boston planning & development agency

# South Boston Transportation Action Plan

## Existing Conditions Report

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.*



*For more information about the South Boston Transportation Action Plan please visit* **https://www.bostonplans.org/planning/planning-initiatives/south-boston-transportation-action-plan**

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# Letter from the Chief of Planning

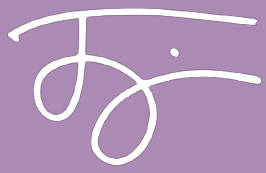
To members of the South Boston community,

We are embarking on a planning study you have long been calling for, a plan to ensure the safety and well-being of everyone who uses the streets in South Boston. The South Boston Transportation Action Plan (SBTAP) is a call for action. It is a call to safely connect our community to the places we need to go. Through this initiative, we, together, will imagine the future of South Boston's streets, and outline the steps that we need to take for these plans to become reality.

With this report the BPDA's Transportation Planning Team and the Boston Transportation Department (BTD) have undertaken an important first step. The Existing Conditions report outlines how the current transportation network functions, in order to lay the groundwork for our conversations with you about what changes are needed. We collected, observed, and analyzed numerous points of data. We counted pedestrians, bicyclists, transit riders and cars. We measured speeds, and we looked at the intricacies of our intersections. We took stock of the forthcoming projects recommended by previous planning initiatives and the existing and future developments in the pipeline. These baseline conditions will function as reference points as we incorporate your ideas and implement people-first improvements.

While measuring data trends is a necessary first step, we now need to convene the South Boston community to craft a shared vision of our streets, and establish a roadmap to achieve our goals. I invite you to come help us decide how we get from where we are today, to where we want to be tomorrow. We look to you, our neighbors, for inspiration and imagination, while you can count on us to provide leadership and technical expertise. We appreciate the time you spend sharing your experiences, concerns, and preferences with us as well as your continued efforts in advocating that South Boston's streets meet their full potential.

Best Regards,



Arthur Jemison, Chief of Planning

# Executive Summary

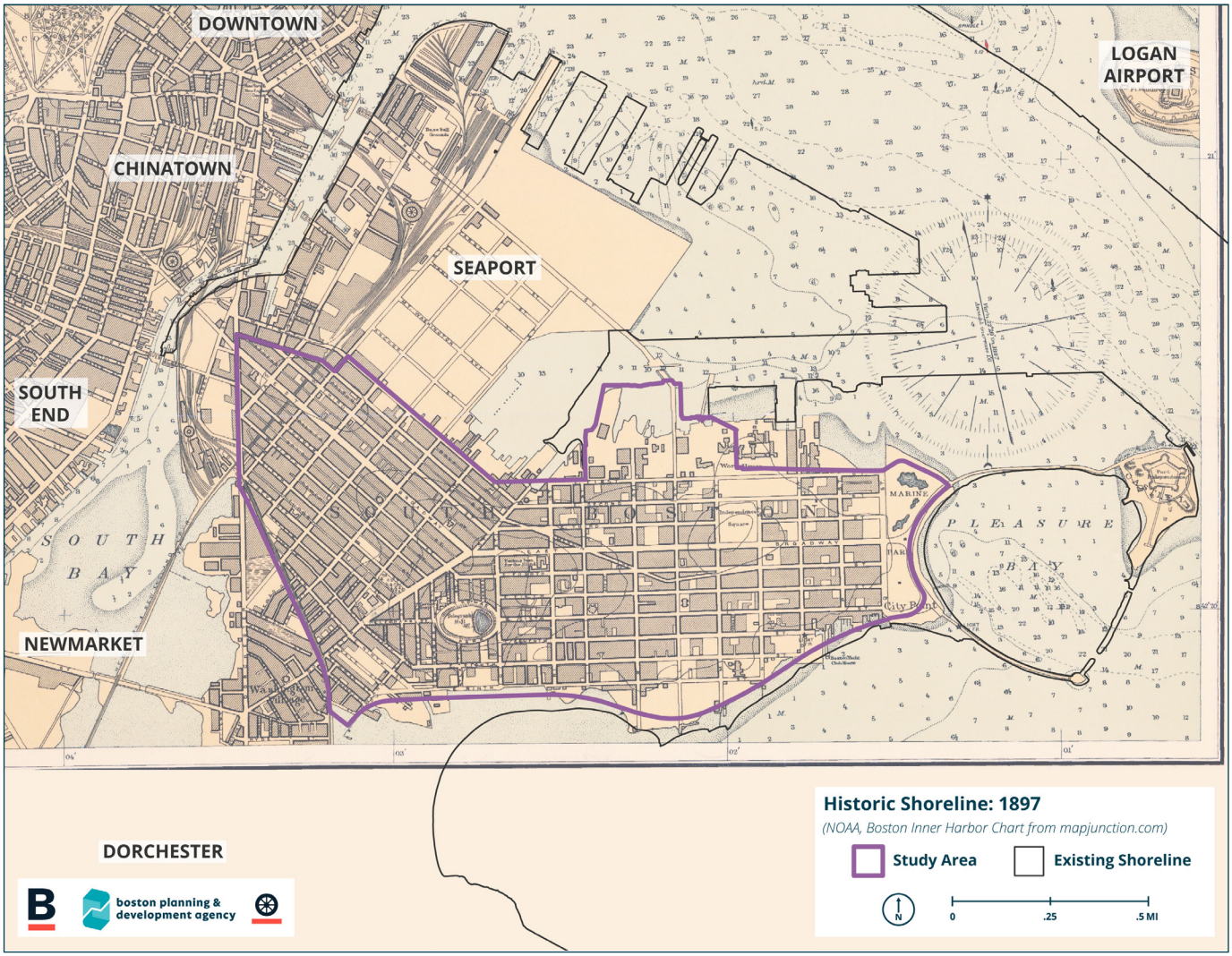



*Figure 1: SBTAP Study Area with 1897 shoreline*

South Boston was originally a peninsula bisected by a cow path, which is now a high-traffic road, Broadway. Figure 1 below shows the SBTAP Study Area set in a context of the historic 1897 shoreline. With a growing population in the early 1800s, the area was annexed into Boston and the street grid was established. The transportation network evolved as new connections were made, including the railroad, the 4th Street Bridge, and the highway network. Industrial and manufacturing companies emerged to take advantage of the new land uses and infrastructure that the area offered. Now, according to the American Community Survey (ACS), the Study Area is primarily residential, home to nearly 33,000 residents. The surrounding Dorchester Avenue and South Boston Waterfront areas have shifted away from industrial uses to become dense, mixed use communities.

This Existing Conditions report explores key trends, development projects, and relevant plans and recommendations across the South Boston neighborhood and beyond. The Existing Conditions report serves as a baseline, by identifying challenges and deficiencies, and needs and opportunities with the existing system. The SBTAP project team will utilize the Existing Conditions report as they move through the remainder of the project, developing ideas and recommendations.

## Key Findings

- 48% of South Bostonians have a commute that is 30+ minutes.
- The bike network lacks comfortable and connected bike facilities but within 20 minutes on a bike South Bostonians can access Chinatown, the South Boston Waterfront, Downtown and parts of Dorchester, Roxbury, and the South End.
- Most of South Boston has enough underlying demand to support frequent all-day fixed-route transit at frequencies as often as every 5 to 10 minutes.
- The Study Area population grew 22% between 2006 and 2020, with the largest increase occurring in individuals ages 25-34 (61% increase).
- Impervious surfaces, including streets, concrete sidewalks and buildings cover 75% of the Study Area.
- The most common cited concern from residents through the BTD website is aggressive drivers.

# 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.**

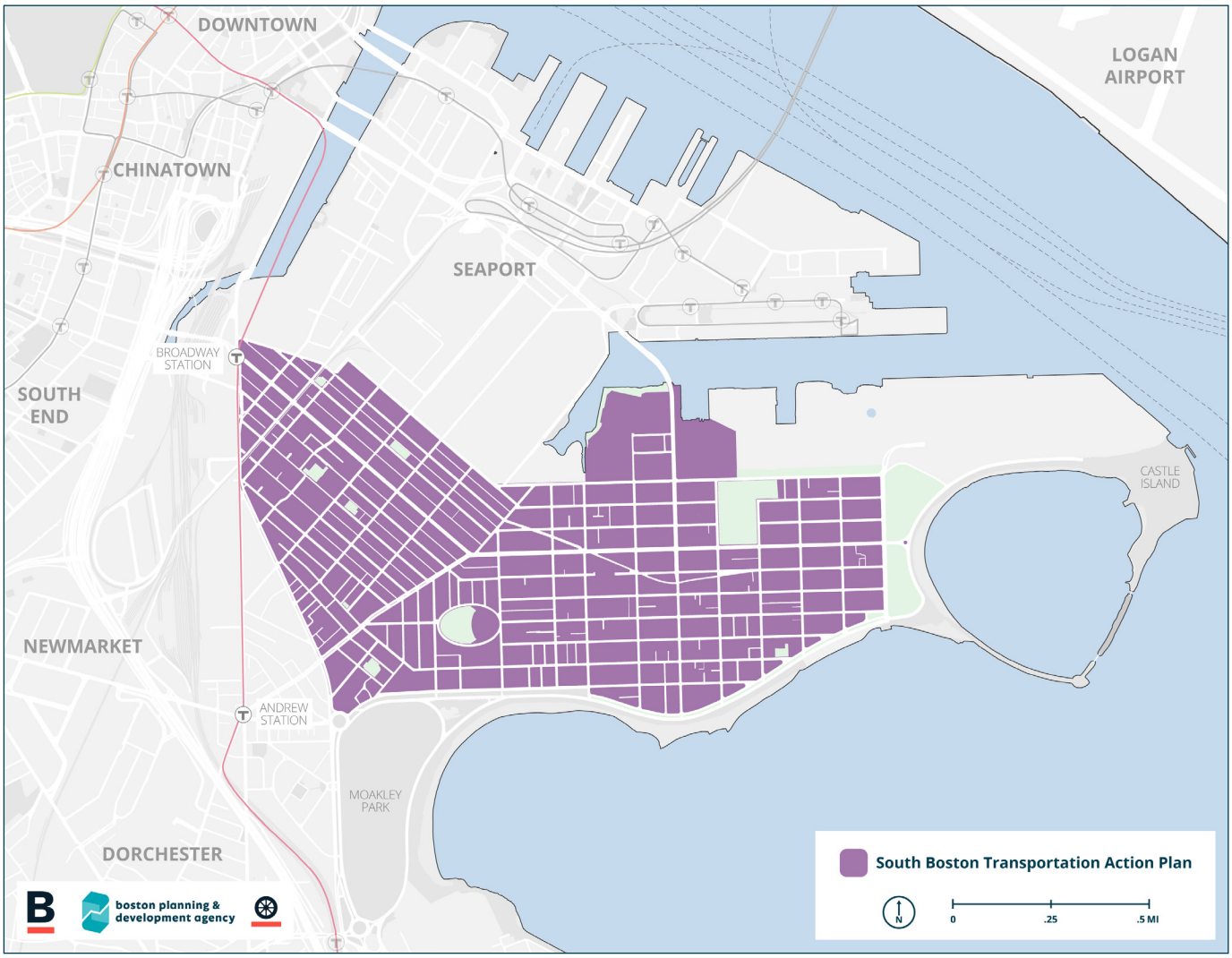



*Figure 2: Study Area*

This Existing Conditions report explores key transportation, demographic and development trends, and relevant plans and recommendations across the South Boston neighborhood and beyond. The Existing Conditions report serves as a baseline for future work by identifying challenges, deficiencies, needs, and opportunities within the existing system. It also describes planned future growth in the Study Area.

The Study Area is shown in Figure 2 and generally extends from Old Colony Avenue, to Farragut Road to the east, from Day Boulevard to 1st Street at the north.

# SBTAP Planning Context

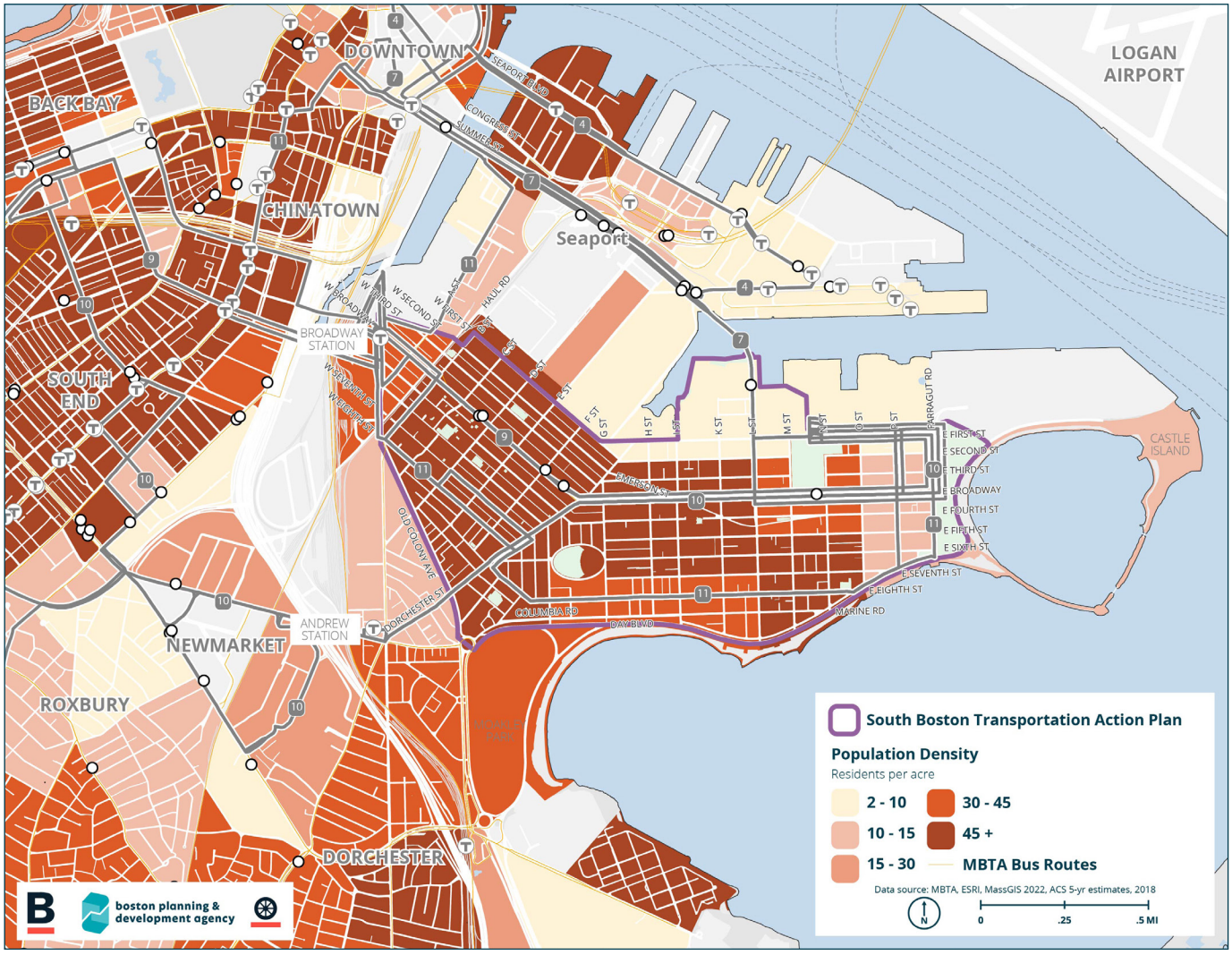



*Figure 3: Population Density (2020) in Study Area*

Between 2010 and 2020, the South Boston 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. Figure 3 shows the population density of the Study Area in 2020 by Census Block Group. Please note that Figure 3 assigns population density per acre by Census Block Group. The colors in Figure 3 are assigned to the Block Group, and it should be acknowledged that some parts of the Study Area (e.g., Moakley Park, Castle Island) are showing a color but are not populated.

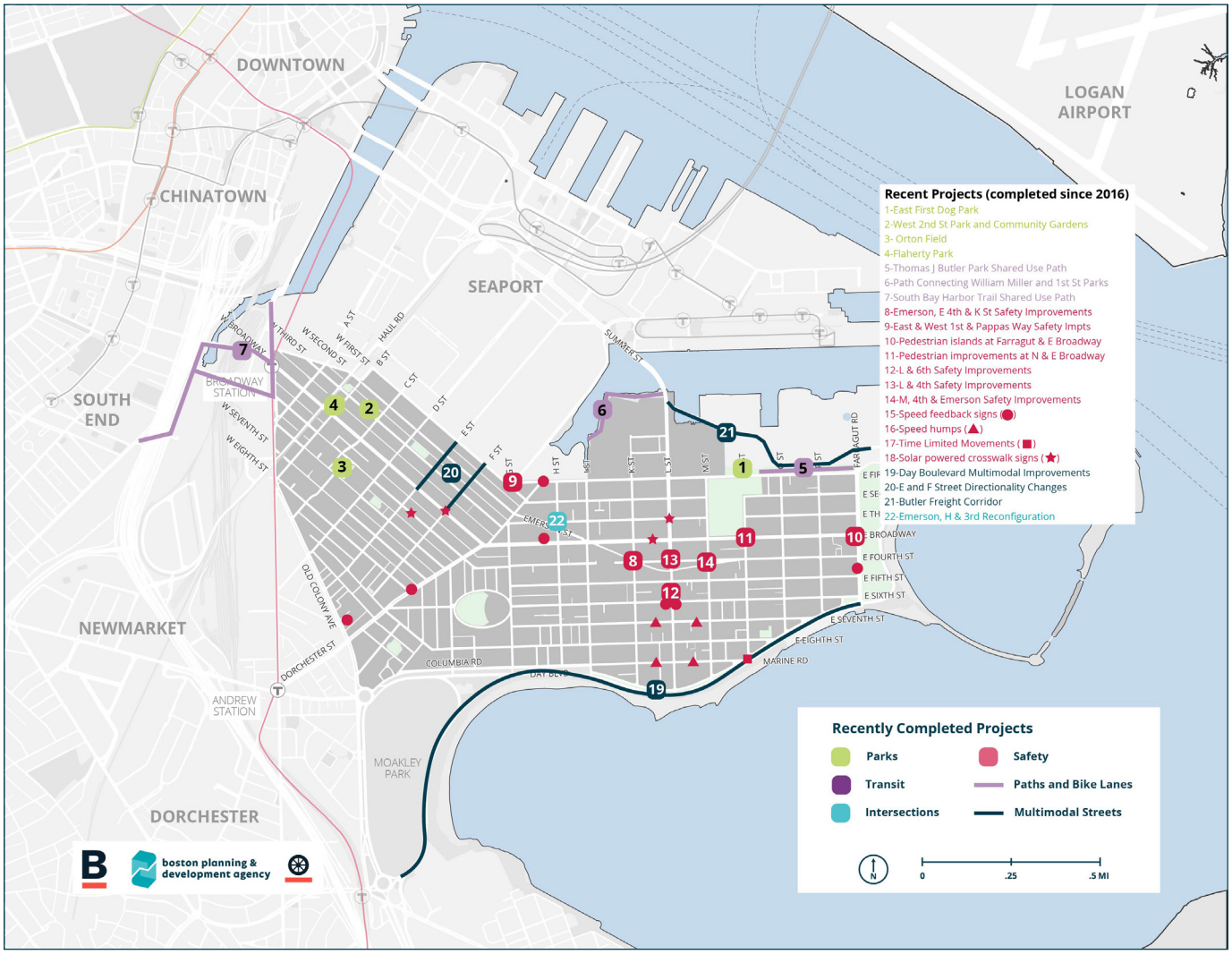



*Figure 4: Recent Projects in the Study Area*

Figure 4 represents the recently completed projects in South Boston since 2016. Recently completed projects include state-, development- and city-funded efforts in the area. These changes have brought improvements to parks and trails, changes to traffic circulation patterns, and safety improvements at intersections.

