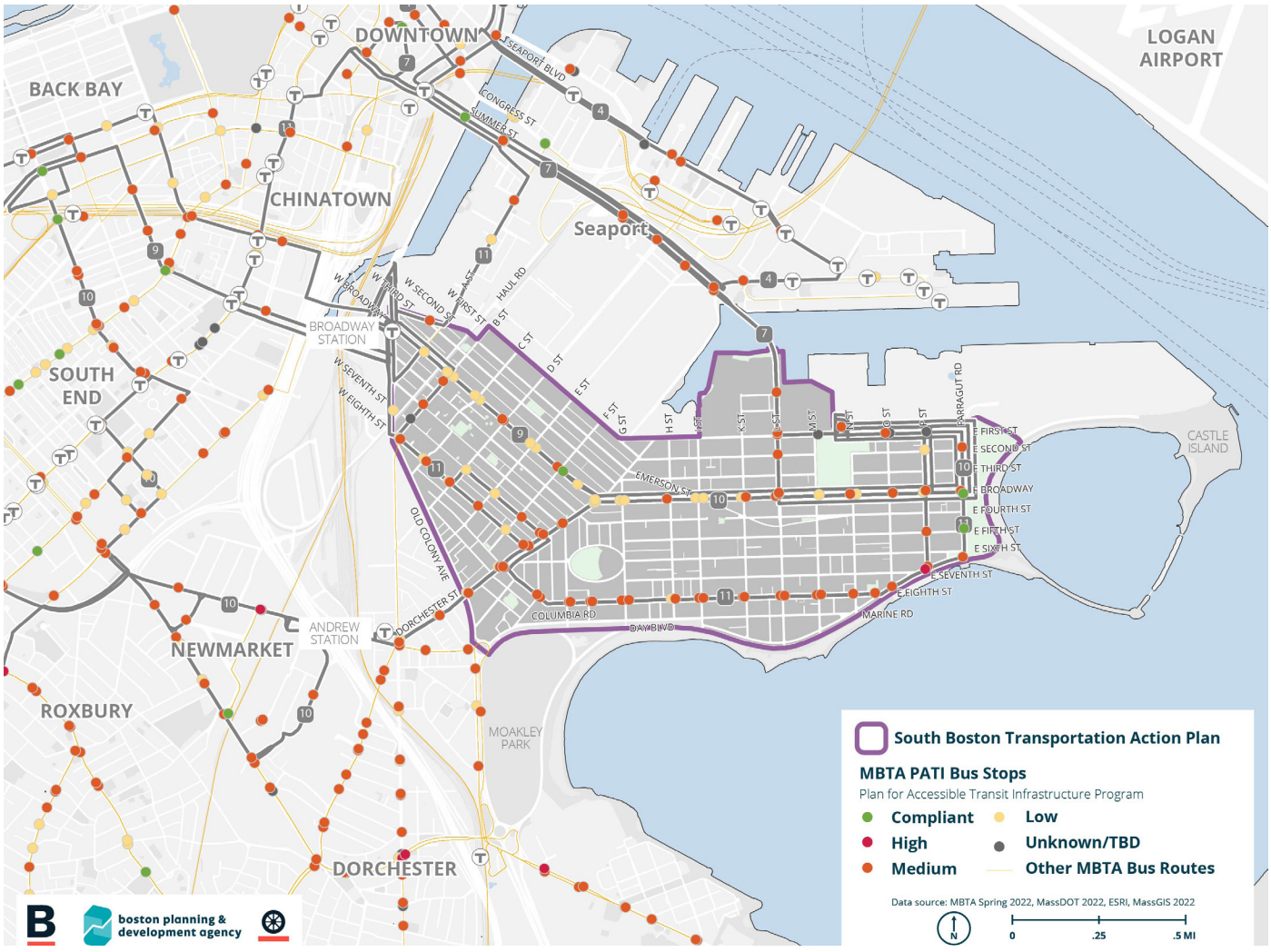


FIG 15 : EXISTING PLAN FOR ACCESSIBLE TRANSIT INFRASTRUCTURE BUS STOP STATUS

Driving and Parking Today

Higher volumes of traffic are found on Connector, Main Street, Industrial, and Parkway street types. The gridded street system within the neighborhood itself gives people many options and offers a natural way for traffic to disperse. As a result, many intersections within the Study Area that operate with volumes at lower capacity are at risk of negative effects such as speeding and aggressive driving. The Study Area's signalized intersections were evaluated for their capacity to serve existing traffic volumes during peak hours, using data collected in 2019 and 2022 (avoiding data collected during the period of the COVID pandemic that had more irregular travel patterns caused by quarantining). An intersection's capacity to handle peak hour traffic considers traffic volumes, signal timing and phasing, the number of lanes on each approach, and other factors. Intersections that operate at or near capacity during the peak hours are efficient. If volumes exceed the capacity, traffic congestion is the result. If peak hour volumes are well below the capacity, the intersection is likely overbuilt. Overbuilt intersections can create problems of their own, by attracting more traffic or by encouraging unsafe behavior (passing vehicles, speeding). The results of the capacity analysis are shown in the figure below for both the morning and evening peak hours. In general, traffic congestion is not prevalent within the Study Area.

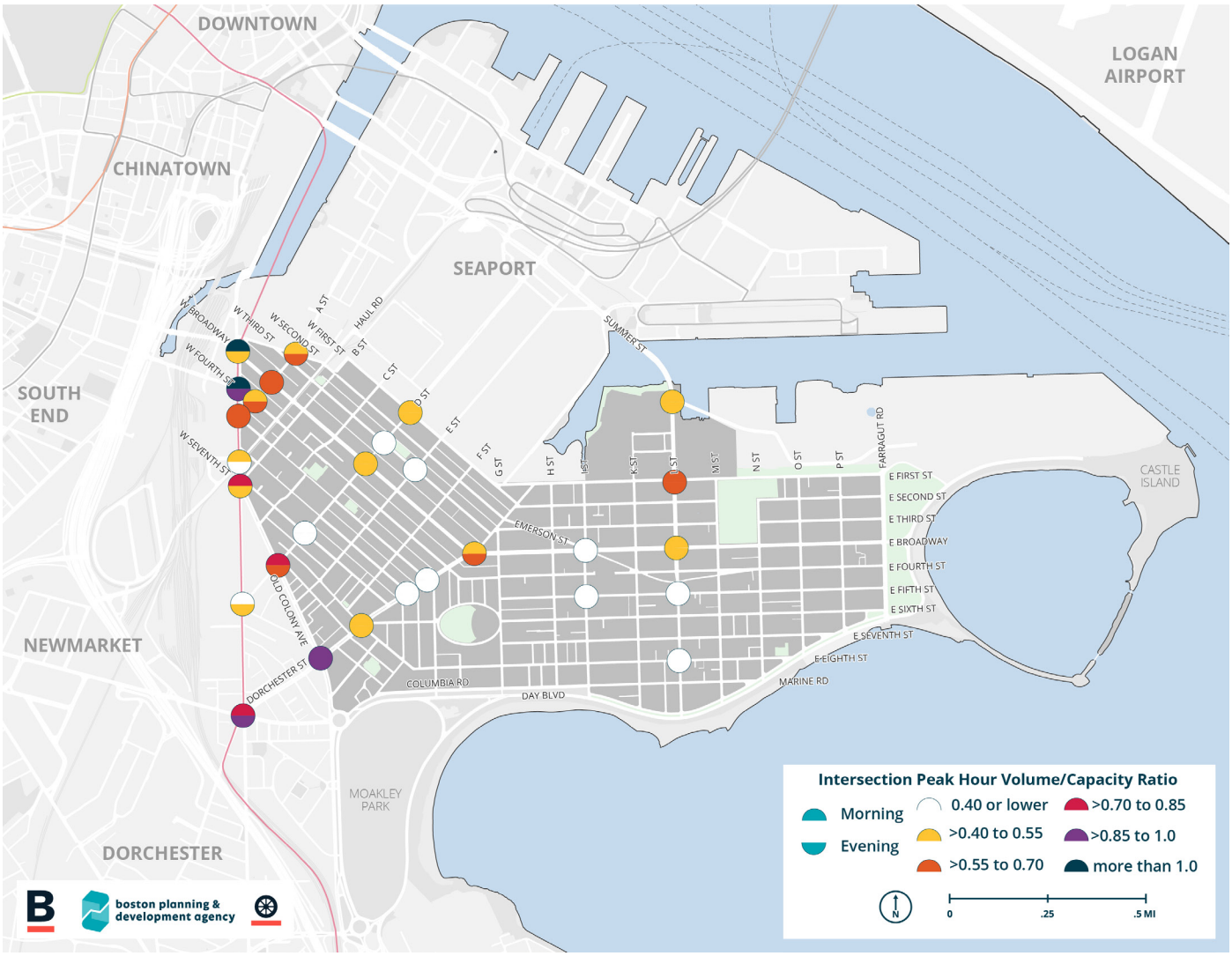


FIG 16 : EXISTING INTERSECTION PEAK HOUR VOLUME/CAPACITY RATIO

Parking is a highly contentious issue especially in dense neighborhoods like South Boston where off-street parking supply is limited and competition for on-street spaces on weeknights is high. Curbside regulations may alter how spaces are used, but the supply of on-street parking spaces is relatively stable. Factors that determine this supply, such as block length and street width, rarely, if ever, change. Within the City of Boston, neighborhood-specific residential parking permits are issued for free for a two-year period with proof of residency. Resident parking permits and off-street parking supply do fluctuate with increased density, behavioral decisions, and development. This report has cataloged existing on-street parking conditions compared to resident permit parking demand, parking-related traffic violations, and considered off-street supply based on curb cut locations. The Study Area has approximately 10,600 on-street parking spaces available during the day on a typical weekday: about 3,100 in the west side of the Study Area and 7,500 on the east side (broken out where East and West Broadway meet at Dorchester Street).

As of June 2022, throughout the South Boston permit area, there are approximately 36,789 active permits. Within the Study Area, there are approximately 30,484 active permits, excluding the 969 permits granted to rental cars, dealership cars, and other temporary vehicles in this same time frame that have a 30-day term. With 7,428 weeknight residential permit-only parking spaces in the Study Area, South Boston has a mismatch in the number of residential parking permits and residential on-street parking spaces. There are 4.1 active residential parking permits per on-street permit-only space. 25% of Study Area households do not have a permit, residential parking permits are held by approximately 13,364 addresses and 40% of addresses with a permit have one parking permit.

Community Resiliency, Climate, and Public Health

Climate change, other environmental factors, and community ties have a significant impact on the built environment, public health, and residents' resiliency to growing pressures on their quality of life. The rapidly changing climate places South Boston at risk for extreme heat, flooding, and poor air quality, endangering homes and communities. Other social and environmental factors, including noise pollution and tree cover, affect residents' health and quality of life.

In the near-term (2030s-2050s), South Boston is one of the neighborhoods in which coastal flooding would be concentrated. Areas vulnerable to a 1% chance event in 2070 with 40" of sea level rise include 34.9 acres of land including 22 buildings, 1.3 miles of road, both MBTA Stations, and four bus stops that serve Route 11. Risk of flooding is increased due to the fact that 75% of the Study Area is impervious, and the proximity to the ocean. Green infrastructure in the right-of-way is lacking in South Boston with the second lowest tree canopy coverage out of all neighborhoods within the city, surpassed by East Boston.

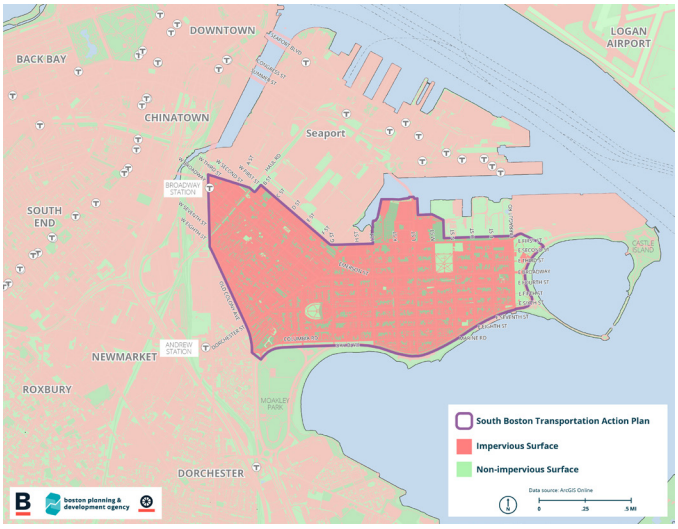


FIG 17 : EXISTING IMPERVIOUS AND NON-IMPERVIOUS SURFACES

03.

Future Conditions, No Build

The future conditions analysis provides a look ahead at how conditions are expected to change over the next 10 years due to planned development and infrastructure projects, and determine where there may be existing capacity constraints in the Study Area's network. The steps in the analysis include:

1. Identifying the future growth in and adjacent to the Study Area from development projects that are planned or permitted;
2. Estimating future traffic volumes that could be generated from the new development, based on an assumed mode split;
3. Identifying public roadway and street projects that could impact roadway capacity and traffic operations;
4. Analyzing the future roadway capacity considering both future traffic volumes and planned roadway projects; and
5. Identifying areas of concern where planned changes or anticipated growth may strain the capacity of the Study Area's transportation networks.

This analysis includes a "future no build" scenario, which encompasses all the planned infrastructure projects as described above, but not the recommendations planned through the SBTAP. Also included is a "future build" scenario, which considers additional changes arising from the SBTAP recommendations and adds these changes to the no-build scenario, so that their effects on traffic circulation can be understood as SBTAP recommendations are finalized. This analysis was conducted based on development information as of spring 2023.

Future Residential and Commercial Development

A comprehensive set of traffic counts were conducted in the Study Area in 2019. Any development since 2019 is accounted for in the future conditions analysis. Data on projects that were recently completed (between 2019 and 2022) and upcoming (permitted but not yet constructed, or proceeding through the permitting process) were provided by the BPDA for the Study Area and adjacent areas. These include both Article 80 projects over 20,000 sf and smaller projects less than 20,000 sf that require a building permit but are not subject to Article 80 review. Article 80 projects are categorized as Large Projects if they are at least 50,000 gsf or Small Projects if they are between 20,000 sf and 49,999 sf.

Residential Development

In the past several years, new residential units have been relatively evenly split between Article 80 Large and Small Projects, and non-Article 80 building permits. This trend will be changing in the next several years, with an increasing number of residential units associated with Article 80 Large Projects entering the market in 2023 and beyond. The data is summarized in Table 1 and the figure below.

	Completed Units (2019-2022)		Planned Units (2023 or later)		Total Permitted Units	
Location ~ Study Area	Inside	Adjacent	Inside	Adjacent	Inside	Adjacent
Article 80-LARGE projects	554	0	926	2,670	1,480	2,670
Article 80-SMALL projects	683	83	188	168	871	251
Building permits	114	-	-	-	114	0
Total	**1351**	**83**	**1,114**	**2,838**	**2,465**	**2,921**

TABLE 01 : RESIDENTIAL UNITS – RECENTLY COMPLETED (2019-2022) AND PLANNED (2023 OR AFTER)

The geographic distribution of new residential units in and adjacent to the Study Area is shown below in the figure. Developments are considered adjacent that are generally within a 5-minute walk of the Study Area. The adjacent developments are primarily west and south of the Study Area, and mostly within the PLAN Dorchester Avenue Study Area. About 69% of the new residential units will be west of G Street, and are within a half-mile walk to Andrew Square or Broadway MBTA stations. About 46% of the residential development falls within the Study Area boundary, with the remaining development along the Dorchester Avenue corridor.

FIG 18 : PLANNED RESIDENTIAL UNITS IN AND ADJACENT TO THE STUDY AREA

Commercial Development

The table below shows commercial development by permit type. Commercial development includes office, research and development space, and larger retail space. The majority of new commercial square footage will be associated with larger Article 80 projects, and the rate of new commercial development in the Study Area is expected to increase compared to what has been built over the past four years.

	Completed square footage (sf) (2019-2022)		Planned sf (2023 or later)		Total Permitted Units	
Location ~ Study Area	Inside	Adjacent	Inside	Adjacent	Inside	Adjacent
Article 80-LARGE projects	130,844	0	1,275,920	2,241,657	1,406,764	2,241,657
Article 80-SMALL projects	90,851	2535	2,650	2,650	93,601	50,265
Building permits	2,550	0	0	-	2,550	0
Total	**224,245**	**2,535**	**1,278,570**	**2,289,747**	**1,502,815**	**2,292,282**

TABLE 02 : COMMERCIAL SQUARE FOOTAGE FOR RECENTLY COMPLETED (2019-2022) AND PLANNED (2023 OR AFTER)

The map below shows the locations of recent and upcoming commercial developments. Permits were only pulled for the Study Area and did not include upcoming permits due to the nominal impact of projects below the Article 80 threshold adjacent to the Study Area. The majority of the development in the permitting process is accounted for by 776 Summer (inside the Study Area) and National Development and On the Dot developments on the west side of Dorchester Avenue (outside the Study Area). Smaller scale commercial development is planned along the Broadway and A Street corridors, as well as other locations throughout the Study Area. The majority of the commercial projects are within a half-mile walking distance of the MBTA stations at Broadway and Andrew Square. About 40% of the commercial development that is currently in the permitting process is within the Study Area. The majority of commercial development outside the Study Area is proposed for the west side of Dorchester Avenue.

FIG 19 : PLANNED RESIDENTIAL UNITS IN AND ADJACENT TO THE STUDY AREA

Future Traffic Volumes

With the amount of planned development in and near the Study Area, the future conditions analysis must account for the potential increase in vehicle traffic, to allow an analysis of the capacity of the street network to accommodate future conditions.

The analysis of future traffic volumes follows these steps:

- The future conditions traffic projections from PLAN South Boston – Dorchester Avenue Transportation Plan (PLAN Dot Ave) will be used as baseline volumes for this analysis. The PLAN Dot Ave future conditions scenario started with traffic counts conducted in 2019, and included traffic from all planned developments that were in the permitting process at that time. The analysis methodology is documented in detail in the transportation plan document.
- For all additional developments that were not included in the PLAN Dot Ave analysis, the projected peak hour traffic volumes are added.
- To account for the projects that do not meet Article 80 threshold and are Small Projects, future vehicle trip generation is calculated using the same methodology as is typically used for Article 80 Large Projects. This includes trip generation, mode split, trip distribution, and trip assignment.

Planned and Permitted Developments

The following developments, which constitute the majority of development that has either been built since 2019 or planned for future years, have traffic management reports that were prepared as part of the BPDA development review process. The traffic volumes from the traffic management plans for these developments are included in the future conditions traffic analysis:

80 W Broadway
475 Dorchester Avenue
270 W 2nd Street
323-365 Dorchester Avenue
28 Logan Way (Mary Ellen McCormack-Phase 1)
776 Summer Street
87-93 W Broadway
99 A Street
82 W Broadway
87 E Broadway
28 W Broadway
72 Mercer (Anne Lynch Homes at Old Colony)
270 Dorchester Ave
246-248 Dorchester Ave
20 W 5th
200 Old Colony
457 W Broadway
235 Old Colony
267 Old Colony

The following Article 80 developments are subject to Small Project Review, so traffic will be estimated using the ITE-based methodology that is typically used in BPDA Large Project reviews:

20 Boston Street
380 & 420 E Street
48-50 Ellery Street
323-365 Dorchester Avenue
543 E 2nd Street
72-110 Mercer Street (final phase)
33 A Street
34 B Street
363 E Street
472 W Broadway
6 Glover Court
658 E Broadway
804 E 7th Street
28-36 W Broadway
43 Preble Street
516-524 East Second Street
555 E Broadway
330 C Street
354 E Street
44 Ellery Street
515 E Second Street
603 Dorchester Avenue
765 E Third

In total, these small projects include 167,535 of commercial square feet, and 1,056 residential units. The table below shows the assumed land uses and ITE codes for these uses. Detailed trip generation calculations are attached to this report.

Land use type	Size	Units	ITE Code	ITE Name
Residential	1,058	Units	220	Multifamily Housing (low-rise)
Retail	13,403	Sq ft	820	Shopping Center
Restaurant	3,351	Sq ft	932	High Turnover Sit-Down Restaurant
Office	83,768	Sq ft	710	General Office Building
Light Industrial	67,014	Sq ft	110	General Light Industrial

TABLE 03 : ITE TRIP GENERATION RATES

The traffic management reports for the large developments were also reviewed. The table to the right shows the total number of peak hour vehicle trips projected from each development. The last row in the table shows the expected total number of trips generated by the Small Projects.

Development	AM Peak	PM Peak
80 W Broadway	76	93
475 Dorchester Avenue	243	247
270 W. 2nd Street	15	18
323-365 Dorchester Avenue	147	172
Mary Ellen McCormack (Phase 1)	310	444
776 Summer Street	375	433
87-93 W Broadway	15	28
99 A Street	88	101
Small projects combined	150	166
TOTAL	1,419	1,702

TABLE 04 : PEAK HOUR VEHICLE TRIP GENERATION FROM PLANNED DEVELOPMENTS IN OR ADJACENT TO THE STUDY AREA

Trip Distribution and Assignment

The trip distribution and assignment of the aforementioned developments were done according to the traffic impact studies. The table below shows the relative traffic increase at signalized intersections in and near the Study Area from the planned future development. The traffic generated by small developments was accounted for by including an additional 2% volume increase at all signalized intersections in the Study Area. Intersections that will see an increase of more than 8% are highlighted, which include the Summer Street/L Street corridors, and at A Street/West Broadway.

Location	AM VOL	AM-DEV	AM CHANGE	PM VOL	PM-DEV	PM% CHANGE
Broadway Bridge, Dorchester Ave, & West Broadway	1063	50	5%	1219	69	6%
East Broadway & L St.	1290	72	6%	1346	78	6%
Dorchester Ave. & West Fourth S	1907	10	1%	1838	10	1%
A St. & West Fourth St.	985	40	4%	1127	43	4%
East Eighth St. & L St.	800	72	9%	881	78	9%
A St., Dorchester Ave., & West Fifth St.	2139	30	1%	2094	33	2%
East First St., L St., & Summer St.	1866	174	9%	1747	208	12%
A St. & West Broadway	1480	121	8%	1554	136	9%
D St. & West First St.	1048	9	1%	1063	12	1%
A St. & West Second St.	1336	26	2%	1355	54	4%
L & East Fifth	890	72	8%	961	78	8%
Summer St & Fed Ex Driveway/Thomas Butler Freight Corridor	1775	147	8%	1900	176	9%

TABLE 05 : INCREASE IN PEAK HOUR TRAFFIC FROM DEVELOPMENT TRAFFIC AT AFFECTED INTERSECTIONS

Future Roadway Conditions

This section describes planned changes to the transportation network that will affect roadway capacity and operations.

Planned Roadway Projects: Future No Build Scenario

The following table identifies planned projects that will affect traffic operations in the Study Area (i.e., lane assignment changes, signalization changes), and are therefore considered in the future “no build” scenario. The following figure shows the locations of these projects.

PROJECT	DESCRIPTION
Dorchester Street & Old Colony Intersection Improvements	One through lane in each direction and protected left phasing on Dorchester Street; remove left turn lanes on Old Colony and prohibit left turns (BTD Signals)
Dorchester Avenue & Old Colony Intersection Improvements	Provide a single left turn lane from Dorchester Avenue to Old Colony and pedestrian improvements per PLAN Dot Ave
Old Colony Improvements	Change Old Colony to a single lane in each direction with left turn lanes where needed; improve pedestrian safety and add bike accommodations per PLAN Dot Ave
Dorchester Street from Andrew Sq to Broadway Parking Protected Bike Lanes	One through lane in each direction on Dorchester Street (Vision Zero Rapid Response)
Andrew Square Safety Improvement	Lane reassignments per PLAN Dot Ave (Vision Zero Rapid Response)
PLAN Dot Ave Future Street Network	Street connections to increase connectivity and maintain planned trip distribution
PLAN Dot Ave Dorchester Avenue Improvements	Planned improvements to the Dorchester Avenue cross section that will allow separated bicycle lanes and intersection improvements by establishing building setbacks.
776 Summer Street Future Street Network	Street connections proposed in development plan

TABLE 06 : PEAK HOUR VEHICLE TRIP GENERATION FROM PLANNED DEVELOPMENTS IN OR ADJACENT TO THE STUDY AREA

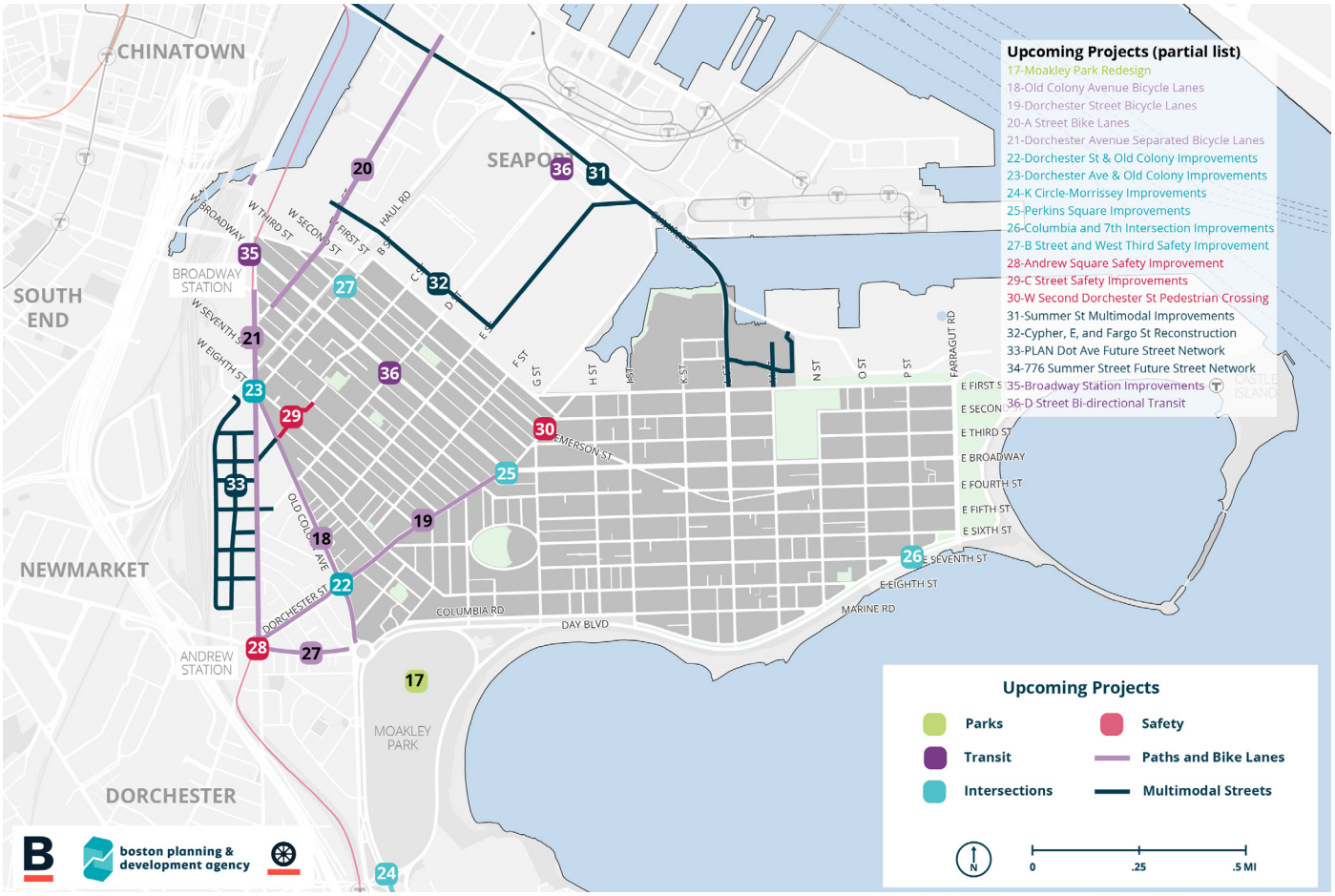


FIG 20 : PLANNED PROJECTS IN THE STUDY AREA

Potential SBTAP Recommendations: Future Build Scenario

The majority of recommendations under consideration for the SBTAP do not affect vehicular traffic operations. However, several recommendations under consideration would change the traffic capacity of selected streets, and are evaluated here to inform further considerations and refinement. These include the following:

- **Reconfiguration of Summer Street and L Street between the Reserve Channel bridge and East Fourth Street** to have one through travel lane for general purpose traffic in each direction. This change will allow for bus or protected bicycle lanes that would address deficiencies in these modes and improve safety for pedestrians due to multiple-threat crossings. Turning lanes are included where warranted.

- **Reconfiguration of East Broadway between G Street and L Street** to have one through travel lane for general purpose traffic in each direction, allowing for bus or protected bicycle lanes that would address deficiencies in these modes and improving safety for pedestrians by eliminating multiple-threat crossings. Turning lanes are included where warranted.

- **Reconfiguration of Old Colony Avenue between Dorchester Avenue and Damrell Street** to have one through travel lane for general purpose traffic in each direction, allowing for protected bicycle lanes that would provide bicycle connectivity and improve safety for pedestrians due to multiple threat crossings.

Roadway Capacity Utilization Analysis

A synchro model which was developed for the existing conditions analysis and has been used to develop the future no build and future build scenarios. The synchro reports are attached to this document and summarized below. For a planning level analysis that looks 10 years out into the future, the V/C ratio, i.e. capacity utilization, is the preferred metric for providing an indication of roadway capacity constraints. The capacity utilization results are reported in the following table, with values exceeding 90% highlighted, and are also shown in chart form in the following figure.

Location	Existing AM	Existing PM	Future No Build AM	Future No Build PM	Future Build AM	Future Build PM
Broadway Bridge, Dorchester Ave, & West Broadway	44%	56%	48%	62%	48%	62%
D St. & Old Colony	73%	66%	69%	55%	109%	86%
Dorchester St. & Old Colony Ave.	74%	90%	97%	83%	97%	83%
Dorchester St., E Broadway, & W Broadway	61%	73%	63%	73%	63%	73%
Dorchester Ave. & Old Colony Ave.	73%	48%	129%	91%	129%	91%
East Broadway & L St.	61%	53%	64%	56%	65%	80%
Dorchester Ave. & West Fourth St.	79%	70%	81%	73%	81%	73%
D St. & West Broadway	62%	56%	68%	59%	68%	59%
A St. & West Fourth St.	47%	62%	50%	66%	50%	66%
East Eighth St. & L St.	32%	35%	37%	39%	37%	39%
D St. & West Seventh St.	24%	26%	25%	27%	25%	27%
East Broadway & G St.	10%	17%	10%	17%	18%	21%
Dorchester St. & East Eighth St.	50%	41%	65%	62%	65%	62%
D St. & West Third St.	17%	18%	17%	18%	17%	18%
A St., Dorchester Ave., & West Fifth St.	70%	61%	72%	63%	72%	63%
E St. & West Third St	22%	31%	22%	31%	22%	31%
East First St., L St., & Summer St.	60%	67%	68%	78%	95%	85%
East Broadway, Emerson St., & I St.	57%	60%	43%	35%	53%	44%
A St. & West Broadway	57%	63%	64%	68%	64%	68%
East Fifth St. & I St.	31%	44%	32%	22%	32%	22%
A St. & West Second St.	53%	62%	56%	65%	56%	65%
Dorchester St. & West Sixth St.	23%	29%	46%	61%	46%	61%
L& East Fifth	38%	29%	42%	45%	42%	45%
Summer St & Fed Ex/Thos Butler Freight Cor.	51%	52%	54%	54%	100%	101%

TABLE 07 : CAPACITY UTILIZATION (V/C) RESULTS FOR THE EXISTING, FUTURE NO BUILD, AND FUTURE BUILD SCENARIOS

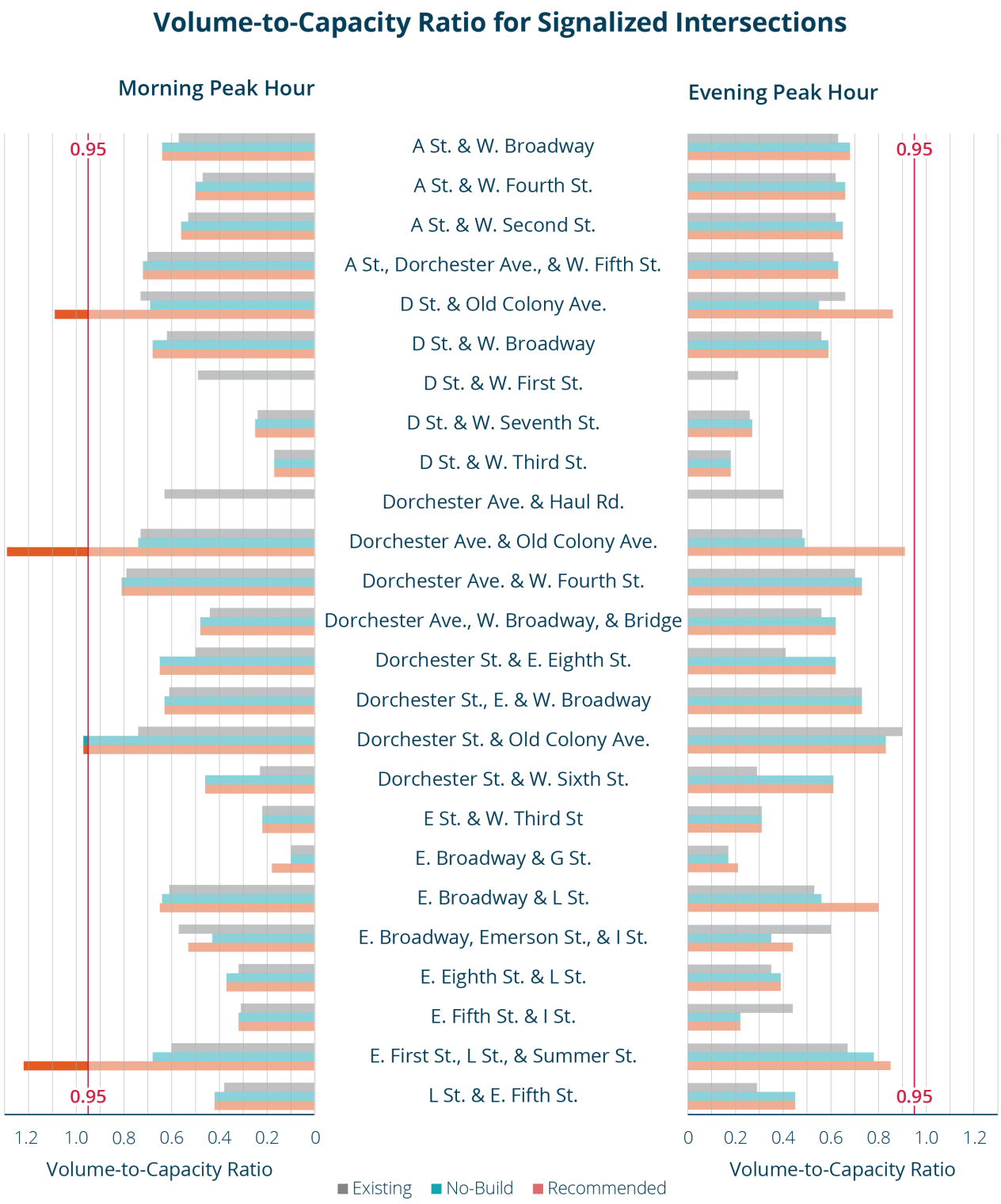


FIG 21 : CAPACITY UTILIZATION (V/C) RESULTS FOR THE EXISTING, FUTURE NO BUILD, AND FUTURE BUILD SCENARIOS

04.

Implementation

This report is made up of specific recommendations including things like newer and wider sidewalks, safer intersections, more comfortable bus stops, street trees, and bike facilities. These recommendations will be implemented through a variety of resources, depending on who owns the street or who is paying for its improvement.

- The **BTD and Public Works Departments (PWD)** design and rebuild City-owned public streets.
  - » Improvements with materials like pavement markings and flexposts can be more quickly implemented through existing contracts and materials.
  - » Full reconstructions with granite curb and concrete require intersections and corridor redesigns to be filtered and prioritized amongst the improvements needed across the City through the BTD Capital Improvement Selection Criteria process.
- **The Massachusetts Department of Transportation (MassDOT)** does the same for Commonwealth-owned public streets, like Pappas Way. In some situations, such as trucking routes like Cypher Street, MassDOT will improve a City street.
- **The Massachusetts Bay Transportation Authority (MBTA)** helps design and rebuild public streets to make buses more reliable.
- **The Department of Conservation and Recreation (DCR)** designs and rebuilds their public streets, and has the DCR Parkways Master Plan. DCR owns Day Boulevard, and parts of Old Colony.
- **Developers** design new streets or make changes to existing streets using City-approved guidelines.
- Privately owned streets are the responsibility of **abutting property owners**, like K Street north of First Street.

Cost categories include:

- $ <$100,000
- $$ $100,000 - $500,000
- $$$ $500,000 - $2,000,000
- $$$$ >$2,000,000

The implementation timeframes include:

- 2023 - 24
- 2024 - 2029
- Subject to COB Streets Cabinet Selection Criteria
- Subject to development timelines

05.

Safer Streets and Intersections

All residents should feel safe and comfortable on their neighborhood streets. The City is moving faster than ever before to make our City streets safer. Interventions are needed to curb speeding, reduce crashes, and to make the Study Area more comfortable for walking, biking, and rolling. Intersections help connect people from one route to another, but they are also where most crashes occur. The City is working to reduce conflicts between people driving, walking and bicycling at intersections throughout Boston. The following recommendations set the vision and the action plan for how to achieve safer streets and intersections in the Study Area.

Road Rightsizing

Boston's streets are foundational in the livability and sociability of the City. Streets connect homes to neighborhood amenities and destinations. Streets also provide a place for human interaction: children play, neighbors catch up, and people go for walks and bicycle rides with their families and friends. Streets are also critical opportunities to advance climate and social resilience efforts. Changing the built aspects of streets means better management and containment of stormwater runoff or better mitigating heat island effect. Heat island effect refers to the phenomenon of cities being hotter than more suburban ares or rural areas due to more concrete, steel and buildings and less trees, grass and green spaces. Having excessively wide streets is unsafe, costly to maintain, detrimental to the resiliency of our neighborhoods, and not the best use of valuable public space.

Boston's Complete Streets approach to street design places pedestrians, bicyclists, and transit users on equal footing with motor vehicle users. It also means using innovative designs and technologies to address climate change, promote healthy communities, and improve the quality of life in Boston. The results are streets that are both great places to be and provide crucial connections to everyday destinations.

Street Types

- **Neighborhood Connector Streets** are single- or multi-lane streets that connect multiple neighborhoods and form the backbone of Boston's street network. They provide continuous walking and bicycling routes and accommodate major bus routes.
- The vast majority of streets in the Study Area are **Neighborhood Residential Streets**, typically characterized by multifamily housing, sidewalks, and parking on both sides of the street.

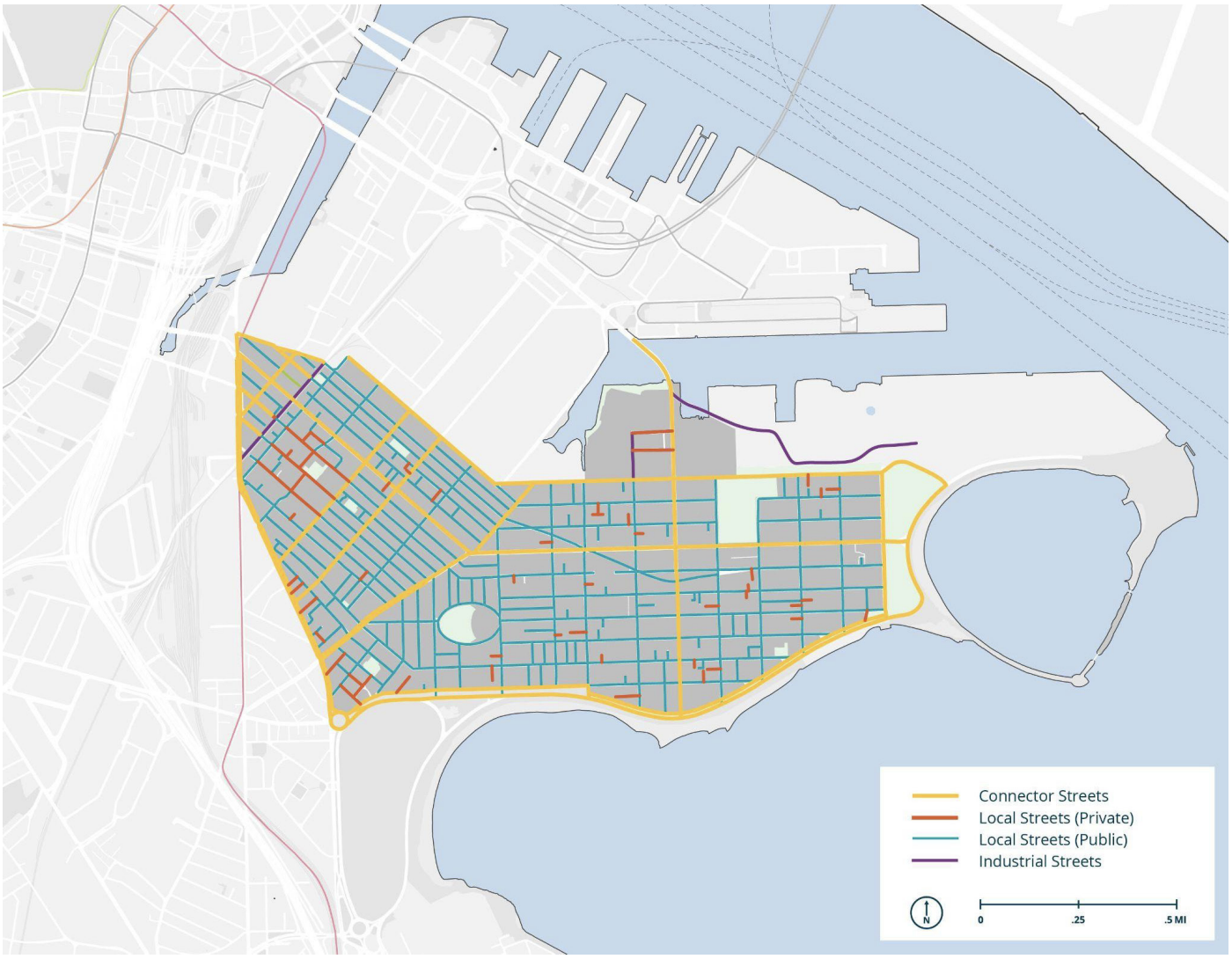


FIG 22 : COMPLETE STREETS

Neighborhood connectors form the backbone of the Study Area's transportation system. These streets connect residents to critical resources and amenities in their neighborhoods such as bus routes, grocery stores, small businesses, health centers, open spaces, transit stations, and more. It's important to maximize the extent to which valuable streets can promote livability, transportation, and climate goals and objectives.

Many streets in South Boston need to be rightsized because the streets have too much space for the volumes of vehicles that use it, or have too wide of travel lanes. There are many different possibilities for space to be used on a street. Thoughtful reallocation of space on streets can calm speeding traffic, create safer crossings, create place, and provide safer connections. Reallocation of space can better accommodate a range of public uses, such as outdoor dining, green infrastructure, expanded sidewalks and shorter crossings, bike lanes, trees, and transit priority elements.

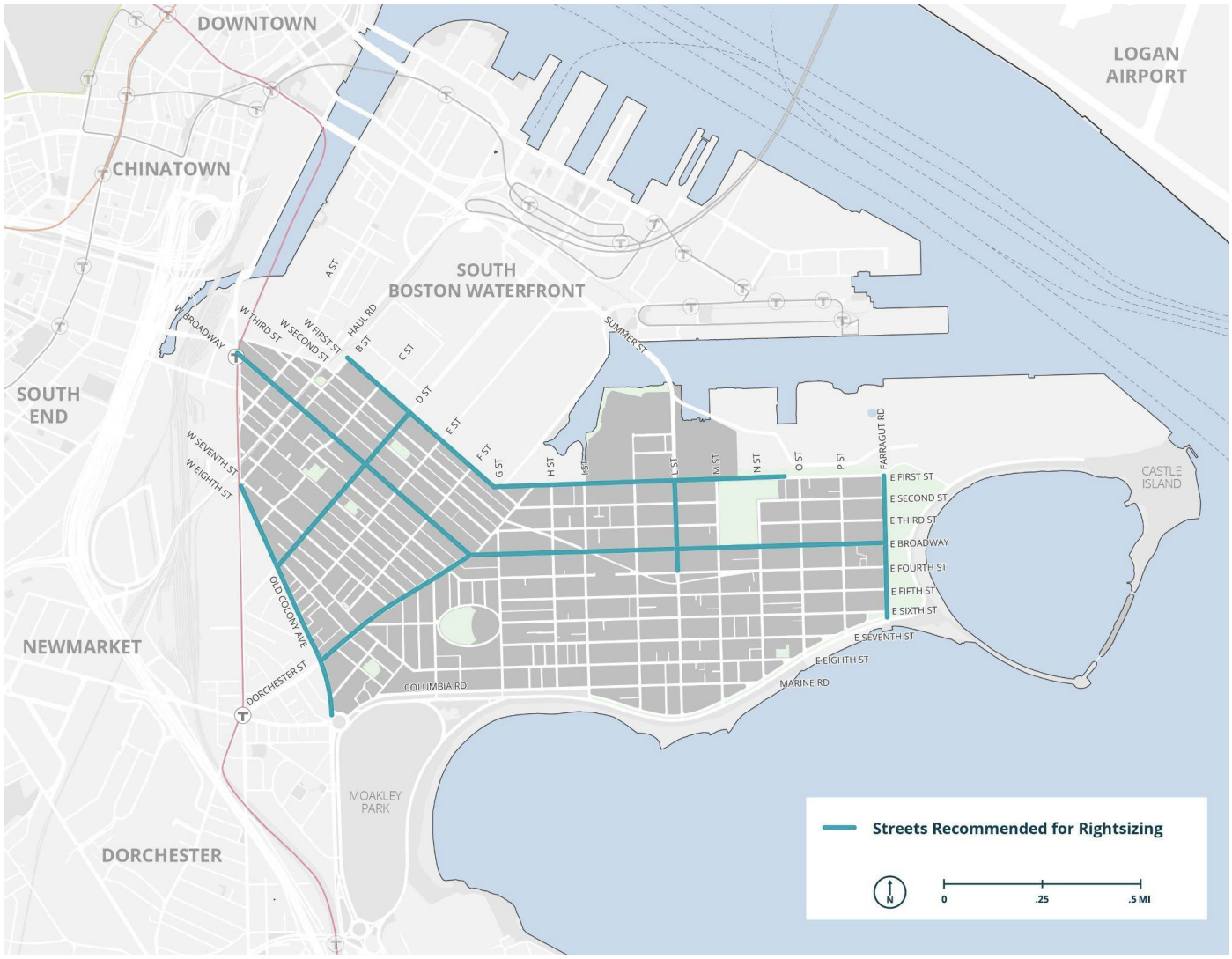
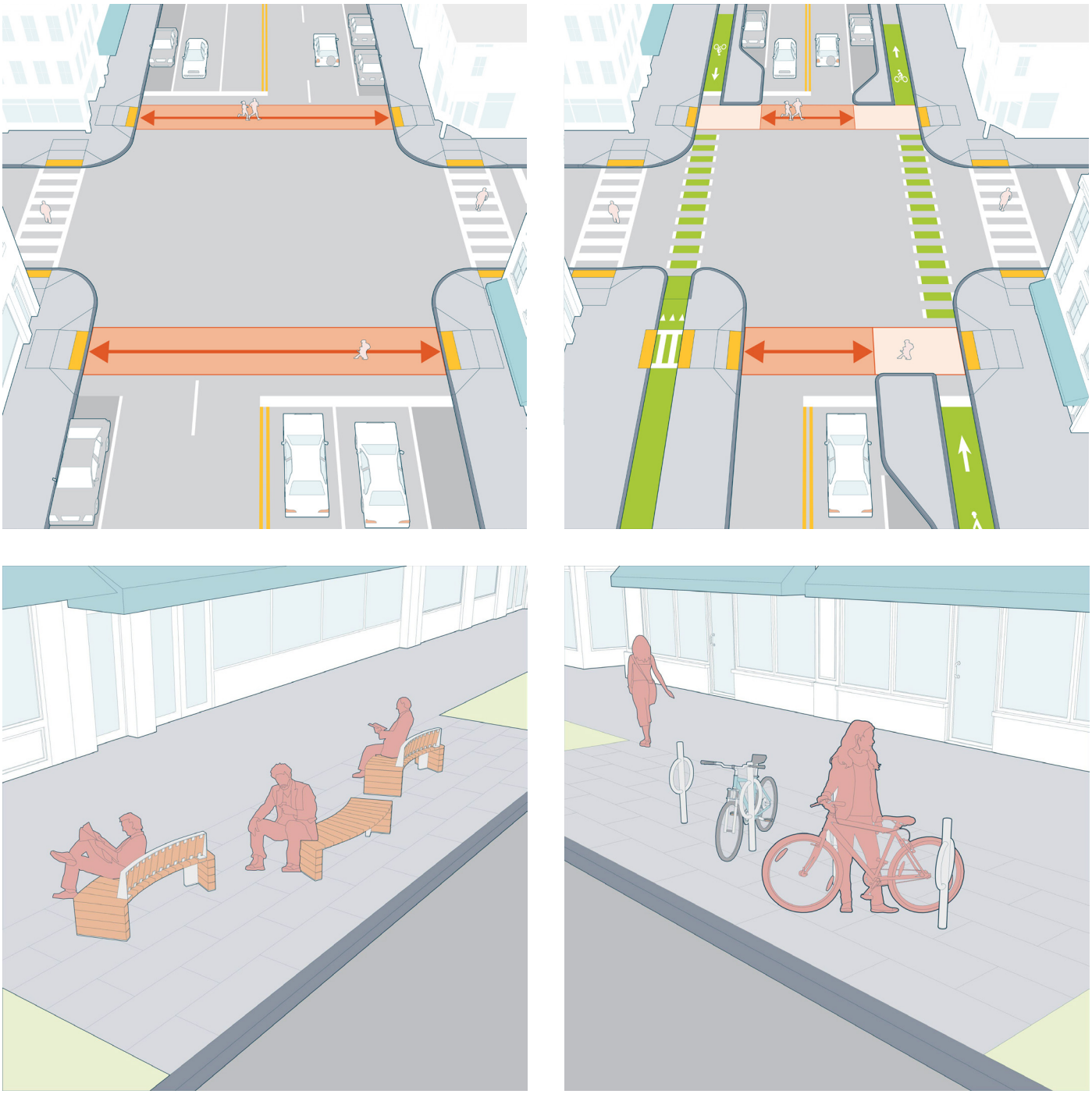
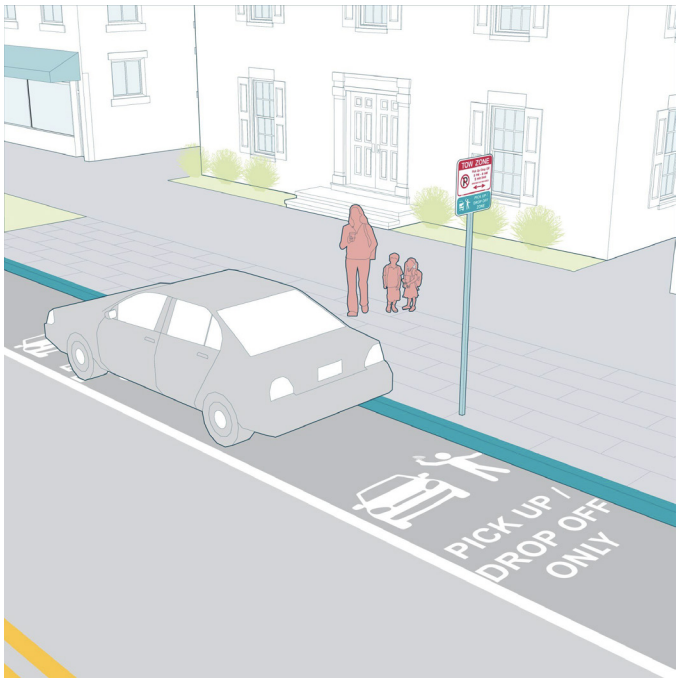
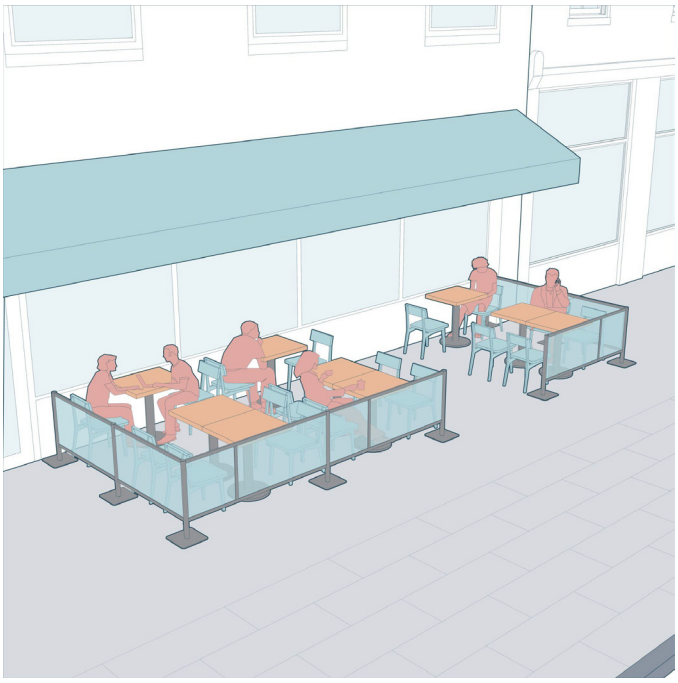


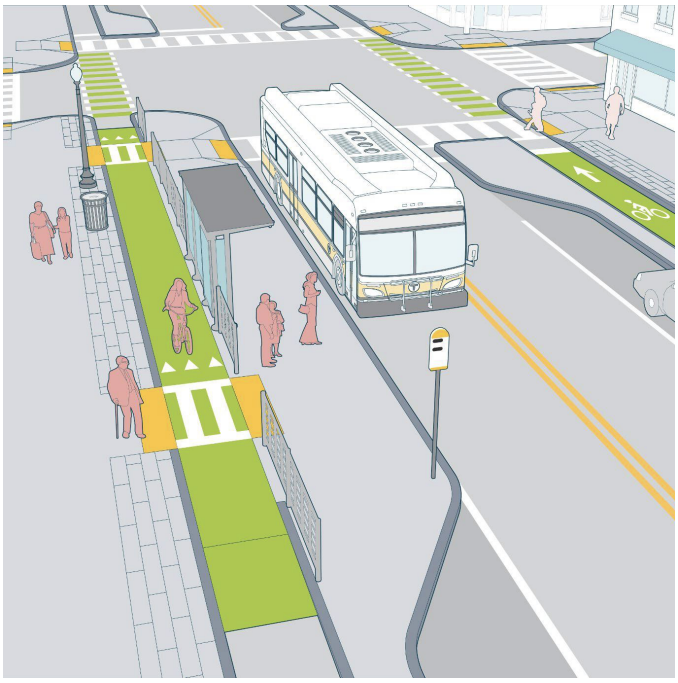
FIG 23 : STREETS RECOMMENDED FOR RIGHTSIZING



Rightsizing roads can lead to shorter crossing distances by limiting the crossing distance to only the space that vehicles need for the volumes of vehicles served. Rightsizing can also offer more space for other permanent elements like bike parking, and seating.







There are a range of materials that can be used to rightsize roads. Existing wide streets can be made narrower through temporary tactics, like paint, flexposts, and/or planters. They can also be narrowed through more permanent elements such as moving the curb and extending the sidewalk space. Rightsizing treatments are not one size fits all. Some elements are more appropriate for local streets and some are more appropriate for Connector and Main Streets.

In the last five years, EMS responded to 413 crashes in the Study Area, including five fatal crashes. These crashes were most heavily concentrated along the Neighborhood Connector Streets in the Study Area. Connector streets in South Boston have 3' to 12' of extra capacity, which contributes to higher speeds and more severe crashes. The amount of extra space that needs to be rightsized is a key determinant for the possibilities in how space is used. 11 foot travel lanes are implemented where possible on bus routes and truck routes.

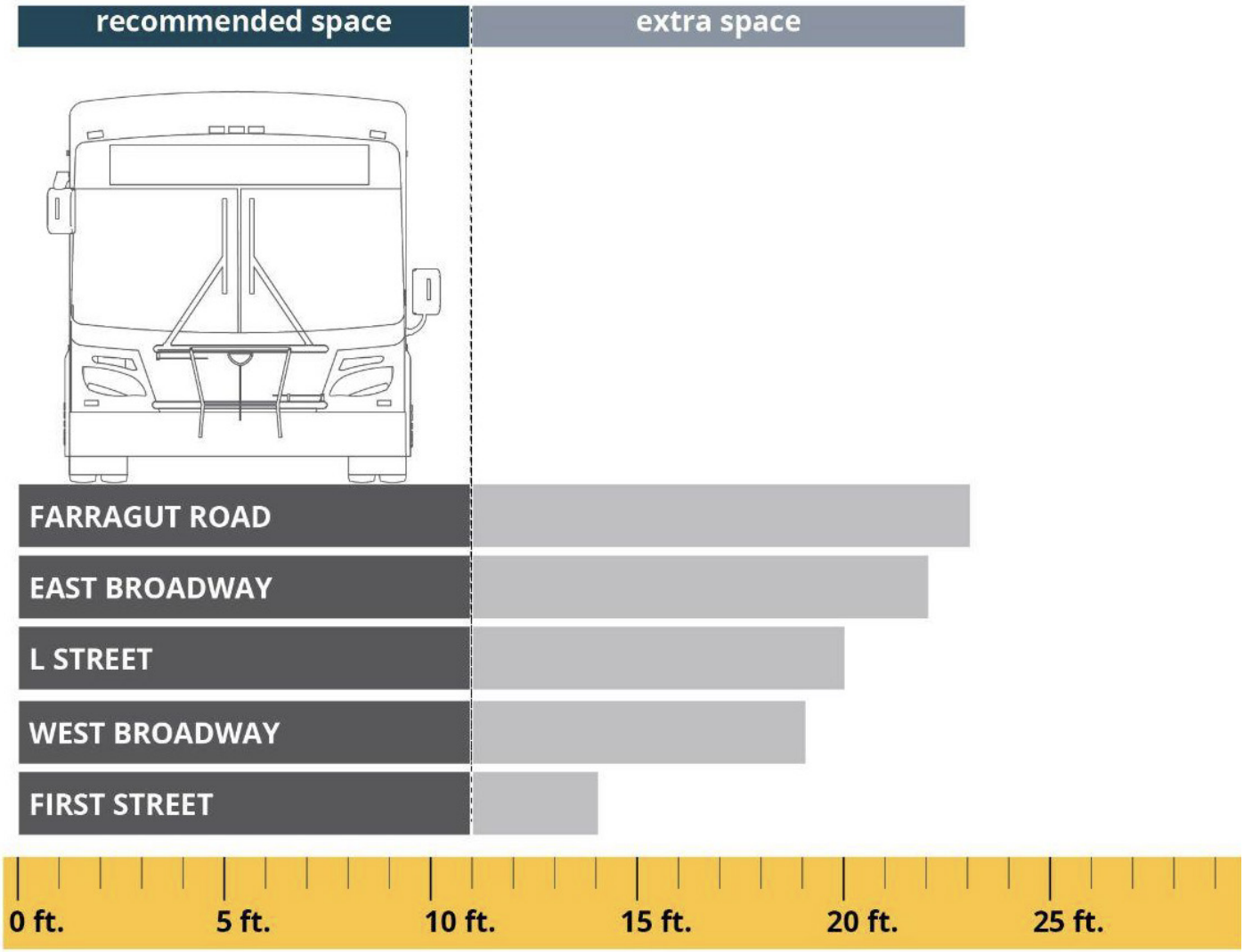


FIG 24 : EXTRA DIMENSION IN TRAVEL LANES OF CONNECTOR STREETS (EXTRA SPACE NOT GAINED FROM PARKING REMOVAL)

Motor vehicle speed is a key determinant of crash severity. With lower speeds, people walking are less likely to be killed or severely injured if struck by a motor vehicle. In 2017, the City lowered the default speed limit from 30 mph to 25 miles per hour and research confirmed that, as a result, drivers in Boston are less likely to travel in excess of 25 mph. When drivers are going 25 mph or slower, drivers and pedestrians have more time to see each other and react. This 5 mph decrease in speed means that many crashes can be avoided altogether. If a crash happens, it's less likely to cause serious injury or death. In addition, lower vehicle speeds offer co-benefits to a neighborhood, including creating more pleasant streets for walking and window shopping, quieter neighborhoods, and more comfortable places to bike.

Street design plays a strong role in determining how fast people drive. Though the speed limit throughout the Study Area streets is 25 mph, the design of many streets including the excessive travel lane widths and extra travel lanes in the Study Area make driving at higher speeds possible.

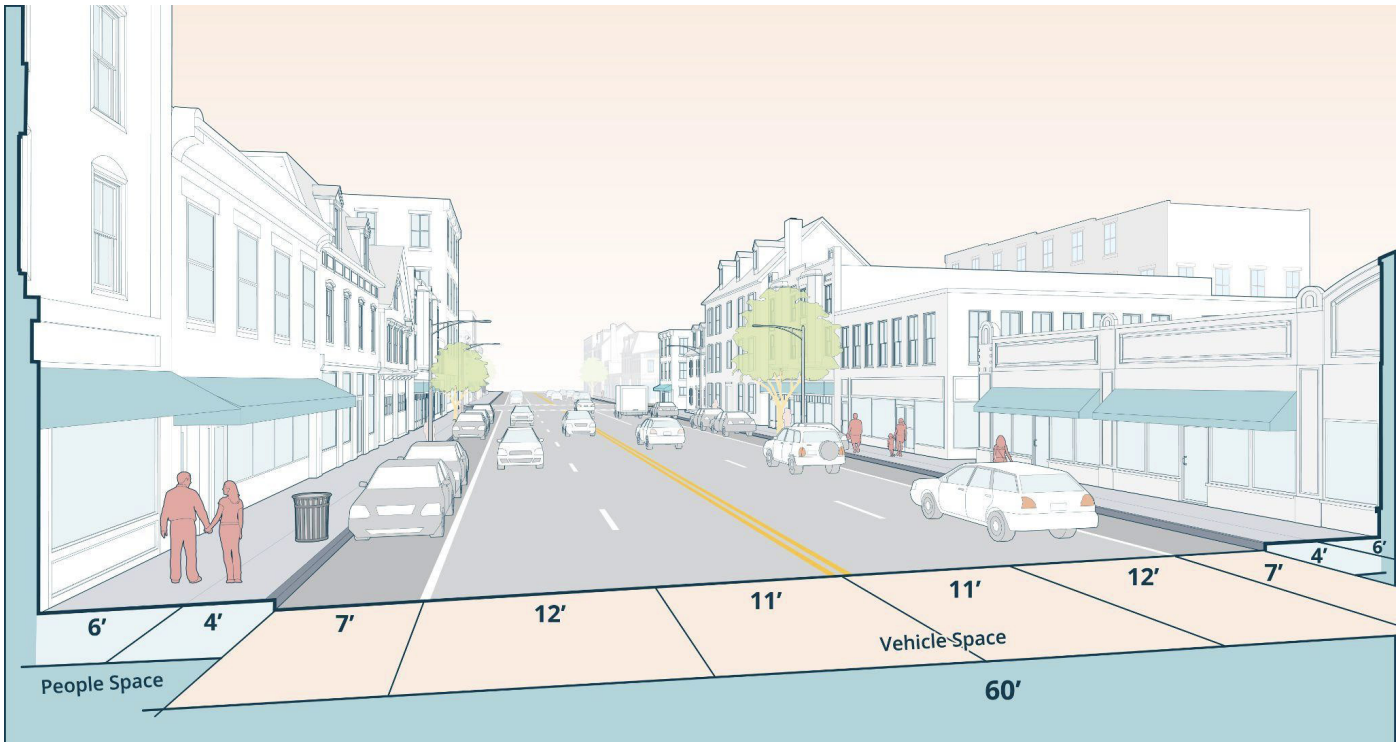


FIG 25 : TYPICAL CONNECTOR STREET IN SOUTH BOSTON

The overwhelming majority of available space in the public right-of-way is dedicated to vehicular movement and storage. In this typical example, it is 75% of the street. What space remains is used by pedestrians for a variety of passive and active uses and houses infrastructure like street lights, trash cans, and the occasional street tree.