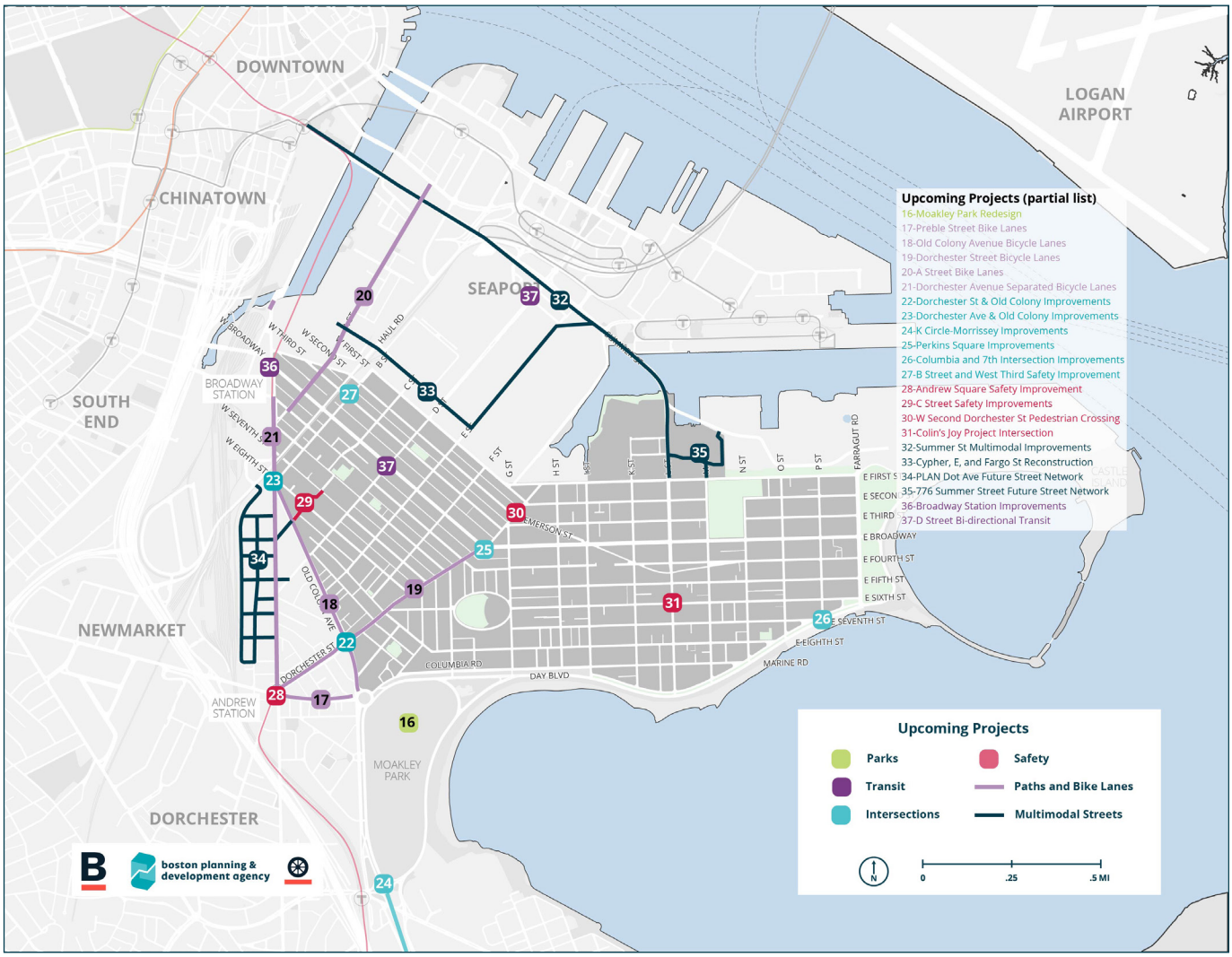



*Figure 5: Planned Transportation Projects in the Study Area*

A map of already-planned transportation investments is provided in Figure 5. Some of the improvements listed above were put forth as recommendations from South Boston Seaport Strategic Transit Planand PLAN: South Boston Dorchester Avenue Transportation Plan. Transportation infrastructure improvements that will be advanced through new development projects and public funds are also included. These projects range from intersection redesign to improving transit amenities to constructing new sidewalks. These upcoming projects will be coordinated with the SBTAP.

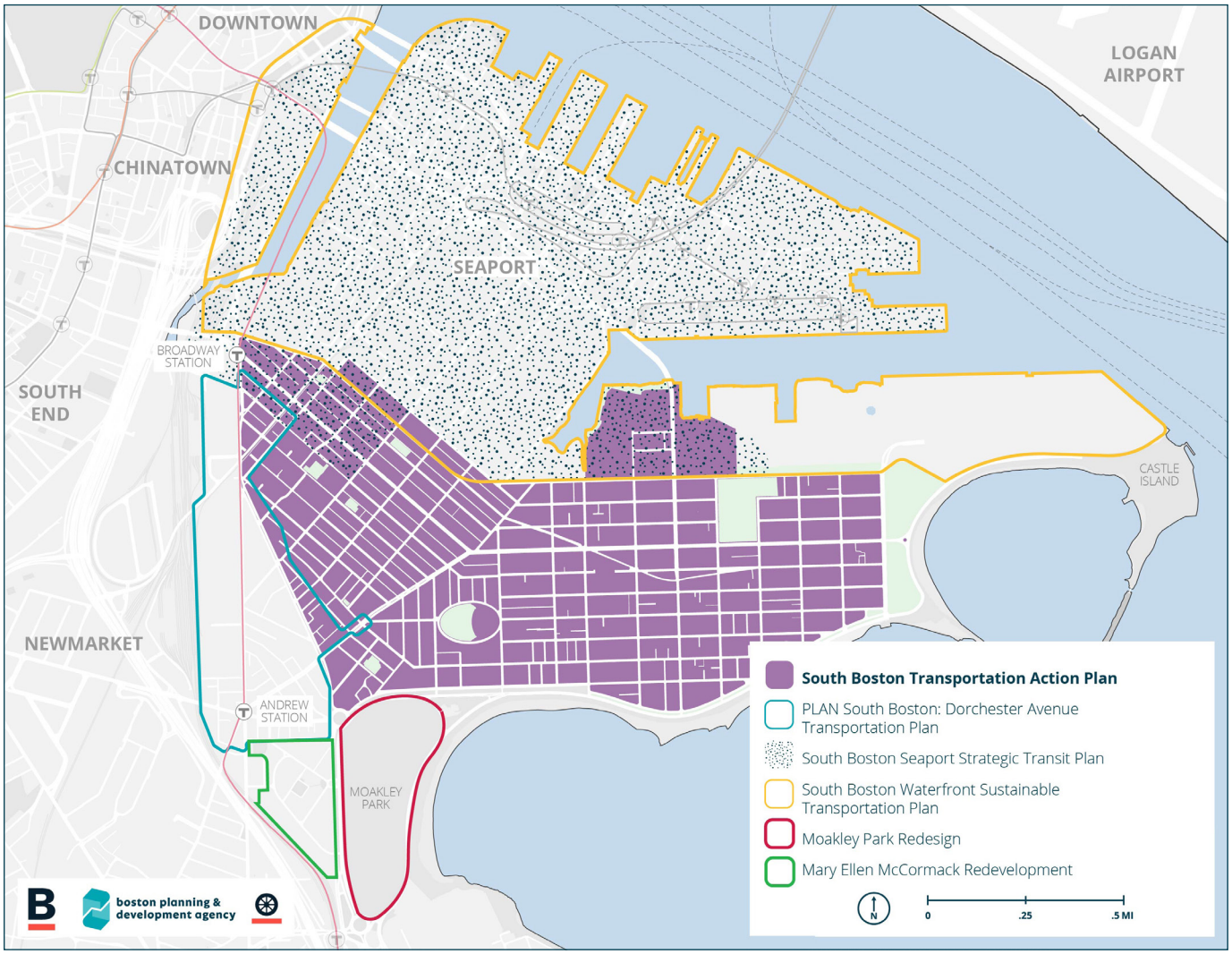



*Figure 6: Recently Completed Planning Efforts*

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 extents for these adjacent and recent planning efforts are shown in Figure 6.

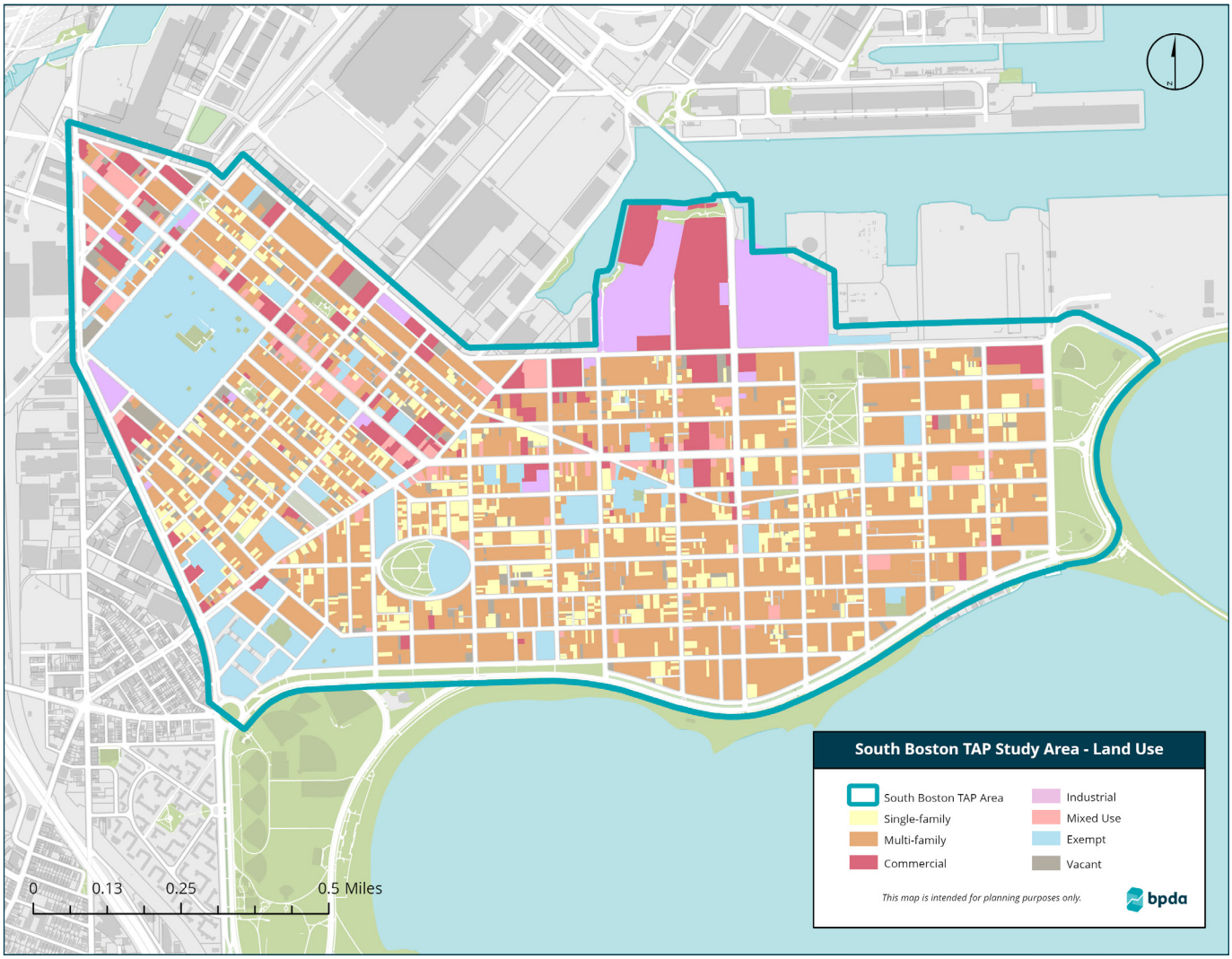



*Figure 7: SBTAP Study Area Land Use*

The Study Area remains primarily a residential neighborhood. Over 60% of the Study Area is made up of residential land uses, and commercial and mixed use areas are primarily situated along prominent neighborhood streets like East and West Broadway (see Figure 7).

Within the neighborhood, development proposals typically require either zoning relief and/or meet the threshold for an Article 80 Small Project (i.e., residential projects with 15 or more units or projects between 20,000 and 50,000 square feet). In recent years there have been a small number of Article 80 Large Projects (i.e., projects greater than or equal to 50,000 suqare feet). Most projects in the Study Area involve either demolishing and rebuilding an existing building to add additional housing units or building from the ground-up on an empty lot. Much of the Study Area's growth is the result of infill development, which builds on or

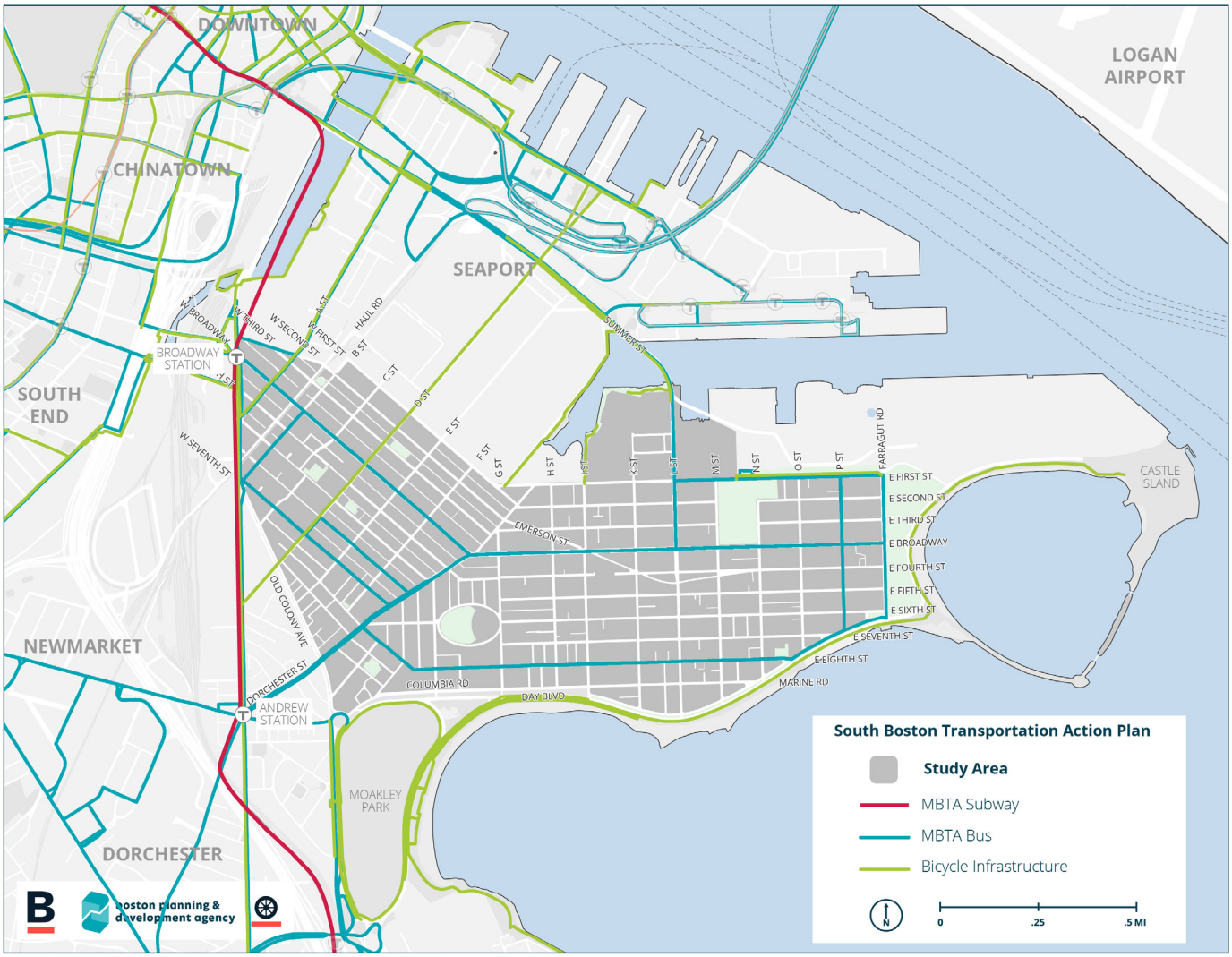



*Figure 8: Multimodal Transportation Network*

modifies previously-developed lots and/or structures.

Figure 8 provides a context of the Study Area in relation to the overarching transit, bicycle, and street network. 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. Streets are essential to the pedestrian, bike, vehicle, and transit network. 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. The pedestrian network also has irregular intersections without

# Demographics and Trends

In 2020, South Boston had a population of over 32,900 residents, an increase from 26,930 in 2010, amounting to a 22% increase over a 10-year period[1]. Population growth has contributed to the built structure of the neighborhood today, where the majority of the neighborhood is densely populated in multi-family units.

Population growth in the Study Area has had trends that differ from citywide rates. Recent changes include an increase in educational attainment, and an increase in the young adult population. The area is majority white, with 79% of residents identifying as white in 2020, compared to 45% citywide. The area has become more racially diverse compared to 2010 when the neighborhood was 84% white. There has also been a decrease in school aged kids, and shifting travel modes.

Recent growth has been concentrated among young adults that are highly educated. The 25-34 age group accounts for almost 40% of the total Study Area population, and has grown 32% and 40% for males and females respectively since 2010. The share of adults with a bachelor's degree or higher is 71%, which is a 21% increase since 2010. This is 19% higher than the proportion of residents citywide with a bachelor's degree or higher. 57.5% of Study Area households earn $100,000 and above, compared to the 40% of households citywide within this income bracket.[2]

Boston aims to be an age-friendly city, meaning that the City adapts its structures and services to be accessible and inclusive to residents of all ages and abilities. Families with very young children, male and female children ages 0-4 have seen their share of the population increase by 27% for males and 11% for females. Family growth is still occurring in the Study Area, although families appear to be leaving just as their children reach school age.

1 BPDA Research Division. U.S. Census Bureau, 2006-2010 ACS, 2011-2015 ACS & 2016-2020 ACS.

2 BPDA Research Division. U.S. Census Bureau, 2015-2019 American Community Survey.

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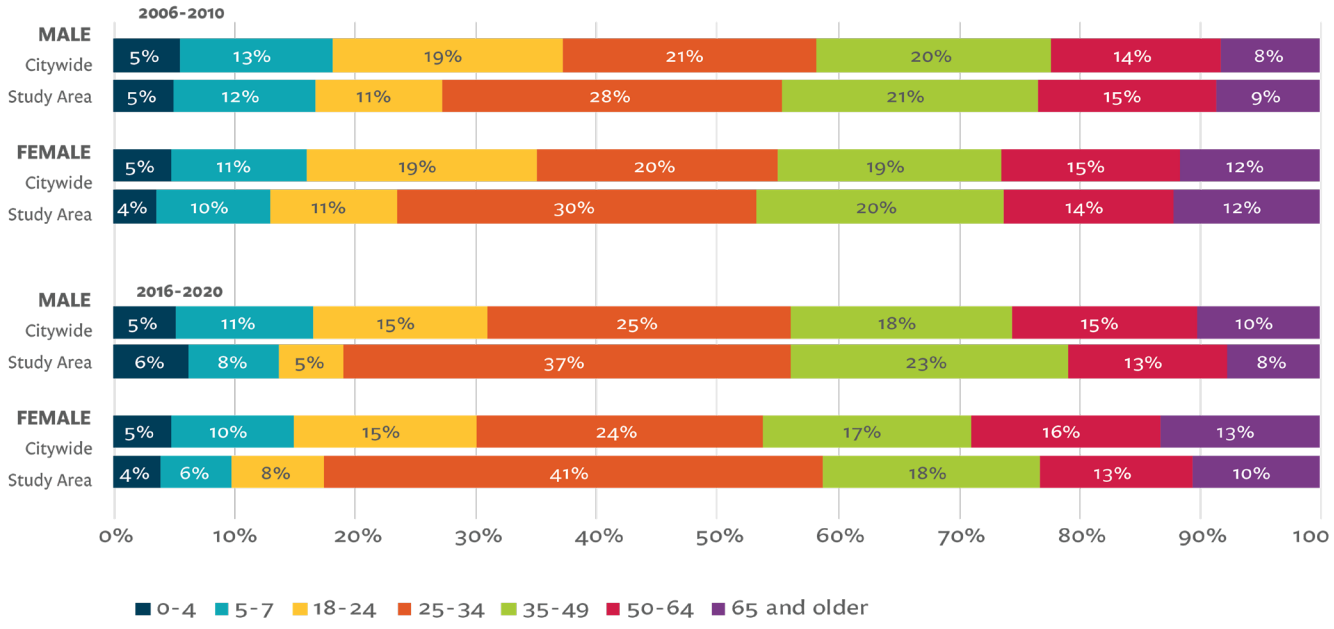
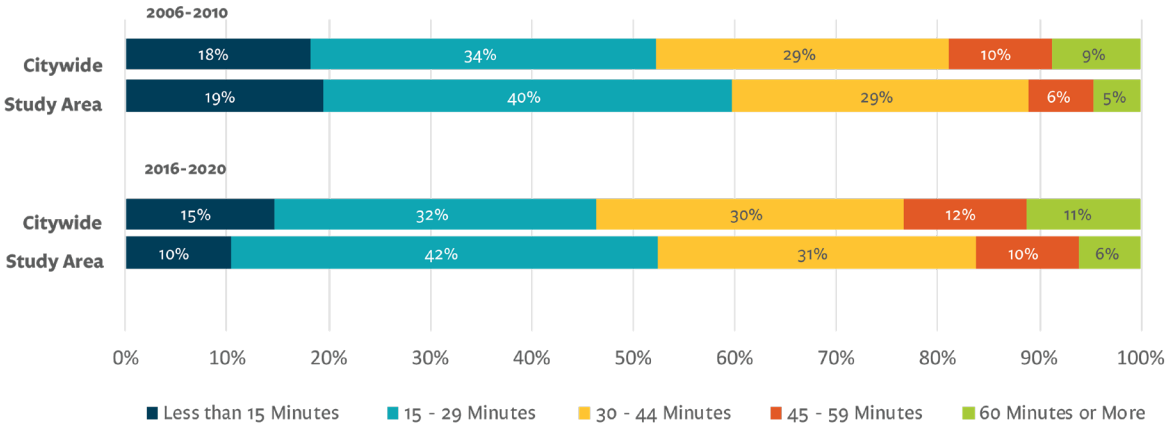
**Age by Gender**




*Source: U.S. Census Bureau, ACS 5-Year Estimates 2006-2010 ACS and 2016-2020; BPDA Research Division Analysis*

**Commute Time**




*Source: U.S. Census Bureau, 2006-2010 ACS, 2011-2015 ACS & 2016-2020 ACS; BPDA Research Division Analysis*

The Study Area had nearly a 20% reduction in reliance on personal vehicles as their primary means of transportation, which is supportive of reaching Go Boston 2030 targets of reducing drive alone rates by 50%. 45% of South Boston residents in the Study Area primarily rely on vehicles for their journey to work, which is 2% less than citywide rates. Despite close proximity to Downtown, over 50% of Study Area residents have a commute that is 30 minutes or more. 42% of commuters reported a 15 to 29-minute commute in 2020, reflecting a 10% increase from 2010.

# Community Input and Concerns

accessible in
points betwe

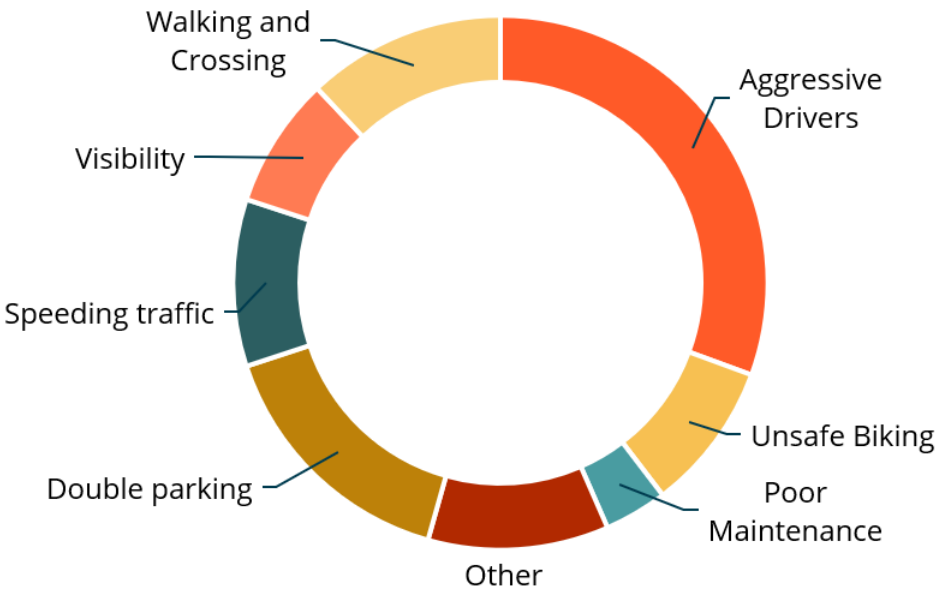



*Figure 9: Types of Concerns reported to the Boston Transportation Department's Safety Concerns Map from the Study Area*
*Source: Boston Transportation Department, January 2016 through November 2019*

The launch of this Existing Conditions report signals the start of a new community process focused on action to address residents' transportation needs. Over the coming year, the community will be engaged in a wide range of discussions about the area's transportation future. Community members have already raised concerns within the Study Area to city transportation officials, elected officials, through other planning processes, and through established city feedback opportunities. These community-raised issues offer a starting point for a broader community conversation.

Boston's 311 and Safety Concerns Maps both provide an opportunity for crowdsourced input. This data can provide substantive information on the perceptions of safety, though these data are likely biased. BTD's Safety Concerns map received 354 public concerns over the past five years in the Study Area. Amongst pedestrians, cyclists, and motorists, pedestrians submitted the most feedback.

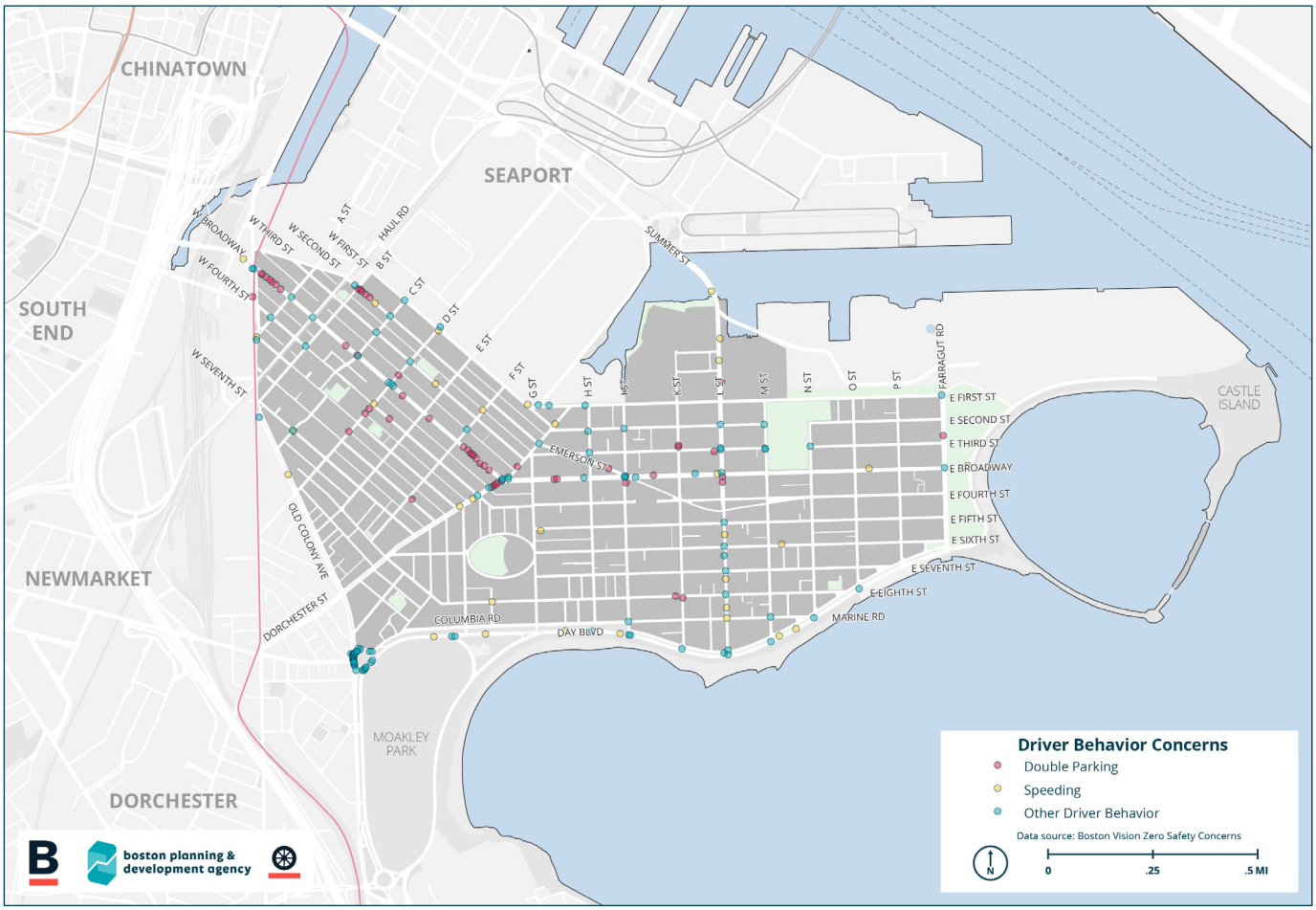



*Figure 10: Reported Driver Concerns in Study Area*

| User Type | # of Public Concerns |
|---|---|
| Pedestrian | 154 |
| Motorist | 100 |
| Bicyclist | 97 |
| Persons using an assistive device | 3 |

A summary of community concerns is shown in Figure 9. Aggressive driving behavior (including drivers that fail to yield at crosswalks, stop signs or signals) was the most common concern. Other concerns included double parking, speeding, and pedestrian safety, accounting for over one third of the total comments received.

Figure 10 shows the locations in the Study Area where concerns about driver behavior were reported. These locations are concentrated along the corridors with the highest traffic volumes in the Study Area such as West Broadway and Perkins Square.

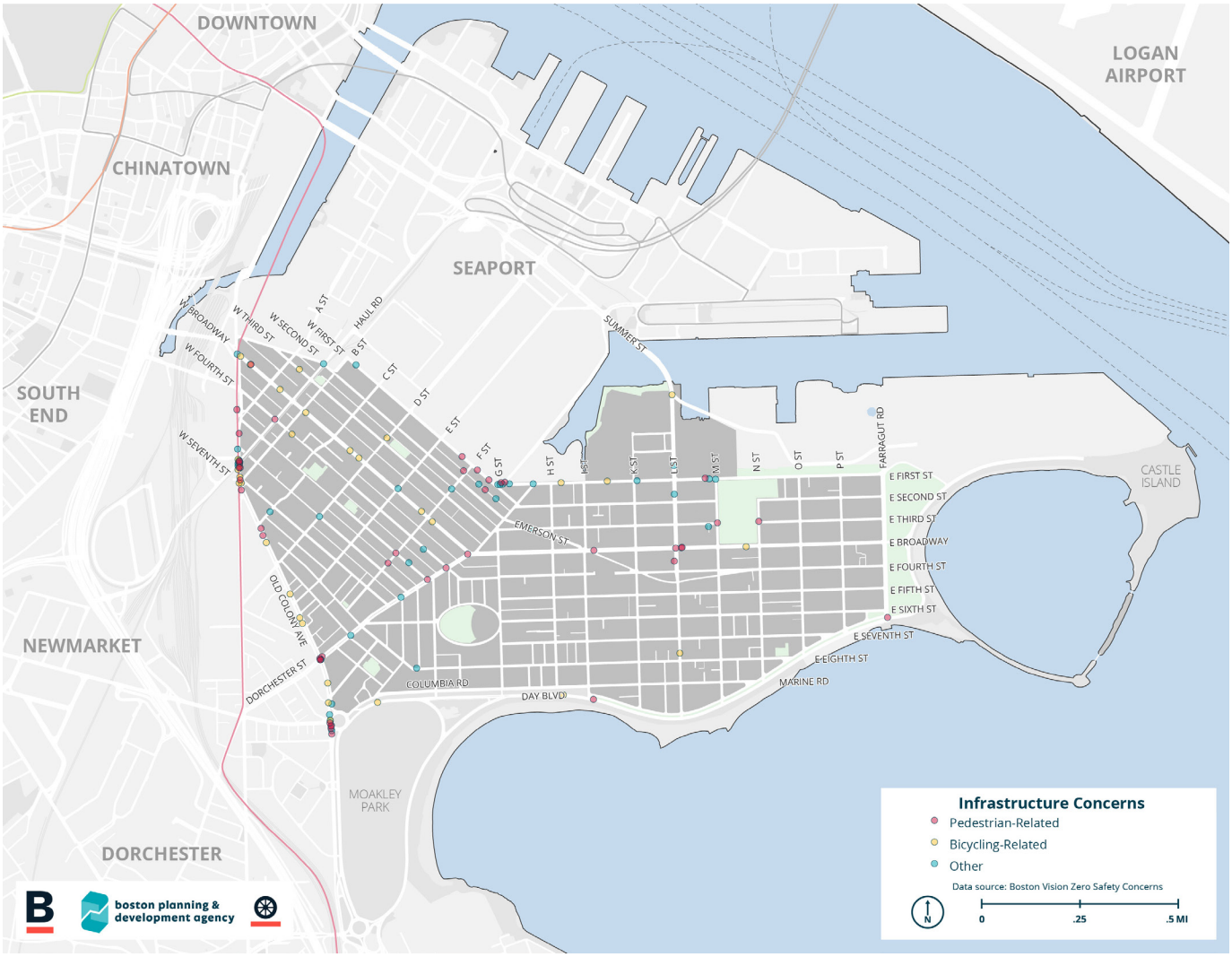
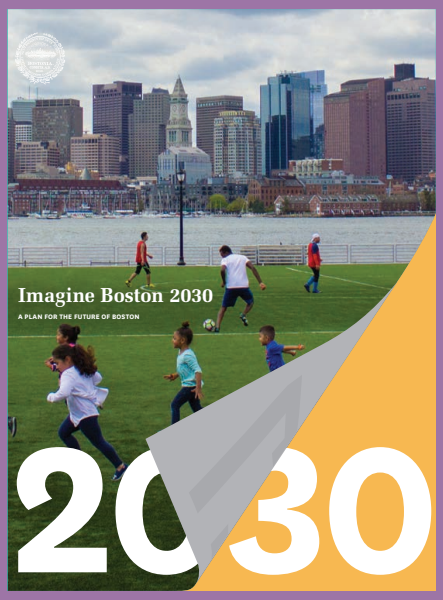



*Figure 11: Reported Infrastructure Concerns in Study Area*

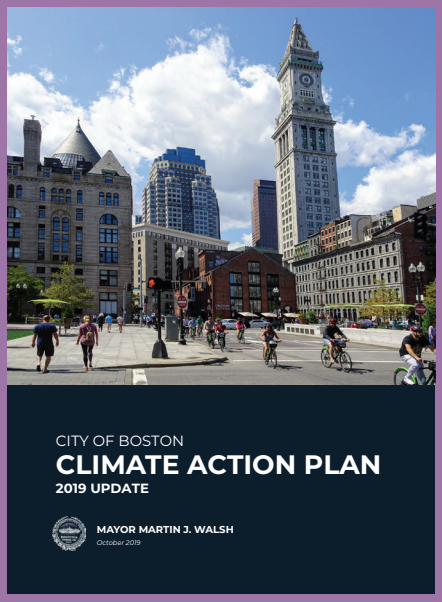
As shown in Figure 11, infrastructure concerns, such as poor visibility, or lack of biking and walking infrastructure, are concentrated along the major corridors of Dorchester Avenue, Dorchester Street, Old Colony Avenue, and First Street.

# Citywide Policy and Plans



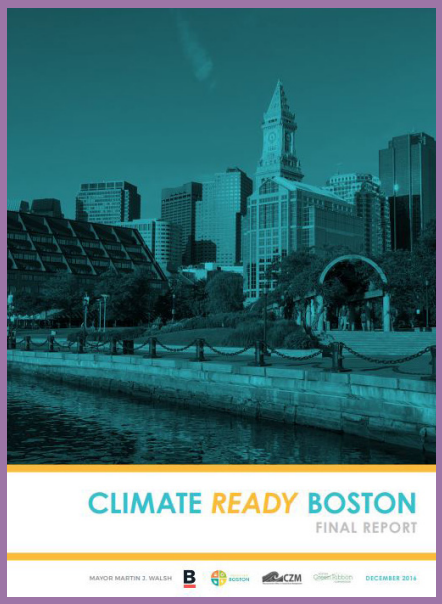

**Imagine Boston 2030**

Neighborhood Planning - 2017
'Imagine Boston 2030' was the first city plan in 50 years that holistically pulled together planning initiatives in housing, health, education, economy, transportation, technology, energy and the environment, and arts and culture. The plan outlined growth areas and strategies that will continue to support the city's dynamic economy, ultimately expanding opportunity for residents, creating livable neighborhoods, and ensuring that Boston remains a thriving waterfront city for generations to come. An earlier document, 'Guiding Growth,' described the pressures created by an expanding population and the need to carefully preserve, enhance, and grow neighborhoods with an emphasis on housing affordability and reducing displacement.




**Climate Action Plan (CAP)**

The Climate Action Plan is Boston's roadmap to reach citywide carbon neutrality goals while also preparing for climate change. The plan integrates action steps to achieve emissions reduction goals for 2030 and 2050, prepare for climate change through resilience adaptation, increase mobility, reduce waste, and build community connectivity. The 2019 CAP update builds on the 2014 CAP update and the first Cap released in 2007.




**Climate Ready Boston**
*Environment, Energy, and Open Space - 2016*

'Climate Ready Boston' is an ongoing initiative to prepare Boston for the impacts of climate change. The report presents an assessment of vulnerabilities to climate hazards including extreme heat, stormwater flooding, and coastal and riverine flooding. Climate Ready Boston outlines strategies to ensure Boston will be climate-ready.