FIG 26 : SIMPLIFIED TYPICAL CONNECTOR STREET SHOWING SIDEWALK AND CURB-TO-CURB SPACE

Mobility and livability needs and goals can be met by the reallocation of space that also balances all modes, and prioritizes safety and comfort. The result are roadways that still provide adequate capacity for vehicular traffic and parking, but elevate the pedestrian, bicycle and larger community experience. As discussed, narrower roads result in lower speeds which benefits both people in vehicles and those on foot, bicycles, or mobility-assisted devices:

FIG 27 : RIGHTSIZED CONNECTOR STREET WITH DETAIL

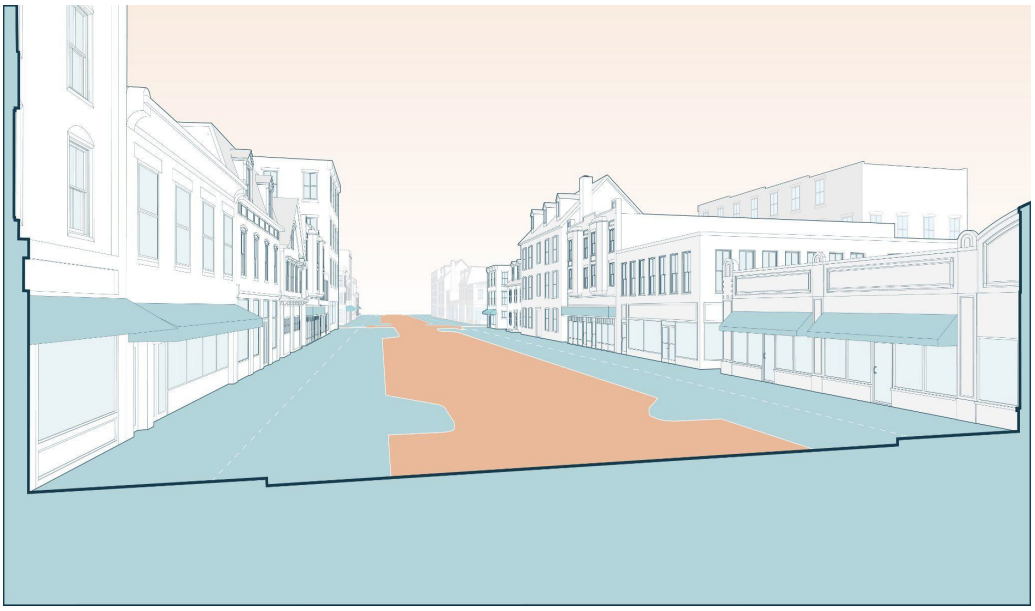


FIG 28 : RIGHTSIZED CONNECTOR STREET SIMPLIFIED

With slower speeds, shorter pedestrian crossings, and wider sidewalks, neighborhood streets can become more accommodating of uses and activities that enhance social life and the success of small businesses. Rightsizing treatments are not one-size-fits-all solutions, the specific planned elements must undergo analysis and understanding to assess their appropriateness and potential impacts.

Intersection Prioritization

Residents said that intersections feel unsafe. Safer streets need intersections that are designed to clearly separate vehicles, pedestrians, and other modes, and encourage slower speeds. Oftentimes, there's disagreement between residents about what intersections feel the most concerning and unsafe. Transportation modes, gender, time of day, age, ability, and frequency of visits all can play a factor in perception of an intersection, among other things.

Although street design is a primary factor in facilitating a safer transportation network, vehicle crashes can still happen even at the most well-designed intersections. This is because crashes are inherently random. Crashes are not the best proxy for prioritization. The absence of crash data doesn't necessarily mean there isn't a concern. For instance, just because there are no pedestrian crashes on a highway, for example, doesn't mean it's a safe place to walk. Crash data can help us to understand concerning trends at a high level. Crash data on its own, or on an intersection-by-intersection basis, does not provide adequate data to fully understand the safety factors or relative concern of an intersection.

The SBTAP team created a multi-factor intersection prioritization methodology for the Study Area. This will work as our blueprint for improving the intersection infrastructure that allows us to safely travel our neighborhood. This objective approach will allow us to prioritize our investments to fix the most concerning areas first, and keep track of our progress.

The prioritization is based on safety aspects such as intersection geometry and crossing distances, proximity to key neighborhood destinations, accessible infrastructure as well as equity factors. Key destinations include things like grocery stores, pharmacies, libraries, parks, health centers, MBTA stations, schools, and more. An example of equity factors includes proximity to senior housing developments, and the population of children living near the intersection. Other elements of the intersections that heightened priority included traffic volumes, obstructed visibility, and long

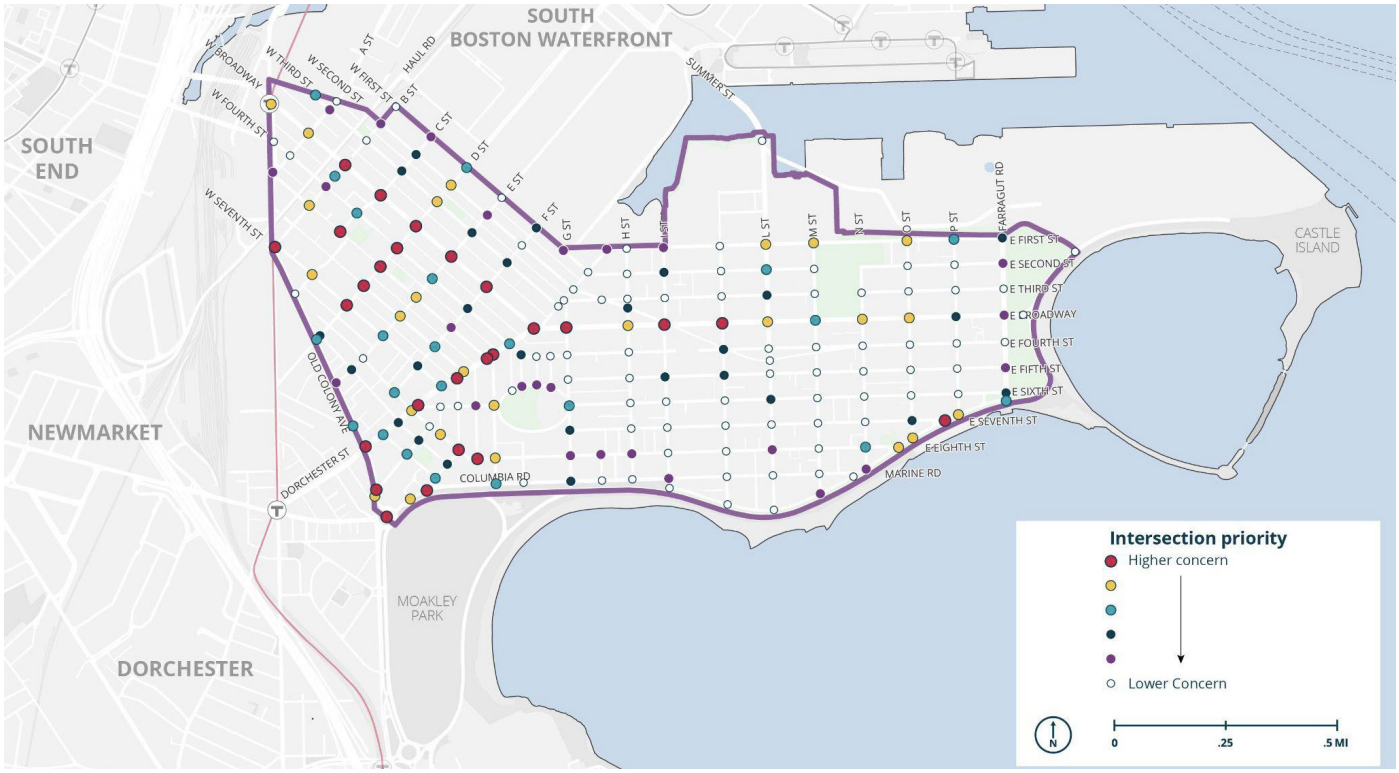


FIG 29 : RIGHTSIZED CONNECTOR STREET SIMPLIFIED

crossing distances.

The prioritization has 5 categories of least to most concern. The trend of the prioritization framework is that concerning intersections are generally more prevalent on wide connector streets. The following describes the intersection trends by street type:

- A connector street intersecting with another connector street creates some of the most concerning intersection conditions. Many connector streets need to be rightsized for their entire length. While in some cases, an intersection redesign can support the spot need, in other cases a larger corridor redesign effort is needed. If an intersection redesign is chosen, these intersections generally have more technical intersection redesign needs. Things like geometric changes, modal infrastructure, signal infrastructure, and curb realignment may be included in these types of intersection redesigns.
- When a connector street intersects with a local street, this is often a medium to high priority. These intersections highlight the need for addressing concerning trends along connector streets.
- The intersection of two residential streets can have concerning factors that elevate the priority ranking but these are generally the least concerning intersection types in the neighborhood. Typically, these streets are oriented at perpendicular, or 90 degree angles, in the Study Area. The solutions to these intersections often are more easily implemented and less complicated and interventions can be pulled from the Streets Safety Toolkit.

Solving Intersection Concerns with Corridor Wide Solutions

When a pattern of concerning trends and factors appear along a street, it supports the need for corridor wide solutions, including rightsizing the street and allocating space to other uses and better balancing all modes of transportation. This can create safer crossings, safer speeds, and allow for more comfortable travel options to connect throughout the neighborhood, and to other parts of the City. These designs will be the most integral part of balancing the streets in the Study Area to support all modes of transportation: walking, biking, transit, and driving.

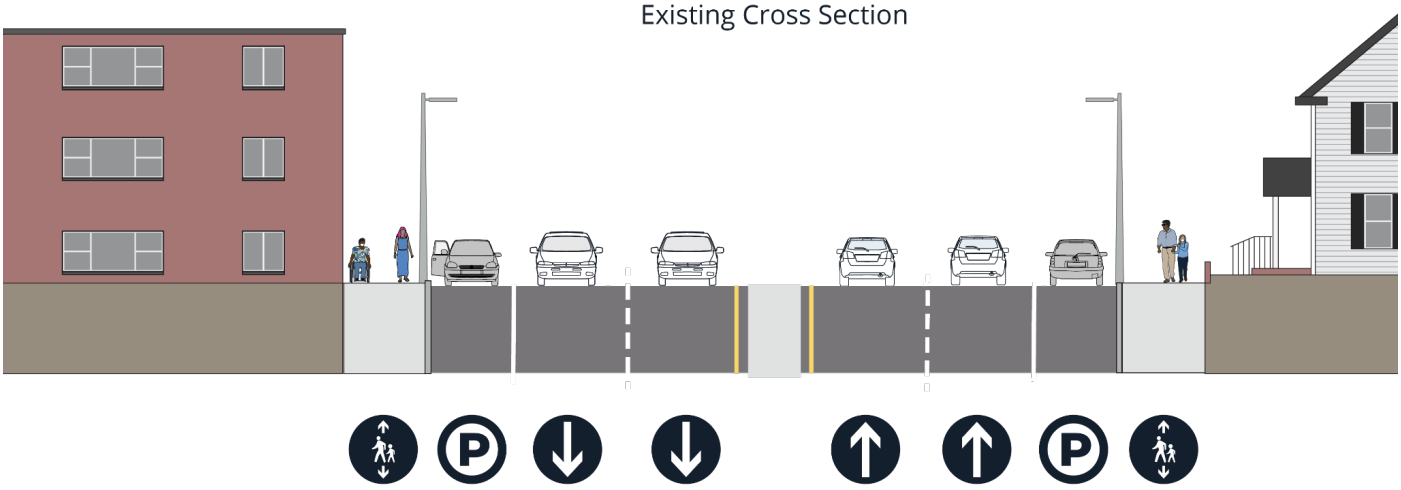
Dorchester Street

Cost: $$$

Implementation: 2024-2029

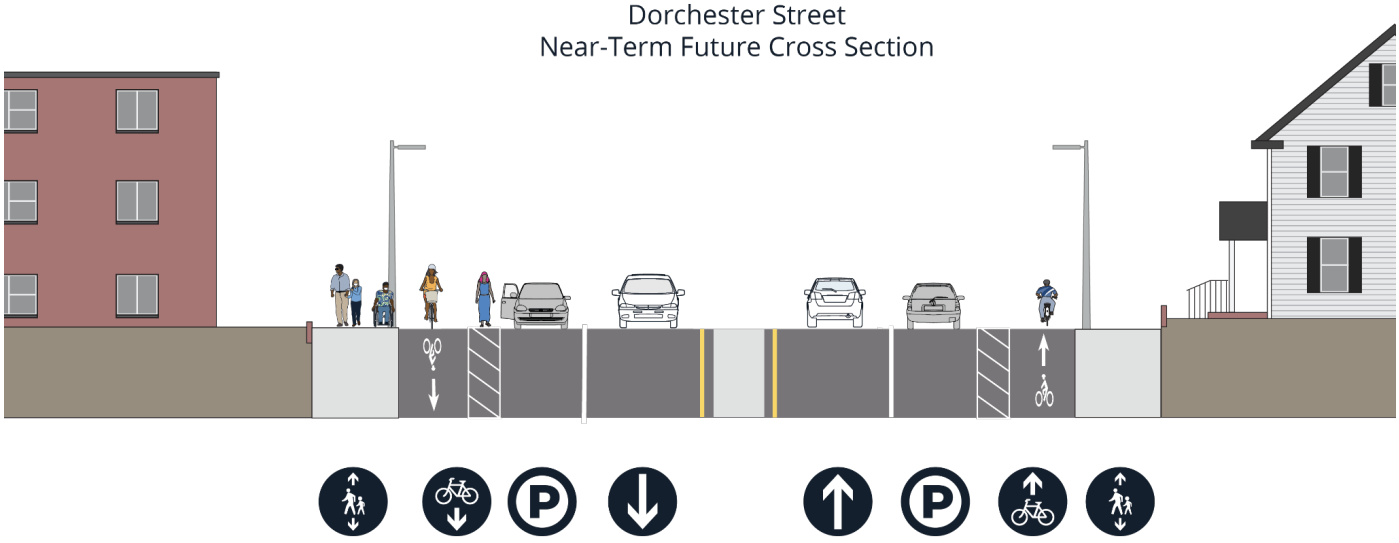
Dorchester Street runs through the Study Area between Old Colony Ave and East First Street, connecting Andrew Square south of the Study Area and Perkins Square at the intersection with West Broadway. There are no bike facilities on Dorchester Street. With 2 lanes in each direction, speeding is a problem. Speeds have been recorded as high as 15 mph over the posted speed limit, and about 2/3 of drivers monitored were found to be speeding. Dorchester Street acts as a barrier to the neighborhood, with many residents feeling unsafe crossing the street, citing frequent double threats from 2 lanes of oncoming vehicles. Dorchester Street has many other features in addition to speeding and double threats that make pedestrian travel challenging. These include long crossing distances, minimal street trees, wide curb-to-curb dimension, and poor visibility, which is in part caused by on-street parking close to intersections. Dorchester Street also has a high crash concentration at intersections and midblock segments throughout the Study Area.

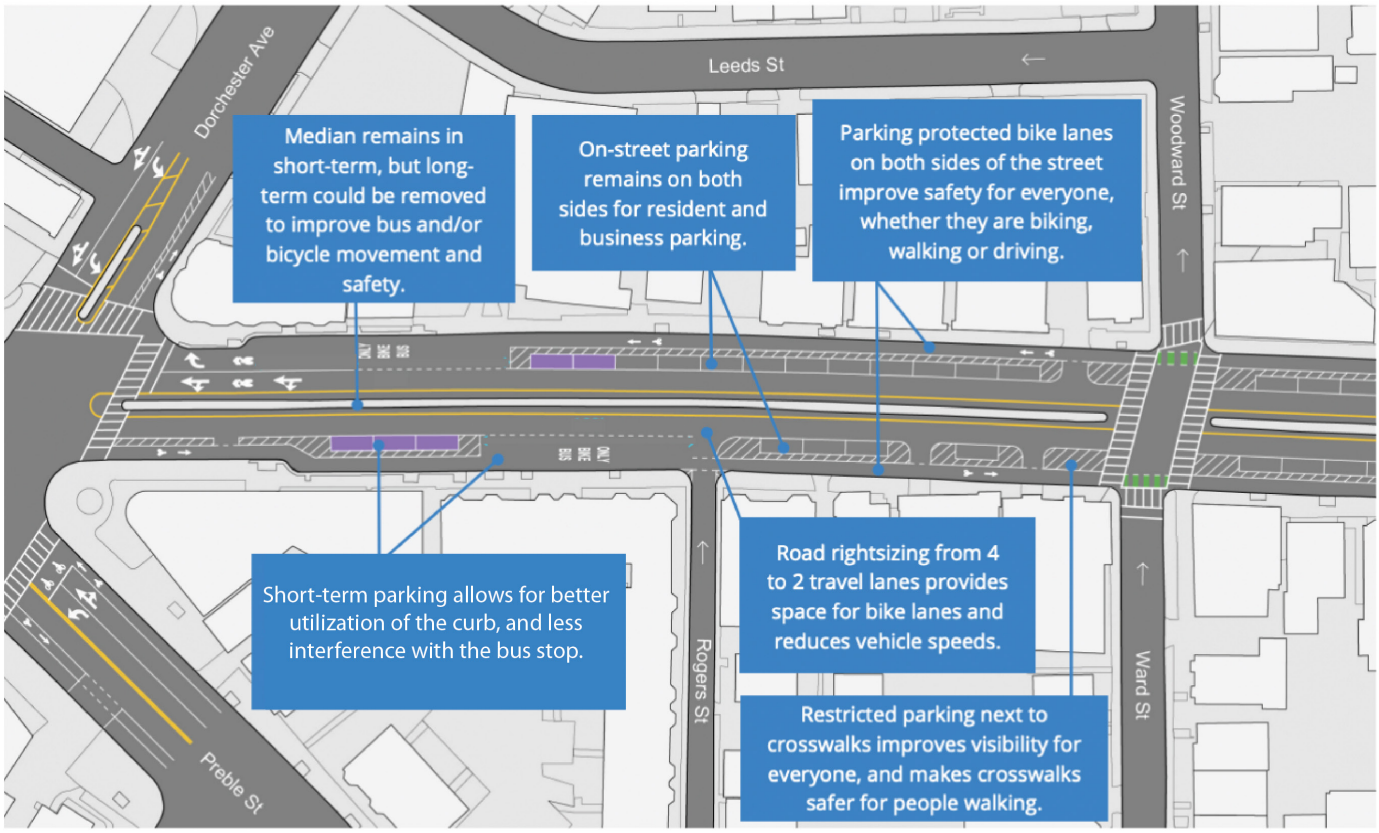
Dorchester Street
Existing Cross Section



The PLAN: Dorchester Avenue Transportation Plan created a conceptual roll plan for Dorchester Street that improves safety for all users, and especially the most vulnerable users such as families walking to schools along Fourth Street requiring the need to cross Dorchester Street. Quick-build interventions include curb extensions, safer pedestrian crossings, parking protected bike lanes, more efficiently spaced and accessible bus stops. The curbside parking includes short-term designated parking spaces at retail locations for pick-up/ drop-off activity. Road rightsizing and clear corners will create better pedestrian safety at intersections. There will be safer vehicle operations with dedicated left turn lanes and signal phases. These recommendations will reduce vehicle speeds, congestion and double parking. The recommendations will also provide enhanced pedestrian safety, bicycle safety, and improved bus reliability. Restriping of Dorchester Street is on an estimated timeline to be implemented by 2024.

Dorchester Street
Near-Term Future Cross Section





East and West First Street

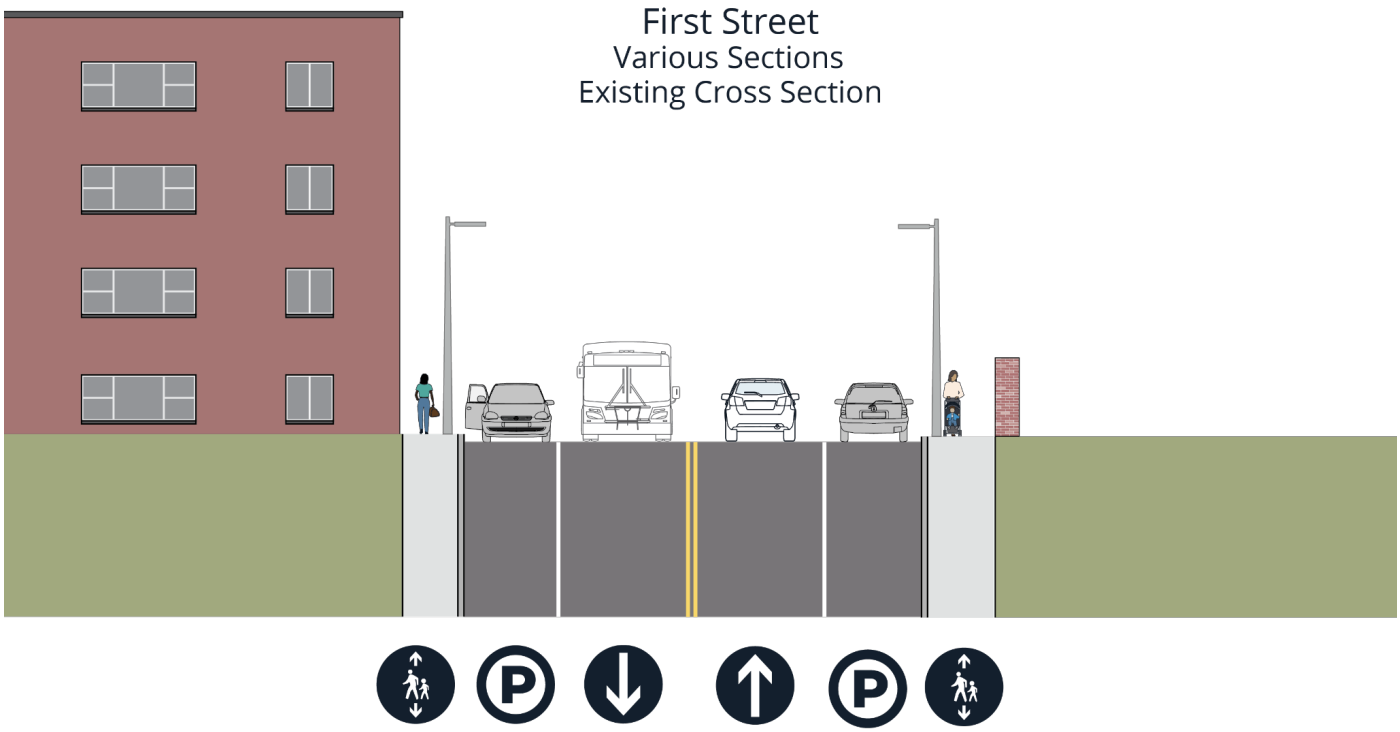
Cost: $$/$$$

Implementation: 2025-2029/Subject to development timelines

West First Street borders the northern perimeter of the Study Area between B Street and Pappas Way where it turns into East First Street and runs eastward to Farragut Road. The First Street Corridor previously was lined with commercial and industrial uses, including the Massport Conley Container Terminal. Over time, there has been a natural spread of residential uses in this corridor from the traditional resideal neighborhood to the south, which resulted in the East & West First Street Planning and Rezoning process.

Article 68 is the applicable zoning article for the East and West First Street Corridor, which requires parcels on both sides of the street to provide a 5 foot setback to upgrade the once industrial street to meet the changing needs of the corridor. The street today has one travel lane in each direction, and varied sidewalk widths that represent the progression of development. Developed parcels have wider sidewalks than undeveloped parcels. Many sidewalks are not compliant with ADA accessibility standards, with narrow width and substandard materiality. The 85th percentile speed for East and West First Street, which is the speed at or below which 85 percent of the drivers travel on a road segment, is up to 33 mph, despite the posted speed limit being 25 mph.

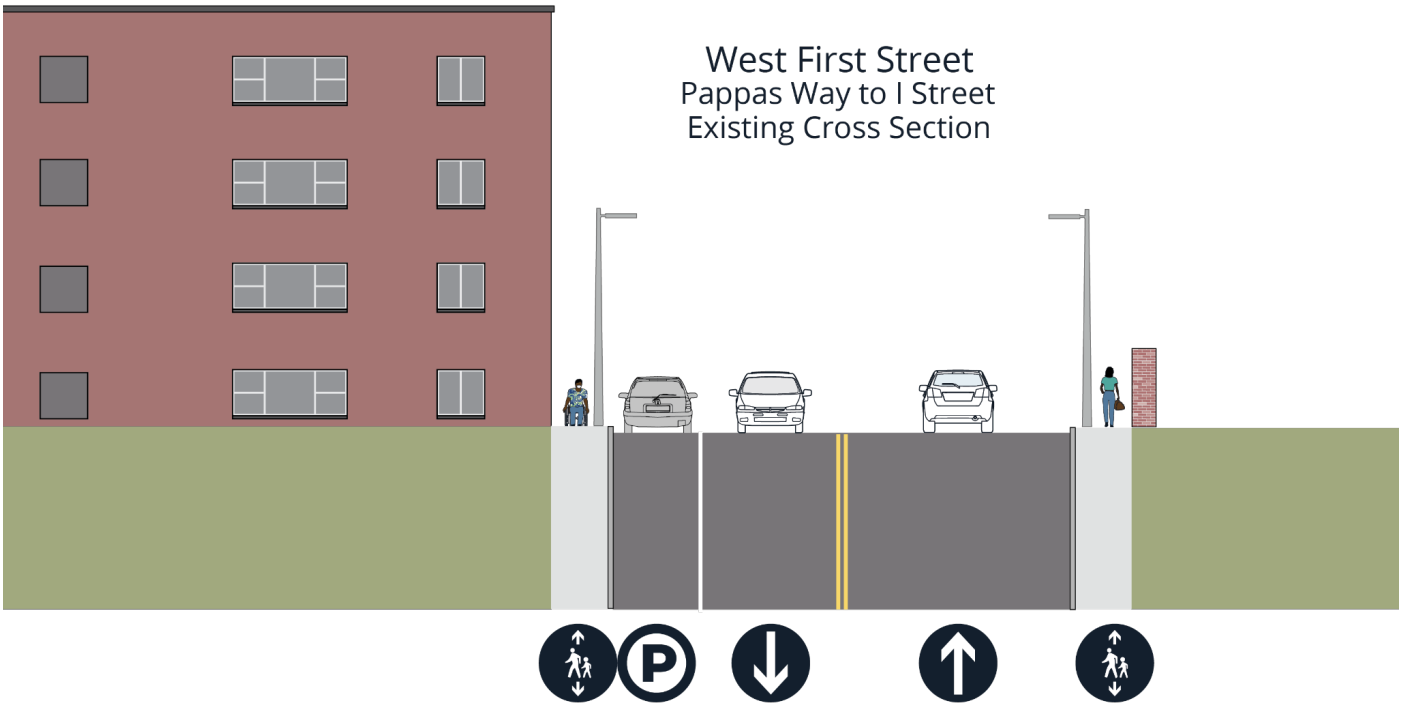
There is parallel parking on both sides of the street, with the exception of many parking restrictions on the north side between Pappas Way and I Street. There is perpendicular parking between east of Acadia Street and Farragut Road. There are no bike facilities, and the street is extremely stressful for bicyclists due to frequent speeding and low visibility at intersections. First Street also is a critical link of the Harborwalk - with many disconnected segments relying on travel by First Street to connect one another, as well as to the neighborhood. Although the conditions East and West

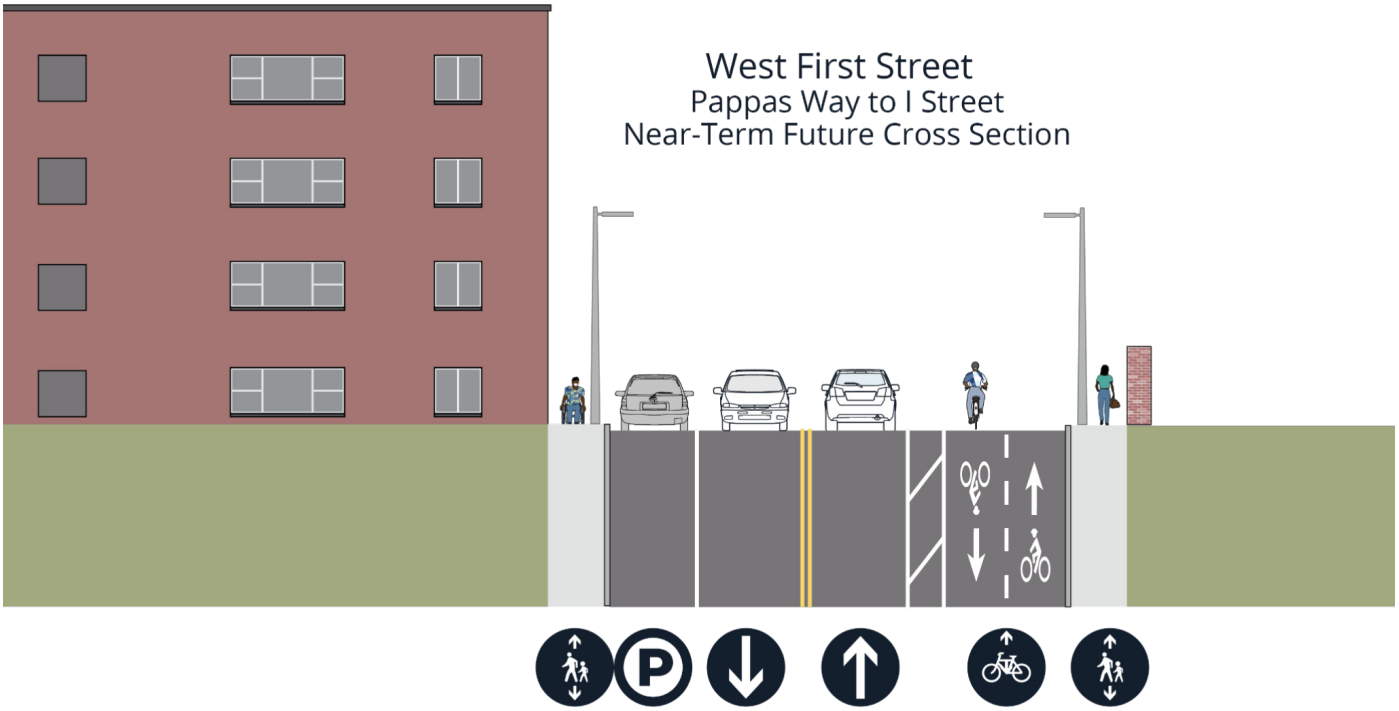


First Street are largely inhospitable to pedestrians and other vulnerable users, this corridor has seen increased foot traffic through the years as residential development and open space amenities such as the Harborwalk and Butler Park bring people to the area, necessitating short-term and long-term improvements.

The short-term plan for East First Street between I Street and Pappas Way is to connect the First Street Park off-street path and the Pappas Way shared use path. This connection will be made via striping a two-way bike facility on the northside of First Street to provide a low-stress connection between the two facilities. The two-way bike facility will connect to I Street southbound, which will provide a low-stress bike connection to the beaches and Harborwalk lining the southern perimeter of the Study Area. The travel lanes will be rightsized from their existing dimension, which are especially wide where parking is prohibited on the north side. The bike facility will be protected with a buffer that is painted with flexposts. The improvements will include clearing the corners with striping at the intersections to provide better visibility for drivers of pedestrians and bicyclists. The plans also include T-ing off the skewed intersection of Dorchester Street and First Street to make the turns safer and slower. The restriping of First Street between Pappas Way and I Street is on an estimated timeline to be implemented by 2024.

FIG 30 : FIRST STREET RIGHTSIZING EXTENTS - NEAR-TERM


West First Street
Pappas Way to I Street
Existing Cross Section


West First Street
Pappas Way to I Street
Near-Term Future Cross Section

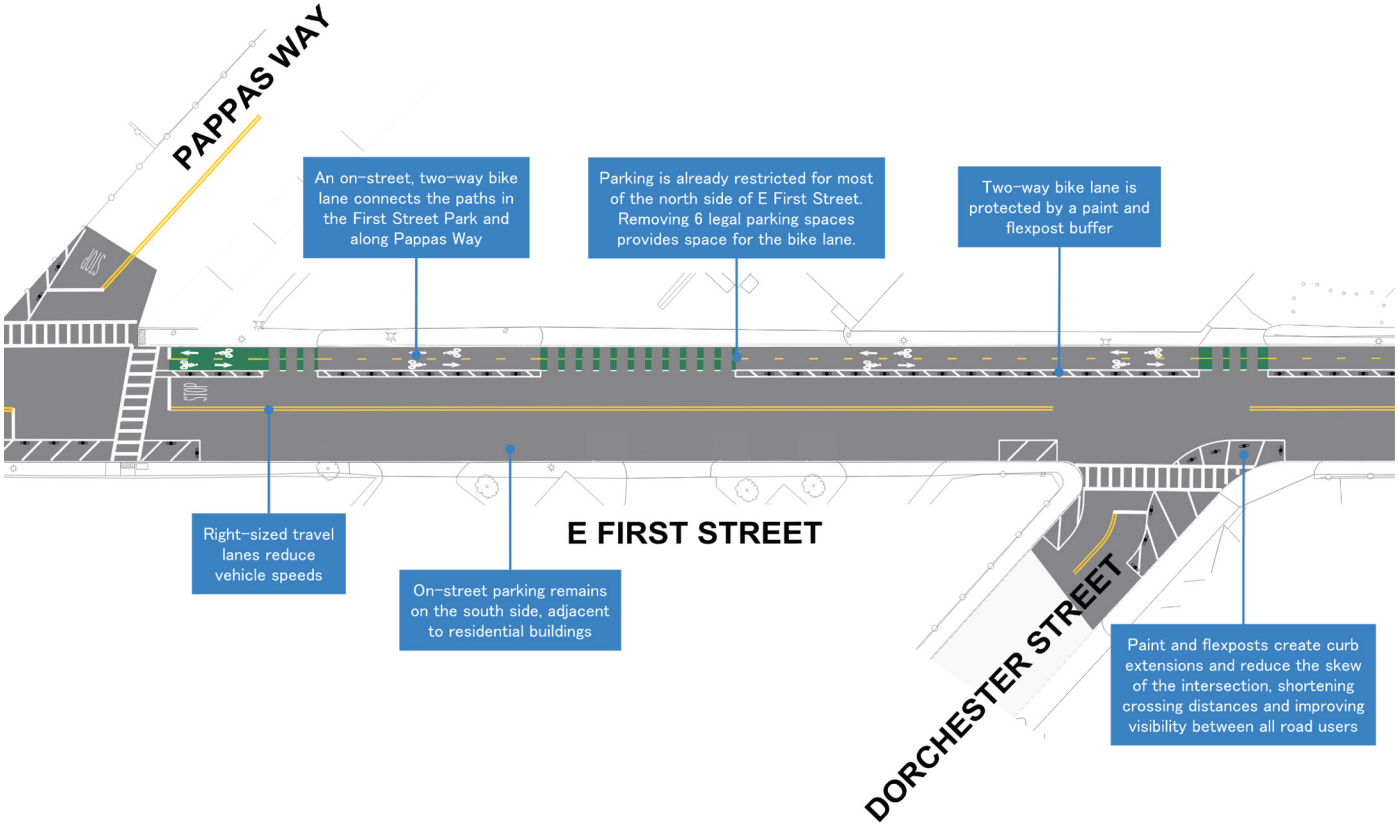


FIG 31 : FIRST STREET RIGHTSIZING EXTENT LONG-TERM

The long-term vision for East and West First Street from L Street to B Street is to extend this two-way bike facility on the northside of First Street beyond the segment of I Street and Pappas Way. As developments upgrade the sidewalks and provide setbacks, wider setbacks of 8-10 feet on the north side will be necessary to make this possible, while preserving on-street parking as needed. These setbacks will also allow for wider sidewalks with street trees. The bike facility can be protected with more permanent features, such as concrete buffers instead of striping and flexposts. Striping solutions to connect the two-way facility can be implemented as the long-term, more permanent designs are implemented through development. The setbacks of 5 feet provided on the south side of First Street will support wider sidewalks and street trees as well. Curb extensions at key intersections and raised crosswalks across side streets will be explored to support safer crossings.

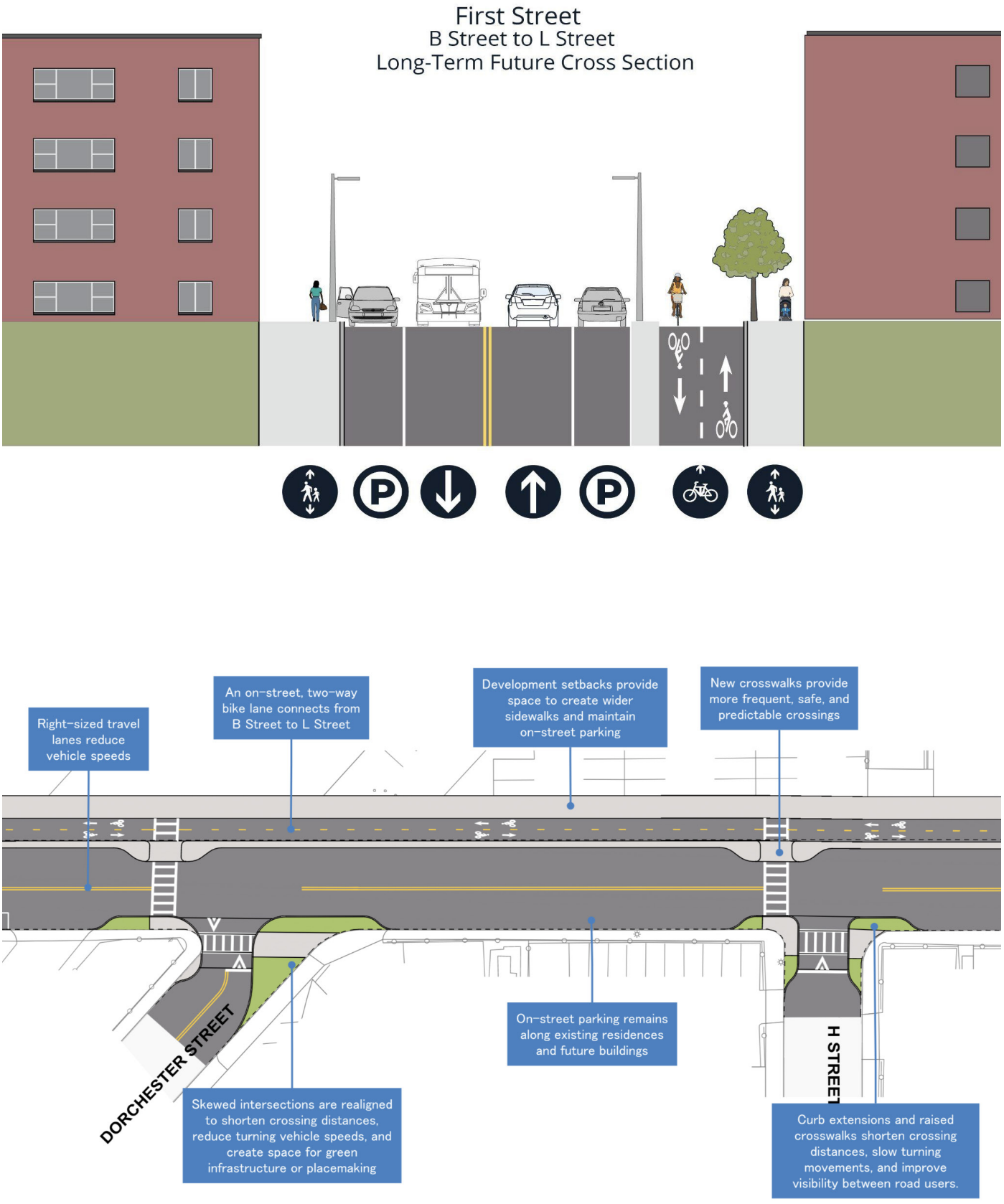


FIG 32 : FIRST STREET RIGHTSIZING EXTENT LONG-TERM

FIG 33 EAST FIRST STREET RIGHTSIZING EXTENT - LONG-TERM TO BE COMPLETED BY DEVELOPER

The long-term designs for East First Street from L Street to Farragut Road will be designed and implemented as part of the 776 Summer site design and transportation mitigation in Phase II. These designs will prioritize compliant sidewalks and better, safer bicycle connections.

Farragut Road

Cost: $$$

Implementation: Subject to COB Streets Cabinet Selection Criteria:

Farragut Road has one travel lane in each direction. The curb-to-curb dimension is 60 feet which is currently allocated to very wide travel lanes. With parallel parking on each side of the street, the travel lanes are approximately 22 feet wide. Many of the street's safety concerns are due to the wide travel lanes that encourage unsafe driving, including speeding, unpredictable passing, and create long crossings for pedestrians. Farragut Road also lacks safe bike facilities. The sidewalks on Farragut are wide, with mature street trees on the west side. On the east side of Farragut Road, there are no street trees in the public right of way, but many of them are on the eastern perimeter of the sidewalk in the parkland. Farragut Road is lined with triple deckers, and other mid-density housing typologies on the west side and parkland on the east side. Some residents feel that Farragut Road feels like a barrier to the park.

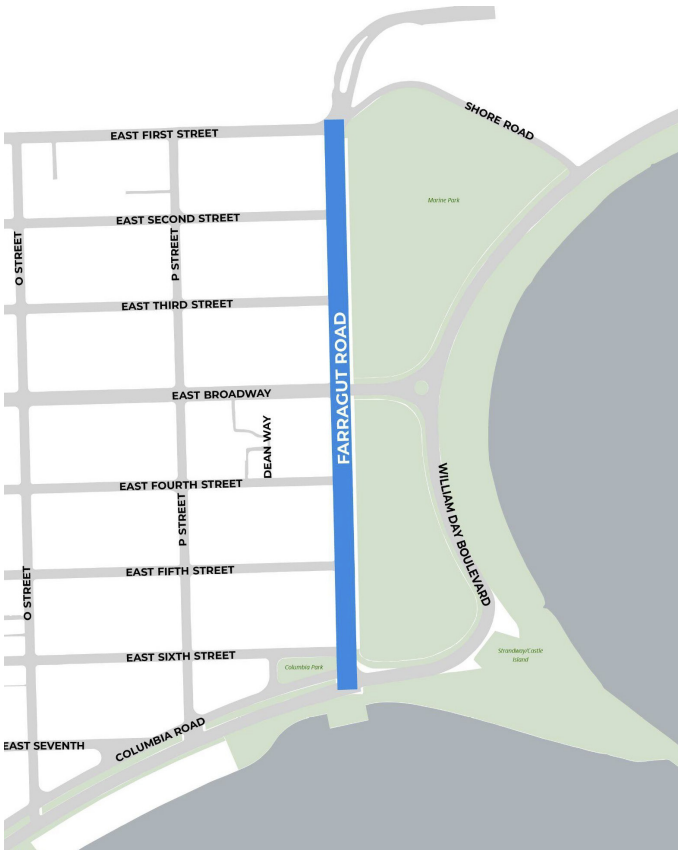
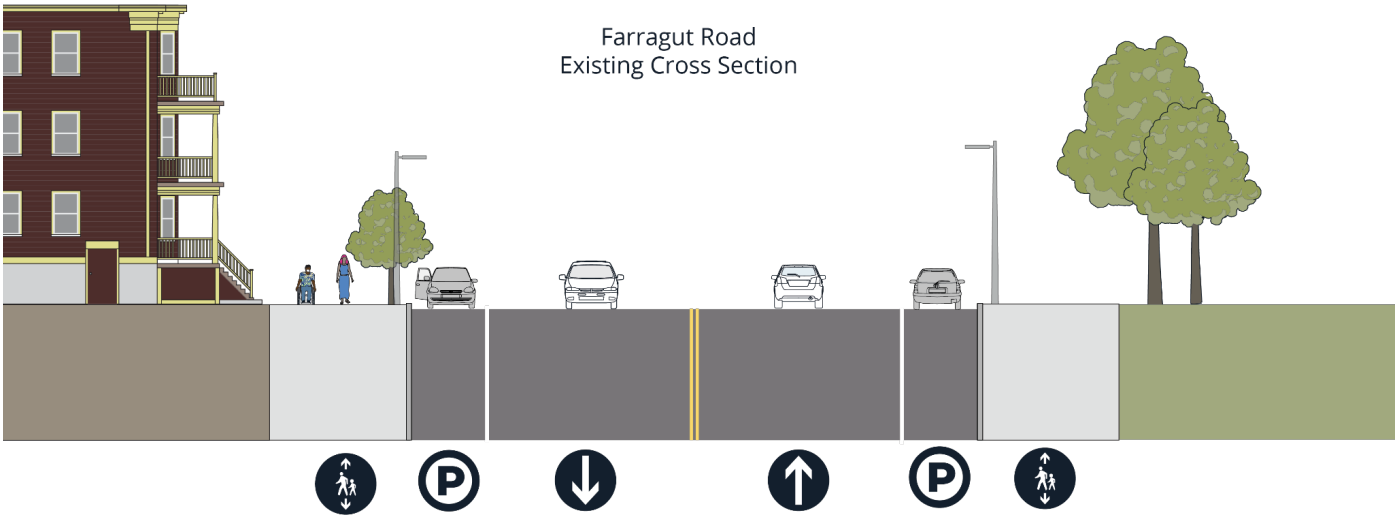
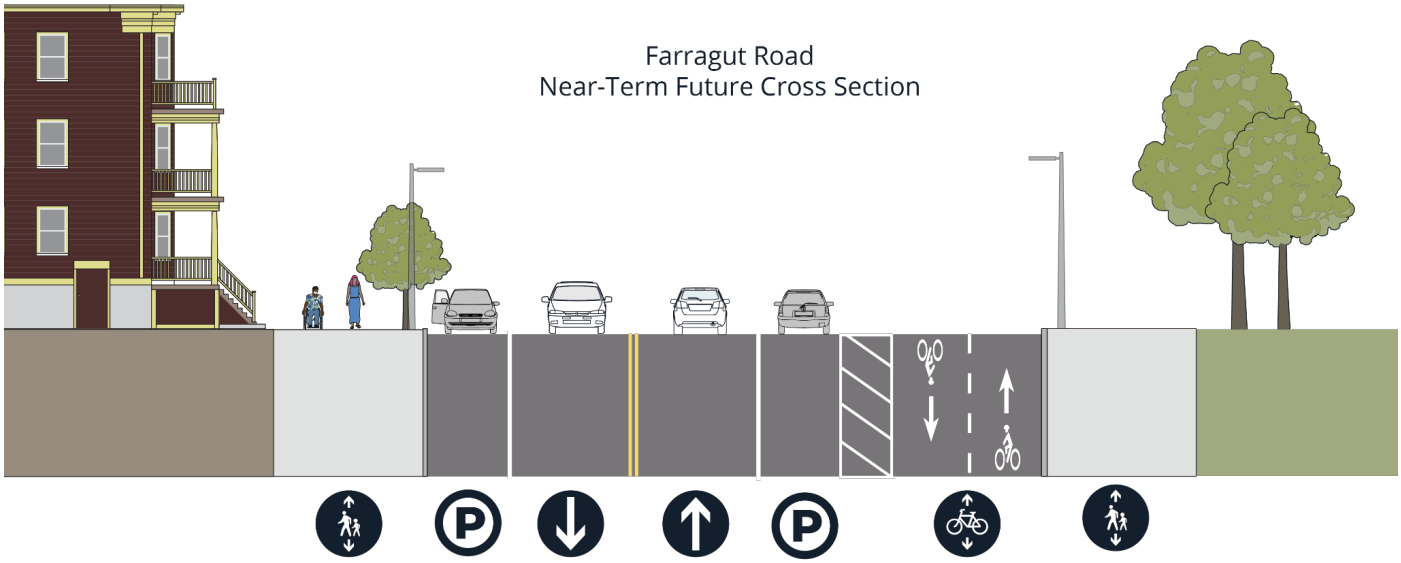


FIG 34 FARRAGUT ROAD RIGHTSIZING EXTENTS

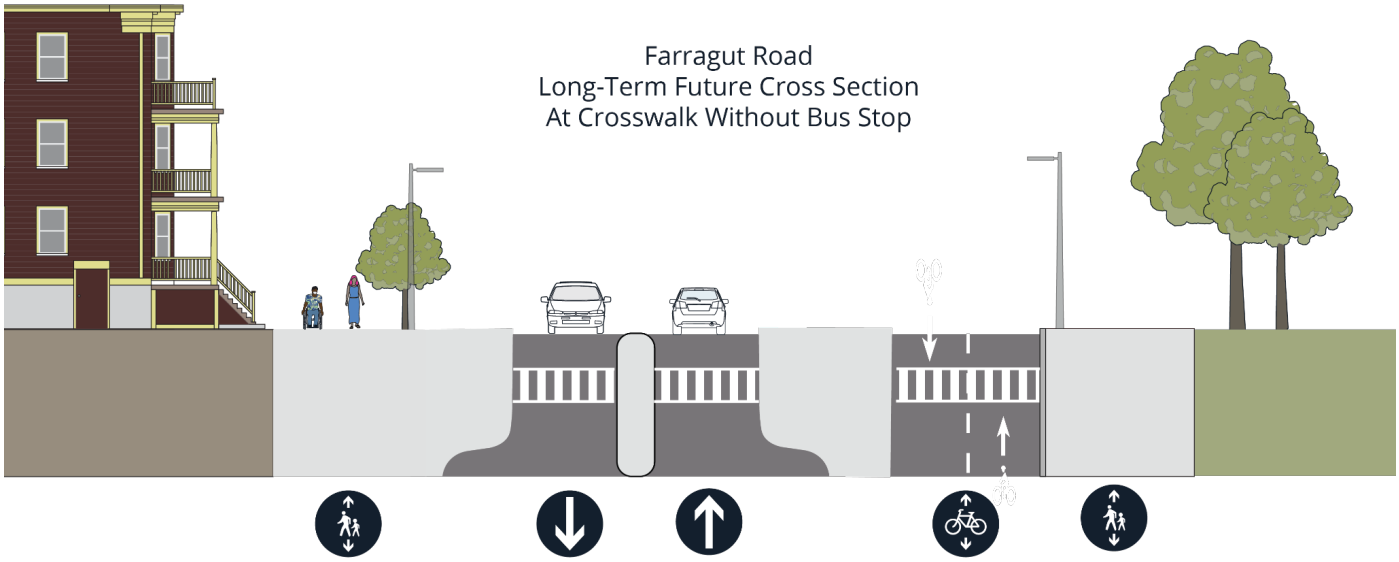


A conceptual roll plan for Farragut Road has been created. This roll plan capitalizes on the extra space currently allocated to the wide travel lanes for a two-way bike facility along the eastern side of Farragut Road. A generous buffer can be created to make unloading very easy. Normal sized travel lanes can support traffic calming. Bus Network Redesign is proposing shifting buses from P Street, where it is often delayed due to parked vehicles, garbage trucks and narrow travel lanes, to Farragut Road for two-way bus service. Accessible bus boarding islands will need to be constructed on the east side of Farragut Road. Wherever general traffic is stop controlled, the bike lane would also be stop controlled. At crosswalks without bus stops, crossing islands could be constructed to support safe crossings.

Farragut Road
Near-Term Future Cross Section



Farragut Road
Long-Term Future Cross Section
At Crosswalk Without Bus Stop



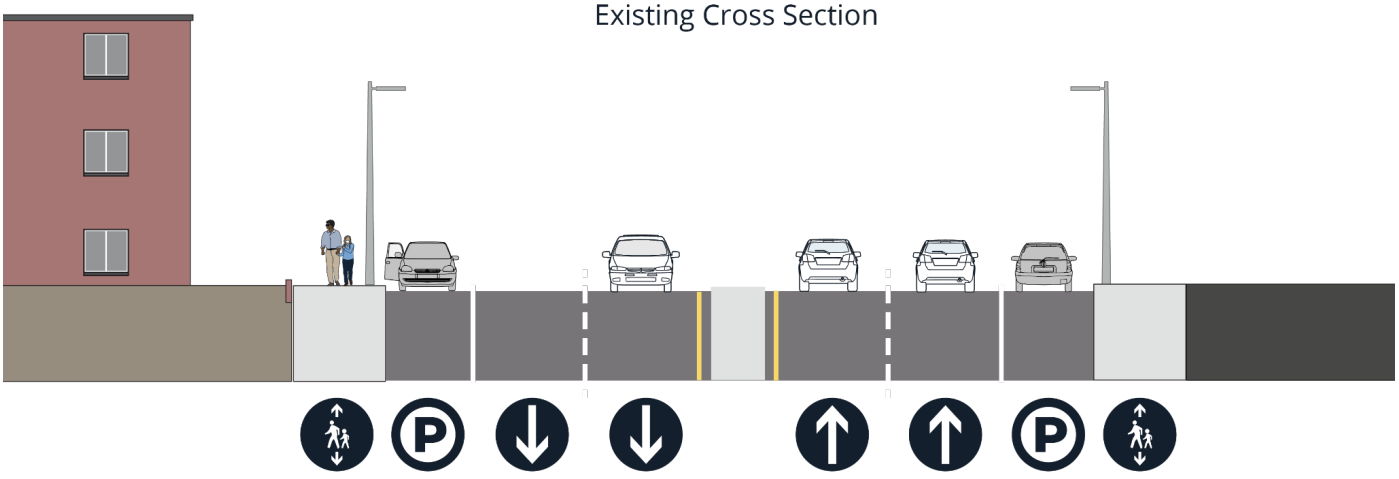
Old Colony Avenue

Cost: $$$

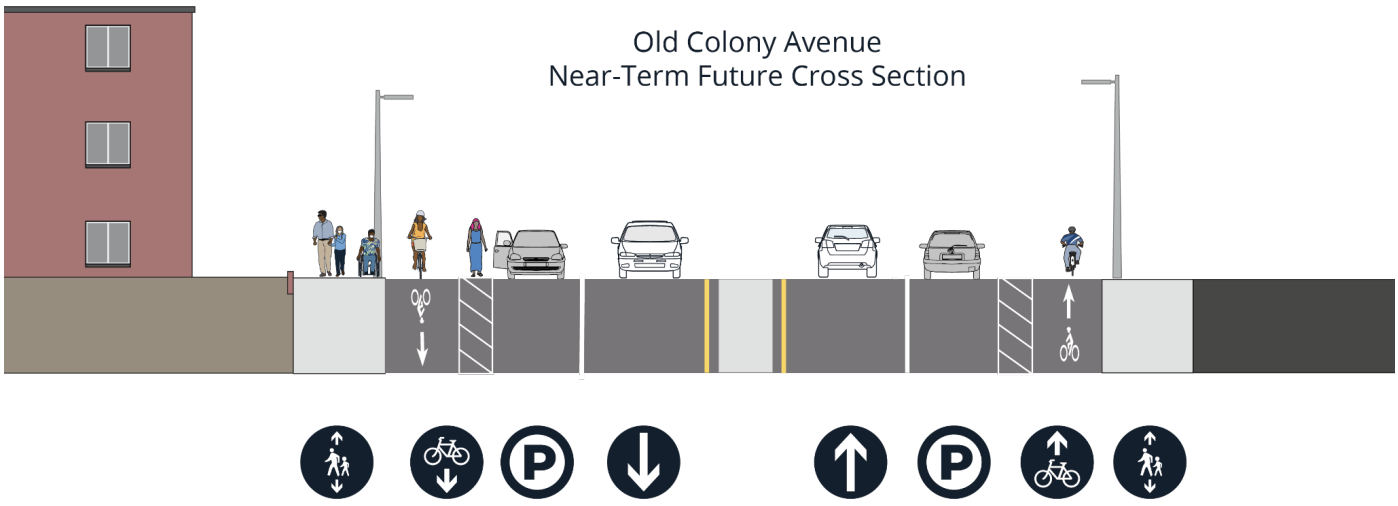
Implementation: Subject to COB Streets Cabinet Selection Criteria

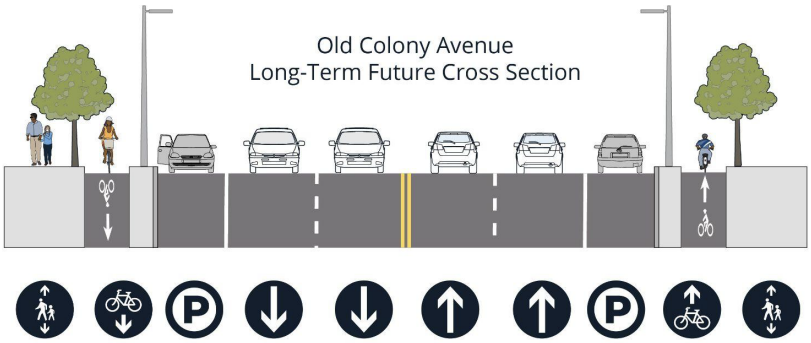
Old Colony Avenue is a critical link in the bike and pedestrian network, providing a more direct north-south alternative to Dorchester Avenue between the southeastern section of the Study Area and parts of South Boston with downtown Boston. However, Old Colony Avenue is currently uncomfortable to most pedestrians and bicyclists. Old Colony Avenue has a wide cross section, with four travel lanes, a cobble median, and on-street parking. These features encourage higher speeds, and result in long pedestrian crossing distances with double threats. A lack of bicycle facilities, relatively narrow sidewalks, and inaccessible crossings contribute to a highly uncomfortable street. Reimagining Old Colony Avenue as a Complete Street corridor to safely and comfortably accommodate all users must be prioritized.

Old Colony Avenue
Existing Cross Section

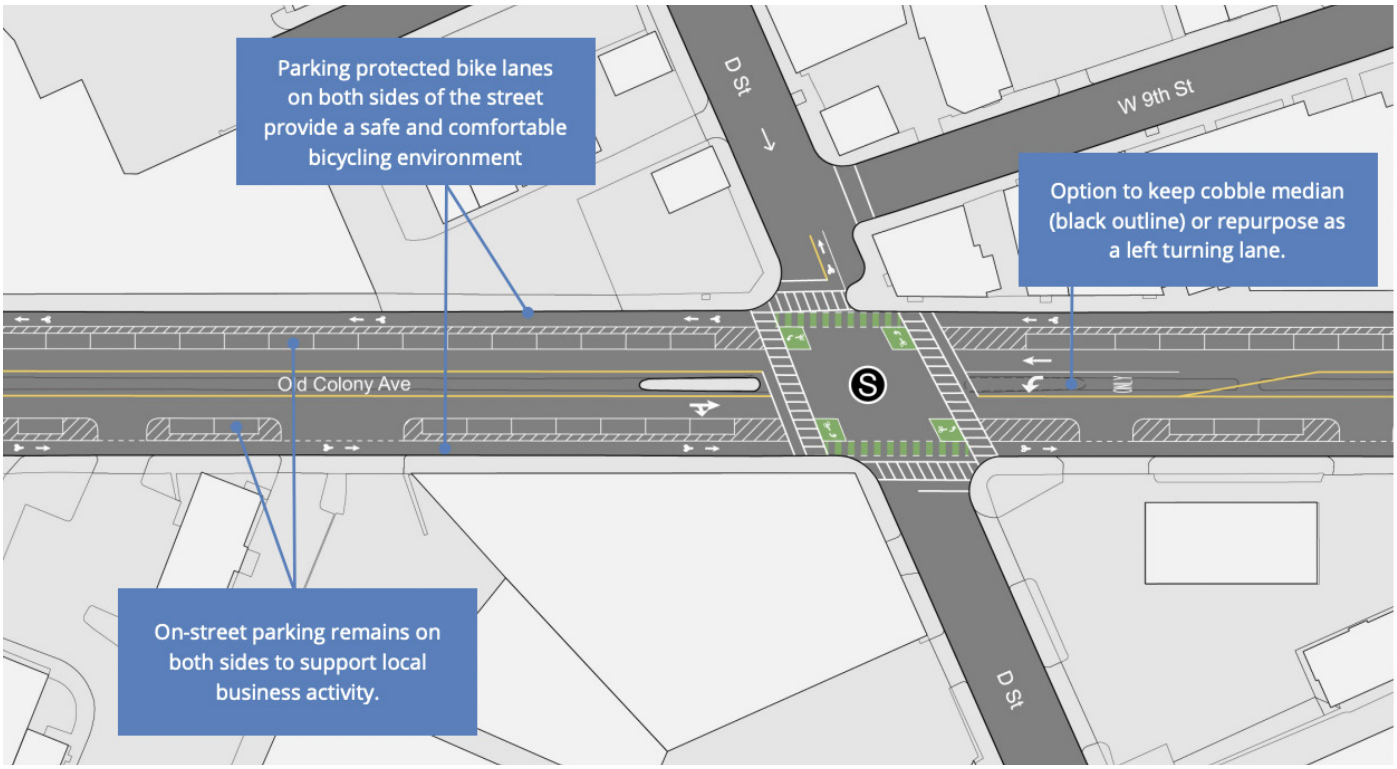


The PLAN: Dorchester Avenue Transportation Plan created a short-term strategy depicted in a conceptual roll plan that reallocates street space on Old Colony Avenue to address the many issues described above. Reducing the number of travel lanes on Old Colony means fewer conflicts between drivers turning left from through lanes, safer crosswalks, and less speeding. The concept plan reduces through travel lanes from 4 to 2, with left turn lanes at intersections for safer and more efficient vehicle operations; retains on-street parking except at the intersection approaches, and adds separated, parking protected bicycle facilities in each direction.