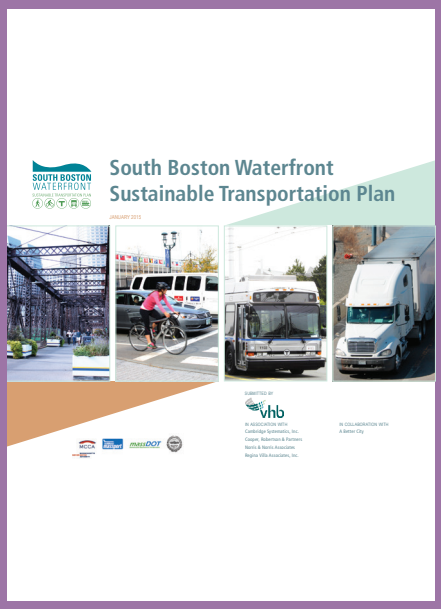
# Citywide Policy and Plans

**Inundation Model**
*Boston Water and Sewer - 2020*

The Boston Water and Sewer Commission (BWSC) has developed a Citywide model to simulate a variety of wet weather events and flooding scenarios that could occur in Boston. The results of this project may help inform the City's efforts to prepare for the effects of climate change, sea level rise, and more intense storm events. This website may also serve as a reference for City residents, businesses, and others who wish to learn more about how coastal flooding and rainfall have the potential to cause flooding and impact the City.

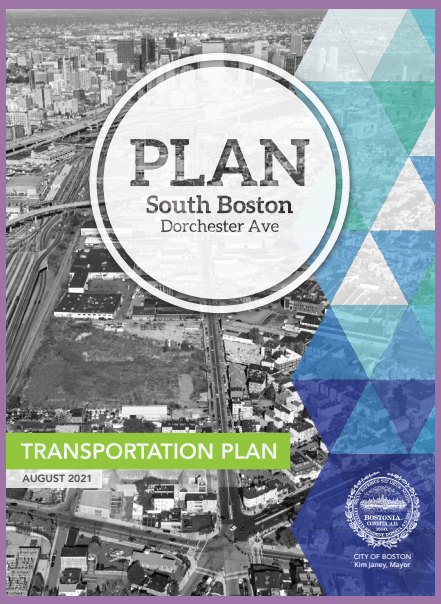

**Go Boston 2030**
*Streets - 2017*

'Go Boston 2030' is the City of Boston's comprehensive transportation plan. Guided by increasing equity, economic opportunity, and climate responsiveness, the plan is comprised of 58 projects and policies that are designed to expand access to a variety of connected transportation options, improve traffic-related safety on Boston's streets, and ensure reliability of service for the City's residents, commuters and visitors for the next decade and beyond. Presently, 30 projects are in implementation, and 11 projects are in the design phase.




**South Boston Waterfront Sustainable Tranpsortation Plan (2016)**

The SBTAP 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.




**PLAN: South Boston Dorchester Avenue Transportation Plan (2021)**

The BPDA along with the Boston Transportation Department completed a Transportation Plan following the completion of the 2016 approved PLAN: South Boston Dorchester Avenue Plan. The purpose of the Transportation Plan was to further analyze, refine, and advance the proposed multi-modal network recommendations of the 2016 Plan. The area of focus is along the two main corridors of Dorchester and Old Colony avenues between Broadway and Andrew Square. The Transportation Plan includes the future street build out, as proposed in 'PLAN: South Boston Dorchester Avenue,' 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, the Old Colony and 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(2022)**

The South Boston Seaport Strategic Transit Planis being undertaken by the City of Boston, jointly led by the Boston Planning and Development Agency (BPDA) and the Boston Transportation Department (BTD). The planning process began in spring 2019 with the goal of improving the operations, capacity, and connectivity of the transit network (buses, trains, ferries, etc) serving the South Boston Waterfront. In total, 51 short, medium, and long-term strategies were developed and evaluated. The Transportation Plan will also build upon the South Boston Waterfront Transit Strategic Plan's proposed improvements to the South Boston Waterfront'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 within its Study Area and also propose future transit recommendations.


**Urban Forest Plan**

A partnership between the Parks and Recreation Department and Environment Department, the Urban Forest Plan is working closely with the Heat Resilience Study and the Open Space and Recreation Plan. Released in September 2022, the Urban Forest Plan is meant to create a scientific-backed strategy to expand the urban forest in Boston in a way that reflects the needs and desires of the community. Efforts to grow and preserve the tree canopy consider streets, plazas, yards, parks, cemeteries, and campuses across the city. South Boston is one neighborhood of the city with identified low tree canopy coverage and higher concentration of older adults.

# 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.

# Article 80 Projects in the Study Area

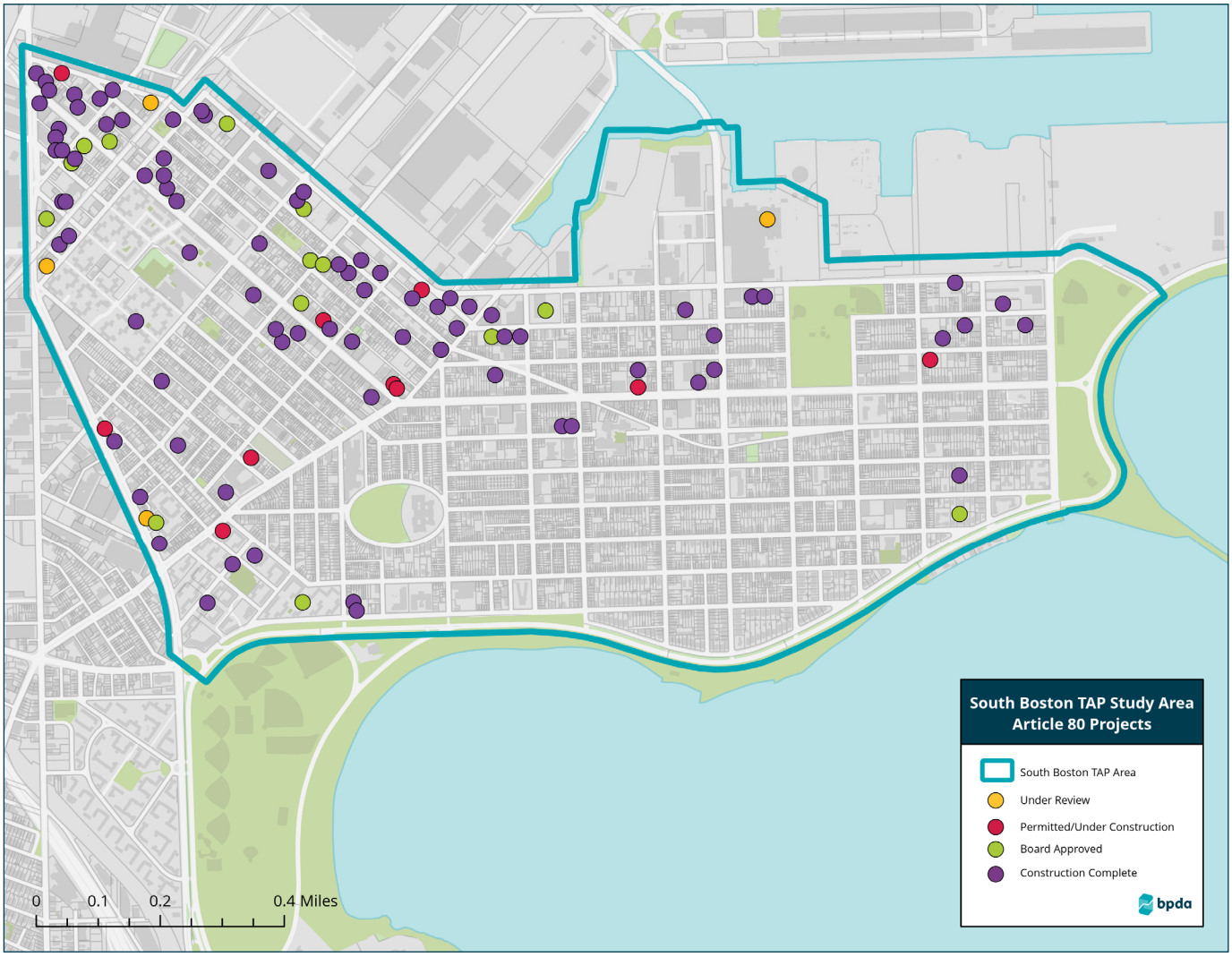



*Figure 12: SBTAP Study Area Article 80 Projects (2012-10/2022)*

Many development projects have been proposed, are currently in the review stage, and have been approved within and surrounding the Study Area, as illustrated in Figure 12 and Figure 13. The majority of this development is concentrated west of Dorchester Street closer to Broadway Station and West First Street. There are fewer Article 80 Small and Large Project developments on the east side, especially in the quadrant south of East Broadway and east of Dorchester Street.

A majority of these proposals have been residential projects, which involve either demolishing and rebuilding an existing structure to add greater density or building from the ground-up on an empty lot (see Figure 14). Much of the growth in housing units in the Study Area is the result of this smaller infill development that does not meet Article 80 Small Project thresholds but typically requires zoning relief. Development in the Study Area has added density and a greater number of housing units to existing residential structures. Based on a comparison between the 2010 and 2020 Decennial Census, the Study Area added approximately 2,500 housing units between 2010 and 2020, totaling over 16,600 units today.

| | Residential (sf) | RnD (sf) | Parking (sf) | Gross Floor Area | Gross Square Footage |
|---|---|---|---|---|---|
| Board Approved | 925,005 | - | 118,583 | 1,013,449 | 1,226,224 |
| Construction Complete (85) | 4,842,085 | 33,700 | 153,827 | 4,020,632 | 4,536,411 |
| Permitted/UC (10) | 256,705 | - | 10,657 | 300,892 | 336,850 |
| Under Review (5) | 163,523 | 879,800 | 357,166 | 1,131,223 | 1,488,389 |
| Total | 6,187,318 | 913,500 | 640,233 | 6,466,196 | 7,587,874 |

*Figure 13: SBTAP Study Area Article 80 Projects*

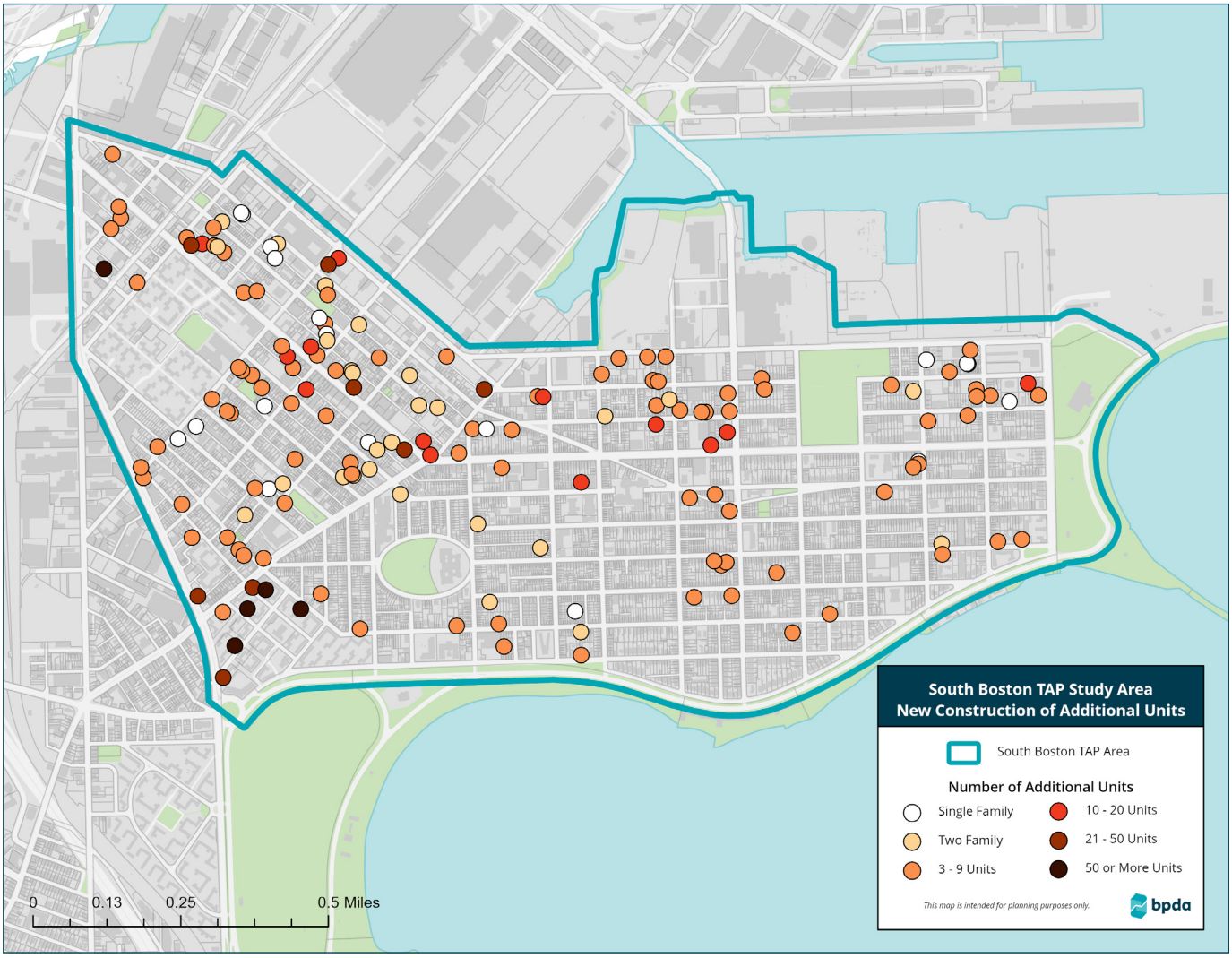



*Figure 14: SBTAP Study Area New Construction Residential Units Since 2010 (Source: Boston Inspectional Services Department 2022)*

# Development Mitigation and Recent and Planned Improvements

In addition to public sources of funding for transportation system improvement projects, including city and state capital budget investments, developments subject to Article 80 review are required to contribute transportation mitigation to offset the impacts of their projects. Mitigation may include physical improvements that the developer will provide on-site or within the community, or it can be a monetary contribution to local organizations. For large projects undergoing Article 80B Large Project Review, an Impact Advisory Group helps the BPDA identify project impacts and determine the appropriate mitigation. Common examples of transportation-related mitigation include the following:

- Safety tools such as ones in the BTD Street Safety Toolkit
- Wider sidewalks and new seating
- New or upgraded crosswalks and curb ramps
- Green infrastructure improvements
- Safer intersections
- New or relocated bus stops and shelters
- New bike lanes and/or street redesign
- New trees, including maintenance funding
- New or modified traffic signals
- A transportation study or plan
- Transportation design resources
- New bike racks or bikeshare stations

Mitigation strategies range in scale of investment and effort. In addition to transportation mitigation, developers may also contribute to new or improved public spaces, affordable housing units, or community retail spaces. Recent development has funded several transportation infrastructure improvements in addition to these other categories. Some recently completed and upcoming projects funded through development mitigation include the following:

- Dorchester Avenue and Old Colony Avenue intersection improvements (Design Phase)
- Perkins Square Improvements (Upcoming)
- West Second and Dorchester Street Improvements (Upcoming)

This plan will drive investments to leverage future funds from developments in addition to coordinating with plans for future improvements.

# PLAN: Dorchester Avenue

The PLAN: South Boston Dorchester Avenue ("PLAN: Dot Ave") is a plan focused on the area west of the Study Area (see Figure 15). Following the land use planning study completed in 2016, a detailed 2-year transportation plan was conducted to further define the transportation system. The Transportation Plan was completed in 2021.

The area studied in that planning process is projected to transform from a heavy industrial district to a mixed-use neighborhood that includes 21st-century industrial uses, residences, retail, arts and culture venues, and public open space. Within the PLAN Dorchester Avenue framework, there are provisions for density bonuses, and expanded height allowances around key transportation nodes. A new street network was planned for the area to provide access to the area west of Dorchester Avenue and include Complete Streets design standards. Current large developments as of October 2022 undergoing Article 80 review within the PLAN: Dorchester Avenue Study Area include:


*Figure 15: PLAN: Dorchester Avenue Article 80 Projects (2012-10/2022)*

# South Boston Waterfront

The South Boston Waterfront has undergone a ground-up redevelopment that began in the early 2000s following the adoption of the South Boston Waterfront Public Realm Plan to become a mixed-use neighborhood with office/lab and residential uses, restaurant and retail venues, and open spaces with an extensive publicly accessible waterfront and Harborwalk.

The South Boston Waterfront is home to several cultural and entertainment attractions including the Boston Convention and Exhibition Center, Institute of Contemporary Art, Leader Bank Pavilion, and the Boston Children's Museum. It is anticipated that the final build-out of this neighborhood will total 60 million square feet, of which approximately 32 million square feet - just over half - already constructed (see Figure 16).

The South Boston Waterfront neighbors the Raymond L. Flynn Marine Industrial Park (RLFMP) to the west, a marine industrial park containing several water-dependent industries such as ship repair, fish processing, cargo shipping at Conley Terminal, a passenger cruise terminal, and an increasingly growing number of research/lab uses. The recent RLFMP Master Plan Update, finalized in February 2022, set goals for preserving the existing marine industrial economy and water-dependent uses while accommodating new innovation economy uses.

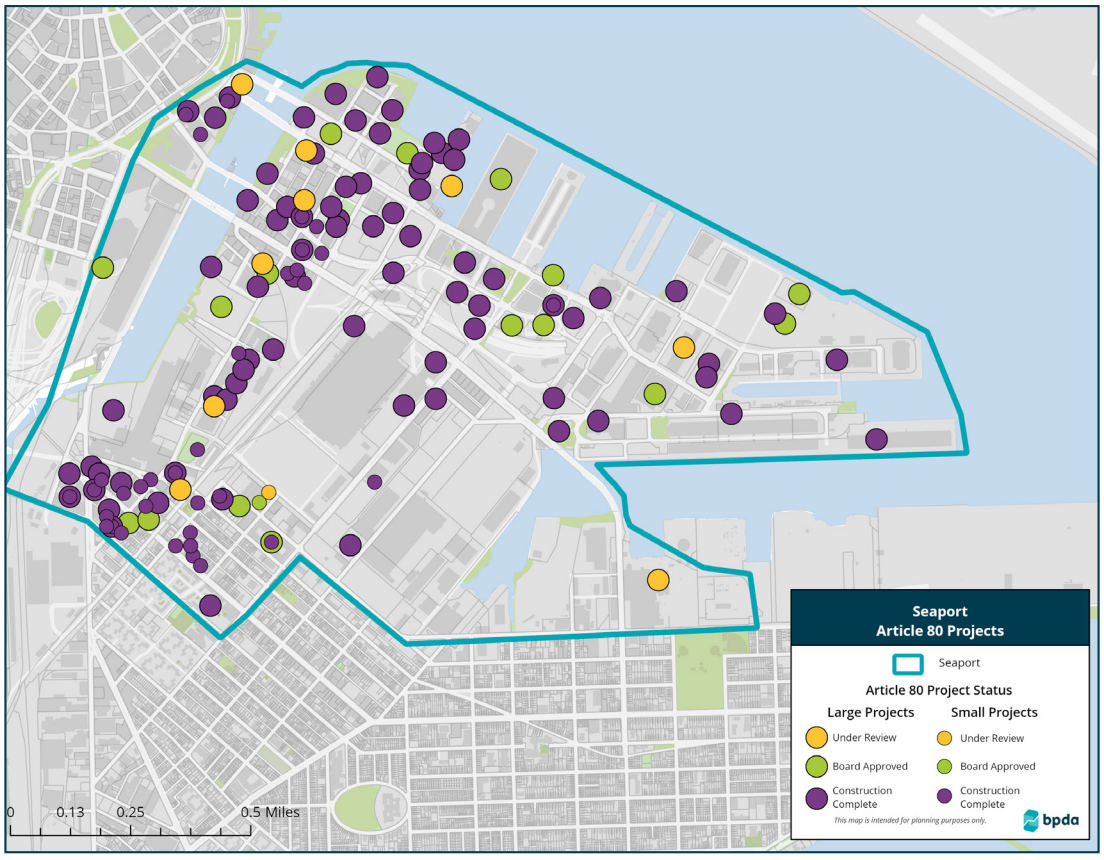



*Figure 16: South Boston Waterfront Article 80 Projects (2012-10/2022)*

# West First Street Corridor

The West 1st Street Corridor is a key physical link between the core South Boston neighborhood and the South Boston Waterfront. As such, there is opportunity to leverage this area as a connecting fabric between the two neighborhoods. The area is generally bounded by parcels along West First Street to the south, Summer Street to the north, Pappas Way to the east, and the South Boston Bypass Road ("Bypass Road") to the west. The segment of East First Street from Pappas Way to Farragut Road is an important extension of this area, as the north-facing side of this street directly abuts Massport's Butler Freight Corridor and Conley Terminal while the south-facing side of the street is primarily low-scale residential. The Edison Power Plant at 776 Summer Street, which is adjacent to Conley Terminal, is currently under Article 80 review for Phase 1 of the approved Planned Development Area. Massport funded and completed the East 1st Street Dog Park and Thomas J Butler Memorial Park in 2016 as mitigation for the expansion of the freight terminal.

Existing uses within the area include the Boston Convention and Exhibition Center, several hotels, the Lawn on D, surface parking, single-story commercial storage/warehousing, and other industrial uses. Some initial development activity within this area includes the following:

- MCCA RFP: 351 D Street, 371 D Street, 410-520 E Street
  Pending responses.
- Board Approved: 202 W First Street
  4-story commercial mixed use building with life science, R+D, and active ground floor uses (approx. 42,000 gsf)
- Under Review: 330 C Street
  6-story, 74 room hotel with ground floor restaurant (approx. 43,000 gsf)

# Mary Ellen McCormack Redevelopment

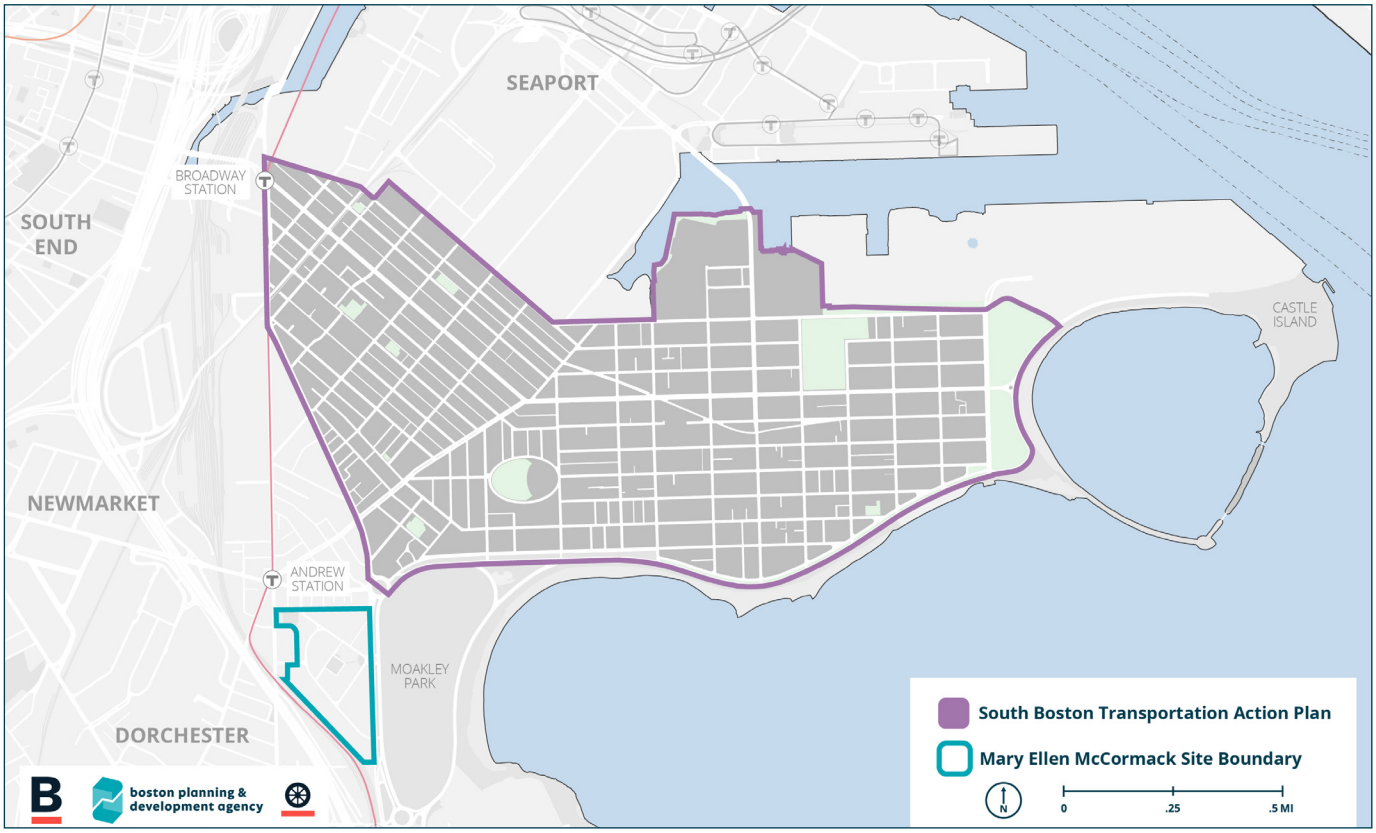



*Figure 17: Mary Ellen McCormack Location*

The Mary Ellen McCormack (MEM) Housing Development is an existing Boston Housing Authority site built in the 1930s as the first public housing development in Boston. The MEM housing development is located just south of the Study Area as outlined in blue in Figure 17. As one of the largest public housing developments in New England, the MEM housing development is home to 1,016 one, two, and three-bedroom units housing over 2,000 residents. This site is currently undergoing a phased redevelopment to modernize the entire 31-acre site. The redevelopment is guided by an approved Master Plan that will ultimately provide 100% replacement of the more than 1,000 subsidized housing units on site. It will also yield additional market-rate housing, community and ground floor retail, green space, a new street network, and streetscape improvements.

# 03.
# Existing Roadway Network

**The South Boston Study Area is one of many uses - residential, commercial, and recreational. The travel patterns in the Study Area are both local within the area and local to and from areas in Boston and beyond. The existing roadway network has streets of many types which are explored in this section.**

# South Boston's Streets

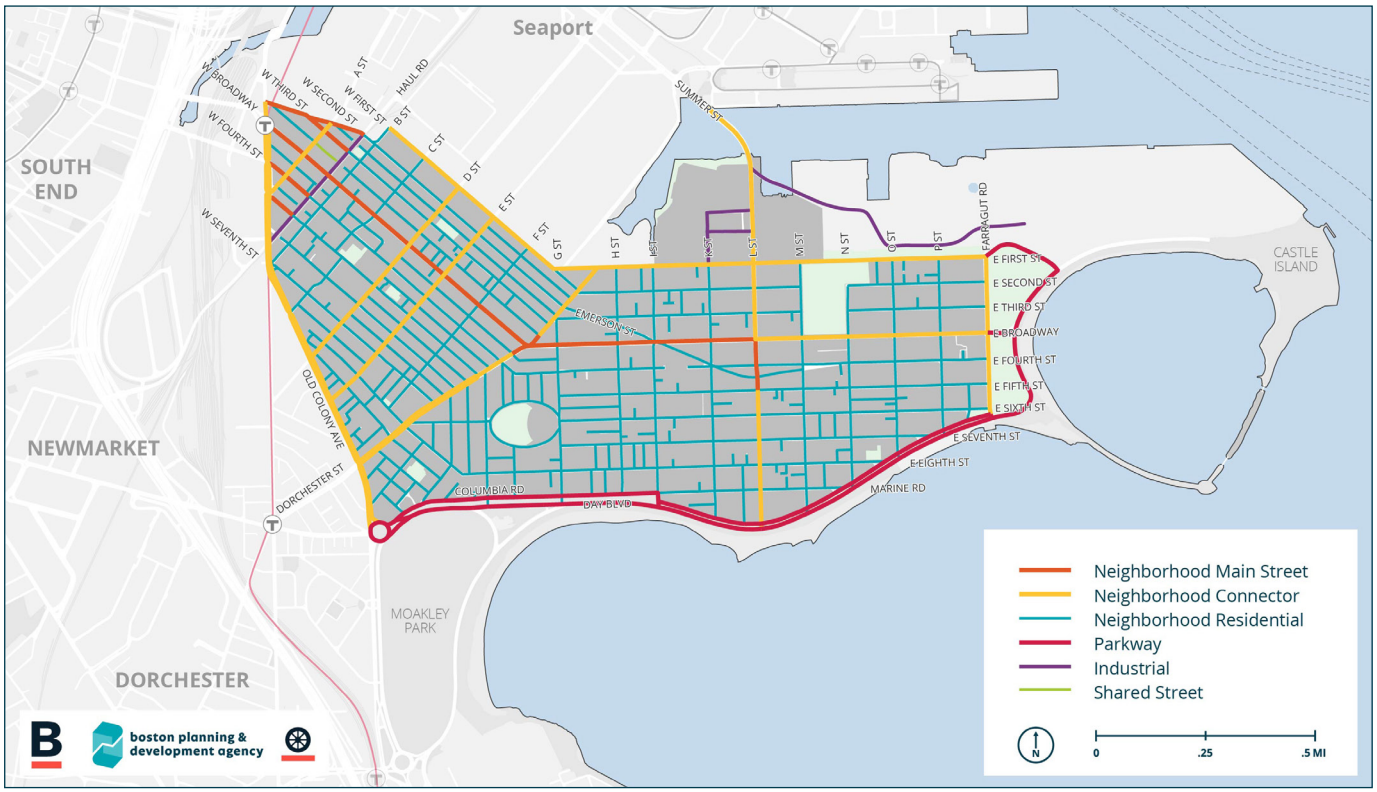



*Figure 18: Street Typology*

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 South Boston have been categorized into Complete Streets-defined types based on their context, land uses, and transportation needs.

Each street type helps prioritize users and various design elements based on the context and character of the neighborhood and street. Figure 18 shows the street typology throughout the Study Area, and illustrates that the vast majority of streets within South Boston are residential streets.

**Within Boston's constrained public right-of-way, trade-offs must be balanced and equitable, and should always encourage walking and bicycling as healthy and active transportation options. Streets also must serve as an important aspect of climate resilience for stormwater management, and heat mitigation.**

*Figure 19: East Broadway*

*Figure 20: Farragut Road*

**Neighborhood Main Streets**

Neighborhood Main Streets are typically located in the heart of a residential part of the city, and often provide a direct route through a neighborhood. Main Streets are characterized by dense commercial and retail use, which act as the meeting ground for residents. They are the nucleus of the city's neighborhood economies. Daily essentials, locally-owned businesses, and services ranging from banking, libraries, health centers, coffee shops, and dry cleaning are situated along Neighborhood Main Streets. The curbside uses on Neighborhood Main Streets should prioritize walking, bicycling, transit, and short-term parking access and loading for local shops and restaurants. These streets and squares often serve as hubs for bus routes and as destinations for local walking and bicycling trips. Neighborhood main streets in the Study Area include:

- West Broadway
- East Broadway (between Dorchester Street and L Street)

**Neighborhood Connectors**

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. Land uses vary on neighborhood connector streets and can include residential land uses. As a result, Neighborhood Connectors must balance the needs of people passing through with the needs of those who live and work along the street. Neighborhood Connectors should encourage efficient movements of vehicle and transit traffic, provide continuous and comfortable bicycle facilities and wide sidewalks, and create safe pedestrian crossings at intersections. Street lighting, green infrastructure, tree plantings, street furniture, and other urban design elements should create a unifying identity for the entire street.

- First Street
- L Street
- Farragut Road
- Dorchester Street
- E Street
- D Street
- A Street
- Old Colony Avenue
- Dorchester Avenue
- East Broadway (between L Street and Farragut)

*Figure 22: Alley*

*Figure 21: West Second Street*

**Alleys**

There are seven distinct alleys 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 alleys provide one-way travel in a single travel lane generally ranging from 10-13 feet. These alleys mostly connect to the street grid at unsignalized intersections. The building face-to-building face width on these alleys is typically around 20 feet. Alleys in the Study Area include:

- Bolton Street
- Tudor Street
- Athens Street
- Silver Street
- Gold Street
- Dresser Street
- Lovis Street
- Vicksburg Street
- Emmet Street
- Story Street

**Neighborhood Residential Streets**

The vast majority of streets in South Boston are residential. These streets are characterized by multifamily housing on each side of the street. In general, Neighborhood Residential Streets have sidewalks on both sides of the streets and currently many have vehicle parking on one or both sides of the street. There are many small Neighborhood Residential Streets in the Study Area which can be found on the Streets Typology map. Some include:

- C Street
- B Street
- E Street
- H Street
- M Street
- N Street
- Second Street
- Third Street
- Fourth Street
- Fifth Street
- Sixth Street

# Industrial Streets and History

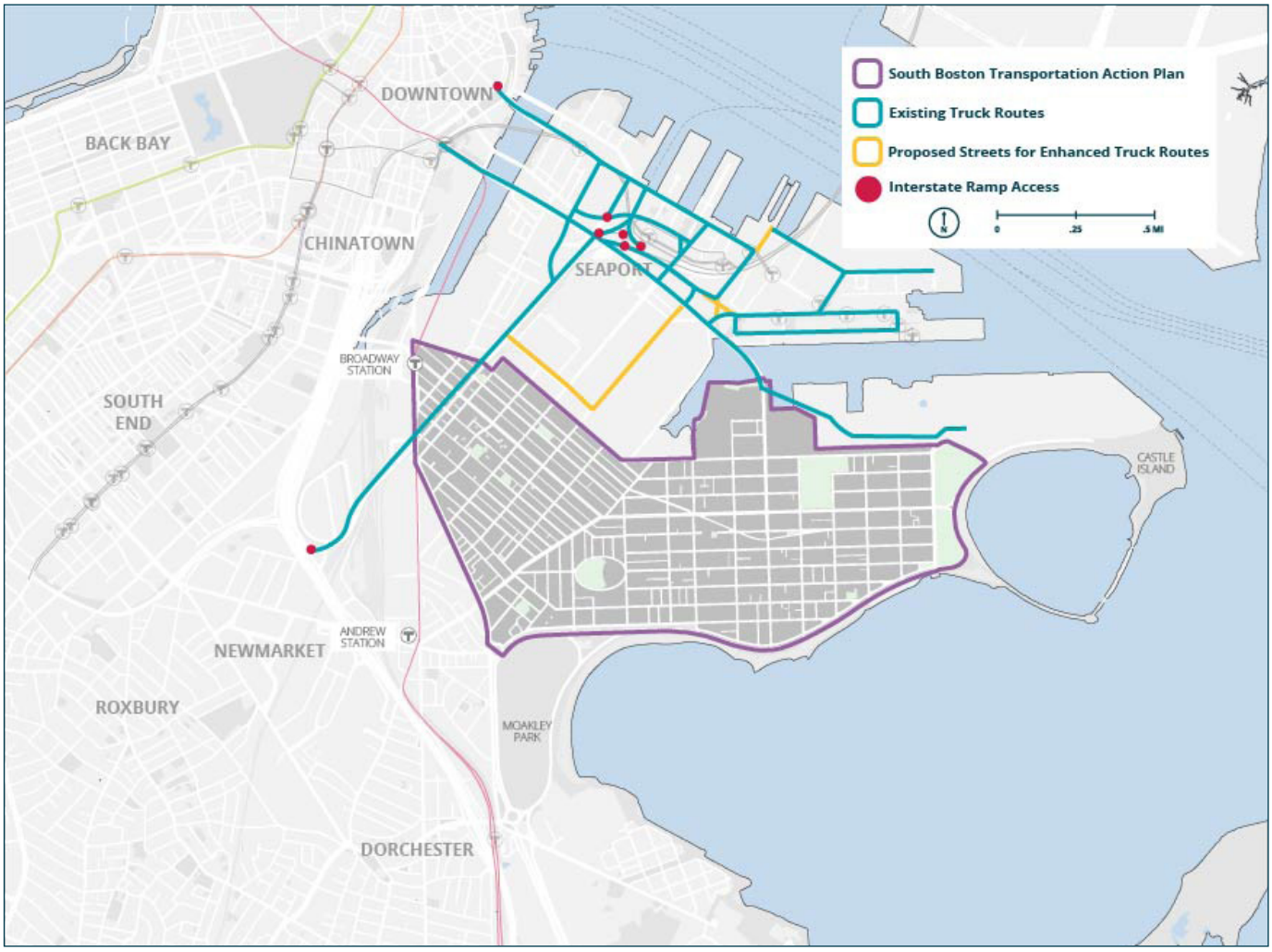



*Figure 23: Truck Routes (Proposed and Existing)*

The ability to move freight through the city and beyond in a timely manner is vital to the continued success of port operations and freight dependent businesses in the South Boston Waterfront and the Conley Terminal. There have been a few completed and upcoming projects that further support removing trucking activity off of local streets, as well as the turnover in land uses from industrial activity mainly on the north side of South Boston to now increasingly more residential uses. As a result of these activities and the reliance on the highway and local roadway network for freight movement, a network of dedicated and shared use truck routes in the Waterfront (Figure 23) and truck prohibitions in the adjacent South Boston neighborhood has evolved over the years. Today, the South Boston Bypass Road and the Massport Haul Road represent the spine of this truck network.

The industrial uses in South Boston Waterfront today are related to port activities and industrial uses. These uses, as well as the periodic load-in and load-out days for conventions in the Waterfront, generate the majority of truck traffic in the Study Area. The major freight generating/consuming facilities are Conley Container Terminal, BCEC, World Trade Center, Boston Marine Industrial Park (BMIP), Gillette Company, Boston Fish Pier, the US South Station Postal Annex, and the remaining industrial businesses south of Summer Street along the Reserved Channel and West First Street. The BCEC does not generate high truck volumes on a daily basis, but it experiences periodic truck peaks when shows are set up and taken down.

The street connection to Conley Terminal is in the Study Area of the SBTAP. With more than 7,000 direct jobs, the Port of Boston is the City's 6th largest employer, and a critical component of the state's economy, contributing $4.6 billion annually to the economy along with 50,000 total jobs. The Port of Boston's Conley Terminal, the only full-service container terminal in New England, provides efficient solutions to the region's cargo community. There have been significant investments made in dredging Boston Harbor, constructing a new deeper berth, commissioning three new state-of-the-art, ship-to-shore cranes, expanding container storage capacity, and relevant to the SBTAP, the Thomas J. Butler Freight Corridor. While many of the trips for the terminal happen off peak, the Freight Corridor was instrumental in keeping the 7-day berth trucking activity off of the residential East First Street and off of portions of Summer Street. The Dedicated Freight Corridor provides a connection for freight truck traffic between an expanded Conley Terminal and a new intersection with Summer Street, approximately 275 feet south of the Summer Street bridge over the Reserved Channel. The freight corridor project also included a 4.5 acre park that features a multi-use path, dog park, and interpretive panels as well as a 16-foot-tall noise wall that separates the park and the neighborhood from the trucking and container terminal activities to the north.