The long-term plan for Old Colony Avenue requires a 5-foot sidewalk setbacks from private properties along the corridor. By providing 5-foot setbacks on both sides of the street, the Old Colony Avenue right of way can increase from 80' to 90' wide. This extra dimension will allow for wider sidewalks and streetscape and landscape elements. It will also allow for the Boston Bike Network Plan's recommendation to provide protected bike lanes in each direction and enough flexibility to maintain the vehicular lane capacity if necessary.



D Street

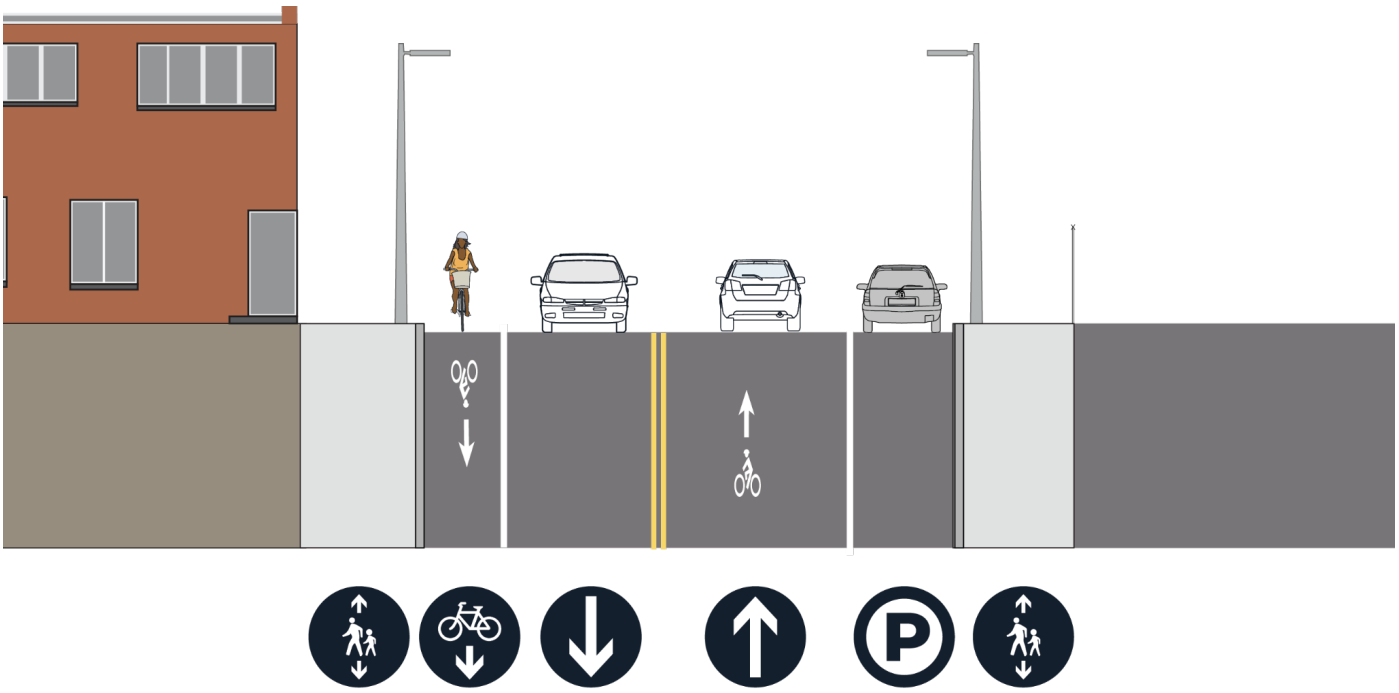
Cost: $$$

Implementation: Subject to development timelines

The segment of D Street between Old Colony Avenue and Dorchester Avenue is 35 feet curb-to-curb. This portion of D Street underwent a robust community process to have sidewalk-level separated bike lanes through PLAN: Dorchester Avenue. By providing 15' setbacks on both sides of the street, the currently constrained D Street right-of-way will increase from 50' to 80' wide. This extra dimension will allow for wider sidewalks, and streetscape and landscape elements. It will also allow for bicycle accommodations, curb-side parking and the flexibility to add turning lanes at intersections for vehicles if necessary as the neighborhood grows (this includes the envisioned extension of D Street west of Dorchester Avenue into the new network of streets).

FIG 35 D STREET RIGHTSIZING EXTENTS - LONG-TERM VIA DEVELOPMENT SETBACKS

D Street between Dorchester Avenue and Old Colony Existing Cross Section



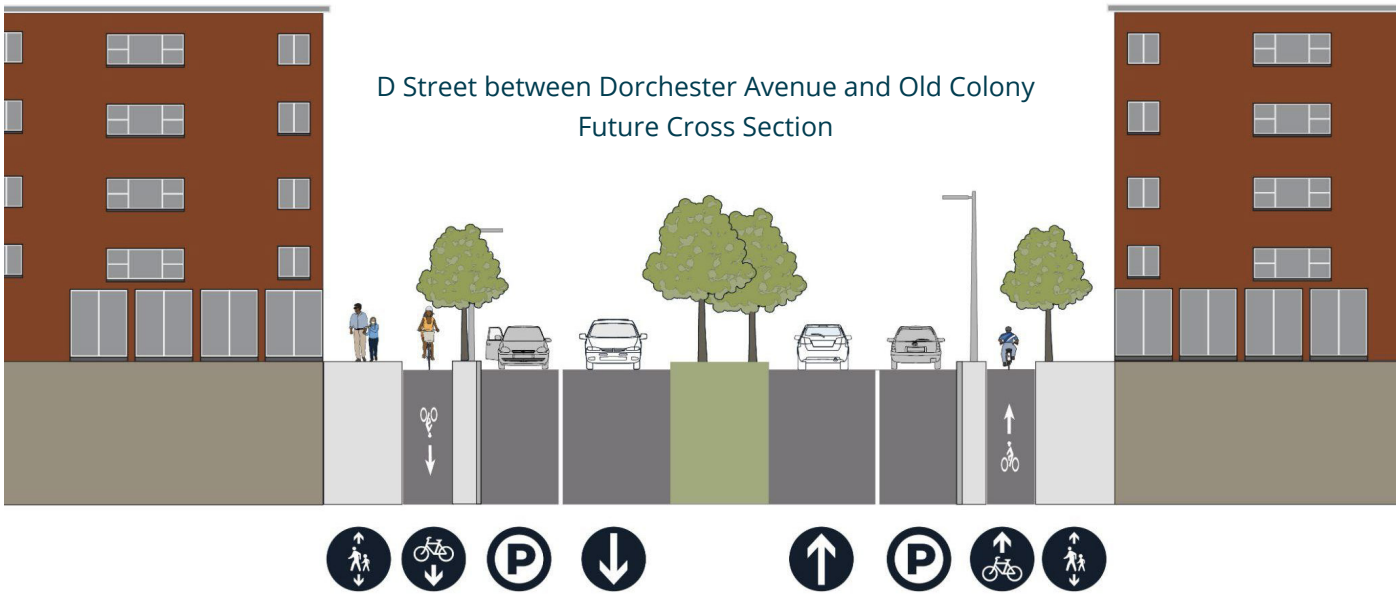


FIG 36 D STREET RIGHTSIZING EXTENTS

Cost: $$

Implementation: Subject to COB Streets Cabinet Selection Criteria

Sidewalk setbacks via development are not possible to the extent of the segment north of Old Colony due to the fact that there are many already developed parcels, smaller parcels slated for less density, and many more land owners. The ½ mile section of D Street between Old Colony and West First Street is 33 feet curb-to-curb between Old Colony Avenue and West First Street with the exception of one block between Athens Street and West Broadway that is 25 feet curb-to-curb. There is a circuit breaker at West First Street that restricts vehicular travel southbound between West First Street and West Second Street. There is also a circuit breaker at Old Colony that restricts northbound travel between Old Colony and West Eighth Street. D Street is almost entirely flat. There is parallel curbside parking intermittently on D Street.

There is an existing fragmented directional unbuffered 5-foot bike lane on D Street between:

- West Broadway and West Seventh Street (southbound)
- West First and West Second Street (contraflow, southbound)
- Old Colony and West Eighth (contraflow, northbound)
- Old Colony and Dorchester Avenue (southbound)

Despite these facilities the majority of this section of D Street is BLTS 4, with three blocks being BLTS 3. D Street intersections ranked as some most concerning in the Study Area. Despite these uncomfortable conditions, D Street has one of the most active Bluebikes stations in the SBTAP Study Area, with over 100,000 trips between 2015-2022. There are many destinations along D Street that many vulnerable residents need to access such as the Condon School, Sweeney Playground, the West Broadway Development, and Buckley Park. While no bus service operates on D Street, there is future bus service via the MBTA Route 12 with 15 minute or better service as proposed through Bus Network Redesign. This service will require modifications to both of the circuit breakers as well as the addition of new bus stops.

The recommended network for D Street recommends separated bike lanes in both directions to safely and directly connect the Seaport to the SBTAP Study Area, to the future built out Dorchester Avenue area. This would provide two-way vehicular travel in both directions, no on-street parking, two-way bus service, and two-way bike facilities. There are a multitude of ways that these facilities could be laid out including a two-way facility on the east side of the street, or separation in one direction (northbound) with a conventional bike lane in the southbound direction. The compromised network recommends a separated bike facility at a minimum in the northbound direction.

In the future, the MBTA Route 12 will operate on D Street. A study of D Street to accommodate MBTA service, circulation changes, bus stop design and locations, and bike accommodations will be conducted as a next step in the short-term. In partnership with the MBTA, the City will design D Street with elements to support high frequency transit service and incorporate rider comfort infrastructure.

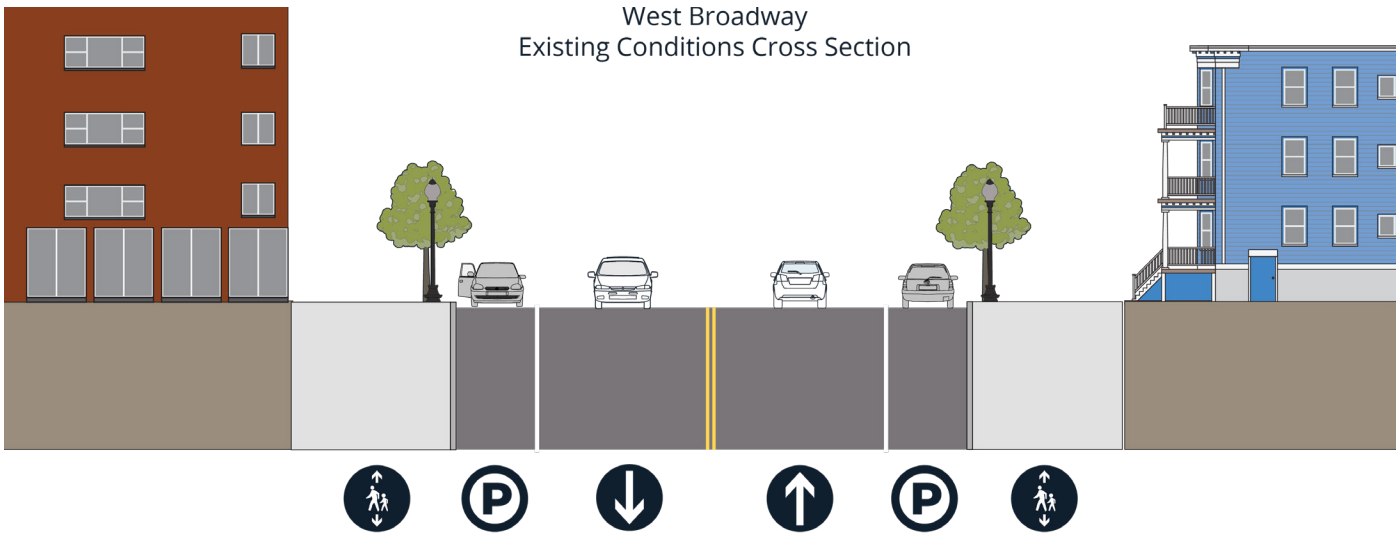
West Broadway

Cost: $$$

Implementation: Subject to COB Streets Cabinet Selection Criteria

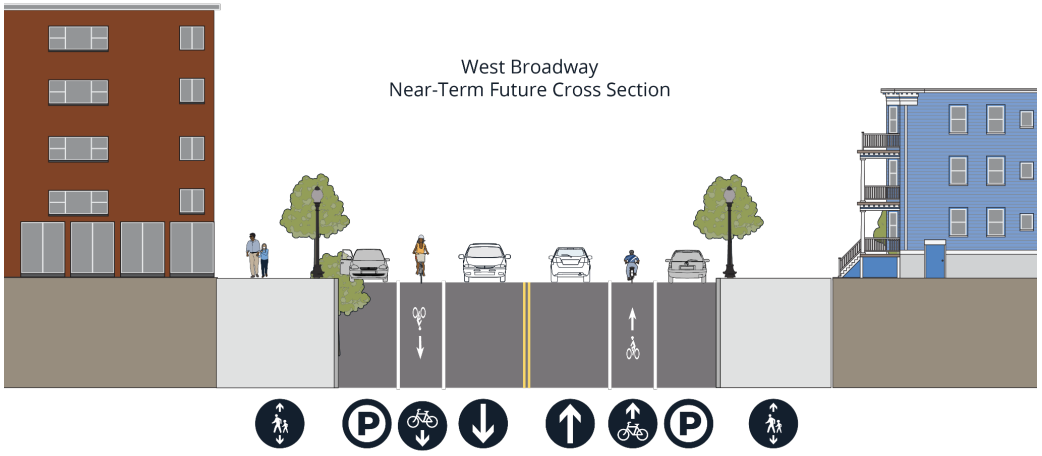
At about ¾-mile in length, West Broadway is a two-way street with two travel lanes in each direction and parking on both sides of the street. West Broadway runs from Dorchester Street to Dorchester Avenue. The existing curb-to-curb width varies between 48’ and 54’. Assuming two 7’ parking lanes, each travel lane is between 17’ and 20’ wide. West Broadway slopes downward from Dorchester Street to D Street, and is then flat to Dorchester Avenue. The vast majority of abutting properties are mixed-use residential with first floor retail and restaurant uses. Many major destinations are along West Broadway such as the MBTA station, pharmacy, community health center, day care, banks, and police department. The MBTA runs the 9 bus route on West Broadway.

FIG 37 WEST BROADWAY RIGHTSIZING EXTENTS



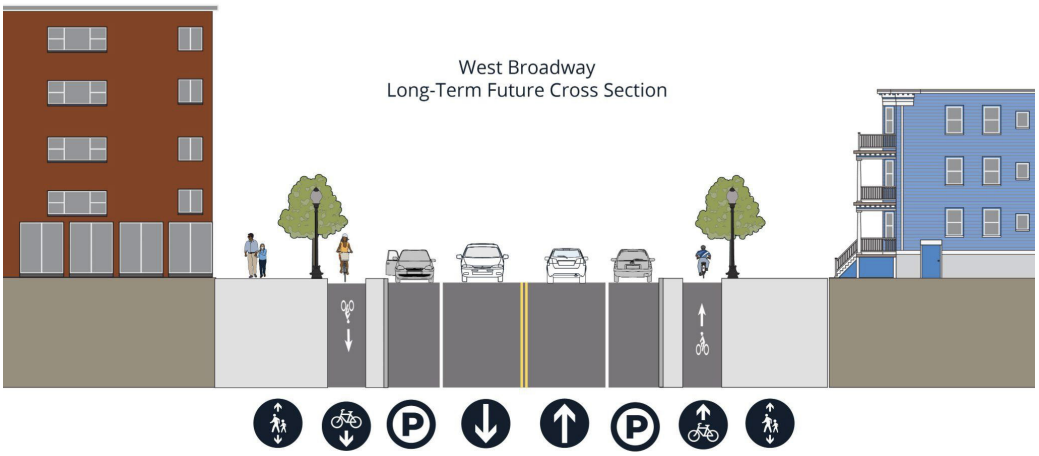
Short- and long-term plans to improve the conditions on West Broadway include:

The short-term solution proposes adding 6’ wide bike lanes in the short-term on either side of the street by using the extra dimension in the wide travel lanes. This connects to the existing facilities on A Street, and D Street. This narrows excessive lane widths to slow speeds, and requires minimal changes to existing lane markings. Without changes to curbside use or protection for the bike lanes, the bike lanes are likely to be blocked by double-parked cars. This bike lane does not separate bikes from cars with any vertical elements, and will be uncomfortable for some bicyclists. Getting parking protected bike lanes on West Broadway would be challenging due to the dimension, but possible in some parts as the street has varied widths. The transitions would need to be rational from the parking protected to conventional bike lanes, if a mix was implemented.



Typical 50’ cross-section with bike lanes

The long-term proposal includes adding separated bike lanes with a small buffer at on both sides of the street by using the extra dimension in the wide travel lanes and a small amount of dimension from the sidewalk. This also would connect to the existing facilities on A Street, and D Street. This narrows excessive lane widths to slow speed. This requires curb work, and sidewalk reconstruction and impacts the existing drainage. This would limit the ability to double park in the bike lane. This approach is more expensive and would take longer to design and implement than a striping improvement. This would need to be implemented as a capital project by the City, or in increments by developers.



L Street

Cost: $$

Implementation: Subject to COB Streets Cabinet Selection Criteria/Subject to developers timelines

L Street is a neighborhood connector street between East Broadway and East First Street is just south of the Summer Street Pilot Program and is located in the Study Area. This section is approximately 900 feet in length. There are four relevant intersections to this section of the street. East Broadway and First Street are both controlled by signals, and East Second Street and East Third Street are uncontrolled on L Street, and stop controlled on the side streets.

There are two vehicular travel lanes in each direction, and street parking on both sides of the street. There are no bike facilities. The MBTA Route 7 operates on this section of L Street. There is mainly multi-family housing lining L Street, with some retail and industrial uses. There are also more dense retail and commercial land uses coming in the forthcoming mixed-use 776 Summer Street development north of First Street. Residents have shared that that the street feels extremely uncomfortable for pedestrians with frequent double threat concerns, speeding cars, and long crossings. Many have raised concerns specifically about the East Second Street and East Third Street crosswalks. There are minimal street trees, and the typical sidewalk is approximately 7-8 feet wide.

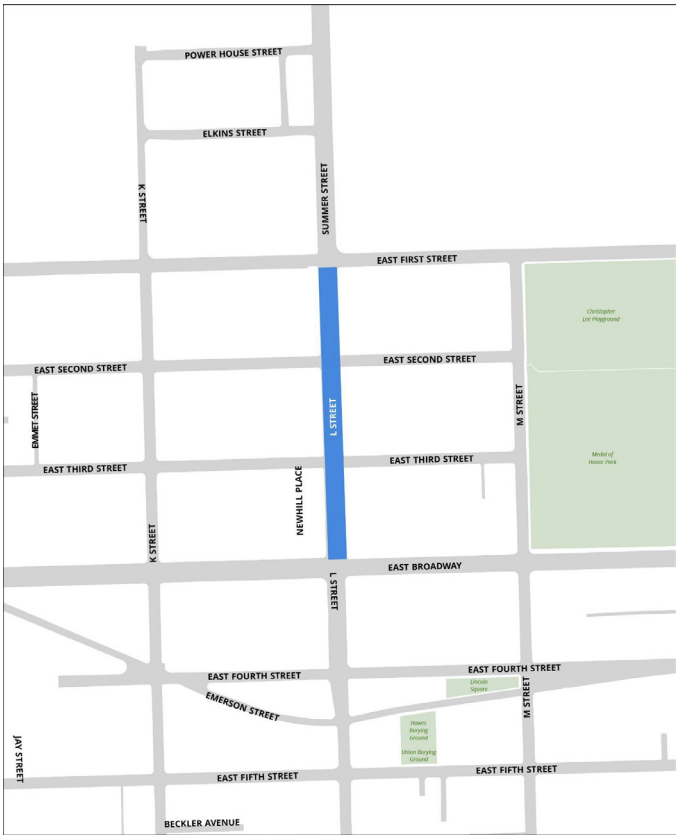
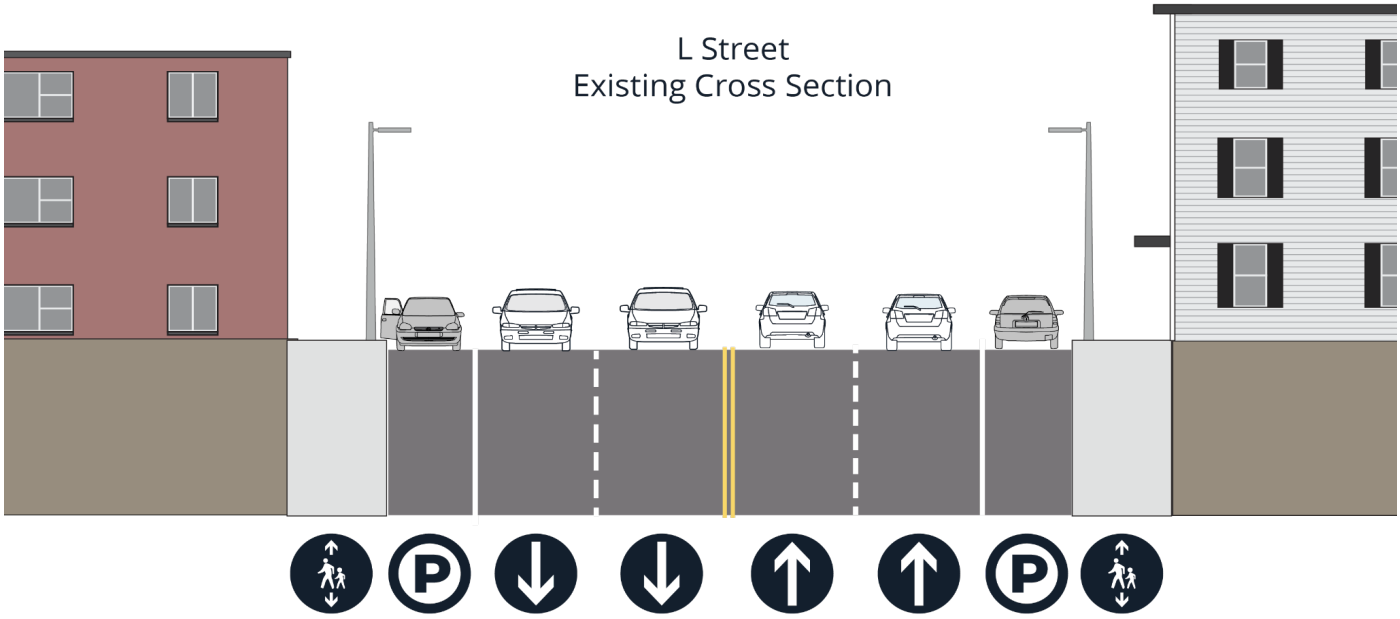
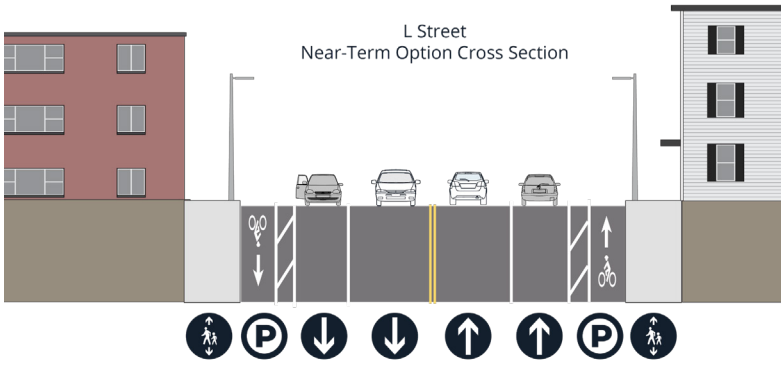
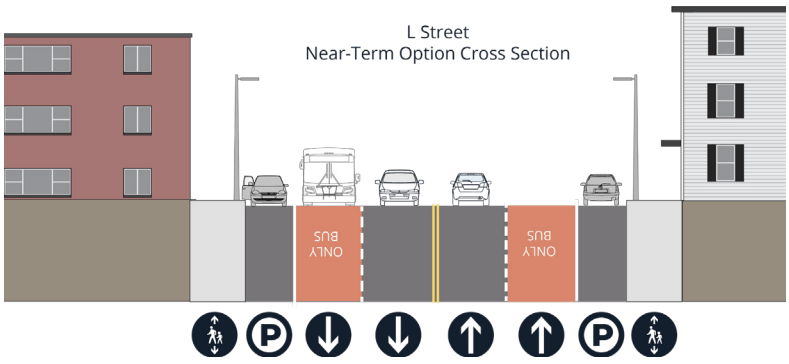


FIG 38 L STREET RIGHTSIZING EXTENTS



L Street must be balanced to accommodate the needs of people passing through with the needs of those who live and work along the street. L Street should provide efficient movements of vehicle and transit traffic, continuous and comfortable bicycle facilities and wide sidewalks, and create safe pedestrian crossings at intersections. The recommended bike network proposes protected, separated bike facilities on L Street. These bike facilities would support traffic calming, shorter crossings, safer and more comfortable bike access, especially to the Seaport and Downtown.





There are currently no advanced designs or concept level plans created for L Street between First Street and East Broadway. The Summer Street Pilot program is currently identified as a near-term multimodal improvement. This pilot implemented new bus/truck lanes, protected bike facilities, and an improved pedestrian experience. These short-term changes north of First Street will be made permanent if found to be successful. The project impacts were analyzed on L Street south of First Street and were considered in the context of these other changes. Given the many delays on L Street, if bike accommodations are not prioritized in this section, bus lanes connecting from First Street to East Broadway should be explored.

East Broadway

Cost: $$$

Implementation: Subject to COB Streets Cabinet Selection Criteria

Just over ½-mile in length, the stretch of East Broadway from L Street to Farragut Road is a two-way street with one travel lane in each direction and parking on both sides. The existing curb-to-curb width is approximately 50', with some variance. Assuming two 7' parking lanes, each lane is 18' wide. East Broadway is mostly flat between Farragut Road and O Street, where it slopes to a peak between N and M Streets, and then slopes down to L St. The vast majority of abutting properties are low density residential. There are wide sidewalks with mature street trees.

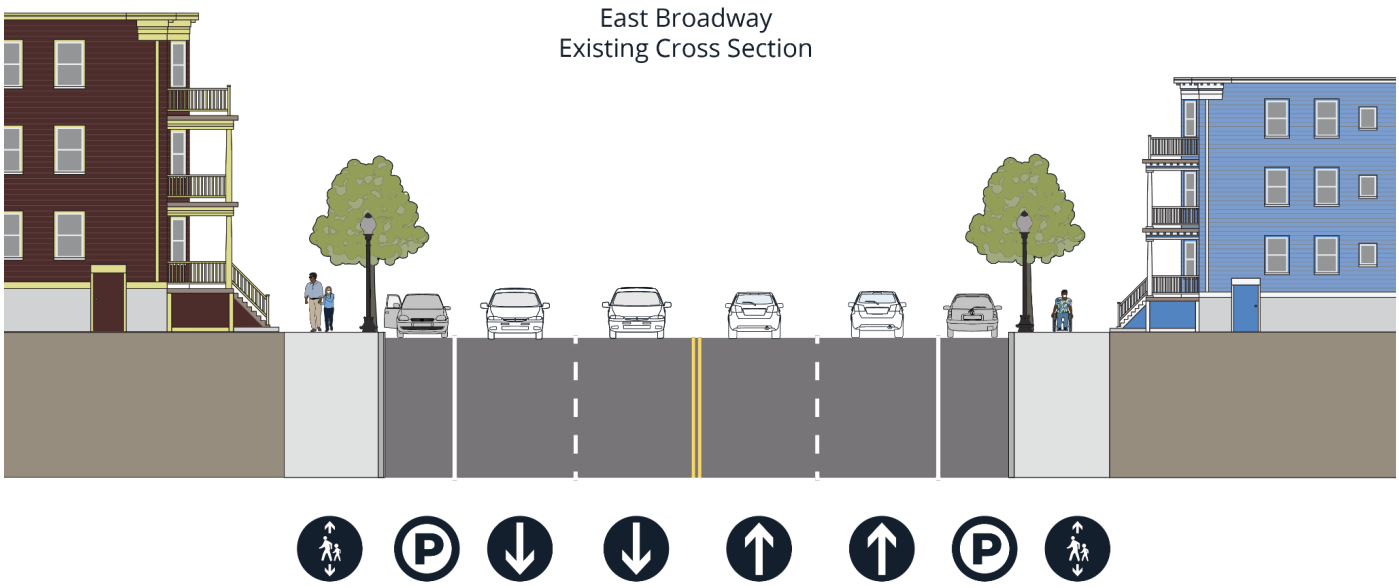
This portion of East Broadway provides key connections to parks like Evans Field, Castle Island and Medal of Honor Park. There is parallel mainly resident parking on both sides of the street. There are no bike facilities, and it is very stressful to ride a bike here. There are many buses that route through this section of the street as well including the MBTA Route 7, 9 and 10.

The short-term plan for East Broadway is to rightsize the travel lanes between L Street and Farragut Road. These bike lanes can be 6' wide, which requires no lane removal or parking loss. Design considerations could include the creation of pedestrian refuge islands in the middle of the street at intersections, which would require some loss of parking.

Just over ½-mile in length, East Broadway between L Street and G Street is a two-way street with two travel lanes in each direction and parking on both sides. The existing curb-to-curb width is approximately 60'. The travel lanes are 11' and the parking is 8'. East Broadway generally slopes up from I St to G St. Abutting properties are mostly residential, commonly with retail and restaurants on the ground floor. The MBTA operates 2 buses on this stretch including the Route 9 and 10. Key retail and institutional destinations include the library, churches, the grocery store, a pharmacy, and many restaurants, coffee shops and more.

FIG 39 EAST BROADWAY RIGHTSIZING EXTENTS

FIG 40 EAST BROADWAY RIGHTSIZING EXTENTS



Residents often cite double threats as a key issue with crossing East Broadway on this segment. This is where the first car's driver has stopped in the lane closest to the sidewalk where the pedestrian is walking, and the driver in the middle lane traveling the same direction continues down the street at a normal speed. The person in the crosswalk does not see the second car approaching, and the driver of the car does not see the person the crosswalk because the first car is blocking them. The risk is that the driver of the second car hits the person in the crosswalk. Residents also cite concerns for speeding, and double parked vehicles on East Broadway.

To improve the pedestrian, bike and vehicular conditions on East Broadway, a short-term striping option is proposed between L Street and Dorchester Street. While many residents cited concerns about East Broadway that this striping solution addresses, the SBTAP team anticipates opposition to proposals with bike lanes from some residents.

This design provides protected bike lanes on each side of the street by reducing the street from four travel lanes to three travel lanes. This results in one travel lane in each direction and turning lanes where necessary at intersections. This is the recommended approach as it is a proven safety countermeasure to reduce crashes, slow speeds, and better match the street to the land use context. Crossing islands may still be possible at unsignalized intersections. This reduces the distances that pedestrians need to cross the street, and provides the safest bike facilities.

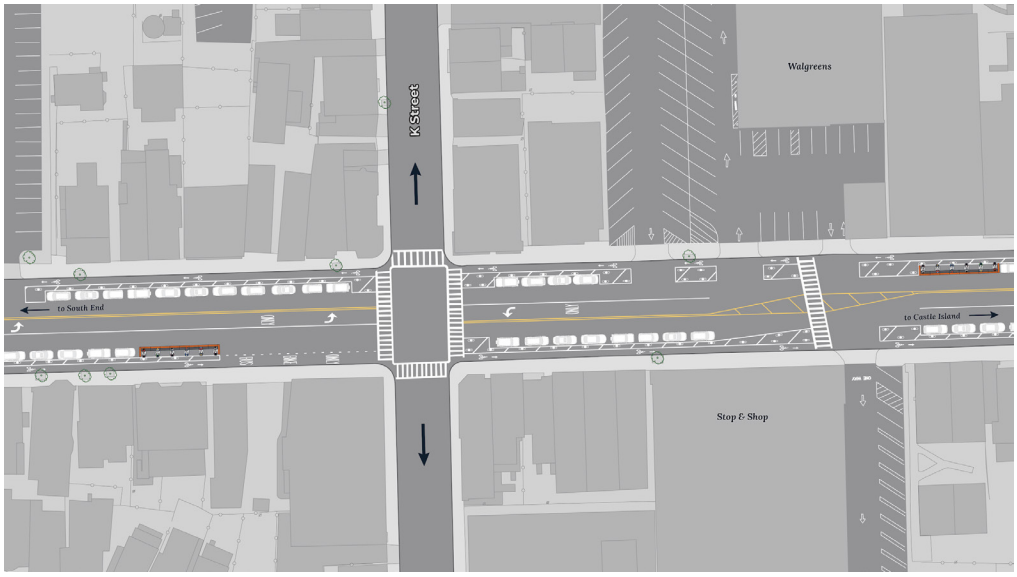
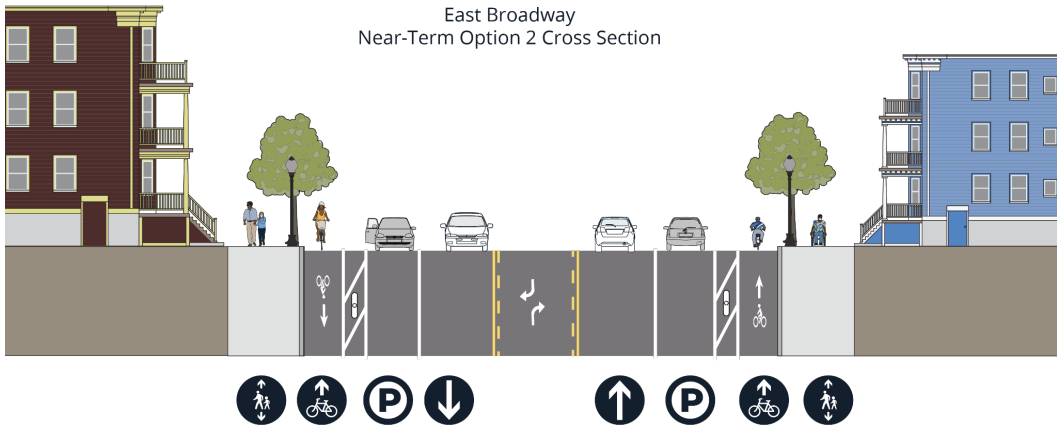
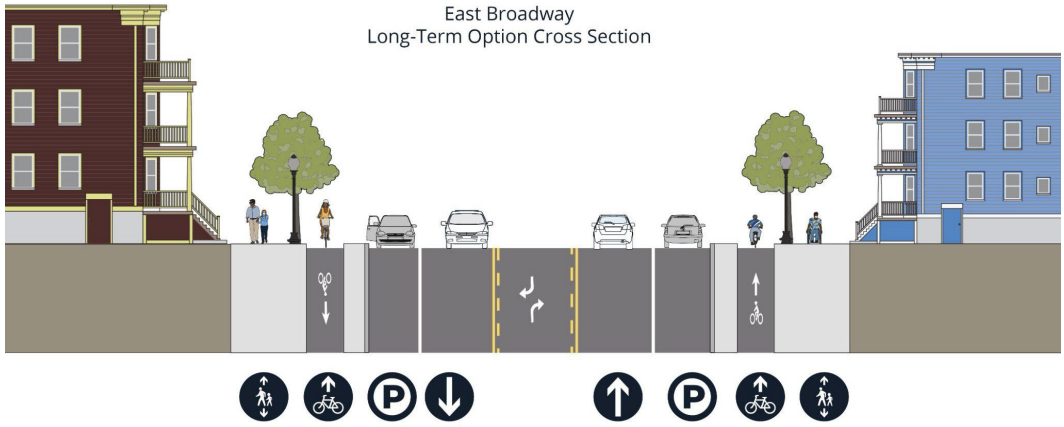


FIG 41 EAST BROADWAY ROAD RIGHTSIZING PLAN VIEW





Due to this anticipated opposition, East Broadway is included in the recommended bike network but it is not included in the compromised bike network, and another east/west street is proposed. The long-term recommendation would require reconstruction. East Broadway was also analyzed for bus lanes, and queue jumps, which can be found in the Transit Section. Conversations on the design and modal priority of East Broadway are subject to community discussions.

Corridor Improvement Near-Term Action Items

- **Dorchester Street:**
  - » BTD is advancing the designs for the Dorchester Street quick build project to create shorter crossings, slow speeds, add protection for bikes, and reduce the double threats. The extent of these striping improvements are from Andrew Square to Perkins Square. This project is currently in concept design, and is planned for 2024. BWSC work in Andrew Square needs to be completed prior to implementation.
- **D Street:**
  - » The BPDA, MBTA and BTD will jointly study circulation changes, transit service, and better bike facilities on D Street.
- **East First Street: B Street to L Street**
  - » I Street to Pappas Way: The BTD, in partnership with the BPDA via leveraging development resources, will implement the two-way bike facility on the north side of the street between I Street and Pappas Way in the near-term. Estimated time for implementation is 2024-2025.
  - » Pappas Way to D Street: Developers of the Reserve Channel site will implement the two-way bike facility via setbacks onto their property.

- B Street to L Street: New developments on the south side of First Street will be required to setback 5’ to create wider sidewalks on the southside. New developments on the northside will be responsible for setting back their development 10’ to support the future First Street Corridor including all elements such as wider sidewalks, maintain or introduce on-street parking, and the two-way bike facility. Developments will incrementally connect the two-way bike facility between segments by utilizing the near-term roll plan that uses the existing curb-to-curb.
- L Street to Farragut Road: The 776 Summer Team will be improving East First Street from L Street to Farragut Road as part of Phase 2 of the Planned Development Area Master Plan for improved pedestrian accommodations and safer bike facilities.

Improvement Plans for Intersections

The SBTAP team created plans for connector street intersections in the Study Area through PLAN: Dorchester Avenue, development site plans, development mitigation, and as part of the SBTAP process. These intersections are some of the more complicated intersections with many concerning safety factors and require more extensive resources.

Near Term

Preble Circle

Cost: $

Implementation:
Implemented

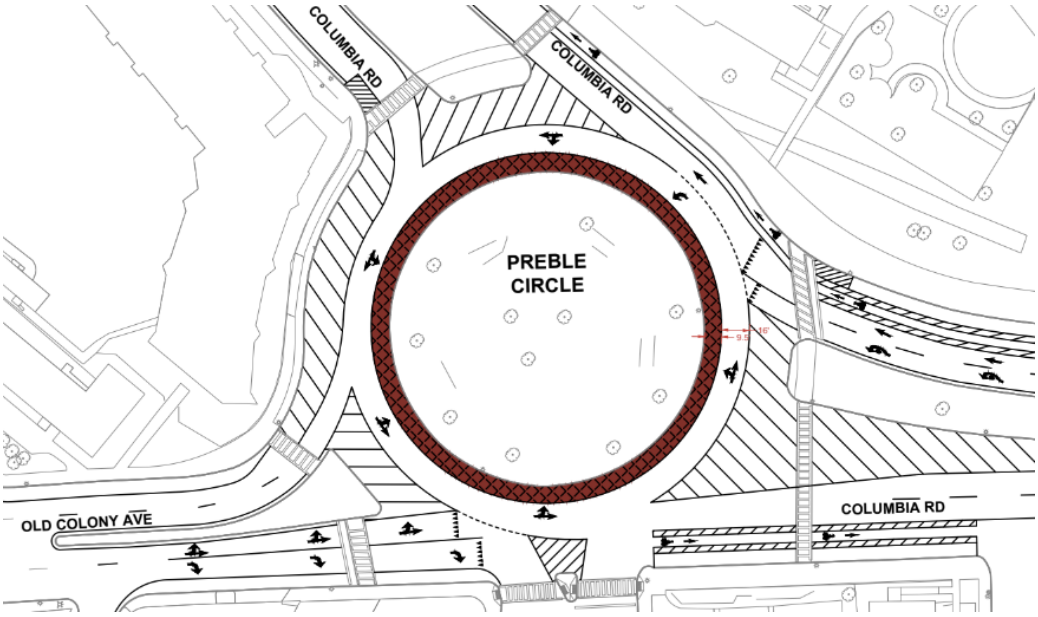


FIG 42 PREBLE CIRCLE IMPLEMENTED RESTRIPING RECOMMENDATION

DCR implemented striping improvements to Preble Circle to clarify space, increase predictability for all users, and reduce pedestrian exposure to moving vehicles. Previously, the rotary was not clarified and allowed for multiple vehicles to enter the space in parallel. The plans also expand the diameter of the central island to reduce the amount of unclarified street space and tighten up the turning radius for drivers to create slower movements through the circle. The plans expanded the painted splitter islands which are raised or painted traffic islands that separate traffic in opposing directions of travel. A buffered bike lane was extended from Old Colony northbound to connect to Columbia Road eastbound. Lane markings were added to denote lane allocations. DCR implemented these changes in August 2023.

West Second Street/West Third Street

Cost: $$

Implementation: Implemented

West Second Street and West Third Street intersect at a skewed angle. Previously, there were no crosswalks at this intersection. West Third Street is one-way eastbound. As mitigation for a gas regulator vault in the sidewalk, National Grid made curb and curb ramp modifications. Curb extensions were added to shorten the crossing distance across West Third Street. Parking is prohibited ahead of the crosswalk on West Second Street, and provides more visibility to the intersection as parked vehicles or other obstructions can block views of other people driving, biking, or waiting to cross. Curb ramps were upgraded to be ADA-compliant. These changes will be implemented in two phases. The first phase was implemented in 2023 and the second phase is estimated to be implemented in 2024.

FIG 43 WEST SECOND STREET/WEST THIRD STREET - EXISTING

FIG 44 WEST SECOND STREET/WEST THIRD STREET - RECOMMENDED NEAR-TERM

Old Colony Avenue/Dorchester Street

Cost: $$$

Implementation: Near-term

BTD has developed short-term improvements to focus on strategies that both improve bicycle and pedestrian safety and reduce vehicle delay. The improvements include removing the center medians on both Old Colony Avenue and Dorchester Street, adding left turn lanes on Dorchester Street intersection approaches to minimize traffic delays (including buses) and foster safer turns. The improvements also include striping bicycle lanes through the intersection with curbed protection where possible to create a safer, more comfortable bicycling environment. The improvements provide shorter crosswalks with concurrent pedestrian phases and pedestrian head starts to enhance safety for those walking. There will be improved signal operations and signal equipment. The timeline for implementation is estimated to be in 2024.

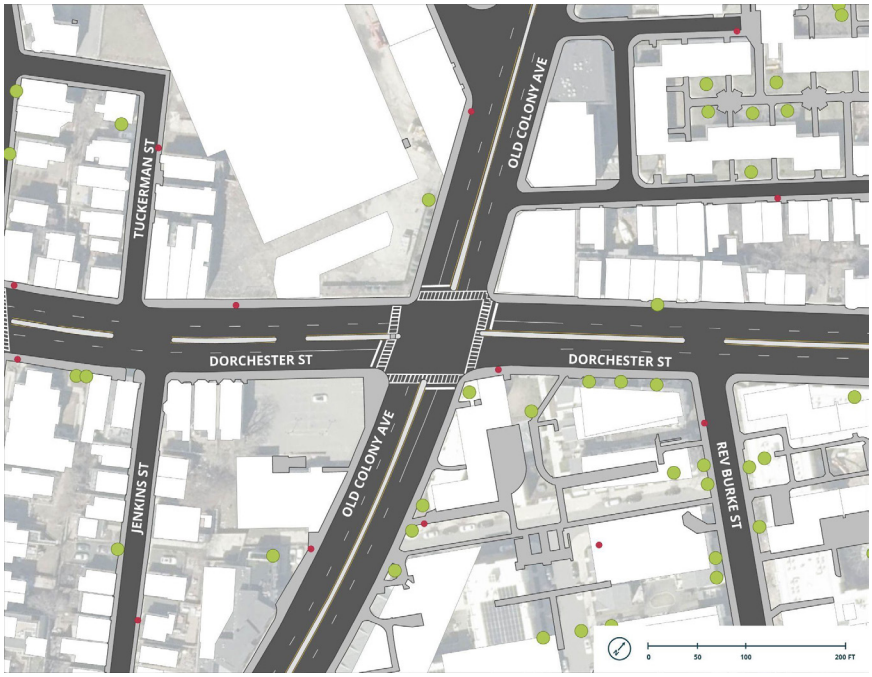


FIG 45 DORCHESTER STREET/OLD COLONY AVENUE - EXISTING

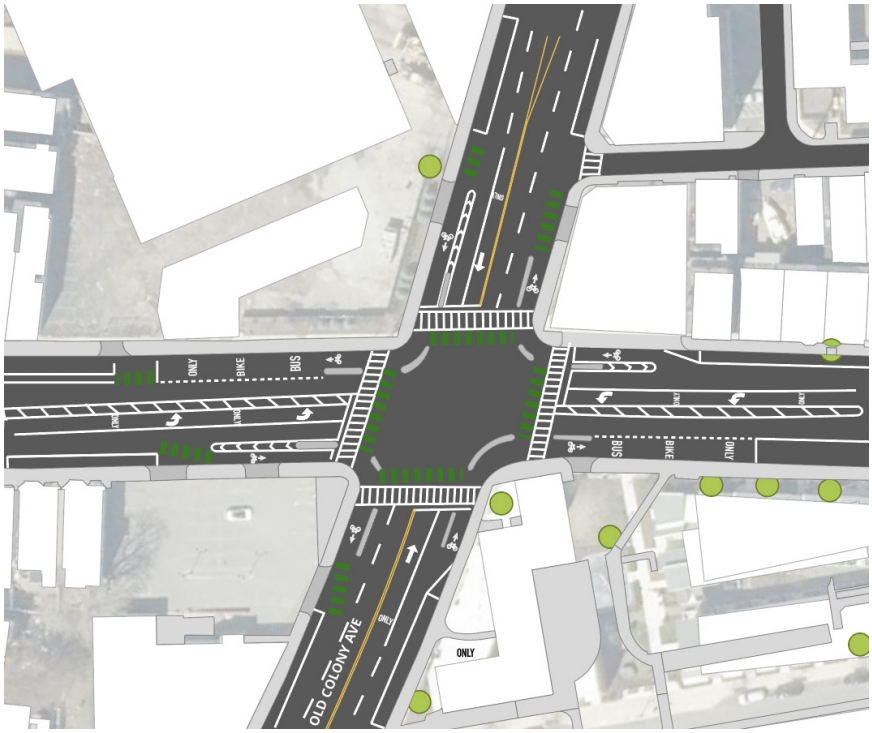


FIG 46 DORCHESTER STREET/OLD COLONY AVENUE - RECOMMENDED NEAR-TERM

Mercer/Columbia

Cost: $

Implementation: Near-term

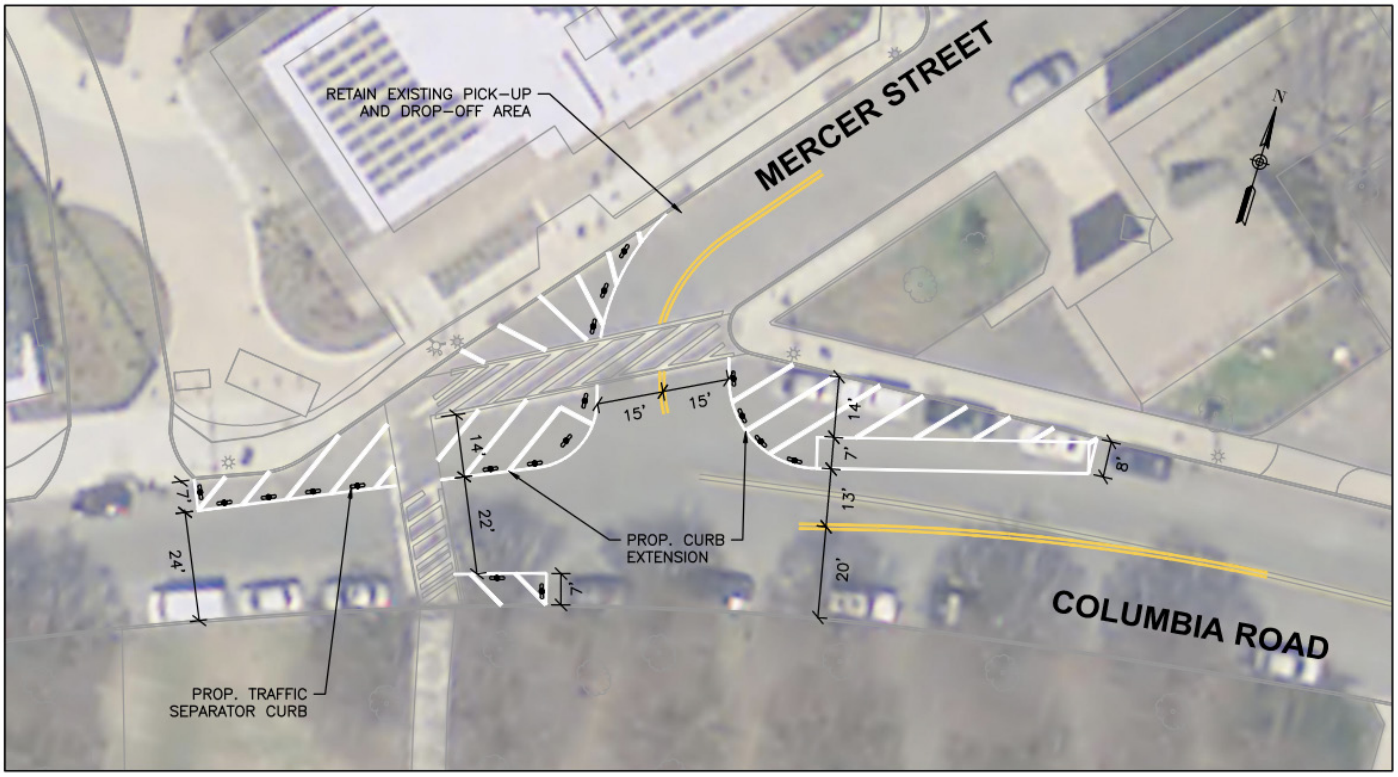


FIG 47 MERCER STREET/COLUMBIA ROAD - RECOMMENDED NEAR-TERM

Mercer Street and Columbia Road intersect at a skewed angle. The curbline between each side of Mercer Street is offset by approximately 15 feet. The directionality of Mercer Street at the intersection is two-way, and is reduced to one-way travel northbound at Reverend Burke Street. Columbia Road is two-way east of Mercer Street and transitions to one-way westbound west of Mercer Street. The current irregular intersection is not intuitive, empowers drivers to take the turn too fast, and makes it challenging for drivers to see pedestrians. The intersection can be redesigned to create a "T" from the irregular shaped intersection with striping and flexposts. Everyone can better see each other when an intersection is shaped like a "T" and it is clear who has the right-of-way. Drivers also turn more slowly, making the intersection safer for everyone. The plans also propose to clear the corner at the crosswalk on Columbia so that drivers have better visibility of pedestrians. The plans also allow for parking along Columbia where the striping improvements are located, which rightsizes the street and preserves on-street parking. The no-parking zone, which works as a de facto pick-up/drop-off zone for the Tierney on Mercer Street is preserved. BTD is currently exploring painting a mural in the striped areas with community participation.

East Eighth Street/Columbia Road

Cost: $

Implementation: Near-term

The striping improvements propose to "T" off the intersection of Columbia and East Eighth Street. The curb extensions are built with pavement markings and flexible delineator posts. With the improvements, everyone can better see each other and it is clear who has the right-of-way. Drivers also turn more slowly, making the intersection safer for everyone. The pick up/drop off zone for the Oliver Hazard Perry School and the bus stop on the north side of East Eighth Street will be shifted to the east to accommodate the striping improvements, access needs, and allow for smooth curb flow. Long-term improvements could include curbing the striped areas. The sidewalk could be realigned to consolidate the area not needed for circulation space. These areas could be landscaped and include green infrastructure, seating, and more. This could provide space to parents and children waiting to be picked up or dropped off. This space could also be considered for an expanded playground area for the Oliver Hazard Perry School. BTD is currently exploring painting a mural in the striped areas with community participation.

FIG 48 EAST EIGHTH STREET/COLUMBIA ROAD - EXISTING

FIG 49 EAST EIGHTH STREET/COLUMBIA ROAD - RECOMMENDED NEAR-TERM

FIG 50 EAST EIGHTH STREET/COLUMBIA ROAD - RECOMMENDED LONG-TERM

Marine Road/Columbia Road

Cost: $

Implementation: Near-term

Marine Road and Columbia Road intersect at a skewed angle. The crosswalk across East Eighth Street at Columbia Road is approximately 145 feet in length. The striping improvements proposed to "T" off the intersection of Marine Road and Columbia Road are very similar to the striping improvements to "T" off Columbia and East Eighth Street given their similar characteristics in size, angle and street type. The curb extensions are built with pavement markings and flexible delineator posts. With the improvements, everyone can better see each other and it is clear who has the right-of-way. Drivers also turn more slowly, making the intersection safer. The adjacent land uses are residential, and there is one driveway that needs to be accommodated in the striping improvements. BTD is currently exploring painting a mural in the striped areas with community participation.

FIG 51 MARINE ROAD/COLUMBIA ROAD - EXISTING

FIG 52 MARINE ROAD/COLUMBIA ROAD - RECOMMENDED NEAR-TERM

East First Street/Dorchester Street

- To be implemented with First Street

East First Street and Dorchester Street create a wide and irregular intersection. The crosswalk across Dorchester Street is over 50 feet long, as a result pedestrians are exposed for more time than a shorter crosswalk. Drivers are also empowered to take this turn fast due to the extra road space. While rightsizing East First Street is recommended to calm speeding traffic, create safer crossings, and add dedicated bike lanes, the intersection of Dorchester Street and East First is recommended for clarification between pedestrians and vehicles. Curb extensions are proposed at this intersection to remediate with pavement markings and flexible delineator posts. They will "T" the intersection so that everyone can better see each other and it is clear who has the right-of-way. Drivers also turn more slowly, making the intersection safer for everyone.

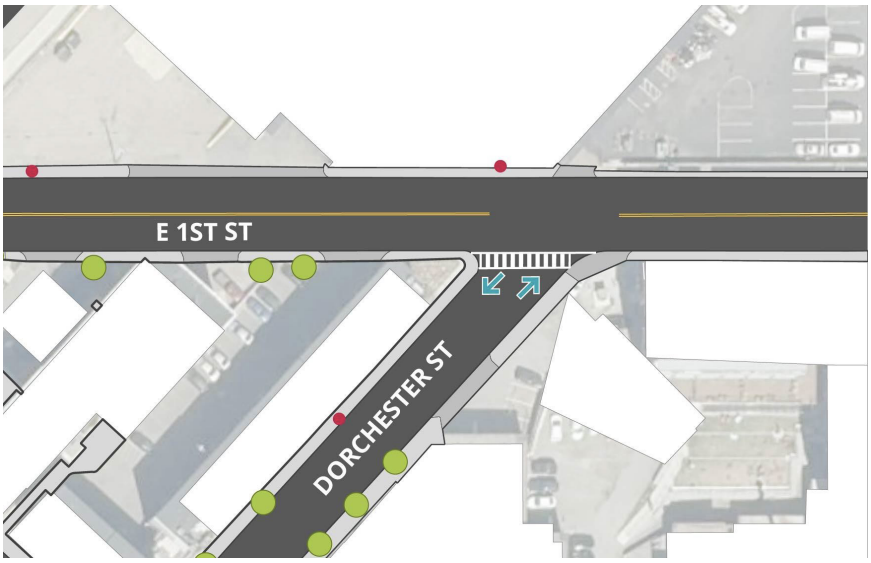


FIG 53 DORCHESTER STREET/EAST FIRST STREET - EXISTING

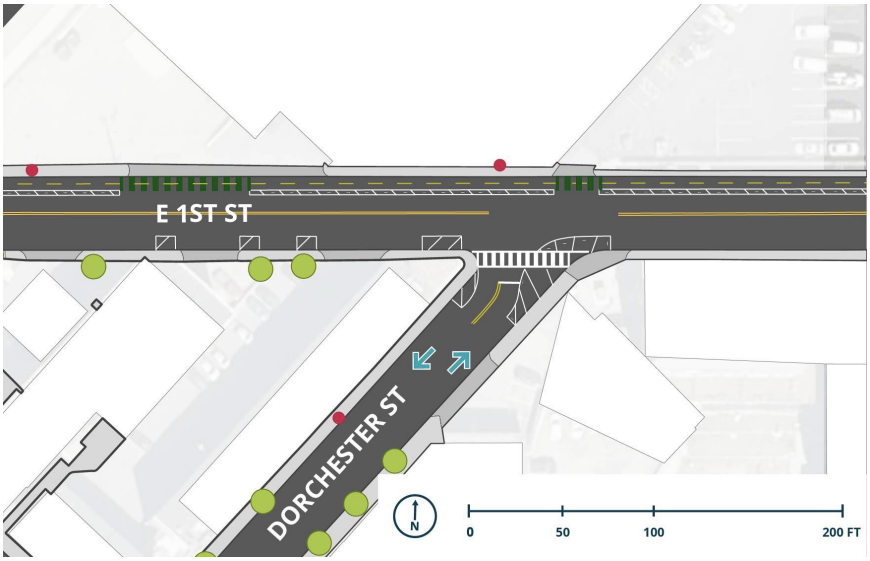


FIG 54 DORCHESTER STREET/EAST FIRST STREET - RECOMMENDED NEAR-TERM

West Fourth Street/Dorchester Street

- To be implemented as part of Dorchester Street

The BTD is advancing the designs for the Dorchester Street quick build project to create shorter crossings, slow speeds, add protection for bikes, and reduce the double threats. The extent of these striping improvements are from Andrew Square to Perkins Square. This project is currently in concept design, and is planned for 2024. BWSC work in Andrew Square needs to be completed prior to implementation. Within this scope includes the intersection of West Fourth Street and Dorchester Street for built crossing islands to create safer crossings across Dorchester Street. A crossing island allows people to pause while crossing multiple travel lanes, helping pedestrians feel safer at intersections or mid-block crossings. Crossing islands can also slow turning traffic by ensuring that drivers cannot "cut" turns quickly. Residents, specifically parents accessing scholls on East and West Fourth Street, shared that this crossing felt very dangerous to cross, and was critically important to improve. Crossing islands are currently being explored in design at all unsiganlized intersections on Dorchester Street between Andrew Square and Perkins Square.

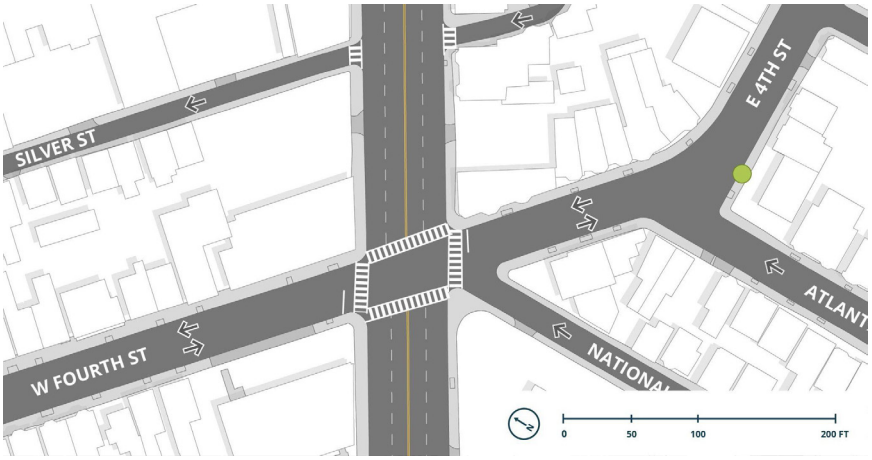


FIG 55 DORCHESTER STREET/EAST FOURTH STREET - EXISTING

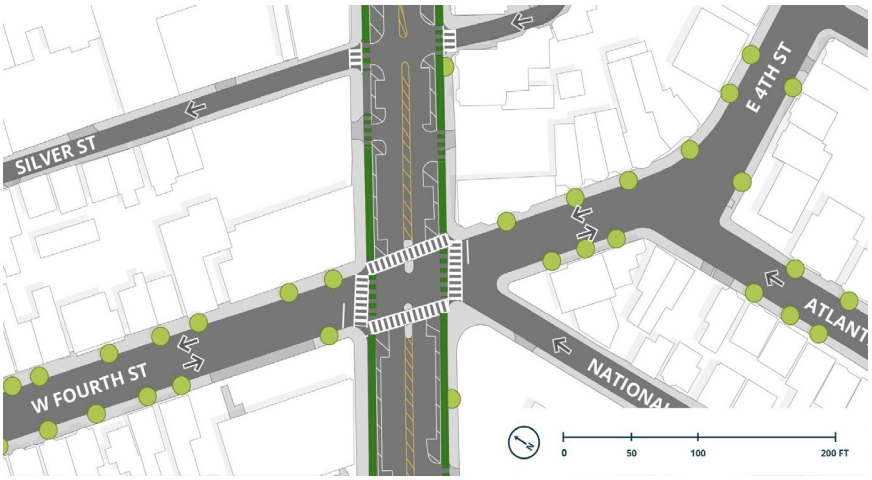


FIG 56 DORCHESTER STREET/EAST FOURTH STREET - RECOMMENDED NEAR-TERM

L Street/East Sixth Street

Cost: $$

Implementation: Near-term

The Colin's Joy Project began after the unexpected death of Colin, just before his 3rd birthday. Colin's Joy Project enhances the play spaces and expands family-focused programming in the South Boston area with the hope of seeing Colin's smile reflected in the joyful faces. Colin's Joy Project, with Boston Parks & Recreation, and the Browne Fund partnered to create an inviting and engaging community courtyard at Monsignor Powers Housing, where the tragic crash occurred. The new space includes a new entrance and fencing, a great lawn, shaded seating areas, and an interactive water feature where rocks painted by the community were placed. At the intersection of L Street and East Sixth Street a painted street mural is proposed in the existing cleared corners, functioning as activation and a pedestrian safety improvement. The painted mural will have "joy, love, and peace" as well as a heart written in the corners of the intersection. The mural will be implemented with the community.