The ongoing design and construction of the Cypher Street extension from D Street to E Street and reconstruct and extend E Street from Cypher Street to Summer Street will also support freight activity efficiency and coexisting safe bike and pedestrian conditions.

The South Boston Bypass Road allows for the truck route to bypass much of the residential streets and connect directly to the interstate network. The third major infrastructure investment was the provision of a new north/south truck and general vehicle connection by extending the Haul Road to Summer Street and Pappas Way, as well as connecting westbound Drydock Avenue to the Haul Road with eastbound Drydock Avenue access limited to Summer Street.

Accommodation of truck traffic, and including providing adequate turning radii at intersections, are the primary design considerations for these streets. While pedestrian use may be light, accessible sidewalks and safe bike facilities must also be provided. Additionally, once truck traffic is removed from local neighborhood streets and designed to bypass the neighborhood, these streets must be reengineered to be human-scaled.

The industrial streets in the Study Area include:

- The South Boston Bypass Road
- Thomas J Butler Dedicated Freight Corridor

*Figure 24: Aerial Photo of Conley Freight Terminal and Castle Island*

*Figure 25: Yellow Bellied Sapsucker, Thomas J Butler Memorial Park, Taken by Resident Andrew McCourt*

# Travel to and from South Boston

Travel flows illustrate the trips people regularly take and show patterns of origins and destinations for work and other daily activities. Figure 26 shows the volumes of all trips originating in the South Boston Study Area and destined to other neighborhood areas in the City of Boston (and vice versa, originating from other neighborhoods and destined to the South Boston Study Area) during the Fall of 2019 on all modes (including transit, biking, walking, and driving). In general, there is a high density of trips to immediately surrounding areas including parts of northern Dorchester, South Boston Waterfront, South End, Back Bay, and Downtown. To a lesser extent, trips occur between the Study Area and the Longwood Medical Area, Kendall, and areas south along the Red Line.

In addition, Figure 27 and Figure 28 show trips taken by people with low incomes and people of color. The travel patterns of lower-income residents and people of color are relatively similar to all travel volumes from the Study Area, including travel to South Boston Waterfront, Boston Fort Point, Andrew Square, and the Financial District. The two subsets are also more likely to travel to Chinatown, Newmarket, Logan Airport, and Back Bay, with 500 to 1,000 actual trips. Proportionally, low income and people are color are more likely to travel farther from the Study Area and into parts of Boston that are themselves home to a proportionally higher share of low-income and residents of color like Roxbury and Dorchester.

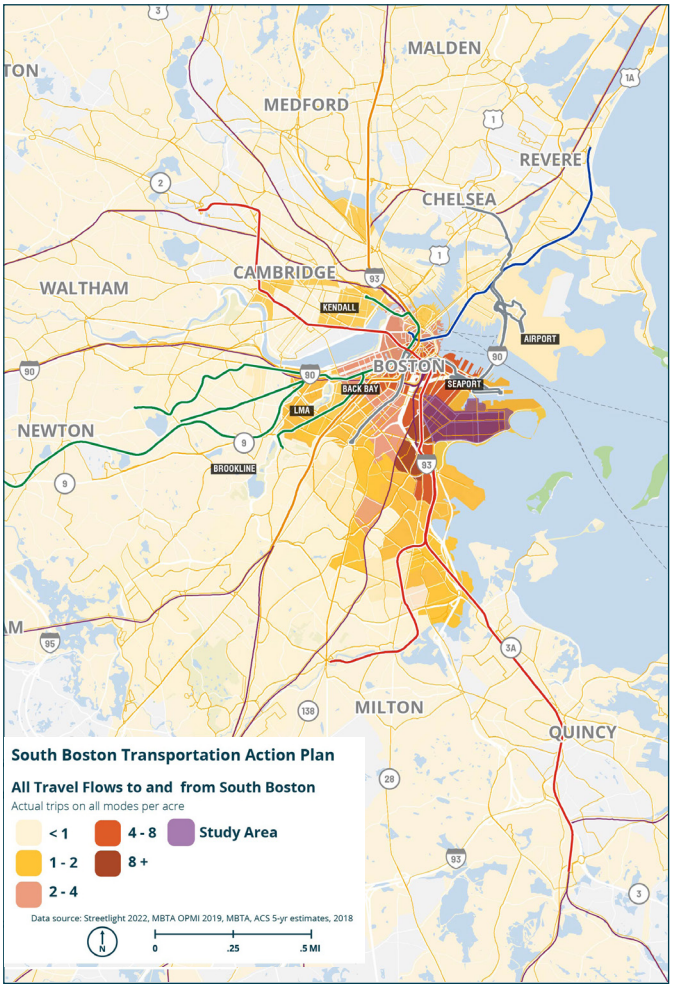



*Figure 26: Travel Flows to and from Study Area*

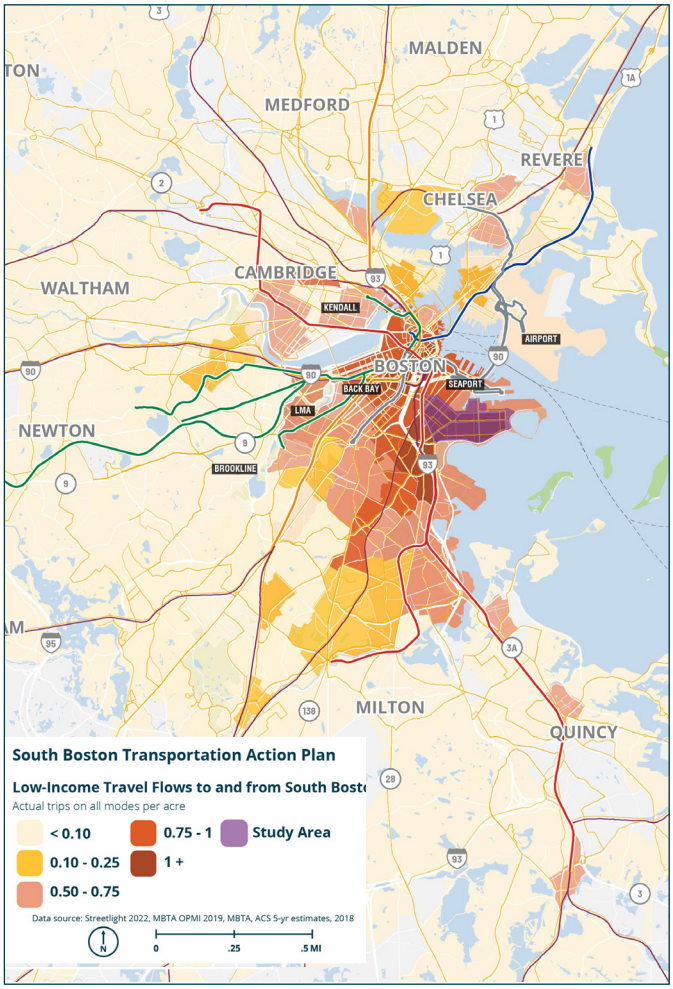



*Figure 27: Travel Flows from Study Area (Low Income Persons)*

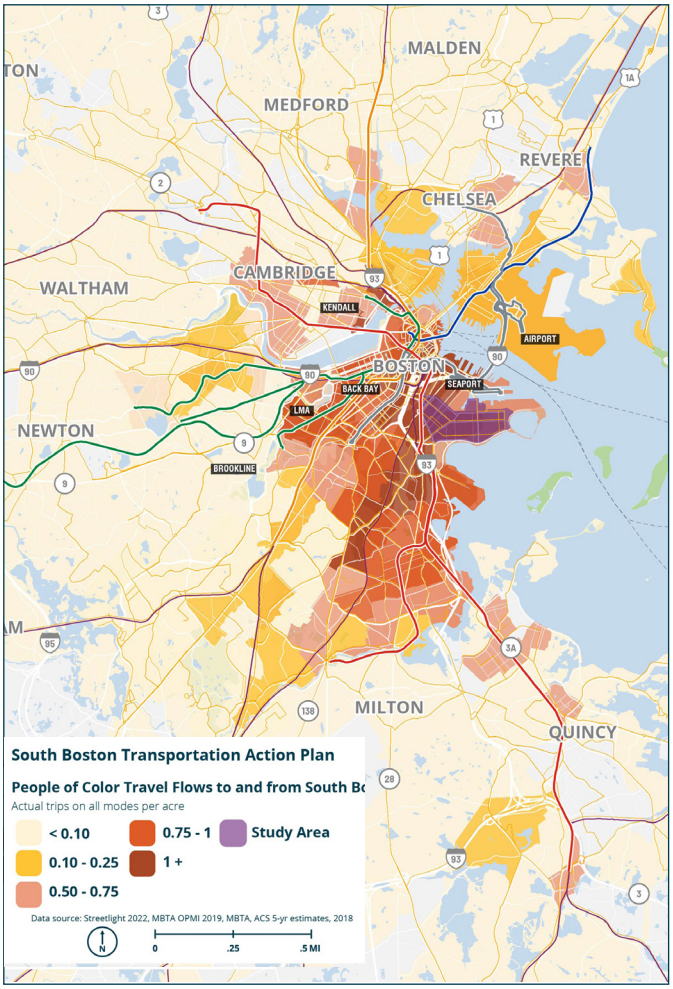



*Figure 28: Travel Flows from Study Area (People of Color)*

# Safety

The City of Boston is committed to eliminating all serious and fatal crashes. In support of that mission, this section summarizes crash data from the past five years to help focus investments in  proven strategies to eliminate fatal and serious traffic crashes in South Boston. In the last five years, EMS responded to 413 crashes in the Study Area, including five fatal crashes. In each of these crashes, a person was injured or killed.

Figure 29, Figure 30, and Figure 31 illustrate the frequency and severity of pedestrian, bicyclist, and motorist crashes in the Study Area. In general, crashes are most heavily concentrated along the Neighborhood Connector and Neighborhood Main Streets in the Study Area, including Dorchester Avenue, A Street, West Broadway, Old Colony Avenue, Dorchester Street, and L Street. Though there are prominent safety issues within the Study Area, no streets within South Boston are included in the City's most critical streets, which are illustrated in the Vision Zero High Crash Street or Intersection Network.

**Pedestrian Crashes**

In the past five years, crashes involving pedestrians happened throughout the Study Area. However, notable concentrations of crashes occurred on some streets including:

- A Street, Broadway, Dorchester Avenue and the area surrounding the Broadway MBTA station have several intersections with high concentrations of pedestrian crashes, including a fatality at East Broadway and H Street. These areas also have high volumes of pedestrian activity.
- Dorchester Street has multiple features that make pedestrian travel challenging, including long crossing distances, higher vehicle speeds, the wide curb-to-curb dimension, poor visibility, which is in part caused by on-street parking close to intersections.
- L Street is a major connector from the Study Area to the South Boston Waterfront, Downtown, and the South Boston waterfront. Crashes on L Street are especially concentrated between E 3rd Street and E 6th Street.

**Bicyclist Crashes**

Crashes involving bicyclists are spread throughout the Study Area, with serious crashes concentrated along L street at 2nd, along D Street, and near the Broadway MBTA station. There were no bicyclist fatalities in the last five years within the Study Area.

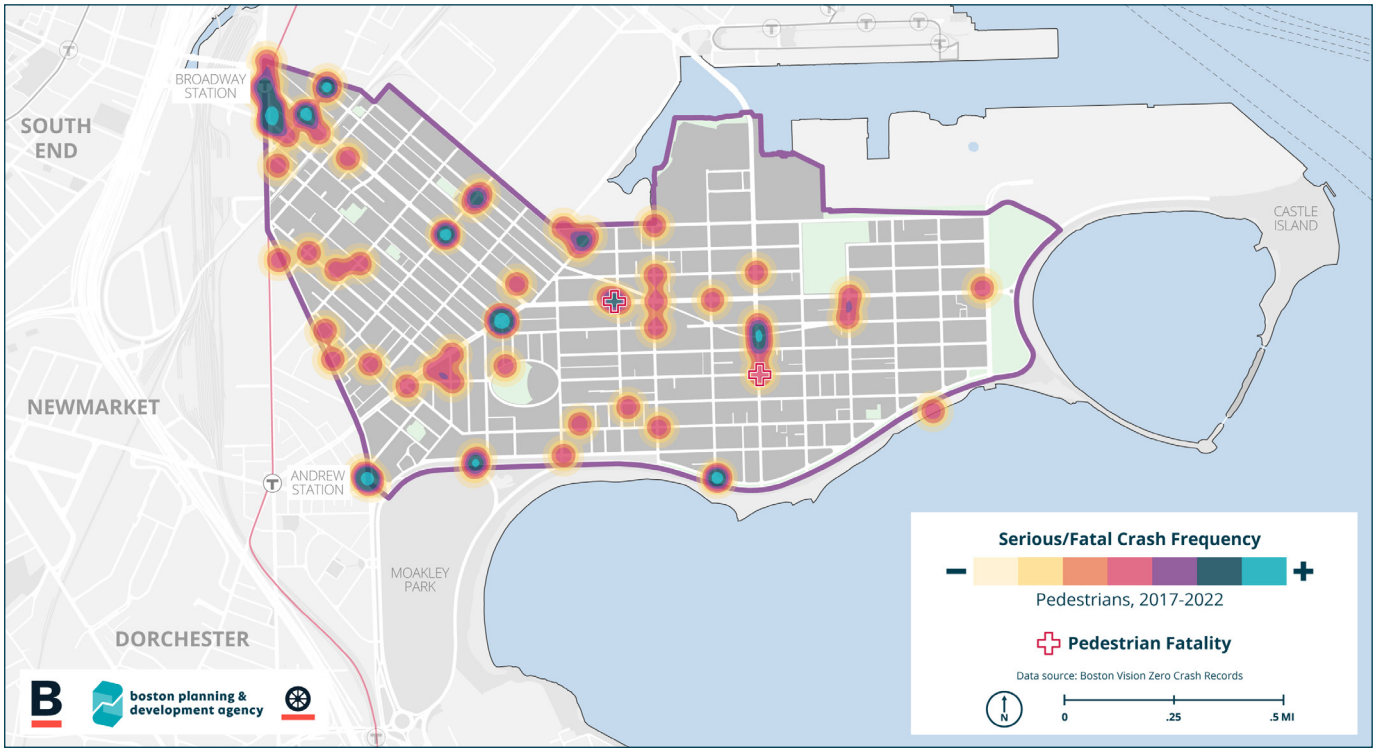



*Figure 29: Pedestrian Crash Frequency and Severity (2017 - 2022)*

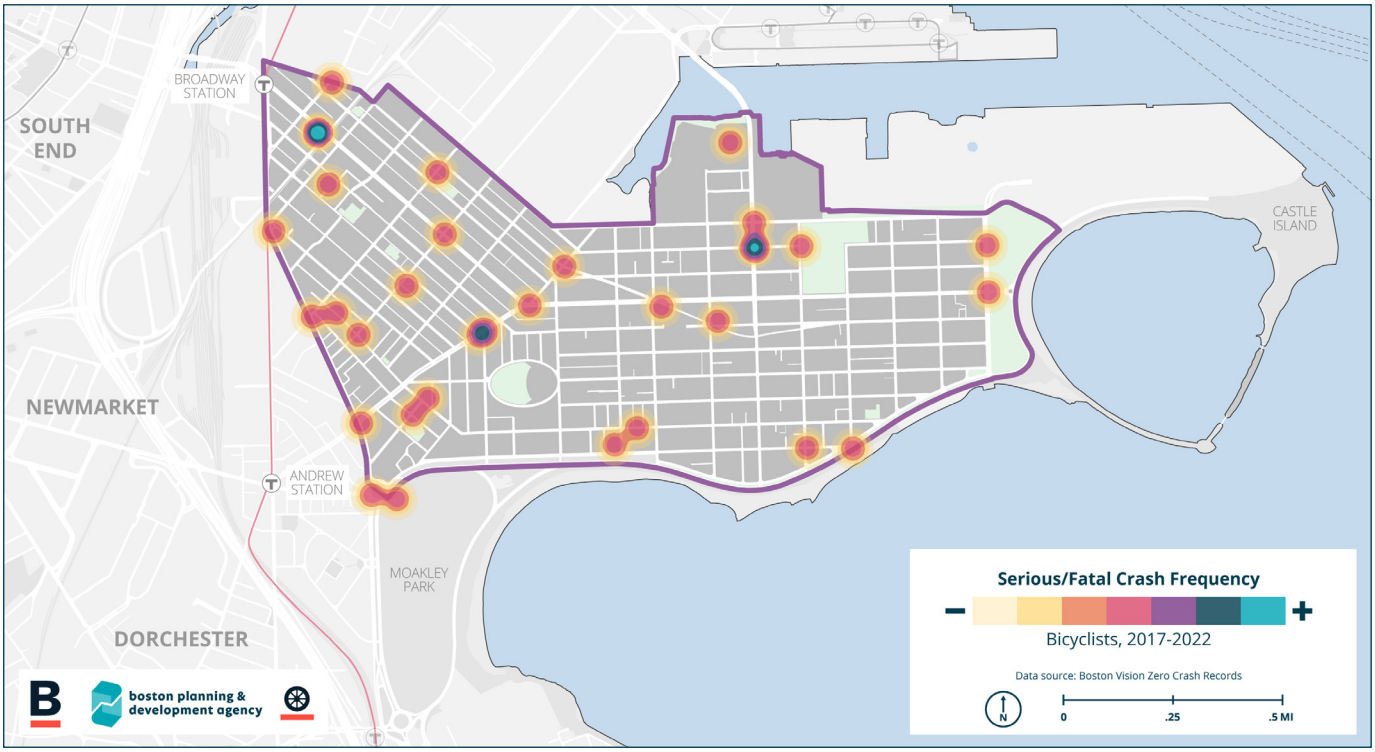



*Figure 30: Bicyclist Crash Frequency and Severity (2017 - 2022)*

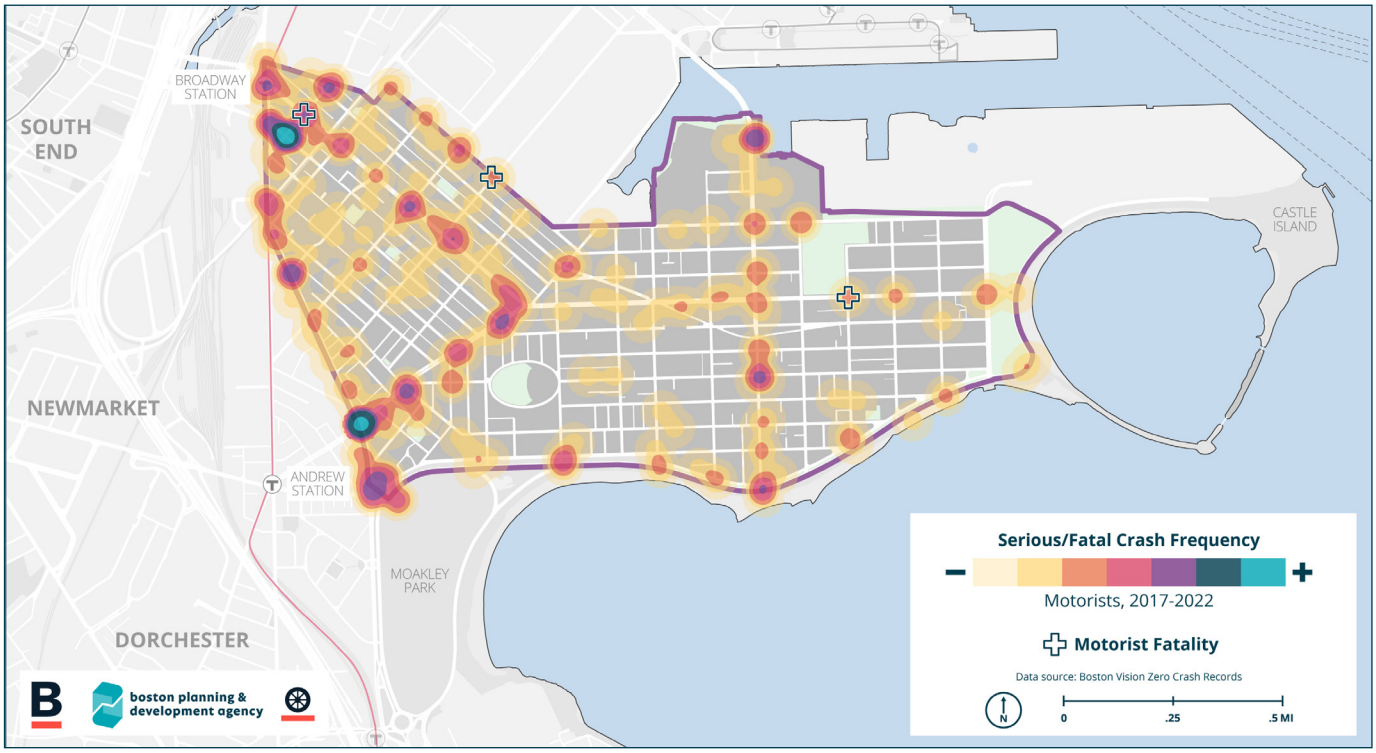



*Figure 31: Motorist Crash Frequency and Severity (2017 - 2022)*

**Motor Vehicle Crashes**

Crashes involving only motor vehicles are concentrated along the Study Area's non-residential streets and in the western portions of the grid. Most motor vehicle crashes in the Study Area occur at intersections, and the highest concentrations of crashes are located at intersections where Neighborhood Connector and/or Neighborhood Main streets intersect, such as:

- Old Colony Avenue and Dorchester Street
- West Broadway and Dorchester Avenue
- L Street and 8th Street
- Columbia Circle
- Perkins Square.