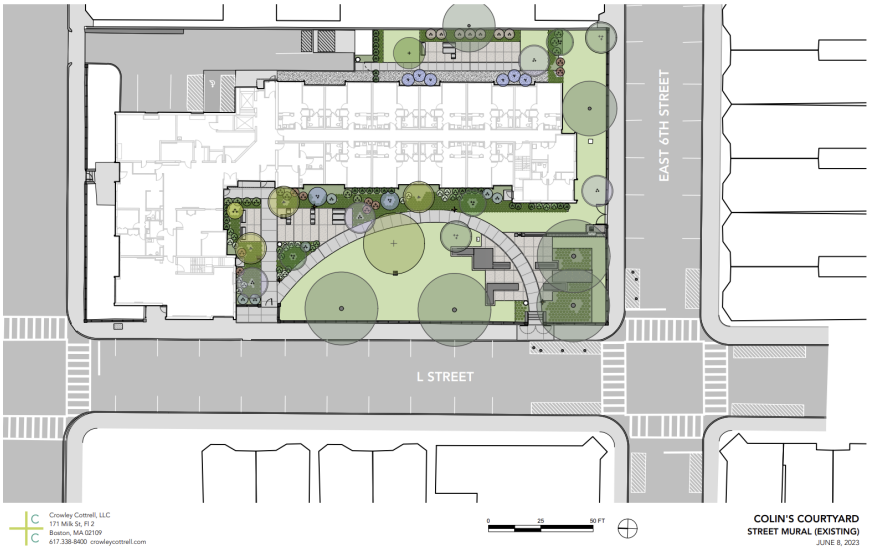


FIG 57 L STREET/EAST SIXTH STREET - EXISTING

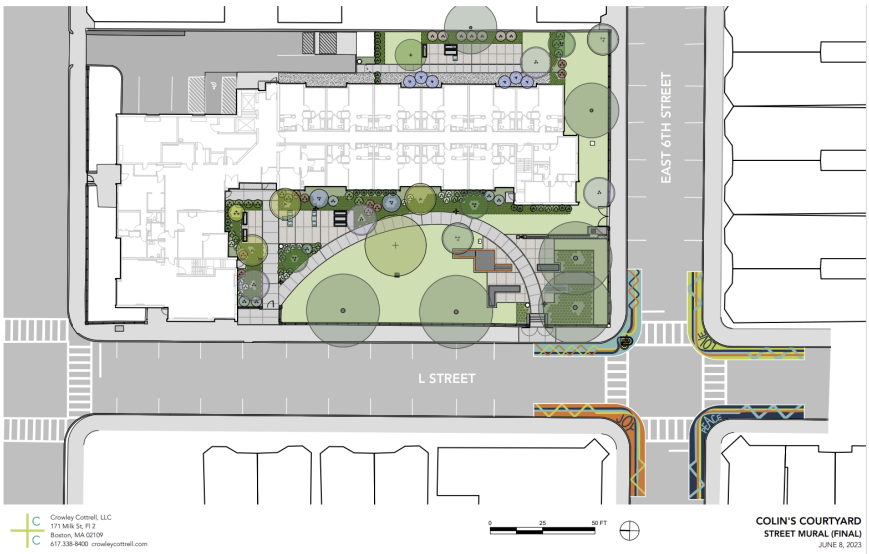


FIG 58 L STREET/EAST SIXTH STREET - RECOMMENDED NEAR-TERM

Subject to Developers Timelines

East Second/Dorchester Street

Cost: $$

Implementation: Subject to development timelines

The intersection of East Second and Dorchester Street is missing two crosswalks -one across East Second Street, and one across Dorchester Street. A developer has agreed to mitigation to install a curb extension to "T" off this intersection and add two crosswalks. The curb extension will create a shorter crossing distance from one side of the street to the other. People waiting on the new curb extension will also be more visible to drivers. This will also give more space for pedestrian curb ramps to meet accessibility standards and ensure that the crosswalks are accessible for people who use wheelchairs. The existing driveway curb cuts will be preserved.

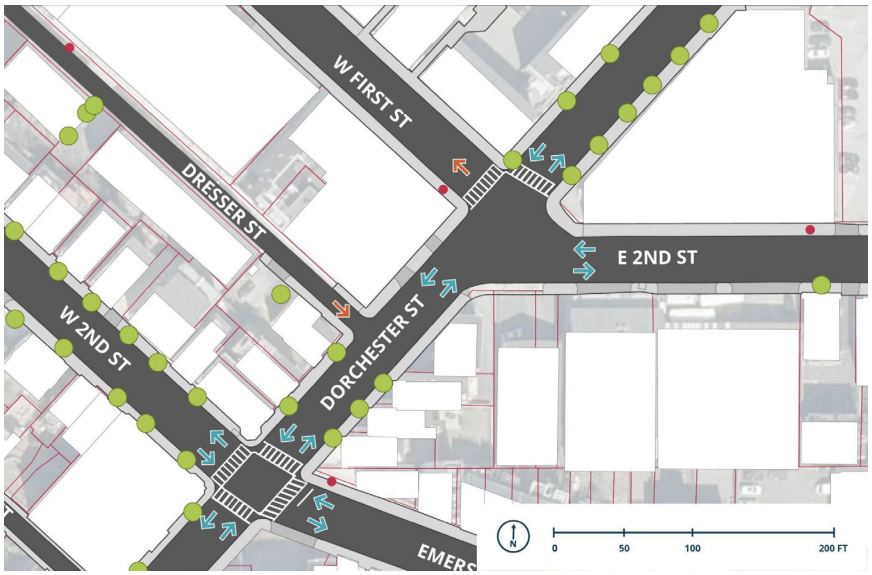


FIG 59 DORCHESTER STREET/WEST FIRST STREET/EAST SECOND STREET - EXISTING

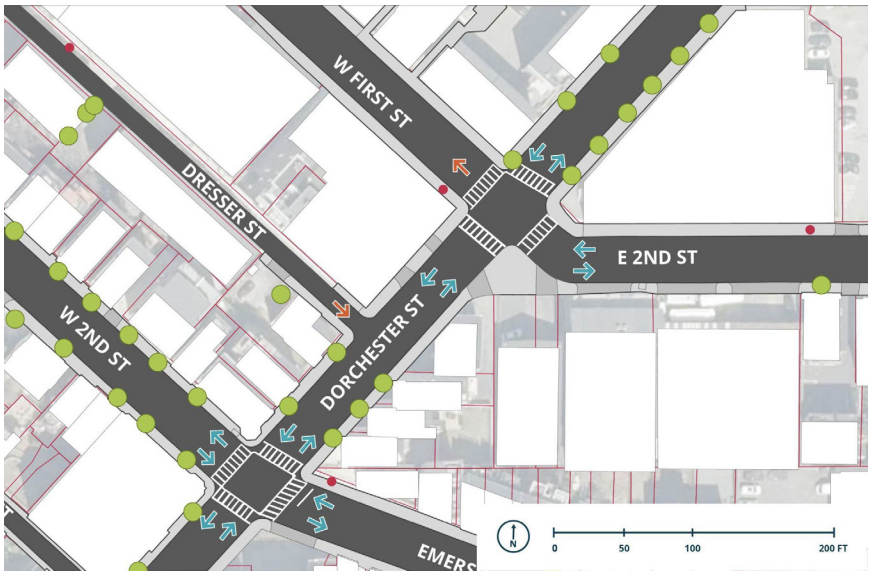


FIG 60 DORCHESTER STREET/WEST FIRST STREET/EAST SECOND STREET - RECOMMENDED

A Street/West Broadway

Cost: $$

Implementation: Subject to development timelines

A Street and West Broadway is a four-way intersection where two major connectors meet. Broadway has two oversized travel lanes in each direction, and street parking on both sides. A Street southbound has an existing left-turn lane, and a shared right/thru turn lane. There are painted, conventional bike lanes on A Street in each direction. MBTA buses travel through this intersection on Broadway. In the westbound or inbound direction, buses turn left from West Broadway to A Street.

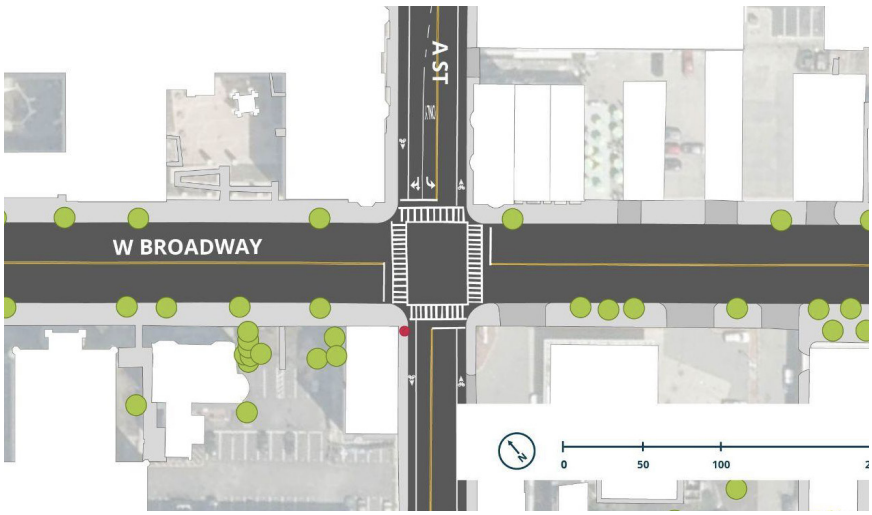


FIG 61 A STREET/WEST BROADWAY - EXISTING

As part of a new development, the intersection will be improved. A parking protected street-level bike lane with an elevated buffer will be added on West Broadway, and will transition midblock. This bike lane will provide protection through the corner as bikes turn onto A Street, or travel through to the South Bay Harbor Trail. Pick-up/drop-off spaces will be provided on West Broadway. A left-turn lane will be added on West Broadway westbound to support efficient movement of buses and vehicles through the intersection. Currently, buses making lefts have to wait for West Broadway eastbound traffic to travel through the intersection, and block traffic for West Broadway westbound while doing so. This turn lane will give buses a spot to queue. Additionally, the bike lane on the southern leg of A Street will shift some additional dimension from the wide travel lanes to provide a buffer in the northbound direction. These improvements will shorten the distances that pedestrians are exposed to traffic, and provide necessary accessibility improvements.

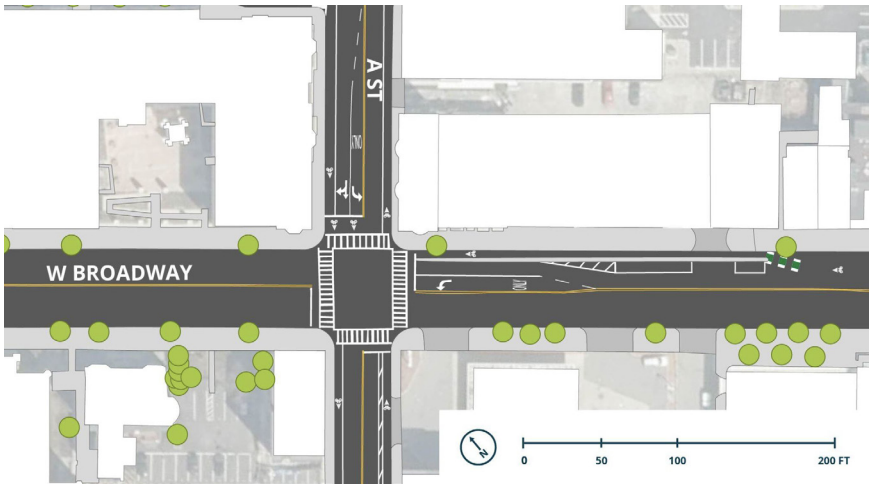


FIG 62 A STREET/WEST BROADWAY - RECOMMENDED

P Street/Columbia Road/East Seventh Street

Cost: $$

Implementation: Subject to development timelines, Subject to MBTA timeline

Columbia and East Seventh Street intersect at a skewed angle. There is currently no crosswalk present across East Seventh Street, or across Columbia Road. There is an approved development in the area, as well as an MBTA project that plans to make improvements to this intersection. The existing hashed area on the west side of East Seventh Street will have a curb extension installed. This will clarify the road space for all users. Street trees will be added to the curb extension on the west side of East Seventh Street. New crosswalks will be installed across East Seventh Street and across Columbia Road to align with the crosswalk on Day Boulevard. A curb extension will be installed on the east side of the intersection, and driveway access will be maintained for the abutter. The improvements will reduce drivers' empowerment to take this turn at high speeds due to the proposed deflection. The improvements will shift the bus stop from its current location to the new proposed curb extension. A sidewalk will be added to the grass median in coordination with DCR to provide a paired bus stop on the south side of Columbia Road. These improvements will upgrade the accessibility of this intersection and provide necessary pedestrian infrastructure that is currently missing.

FIG 63 EAST SEVENTH STREET/COLUMBIA ROAD - EXISTING

FIG 64 EAST SEVENTH STREET/COLUMBIA ROAD - RECOMMENDED

Old Harbor/East Eighth Street/Columbia Road/Gates Street

Cost: $$$

Implementation: Subject to development timelines

Old Colony Master Plan Development is a six phase project advancing over 950 housing units in South Boston between the bounds of Columbia Road, Old Harbor, East Eighth Street, and Mercer Street. Phase 5 and 6 have notable improvements to the transportation network.

These include the pedestrianization of Gates Street between East Eighth and Columbia Road. Currently, Gates Street terminates at East Eighth Street. There are no crosswalks present at the intersection of East Eighth and Gates Street. A curb extension will be added on the south side of Eighth Street to create shorter crossings, and three crosswalks will be added to ensure safe pedestrian access to the new connection.

FIG 65 EAST EIGHTH STREET/OLD HARBOR STREET/GATES STREET - EXISTING

Old Colony Phase 6 will also be installing a raised intersection at Old Harbor Street and East Eighth Street. A raised intersection raises the whole crossing area. This means that the crosswalks and the space where all streets meet are the same level as the sidewalk, which makes drivers slow down. Curb extensions will be installed to create shorter crossings at the raised intersection. Curb extensions are also planned for installation at Old Harbor at Columbia Road. There will also be a Bluebikes station added to Columbia Road near future Gates Street.

FIG 66 EAST EIGHTH STREET/OLD HARBOR STREET/GATES STREET - RECOMMENDED

Old Colony Avenue/Dorchester Avenue

Cost: $$$$

Implementation: Subject to development timelines

There are several concerns to be addressed at this important intersection, safety being the primary concern. The intersection has no bicycle facilities and unnecessarily long crossing distances for pedestrians. Furthermore, the intersection has low traffic capacity utilization (v/c) which leads to speeding and lane weaving, compounding concerns for those walking and bicycling. There are two improvement concepts under consideration. Both concepts are intended to improve safety by providing curb extensions, removing the slip lane, expanding the pedestrian realm, fully implementing the crosswalk, introducing a bike signal control and queueing area, and reconfiguring Dorchester Avenue southbound to one lane north of the intersection.

The proposed concept in Alternate 1 eliminates northbound right turns from Dorchester Avenue to Old Colony Avenue, as well as from Old Colony Avenue to W 7th Street since these turns have low demand but require a lot of roadway space. Through better striping and larger curb extensions, it reduces crossing width for pedestrians and allows for bicycle infrastructure, all without moving any signal equipment. This concept maintains the current bus routes.

The proposed concept in Alternate 2 further reduces pedestrian crossing distance and could have even greater benefits for pedestrians in particular. This concept does close West Seventh Street, which would require a shift in transit operations to Old Colony Avenue and would require further review with members of the community and the MBTA.

This intersection reconstruction will be designed and implemented by National Development as mitigation for the 323-365 Dorchester Avenue development project. The total mitigation associated with this intersection is $3 million. The work is contemplated to extend to just south of the Old Colony Avenue/Dorchester Avenue intersection to the northern edge of the bridge over the South Boston Bypass Road.

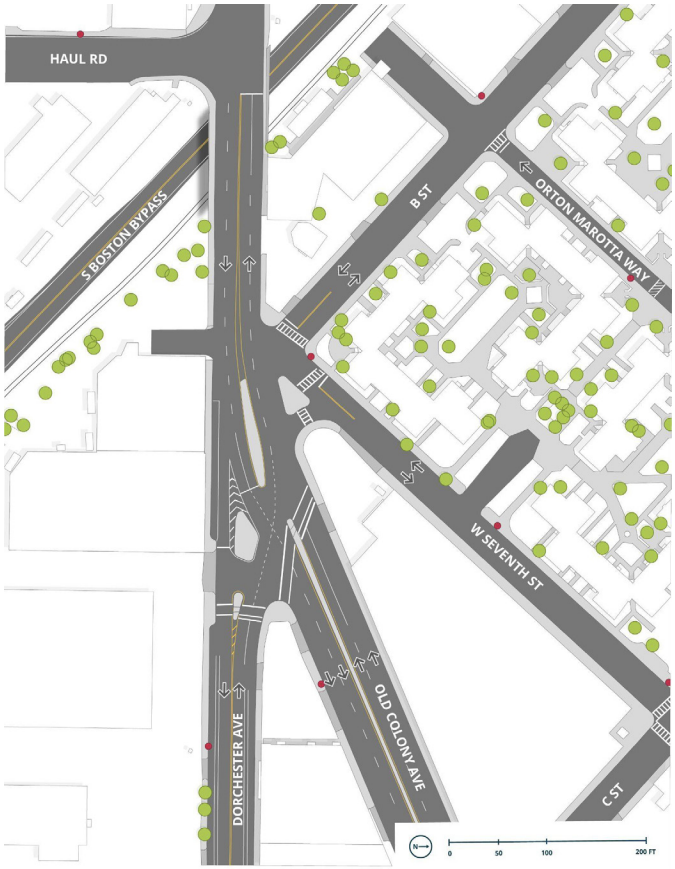


FIG 67 OLD COLONY AVENUE/DORCHESTER AVENUE/WEST SEVENTH STREET/B STREET - EXISTING

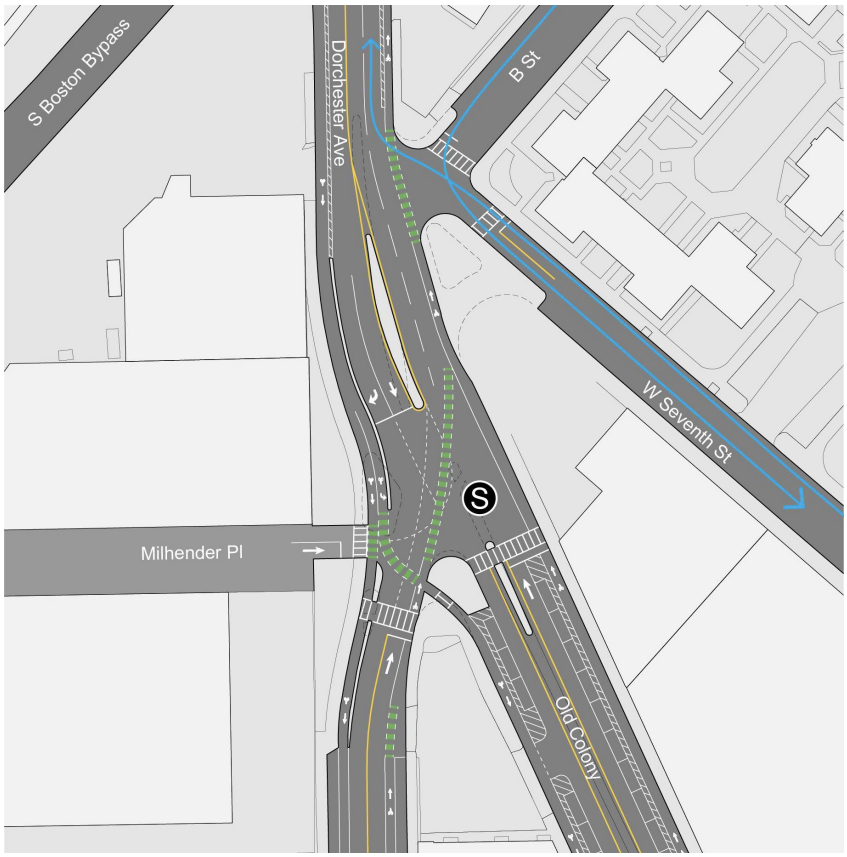


FIG 68 OLD COLONY AVENUE/DORCHESTER AVENUE/ WEST SEVENTH STREET/B STREET - RECOMMENDED ALTERNATIVE 1

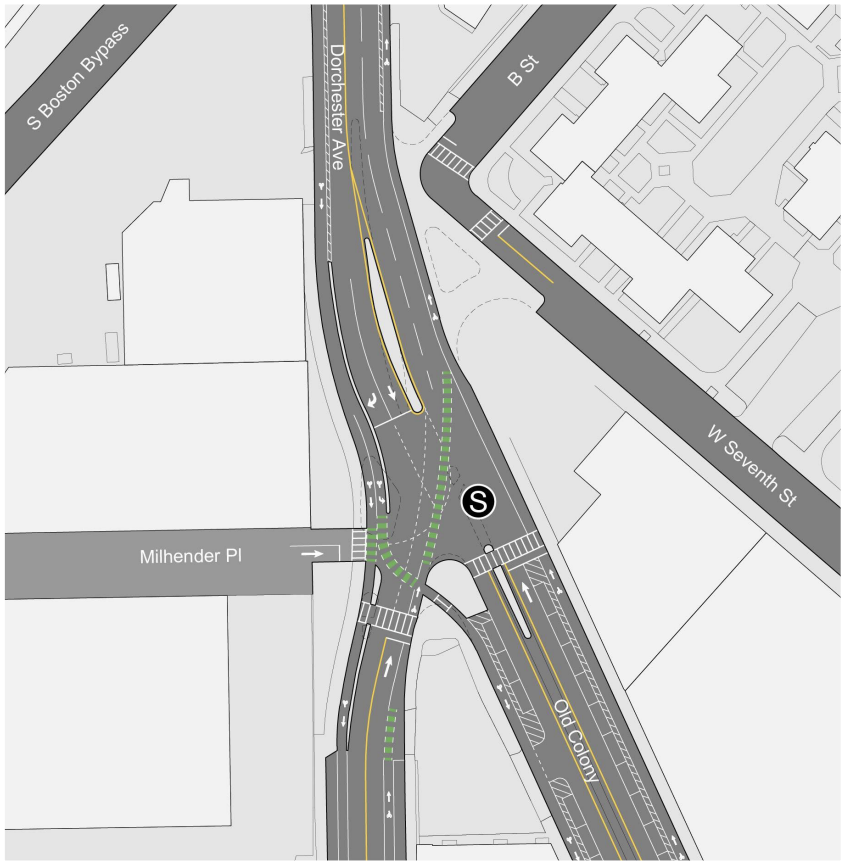


FIG 69 OLD COLONY AVENUE/DORCHESTER AVENUE/ WEST SEVENTH STREET/B STREET - RECOMMENDED ALTERNATIVE 2

E Street/West Second

Cost: $$

Implementation: Subject to development timelines

A development will be installing a raised intersection at E Street and West Second Street to be collocated with an open space area associated with the development project on the northwest corner of the intersection. A raised intersection raises the whole crossing area. This means that the crosswalks and the space where all streets meet are the same level as the sidewalk, which makes drivers slow down. Curb extensions will be installed to create shorter crossings at the raised intersection.

Dorchester Avenue/West Fifth/A Street

Cost: $$$$

Implementation: Subject to development timelines

The intersection of West Fifth Street, Dorchester Avenue, and A Street will be improved as part of the mitigation for 147 West Fourth Street. It is necessary for this project to design and implement an intersection reconstruction at the intersection of A Street, West Fifth Street and Dorchester Avenue. The intersection lacks rationalization and is uncomfortable for pedestrians and bicyclists. The intersection was a hot spot for reported pedestrian and bicyclist infrastructure concerns and pedestrian and motorist crashes between 2017 and 2022. While no concept was yet created for this intersection, the improvements should generally include:

- Better bike lanes on A Street where possible, prioritizing full separation for northbound bikes;
- Median removal to tighten up the intersection;
- Reallocation of right of way to create wider sidewalks with trees;
- Analysis for the provision of left turn lanes;
- Sidewalk level protected bike facilities on Dorchester Avenue as planned through the PLAN: Dorchester Avenue Transportation Plan; and
- The T-ing off and narrowing of West Fifth Street to 20 feet curb-to-curb
- The addition of bike facilities on West Fourth Street to provide a critical bike connection to the West Fourth Street bridge
- Bus priority along Dorchester Avenue north of Fourth Street to support the MBTA Route 9 for high frequency service

FIG 70 A STREET/DORCHESTER AVENUE/WEST FOURTH STREET- EXISTING

L Street/East First Street/West First Street/Summer Street

Cost: $$$$

Implementation: Subject to development timelines 776 Summer Street has a BPDA Board-approved PDA Master Plan, and PDA Development Plan for Phase 1. The site has been designed with two public streets and one access road to support the development and integrate into the street network. Elkins Street will be extended from the current terminus at Summer Street, into the site eastwardly. M Street will be extended into the site at its intersection with East 1st Street. There will be a private service drive that will reduce truck traffic on local streets associated with the site, and connect to the Dedicated Freight Corridor for service vehicles only.

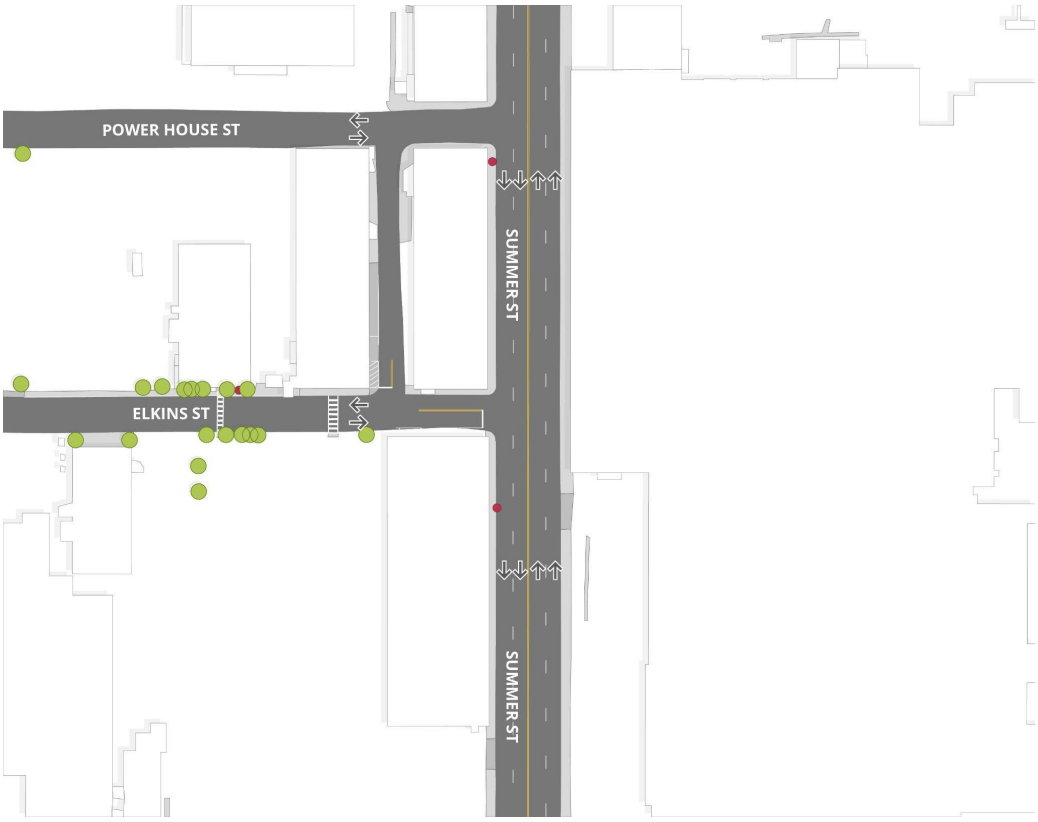


FIG 71 L STREET SUMMER STREET/ELKINS STREET/POWER HOUSE STREET - EXISTING

There will be a significant sidewalk setback on Summer Street from 6 Elkins between Elkins Street and East First Street on the westside, and between approximately the Butler Freight Corridor and East First Street on the eastside from 776 Summer Street. This setback will be used to create wider sidewalks, improve accessibility conditions, install street trees, better bus stops, and a separated bike facility. A bus bump out will be installed on Summer Street at East First Street for inbound Route 7 buses and Summer Street at Elkins Street for outbound Route 7 buses. A bus bump out is a curb extension that extends into the parking lane, and aligns the bus stop with the parking lane, creating an in-lane stop. This enables buses to stop without making large lateral shifts, or having to merge back into traffic. This also reduces the need to displace parking spaces to achieve improved bus stop accessibility. There will be curbside short-term parking spaces on Summer Street. Summer Street will provide a key pedestrian connection to the Harborwalk extension and placemaking along the waterfront.

Elkins Street will extend from Summer Street eastward through the center of the 776 Summer Street site, and will travel through the Turbine Hall building. There will be separated bike facilities, street trees, and wide sidewalks. Elkins Street will provide critical loading and parking access for the new buildings within the 776 Summer site. Elkins

Street will connect to the M Street extension, which will extend from the existing terminus at East First to the north through the site.

There are two preliminary concepts that provide detail on two alternative future scenarios. Both scenarios maintain the same curb-to-curb dimension and do not alter the Complete Street sidewalk, bus stop, and bike facility improvements provided by the two developments on this corridor. In Alternative A, the corridor maintains two lanes of vehicular traffic in both directions. In Alternative B, the Summer Street Pilot Program is included and includes the bus/truck lanes, and one travel lane in each direction. If the pilot is found to be successful, it will be made permanent and Alternative B will be the future condition.

FIG 72 L STREET/SUMMER STREET/ELKINS STREET/POWER HOUSE STREET - RECOMMENDED

776 Summer Vision Zero Intersections

Cost: $$

Implementation: Subject to development timelines

As transportation mitigation for 776 Summer Street, the developer is required to deliver 4 "Vision Zero" intersections in the first phase, and 4 intersections in the second phase valued at $100,000 each to be prioritized with the community. Given the neighborhood requests for safer crosswalks, and requests for raised crosswalks and approximate value per intersection, the SBTAP team is recommending these mitigation funds be used to install four raised crosswalks at four intersections. Raised crosswalks are the same level as the sidewalk. They make crossings more comfortable for people who use wheelchairs and other mobility aids. Because they are raised above street level, drivers have to slow down. The design of a raised crosswalk often includes curb extensions. The curb extensions prevent people from parking too close to the crosswalk. This further improves the safety and visibility of crossing locations.

The SBTAP team is requesting community feedback to prioritize four intersections from the seven proposed in the figure below. Note that one crosswalk will be selected per intersection. Raised crosswalks will not be installed on connector streets, like L Street, but may be installed on side streets. Key community destinations were prioritized in the proposed intersections, including parks, schools, and the beach.

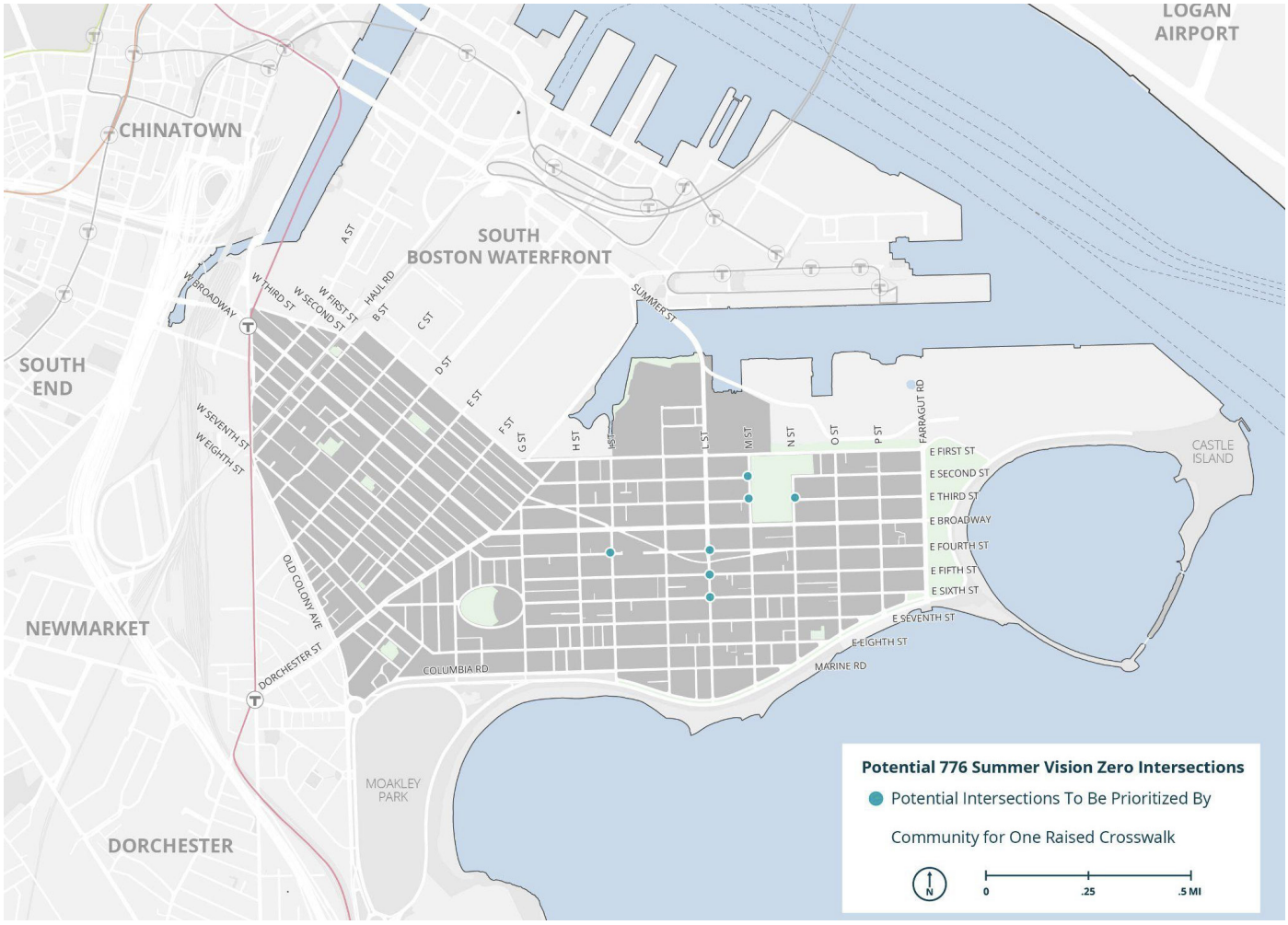


FIG 73 POTENTIAL 776 SUMMER VISION ZERO INTERSECTIONS TO BE PRIORITIZED BY COMMUNITY

Pappas Way/East First Street/West First Street

Cost: $$$$

Implementation: Subject to development timelines

The intersection of Pappas Way, East First Street and West First Street presents safety concerns. Today the intersection provides a critical link between the residential South Boston neighborhood and to the South Boston Waterfront, Downtown, and beyond.

The intersection has already been the subject of a tactical BTD Vision Zero project in 2021 that "T"-ed off the intersection, rightsized the travel lanes, incorporated daylighting, and created a 3-way stop through striping, signage and flex posts. The intersection has faced issues with driver compliance and has been the subject of numerous constituent phone calls and emails. In response, in the spring of 2023 BTD added "STOP" control to the First Street approaches.

The City will work with the community and the developer of the Reserved Channel Development located at 300 West First to determine a more permanent solution to the West First Street/Pappas Way intersection as part of transportation mitigation for the project. The intersection redesign will include the two-way bike facility on the north side of First Street. To note, Pappas Way is owned by Massport. First Street is owned by the City of Boston. Intersection designs will require community and interagency coordination and approvals.

Two preliminary concepts were created in pursuit of the goal to improve safety and visibility of this intersection. The preliminary concepts are conceptual and require refinement of curb geometries, street elements and crossings.

Concept A includes:

- Realignment of Pappas Way to shift westerly to align with West First Street
- Proposed bike facilities on Pappas Way
- A two-way bike facility on the north side of First Street
- The Harborwalk on the east side of Pappas Way
- Improved connectivity to the Harborwalk along the Reserve Channel

Concept B includes the same design as Concept A and:

- The disconnection of West First Street at the intersection of West First Street, East First Street and Pappas Way while maintaining all access to private properties.

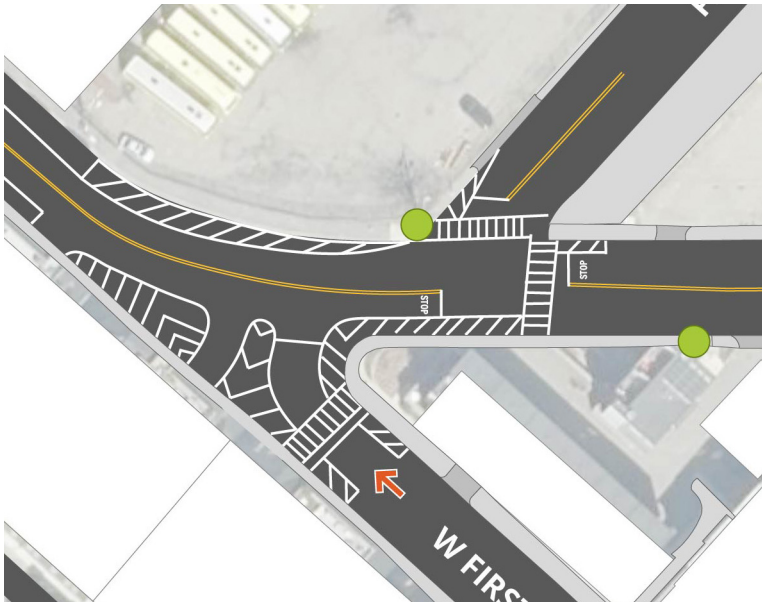


FIG 74 PAPPAS AT FIRST STREET - EXISTING CONDITION

FIG 75 PAPPAS AT FIRST STREET - CONCEPT A

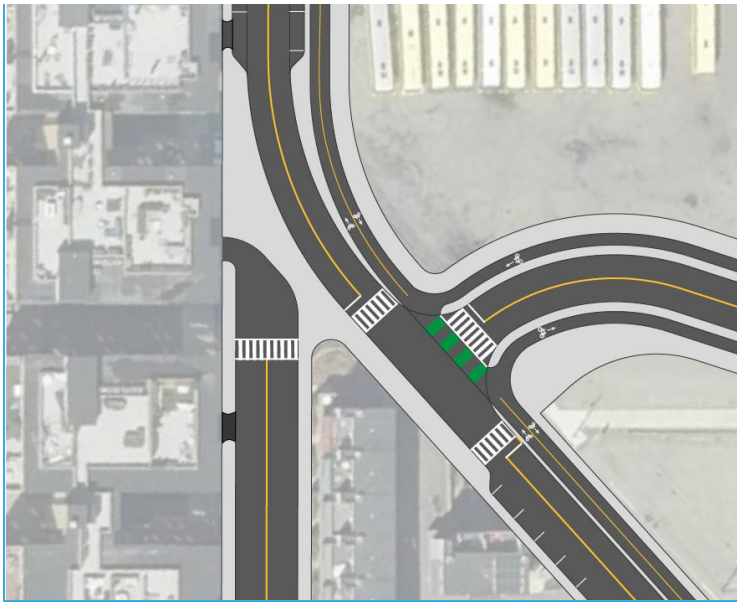


FIG 76 PAPPAS AT FIRST STREET - CONCEPT B

Long-Term

West Broadway/East Broadway/Dorchester Street

Cost: $$$$

Implementation: Subject to COB Streets Cabinet Selection Criteria

West Broadway, East Broadway, and Dorchester Street, which are among the highest priority streets within the project area, intersect to create Perkins Square, creating one of the neighborhood's most challenging and well trafficked intersections. A redesign of Perkins Square must aim to increase safety for all road users at this high priority intersection. It should also aim to simplify how people move through this complex intersection, and align with the priorities and potential redesign of the major streets that make up the intersection. Any redesign of Perkins Square must also carefully locate the bus stops that serve the Square. Bus stops are not included in these preliminary concepts.

The SBTAP team considered several ideas for Perkins Square, understanding that future study, data collection, and community engagement are needed to determine feasibility and preferred alternatives. Two general concepts, depicting many of the initial ideas, are included below to illustrate opportunities that the SBTAP team recommends for future consideration. Each concept contains various design elements, and elements from one concept may be interchanged with another concept, or additional ideas or recommendations may be generated in the future. Both concepts hold paramount the need to improve safety and accessibility for all, and provide opportunity to increase sidewalk space.

The first concept grouped ideas to improve bicycle connections in and around Perkins Square. These include near-term and long-term ideas for improved bike lanes on East Broadway, West Broadway, and Dorchester Street. In this concept, providing separated bicycle facilities through the intersection is paramount to ensure people of all ages and abilities feel safe and comfortable. Increased sidewalk space is created in the northern portion of the intersection, near Dorchester Street.

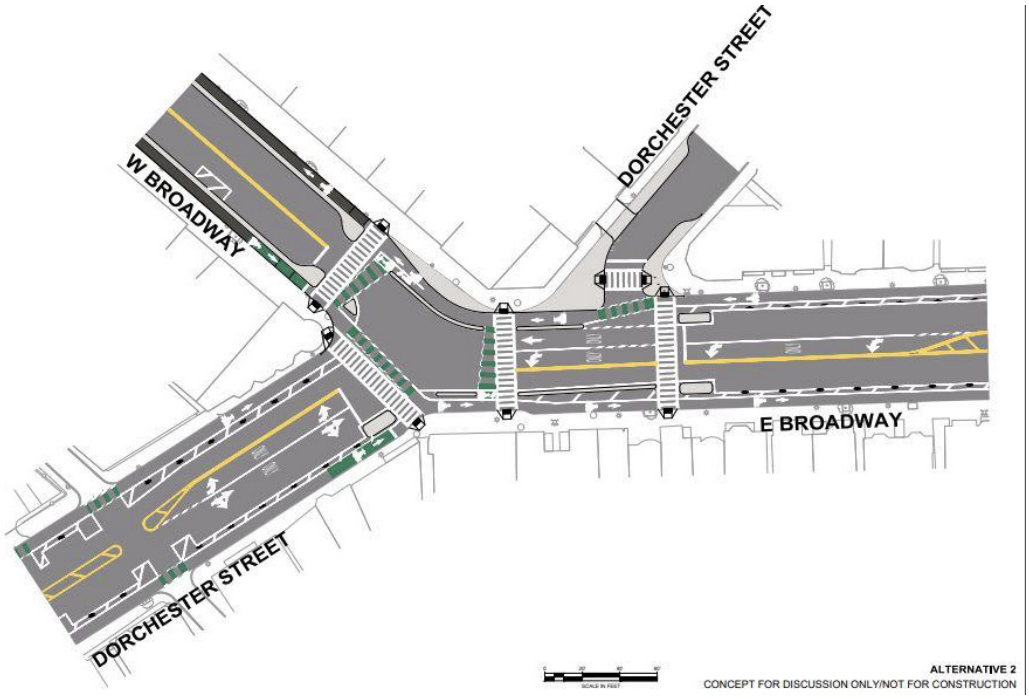


FIG 77 PERKINS SQUARE LONG-TERM WITH BIKE FACILITIES

The second concept grouped ideas to improve bus facilities and maximize pedestrian space. On East Broadway, this includes the potential for dedicated bus lanes to increase speeds and reliability on the Route 9 and Route 10 buses. It also includes more substantial increases in pedestrian space, adding curb extensions in various areas to reduce crossing distances.

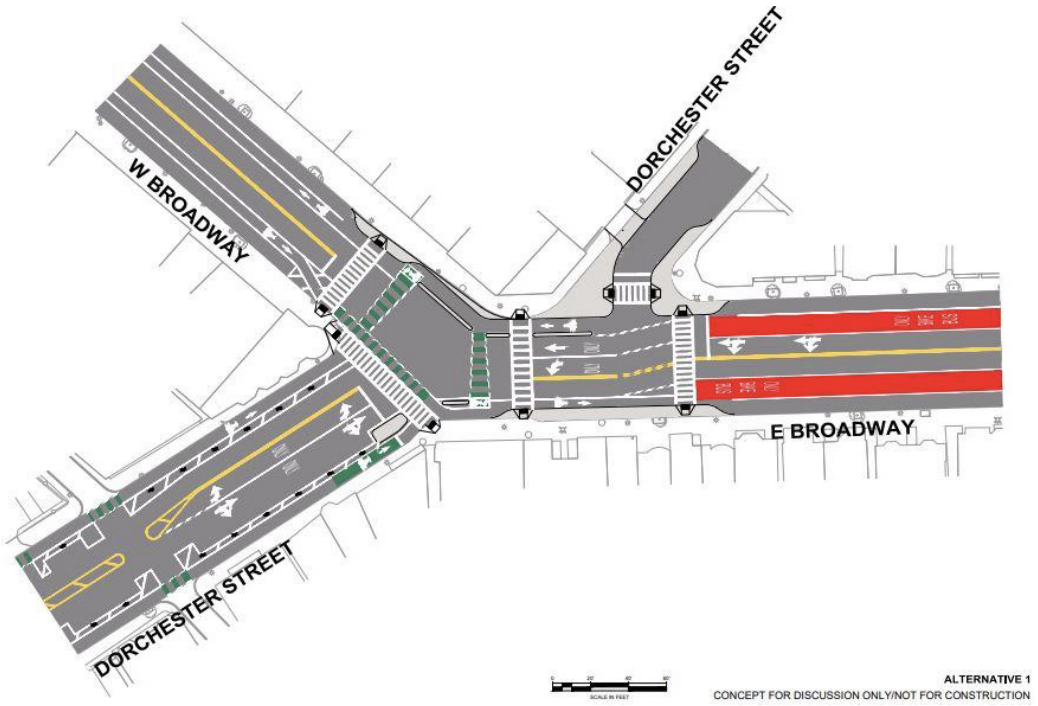


FIG 78 PERKINS SQUARE LONG-TERM WITH BUS FACILITIES

Both concepts illustrate one key idea to simplify the intersection: making Dorchester Street a one-way, southbound street between Perkins Square and G Street. While more study is needed, this change would allow for shorter crosswalks and increased sidewalk space. It would also simplify motor vehicle operations, removing some turning movements that can cause confusion and backups in the intersection today. This would require northbound drivers to use an alternate route, F Street, G Street, and H Street are one-way northbound, providing multiple nearby options for drivers.

FIG 79 ALTERNATIVES TO NORTHBOUND DORCHESTER STREET

The SBTAP Team also considered one final idea. Dorchester Street becomes a smaller, more residential street north of Perkins Square. The team noted that there may be an opportunity to dramatically improve safety, increase pedestrian space, and improve operations for motor vehicles by closing the north leg of Dorchester Street to through traffic.

One of the main challenges for all people traveling through Perkins Square is the size of the intersection field and complexity of the intersection. Removing the north leg of Dorchester Street from Perkins Square would significantly reduce the size of the intersection, as shown in the following figures and provide numerous benefits:

- Increased sidewalk space for seating, cafes, green infrastructure, or other uses,
- Increase space for dedicated bus or bicycle facilities,
- Simplified and more efficient signal operations, reducing delay for all road users
- Maintained emergency vehicle access along Dorchester Street

The SBTAP team recognizes that closing Dorchester Street to through traffic would not be without challenges. The team recommends further study to detail both the potential opportunities and challenges of this idea.

FIG 80 DORCHESTER STREET/EAST BROADWAY/WEST BROADWAY - EXISTING

FIG 81 DORCHESTER STREET/EAST BROADWAY/WEST BROADWAY - ILLUSTRATIVE PARTIAL CLOSURE WITH INTERSECTION FIELD HIGHLIGHTED

FIG 82 DORCHESTER STREET/EAST BROADWAY/WEST BROADWAY - ILLUSTRATIVE FULL CLOSURE WITH INTERSECTION FIELD HIGHLIGHTED

I Street/Emerson Street/East Broadway

Cost: $$$

Implementation: Subject to BTD's Capital Prioritization

FIG 83 EAST BROADWAY/EMERSON STREET/I STREET - EXISTING

I Street, Emerson Street, and East Broadway intersect. I Street is one-way northbound south of East Broadway to Day Boulevard, and one-way southbound north of East Broadway to East First Street. Emerson Street travels one-way eastbound on the portion to the east of I Street. Emerson Street to the west of I Street travels one-way westbound. Emerson meets the intersection at a skew.

There are no bike facilities present. Sidewalks are present on all streets. Crosswalks across East Broadway are 70' in length and require pedestrians to cross 4 lanes of vehicular traffic. The crosswalks across Emerson are 86' on the eastern portion and 50' on the western. There are two bus stops located in the intersection. The inbound bus stop is located near-side of I Street on East Broadway. The outbound bus stop is also located near-side of I Street on East Broadway. There is no bus infrastructure with the exception of bus stop signage. Street parking is present throughout the intersection on both sides of the street with the exception of Emerson Street where it is only present on the south side.

Many concerns have been raised for this intersection as synopsized in the existing conditions report. Double parking is present throughout, but most commonly on the north side of Emerson Street west of I Street and on the northeast side of East Broadway. There have been many speeding concerns cited here. People have also reported that they do not feel comfortable traveling via any mode of transportation.

Two options are proposed to accommodate the Recommended and Compromised Network. In both scenarios, I Street is proposed for a contraflow bike lane. Contraflow bike lanes are a type of bike lane that allow people biking to go both ways on a street that is one-way for motor vehicles. On streets with lower traffic volume and lower speeds, like I Street, a contraflow bike lanes can be added with paint and signage. The lane is positioned so that bicyclists ride on the right side of the street in the direction they are traveling, just like on most two-way streets. On-street parking will be maintained, so the lane is painted along the passenger side of parked cars. Curb extensions are proposed to reduce the crossing distance on both the north and south segment of I Street to create shorter crossing distances and better visibility of pedestrians.

Both options also T-off Emerson Street to create shorter crossing distances and safer turns. Both options shift the bus stops far-side of I Street to have safer bus movements. Both also create a bus bulb out on East Broadway for the outbound bus stop. This will also free up space for potential outdoor dining and placemaking space for the existing restaurant use on this corner and general public.

The Recommended Bike Version option proposes parking protected bike lanes on East Broadway. In the bus priority option, curbside bus lanes are provided by taking away one lane of vehicular travel. On-street parking is present on both sides of the street. By separating buses from general traffic, buses can move efficiently to serve passengers. Curb extensions are provided to shorten crossing distances across East Broadway, and a bus bump out is provided far-side of Emerson Street.

FIG 84 EAST BROADWAY/EMERSON STREET/I STREET - LONG-TERM BUS LANE OPTION

FIG 85 EAST BROADWAY/EMERSON STREET/I STREET - LONG-TERM BIKE LANE OPTION

Day Boulevard/East Broadway

Cost: $

Implementation: Subject to DCR timelines

Day Boulevard and East Broadway intersect at the terminus of East Broadway. This is a three-way intersection. This intersection has an island in the center with plantings and a statue of Admiral David Farragut that functions as a neighborhood traffic circle. The traffic circle does not significantly limit or deflect traffic, so drivers are empowered to traverse this intersection at fast speeds. Drivers have cited that it is not clear what side of the traffic circle they are supposed to drive on depending on their direction of travel. The MBTA Route 9 bus also relies on this intersection to turn around. The SBTAP team proposes striping improvements to clarify space, improve predictability for all users, and reduce the exposure area for pedestrians with conflicting vehicles. The space is not clarified and allows for multiple vehicles to enter the space in parallel, and at different directions on the same side of the traffic island. The plans propose to tighten up the turning radius for drivers to create slower movements through the circle. The plans create splitter islands with striped buffers to deflect the speeds at which drivers enter the roundabout. In the long-term, those areas recommended to be striped off stand to offer great potential for decreasing asphalt coverage. These striped-off areas can be reclaimed as public landscape, and in this scheme, added curb islands intersected by crosswalks would create physical pedestrian crossing islands, which ease the experience of pedestrians crossing Day Boulevard. The crossing islands would allow people to pause while crossing multiple travel lanes. Crossing islands help people feel safer and enable people to cross the street in two stages. Crossing islands can also slow turning traffic by ensuring that drivers cannot "cut" turns quickly. Additionally, approximately 30 new trees can be planted to provide shade and improve the environment of South Boston.

FIG 86 DAY BOULEVARD/EAST BROADWAY - EXISTING

FIG 87 DAY BOULEVARD/EAST BROADWAY - RECOMMENDED NEAR-TERM

FIG 88 DAY BOULEVARD/EAST BROADWAY - RECOMMENDED LONG-TERM

Day Boulevard/Shore Road

Cost: $$

Implementation: Subject to DCR timelines

FIG 89 DAY BOULEVARD/SHORE ROAD - EXISTING

DCR owns Shore Road and Day Boulevard. While this area is not within the SBTAP Study Area, nor under city jurisdiction, the SBTAP project team coordinated with DCR to ensure this critical link to the Study Area was safe for all modes of transportation. Shore Road functions as a critical link between the Thomas J. Butler Memorial Park and Castle Island. Shore Road is 23 feet wide. It has parking on the south side, no sidewalks and no bike facilities. The SBTAP proposes expanding the street by approximately 5' to the south. The SBTAP team proposes that the street function as a flush, shared street to provide necessary pedestrian and bike connections. Shore Road is discussed in more detail in the Park Connections and Bike Network sections. The intersection of Shore Road and Day Boulevard is not accessible in the current condition and is missing two necessary crosswalks. The sidewalk on Day Boulevard on the south side of Shore Road ends 20 feet before Shore Road. There is no sidewalk on Day Boulevard on the north side of Shore Road. The recommendation is to complete the sidewalk to Shore Road and add a crosswalk across Shore Road. The proposal is also to add a crosswalk across William J. Day Boulevard on the north side of Shore Road. This crosswalk can land in an

existing greenspace to limit the reduction of on-street parking. There is a gate at Shore Road on William J. Day Boulevard that closes nightly at 10pm. This gate will not be impacted by the proposed pedestrian and bike improvements. The curbed island that the gate is located on could be explored to function as a crossing island so that pedestrians and bikes could cross the street in two phases.

FIG 90 DAY BOULEVARD/SHORE ROAD - RECOMMENDED

Other Safety Toolkit Items to Support Safer Streets and Intersections

There are other street safety toolkit items like signage, paint, and speed humps that support safer speeds and intersections. The SBTAP team did a canvas of these tools in the Study Area, applied engineering standards, and made recommendations for where it would be appropriate to implement these tools in the Study Area.

Speed Humps

A simple street tool like a speed hump can reduce car speeds and create a more comfortable environment for those who walk or bike in our neighborhoods. Speed humps are a series of gradual mounds of asphalt in the street. They are three inches high and 12- to 14-feet long. Speed humps are comfortable to drive over at 20 miles per hour or less. Speed humps are used on streets that are relatively flat, straight, and are one or two lanes wide. Speed humps are built every 150 to 250 feet apart to prevent drivers from speeding between them. Speed humps do not impact drainage, street sweeping, snow removal, or street parking. Speed humps are only used on smaller "side" streets. They are not appropriate for wider, busier streets or for streets with MBTA bus routes.

In May 2023, BTD announced the Safety Surge initiative, a new street safety program designed to curb speeding, reduce crashes, and make neighborhoods more comfortable and safer for walking, biking, and driving. This program invests in the installation of zones of speed humps on eligible neighborhood streets, the redesign of intersections for safety, and new guidelines for the City's traffic signals to slow down traffic on residential streets and reduce conflicts between drivers, pedestrians, and bike riders. The new program will add over 80 miles of streets with speed humps.

By identifying the specific areas in South Boston eligible for speed humps, the funding from this program will be directed toward the areas that will have the greatest impact on safety.

BTD went through every street in Boston to find those where speed humps could be appropriate. BTD mapped out small, connected networks of these streets and evaluated each area based on demographic information and crash history.

FIG 91 PHOTO | SPEED HUMP

Action Item

- Over the next three years, the City will be working to design and build speed humps in many neighborhoods of Boston. The City will plan, design, and build ten speed hump zones each year. These zones are currently being designed for speed humps.
- As part of an early implementation action item, the City will installed speed humps in the two zones in the SBTAP Study Area identified below. The below map shows where speed humps in the SBTAP Study Area were built (on eligible streets).

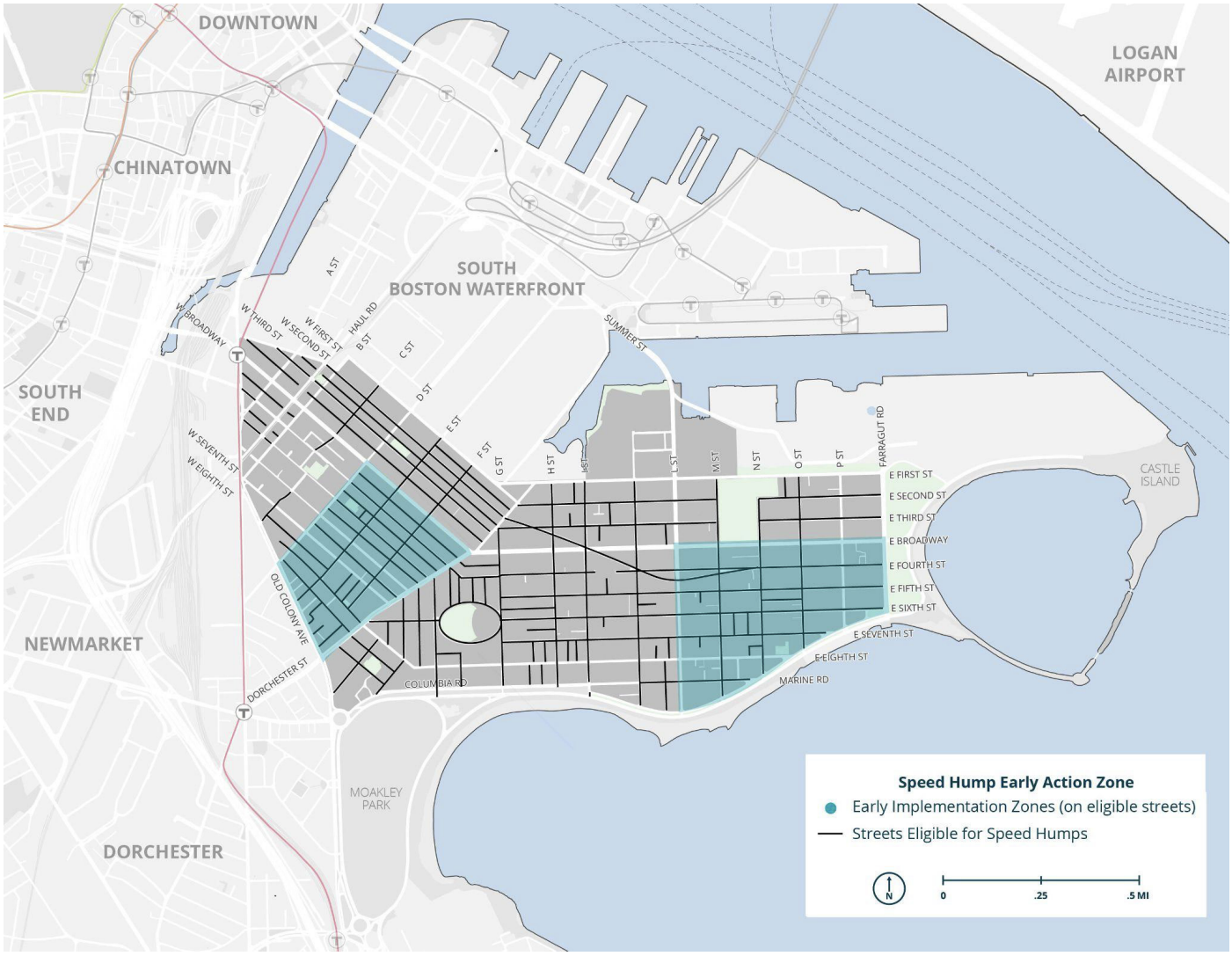


FIG 92 SPEED HUMP EARLY ACTION ZONES ON ELIGIBLE STREETS

Speed Feedback Signs

Speed feedback signs are digital signs that display a driver's speed. If the driver is exceeding the posted speed limit, the digital sign flashes. Speed feedback signs can help reduce the number of drivers going very fast (10 or more miles per hour over the speed limit). The long-term effectiveness of these signs is not known.

FIG 93 PHOTO | SPEED FEEDBACK SIGN AT FARRAGUT ROAD AT EAST SECOND STREET

The SBTAP team identified locations eligible for speed feedback signs. Criteria for installation includes vehicle volumes, high crash or high risk locations. Ineligible criteria include siting distance requirements, school zone with time-varying speed limits, curvature of the street, and proximity to another speed feedback sign. The eligible areas were overlaid with available speed data where it was collected through the SBTAP.

Action Items

- As part of an early implementation action item, five speed feedback signs were installed in January 2023. These locations were prioritized based on speed data, siting requirements, and colocation with other transportation concerns and related improvements. There are now 17 speed feedback signs in the Study Area

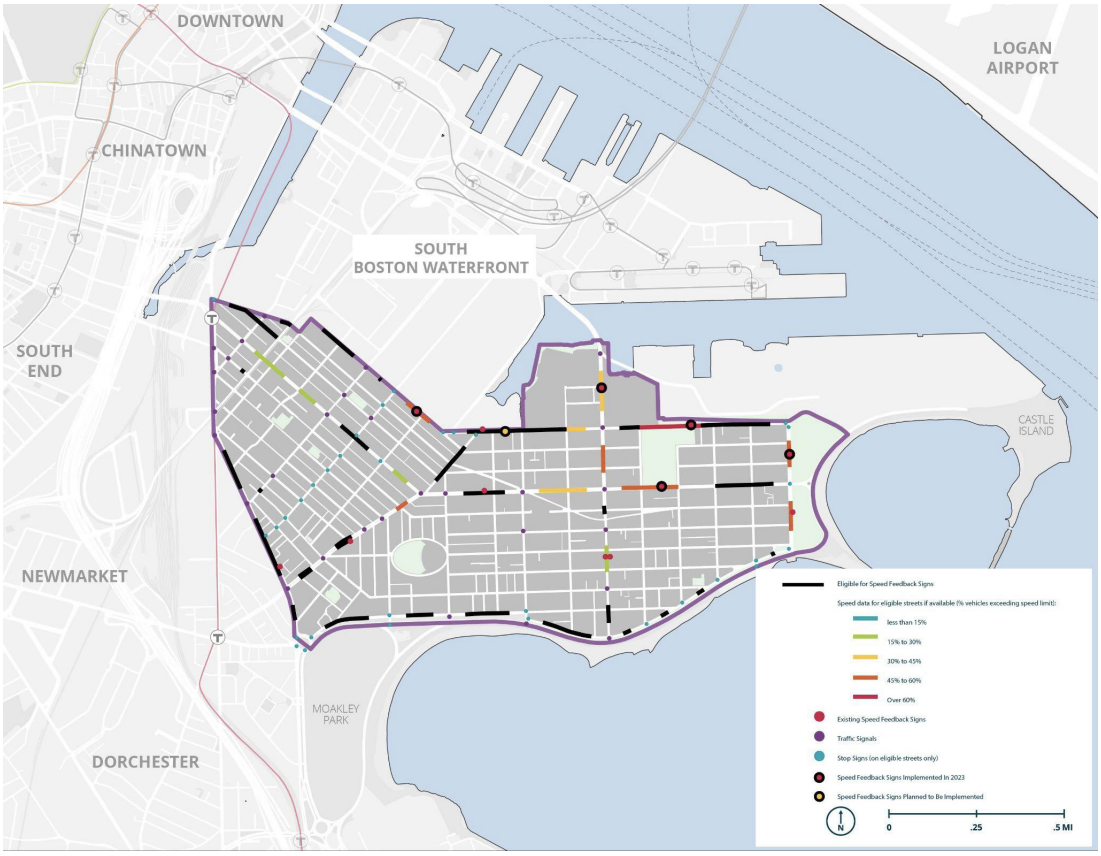


FIG 94 SPEED FEEDBACK SIGN ELIGIBILITY, SPEED DATA, AND IMPLEMENTATION

Chicanes

Chicanes create a slight "s" curve in an otherwise straight street. Streets that are relatively straight can empower drivers to travel too fast. The curve encourages drivers to reduce their speed. Chicanes are appropriate for streets that are only one or two-lanes wide. The curve is created by putting parking on alternating sides of the street. In reconstruction projects, built curb extensions can be used to create the curve. Given the desire to preserve as much street parking as possible, the approach to identifying potential locations for chicanes began with understanding where in the Study Area that parking existed only on one side of the street. Other factors considered in eligibility include street width, street ownership, existing curvature, and presence of an MBTA bus route.

Without obstructing vehicular routes nor significantly reducing available parking, chicanes also can create opportunities for shade trees and sidewalk seating areas. The small asphalt areas reclaimed by curb extensions offer space for tree planting, benches, and cafe-style chairs and tables.

FIG 95 PHOTO | CHICANE FROM ALTERNATING PARKING ON HIGHLAND STREET IN SOMERVILLE.

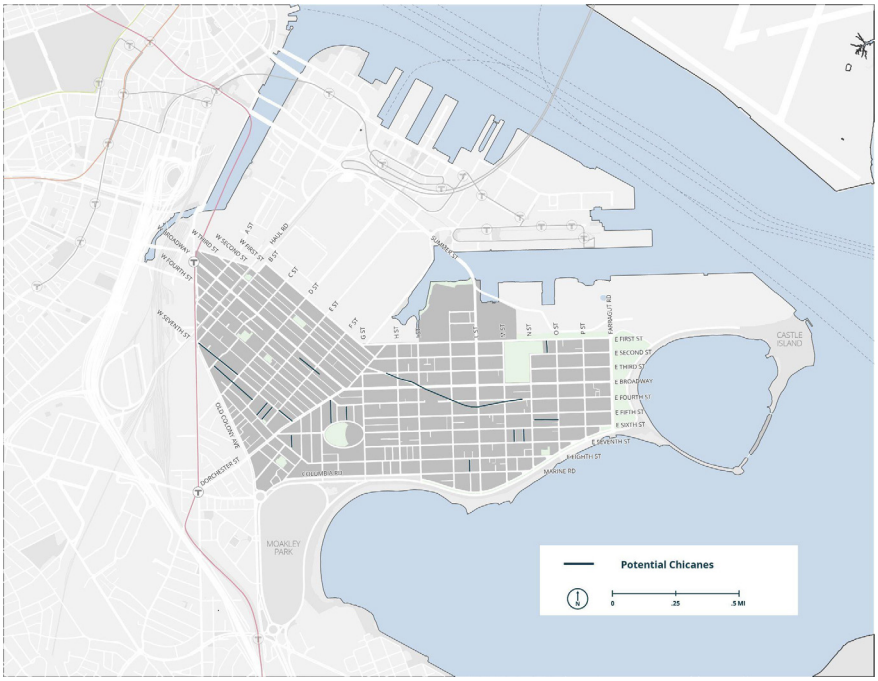


FIG 96 CHICANE OPPORTUNITIES IN STUDY AREA

The eligible streets include West Seventh, Acadia Street, Baxter Street, Colebrook Street, Emerson Street, Grimes Street, Hatch Street, Knowlton Street, Loring Street, Monks Street, National Street, Orton Marotta Way (private), Pacific Street, Peters Street, and Swallow Street.

These streets will be evaluated further for chicane implementation. While no speed data was collected specifically on these streets, the City and SBTAP team has received concerns for speeding on some of these proposed streets. To note, there may be an overlap between some of the streets that are eligible for chicanes and the streets that are not eligible for speed hump implementation given their slope. These streets will be considered for implementation as citywide use of chicanes are explored further.

Pedestrian Warning Signs

Pedestrian warning signs can be installed at unsignalized crosswalks. Often, the image of a person walking in a diamond shape is accompanied by a sign with an arrow pointing at the crosswalk.

These signs provide even more notice to drivers as they approach crosswalks. Signs rely on people to observe and change their behavior. Signage has limited effectiveness comparatively to other, larger interventions. Oftentimes, other improvements to address the underlying pedestrian safety issues need to be addressed.

Between 2022-2023, the City implemented five flashing LED pedestrian warning signs

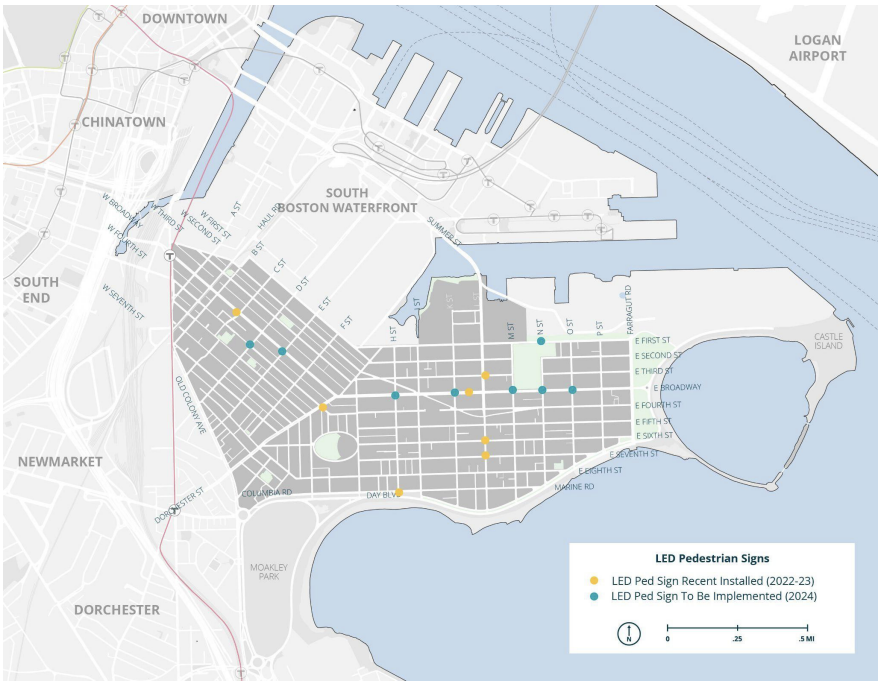


FIG 97 NEWLY INSTALLED AND PROPOSED LED PEDESTRIAN SIGNS (2022-2024)

in the Study Area. The City will implement two additional LED pedestrian signs on L Street in 2023. The City will continue to evaluate candidates for installation and prioritize amongst the city.

Signal Policy: Safety Surge

Making changes at signalized intersections can increase safety for people walking, biking, and driving. Tools like a leading pedestrian interval can give walkers a head start by providing them with a walk sign a few seconds before a driver gets a green light. This creates more visibility for pedestrians and reduces conflicts between people walking and turning drivers.

"No Turn on Red" signage is another important safety tool to reduce conflicts and increase safety at intersections. Drivers may be so intent to turn at a signal that they only look left and neglect to check for pedestrians who may be crossing. Removing the option to take a right at a red light can reduce the number of potential conflicts. The presence of pedestrians, especially near schools, parks, and other community facilities, sight lines, or a history of crashes are reasons that a "No Turn on Red" sign may be installed. BTD has also revised the guidelines for intersection timing and phasing to make sure that safety is always a top priority.

Action Item

- The City aims to update at least 50 intersections a year using the new guidelines.

Clear Corners

Parking is prohibited ahead of a crosswalk or intersection. Parked vehicles or other obstructions can block views of other people driving, biking, or waiting to cross. When parking is restricted, drivers are more likely to see approaching vehicles or people crossing the street. This reduces the likelihood of crashes at intersections. Clear corners also make it easier for fire trucks, delivery trucks, and other larger vehicles to turn. With clear corners, these bigger vehicles are less likely to scrape other parked cars or get stuck.

"No Parking" signs are added to mark the area where parking is prohibited. This can also be accomplished by adding a painted box with diagonal lines and plastic posts in the space as a reminder. In construction projects, curb extensions can be built using granite and concrete to prevent people from parking too close.

In the SBTAP Study Area, locations will be evaluated for clear corner installation. Locations to be prioritized:

- Where parking prohibitions within 20 feet of a crosswalk or intersection are currently being violated
- Based on the intersection prioritization framework
- Intersections that are not selected for other improvements
- Based on community feedback
- Based on engineering judgment

06.

Accessibility

Some sidewalks in the Study Area, especially ones lining the many narrow streets like Bolton, Story and Tudor do not meet the minimum or preferred dimensions making walking on the sidewalks challenging and inaccessible. On some streets sidewalks are missing. There are also sidewalk materials that do not meet standards. The following recommendations remediate these issues and identify strategies to meet accessibility standards on streets in the SBTAP Study Area.

Pedestrian Easements

Pedestrian Easements are accepted by the Public Improvement Commission. They are the dedication of private property for public use, without changing ownership of the property. They are most commonly received as part of Article 80 Small and Large Project Review. This allows the sidewalk to get wider via a setback on private property to meet Complete Street standards, and to meet accessibility requirements. In some cases, a setback is required by zoning. An example is First Street where existing zoning requires a minimum front yard setback of 5 feet to provide additional pedestrian right of way for Small and Large Project Review.

Narrow Streets

Challenges

There are seven distinct alley-like streets in the Study Area that differ in dimension from other streets in the neighborhood. Though alleys originally were designed to serve as back doors for businesses and residents, they have changed over time and now have front doors to homes. These streets provide one-way travel in a single travel lane generally ranging from 10-13 feet. The building face-to-building face width on these alleys is typically around 20 feet. They typically have sidewalks that are 3-4 feet wide. Minimum accessibility standards require 5 feet of clear and unobstructed pedestrian spaces.

These streets are a notable challenge in the Study Area. Many streets also have curb cuts, or driveway access points, that do not meet Public Works Standards. At these curb cuts, the sidewalk slopes down to street level and is often non-compliant materials like asphalt, instead of monolithic concrete. Vertical elements such as trash bins, signage, street lights, stoops, and parked cars further reduce pedestrian clear space and function as barriers to passing. Because of the limited sidewalk space, street trees are not possible.

These streets offer an opportunity for improvements in accessibility, connectivity and placemaking within the project Study Area. The SBTAP seeks to develop typical designs for the narrow streets in South Boston that can function as shared streets that provide accessibility for all users, promote slower vehicle speeds, maintain functional drainage, and provide access for critical emergency and maintenance purposes.

Design Recommendations

These narrow streets typically have sidewalks that are 3-4 feet wide, edged with a granite curb. There is typically a 6 inch curb reveal, which is the difference in elevation between the sidewalk and the street. The design recommendations for shared streets in the SBTAP Study Area involve removing the difference between the sidewalk and the street to create a flush street.

A flush street offers accessible pedestrian space to be possible within the constraints of a 20 foot building-to-building right-of-way. This design allows the Boston Fire Department to access properties as needed. This can also disrupt the existing language of a street and create a more pedestrian focused, shared street environment. Nonstandard designs change the infrastructure needed for drainage. Flush streets are easier to implement on streets that are on a slope, where water pooling is not an issue. Many streets in the Study Area have slopes that would accommodate a flush street that could drain to the centerline of the street, and rely on the cross street's drainage infrastructure to catch stormwater runoff.

There are two demonstrations of a curbless, flush street in the Study Area:

- Lovis Street
- Athens Street between A Street and the Haul Road

FIG 99 PHOTO | LOVIS STREET AT STREET LEVEL IN SOUTH BOSTON (PHOTO CREDIT: DANIELA ESPINOSA)

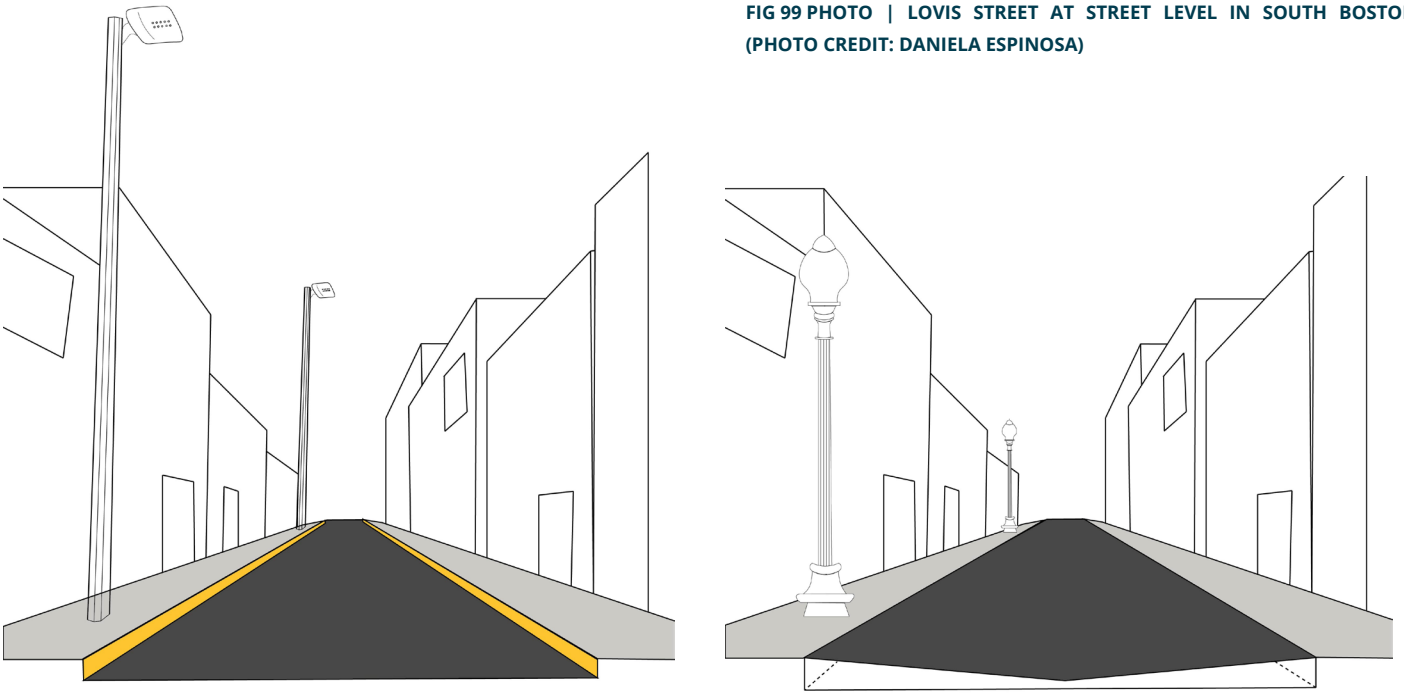


FIG 98 EXISTING ALLEY WITH CURB AND ALLEY WITH CURB REMOVAL

Action Items

- Conduct a thorough signage assessment on all alleys in the Study Area and remove any unnecessary signs, and co-locate signage with other infrastructure where possible
- Pilot a flush alley reconstruction project by 2025 with nonstandard drainage and considerations for green infrastructure
- Green Infrastructure Working Group to add alley details into green infrastructure working subgroup to determine greening and drainage design directives
- BTD and BPDA to coordinate with BWSC and PWD to understand drainage conditions that could be scalable and maintainable
- Reconstruct all alleys in the Study Area over the next 10 years to remediate accessibility issues and create shared streets

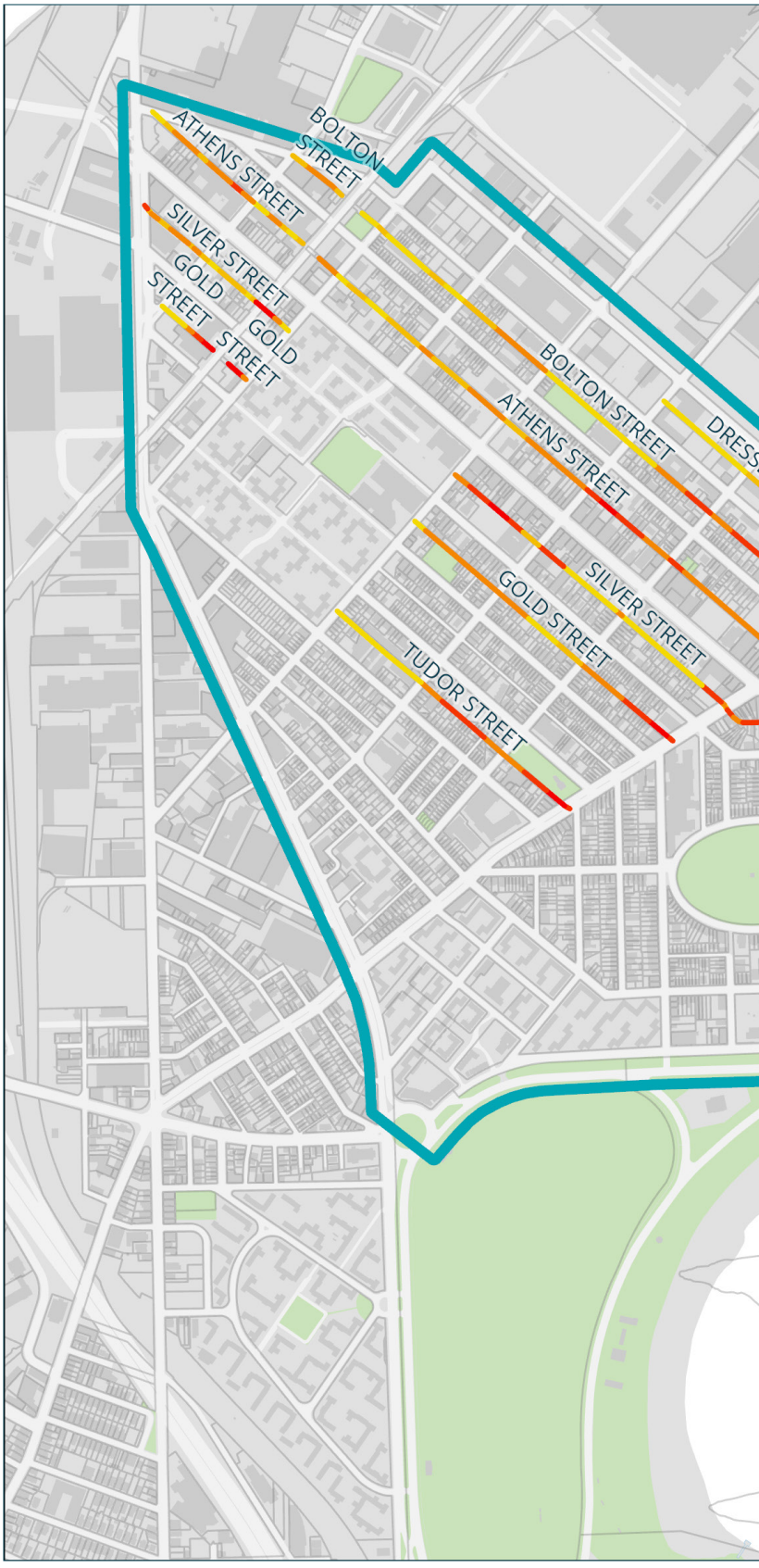
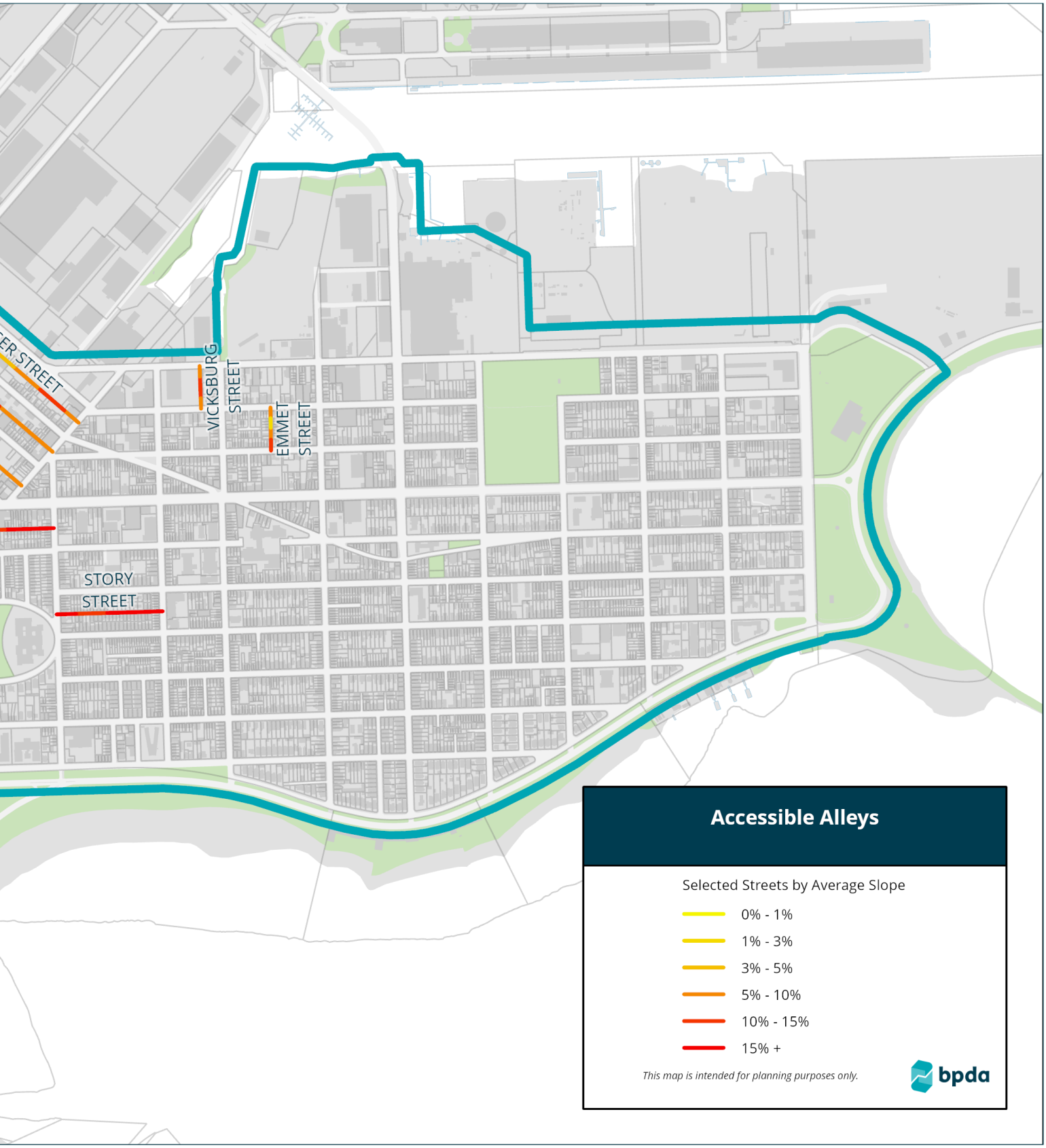


FIG 100 AVERAGE SLOPES OF ALLEYS


VICKSBURG STREET
EMMET STREET
STORY STREET
Accessible Alleys
Selected Streets by Average Slope
0% - 1%
1% - 3%
3% - 5%
5% - 10%
10% - 15%
15% +
This map is intended for planning purposes only.
bpda

Emerson Street

Emerson Street is an approximately 0.6-mile street stretching east to west from East Fourth Street at M Street to West Second Street at Dorchester Street. Similar to alleys, Emerson is a unique street type in the Study Area, which has potential for becoming more accessible and comfortable for all modes of transportation. It breaks from the typical east-west and north-south oriented streets of South Boston that form a grid pattern. Emerson Street forms a total of nine intersections, many of which are skewed due to the diagonal orientation of the street.

Since Emerson has many concerning intersection safety factors, does not invite high volumes of traffic due to its directionality changes, and is lined with primarily residential uses, it would be a strong candidate for a shared street treatment. On Emerson, shared streets would be most appropriate on portions of the street that are similar to alleys in that they are less than 20 feet curb to curb and generally do not meet minimum sidewalk accessibility standards. The sections of Emerson Street that satisfy these criteria run from the eastbound intersection with East Broadway to the intersection with East Fourth Street.

Action Item

As an early action, one stretch of Emerson Street between M Street and N Street will be reconstructed as mitigation for necessary utility infrastructure. The sidewalk space will be expanded to eliminate vehicular space on Emerson Street between M and N Street. This vehicular space provides redundant directionality from a network perspective to East Fourth Street. 45 degree angle parking will be preserved on East Fourth Street to maintain a similar if not the same count of legal parking spaces, though exact count will be fleshed out in design. Plaza space including seating and green infrastructure will be explored in the design. Vehicular access for driveways on Emerson will be preserved. The green infrastructure on Emerson Street will function as a stormwater management approach that incorporates vegetation to slow, filter, and cleanse stormwater runoff from impervious surfaces. Green streets are designed to capture rainwater at its source, where rain falls. This will also function as cooling infrastructure to help mitigate heat island effect.

FIG 101 M STREET/EMERSON STREET/EAST FOURTH STREET - EXISTING

FIG 102 M STREET/EMERSON STREET/EAST FOURTH STREET - RECOMMENDED NEAR-TERM

Curb Cuts, Curb Ramps and Other Inaccessible Conditions

As detailed in the SBTAP Existing Conditions Report, There are also other non-compliant features at crosswalks, like curb ramps. Over 90% of more than 1,300 curb ramps in the Study Area are non-ADA compliant. There are also many uneven sidewalks that create tripping hazards and are not possible to traverse in a mobility device.

Action Items

- Consistent with the City of Boston proposed Consent Decree, the City will install or upgrade an average of 1,630 curb ramps per year until a curb ramp that meets up-to-date federal disability access standards is present at every corner of the pedestrian right-of-way.
- Implementing while planning: The City upgraded approximately over 100 curb ramps in the Study Area since 2021. Now, over 20% of the Study Area curb ramps are compliant.
- The Disabilities Commission, BTD, BPDA, PWD will continue to work with developers and themselves to ensure accessibility on sidewalks including non-compliant curb cuts, inaccessible curb ramps, and other inaccessible conditions.

07.

Biking In South Boston

In the Study Area, the existing bike network lacks protected and well-connected bike facilities. There are high quality, low-stress bicycle routes along the beaches and waterfront that provide an important recreational resource, but most major travel routes to and from South Boston do not have low-stress bike facilities.

South Bostonians can access Chinatown, the South Boston Waterfront, Downtown and parts of Dorchester, Roxbury, and the South End within 20 minutes on a bike. However, the routes to reach these parts of the city do not necessarily feel comfortable or safe to most bicyclists. The following recommendations will create a low-stress bike network in South Boston to connect destinations within the neighborhood and to other parts of the city. Recommendations for bike parking locations complement the recommended bike network by providing the space needed for bicyclists to securely park and store their bikes.

The Recommended and Compromised Bike Network

During the SBTAP existing conditions outreach, many residents said that they do not feel safe biking in South Boston. Residents of many different backgrounds stated that biking is attractive as a form of transportation and recreation. Community survey results indicate that, if conditions were improved, more people would prefer to bike or Bluebikes to work. Due to a lack of biking infrastructure, however, many people are deterred from biking in South Boston. Based on 144 responses to the community survey question "Which of the following prevent you from biking more than you do now?," over 60% of respondents reported a lack of safe bike lanes or paths and 48% reported dangerous driving.

Largely, the streets in South Boston have not been altered despite the need for road rightsizing and the lack of safe and desired bike infrastructure. Corridor redesigns, which may include bike lanes to rightsize modal distribution, can be expensive and time consuming. From a City investment perspective, heavy public opposition can lead to lost resources if changes are never implemented by way of project abandonment. Due to a combination of these factors, many streets in South Boston have not seen corridor-wide changes, which may include the addition of bike lanes.

To respond to the needs and feedback of all neighbors and achieve a more resilient, equitable transportation network in South Boston, the project team created two bike networks. One option is a compromised network that responds to anticipated opposition. The other network is the recommended network that connects the Study Area to other neighborhoods, allows safe access to many retail destinations, and captures more residents within a 3-minute walk of safe bike facilities. Both of the networks strive for east/west connections on the southern, middle and northern part of the Study Area. They also strive for north/

south connections at regular intervals, and with connectivity to streets that provide connections beyond the Study Area.

The most visible difference between the Recommended and Compromised Network is the mid-neighborhood east/west connection through City Point. The Recommended Network relies on East Broadway as a critical spine, and creates a lower stress facility type. It also affords access to the many retail and community destinations along East Broadway, and complements existing Bluebikes station locations. The Recommended Network also includes a bi-directional facility on D Street, which requires tradeoffs between bike facilities, travel lanes and would eliminate parking. Because of the strong support for preserving on-street parking, D Street was included in the Recommended Network, but not the Compromised Network. In the Compromised Network, D Street only has a northbound bike lane. Southbound, low-stress bike access to the Dorchester Avenue Area and Dorchester would need to rely on higher stress routes, or be diverted to A Street or Dorchester Avenue.

Many of the bike facilities proposed are added to streets without significant changes in how the street functions today, or the supply of parking spaces. The bike lanes are added to the network by:

- Rightsizing existing wide travel lanes without other changes to cross sections. These include I Street, Farragut Road, West Broadway, and parts of East Broadway and First Street.
- Eliminating travel lanes where a street has two travel lanes in each direction. These connections include Old Colony, Dorchester Street, and L Street.
- Setting back onto private property via new developments to widen the right of way, like on First Street, Damrell Street, and Dorchester Avenue.
- Painting conventional bike facilities within the existing right-of-way without parking removal like on Fourth Street.
- Removing parking, like on D Street in the Recommended Network.

FIG 103 : PROPOSED COMPROMISED BIKE NETWORK

FIG 104 : PROPOSED RECOMMENDED BIKE NETWORK

LOTS

People riding bicycles experience high levels of traffic stress on the major corridors in the Study Area. There is a tool that helps transportation planners, street designers, neighborhood residents, and developers make our roadways more comfortable for bicyclists. The results of the bicycle level of traffic stress analysis in the Study Area, which takes existing bicycle facilities as well as the vehicle traffic volumes, speed limits, and existing on-street parking next to bicycle facilities into account and correlates that to the comfort one would experience riding a bicycle.

In the existing condition, many of the Neighborhood Connector and Main Streets, which offer direct connections around the Study Area and to areas outside of the Study Area are BLTS 4, such as Broadway, L Street, D Street, E Street, and B Street. The BLTS 1 in the Study Area are limited to the shared use, more recreational paths. Despite these high levels of stress, many residents bike.On A Street, for example, bikes make up 11% of street users during the PM peak hours, totaling more than 400 people on bikes. The same number of car users would add an additional 60 feet of queue per cycle.

Both the Compromised and Recommended Network expand the network of low-stress bike facilities, especially on the main connector streets in the neighborhood. Dorchester Street, Dorchester Avenue, Old Colony, Farragut Road, First Street, A Street, L Street between Fourth Street and First Street and West Broadway are improved from BLTS 4 to BLTS 1. Other connections on the northern perimeter of the Study Area are improved to better connect the Harborwalk, like the addition of the path between Pappas Way and I Street on private property if ever redeveloped, and the Shore Road connection.

Key bike connections are also fostered between Cypher Street and First Street to allow for easy connections between

the shared use path and the street network. These include realizing the B Street paper street between Cypher and First, and adding a contraflow bike lane between First Street and Cypher Street on C Street.

The biggest gap in low stress facilities in the Compromised Network is on the east side of the neighborhood. Due to the lack of bike facilities on East Broadway, there is no low-stress route to access the shopping areas on East Broadway, or to bike from Farragut Road westbound through the southern or central part of the City Point neighborhood. The facilities on Fourth Street provide some block segments of low-stress facilities, and First Street provides an east/west low-stress connection on the northern perimeter of the Study Area. Due to this gap in the network, a resident could be as far as 10-15 minute walk from a low-stress bike facility. The Recommended Network has a continuous BLTS 1 facility running continuously through the entire neighborhood, from Farragut Road to Broadway Station.

The west side of the neighborhood also sees reduced low-stress facilities from the removal of the D Street bi-directional protected bike facility in the Compromised Network. As mentioned, the other north/south connections that are low stress are Dorchester Street and A Street to Dorchester Avenue. In many instances, this would require a diversion to remain on low-stress facility types. D Street offers a continuous direct connection between the Seaport and Dorchester Avenue area.

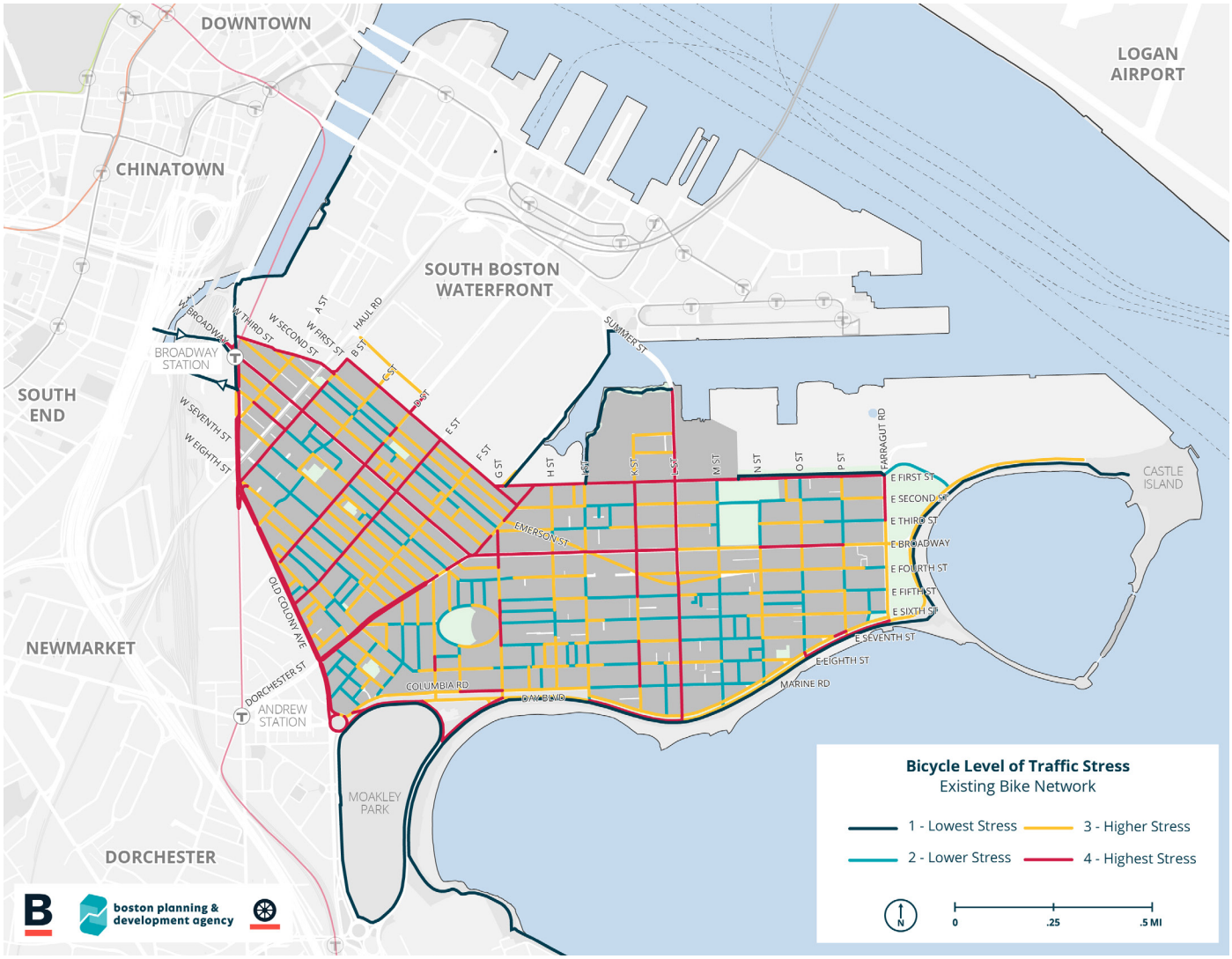


FIG 105 : EXISTING BICYCLE LEVEL OF TRAFFIC STRESS

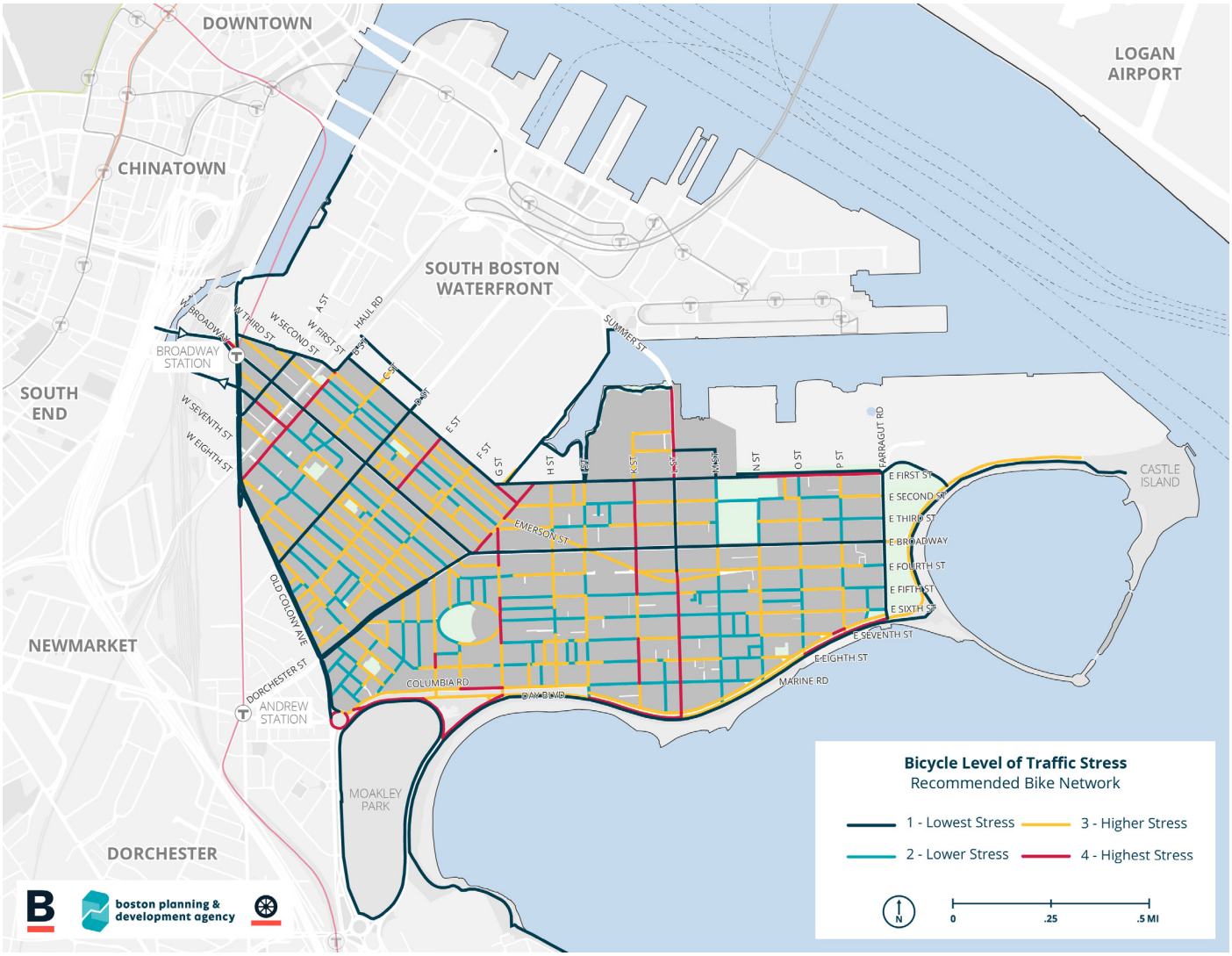


FIG 106 : RECOMMENDED BIKE NETWORK - BICYCLE LEVEL OF TRAFFIC STRESS

Bike connections into and out of the neighborhood on the westernmost edge near Broadway Station must be considered in the context of bike routing and headhouse placement decisions. Fourth Street between A Street and Dorchester Avenue provides a key link to access the Fourth Street bridge and is included in both network plans. West Broadway between A Street and Dorchester Avenue offers a key connection to the Traveller Street bridge. The existing block is BLTS 4 and has the opportunity to be improved to BLTS 1. Bike facilities on this segment are not included in the Compromised Network. Future decisions on this block will need more information on the benefits of bus priority, bus routing decisions, and community involvement.

3-minute walkshed

The existing bike network is limited to mainly shared use paths along the perimeter of the Study Area. These high comfort facilities are within a 3-minute walk of 36% of the Study Area. The Compromised Network sees an increase in access, where 83% of residents in the Study Area have access within a 3-minute walk. Gaps remain in the Compromised Network, with most of City Point and Telegraph Hill are not within a 3-minute walk of a high comfort facility. The Recommended Network has a 12% increase in 3-minute walk access from the Compromised Network, with 94% of residents in the Study Area within a 3-minute walk. The

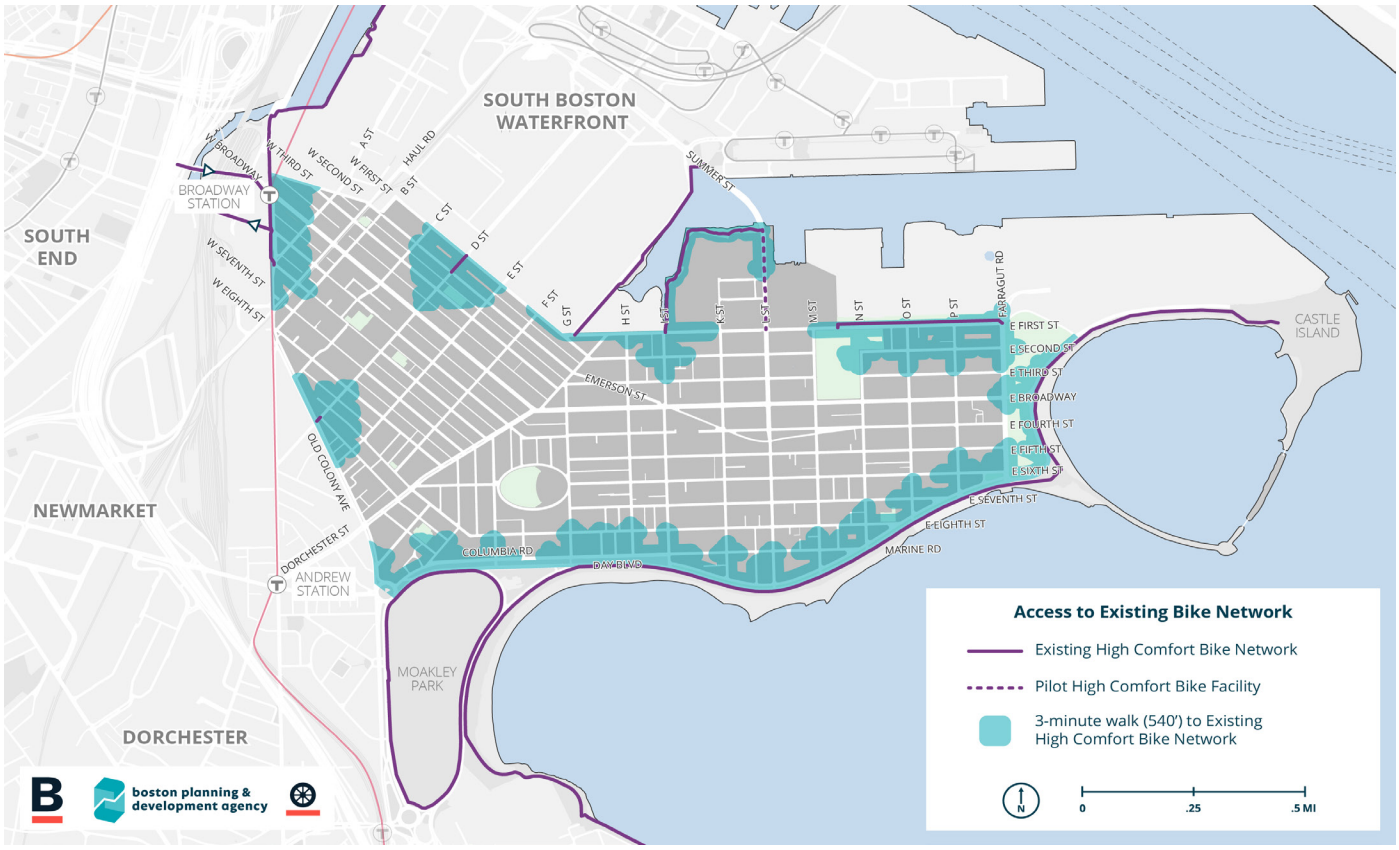


FIG 107 : ACCESS TO EXISTING BIKE NETWORK VIA 3-MINUTE WALK

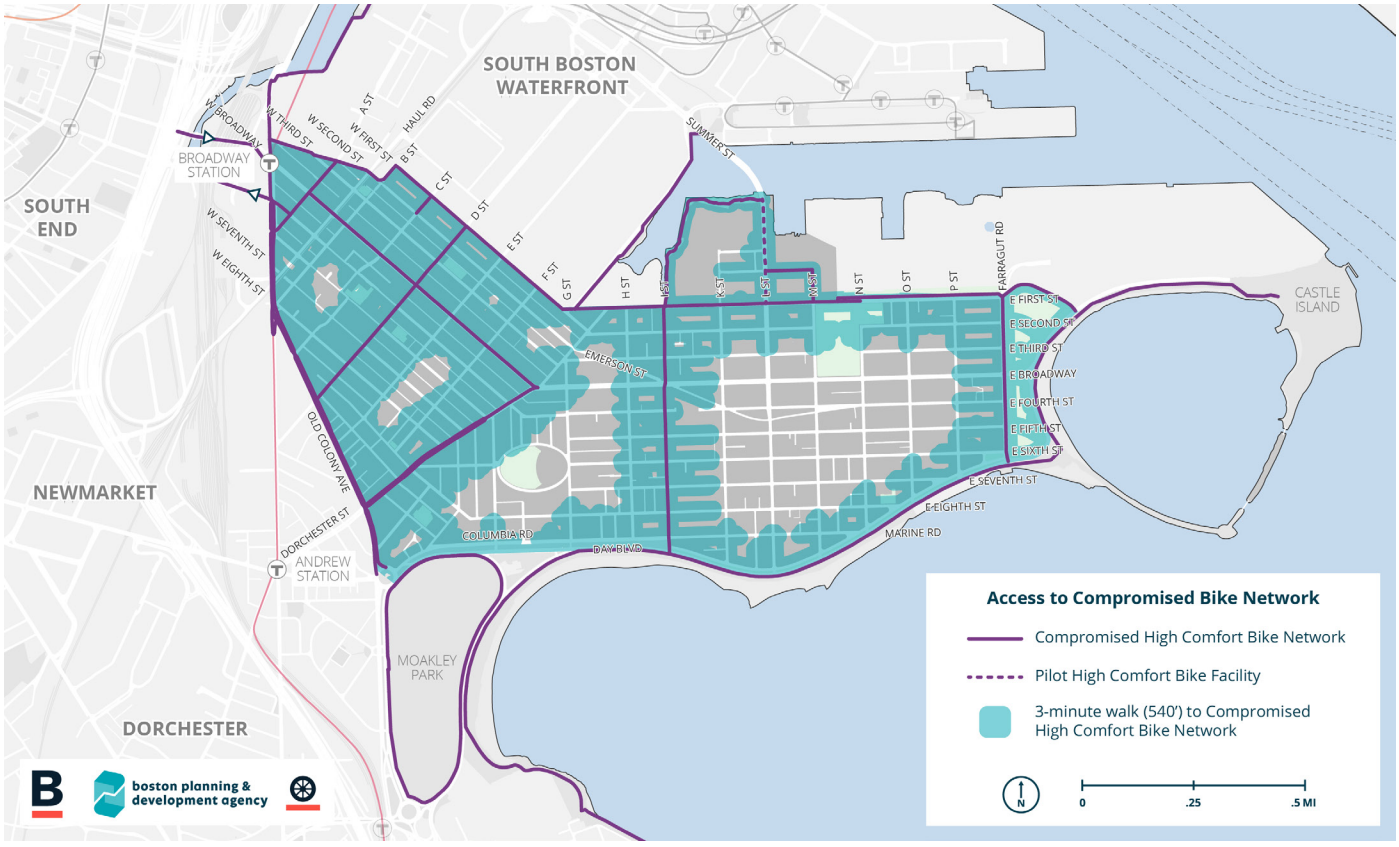


FIG 108 : ACCESS TO COMPROMISED BIKE NETWORK VIA 3-MINUTE WALK

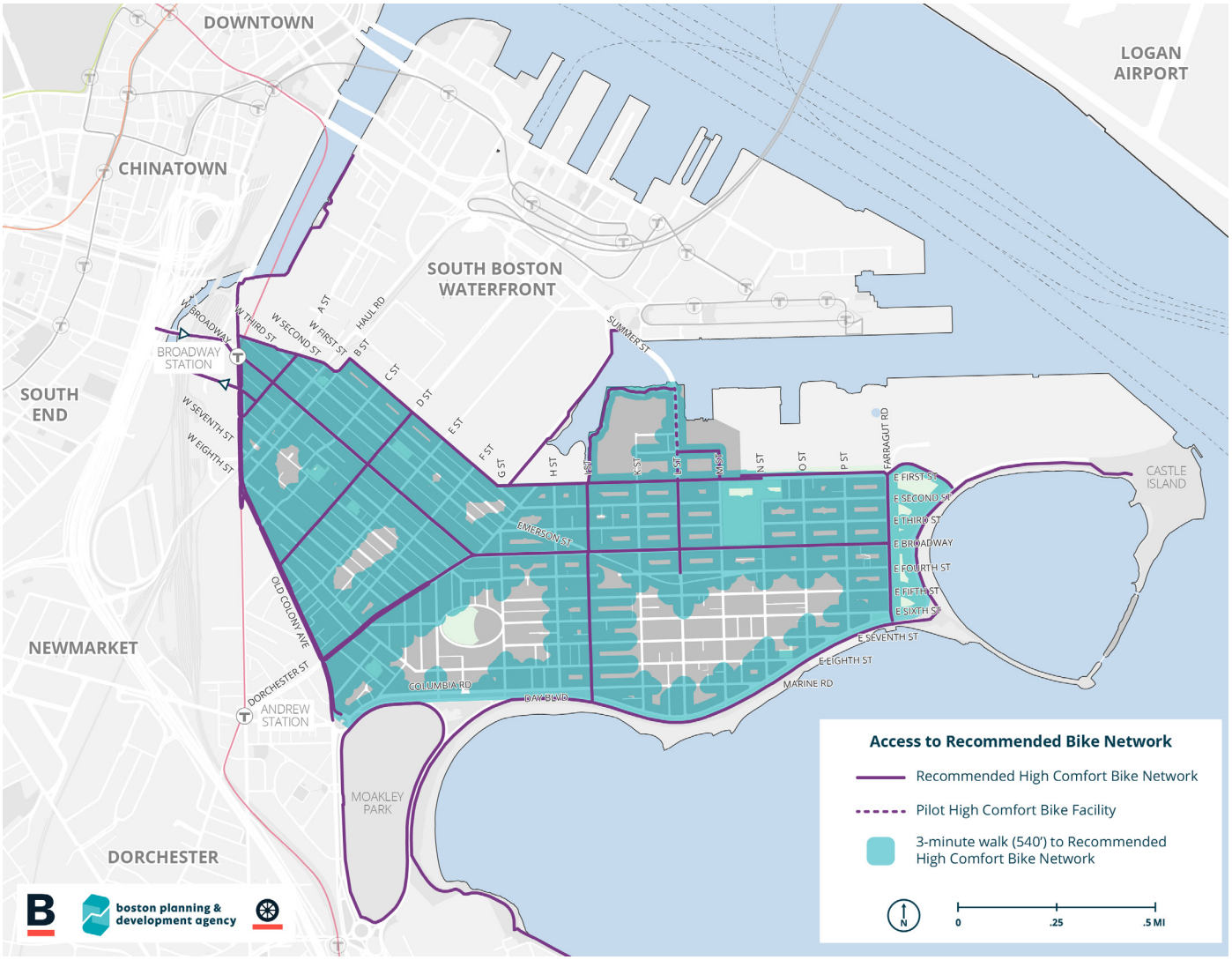


FIG 109 : ACCESS TO RECOMMENDED BIKE NETWORK VIA 3-MINUTE WALK

areas that still are not afforded this access are south of East Broadway between K and N Street, as well as around G Street.

Short-Term Visitor Bike Parking

It is a priority for everyone to have a safe and convenient place to park their bike — at their residence, place of employment, school, or other everyday destination. Visitor parking meets the needs of people visiting businesses, institutions, residences, and other destinations for shorter periods of time—generally no more than a few hours. Because users may be infrequent visitors to a location, parking must be visible from the public right-of-way, conveniently located, legible as parking, and intuitive to use.

The City of Boston's standard rack is a black, powder-coated post-and-ring rack (also called hitch rack) with an in-ground mounting mechanism. They are the only racks approved for installation on city sidewalks, plazas, and other locations in the public right-of-way and are the only racks that can satisfy visitor parking guidelines. Each post-and-ring rack provides two bike parking spaces. They may be installed in a series to create parking areas of variable quantities. They are installed in the furnishing zone of the sidewalk.

The sidewalk has to be a certain width to fit a bike rack. Importantly, racks must preserve accessibility for people walking and using assistive mobility devices. 5 feet of clearance along sidewalks and other lines of travel is required. For more information, review our full siting guidelines.

The SBTAP created a bike parking prioritization framework to provide the blueprint for future city implemented bike parking spaces on city right-of-way. The prioritization is a block level analysis based on access to major community destinations including parks, commercial uses, community centers, bus stops, health centers, libraries, post offices, pharmacies, bike facilities and grocery stores. Residents stated during the first public meeting, focus groups, and email communications, that locations close to activity centers like parks, indoor and outdoor recreation venues, and transit stations were important destinations for bike parking. This methodology ranked the priority of bike parking implementation into three categories – first, second, and third priority. This map identifies the priority locations for bike parking, but sites

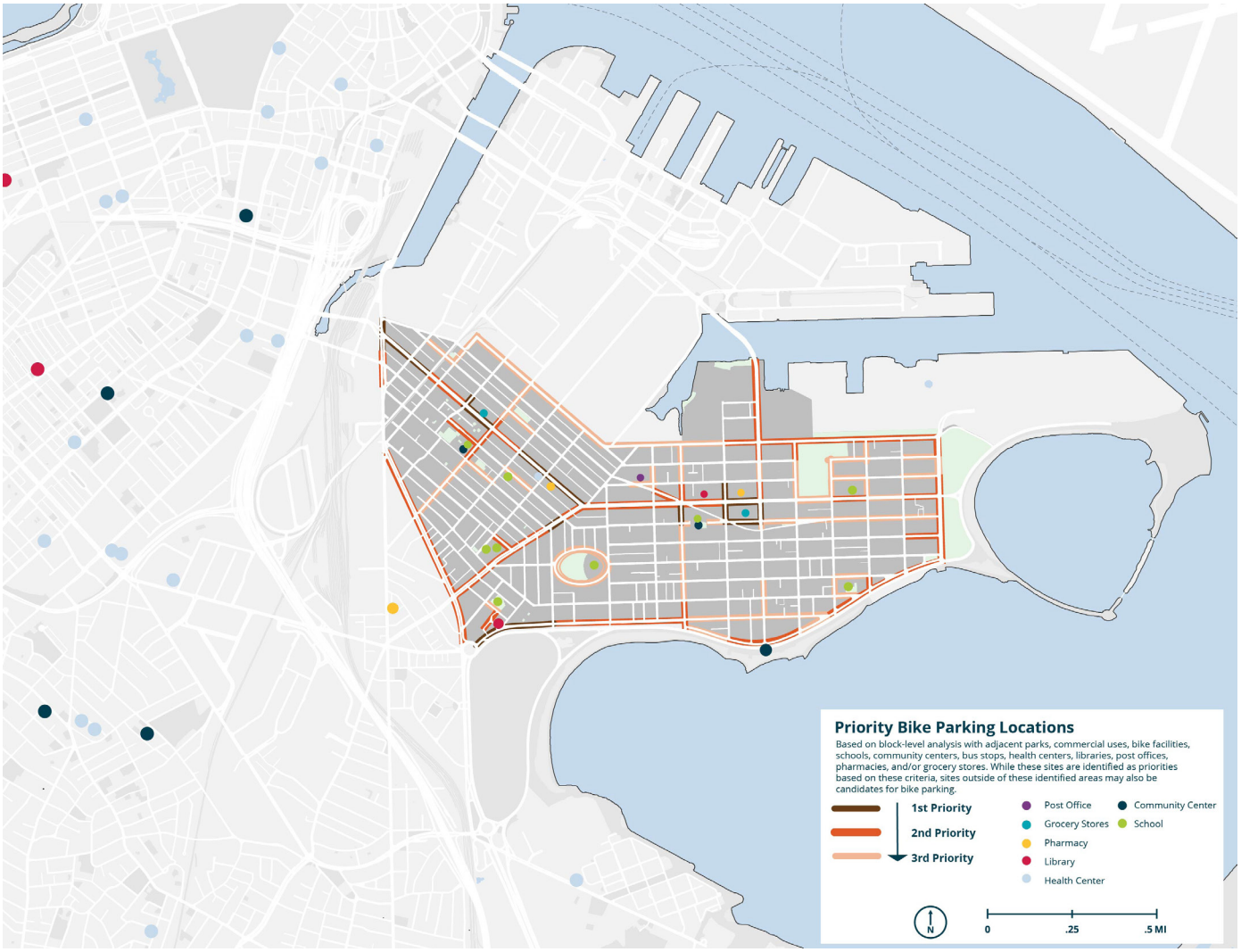


FIG 110 : PRIORITY BIKE PARKING LOCATIONS

outside of these locations may also be good candidates for bike parking, too.

In addition to short-term bike parking on rights-of-way, long-term secure bike parking should also be provided at key locations such as Broadway and Andrew Stations. The City and MBTA should seek opportunities to provide bike cages or other forms of secure public bike parking as the stations and surrounding parcels are redesigned and redeveloped. Bike parking on private property or in DCR parks is outside of the City's jurisdiction, but through the community process the City received requests for bike parking at Castle Island, at grocery stores, at Pleasure bay, and in some City parks like Moakley and Medal of Honor. The City and BPDA will support with any guidance on siting and bike racks and will advocate for the inclusion of bike racks for functional and convenient bike storage.

Implementation:

- In 2022, the West Broadway Neighborhood Association (WBNA), BPDA and Artists for Humanity collaborated to design three stainless steel bike racks and installed two of each design along West Broadway. The bike racks were designed by Artists for Humanity, pictured to the right.
- There are currently 5 out of the 6 bike racks installed on West Broadway at the following locations:
  - 6 West Broadway
  - 52 West Broadway
  - 150 West Broadway
  - 272 West Broadway
  - 416 West Broadway
- Short-term visitor bike parking is required to be installed as part of new developments as required by the Bike Parking Guidelines. For example, for multi-unit residential developments, short term bike parking is required at a rate of one bike parking space per five units. Many new developments have installed short-term bike parking in the public right-of-way on the sidewalk close to the building entrances already. So far, approximately 164 racks have been or are slated to be installed in the public right-of-way in the Study Area as part of new developments. Bike parking will continue to be implemented through new developments.
- BTD installs roughly 160 bike racks on City of Boston sidewalks each year. The City of Boston will be installing 30 racks in South Boston for 2024 installation as part of this program.

FIG 111 :DESIGNERS OF THE AFH BIKE RACKS IN SOUTH BOSTON (PHOTO BY ARTISTS FOR HUMANITY)

Bluebikes Expansion

The Bluebikes system is Boston's publicly-owned bikeshare system. It is essential to Boston's transportation system. The Existing Conditions analysis found that:

- Only 17% of the Study Area population lives within a 10-minute walk to all three of the following resources: a frequent transit stop, a Bluebikes station, and a car share station with crosswalks that do not cross two lanes of signalized traffic in each direction, or 60 or more feet of unsignalized general traffic.
- The South Boston Study Area has six Bluebikes bikeshare stations, with an additional five stations located just outside the Study Area boundary. The stations do not meet the existing demand.
- Many people use Bluebikes to get to the South Boston Waterfront and Downtown, with 12% and 10% of the total trips from the Study Area respectively.

Boston is working to make our bikeshare system more reliable. More stations will help us better meet the demand for bikeshare. Residents and workers in the Study Area should encounter fewer stations that don't have bikes or docks in the future. The City is also simultaneously rebalancing the bikes between stations to improve the way our teams distribute bikes during the day.

South Boston needs more stations to meet the current demand. The City aspires to have all residents within a 3-minute walk to a bikeshare station. Even in winter months, Bluebikes functions as a vital transportation asset. While ridership does decline with about a third as many Bluebikes rides starting or ending in South Boston in the winter as in the summer. 10,157 Bluebikes trips were taken between December 2023 to January 2024.

Bikeshare is a form of public transit, and a natural complement to the MBTA's public transit system. The City works with the T to ensure bikeshare stations are near transit stations so that residents and visitors can easily transfer from bikeshare to transit. Parts of South Boston are more than a mile from the Andrew and Broadway stations. Better bicycle connections and bikeshare can provide an efficient and cost-effective solution to the first and last-mile problem. Co-locating bikeshare and bus stops can also offer redundant transportation options and improve reliability. There is currently a bikeshare station at Broadway Station, but there is no year-round bikeshare station at Andrew Station and currently a few bus stops with bikeshare stations in close proximity. The transit section of this report further explores the relationship between these systems and makes recommendations to improve connectivity.

Implementation:

- Mayor Wu announced that the City would be growing the bikeshare system by 40 percent, adding more than 100 new stations over the next three years. Four of these city-funded stations are proposed to be installed in the Study Area.
- Large Projects, as required by the Bike Parking Guidelines are required through Article 80 Large Project Review to provide space for a 15-dock bikeshare station on their site, or in close proximity. Presently, eight new stations are committed by Article 80 developments in the Study Area. Fifteen stations are committed by Article 80 developments just outside the Study Area, and one of the stations is located in close proximity to Andrew Station.
- All projects are required by the Bike Parking Guidelines to provide a financial contribution to the bikeshare system at a rate proportional to the project impacts. For large projects, there is a $49,000 minimum.

Currently, there are approximately 7,642 homes within a 3-minute walk of a Bluebikes station. With the station expansion plans, through City- and developer-funded stations, there will be 13,747 homes within a 3-minute walk representing 68% of the Study Area.[1] This represents a nearly doubling of households within a 3-minute walk of a Bluebikes station. The Dorchester Avenue area, as well as City Point will have the most expansion in access. These expansions complement planned bike network improvements on

[1]The number of households is projected to increase based on population and household projections from the 2020 ACS Data, with respect to new development in the Study Area.