Old Colony Avenue, Dorchester Street, Dorchester Avenue, West Broadway, L Street, and West First Street also have high crash concentrations at intersections and midblock segments throughout the Study Area. All three fatal motor vehicle-only crashes in the Study Area since 2017 occurred at intersections along these streets with heavier vehicle volumes and wider street widths that enable higher vehicle speeds.

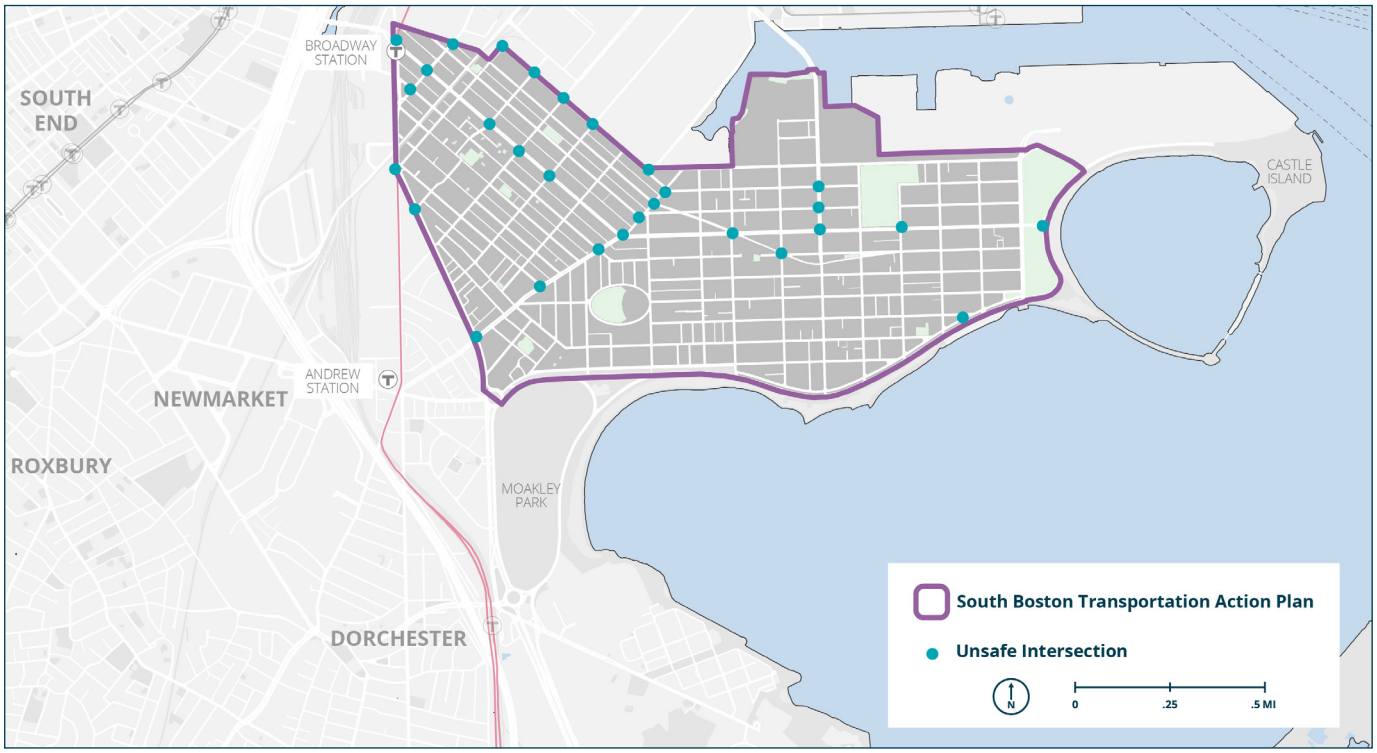



*Figure 32: Unsafe Intersections Studied for Concerning Factors*

Consistent with community expressed concerns, crash trends illuminate that many safety issues in South Boston are concentrated around intersections. There are a number of design factors that contribute to intersections with high crash rates for all users. The following are among the most prominent conditions of concern:

- Wide and multiple travel lanes in each direction
- Sight Distance
- Speeding
- Crossing distances
- Accessibility challenges
- Lack of bicycle infrastructure

Based on crash data and an understanding of what types of intersection designs can lead to safety issues at intersections, a deeper analysis of select intersections in South Boston was conducted. Detailed scorecards for the intersections shown in Figure 32 were created for each intersection to better identify safety issues at prominent intersections and understand where multiple safety concerns overlap. More information on this process and intersection scorecards can be found in Appendix A.

**Speeding in South Boston**

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 small 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.

As described above, posted speed limits are one way to reduce speeds to be safer. However, 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 in South Boston make driving at higher speeds possible and comfortable. As a result, many people drive over the speed limit. Figure 33 shows the percent of vehicles that were recorded driving over the speed limit during speed monitoring conducted in July 2022.

The Neighborhood Main Street types and Neighborhood Connector Street types, including Broadway, First Street, L Street, Old Colony and Dorchester Street, see higher speeds. These streets have common characteristics that cause higher traffic speeds including:

- Lane Width: Wider lanes make higher speeds feel more comfortable. In South Boston, several corridors with higher speeds have lane widths that exceed 10-11 feet.
- Multi-Lane Streets: Streets with more than one travel lane in each direction (Dorchester Street, Summer Street, L Street north of East Broadway, East Broadway, Old Colony) see higher speeds than single-lane streets.
- Limited Traffic Control: Through streets with no traffic calming, signals, or stop signs create opportunities for high speeds.

**BTD has installed seven speed feedback signs in the Study Area. 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.**

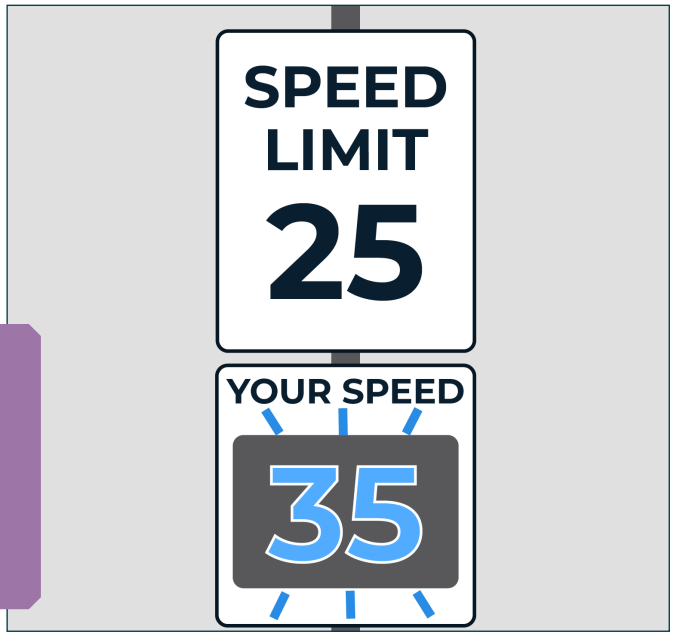
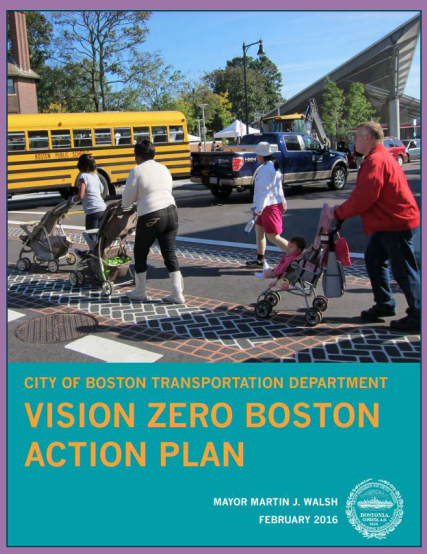



*Figure 33: Percent of Vehicles Exceeding Speed Limit in Study Area, 2022*

# Vision Zero

Vision Zero is a people-first approach that prioritizes human life and safety when planning, designing, and maintaining streets. It operates under the belief that even one fatality is too many. Vision Zero Boston, launched in 2015 and led by the Boston Transportation Department, focuses resources on proven strategies to eliminate fatal and serious traffic crashes in the City by 2030. The City inventories and analyzes community-provided safety concerns data and crash and fatality data recorded by the Boston Emergency Medical Service (EMS) and Boston Police Department (BPD). This data is used to identify high-crash intersections and street segments (i.e. Boston's High Crash Network), which informs the project development and design process.



# 04.
# Walking Environment

**The Study Area has sidewalks lining nearly every block, marked crosswalks at nearly every intersection, and a compact grid that creates a highly walkable place. 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.**

# Walking Environment

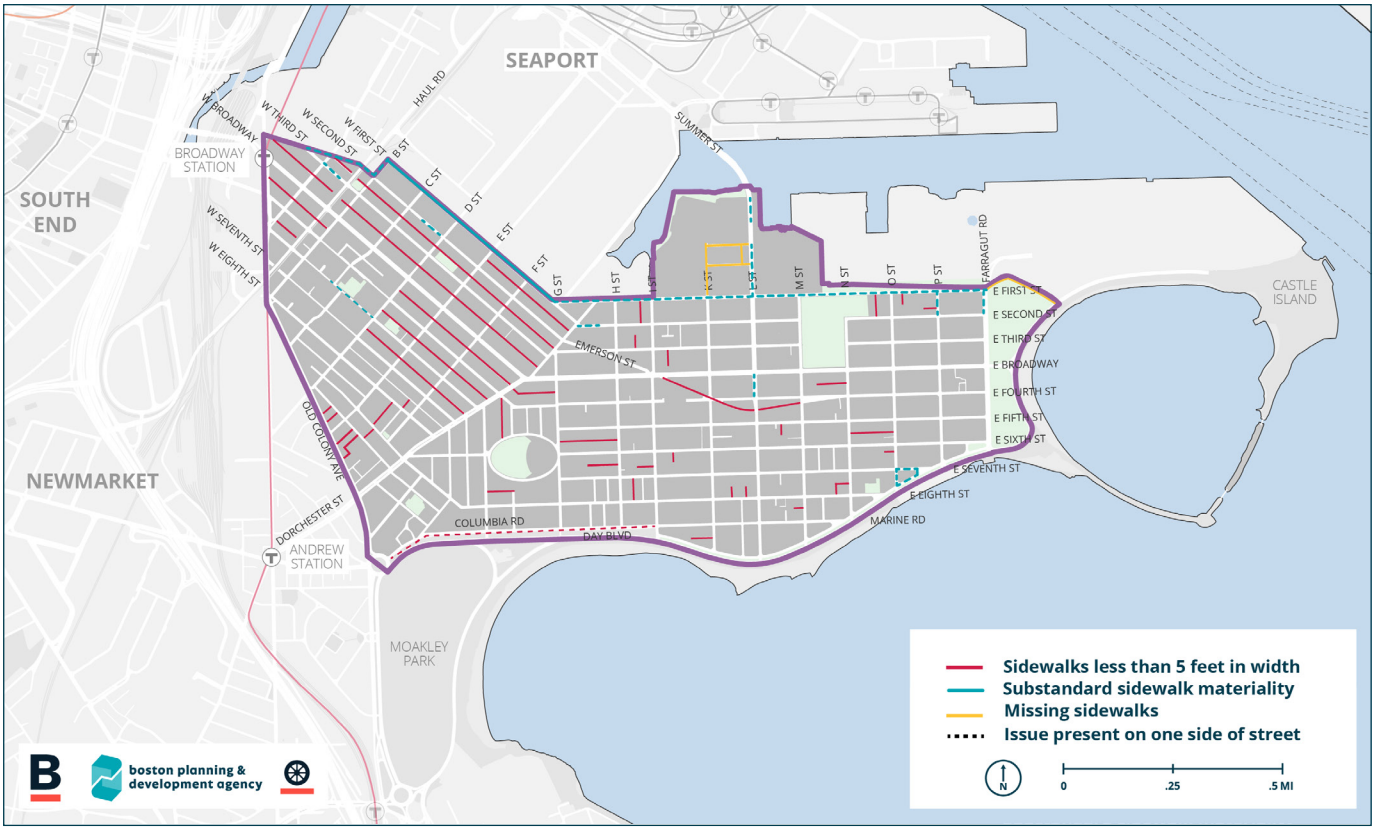



*Figure 34: Substandard Sidewalks in the Study Area*

According to Walk Score, Boston was the third most walkable large city in 2017, but Walk Scores varied across zip codes. The Study Area is located in the zip code of 02127. 02127 earned an 89 for Walk Score meaning most errands can be accomplished on foot. 02127 is the 14th most walkable neighborhood in Boston with a Walk Score of 89. People in 02127 can walk to an average of 4 restaurants, bars and coffee shops in 5 minutes.

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. As detailed in Boston Complete Streets, 5' is the preferred minimum width of the Pedestrian Zone in the City of Boston. The Americans with Disabilities Act (ADA) minimum 4' wide Pedestrian Zone can be applied using engineering judgement when retrofitting 7' wide existing sidewalks where widening is not feasible. Some sidewalks in the Study Area, especially ones lining the many alley-like streets like Bolton, Story and Tudor do not meet these minimum or preferred dimensions making walking on the sidewalks challenging and inaccessible. On some streets sidewalks are missing.

Materiality of sidewalks is important for durability, Nand accessibility, and slip-resistance is important. Smooth finish cast-inplace concrete panels are the preference for City of Boston sidewalks with saw cut joints (preferred) or tooled joints less than 3/8" wide. On some streets, there are sidewalk materials that are not made of concrete and do not meet standards. Many of the streets where this occurs are streets that previously or still have industrial land uses.

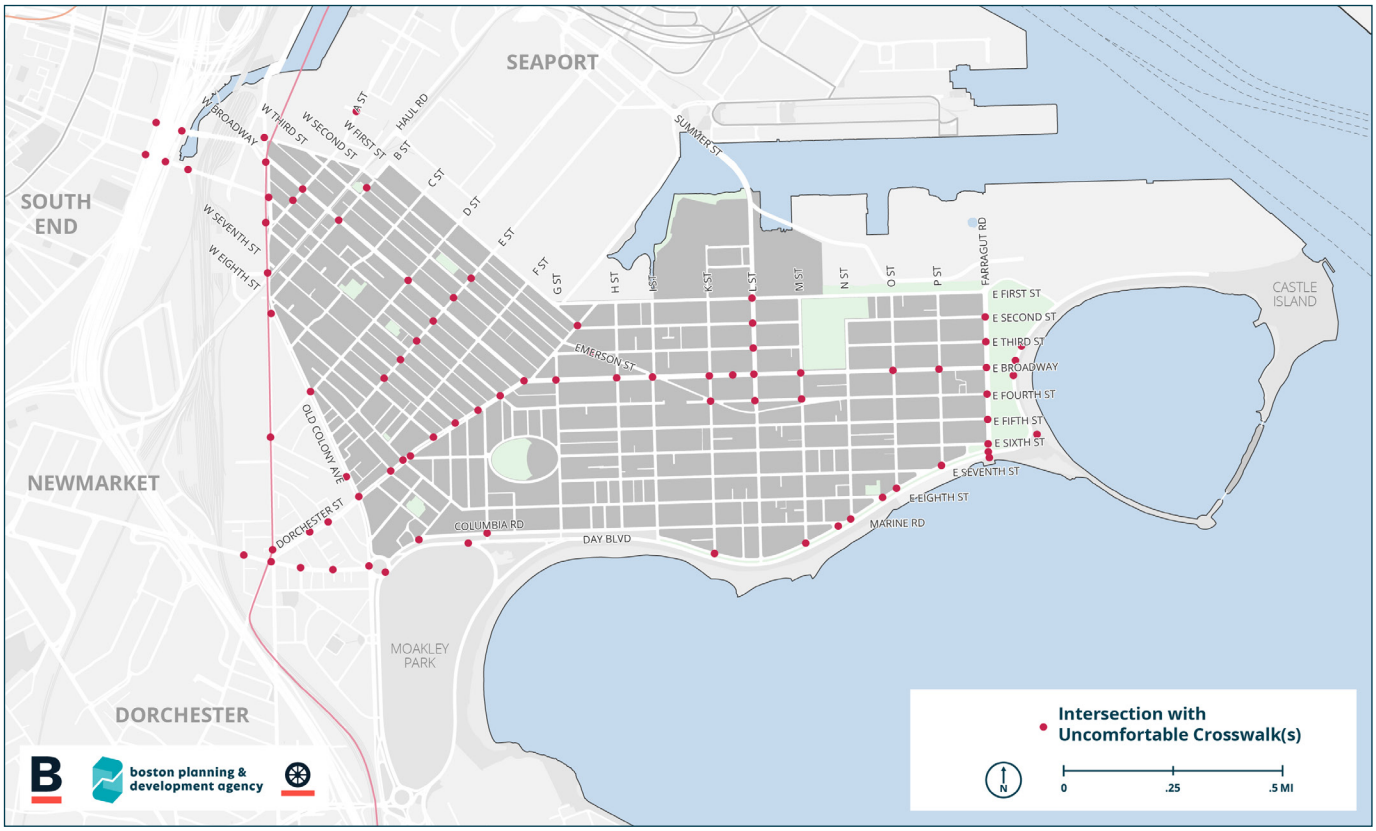



*Figure 35: Crosswalks Over 60 ft (Signalized) or 2 Lanes of Travel in One Direction (Unsignalized)*

The pedestrian network is most significantly affected by barriers created by wide streets with long crosswalks, especially at unsignalized intersections. Figure 35 shows crosswalks located at unsignalized crosswalks where people cross more than two lanes at a time and any uninterrupted crosswalks of greater than 60 feet in length. These crosswalks are present along the major streets in the Study Area: Broadway, Dorchester Street, and L Street. The major corridors around the Study Area's edge also create barriers to access the beach, Moakley Park, and locations to the west of the Study Area.