Dorchester Avenue through the PLAN: South Boston Dorchester Avenue Transportation Plan and recommended network improvements in the Study Area.

There are still gaps in the Bluebikes network that are greater than a 3-minute walk for all residents in the future planned condition. The gaps can be found in areas west of Dorchester Avenue between West Seventh Street and West Fifth Street, near Telegraph Hill and a stretch from First Street to Columbia Road between parts of M Street to P Street. The build out of Bluebikes stations will need to be furthered through new development and through City-funded stations to ensure that the entire Study Area is afforded a 3-minute walk to access a bikeshare station.

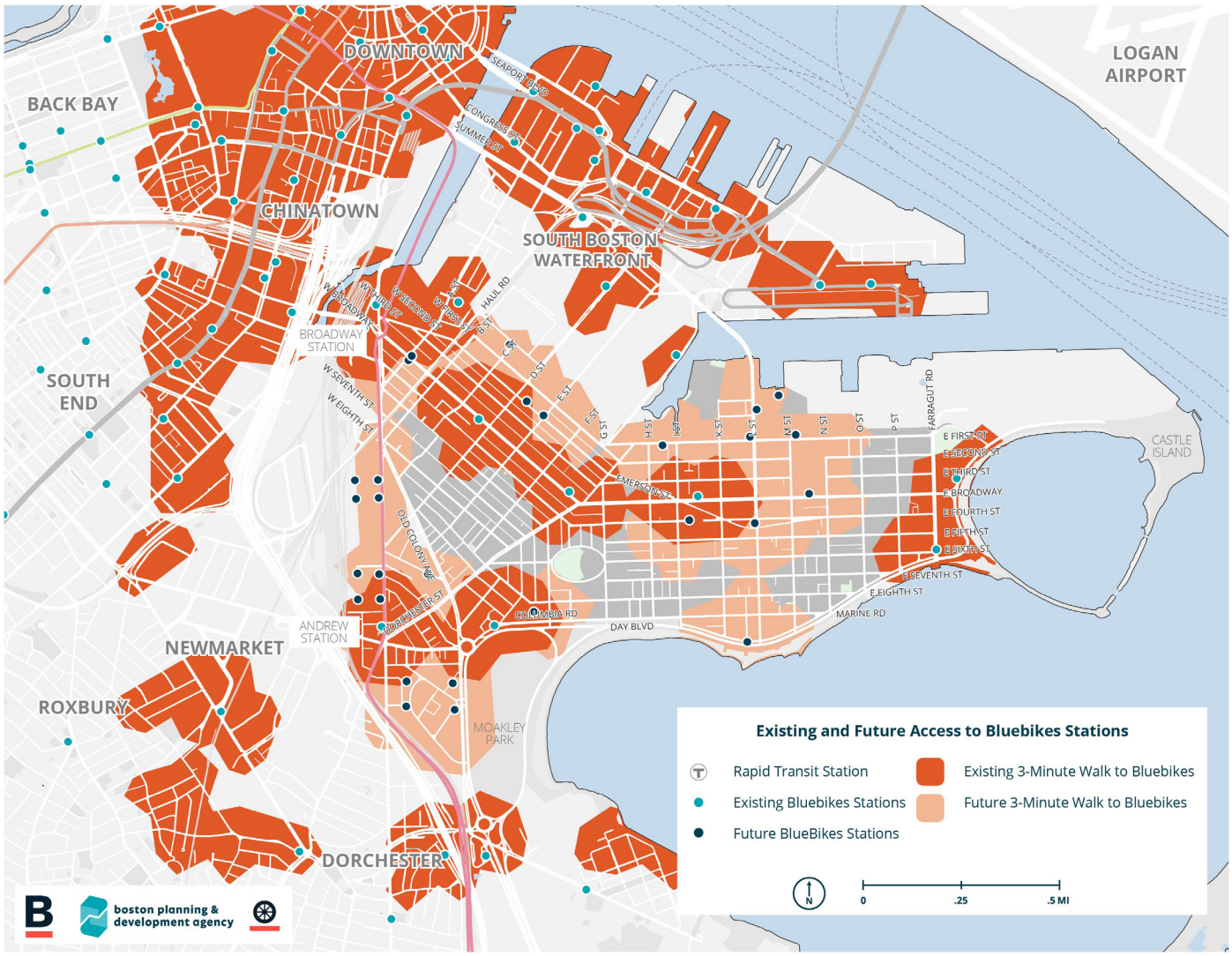


FIG 112 : 3-MINUTE WALKSHED TO EXISTING AND PLANNED FUTURE BLUEBIKES STATIONS AS OF 06/2023

08.

Transit

Connecting and Improving Transit

Today, the high-frequency transit in South Boston includes Red Line stations (Andrew and Broadway). Many of the recommendations build upon one another. The way the streets are designed can better foster connections to transit, as well as more efficient transit. Today, just over 11,000 residents or 33% of South Boston residents live within a 10-minute walk of one of the Red Line stations. The entire neighborhood lives within a 10-minute bike of rapid transit through the well-organized grid of streets in the neighborhood.

Biking to transit would rely on high stress streets, and lacks sufficient bike parking and Bluebikes capacity throughout the neighborhood, and at the MBTA stations to make this trip possible. Also, many of the crossings require pedestrians to cross more than one lane of traffic. With safer street design, enhanced bike infrastructure, and more reliable bus service, the Study Area will be well-served by a network of multimodal transportation options that offer redundant, reliable connections within the neighborhood and beyond.

Near-Term Network Changes and Priority Enhancements

MBTA's Bus Network Redesign

MBTA's Bus Network Redesign (BNRD) is the largest network redesign in the City's history. The project's goal is to provide more high-efficiency service to more areas across the city over the next five years with a focus on residents of color and low-income households. Three of the proposed routes in the Study Area are identified as high frequency (T7, T9, T12) and routes 10 and 11 will be 30- and 60-minute frequencies, respectively. The 7 and 9 bus will run at least every 15 minutes, as well as the new Route 12 that connects South Boston, the South Boston Waterfront, and Downtown via D Street and Seaport Boulevard.

As access improves and frequencies on bus routes increase as part of MBTA's BNRD, by 2030, the entire neighborhood (approximately 40,440 residents) will live within a 10-minute walk of high-frequency transit. The SBTAP recommendations build off of the service improvements from BNRD by focusing on improved efficiency and reliability.

MBTA's Bus Priority Vision

The MBTA has a vision for the next 5-7 years of Bus Priority investments. These investments target existing customer and delays, and are aligned with Bus Network Redesign. The MBTA identified needs based on:

- **Social Benefit:** Where substantial time and cost savings are most impactful using existing bus and passenger delay
- **Passenger Experience:** Where present quality of service does not meet rider needs/expectations using speed and runtime variability
- **Service Levels:** Where service frequency and ridership merit priority investments using future BNRD frequencies

Parts of West Broadway and D Street were idenfied as priority corrirdors meriting transit priority treatments in MBTA's Bus Priority Vision.

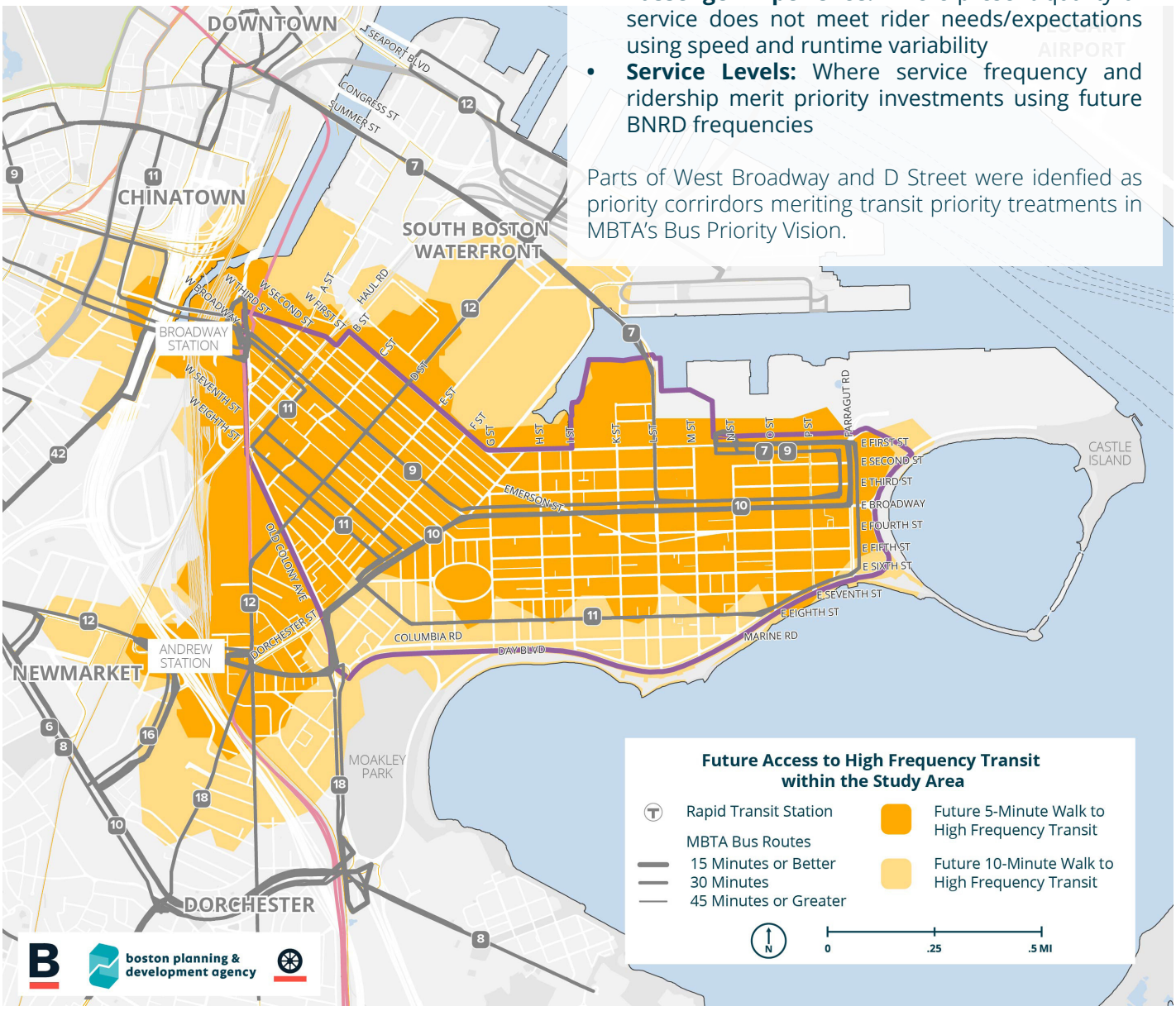


FIG 113 : FUTURE ACCESS TO HIGH FREQUENCY TRANSIT WITHIN THE STUDY AREA

Job Accessibility

Though transit is not used solely for commute trips, one way transit service can be assessed is by determining the number of jobs that can be reached by residents in South Boston within 15, 30, 45, and 60 minutes. The frequency of service, the timing of connecting services, traffic volumes, transit priority measures, and route directness all impact the distance that can be traveled and the number of jobs reached. Additionally, pedestrian connectivity and access to frequent transit routes can significantly influence riders being able to access transit safely and efficiently during all travel periods.

Access under the Future MBTA Bus Network

Under the Bus Network Redesign network, many more South Boston residents will be within a short walk of frequent transit service. The number of jobs accessible from South Boston will significantly increase from around 455,000 in today's transit network and the travel shed from South Boston will expand to include neighboring towns and municipalities with future network changes during the AM Peak.

For a rider looking to board a bus near L Street and Broadway, approximately 565,000 jobs will be accessible via transit within 60 minutes, reaching beyond the City of Boston to Somerville, Quincy, Revere, and Chelsea. In less than 30 minutes, about 192,000 jobs within South Boston, Seaport, and Downtown will be accessible during the AM peak service, compared to 165,000 today. During the Midday period, a similar number of jobs can be reached due to frequencies and

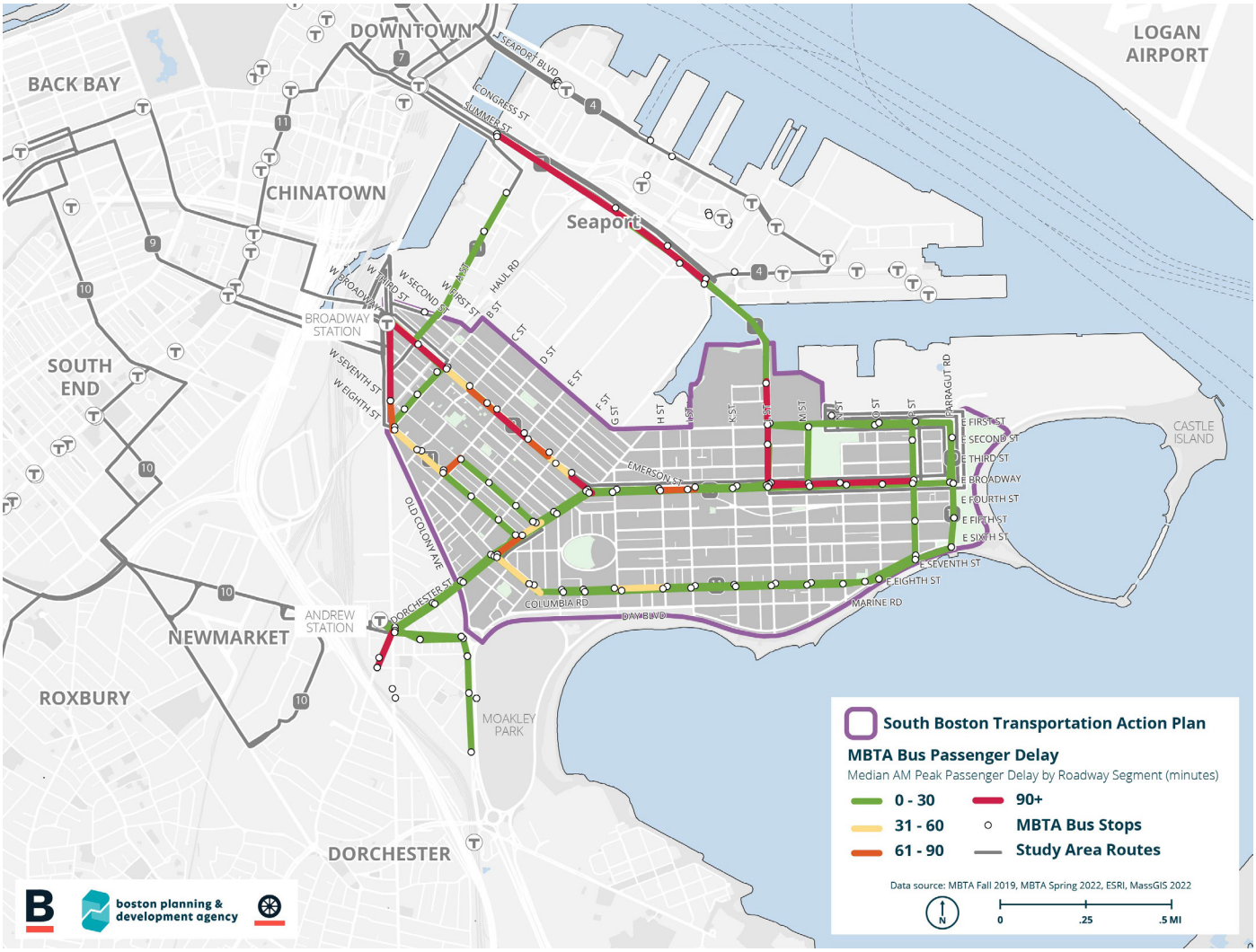


FIG 114 : EXISTING MBTA BUS WEEKDAY PASSENGER DELAY

schedules on most routes remaining consistent throughout the day. Jobs within South Boston, Seaport, and Downtown can still be reached within 15 to 30 minutes.

For a rider looking to board a bus in the middle of West Broadway, approximately 510,000 jobs can be reached within 60 minutes to areas as far as Somerville, Malden, and Revere during the AM Peak. About 100,000 jobs can be reached within 15 to 30 minutes and jobs located in Dorchester, Back Bay, and Roxbury can be reached within 30 to 45 minutes. During the Midday period, the number of jobs that can be accessed within 60 minutes slightly decreases but like the eastern departure point, most residents will benefit from frequencies and schedules remaining consistent throughout the day.

Summer Street Bus Lane Pilot

The South Boston Seaport Strategic Transit Plan is an ongoing planning effort. That planning effort will make recommendations for bus and rail access improvements to the South Boston Waterfront. Early community feedback has highlighted the need for near-term improvement along Summer Street. BTD plans to improve the transit experience for thousands of daily transit users on Summer Street with new bike facilities and a pilot bus/truck lane program in order to make the corridor safer for all users. This pilot program, which launched in Summer 2023, aims to create a safer, more reliable path of travel for bike and bus riders through South Boston and into Downtown via Summer Street. It particularly aims to improve the reliability and service levels of the Route 7 bus, which experiences significant delays between South Boston and Downtown. The pilot bus/truck lanes will be permanently implemented if they are found to be useful during the pilot period.

Broadway Station Circulation for Route 9

MBTA and BTD have coordinated closely on a design for improvements to Route 9 Inbound service from A Street to the West 4th Street Bridge. With construction of the South Bay Harbor Trail, a new floating bus stop was built on Dorchester Ave to improve circulation. This will save up to 5 minutes for the Route 9 at peak periods and include a new bus/left turn lane on West Broadway from A Street to Dorchester Ave. In the future, this bus stop will be used by other routes including the MBTA Route 11 and Route 47.

Bus Stop Efficiency and Comfort

Bus Stop Rebalancing

The primary measures of high-quality bus service include schedule adherence and trip times. Having too many bus stops can negatively affect trip time and can cause significant variation in service reliability due to more frequent stops and boardings. The SBTAP recommends the rebalancing of bus stops within the Study Area on the MBTA Route 7, 9, 10 and 11 to improve the efficiency and reliability of the existing service. These changes will complement the future improved service frequencies through the MBTA Bus Network Redesign and also support the City in focusing resources to aid in rider comfort. While some of these stops can be consolidated in the near-term, some require infrastructure improvements to meet accessibility standards that will be medium-term improvements and in some cases are subject to developers timelines.

The MBTA guidelines for the urban stop spacing outside the central business district and Key Bus Routes is approximately 750-1,300 feet. This equates to approximately 4 to 7.5 minutes walking time between each bus stop. Existing stops in South Boston along routes 7, 9, 10, and 11 inbound have an average spacing of 860, 678, 737, and 576 feet respectively. Existing stops along routes 7, 9, 10, and 11 outbound routes have an average of 749, 735, 776, and 604 feet, respectively. In order to meet the City's aggressive mode shift goals and reduce demand for existing on-street parking supply it is paramount that the highest quality transit service is achieved. Bus stop rebalancing is recommended based on existing stop spacing to the upcoming stop, adjacent destinations, ridership boardings and alightings, existing stop amenities such as shelters or cantilevers, key transfer points, co-location with Bluebikes stations, and demographic of residents in proximity to a bus stop.

Benefits of appropriate bus stop spacing include:

- An increase in curb space for other uses, including on-street parking
- Shorter trip times and more reliable service
- Less potential interference with vehicular traffic that is impacted by buses pulling into and out of bus stops
- Decreased risk of creating unsafe conditions for pedestrians and cyclists, especially at crosswalks and bike lanes
- Smoother passenger experience with fewer stops and a reduced "Stop and Go" dynamic that creates the perception of a slow trip

Drawbacks of bus stop consolidation include the following factors:

- Bus riders having to walk further to access bus service
- Rider opposition to a change in regularly-used bus stops
- Longer travel distances creating hardships for persons with disabilities and seniors
- Stop relocations or alterations may require additional accessibility improvements that are difficult to implement

The proposed bus stop removals in the Study Area seek to mitigate these drawbacks by not moving existing bus stops to different locations (just removing existing stops), ensuring that bus stops serving key community assets and vulnerable populations are maintained, and analyzing walksheds to ensure that minimal service access is lost through consolidation.

Future stop spacing in South Boston along routes 7, 9, 10, and 11 inbound have an average spacing of 1036, 1074, 971, and 1005 feet respectively. Existing stops along routes 7, 9, 10, and 11 outbound routes have an average of 1002, 1026, 967, and 1010 feet, respectively. There are 29,644 people within a 3-minute walk today in the outbound direction

	Time Savings Inbound (seconds)	Time Savings Outbound (seconds)
Route 7	0	47
Route 9	47	35.25
Route 10	11.75	23.5
Route 11	94	129.25

FIG 115 : TIME SAVINGS FOR THE BUS STOP CONSOLIDATION CHART

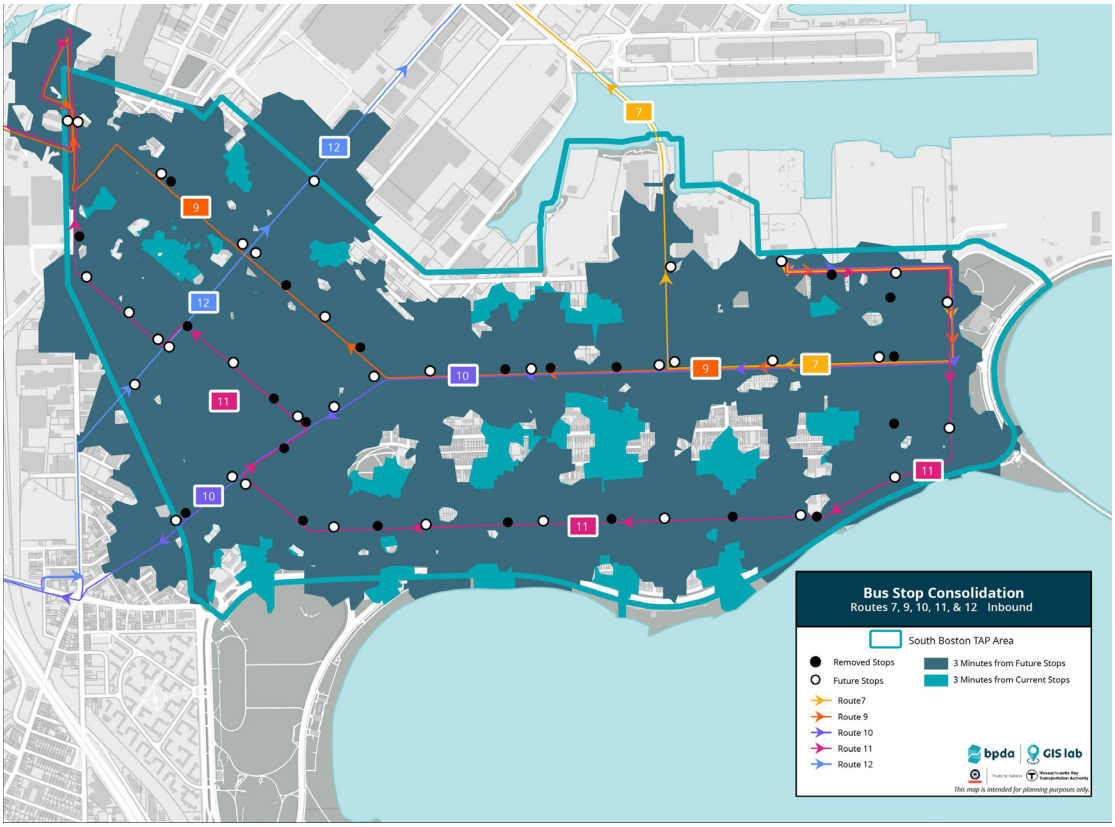


FIG 116 : PROPOSED BUS STOP CONSOLIDATION WITH EXISTING AND FUTURE 3-MINUTE WALKSHEDS - INBOUND

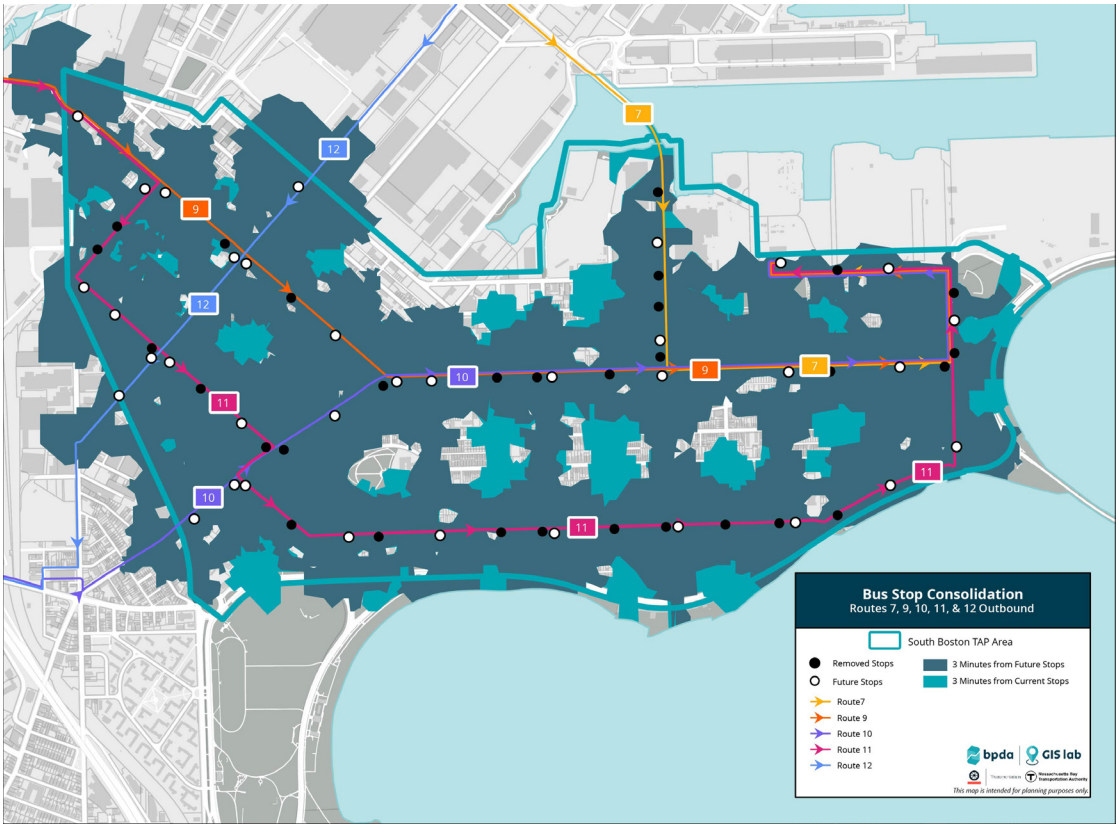


FIG 117 : PROPOSED BUS STOP CONSOLIDATION WITH EXISTING AND FUTURE 3-MINUTE WALKSHEDS - OUTBOUND

and 28,944 people within a 3-minute walk today in the inbound direction. The future outbound direction will have an approximately 7% reduction in the population within a 3-minute walk totalling in 27,504 people. The future inbound direction will have an approximately 2% reduction in the population within a 3-minute walk totalling in 28,382 people. Bus stop removal benefits were quantified by time saved from not stopping. Each stop with acceleration, deceleration, and merging back into traffic takes approximately 11.75 seconds.

Bus Shelters

Bus shelters can be located at high-volume bus stops to shelter waiting passengers from wind, sun and rain, provide seating, and serve as visual markers for the bus stop location from afar. Within the Study Area, there are seven bus shelters, including an overhead covering, called a cantilever, at Broadway station. A total of 10 bus shelters have been proposed along the inbound routes 7, 9, and 12. These are located at the following bus stops: City Point bus terminal, Broadway at N Street, 442 West Broadway, Broadway at F Street, Broadway at D Street, and Broadway Station (cantilever covering). As previously mentioned, two of the existing bus shelters are proposed to be relocated as part of the bus stop consolidation plan. These shelters are located midblock at West Broadway at D Street and midblock at West Broadway at Dorchester Street. It is suggested that the West Broadway bus stop and associated bus shelter shelter shift to the far-side of the intersection at D Street, and that the shelter located at Dorchester Street and West Broadway be shifted to an alternative stop as that stop is proposed to be removed.

Criteria for bus shelter siting include the dimensional and slope requirements of the sidewalk, passenger boarding volumes, and existing vertical sidewalk infrastructure. A standard shelter is approximately 5 feet deep and requires a minimum 7 ft to 10 ft sidewalk. A narrow shelter is an option for more constrained sidewalks. Narrow shelters are typically 1-3 feet deep at the base, with the canopy projecting at least 4 feet to protect waiting passengers underneath.

Based on the MBTA Shelter Policy, a stop serving at least 70 passengers boarding on an average weekday is eligbile for a shelter. Within the Study Area, inbound bus routes going out of the Study Area were evaluated for bus shelters. While outbound bus shelters may be considered at these stops in the future, the priority is siting shelters at inbound shelters in the near-term due to higher onboardings and therefore passengers waiting for the bus. If a stop does not have at least 70 passengers boardings, other elements elevate a bus stop to be eligible such as high frequency routes, demographics, connectivity, and site conditions.

FIG 118 : STANDARD BUS SHELTER

FIG 119 : NARROW BUS SHELTER

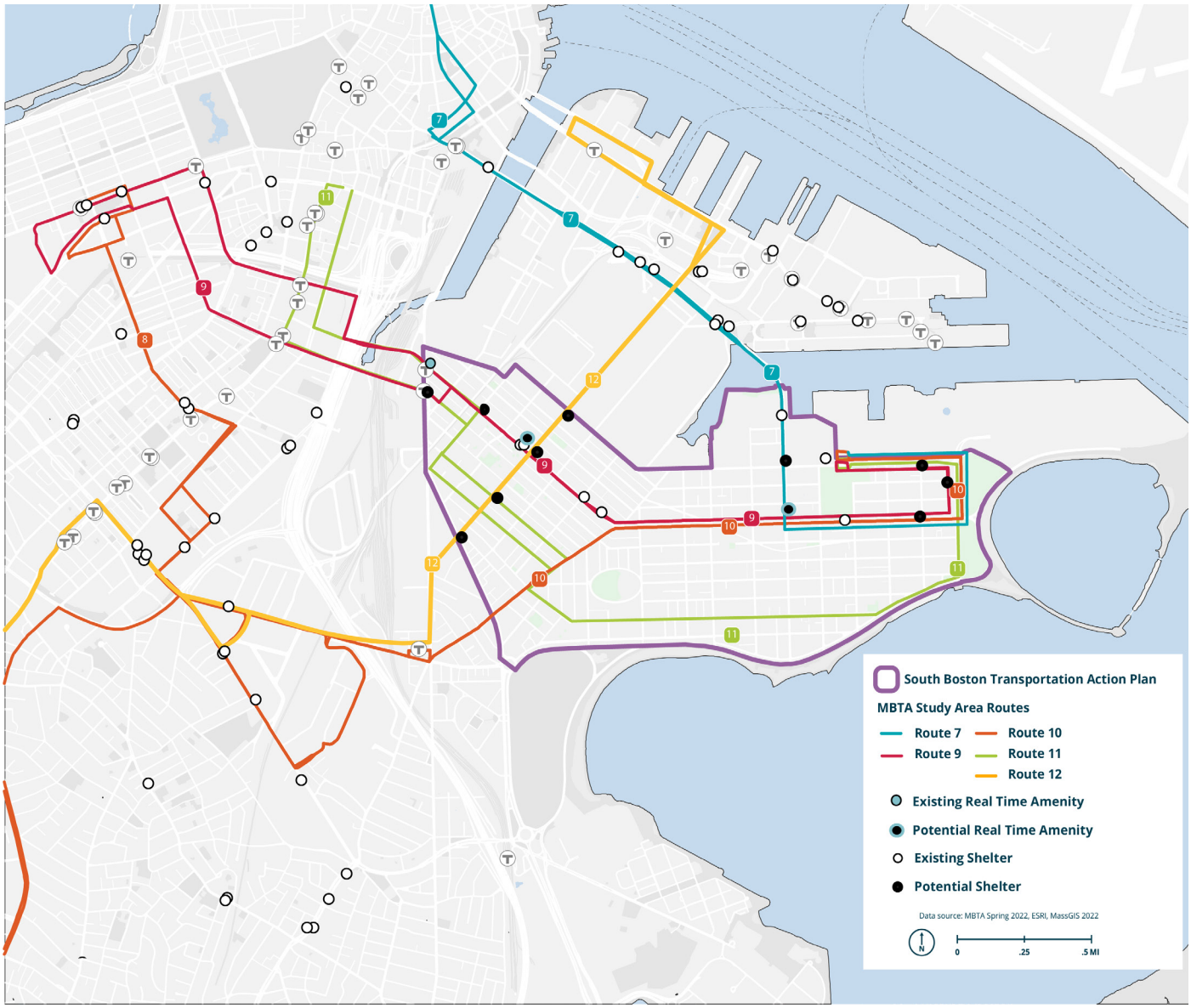


FIG 120 : EXISTING AND PROPOSED BUS SHELTER LOCATIONS AND REAL TIME AMENITIES IN THE STUDY AREA

The map above includes both existing and proposed bus shelters along the existing and planned bus routes through the Study Area.

Real Time Amenities

Bus stop amenities that display bus route and arrival information are effective ways of allowing commuters to make travel decisions in real time, predict how long it will take to reach their destinations, and learn about upcoming service changes. Some real time bus stop amenities serve the dual purpose of advertising for local events, civic opportunities, and neighborhood or citywide news. If done creatively, real time amenities can enhance placemaking and help transit users to easily identify their location within the wider transit network, neighborhood, and city. The advertising revenue from these amenities provides a source of revenue to transit authorities to pay for ongoing maintenance and other service costs. Typically, real time bus stop amenities are located at stops that serve high volumes of passengers due to being a key transfer point or destination in and of itself.

Types of Real-time Amenities

- Information Screens: The MBTA, as part of the Columbus Avenue center-running bus lane project, deployed new real-time information screens for riders. These screens show upcoming bus route arrival times, crowding indicators, and other information about MBTA services. In surveys of riders that were done after the project was complete, the information screens received much praise.

FIG 121 : INFORMATION SCREEN AT WELD AVENUE BUS STOP ON COLUMBUS AVENUE, SOURCE: MBTA

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- E-Ink Signs: The MBTA also launched a separate digital signage program in 2019 to provide real time transit information to riders with solar-powered electronic ink ('E Ink') signs. These are being installed at surface-level Green Line stops with the goal of scaling up the project to provide an E Ink sign at most surface-level stops on the Green Line's B, C, and E branches.

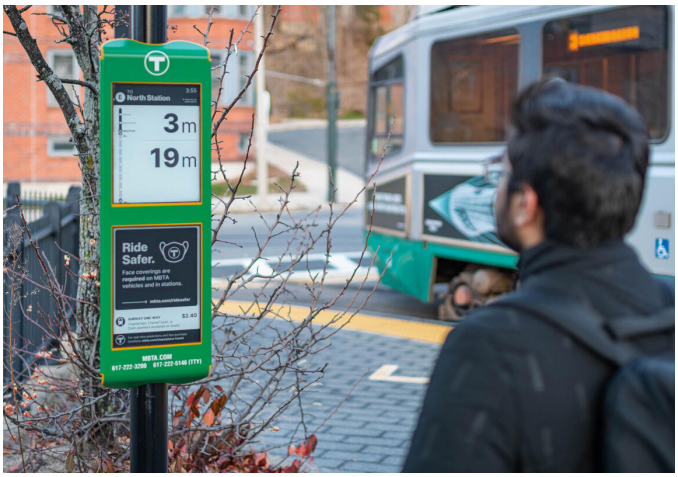


FIG 123 : E-INK SIGN AT THE HEATH STREET STOP ON THE E BRANCH OF THE GREEN LINE

- Rider Information Displays: Additionally, in 2022 the MBTA launched their first customer information displays ('CIDs'). CIDs display subway alerts about riders' here-and-now needs, such as delays, disruptions, and out-of-service elevators. Over the next couple of years, the MBTA plans to install CIDs in all subways stations. CIDs have been installed in Broadway Station at the platform.

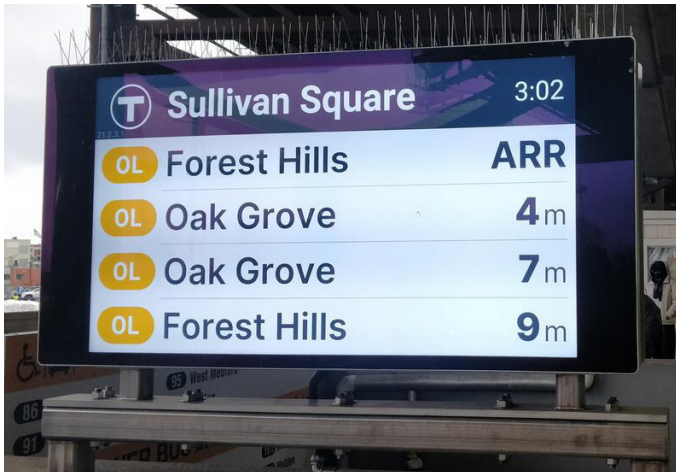


FIG 122 : A DIGITAL SIGN AT SULLIVAN SQUARE STATION

Real Time Amenity Recommendations

The Study Area has a digital real time amenity board at Broadway Station. With many potential stops to site bus shelters within the Study Area, there is also an opportunity to colocate these with real time amenity kiosks. The recommended locations for real-time amenities are illustrated in the map below. L Street and Broadway and D Street and Broadway were identified as locations where real-time information could be sited. These bus stops are candidates for these amenities as they serve as key transfer points, and serve high passenger volumes.

The recommendation is to install two kiosk-style real-time amenity displays at L Street and East Broadway, and D Street and West Broadway. While funding can come from a variety of entities, PIC approval is required for the installation of kiosk style real-time amenities in the public right of way.

Other groups who may be involved in the design and implementation of kiosks include the MBTA, private service providers, and developers and private business stakeholders. Coordination between City agencies and the MBTA, property owners and developers, and community members is necessary to ensure that real time travel information is supplied in the right locations with relevant information.

Integrating the Bluebikes Network and MBTA Transit System

Access to bikeshare is useful for many kinds of transportation needs, including commutes and point-to-point trips, one-way bike trips, and exploration for locals and visitors. A separate analysis unpacked Bluebikes access and coverage in the Study Area more largely. This analysis focuses on the relationship between our bikeshare and transit network. It recommends co-locating bikeshare, bus stops and subway stations to support the goal of increasing sustainable transportation options that enables commuters to make flexible travel choices.

Bikeshare stations can be located in areas with low or infrequent transit access so that commuters can fill the 'first or last mile' connections to key destinations like Andrew Station or Broadway Station. Bikeshare can also serve as a redundant travel option to transit. This flexibility provides an alternative means of reaching a destination, which is a particularly relevant need in the Study Area.

The methodology for selecting bus stops to colocate Bluebikes stations is multi-pronged. Space is a limiting factor. A standard 15-dock Bluebikes station requires at least 42-feet of length along the curb and a 12-foot to 14-foot sidewalk, depending on whether there is on-street parking where the Bluebikes station could be sited. There also needs to be at least 6-feet of clear sidewalk for pedestrians. The recommendations focused on where space was available within the parameters of the existing sidewalk space for a station as well as an understanding of the existing and proposed Bluebikes network. High frequency bus routes were prioritized for colocation. In the Study Area, the Route 7, Route 9, and Route 12 will be elevated to high frequency bus routes as part of Bus Network Redesign.

The SBTAP team audited the existing Bluebikes stations that are already collocated with transit and identified the following hubs:

- City Point Terminal
- Medal of Honor Park (planned City Expansion station)
- East Broadway at N Street
- East Broadway at L Street (planned City Expansion station)
- L Street at First Street (planned station through 776 Summer mitigation)
- East Broadway at I Street
- West Broadway at Dorchester Street
- West Broadway at D Street
- Broadway Station

Based on the criteria listed above, the following locations are proposed for co-locating Bluebikes stations at the 7, 9, and 12 bus stops without the need for sidewalk changes:

- East First Street and O Street
- East Second Street and Farragut Road
- West Broadway and F Street
- West Broadway and B Street

The following locations are proposed for co-locating Bluebikes stations at the 7, 9, and 12 bus stops with the need for sidewalk expansion:

- Broadway Station (new headhouse at West 4th and Dorchester Ave)
- D Street at Old Colony
- D Street at West 1st

Implementation:

- Implementation of the proposed Bluebikes stations will be supported by City funds. At this time, Medal of Honor Park is confirmed for implementation through these resources.
- Implementation of the proposed Bluebikes stations will also come through development mitigation. All Article 80 Large Developments are required to provide space for a 15-dock station on site as well as provide funding for the

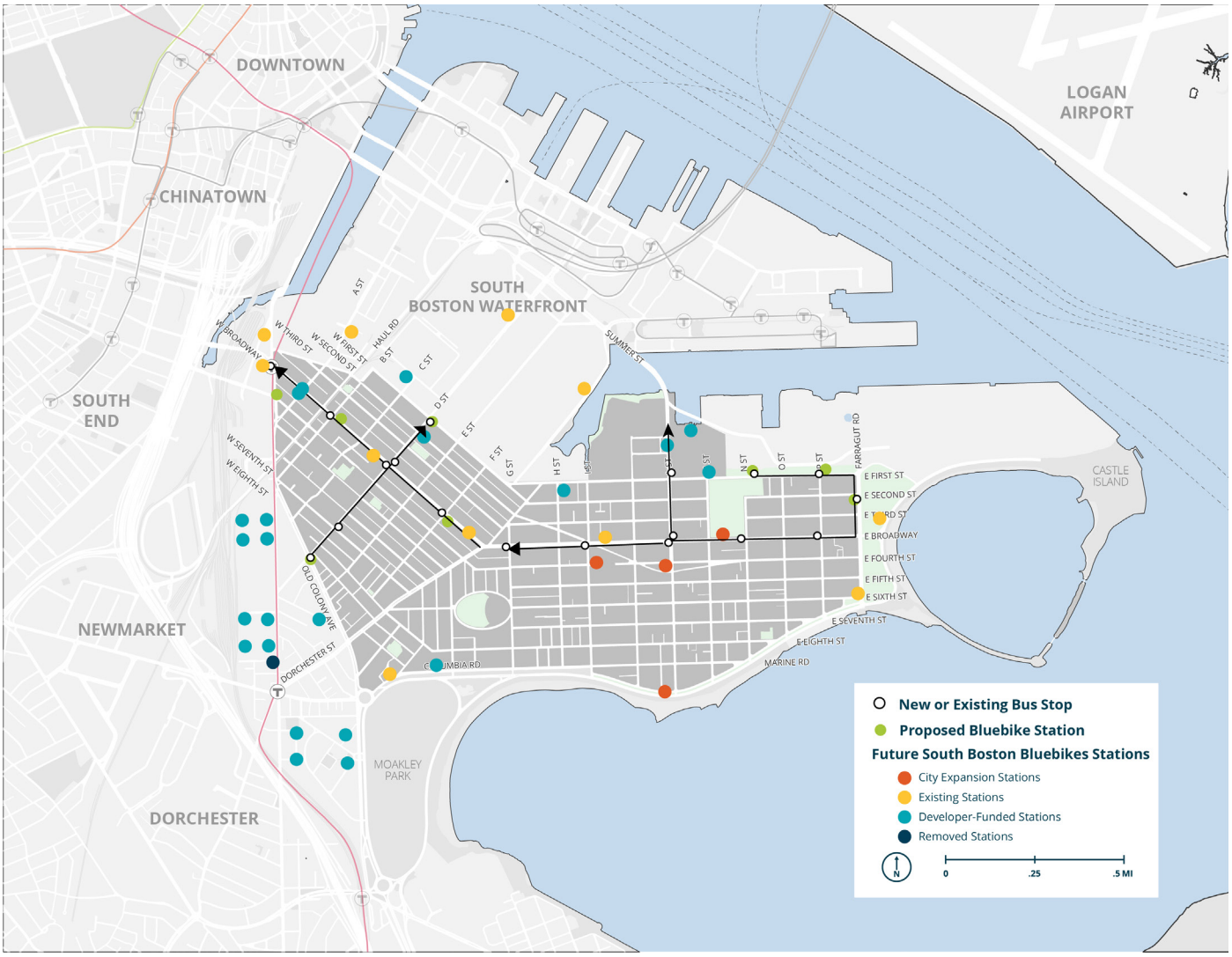


FIG 124 : BLUEBIKES COLOCATION ON THE ROUTE 7, 9, AND 12 BUS ROUTES

station as required by the Bike Parking Guidelines.

Boston Link Program & Shuttle Opportunities

The South Boston Seaport Strategic Transit Plan made recommendations related to shuttle service to enhance connections to the South Boston Seaport. These recommendations included providing private and open to the public shuttles, consolidation of private shuttles, shuttle service on A Street to Broadway station, and offering service from North Station, South Station, and other downtown connections to the South Boston Seaport.

The shuttles will operate as a first-mile/last-mile solution serving the Seaport and surrounding neighborhoods. The shuttles will continue to evolve with more detail, including understanding capacity, frequency and specific routing. The following routes are currently in concept planning and with service plans developed:

Routes with Service Plan Developed, in need of funding

- Fan Pier to UMass Boston and Columbia Point, via D Street
- Fan Pier to City Point, via L Street
- First Street Corridor

Routes in Concept Planning, Have Funding

- South Station to Broadway Station, via A Street
- South Station to RLFMP, via Summer Street and Seaport Boulevard
- RLFMP to Nubian Square, Via D Street

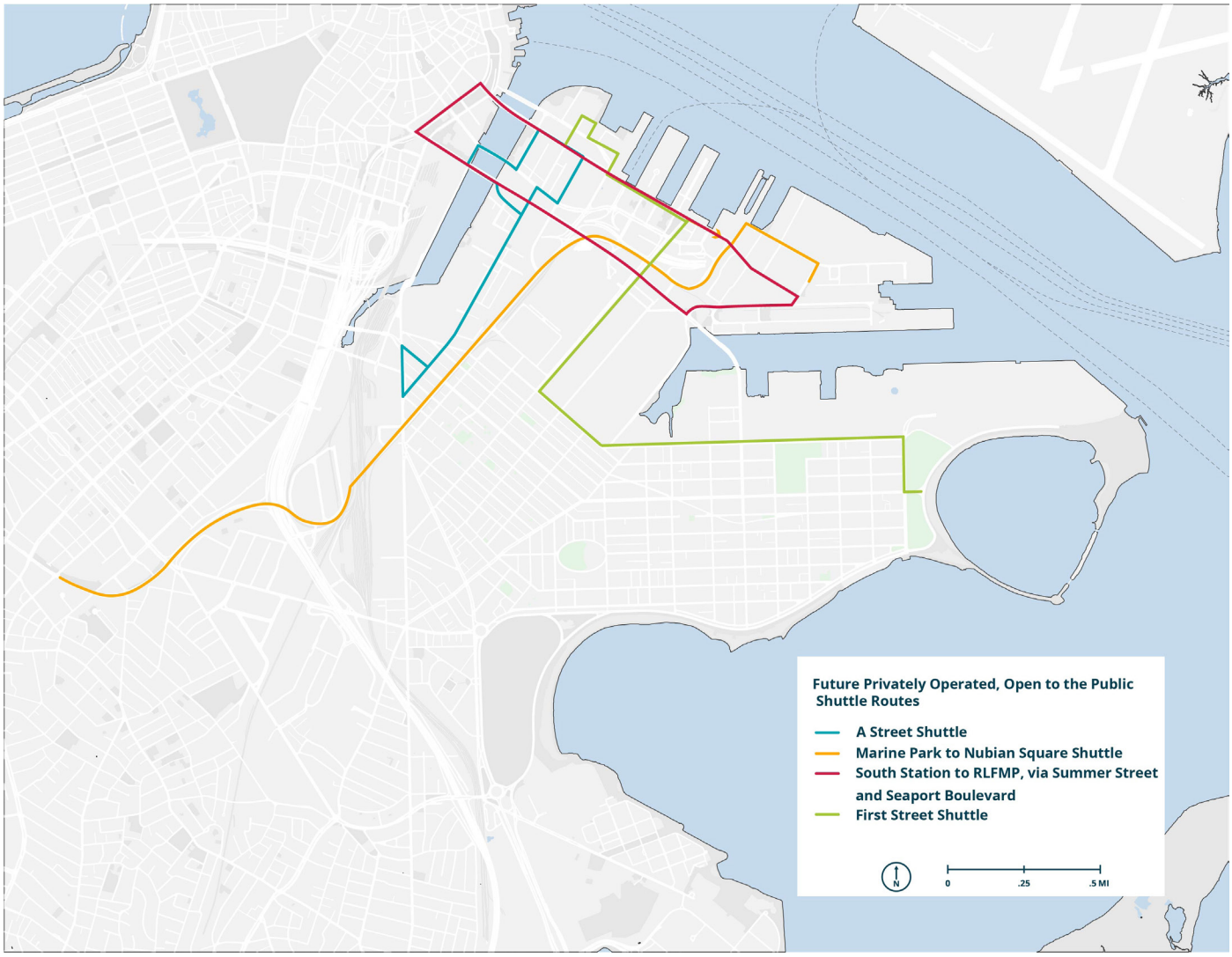


FIG 125 : SHUTTLE ROUTING FOR PROPOSED ROUTES AS OF 2023

These shuttles would provide one-seat ride connections from Nubian Square, Roxbury, the South End, and the D Street corridor. They would also provide new connections to residential areas which currently do not have direct service to South Boston Seaport, specifically the Mary Ellen McCormack and Old Colony Boston Housing Authority residences and the Harbor Point Apartments, which will improve equitable access to the South Boston Seaport. The shuttles also improve access to UMass Boston campus, Boston College High School, and emerging Columbia Point development to the South Boston neighborhood.

The identified next step is to continue to work with private sector and development teams to ensure existing and future shuttle services are part of the consolidated network managed by Seaport TMA and MCCA. These shuttles will be managed by the City and will be coordinated with the MBTA. The routes for the three funded shuttles selected for advancement through the Seaport Strategic Transit Plan can be found in the figure above. Given that these shuttles operate in or near the SBTAP Study Area, there will be benefits to the residents of South Boston to increase connectivity and mobility options.

The New MBTA Route 12

As mentioned, there is a circuit breaker at West First Street that restricts vehicular travel southbound between West First Street and West Second Street. Elements considered for planning for the MBTA Route 12 will include circuit breaker adjustments, in-lane bus stops, traffic patterns and directionality, transit signal priority, queue jumps, passenger amenities, and bus stop placement. Currently, as contemplated, the bus stops will be located in the Study Area provided in the figures below.

Proposed Route 12 Bus Stops

PLAN: Dorchester Avenue Transportation Plan recommended that the MBTA provide bus service and that the City enhance bus priority improvements along D Street. D Street provides the most direct connection between the southern portion of the PLAN Dorchester Avenue Study Area and the Seaport, however it has no transit service. Through the SBTAP, residents shared the need for increased transit access between the Study Area and the Seaport.

Providing bus service along D Street would provide a direct, efficient, bidirectional connection between Andrew Square and the Seaport. Through Bus Network Redesign, the MBTA advanced this recommendation with the MBTA Route 12. The new Route 12 bus route, which will run as an all-day high frequency route, will cross the Study Area through D Street from north to south. It will connect to the South Boston Waterfront to the north and Nubian Square, the Longwood Medical Area, and Brookline Village to the south and west.

Proposed stops for Route 12 in the Study Area are based on similar criteria that guided the proposed consolidation of the 7, 9, 10, and 11 routes in the Study Area. These include stop spacing to the upcoming stop, nearby land uses, potential for siting stop amenities such as shelters or co-location with Bluebikes, key transfer points, and demographic of residents in proximity to a potential bus stop. Average stop spacing among the 4 proposed stops in the Study Area is 870 feet inbound and 940 feet outbound.

The first stop sited for Route 12 is D Street at Broadway, given that this location is a key transfer point to Route 9, located nearby social service providers, a school, and a Boston Housing Authority development, and is already co-located with an existing Bluebikes station on Broadway. The other three stops in the Study Area were built around the location of this stop, in alignment with the criteria for bus stop location. These stops include: D Street at Old Colony, D Street at West Seventh, and D Street at West First. The maps and associated walksheds for the proposed stops are found below.

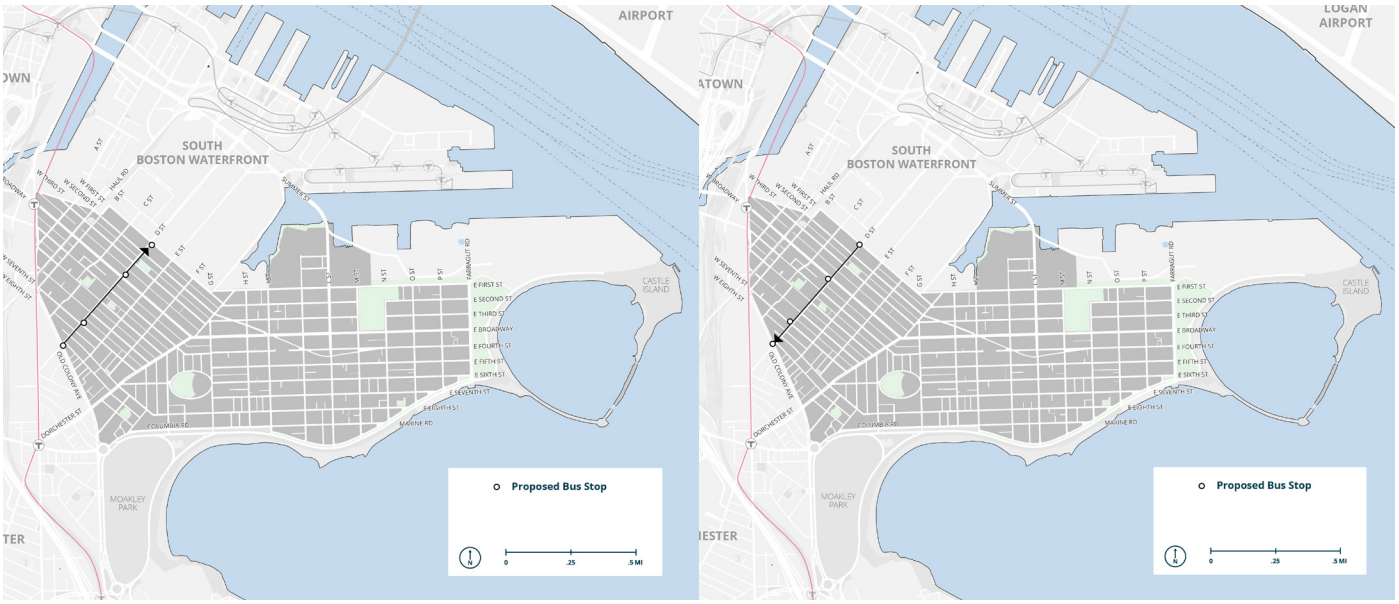


FIG 126 : MBTA ROUTE 12 INBOUND AND OUTBOUND STOPS PROPOSED

Medium-Term Network Changes and Priority Enhancements

East Broadway Bus Lanes

East Broadway is served by Routes 7, 9, and 10 and is about one mile in length. This stretch of road had approximately 2,600 combined weekday boardings in 2019, with very little turnover (riders getting on and off the bus on this stretch).

Bus delay and reliability are the worst between H Street and N Street as of 2023, especially during midday and PM peak. Travel since the pandemic has not come back to exactly the same levels and patterns, with less of a sharp AM peak and more steady trip-making during the midday and into the PM peak. All day transit priority between H Street and N Street in both directions would make notable improvements in speed and reliability for South Boston riders. Assuming bus ridership returns to 2019 levels, on an average weekday, passengers on this section of the corridor will experience 53 hours of passenger delay each day without any improvements: that's the equivalent of driving from Boston to Dallas and back again.

Transit Signal Priority (TSP)

The road rightsizing planned for this corridor is expected to have limited impact to delay and does not change any transit recommendations. Delay at G Street is very limited, so benefits of TSP would also be limited, so is therefore not recommended. Delay at I Street and L Street eastbound, westbound, and turning onto L Street were notable and TSP is recommended at these intersections. TSP saves on average 3 seconds per intersection.

	No Build		Road Rightsizing	
Intersection Name	East-bound delay (s)	West-bound delay(s)	East-bound delay(s)	West-bound delay(s)
G Street & East Broadway	3.7	4	4.2	3.9
I Street & East Broadway	15.8	16.3	17.6	19.3
L Street & East Broadway	42.5	62	47.3	48.8

FIG 130 : PM PEAK INTERSECTION DELAY ALONG EAST BROADWAY

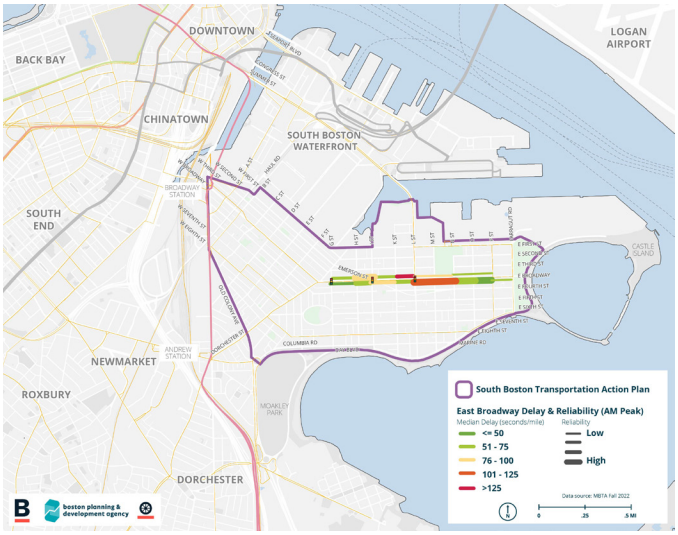


FIG 127 EAST BROADWAY DELAY AND RELIABILITY (AM PEAK)

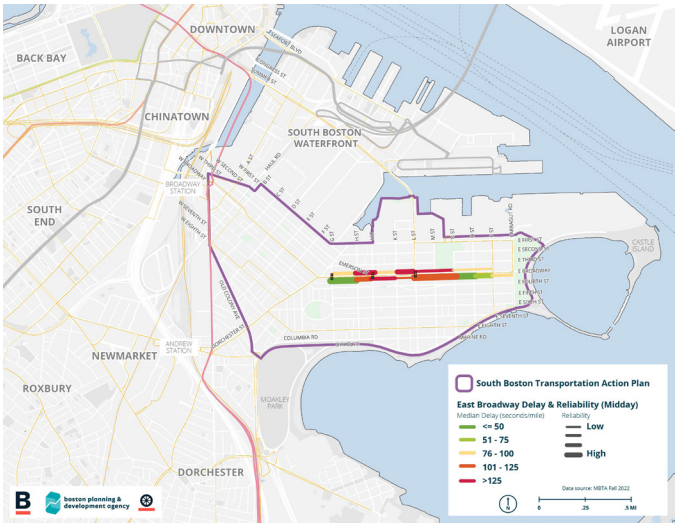


FIG 128 EAST BROADWAY DELAY AND RELIABILITY (MIDDAY)

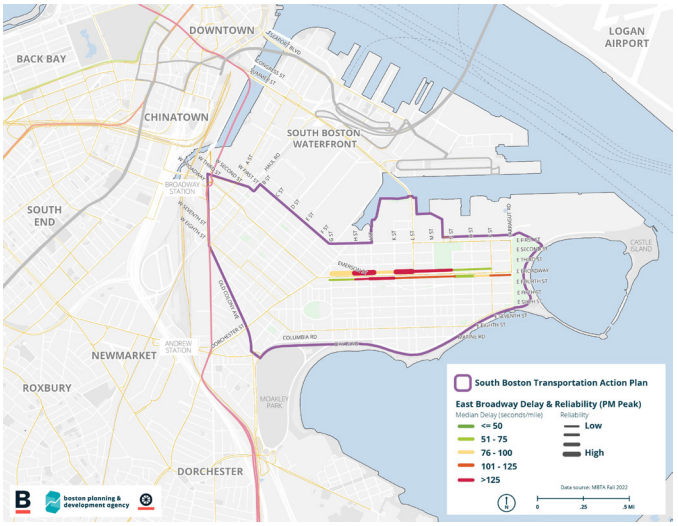


FIG 129 EAST BROADWAY DELAY AND RELIABILITY (PM PEAK)

Bus Lane Option

Referencing the delay and reliability maps, a bus lane in both directions between H Street and N Street would have the biggest positive impact on speed and reliability in this corridor.

Queue Jump Option

Queuing lengths at both I Street and L Street in both the no build and the road rightsizing indicate that queue jumps could have positive impacts on speed and reliability at these intersections.

FIG 131 : EAST BROADWAY BUS LANE OPTION WITH TSP

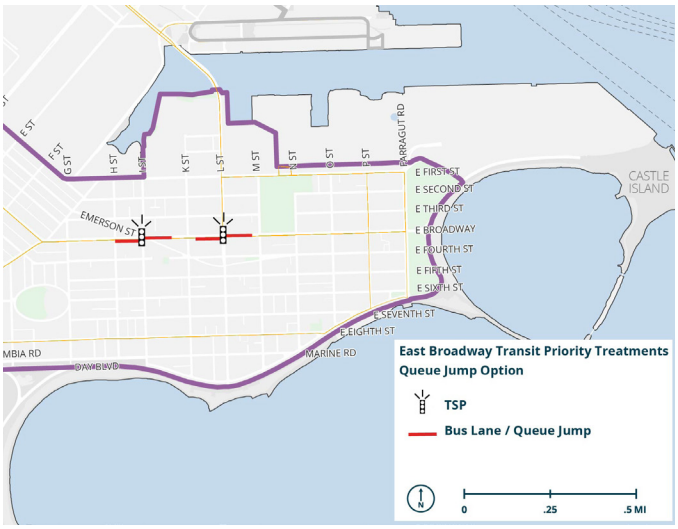


FIG 132 : EAST BROADWAY QUEUE JUMP OPTION WITH TSP

Bus lanes decrease travel time by 20%, and queue jump savings of 6 seconds per intersection. Bus lanes on average save 20 more seconds than queue jump lanes in the inbound direction and 19 more seconds in the outbound direction along East Broadway. Both options have TSP saving 3 seconds per intersection in both directions.

Reliability is measured by looking at how long it usually takes for a bus to travel along a corridor, the median, versus the slowest 10% travel time, or the 90th percentile runtime. The greater the difference between these two measures, the worse the reliability is. Riders often have to plan for longer run times to guarantee getting to their destination on time. The MBTA also schedules cycle times to the 90th percentile runtime which affects how frequent and how fast the service can operate. Reducing the difference between the median and the 90th percentile runtimes leads to many benefits. Reliability improvements can be invested in better frequency with the same number of vehicles and operators. Reliability improvements along East Broadway benefit the entirety of the routes that operate on them because of the impacts on cycle times and frequency. Both transit signal priority and either bus lanes or queue jumps decrease travel time, but most notably increase reliability by decreasing the difference between the worst run times and the usual run times. Knowing how long a service takes and being able to count on that greatly improves rider satisfaction and experience.

For westbound, on this section of East Broadway takes 3.9 minutes normally, and 6.3 minutes on a bad trip (61% longer than normal). If reliability increases by 50%, or the “worst case scenario” that a rider has to plan for each day goes down to 5.1 minutes so from 1.61X to 1.45X For eastbound the trip is normally 4.1 minutes with a bad trip running 7.8 minutes (94% longer than normal). With a 50% increase in reliability, the trip reduces to 6.0 minutes.

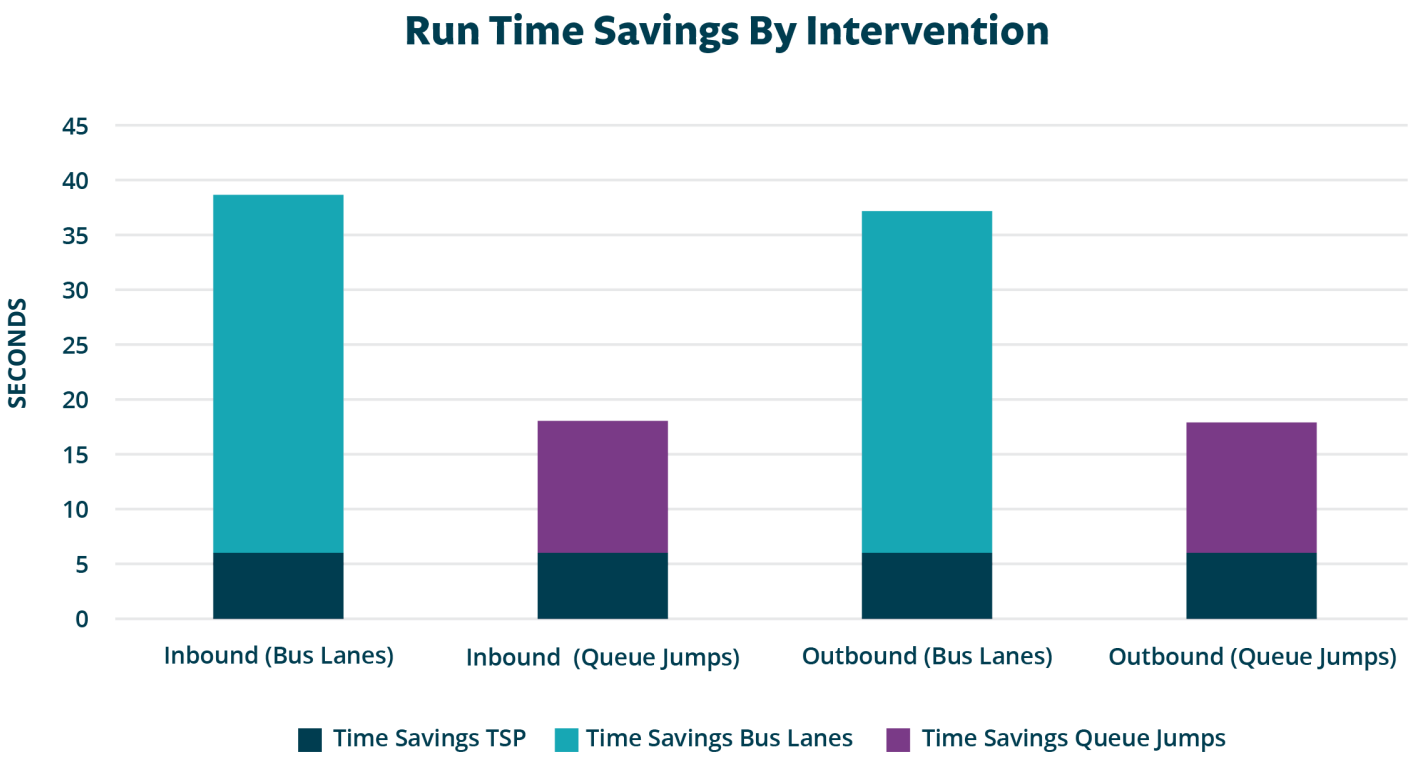


FIG 133 : RUN TIME SAVINGS BY INTERVENTION

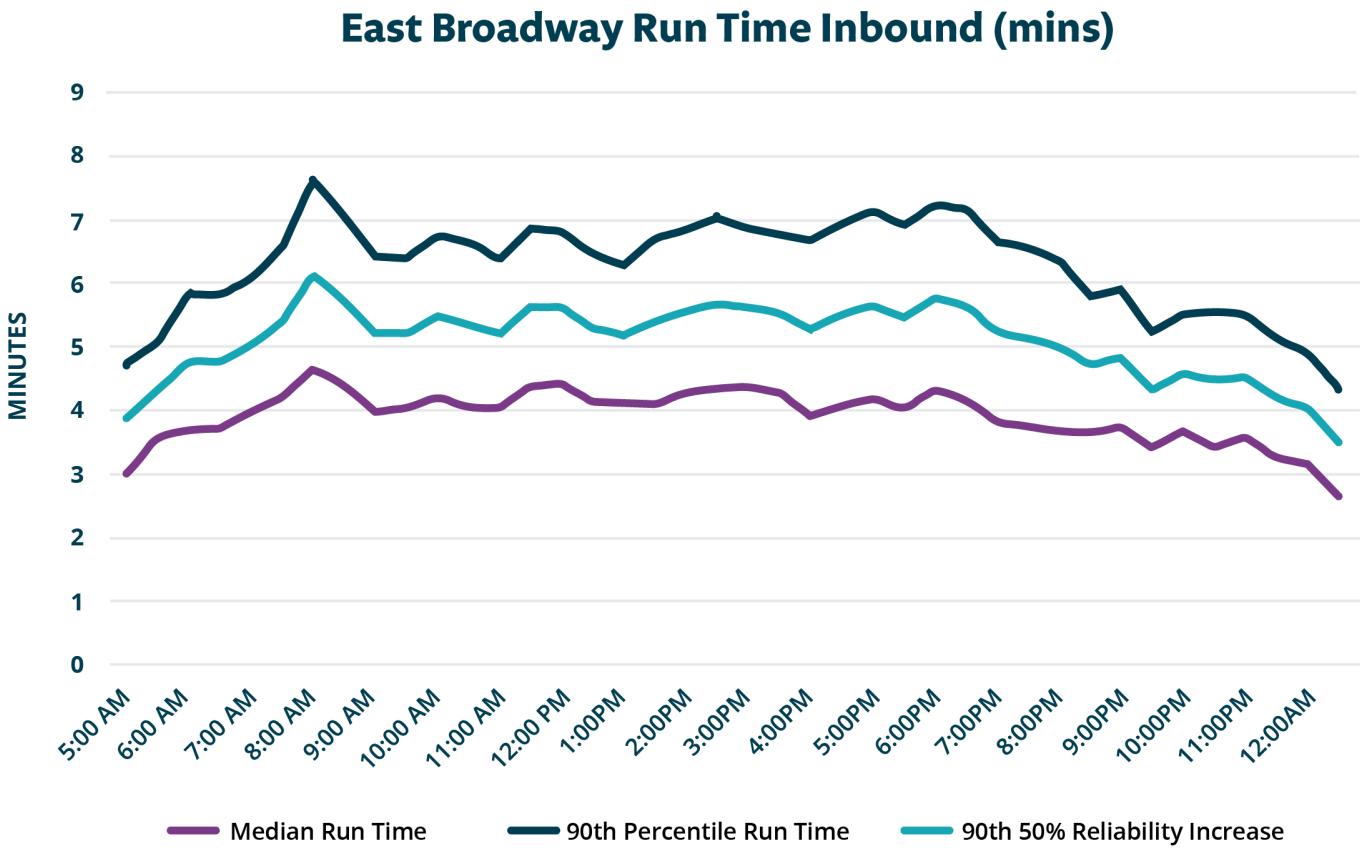


FIG 134 : EAST BROADWAY RUN TIME INBOUND (MINS)

L Street Bus Lanes

Route 7 runs along L Street, a road segment approximately 900 feet in length. Delay and reliability are issues both turning from or onto East Broadway, as well as traveling on L Street. In 2019 there were 1,167 weekday boardings on L Street between Broadway and East 1st Street.

The planned road right sizing causes more delay northbound and less delay southbound at 1st Street. TSP is recommended at this intersection to better normalize the delay going through this intersection in both directions. TSP recommended at Broadway and L Street will also benefit the bus turning movement onto this corridor.

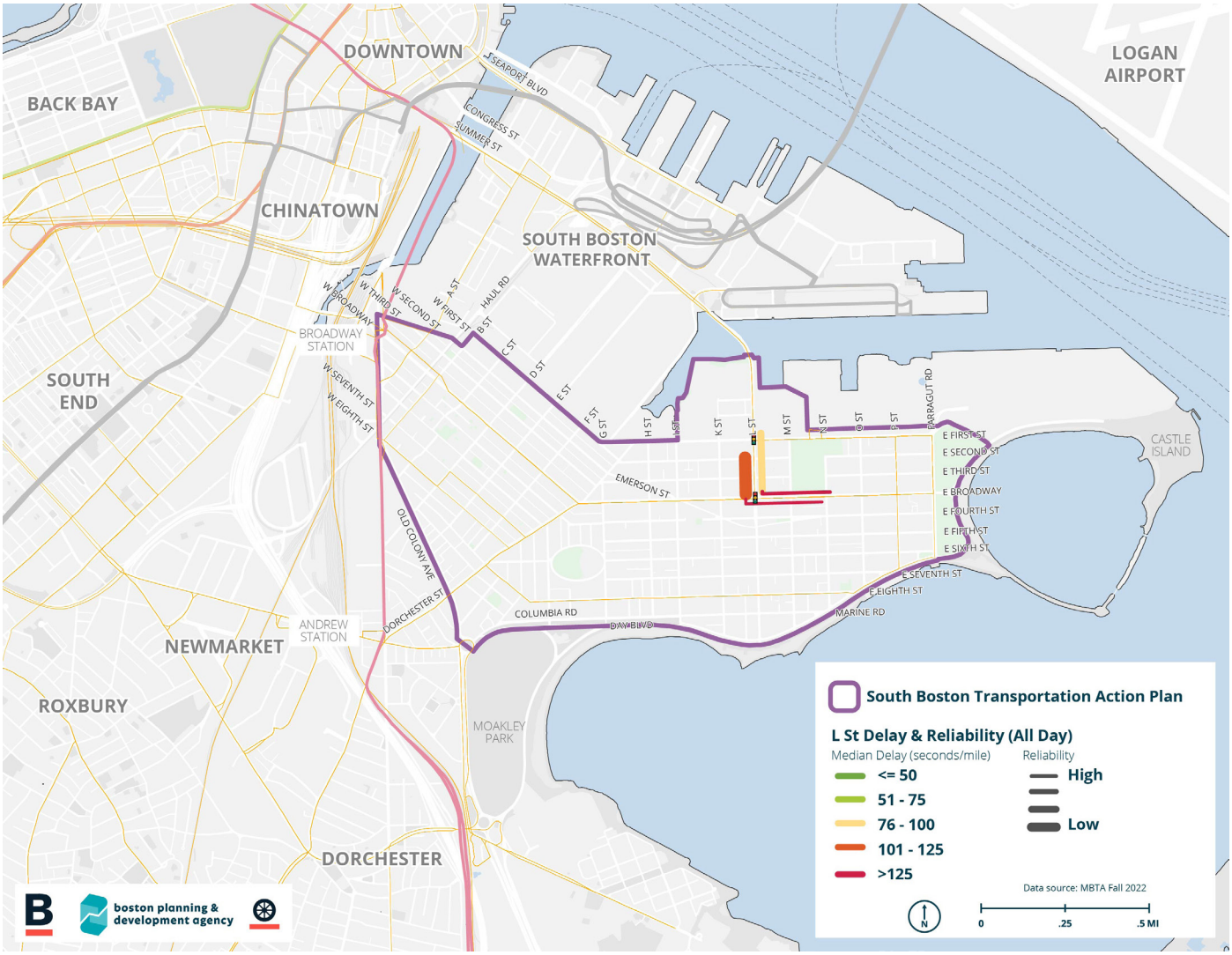


FIG 135 : L STREET DELAY AND RELIABILITY

AM Peak	No Build		Road Rightsizing	
Intersection Name	**NBT/R delay (s)**	**SBT delay (s)**	**NBT/R delay (s)**	**SBT delay (s)**
L Street/ Summer Street & E 1st Street	37	18.2	48.4	7

A bus lane along the corridor will have the biggest impact on speed. Queue jumps northbound at East First Street and Southbound at East Broadway would also have positive impacts. The turn from East First Street onto East Broadway would benefit from either intervention.

In the inbound direction, the bus lane option makes a bigger reduction in run time that the queue jump by about 4.5 seconds. In the outbound direction, the bus lane and queue jump option result in almost the exact same time savings. TSP saves 3 seconds per intersection in either option.

FIG 136 : L STREET BUS LANE OPTION WITH TSP

FIG 138 : L STREET QUEUE JUMP OPTION WITH TSP

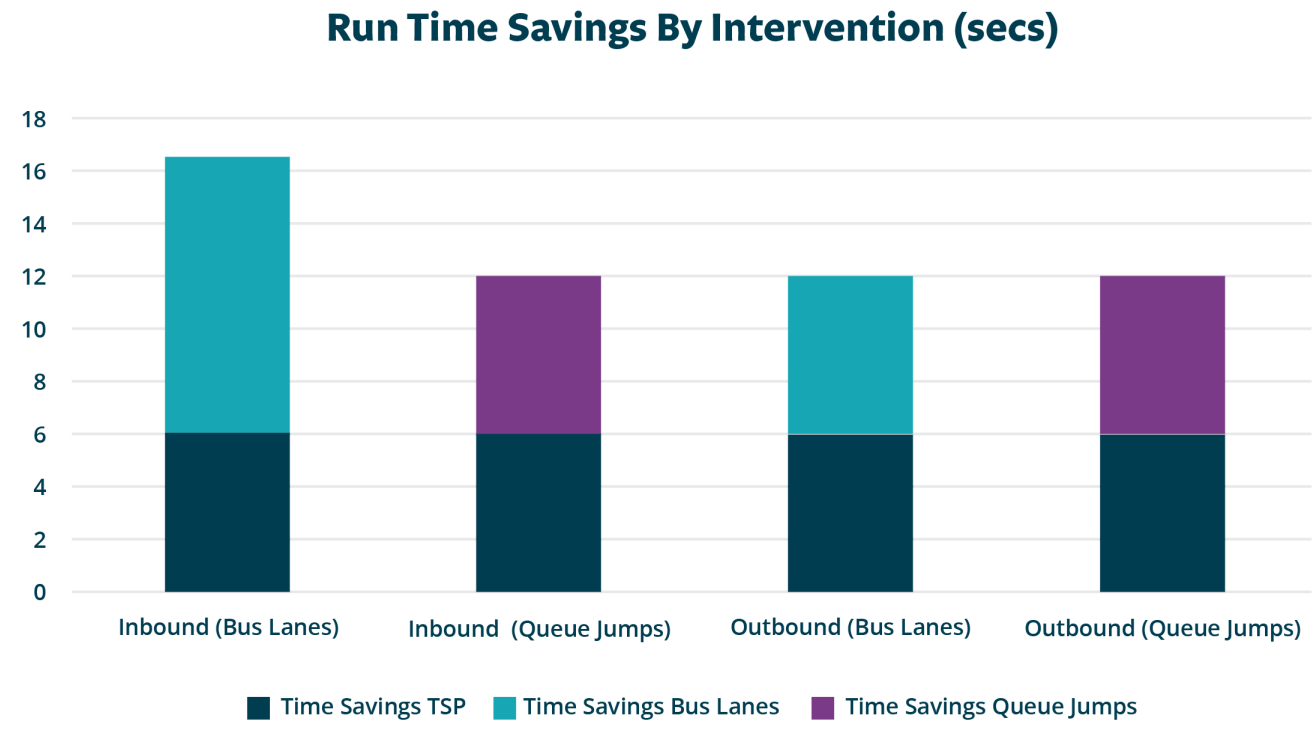


FIG 137 : RUN TIME SAVINGS BY INTERVENTION (SECS)

Transit Priority Benefits

Transit priority treatments complement each other and multiply the positive effects of other treatments. For example queue jumps or bus lanes and TSP make each other more effective by allowing for less delay and more reliable speeds. If a bus has dedicated right-of-way space approaching an intersection, TSP will allow it to travel through the intersection more efficiently. The bus stop consolidation and placement farside discussed earlier in the report along East Broadway and L Street, will allow for more consistent travel times in bus lanes. TSP also allows for more consistent movement through intersections, improving on farside stop benefits. TSP, queue jumps/bus lanes, and stop consolidation and placement improvements bundled together will greatly improve the rider experience in this portion of the Study Area.

Investing in Stations, Terminals, and Transfer Points

Improving City Point Terminal

City Point Bus Terminal is located north of East First Street generally between M Street and O Street. City Point serves as a bus terminal for the MBTA Route 7, 9, 10, and 11. Until 2017, it was used for layovers, but was renovated to be a passenger terminal in 2017 with platforms, bus shelters, and seating.

There are additional plans for improvements to the City Point Bus Terminal. The goal of the future investments is to improve bus operations and passenger comfort in the City Point Bus Terminal zone which will help to improve capacity in the terminal area. No concepts or plans have been created.

Broadway Station Headhouse

The MBTA has projects already underway to design and construct new headhouses - locations where riders enter the station from the sidewalk - including 2 headhouses at the southern platform entrance to the Broadway Red Line station. This investment will improve safety and connectivity for pedestrians at this location by alleviating the need for some riders to cross Dorchester Avenue at Broadway, a busy intersection with a history of crashes involving pedestrians. The new headhouses will be located at the corners of West 4th Street and Dorchester Avenue, and will include two new elevators. This station will be fully accessible and provide improved bus and pedestrian connections.

One headhouse is proposed in the medium-term, located generally on the east side of Dorchester Avenue in the vicinity of West Fourth Street. Walkshed analyses were conducted by the SBTAP team to understand the number of homes that this headhouse would expand access to within a 5- and 10-minute walk. With the addition of the new headhouse, there will be an approximately 10% increase in people within a 5-minute walk.

5 Min Walkshed	Population	Households
Current + Future	3242	1568
Current	2934	1474
Difference	308	94
10 Min Walkshed	**Population**	**Households**
Current + Future	11784	6303
Current	11006	5900
Difference	778	403

FIG 139 : POPULATION AND HOUSEHOLDS WITHIN 5- AND 10-MINUTE WALK OF FUTURE BROADWAY STATION HEADHOUSE

The existing Broadway station headhouse will also receive upgrades as part of this project, including the replacement of two existing elevators and improvements to make the station fully accessible. Station amenities, wayfinding, and signage will also be improved. The benefits of these upgrades include full station accessibility at both entrances, increased safety, easier station navigation, and more reliable elevator service. The implementation timeline for these improvements is expected to be completed in approximately 7 years.

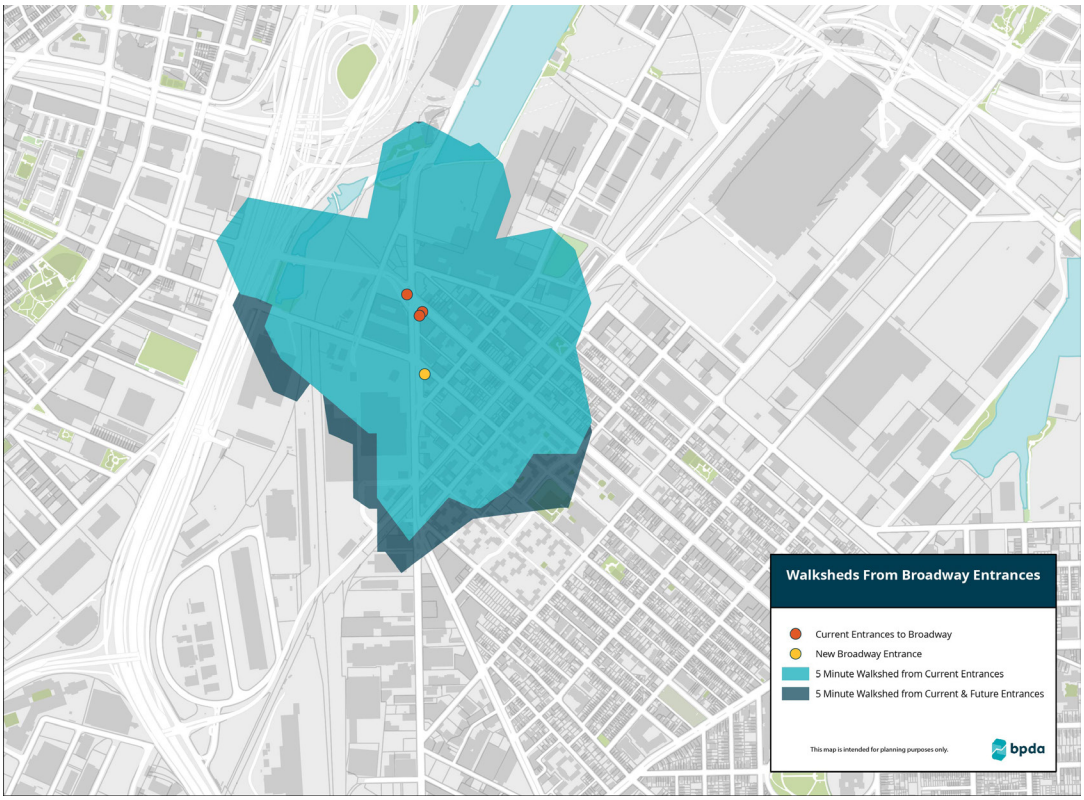


FIG 140 : 5-MINUTE WALK FROM FUTURE BROADWAY STATION HEADHOUSE

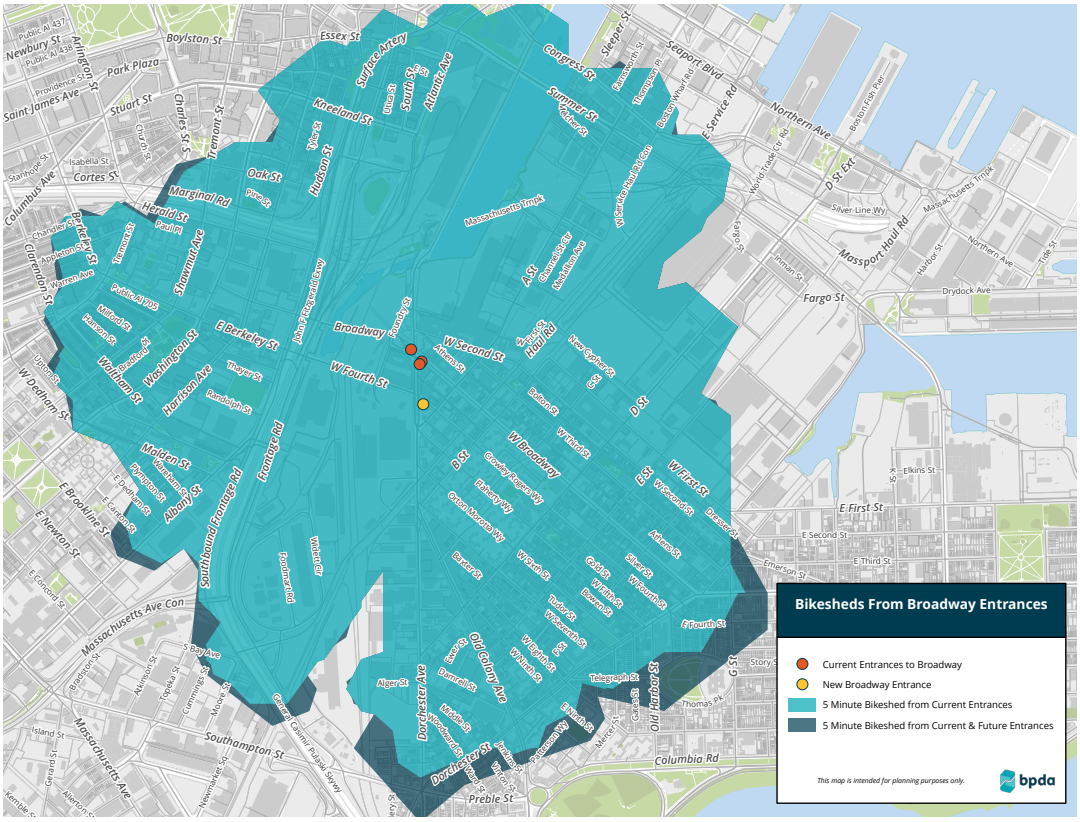


FIG 141 : 5-MINUTE BIKE FROM FUTURE BROADWAY STATION HEADHOUSE

Bus Routing Around Broadway Station

In the future, bus routing will change around Broadway Station. Three bus routes currently connect at Broadway Station: Route 9, Route 11, and Route 47. With BNRD, the Route 42, 9 and 11 will connect at Broadway Station. Presently, MBTA Route 11 and Route 9 loop around Foundry Street on their inbound routing to travel westbound on the West Fourth Street bridge. Buses use stop 150 on the west side of Broadway Station on Dorchester Avenue, travel northbound on Dorchester Avenue, then take a left on Gillette Park. Buses then take a left on Foundry Street, a left on Greenbaum, and a left onto southbound Dorchester Avenue. Buses then take another left onto to travel westbound on the West Fourth Street bridge.

The recommendation of the SBTAP, as well as the PLAN: Dorchester Avenue Transportation Plan is to eliminate the inefficient Foundry Street loop. The recommendation includes two solutions: a short-term and long-term solution (see Near-Term for Broadway Station bus stop plans on Dorchester Avenue). The long-term solution relies on the installation of the future headhouse at West Fourth Street and Dorchester Avenue. This headhouse will be the future transfer point between MBTA buses and the MBTA Red Line.

According to MBTA Service Planning estimates, during the peak congestion time customers riding through Broadway on the inbound 9 or 11 would save approximately six minutes. Peak customers alighting from the inbound 9 or 11 at Broadway would save around 2 minutes each. Peak customers boarding the inbound 9 or 11 at Broadway would save around 2 to 2.5 minutes.

Long-term Broadway Station Routing

The long-term routing relies on the implementation of the future Broadway Station headhouse at Dorchester Avenue and West Fourth Street. Buses in the long-term may need to continue to route to the West Broadway headhouse depending on the infrastructure and location of the future headhouse. If the headhouse can provide the appropriate accessible infrastructure as well as be located in a place that allows for an accessible co-located bus stop, the transfer between buses and the MBTA Red Line will be possible at the new headhouse located at West Fourth Street.

MBTA, BTD, and the BPDA are exploring different routing scenarios. Many factors go into routing decisions including populations served, accessible bus stops, time savings, sidewalk conditions, crossings, and signals. Future decisions on bus routing around Broadway Station will be made when the headhouse designs advance.

Andrew Station Headhouse Improvements

Andrew Square is a critical transit hub - connecting transit riders with the Red Line and many important bus lines. Though it is outside of the SBTAP Study Area, many passengers in the Study Area rely on Andrew Square to connect to the MBTA transit network. Six bus routes currently connect at Andrew Station: Route 10, Route 16, Route 17, Route 18, Route 171, and CT3. In the future, Route 12 will connect at Andrew Station and Route 171 and CT3 will no longer exist in their current form.

As the area evolves over time, the City of Boston and the MBTA must continue to support and maintain investments in this area to encourage more transit usage. There are near- and long-term solutions to the Andrew Square intersection proposed through the PLAN: Dorchester Avenue Transportation Plan. The plans include dedicated left turn lanes, shortened pedestrian crossing distances, crossing islands, improved bike safety, and long-term circulation changes.

The MBTA has projects already underway to design and construct new headhouses at the Andrew Red Line station. These investments will improve safety and connectivity for pedestrians by alleviating the need for many riders to cross Dorchester Avenue, Southampton Avenue and Dorchester Street at Andrew Square, which is a busy intersection with a history of crashes involving pedestrians.

Circumferential and Crosstown Transit Service via Andrew Square

- Connecting South Boston to the Seaport, Logan Airport, Red Line, and points west requires consideration of important crosstown routes and corridors in key locations.
- Columbia Point to Massachusetts Ave via Andrew:

BTD's Bus Priority Map outlines an important crosstown bus priority corridor from the Massachusetts Ave corridor to Andrew Square via Southampton Street with continued service to UMass Boston via Preble Street, Old Colony Ave, JFK/UMass Station, and Mount Vernon Street. This will fulfill the GoBoston 2030 goal of a Massachusetts Avenue rapid bus line and connect growing parts of South Boston and Dorchester to the rapid transit network. Key elements to this include bus lanes on Southampton Street and bus priority measures in Andrew Square. Additional analysis is needed to determine bus priority measures approaching JFK/UMass Station.

- The Urban Ring was a project proposed to develop new public transit routes that would provide connections between existing transit lines radially. The Urban Ring evaluated the need for better access to the South Boston Waterfront and Logan Airport from South Boston, the Red Line, and points west. While the Urban Ring is not a plan that is under consideration by policymakers or transit officials, the concept of better circumferential transit is a policy objective of the City with routes in Bus Network Redesign forming the basis for better service. Therefore, key improvements should be made to help facilitate this service including but not limited to investments in the Route 12 Corridor - including bus priority on Dorchester Ave and D Street and high quality transfer points between the Route 12 and key intersecting routes

Cabot Yard

Cabot Yard is located just outside of the western perimeter of the SBTAP Study Area. The MBTA is making major infrastructure upgrades to the Cabot Yard and Maintenance Facility. Cabot Yard is a storage and maintenance facility for Red Line vehicles, including the 252 new Red Line vehicles. Cabot Yard is also one of the MBTA's 9 depots, meaning it functions as an operating base for buses. The depot provides parking, servicing and maintenance facilities, administrative offices, and other facilities to support staff and drivers. It provides the buses for the routes that operate in Downtown and Southern Boston. Cabot is one of the few depots that operates the MBTA's CNG buses.

The improvements will help bring the new Red Line fleet into service and will make it easier, safer, and faster for crews to work on vehicles. The project is approximately 1/3 complete with anticipated completion by summer 2023. The upgraded Cabot Yard and all-new facility will help crews move trains through the yard more easily, decreasing the time needed for maintenance. It will feature:

- All new rail yard tracks, power system, and signals
- New diagnostics equipment
- A canopy for outdoor maintenance work
- An efficient, environmentally friendly car wash
- Standardized vehicle turnouts and crossovers for easier maintenance

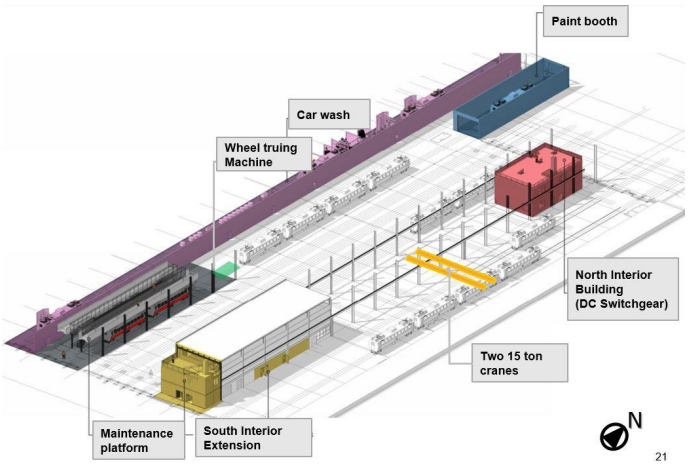


FIG 142 : CABOT YARD IMPROVEMENT PLANS / SOURCE: MBTA

These changes will support bringing the new Red Line fleet into service and keeping them maintained as well as continued bus operations.

Long Term

Route 11 Routing

Route 11 operates with high frequency during the peak – with buses operating every 6 to 10 minutes – and with 25-minute headways during the midday and early mornings, and with 50-minute headways on evenings; approximately 20-minute headways on Saturdays; and 40-minute headways on Sundays. Due to overcrowding during the peak, peak frequency could be increased. Altering Route 11 to be bi-directional instead of a loop and introducing transit priority can increase the reliability of the route. When possible, improving off-peak and weekend frequency, at least between Broadway T station and the Financial District, will increase access and connections between the Study Area and the region as a whole.

The Bus Network Redesign proposes to reduce the frequency at all times of day for the MBTA Route 11 to 25 minute headways during weekday morning and evening peak, 50 minute headways midday weekday, and 50 minute headways on Saturdays and Sundays. Bus Network Redesign also altered the routing of the MBTA Route 11 to no longer use Congress and A Street, but to navigate to Tufts Medical Center via the Traveller and Fourth Street bridges.

The SBTAP team explored shifting the routing of the MBTA Route 11 as part of the universe of recommendations. The main impetus for exploring shifting the Route 11 was to find if there was a redundant east/west street that better met the operational needs of a transit route. Given Seventh and Eighth's narrow, local nature, the bus often gets delayed and requires cars to yield when they encounter a bus. This reduces the buses reliability and increases passenger delay. Three routes were explored for navigating the Study Area:

- Alternative 1: Farragut Road>Day Boulevard>Old Colony Avenue>Dorchester Avenue: This proposal was ultimately deprioritized due to Day Boulevard's relative distance from the residential fabric of the neighborhood, parkland adjacency, expansive missing sidewalk network, accessibility needs and the street design's incompatibility with transit needs.
- Alternative 2: Farragut Road>Columbia Road>Marine Road>Columbia Road>Old Colony Avenue>Dorchester Avenue: This routing proposal was and will continue to be explored for running time, rider impacts, and benefits. Physical changes will be needed in advance of these routing changes to have accessible bus stops, and safe crossings, as well as to allow for the necessary bus movements. These changes include:
  - » Additional crossings across Columbia Road as well as improved accessibility conditions
  - » Planned rightsizing of Old Colony Avenue to allow for shorter rider crossings
  - » Circulation considerations at Preble Circle to allow for outbound bus movements to access Columbia Road
  - » New bus stops and associated infrastructure

With the proposed changes, the MBTA Route 11 could operate on Alternative 2's streets. Given that the SBTAP is focused largely on near-term changes, this exploration should continue to be explored outside of this action plan.

Heavy Rail Investments

Track 61

Track 61 (also known as the Boston Terminal Running Track) is defined as the rail ROW from the Old Colony Line/South Boston Lead Track (former Bay Junction) near Dorchester Avenue/South Boston Bypass Road to the Falcon Terminal. The ROW has multiple fee owners, including the Massachusetts Department of Transportation (Commonwealth of Massachusetts), U.S. Department of Defense, and the Economic Development and Industrial Corporation (EDIC) of Boston. Additionally, track easement rights exist on land owned by the Massachusetts Port Authority, the Massachusetts Convention Center Authority, and private property.

Preservation of the Track 61 ROW is a paramount concern for

the City of Boston as a means to ensure potential future use as a passenger rail and freight corridor to the South Boston Waterfront. Track 61 is the sole rail connection from the South Boston Waterfront District to the regional passenger and freight rail network. The ROW passes through industrial port areas, burgeoning mixed-use areas of the South Boston Waterfront, and dense residential areas in the South Boston neighborhood. The South Boston Waterfront, in particular, has experienced intense development pressure as formerly industrial areas and parking lots have been transformed into dense office, residential, hotel, retail, and convention spaces.

The BPDA wishes to retain space for a future potential transit station for Track 61 accessed from Dorchester Avenue. Similar to Boston Landing commuter rail station, the station could use an efficient 600' station length, with connections up to Dorchester Avenue near B Street. The area adjacent to Track 61 in the vicinity of Dorchester Avenue could serve a future rail facility connecting between the Fairmount Line or the Old Colony Lines and the Seaport District, or future Bus Rapid Transit using the South Boston Bypass Road. These are long term alternatives for transit service in the Track 61 corridor – in the near term the recommendation is to retain access rights at this location as development occurs.

Heavy Rail and Passenger Transit Feasibility and Station Study

Track 61 has the potential to provide direct rail access to the Study Area, Dorchester Avenue area, and South Boston Waterfront/ Seaport. These areas are anticipated to grow significantly and transit will be a vital component of connecting these areas to Boston's neighborhoods. Therefore, a subsequent study should examine the feasibility of implementing passenger transit on this corridor, as well as potential opportunities for freight rail access to Conley Terminal and the Flynn Marine Park. Track 61 could connect to the Old Colony or Fairmount Lines in the vicinity of the PLAN: Dorchester Avenue Study Area.

Separate stations may be more beneficial in terms of offering access to other transit connections (like subway stations and bus hubs). A Fairmount Line station in the vicinity of Fourth Street should be explored to be co-located with Broadway Station, and the MBTA Route 9, 11, and 42. An alternative, or additional station for the Old Colony Line should be explored in the vicinity

FIG 143 : PROPOSED TRACK 61 ALIGNMENT

of Southampton Street. This study should advance in the near-term and should also include, at a minimum, consideration for the changes at Widett Circle to not preclude a rail connection for Track 61, or a future station. New proposals for stations and revived Track 61 use will be carefully coordinated with the MBTA's Rail Modernization team.

09.

Park Connections

The transportation network needs to provide safe, accessible, and low-stress walking and biking connections to the wealth of open space assets in the Study Area. The SBTAP intersection prioritization methodology included park access as a key category that escalated importance. The following section focuses on key crossings, network connections, improvements, and policies that can better connect the rich network of open space.

Harborwalk Improvements

Chapter 91 Overview, Requirements and Permitting

South Boston's Harborwalk is a component of the MassDEP's Chapter 91 Public Waterfront Act which preserves the right of public access to the waterfront.[2] The Harborwalk serves as an important connecting path between some of South Boston's most well-used open spaces and community amenities, including Medal of Honor Park, Pleasure Bay and Castle Island, several public beaches, and Moakley Park. In a dense urban neighborhood, it is essential to have continuous, well-connected off-street paths for active recreation. While the South Boston Harborwalk is well-connected in most parts, especially the section that circles Pleasure Bay, Castle Island, and the beaches to the south, there are connections that need improvement.

Chapter 91 regulations are enforced by MassDEP, including the provision of dimension for the Harborwalk, which is typically 10-12 feet in width. Completion of the Harborwalk is largely dependent on the redevelopment of parcels within Chapter 91 jurisdiction, which must receive a MassDEP waterways license upon demonstration that their site complies with Chapter 91 regulations. This means that areas where the Harborwalk is incomplete in South Boston will remain so until the parcels are redeveloped. In these cases, it is important to find interim, near-term solutions to connect existing Harborwalk segments.

Harborwalk Connectivity

There are both near-term and long-term Harborwalk segments within the Study Area that can be better connected. The majority of the missing links of the Harborwalk are located on the east side of the Study Area. The following connections are recommended for improvement.

Shore Road

Shore Road between East First Street and Day Boulevard is owned by DCR. This street is located just north of Evans Park, and south of the Conley Freight Terminal. It connects to the easternmost entrance to the Thomas J. Butler Memorial Park and the Harborwalk along Day Boulevard. The street is 23 feet

[21] https://www.mass.gov/guides/chapter-91-the-massachusetts-public-waterfront-act

curb-to-curb, with no sidewalks, as seen in the photos below. There is an 18-26 foot vegetated buffer between the curb line and a fence buffering from the Conley Freight Terminal. There is no crosswalk at the intersection of Shore Road and Day Boulevard, making it difficult to make a safe connection between these open space resources. There is an existing cattle path on the south side of Shore Road, indicating the heavy pedestrian desire line.

Action Items

- DCR will add a crosswalk across Shore Road, and across William J Day Boulevard at Shore Road with ADA compliant curb ramps.
- DCR and BTD will add a crosswalk at First Street, Farragut Road, and Shore Road to meet accessibility requirements, T off this intersection, and rightsize the street connection. Coordination with Massport will be required to ensure the obsolete access point is not negatively impacted.
- DCR will expand Shore Road by approximately 5' to the south and create a flush, shared street. This create a critical missing link of the shared use path network. Other pedestrian amenities will be considered such as pedestrian level street lighting, and materiality considerations such as pavers.

FIG 144 : RUNNERS ON SHORE ROAD ON CATTLE PATH

FIG 145 : SHORE ROAD IMPROVEMENT PLANS

776 Summer Street

The portion of the Harborwalk that runs through the recently BPDA Board-approved 776 Summer Street Phase 1 project site will be improved in the near-term. The extent of the improvements run from the Summer Street entrance to the site in the east through the M Street extension to East First Street. The planned on-site improvements will link to where the Harborwalk currently ends abruptly on the west side of the Summer Street and Butler Freight Corridor intersection, as seen in the photo below looking down the Harborwalk path towards Summer Street. New signage and wayfinding elements as well as on-street bike facilities and expanded sidewalks will facilitate connectivity between these two waterfront shared use paths.

Action Items

- The 776 Summer development team will build out the Harborwalk connection between Summer Street, M Street, and East First Street as part of Phase I of their Planned Development Area.

FIG 146 : FIRST STREET PARK

I Street to Pappas Way Connection

The connection between the Harborwalk segment on Pappas Way and the entrance to the Harborwalk at I Street, both pictured below, are recommended for improvement. In the near-term, the segment of the Pappas Way Harborwalk particularly needs better signage at the intersection with First Street to indicate where the path of travel leads, as today it is not apparent that there is a connection to a park and other amenities further up the street. Residents stated that the crosswalk between I Street and the First Street Park entrance is uncomfortable and concerning. There is a near- and long-term solution.

Action Items

- The near-term improvements to the intersection of East First Street and I Street will include daylighting to improve visibility of pedestrians.
- The long-term improvements to the intersection of East First Street and I Street will rightsize East First Street to reduce the crossing distance, and will explore more permanent features such as curb extensions and a raised crosswalk across I Street.
- The near-term connection will be implemented by BTD via the First Street striping plan between Pappas Way and I Street for a two-way bike facility. More information about these improvements can be found in the Rightsizing section.
- In the long-term, if and when the parcels on the north side of East First Street between Pappas Way and I Street are redeveloped, they will be subject to Chapter 91 requirements. The Harborwalk should directly connect along the Reserve Channel shoreline to the existing path that begins at East First Street and I Street.
- Sidewalk setbacks will be required of the parcels to meet Complete Street Guidelines on First Street, as well as a more permanent separated bike facility on First Street.
- In the long-term, the First Street roll plan will extend the Harborwalk connection from I Street to the M Street extension and the western entrance to the Thomas J. Butler Memorial Park.
    - » Sidewalk setbacks will be required of the parcels to meet Complete Street Guidelines on First Street, as well as a more permanent separated bike facility on First Street.
    - » In the long-term, the First Street roll plan will extend the Harborwalk connection from I Street to the M Street extension and the western entrance to the Thomas J. Butler Memorial Park.

FIG 147 : FIRST STREET PARK

FIG 148 : PAPPAS WAY FACING EAST FIRST STREET

FIG 149 : COLUMBIA ROAD CROSSWALKS

FIG 150 : COLUMBIA ROAD CROSSWALKS

Columbia Road and Day Boulevard

As noted in the DCR Parkways Master Plan, published in 2020, Columbia Road and Day Boulevard are connected to many open space and active recreational resources, including Moakley Park, the South Boston beaches, Farragut Road parks, and Pleasure Bay. The Harborwalk runs the length of Day Boulevard and encircles Pleasure Bay, making it possible for walkers, runners, bicyclists, and families with children or dogs to navigate a continuous stretch of scenic pathways. The dense South Boston residential neighborhood is located just north of Columbia Road and Day Boulevard, which means that utilizing the Harborwalk paths and other public amenities along Day Boulevard necessitates crossing Columbia Road and Day Boulevard.

The two streets act as a barrier to the valuable network of community resources. Conditions could be improved to reduce vehicle speeds at crosswalks, upgrade accessibility conditions, and increase the visibility and rationality of crossings. As seen in the images below, many crossings at Columbia Road and Day Boulevard are present on one street but not the other, are missing curb ramps, are unpainted, do not align with existing street network, cross the road at skewed angles, or land on a section that does not have a sidewalk. These conditions act as barriers to accessing rich open space and recreational resources, and should be addressed in coordination with DCR in the near term.

Additionally, the linear green space that separates Columbia Road from Day Boulevard between Preble Circle and I Street could be improved to make it more usable as an alternative shared-use path to the Harborwalk and other scenic paths. Though nearly double the width, a precedent for a linear park in Boston stretching between two public right-of-ways is the Rose Kennedy Greenway. An alternative path here would help to relieve frequent congestion issues on the shared use Harborwalk path and provide a shady route with ample tree canopy. This space may also function as critical flood infrastructure in the long-term. This linear park should be the subject of continuing investigation with regard to ownership boundaries, maintenance responsibility, and coordination with long-term plans for Moakley Park and Climate Ready South Boston.

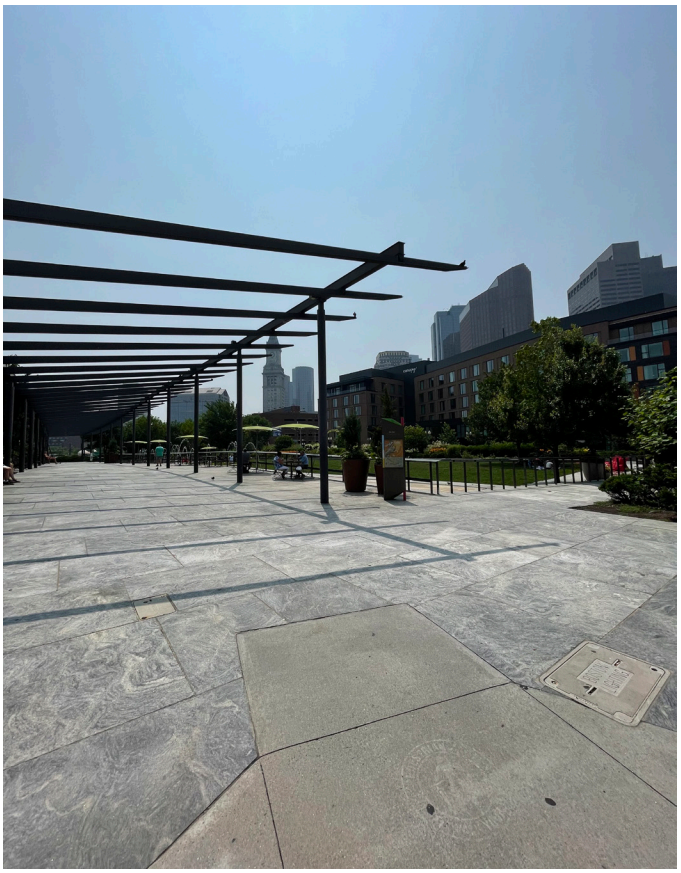


FIG 151 : ROSE KENNEDY GREENWAY

Action Items

- PWD, BTD, BPDA will coordinate with DCR to upgrade and add pedestrian crossings across Columbia Road and Day Boulevard to be accessible, aligned, and visible.
- Exploration of options to make the linear park between Preble Circle and I Street a shared-use path will also take place between the BPDA, BTD, PWD, Parks, Environment, and DCR.

Harborwalk Wayfinding, Amenities and Activation

Adequate wayfinding and signage helps to ensure the Harborwalk is accessible and intuitive as possible. Signage along the Harborwalk is required by MassDEP to secure a Chapter 91 license. The SBTAP team audited existing signage and amenities and made recommendations for additions. The BPDA acts as an intermediary in facilitating Harborwalk signage to be installed, with Friends of the Harborwalk advocating for signage compliance as well. Additionally, amenities and activation are critical to ensure a high comfort network for mobility and placemaking.

Action Items

- In order to meet the spirit of public access to the waterfront, the BPDA conducted a Harborwalk wayfinding and amenity canvassing walk in August 2023 and produced recommended locations for new Harborwalk signage.
- In partnership with the Friends of the Harborwalk and Boston Harbor Now, the BPDA will conduct a full audit on the Harborwalk in South Boston by 2025 to produce wayfinding, Harborwalk signage, and amenity recommendations - including seating and water foundations - based on existing and near-term Harborwalk connections.
- Opportunities for public art installations should be explored. Outreach should be done with Eversource to see about a public art installation along the substation fence at the First Street Park.

FIG 153 : BOSTON HARBORWALK SIGNAGE

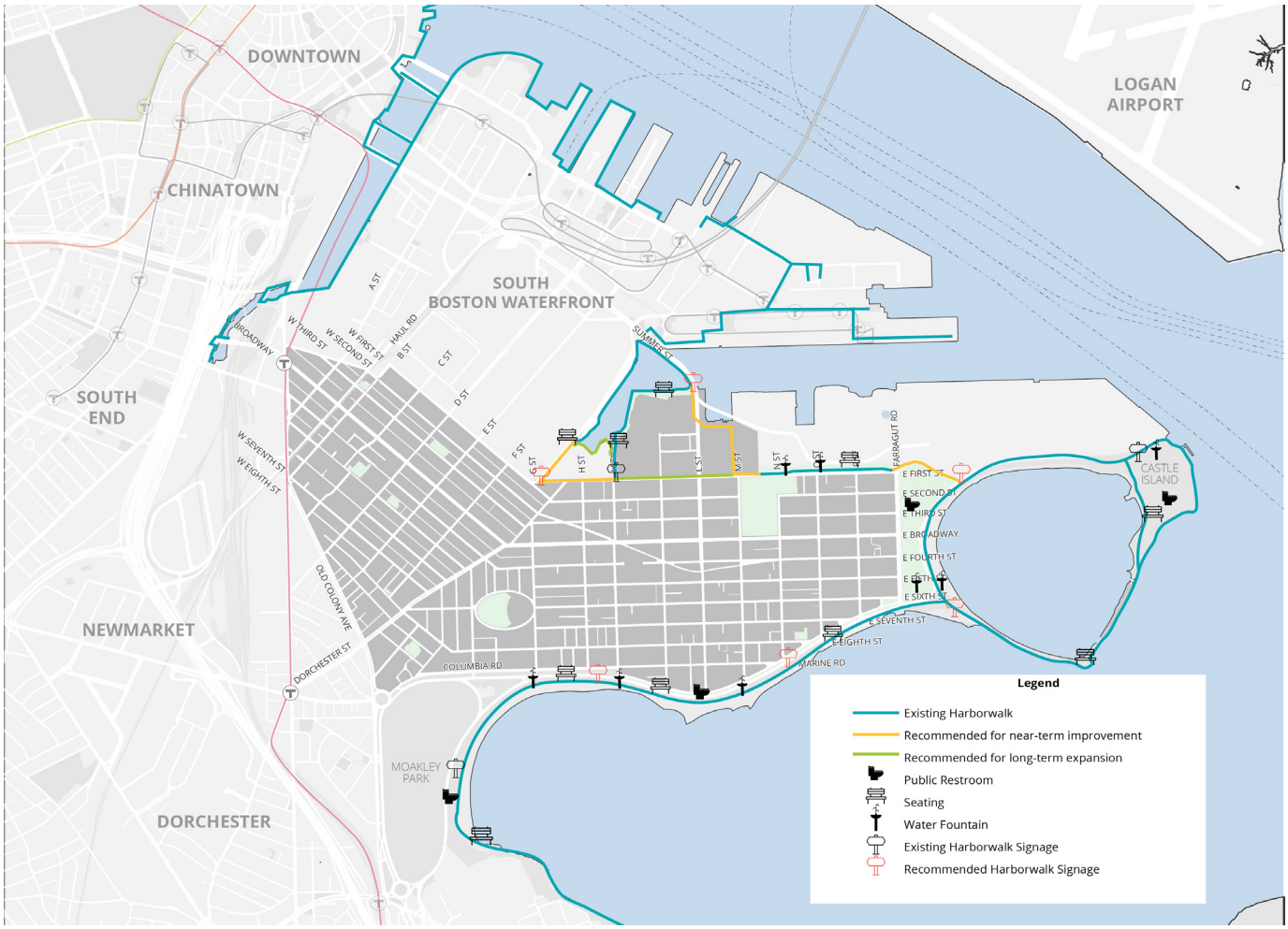


FIG 152 SOUTH BOSTON HARBORWALK EXISTING AND RECOMMENDED CONNECTIONS AND AMENITIES

Harborwalk Materiality

Chapter 91 does not include regulations around standard materiality for the Harborwalk. The SBTAP recommends standard materiality for the Harborwalk in and around the Study Area. Consistent materiality will help distinguish the Harborwalk network. Accessibility, maintenance and modal usage were key considerations for material design recommendations.

- Saw cut concrete should be for primarily pedestrian areas
- Concrete should be used for spaces that are mixed for walking and biking

Harborwalk Access Policy

All existing and future portions of the Harborwalk should be publicly accessible 24/7. Presently, the Butler Freight Corridor, which is under Massport ownership, is not open after dark.

Action Item

- The BPDA and BTD strongly advocates that Massport open the Butler Freight Corridor after dark.

Evans Field Accessible Connections

Evans Field has two paths that traverse the site east to west that are currently not accessible. The BPDA and BTD makes the following recommendations for DCR to add the two internal portions of sidewalk internal to their park. While other paths outside of these may be beneficial, these are the best primary paths that could be upgraded and how the street network could be improved to foster better connections, too.

The northern path is located at East Second Street and Farragut Road. There is no crosswalk on the north side of East Second Street where it intersects with this path. The proposal is for BTD to add a crosswalk on the northside of East Second Street at Farragut Road. A developer is installing curb extensions at the corner of East Second Street and Farragut Road to foster safer crossings, and safer turns. The northern path also terminates into a parking lot near Day Boulevard and does not provide an accessible through connection. The proposal is for the DCR to narrow the drive aisle in the parking lot from 28' to 20' to provide an 8' accessible path on the north side of the parking lot to connect to Day Boulevard.

The southern path is located at East Third Street and Farragut Road and is next to the street hockey rink, and traverses past the Sportsbox and Skating Rink. The path at Farragut Road is brick materiality and should be upgraded to monolithic concrete to provide an accessible through connection.

Moakley Park

The Moakley Park Vision Plan was completed in 2019, with the goal to increase recreational opportunities and respond to coastal flooding risks. The schematic design of Moakley Park integrates flood management infrastructure with active recreation elements, including multi-use sports fields, overlooks and paths, playgrounds, and gathering spaces. All of these planned elements are based on years of technical investigations, working closely with City and state departments and engaging with many community members and organizations.

Action Items

- A phased construction is planned to commence in 2024 and last for 10-15 years. The SBTAP recommendations carry forward the climate preparedness, path connections and improvements that this Vision Plan will yield.

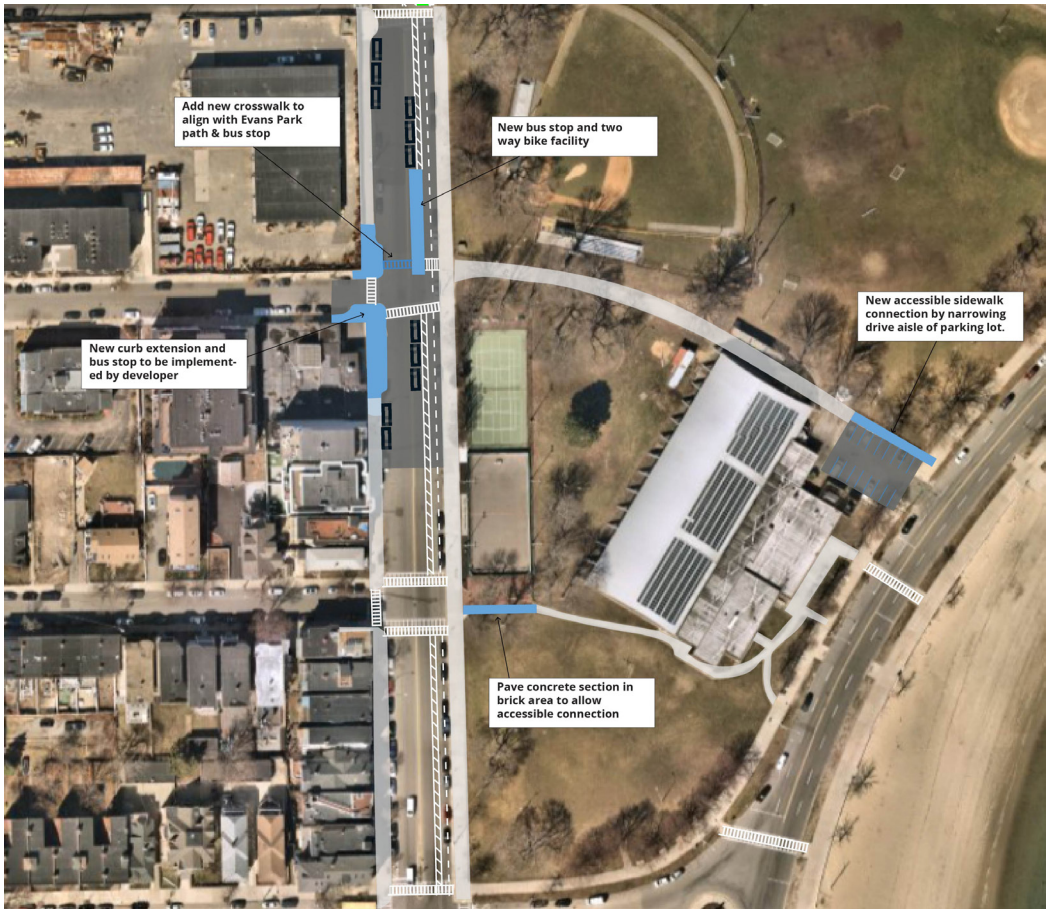


FIG 154 : IMPROVEMENTS PROPOSED FOR EVANS FIELD AND FARRAGUT ROAD

FIG 155 : MOAKLEY PARK OVERALL SCHEMATIC DESIGN

Dorchester Heights Monument Restoration Project

The Dorchester Heights Monument at the top of Telegraph Hill, managed by the National Park Service (NPS), will be receiving upgrades funded by the Great American Outdoors Act (GAOA). The project will restore the marble commemorative tower, constructed in 1901-9102, and will replace all hardscapes - including all pedestrian paths - in the 5.43-acre Thomas Park around the tower. Hardscape improvements will include accessible ramps, handrails, retaining walls and stairs. Upon completion, Telegraph Hill will become safer and more accessible compared to existing conditions.[3] The anticipated completion date of this project is 2025.

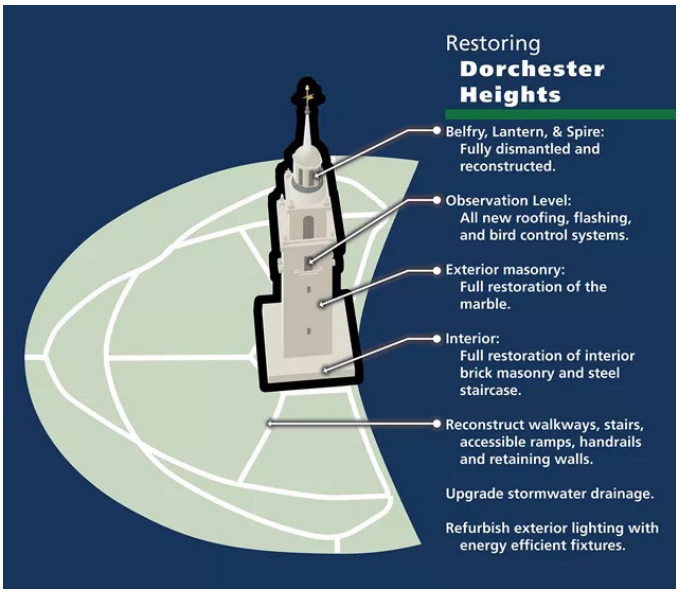


FIG 156 : RESTORATION OF DORCHESTER HEIGHTS KEY ACTIONS[4]

[3] https://www.wbur.org/news/2022/03/17/dorchester-heights-monument-repairs-boston

[4] https://www.nps.gov/articles/000/dorchester-heights-monument-restoration-project.htm

10. Curbside Management

Residential Parking Permit Recommendations

The existing conditions report and neighborhood feedback identified residential permit parking (RPP) as a key issue. There are more residential parking permits issued than there are street parking spaces available. Residents expressed concerns that vehicles without resident permits were parking in the spaces, further limiting parking availability. RPP is a citywide program and policy. These recommendations are solely for the South Boston permit zone. Other, potentially more impactful impactful changes would require an update to the RPP program and citywide policy changes. The City is working on an update to the RPP program to address these and other concerns. For now the program is on pause while it is being evaluated and policy changes are considered. Currently there are no plans for citywide RPP reform.

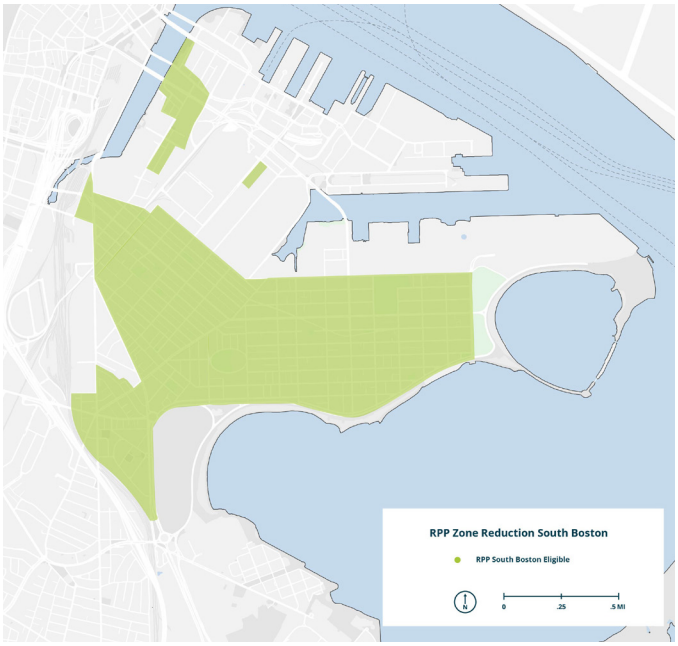


FIG 157 : PROPOSED RPP ZONE

Action Items

The following action will be taken in the near-term in the SBTAP Study Area, absent larger citywide reform:

- **Formally designating neighborhood RPP zones**: BTD will be releasing a citywide map as an important first step for the Office of the Parking Clerk (OPC) to be able to delineate where residents can and cannot request a neighborhood based parking permit. This does not have to do with where a street is signed for RPP, only the boundaries in which a resident can apply for a resident sticker and then park on the streets that are signed for RPP per the neighborhood identified on the permit and street signage. This zone is smaller than the existing zone and removes areas with known heavy development outside of the residential peninsula. This maintains existing residential permit parking on existing pockets of D Street and A Street as these areas have residential permit streets and existing residential permit holders, and are restricted to existing residential developments.
- **Residential parking permit audit:** The Office of the Parking Clerk performed an audit of all RPP in South Boston to understand if residents still have a parking permit but have since moved. The RPP dataset was compared with Massachusetts vehicle registrations. If residents have moved away from South Boston, their South Boston RPP was revoked. This resulted in the 7,674 permits being revoked.
- **Expand RPP overnight weekend parking**: A 2014 pilot program that became permanent altered the street regulations in City Point. There is weekend overnight parking restricted for resident permit-holders east of L Street which accounts for 29% of the parking in the Study Area. The SBTAP proposes to expand the zone forovernight parking that will be restricted for resident permit holders based on feedback from residents. BTD is interested in hosting follow-up conversations with the community to collaborate on tradeoffs of these parking restrictions, and identify a new geographic scope.
- **Build out capacity for enforcement:** Residents often cite compliance with RPP as a key issue to the mismatch between the supply and demand of parking spaces on

the weekend. BTD has been hiring parking enforcement officers to fill existing vacancies. Unfortunately these positions have some of the highest levels of attrition among City employees, which makes maintaining adequate staffing levels a challenge. As staffing levels improve so will the enforcement of regulations. BTD is also considering targeted enforcement strategies that would be a change from the traditional set route model of parking enforcement.

- **Transportation Wallet:** The New Mobility Team within the BTD's Policy & Planning Division is exploring the creation of a pilot program to offer a "transportation wallet" to households who do not renew resident parking permits. The wallet may include benefits such as discounted memberships for car share and bluebikes, prepaid transit cards, and incentives for purchasing a bike or e-bike.

In 2017, the City of Portland Oregon implemented a transportation wallet program to help residents choose more sustainable transportation options. One incentive of the transportation wallet program allows residents to trade in their parking permit for a transit and shared mobility service subsidy. Since the inception of the program nearly 3,500 residents have traded in their parking permit which helps manage parking demand and reduce congestion.

Resident Permit Parking Development Policy and Parking Ratios

The City of Boston Maximum Parking Ratios was developed by BTD in order to rightsize the number of off-street parking spaces in Large Projects over 50,000 square feet. The Maximum Parking Ratios are based on several factors, including a proposed project's use (rentals or condos, retail, office/research laboratories, or industrial) proximity to transit resources, nearby amenities such as grocery stores and retail, bikeshare locations, job access, and whether parcels fall within a restricted parking overlay zone. Parking ratio scores are assigned by parcel, which determines the maximum number of parking spaces allowed based on the proposed use. Refer to the BTD Mobility Scores Map and Maximum Parking Ratios table here.

Large Developments in South Boston typically approve at or above the maximum number of parking spaces allowed. Between 2017 and 2022, 115% of the maximum allowed number of off-street parking spaces were approved for Large Projects in South Boston.[5] To note, the Maximum Parking Ratios were passed in October 2021, so Large Projects approved by the BPDA Board before then were not subject to these regulations. Many projects over-built their parking before the Maximum Parking Ratios were passed, and since then, many projects have built up to the maximum number of spaces allowed.

Building parking in Boston is expensive. It can cost up to $50,000 per parking space, and that cost is passed on to tenants and future owners. By reducing parking, the development cost is reduced. Less space for parking means more space (and money) for housing, trees, and other better and higher uses. It also means fewer cars on our congested roads. The most effective way to reduce car usage is to restrict access to parking.

A common sticking point for new residential projects is that new residents are eligible to apply for a Resident Parking Permit, regardless of whether they have an off-street parking space. Neighbors express concern if parking spaces in a new development are lowered that it will negatively affect the supply of on-street RPP parking spaces. For this reason Large Projects often build the maximum number of off-street spaces allowed.

Action items

- The City and BPDA will continue to apply the Maximum Parking Ratios to Small Projects between 20,000 - 50,000 square feet. Currently, the off-street parking requirements for Small Projects are based on zoning, which set parking minimums that are generally higher than what BTD Parking Maximums would require. This requires that

[5]BPDA Research Division Analysis, 2022

Small Projects apply for zoning variances on account of parking quantity. This helps to align parking supply for Small Projects with the surrounding transportation access and land use context.

- The BPDA will begin the process of researching best practices on citywide parking zoning reform.

Curbside Changes on Broadway and L Street

The existing conditions analysis determined both Broadway and L Street as key corridors where curbside parking regulations could be amended to better support neighborhood activities that may demand different curbside uses. These policy recommendations are intended to optimize the use of curbside capacity, reduce congestion and double parking violations, and reduce intrusion into abutting neighborhood streets. Using the guiding principles from citywide policy and transportation goals, this section identifies how the curb zone can be more equitably and efficiently managed and allocated in South Boston. Parking will be managed to encourage parking turnover, to meet the needs of adjacent businesses, to improve safety for all road users, and to allow for more efficient enforcement of parking regulations.

Support parking turnover: Retail and service-oriented businesses along a heavily trafficked street, especially restaurants and bars, can be supported by regulations that encourage parking turnover and provide for short-term curb access. This could include designating pick-up and drop-off zones and delivery zones for meal pickup and passenger drop-off. Locating zones at the beginning and ending of blocks can make it easier for vehicles to pull in and out, requiring less curb space to accommodate the activity.

Additionally extending the hours of 2-hour time limits later into the evening from 6pm to 8pm on Monday through Friday and introducing parking meters in 2-hour time-restricted spaces can encourage parking turnover of vehicles so the parking can be used by more people. Introducing time limits on Saturdays as well can support turnover and aligns with the parking and curb access demands from area businesses, and restricts vehicles from parking in one space for the entirety of the weekend.

Metered parking is more efficiently enforced and results in better compliance. The 2-hour time limit is consistent with most other metered parking throughout the city. SBTAP recommends that meter fees are applied from 10am to 8pm on Monday through Saturday to match higher periods of demand and resident permit parking is in place in the morning up until meter fees are applied. Meter rates should be set to match similar neighborhood commercial districts across the city. For example, the parking meters in the South End and Nubian Square are $2 per hour. Should the City move towards a demand based pricing model it is recommended that this policy be used to set meter rates in South Boston, meaning rates will adjust based on demand. This change aligns with the curb demand for the majority of businesses along the Broadway, Dorchester Street, and L

It is recommended that parking regulations align with the demand for parking that is generated by the surrounding land uses of each street and neighborhood. This may involve including weekends in parking regulations and extending parking regulations later into the evening. Most parking restrictions, excluding resident-only spaces, in the City, especially in neighborhoods outside of Downtown, are in place from 8:00am-6:00pm Monday-Friday and parking on Saturday and Sunday is unrestricted at all hours. This traditional approach to parking management addresses 'typical business hour' parking and does not match the businesses that may be operating today as retail has shifted to more restaurants and services with hours outside of those typical times. For example, many of the businesses along L Street and Broadway are bars and restaurants, which are most active after 6:00pm and on weekends. Elsewhere in the City, meters have been adjusted to be active until 8pm or later.

Street corridors.

Improve safety: The curb regulations do not match the demand, and the wide cross section has made double parking in the travel lane a prevalent and almost accepted occurrence. This impacts all road users, including drivers who experience longer travel times and who become distracted as they are forced to navigate around road obstructions. This puts other road users at risk, including bicyclists who are pushed into traffic, and pedestrians who are navigating crosswalks at the risk of not being seen by distracted drivers. This also slows down public transit making it challenging to have reliable frequent bus service along the corridor.

Unsafe conditions can be reduced by rightsizing the street, and increasing turnover by establishing short-term passenger loading zones and pick-up/drop-off areas in tactical locations. Combined with increased turnover from extending time-limited hours and/or introducing meters, implementing 15-minute delivery zones for general purposes can help facilitate quick trip activity and reduce double parking. 15-minute passenger pickup/drop-off zones should be located in areas where there is a high volume of taxis, Ubers and Lyfts, and private vehicles. This is regulated with the City's policy requiring passenger pick-up/drop-off drivers to stay with their vehicle.

Encourage unobstructive commercial delivery: Providing convenient access for commercial deliveries is important to support businesses along the neighborhood commercial street that is West Broadway. Designated delivery areas, especially for large trucks, are critical to reduce safety issues along the main corridor that may result from double parking or illegal loading, which block travel lanes. These delivery vehicles are recommended to use the alleys behind West Broadway or either Third Street or Fourth Street where possible. Commercial delivery personnel are encouraged to use the back door of establishments to ease the process of loading from the alley or side street. These locations are out of the way from the main flow of traffic and remain in proximity to the final destinations for deliveries.

For locations where alleys are too narrow for large delivery vehicles or the distance is too far from the delivery's building entrance, it is recommended to introduce designated loading spaces to provide more convenient access for deliveries in certain locations. These segments should be implemented as loading zones in the morning, then switch to pick-up/drop off zones applied from early afternoon until night time. This flexibility would provide space needed to accommodate the different demands at varying times throughout the day. Further outreach to businesses along Broadway and L Street regarding when and how their deliveries occur will support the evaluation of appropriate loading zone locations.

Regular enforcement of a parking regulation like commercial loading zones is necessary to ensure the restriction is being followed. If a driver believes they will not be penalized for parking illegally, they are more likely to violate the restriction. Though parking enforcement resources are limited, the City is beginning to use technology that will charge for access to loading zones and identify violations, increasing efficiency of enforcement.

In coordination with recommendations impacting the final design of the cross section along these corridors, curbside changes can help achieve SBTAP goals and improve neighborhood quality of life. Exact determinations for the locations of regulations must be made during the design phase.

East and West Broadway

The role that Broadway plays within South Boston changes as it extends between Broadway Station on Dorchester Ave and Castle Island by Farragut Road as the abutting land uses change. Similarly, the curb zone management challenges and needs vary between serving neighborhood commercial functions and neighborhood residential functions. Sensitivity to the competition for curb access for small businesses and for residents means using curb regulations strategically. The following recommendations are tailored to the specific needs of the corridor and the first block of perpendicular lettered streets surrounding the corridor.

West Broadway

The buildings along West Broadway are consistently supported by ground-floor commercial activity, especially with recent construction and the addition of new ground floor retail and restaurants, and multiple stories of housing above. On this commercial stretch of Broadway, short-term curb space availability and public transit access are the highest priority, followed by goods and parcel delivery and on-street parking. The results of our public engagement efforts highlighted safety as a primary concern neighborhood-wide, especially in the area along and surrounding West Broadway. **SBTAP recommendations for West Broadway include the following:**

- Designating additional short-term pick-up/drop-off & delivery zones, with particular attention to both sides of the street between F Street and Dorchester Street
- Encouraging commercial delivery trucks to utilize parallel alleys (Athens and Silver)
- Extending 2-hour time limits from 6pm to 8pm on Monday through Friday
- Introducing 2-hour time limits on Saturdays from 10am to 8pm
- Introducing parking meters, in effect from 10am to 8pm

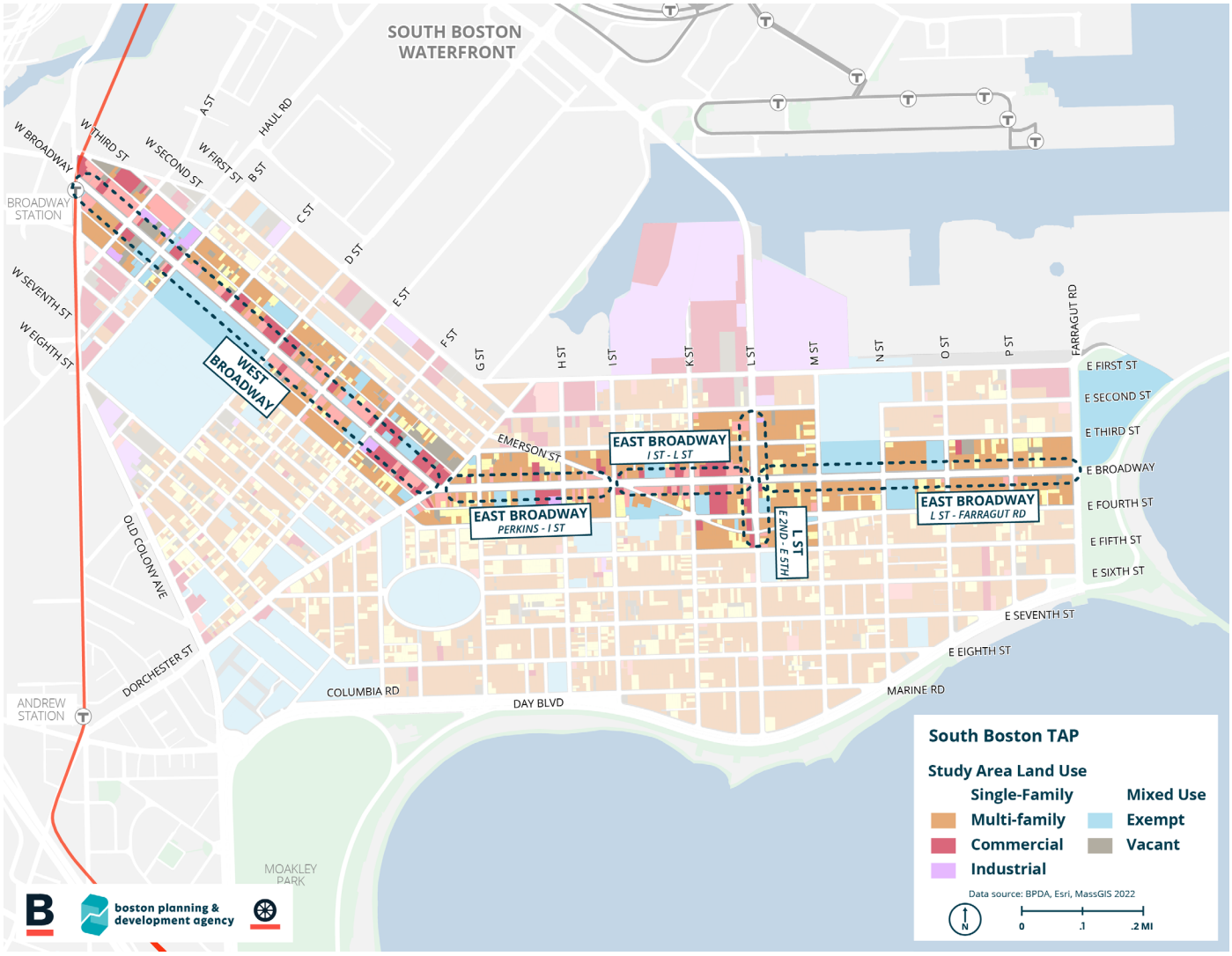


FIG 158 : LAND USES ALONG EAST BROADWAY, WEST BROADWAY, AND L STREET WITH CURBSIDE SECTIONS

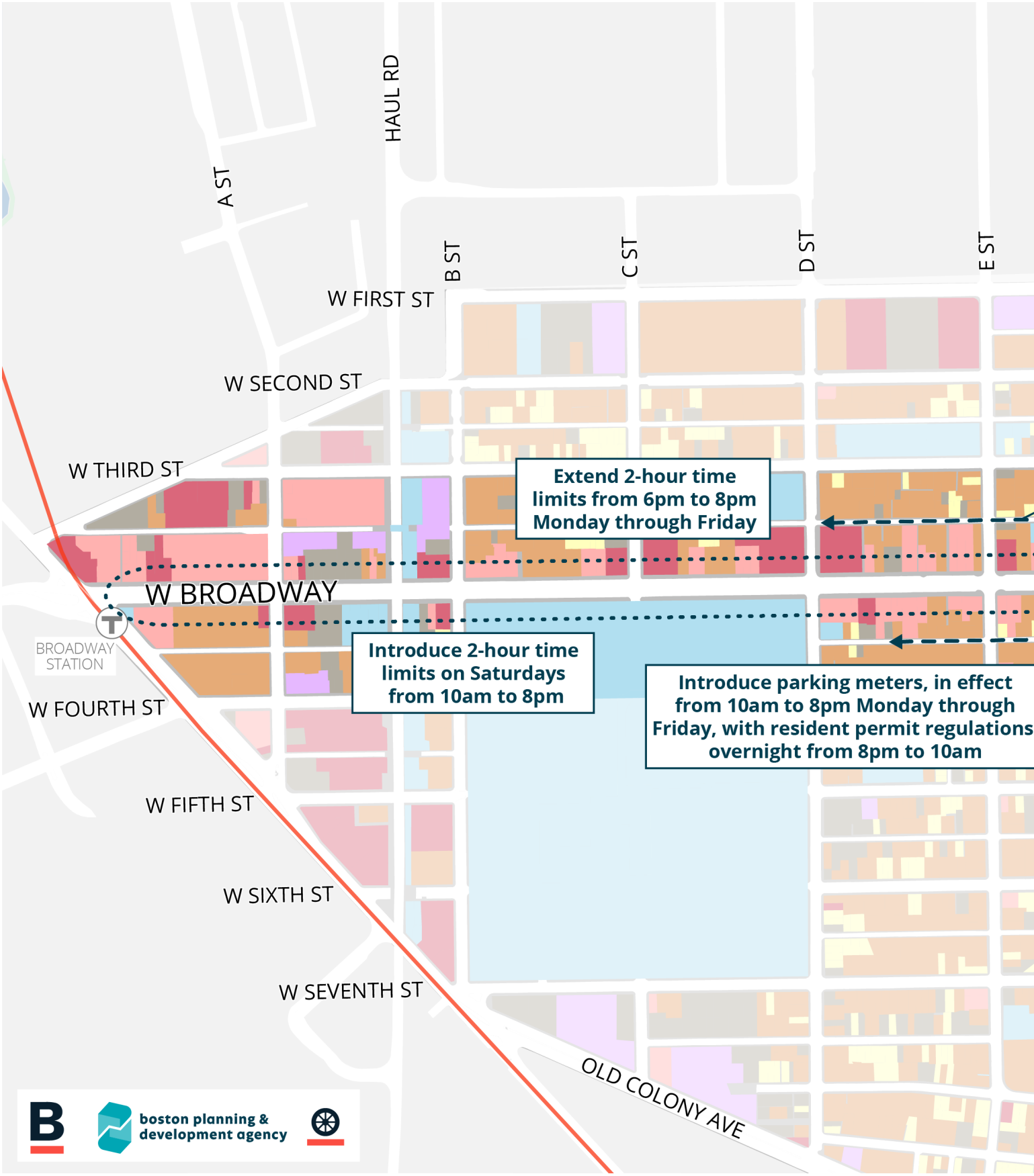
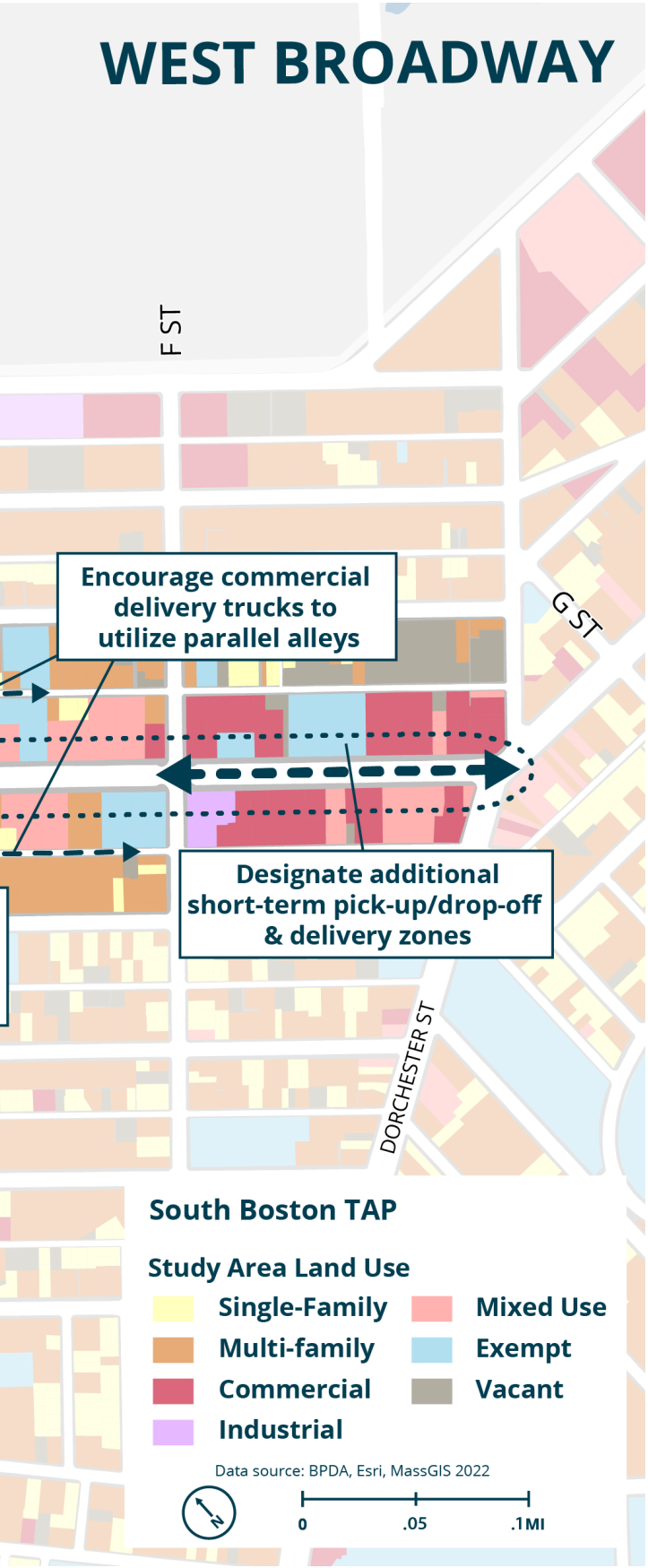


FIG 159 : CURBSIDE RECOMMENDATIONS FOR WEST BROADWAY WITH EXISTING LAND USES



Monday through Friday and initially set at $2.00/hour, with RPP regulations overnight from 8pm to 10am.

East Broadway

The land uses and development along East Broadway is more variable than West Broadway; some blocks are residential in character and others are more commercial like West Broadway. From Perkins Square to I Street, East Broadway is lined primarily with multi-story residential buildings larger and taller than surrounding triple-deckers and fewer dispersed small businesses. Between both hills from I Street to L Street, East Broadway blocks contain more ground floor retail stores and restaurants, plus a larger pharmacy and grocery store. The furthest east section of East Broadway, from L Street to Farragut Road, is the most residential portion

Regulatory recommendation	Curbside goal
Designate additional short-term pick-up/drop-off & delivery zones, with particular attention to both sides of the street between F Street and Dorchester Street	Support parking turnover / improve safety
Encouraging commercial delivery trucks to utilize parallel alleys (Athens and Silver)	Improve safety / encourage unobstructive commercial delivery
Extending 2-hour time limits from 6pm to 8pm on Monday through Friday	Support parking turnover
Introducing 2-hour time limits on Saturdays from 10am to 8pm	Support parking turnover
Introducing parking meters, in effect from 10am to 8pm Monday through Friday and initially set at $2.00/hour, with RPP regulations from 8pm to 10am.	Support parking turnover

of the corridor with very few ground floor businesses.

These differing blocks require dynamic recommendations to accommodate the predominant land use character in each subset of the corridor. The following recommendations are distinguished based on the nature of the corridor segment.

Perkins Square to I St: Because this segment is located between West Broadway and neighborhood commercial areas of East Broadway it should provide some continuity along the corridor, while still reflecting the neighborhood residential character.

- SBTAP recommends extending the time-limits from 6pm to 8pm on Monday through Friday and removing the exception for permit holders to encourage parking availability for the small businesses.

I St to L St: The area between I Street and L Street is the most commercially dense part of East Broadway. This

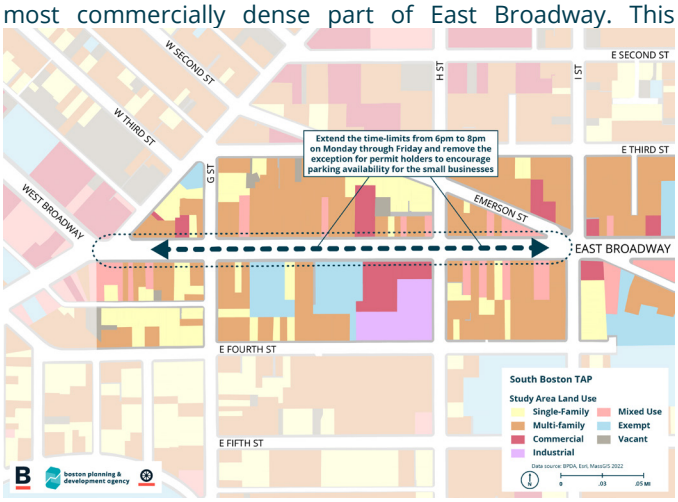


FIG 160 : CURBSIDE RECOMMENDATIONS FOR EAST BROADWAY WITH EXISTING LAND USES (PERKINS SQUARE TO I ST)

portion of East Broadway was also noted as one that would benefit from tactical safety improvements. The wide, four-lane street combined with heavy pedestrian foot traffic creates an unsafe environment for many travelers.

- Much like West Broadway, SBTAP recommends adjusting on-street parking regulations to support business access, including adding 15 Minute Passenger Pick-Up/Drop-Off Zones in locations where bus stops are eliminated, such as at K Street.

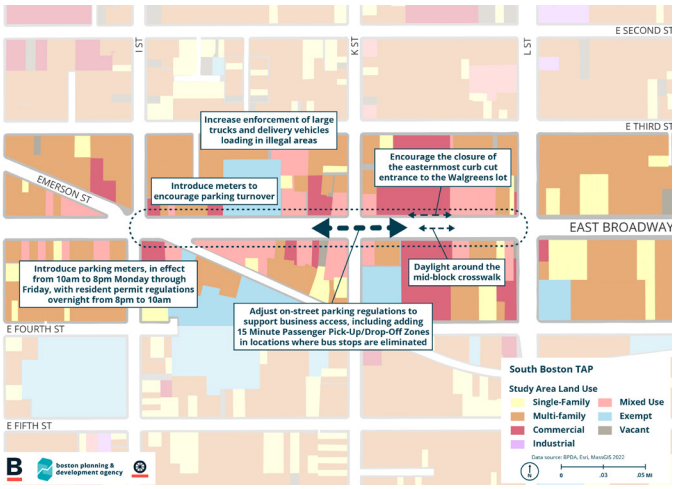


FIG 161 : CURBSIDE RECOMMENDATIONS FOR EAST BROADWAY WITH EXISTING LAND USES (I ST TO L ST)

- Extending the time limits from 6 pm to 8 pm on Mondays through Fridays better reflects the evening peak demand of restaurants and bars present in this segment of the corridor. Further, SBTAP recommends introducing the same 2-hour time limits on Saturdays from 10am to 8pm.
- With the continuance of curbside dining on East Broadway, introducing meters on these blocks can further encourage parking turnover, in effect from 10am to 8pm Monday through Friday and initially set at $2.00/hour, with RPP regulations from 8pm to 10am.
- Daylight around the mid-block crosswalk to reduce risks associated with blind spots around the pedestrian pathway.
- Designating adequate loading zones, and increasing enforcement of large trucks and delivery vehicles loading in illegal areas will help reduce street blockages and potential blind spots for travelers.
- Encourage the closure of the easternmost curb cut entrance to the Walgreens lot. Areas like this with high volumes of both foot traffic and vehicle traffic benefit from eliminating pedestrian exposure to vehicles.

L St to Farragut Rd: The furthest east section of East Broadway, from L Street to Farragut Road, is the most residential portion of the corridor with very few businesses located here. For the sections along this segment that are currently time-limited for visitors, ensuring consistent time limits all throughout the corridor is important to help minimize confusion. It is also important to strategically prepare for the anticipated surge in commercial activity that

will follow the upcoming 776 Summer Street development, which is in close proximity to this section of Broadway.

SBTAP recommends:

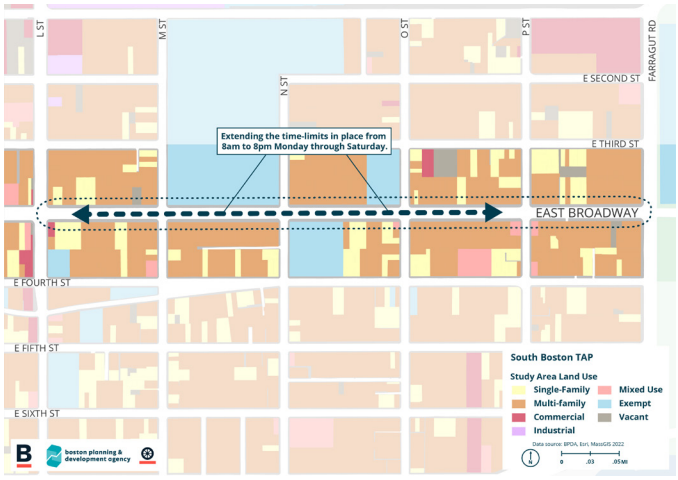


FIG 162 : CURBSIDE RECOMMENDATIONS FOR EAST BROADWAY WITH EXISTING LAND USES (L ST TO FARRAGUT RD)

- Extending the time-limits in place from 8am to 8pm Monday through Saturday.
- Maintaining resident permit parking from 8pm to 8am on all nights.

L Street

Similar to West Broadway and the central portion of East Broadway, L Street (From East 5th Street to 2nd Street) serves as a neighborhood commercial corridor and curb management demands are similar as well. To remain consistent in regulatory approach, SBTAP recommends:

- Extending time limits from 6pm to 8pm on Monday through Friday
- Introducing 2-hour time limits on Saturdays from 10am to 8pm
- Consider introducing parking meters, in effect from 10am to 8pm Monday through Friday and initially set at $2.00/hour, with RPP regulations from 8pm to 10am.
- Enhancing enforcement against large truck delivery street blockage

South Boston Parking Freeze

The South Boston Parking Freeze went into effect in 1993 (regulations were adopted in 1994 and amended in 2006 and 2020) and is managed by the Air Pollution Control Commission (APCC). The South Boston Parking Freeze is one of three parking freeze areas enacted as part of air quality mitigation measures; the other parking freezes are the Downtown Boston Parking Freeze and the East Boston Parking Freeze. Boston's parking freezes reduce air pollution caused by cars by capping the number of off-street parking

East Broadway or L Street Segment	Regulatory recommendation	Curbside goal
I Street to L Street	Designate additional short-term pick-up/drop-off & delivery zones, including adding 15 Minute Passenger Pick-Up/Drop-Off Zones in locations where bus stops are eliminated, such as at K Street	Support parking turnover / improve safety
I Street to L Street	Encourage the closure of the easternmost curb cut entrance to the Walgreens lot.	Improve safety
I Street to L Street	Daylight around the mid-block crosswalk to reduce risks associated with blind spots around the pedestrian pathway	Improve safety
L Street	Increasing enforcement of large trucks and delivery vehicles loading in illegal areas	Improve safety / encourage unobstructive commercial delivery
Perkins Sq to L Street / L Street	Extending 2-hour time limits from 6pm to 8pm on Monday through Friday	Support parking turnover
I Street to Farragut Road / L Street	Introducing 2-hour time limits on Saturdays from 10am to 8pm	Support parking turnover
I Street to L Street / L Street	Consider introducing parking meters, in effect from 10am to 8pm Monday through Friday and initially set at $2.00/hour, with RPP regulations from 8pm to 10am.	Support parking turnover

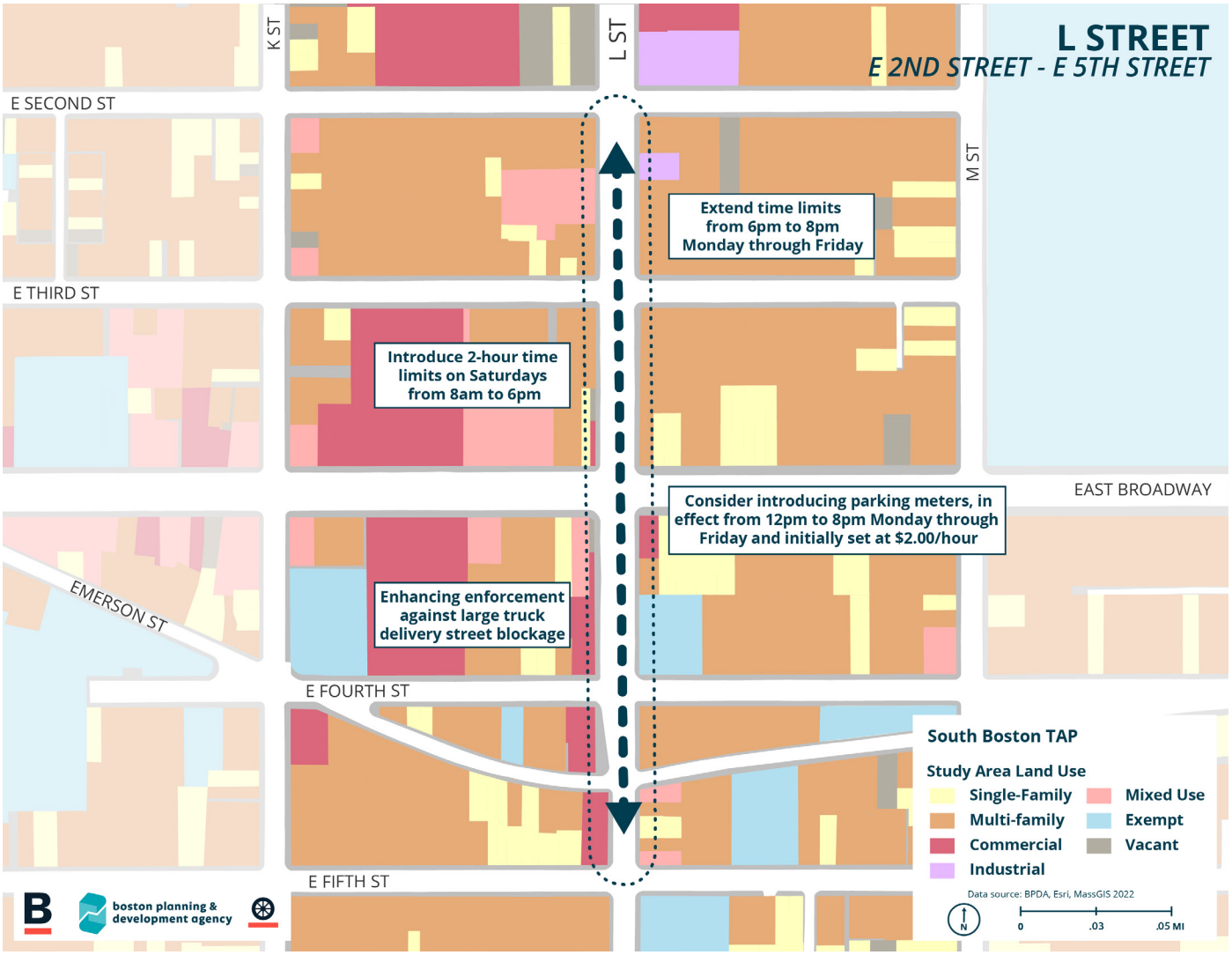


FIG 163 : CURBSIDE RECOMMENDATIONS FOR L STREET WITH EXISTING LAND USES

spaces in a given area. The freeze allows a maximum of 29,760 off-street parking spaces in South Boston. Residential parking spaces are largely — though not completely — excluded from the freeze. As of August 23, 2023, there are 1,064 spaces in the parking freeze bank. The South Boston freeze was enacted following the Central Artery/Tunnel project and primarily regulates commercial parking.

As discussed in the Existing Conditions report, the entire Study Area is within the Residential Zone of the South Boston Parking Freeze, with the exception of a small portion of the Study Area north of First Street. In the Residential Zone, the parking freeze only regulates remote parking; remote parking is defined as parking that serves end uses outside of the Residential Zone including, but not limited to, parking for airport use, for Downtown Boston parking, and for remote employee parking. There are no current permits for remote parking in the Residential Zone; as such, any changes to parking freeze regulations will not have an impact on the Residential Zone, but may affect the portion of the Study Area north of First Street. Any changes to the criteria for the issuance of parking freeze permits shall consider citywide transportation and mobility goals adopted in GoBoston 2030, this Plan, and any successor plans.

11.

Resiliency

The transportation network needs to provide safe, accessible, and low-stress walking and biking connections to the wealth of open space assets in the Study Area. The SBTAP intersection prioritization methodology included park access as a key category that escalated importance. The following section focuses on key crossings, network connections, improvements, and policies that can better connect the rich network of open space.

Zero-Emission Vehicles

The City of Boston released their Zero Emission Vehicle (ZEV) Roadmap in 2020 to build upon the work of GoBoston 2030 and the City's ongoing efforts to shift travel modes away from single-occupancy vehicles and into more sustainable modes of transportation like walking, biking, and public transit. The City has a pledge to make Boston a carbon-neutral city by 2050. Transportation accounts for nearly a third of the greenhouse gas (GHG) emissions, and in order to reduce these emissions the City must support electrification across all travel modes. While prioritizing policies and programs that support public transit, active transportation, and shared trips, all residents who must drive personally owned vehicles will be encouraged to choose ZEVs over internal combustion engine (ICE) vehicles.

The ZEV Roadmap created aspirational targets and actions that support each of the three Roadmap goals, which include Widespread ZEV Adoption, Affordable Access to Electric Vehicle (EV) Charging Stations, and Electrifying the Municipal Fleet Vehicles. The SBTAP takes the two goals of ZEV Adoption and EV Charging Station Access and associated action items and applies them to the Study Area in order to provide recommendations to achieve these goals and benefit the residents of South Boston.

Ensuring access to chargers

The Zero-Emission Vehicle Roadmap declared a goal to ensure affordable, convenient access to charging infrastructure to all residents. The SBTAP team has identified recommendations in pursuit of this goal that can be advanced in the Study Area. The goal is to have all City residents within a 10-minute walkshed of an electric vehicle charger.

Curbside charging

In the United States, 80% of charging is currently done at home.[6] Many Boston car owners do not have a garage and rely on street parking and are therefore unable to charge at home. To support electric vehicle (EV) uptake by helping residents overcome the barrier of lack of access to charging, the City of Boston is currently installing supportive infrastructure in municipal lots. Charging infrastructure goals identified in the ZEV Roadmap of meeting demand and coverage cannot be met with only off-street City-owned assets. To meet our goals, curbside chargers must be installed. These chargers use a precious City resource: curb space. In an urban context and especially in commercial areas, it should be noted that curbside charging is not intended as the "next to your home overnight charging experience, but is meant as "top off charging." This will be a shared asset, and usage must be shared.

These assets are intended for the community that they are located in. There are many concerns about how to reserve parking spaces for electric vehicle chargers to best utilize public space. The policies around these practices are currently being fleshed out to best serve the communities, including local residents and businesses, that these chargers are located in.

Action Item

- The City is actively working towards identifying a curbside EV charging models that can be brought to scale citywide. BTD is currently piloting 15 locations across the City with a minimum of 4 ports each, totaling in 60 ports, for curbside charging stations. This plan will help lay the framework for a future program to maximize the investment of a curbside charger in the Study Area, and ensure that chargers are installed methodically and without conflict to other City of Boston initiatives.
- The BTD applied for Charging and Fueling Infrastructure funds to install 40 DCFC ports and 260 Level 2 ports at curbside locations.
- While complicated by ownership by different public and quasi-public agencies, and limited public access, the City is exploring city-owned assets that could be locations for EV charging stations. These locations may be power sources for electric vehicle charging infrastructure, and parking may be located curbside. The parking is intended to feel as public as possible in these scenarios.
- The SBTAP team created a map of potential areas to be considered for Direct Current Fast Charging (15-30 minute charging durations) and Level II (4-8 hour charging duration) charging stations.

Siting criteria

The idea of the charging station locations is to maximize the investment of a charger. Chargers are costly to operate and have associated electricity costs that require them to be installed in highly used locations in order to be financially sustainable. Prioritizing chargers in visible locations is crucial, and careful consideration is needed to match the typical dwell time of the adjacent land uses with the charging duration. The general principles include:

- Total residential units within 5-minute walk
- Environmental Justice Criteria
- Adjacent to a City-owned asset
- Adjacent to a park or library
- Siting should be considered in the future as part of a larger corridor reconstruction include current or bus lanes or transit priority, bike lanes, and road rightsizing projects.
- Placement within all blocks identified for consideration of installation of EV chargers must be done to avoid conflict with farmer's markets, on-street dining locations, bus stops, pick up/drop off zones, utility infrastructure, fire hydrants, crosswalks, and trees.
- Placement must consider power capacity, which is especially critical for DCFC. Placement must consider the space needed for electrical infrastructure, including transformers.
- Placement must consider curb length available, sidewalk width, curb ramps and visibility.
- Areas outside of the current 10-minute walksheds should be prioritized within this map in areas such as City Point.

[6] For Electric Car Owners, 'Range Anxiety' Gives Way to 'Charging Time Trauma'

Level II vs. DCFC

- Connector streets with commercial land uses are prioritized for DCFC, which is a larger investment but also charges quicker to match the dwell time at these establishments. This maximizes productivity at the curb.
- Level II chargers are prioritized for locations near parks, adjacent to connector streets with commercial land uses, and where parking turnover is less vital than the connector street.

Pathway for Private Entities To Install Publicly Curbside Accessible EV Charging Stations

There has been interest by property owners, including residents and commercial entities to install EV chargers on the public right-of-way for public use. There are many considerations when private entities install a publicly accessible EV charger that need to be addressed including ownership, vendors, legality, liability, accessibility, specifications, and parking policy.

Action Item

- The BTD and Public Improvement Commission has created a process that requires a clear process for Administrative Review and standardized Memorandum of Understanding to allow for BTD to own and maintain curbside chargers. These chargers could be installed by BTD or by private entities at the direction of BTD.
- BTD is exploring the incorporation of curbside charging in new development site design and mitigation requirements.
- If residents are interested in this, they should submit a inquiry to "Suggest a Location for Public EV Charging" and indicate the pathway in the "Comments Section" to help the New Mobility Team understand the demand for this policy.

Electric Vehicle Readiness Policy for New Developments

The City's Electric Vehicle (EV) Readiness Policy, effective September 2020, requires all new Article 80B Large Projects, over 50,000 square feet, or any project requiring Air Pollution Control Commission permits to equip at least 25% of their total parking spaces to be EVSE (electric vehicle supply equipment) installed and the remaining 75% of the total spaces to be EV ready for future installation. This policy does not apply to Article 80 Small Projects - between 20,000 and 50,000 square feet - and there are more Small Projects in the Study Area than Article 80 Large Projects. Typically in the Study Area, this policy applies to private parking spaces for residents in new developments. Although not required, the BPDA and City of Boston will encourage Article 80E Small Projects to comply with the EV Readiness Policy for New Developments to support the Study Area in electrification.

Green Infrastructure

Impervious surfaces cover 75% of the Study Area and greenspace accounts for most of the non-impervious surface. The action items in this section are geared towards expanding green infrastructure in the Study Area to support community resiliency, enhanced stormwater management, and reduced heat island effect.

Public Right-of-Way Tree Canopy Expansion

South Boston has the second lowest tree canopy coverage out of all neighborhoods within the city, surpassed by East Boston. As found in the Urban Forest Plan, 8% of the entire South Boston neighborhood was covered by canopy in 2019, compared to a citywide average of 27%. There are 2,276 trees within the Study Area along the public right-of-way. The following action items and recommendations have been identified to expand the tree canopy in the Study Area.

Maximize tree planting within the project area

In the Study Area, potential street tree planting sites were identified during an inventory in May 2021. These sites can be considered for immediate planting of new street trees, in particular those falling within the priority zones identified as part of the Urban Forest Plan.

The City has a significant amount of dead trees on streets

in Boston, and in the Study Area. Contributing factors are the design of the tree pits and our green infrastructure. In order to have healthy, thriving trees, new design standards need to be implemented.

These policy and design standards should be applied in the Study Area:

- Implement stormwater tree pits with new typical rather than standard tree pits. These design standards include:
  - » Porous paving (pavers, asphalt or flexi-pave) at the surface - sand-based structural soil area or stone infiltration area below
  - » Non-porous paving (brick, concrete, asphalt) at the surface - sand-based structural soil area or stone infiltration area with perforated pipe connected to an inlet structure (e.g. catch basin) that captures stormwater and pipes it to tree roots
  - » Trees planted in surface vegetated swale, bioswales, bioretention, etc. (with tree fence around the perimeter for protection)
- Implement enhanced green infrastructure tree pits and tree infiltration trenches whenever possible

Implementation

- Build the capacity of the Urban Forestry Division to have more engagement with more community groups across the City and in the Study Area. Better connections and partnerships with neighborhood groups can support the viability of trees, especially in support of young trees, especially in times of drought to provide supplemental watering.
- On an ongoing basis, continue to plant in existing empty tree pits, and replant in tree pits that have dead trees.
  - » The Parks Department is actively planting to fill all existing tree pits and implemented 79 new trees in all of South Boston in 2022
- Residents can request trees through 311 and the Parks Department will evaluate for implementation
- Plant new trees where sidewalk dimension allow and there are gaps in the tree canopy
- Conduct a Study Area wide inventory focused on block-level stretches of blocks where complete tree replacement or addition is needed and consider linear, connected green infrastructure

Green Infrastructure Opportunities

As mentioned in the Safer Speeds Section, the streets in the Study Area need to be rightsized. First, curb lines must be determined based on the stated safety and modal goals. Moving the curb line to rightsize the streets offers the opportunity to install green infrastructure. These opportunities and priorities include:

- Reduce and/or remove hard surfaces in favor of vegetated/porous surfaces whenever possible
- Utilize porous paving to the maximum extent practicable when hard surface must be used
- Implement continuous “green strips” rather than individual tree pits whenever possible
- Choose vegetated surficial GI (seeded area, vegetated swale, bioswale, bioretention, etc.) over subsurface features or features with hard surface - even if it’s porous paving

Implementation

Green infrastructure opportunities within the Study Area are available when curb extensions are installed, intersections are redesigned, and streets are rightsized. The following infrastructure should be installed in those instances:

- When installing new **curb extensions**, apply the City of Boston Right of Way Green Infrastructure Policy: Curb Extensions
- In **intersections redesigns** where there is a lot of capacity and the grid shifts, build out the activated public realm and implement green infrastructure such as bioretention, tree allees, and porous plazas
- For **corridor redesigns,** consider tree infiltration trenches and surficial vegetated green infrastructure to collect and absorb roadway sheet flow where space is available

Healing Transportation Scars

The transportation network should connect neighborhoods, rather than divide them. It should foster mobility and access, rather than function as a barrier. High speeds, grade separation, and poor design can make places feel cut off. Transportation infrastructure can be removed, retrofitted, redesigned, painted, covered, and/or mitigated to transform a place and foster vivacious communities. There are a few areas of improvement for the transportation infrastructure

in the Study Area to harness opportunities to create a more resilient connected neighborhood.

South Boston Bypass Road

The South Boston Bypass Road was built as part of the Central Artery Project, starting in September 1991.[7] Importantly, this road allowed for freight trucks destined for the South Boston industrial waterfront and Interstate 93 to divert their routes off of local streets. It is sunk below the grade of the Study Area street network, running alongside the right-of-way for Track 61. Within the Study Area, Bypass Road extends from Dorchester Avenue north to Cypher Street where it returns back to grade. As of 2018, the road was opened to general traffic to add roadway capacity in the area.[8]

Although Bypass Road is undoubtedly of great benefit to the safety and walkability of local streets, there are drawbacks to having a corridor used by passenger vehicles and freight running at a different grade through a largely residential area. Primary among these drawbacks are neighborhood disconnects, worse air quality and associated health impacts, in addition to lost opportunities for placemaking and economic development.[9][10] There is evidence that points to a disproportionate exposure to highways and other heavily trafficked roadways for low-income and non-white communities, many of whom were displaced during the period of mid-20th century federal highway construction.[11]

Many United States metro areas have a long history of urban highway development funded during the federally-funded highway building boom in the mid-20th century, some of which are being removed to reknit neighborhoods, create opportunities for active transportation infrastructure, and spur economic development. Precedents of highway removal include examples in Milwaukie, Rochester, and New Orleans. Boston is also familiar with these transformational projects. From the late 1990s to the early 2000s in Boston, the Central Artery Tunnel project - more popularly known as the Big Dig - sunk an elevated portion of Interstate 93 below ground, reconnecting the downtown core of Boston to the waterfront and unlocking economic value and active placemaking opportunities - such as the Rose Fitzgerald Kennedy Greenway - all along the spine of the former right-

FIG 164 : ROSE KENNEDY GREENWAY

[7] The Big Dig: project background | Mass.gov

[8] South Boston Bypass Road may again open to all drivers in new test of plan to cut congestion - The Boston Globe

[9] Living Near Highways and Air Pollution | American Lung Association

[10] Residential Proximity to Major Highways — United States, 2010 (cdc.gov)

[11] Beyond Traffic 2045 (transportation.gov)

[12] Deconstruction Ahead: How Urban Highway Removal Is Changing Our Cities (lincolninst.edu)

of-way.

In similar fashion, the City of Boston will explore decking over the South Boston Bypass Road between Dorchester Avenue and Cypher Street to create new open space opportunities that are well-connected to existing open space such as Flaherty Park, residential buildings, and planned and existing active transportation connections. This will still maintain vehicular and freight use of the Haul Road as well as preserve future track functionality. Importantly, this project would require due diligence to determine relevant health, economic, and social impacts to the community, the cost of construction, impacts to Bypass Road freight traffic, as well as the cooperation of the Bypass Road owner, the

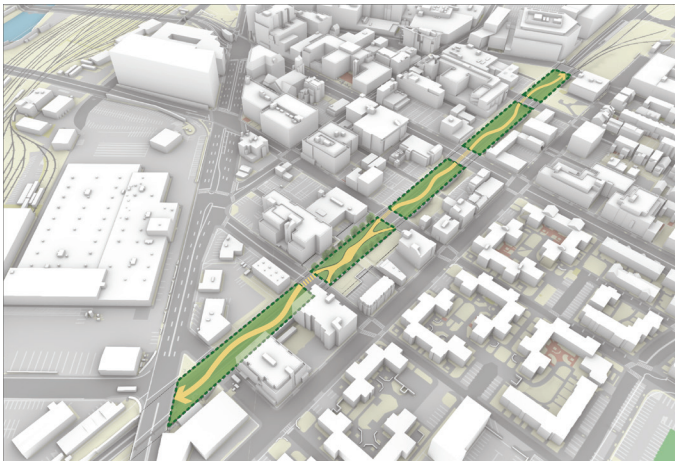


FIG 165 : RECOMMENDATION FOR HAUL ROAD LINEAR PARK

FIG 166 : EXISTING HAUL ROAD BRIDE AND DORMANT FOOTING

FIG 167 : GROUND LEVEL VIEW OF LINEAR PARK OVER HAUL ROAD

Massachusetts Department of Transportation (MassDOT). It is likely that a cap of this length would require a vent building structure. This space also offers a long term vision to connect into the proposed bike network with a new north/south connection. This connection would provide connectivity

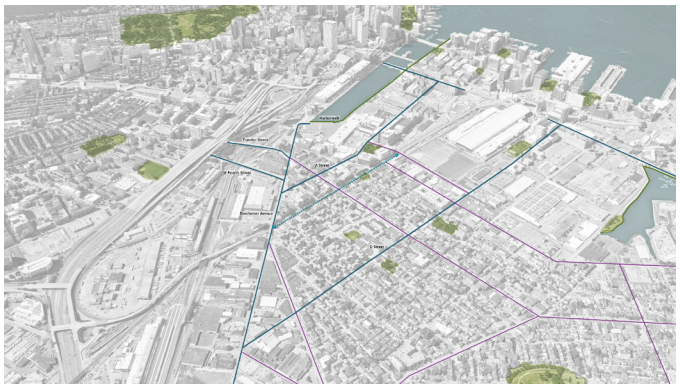


FIG 168 : BIKE CONNECTIONS WITH HAUL ROAD LINEAR PARK

between the Dorchester Avenue bike facility to the south and to Cypher Street to the north.

Implementation

- In the next five years, explore the federal grant opportunities to deck over the Haul Road between Dorchester Avenue and Cypher Street. These grants are available through the 2021 Bipartisan Infrastructure Law. The grants should be for planning activities such as a transportation impact analysis and stakeholder engagement, technical assistance, and capital construction costs.

Haul Road Dead End Streets

There are many opportunities to convert the deadends of the public streets adjacent to the Bypass Road to tactical public realm spaces or green space. Currently, these dead-ends have minimal street trees, contribute to urban heat island effect, and are not the best use of valuable public space. The following deadends could be transformed between B Street and the Bypass Road: West Sixth Street, Gold Street, and Silver Street as well as West Sixth Street between Dorchester Avenue and the Haul Road. These streets are 70-150 feet in length and do not offer network connectivity with the exception of redundant adjacent property access.

The City should explore the uses of these street segments to assess whether transforming them into open space would meet fire code access needs, accessibility to entrance and egress points of existing structures, utility infrastructure, and property rights of abutting parcels. Coordination will be needed among City departments - including the PWD, the PIC, BTD, the Parks Department, and BFD - and abutting property owners to assess the feasibility of turning these street segments into tactical public realm spaces or open space. Potential funding sources could include capital funds, grant funds, and private development mitigation.

The dead end streets not only create a barrier to the existing pedestrian network, but also the future bike network. These connections can offer low-stress bike connections to plug into the recommended network. They can create shorter distances that people have to walk to get to their destinations.

Action Items

- The 270 Dorchester Avenue Article 80 Large Project will be exploring the transformation of West Sixth Street between the Haul Road and B Street in partnership with Arya Development and 34 B Street to create a tactical public realm on West Sixth Street. This would provide valuable public space to nearby residents while maintaining curbside access needs. Potential designs may include landscaping, but would need to remain as a hardscape inclusive of planings, street murals, and furniture. Perpetual maintenance partner(s) will be needed to ensure stewardship of this space. Access to abutting properties will be preserved as needed.

West Side Bike Connections

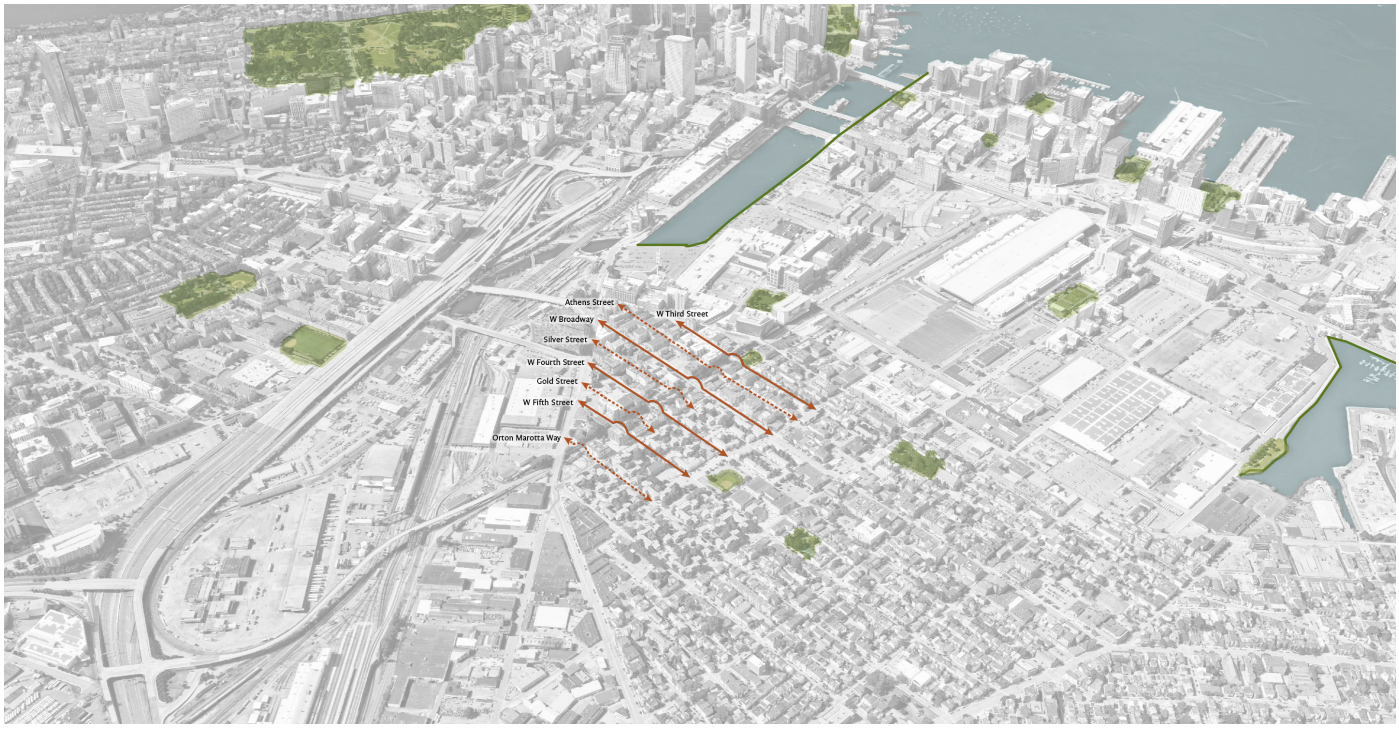


FIG 169 : EXISTING CONNECTIONS AND DEAD ENDS AT HAUL ROAD

South Boston's West Side is a vibrant neighborhood with ongoing growth, particularly on the Dorchester Ave corridor. Connections to the Dorchester Ave corridor and South Boston Waterfront/Seaport would be enhanced with better bike connections. With additional planning, coordination, and design, this might be possible along the South Boston Bypass Road corridor without disrupting existing freight or future transit connections.

The ROW needed for a shared path connection would take advantage of existing public ROW, but would require approvals from one section that is privately owned. In addition, an established regulatory structure must be formed to fund and maintain the pathway and ensure that the economic and environmental impacts of a pathway are effectively addressed. There would also need to be extensive land use planning to ensure that the path is adequately buffered from potentially conflicting adjacent uses, such as the South Boston Bypass Road.

The idea of transforming the ROW adjacent to the Track 61 into an active pathway has precedents in Greater Boston, such as the Southwest Corridor. While these types of planning and design processes take years to complete, and come with high price tags and a host of potential externalities to mitigate, the potential for new connections to existing paths, centers of commerce and culture, and inter-neighborhood links is vast. Any work would not inhibit future rail potential for the corridor and would be built as a part of an overall planning/design process for better rail infrastructure.

Flood Resiliency

Due to its peninsular geography and large swaths of filled tidelands that were once part of the harbor, South Boston is particularly threatened by the effects of climate change. The Coastal Resilience Solutions for South Boston, published in October 2018, is a district-scale climate resilience plan that stems from the citywide Climate Ready Boston initiative. Investment in coastal resilience solutions for South Boston will prevent billions of dollars in physical damage and displacement costs. It is critical that the recommendations coming out of the SBTAP not only align with and support climate resilience solutions for the neighborhood, but harness the transportation network to further protect us from storms and rising tides.

The recommendations for the Study Area's shoreline

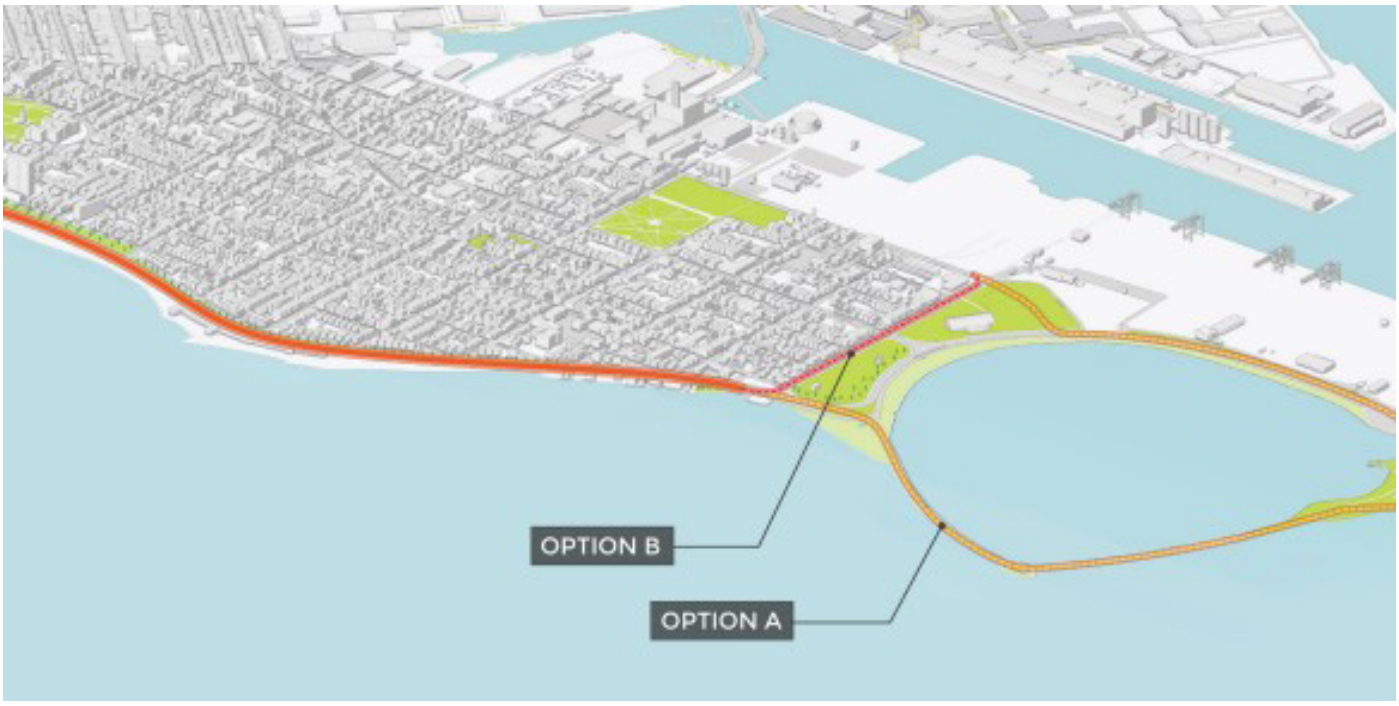


FIG 170 : FLOOD RESILIENCE ALIGNMENTS IN THE SOUTH BOSTON NEIGHBORHOOD

included in the Coastal Resilience Solutions for South Boston are based on flood pathways. The first option is aligned with the perimeter of the neighborhood, encircling Pleasure Bay, and involves a floodwall or raised Harborwalk along Day Boulevard and the beaches of the neighborhood's southern shores. This option would not protect the beaches from erosion because the interventions would be located more inland. The second option would utilize coastal restoration and inland flood protection, including beach nourishment and elevation of park space along Farragut Road, but would not protect the outer Harborwalk around Pleasure Bay. As mid-term actions, these interventions could be implemented any time between present day through 2050.

The SBTAP recommendations, in particular the road rightsizing, installation of green infrastructure and street trees, will contribute to climate change mitigation and adaptation in concert with these larger plans for flood resilience infrastructure.

12.

Implementation

An implementation table will be created, following community feedback, summarizing the SBTAP final recommendations. This implementation table will include:

- **Category:** Correlates to the categories of this report. Includes Safer Streets and Intersections, Accessibility, Biking in South Boston, Transit, Resiliency, Parking, Park Connections
- **Sub-Area:** Correlates to the sub categories in this report. Examples include Green Infrastructure, Intersections, Rightsizing, etc.
- **Recommendations:** Relates to the specific recommendation/action item in the report.
- **Stakeholder:** Options include BTD, BPDA, MBTA, Developers, MassDOT, and Parks.
- **Implementation Timeline:** Includes near, medium, and long-term timelines. Some are subject to capital prioritization with the Streets Cabinet, and some recommendations are subject to developers timelines.
- **Progress update:** This gives an update on the recommendation including status of designs, if implemented, etc.