East Broadway, West Broadway, East First Street, West First Street, F Street, L Street, Dorchester Avenue, Dorchester Street, and Old Colony Avenue carry vehicle trips and buses, but also serve important local connections for people walking and biking to key neighborhood destinations and transit stops. Many of these also have crosswalks where people must cross multiple wide lanes of traffic.

The layout of intersections also impacts the walking environment in South Boston. Some intersections in the Study Area are complex and irregularly shaped. Certain signalized intersections have long delays for pedestrians.

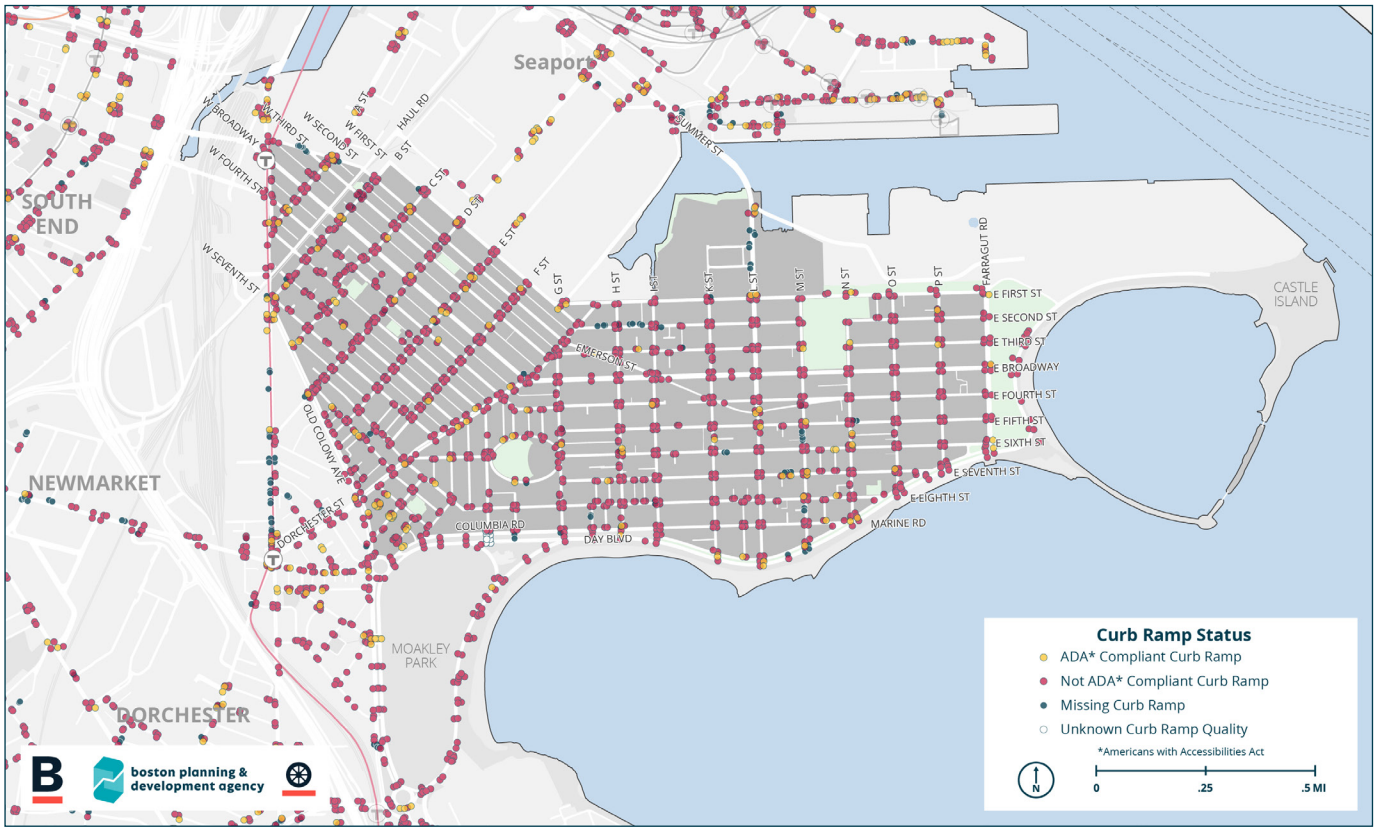



*Figure 36: Study Area ADA Curb Ramp Compliance*

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 as shown in Figure 36. 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.

There is a pending class action lawsuit brought on behalf of individuals with Mobility Disabilities against the City of Boston. A "Mobility Disability" means any impairment or medical condition that limits a person's ability to walk, ambulate, maneuver around objects, or ascend or descend steps or slopes. This lawsuit alleges that the City of Boston (the "City") violates federal disability access laws by failing to install and maintain adequate curb ramps to ensure that people with Mobility Disabilities can access the pedestrian right of way. The proposed class action settlement is set out in a document called a "proposed Consent Decree." Among other requirements, the proposed Consent Decree requires the City to 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.

# Access to Neighborhood Destinations

Go Boston 2030 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 key bus route, bikeshare, and car share. Figure 37 shows how South Boston is meeting this citywide goal. The walkshed is screened to avoid long crosswalks, where people must cross more than two lanes of traffic at unsignalized intersections or more than 60 feet at a time at any intersection. These crosswalks exacerbate limited transit access in South Boston. Access is primarily constrained by limited frequent transit service. 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. Transit access is primarily concentrated around the Broadway and Andrew Square Red Line Stations, both of which are surrounded by several long crosswalks.

Nearly half (45%) of those within the walkshed identify as Black, Indigenous, or other People of Color (BIPOC), while 55% identify as non-Hispanic White. While the share of BIPOC populations within the Study Area with access to several transportation resources is much higher than that of non-Hispanic Whites (42% versus 12%, respectively), people of color travel farther to and from the Study Area than average, often to areas poorly-served by transit.

In addition to transit, access to everyday resources is an indicator of community well-being. The two resources in Figure 38 - pharmacies and full-service grocery stores - are services that all community members must be able to access on a regular basis.

40% of the total population has access to a pharmacy within a 10-minute walk in the Study Area. 63% of the neighborhood is within a 10-minute walk of the grocery stores in the neighborhood. Community members have made requests in the past for more grocery stores and for the existing grocery stores to become larger, and have consistent stocking and quality standards for fresh food, illustrating that the quality of food choices is just as important as physical accessibility.

Residents living on the east side of the Study Area face the greatest challenges to accessing both grocery stores and pharmacies due to the long pedestrian crosswalks along East Broadway and L Street, including the midblock crosswalks between the grocery store and pharmacy on East Broadway. While 29% of residents in the Study Area have access to both a grocery store and a pharmacy, none of these residents live on the east side, where at most only one is accessible by a comfortable walk.

While walksheds to important South Boston destinations can be improved through strategic investments in infrastructure, the limited access to transit, grocery, and pharmacies seen throughout South Boston highlight the importance of integrating land use and transportation decisions.

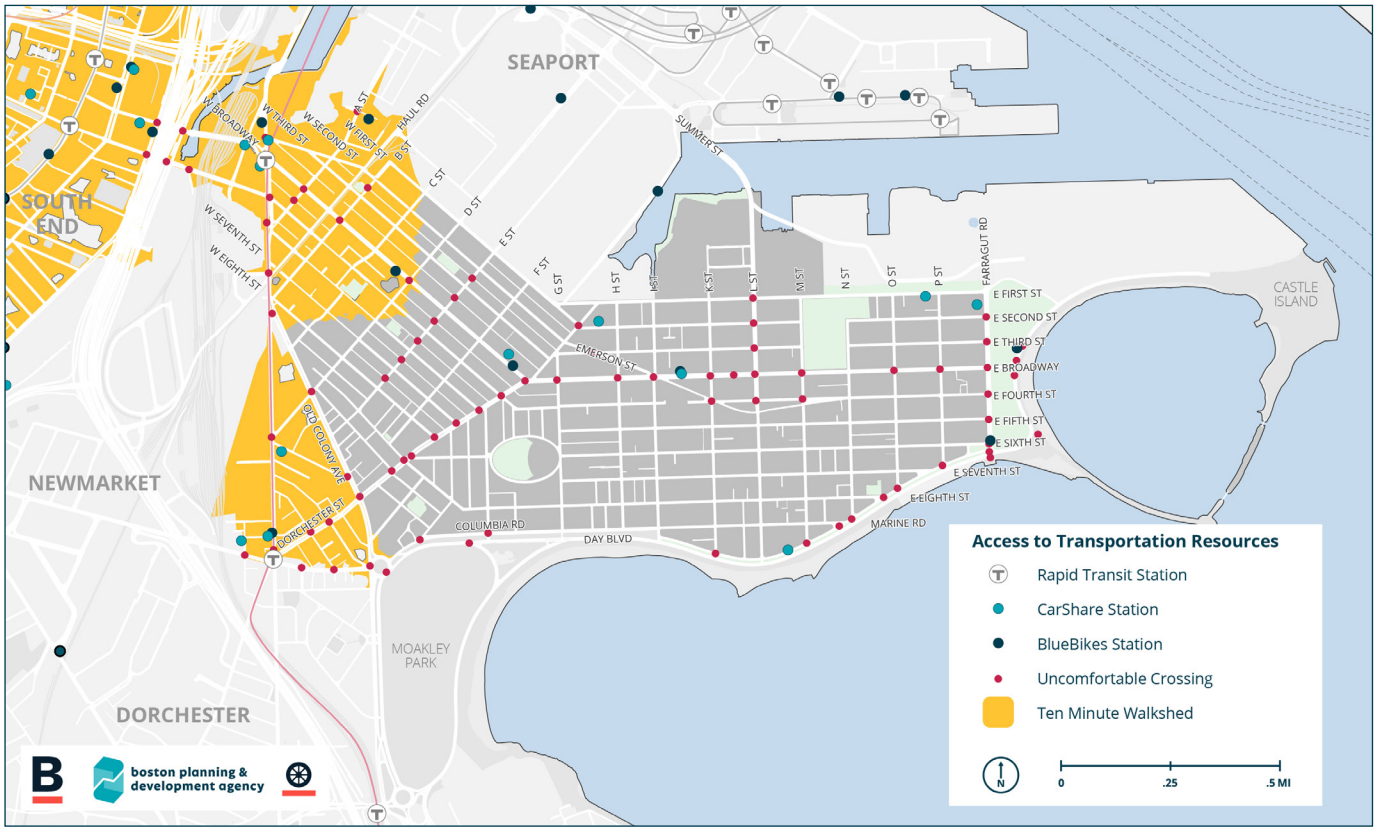



*Figure 37: Access to Transportation Resources*

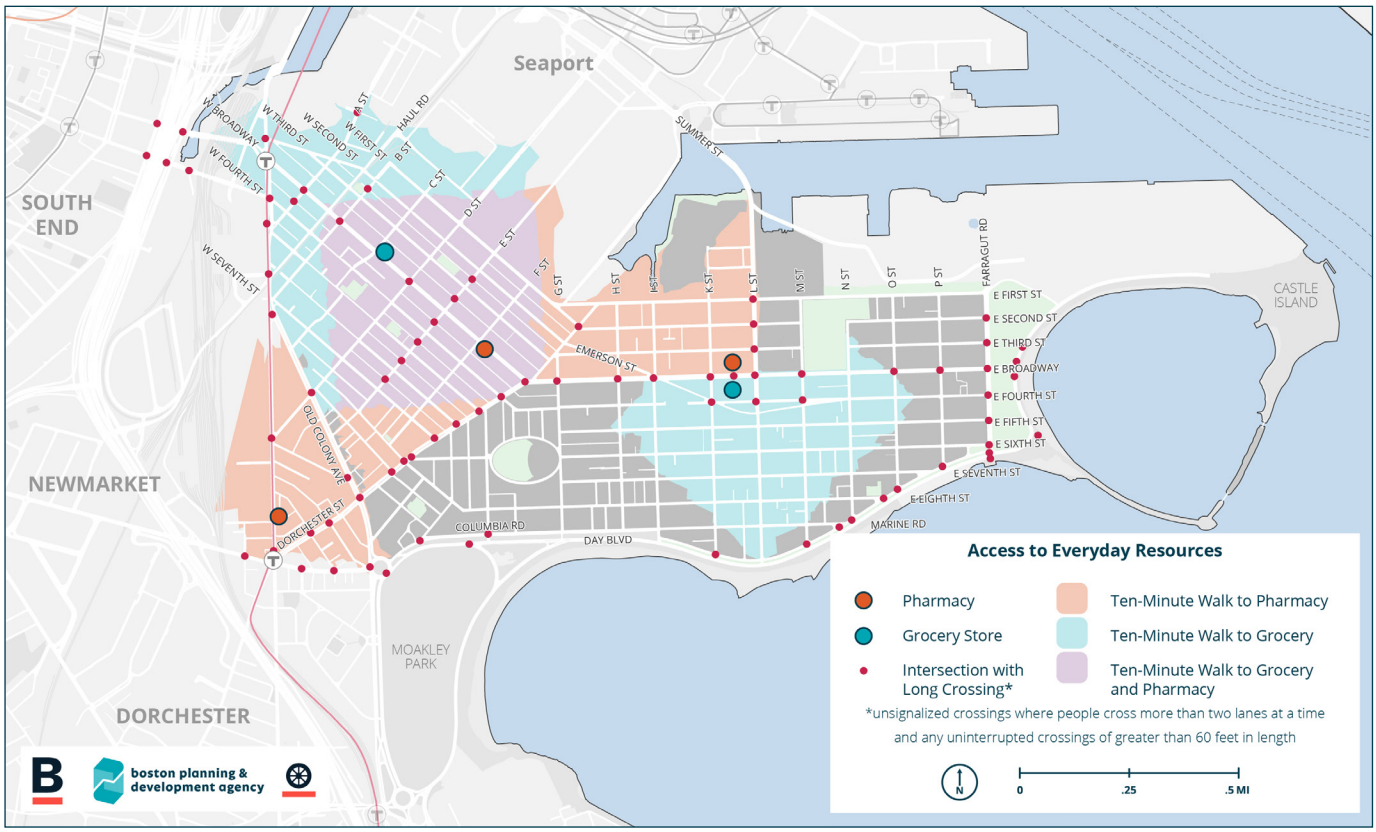



*Figure 38: Walk Access to Grocery Stores and Pharmacies*

# 05.
# Bicycling Environment

**Enabling more bicycle trips is essential to meeting our climate and public health goals. We need to make our streets safer and our bike network more connected to make this possible. In the Study Area, the bike network lacks separated and connected bike facilities but South Bostonians can access Chinatown, the South Boston Waterfront, Downtown and parts of Dorchester, Roxbury, the South End within 20 minutes on a bike.**

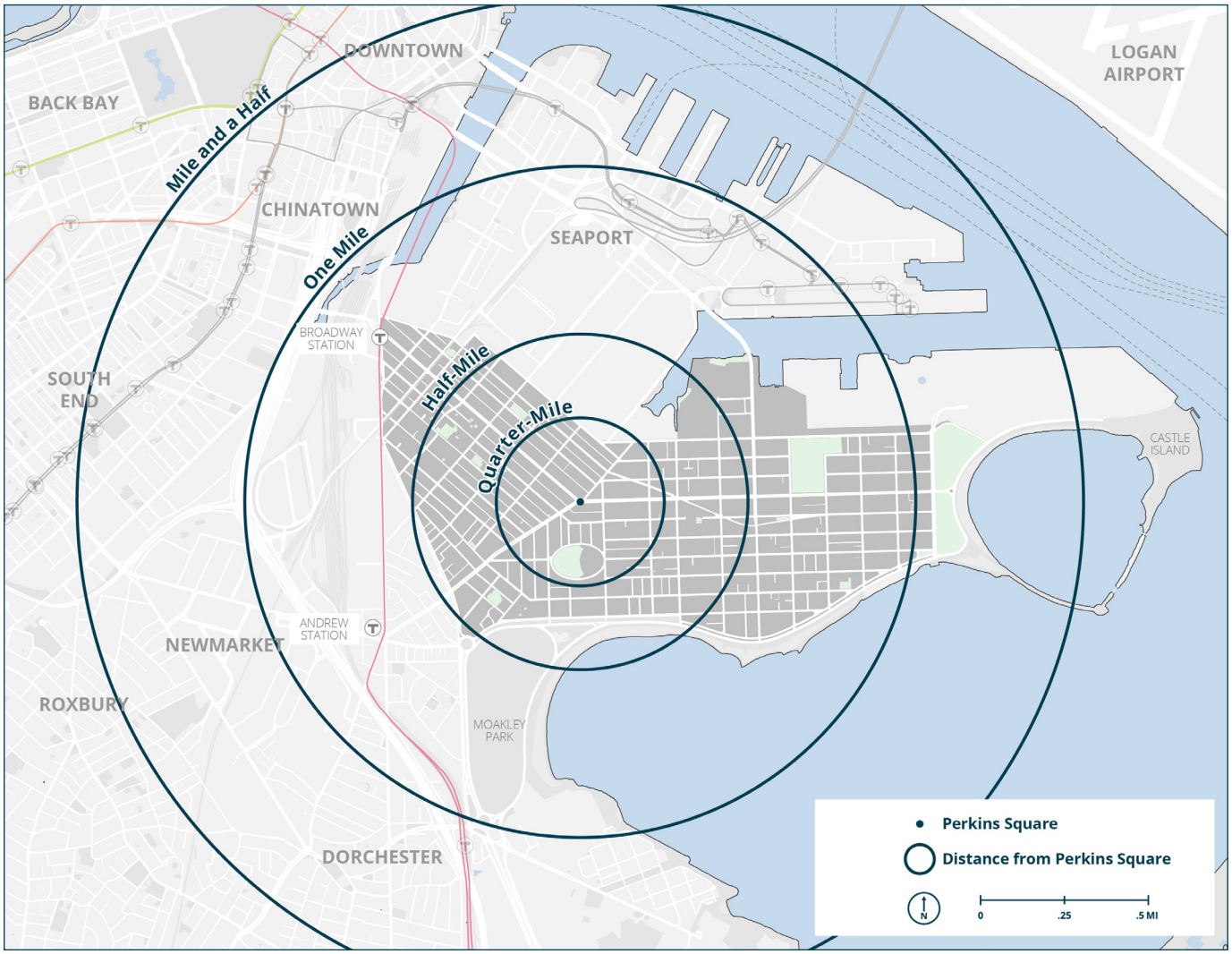



*Figure 39: Areas within 1.5 miles of Perkins Square*

Enabling more bicycle trips is essential to meeting our climate and public health goals. We need to make our streets safer and our bike network more connected to make this possible. 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. The bike network lacks separated and connected bike facilities but South Bostonians can access Chinatown, the South Boston Waterfront, Downtown and parts of Dorchester, Roxbury, the South End within 20 minutes on a bike.

However, bicycle access to and from South Boston today is limited by the existing bicycling environment. The bicycle network in the Study Area is sparse and fragmented as shown in Figure 39. There are high quality, low-stress bicycle routes along the beaches and waterfront that provide an important recreational resource, however most major travel routes in South Boston do not have low-stress bike facilities.

Providing and expanding the bike parking infrastructure is one of the ways the City of Boston supports bicycling and works towards the goal of quadrupling the number of people who bike to work by 2030. We want people to bike confident that their journey will end with a safe and convenient place to park.

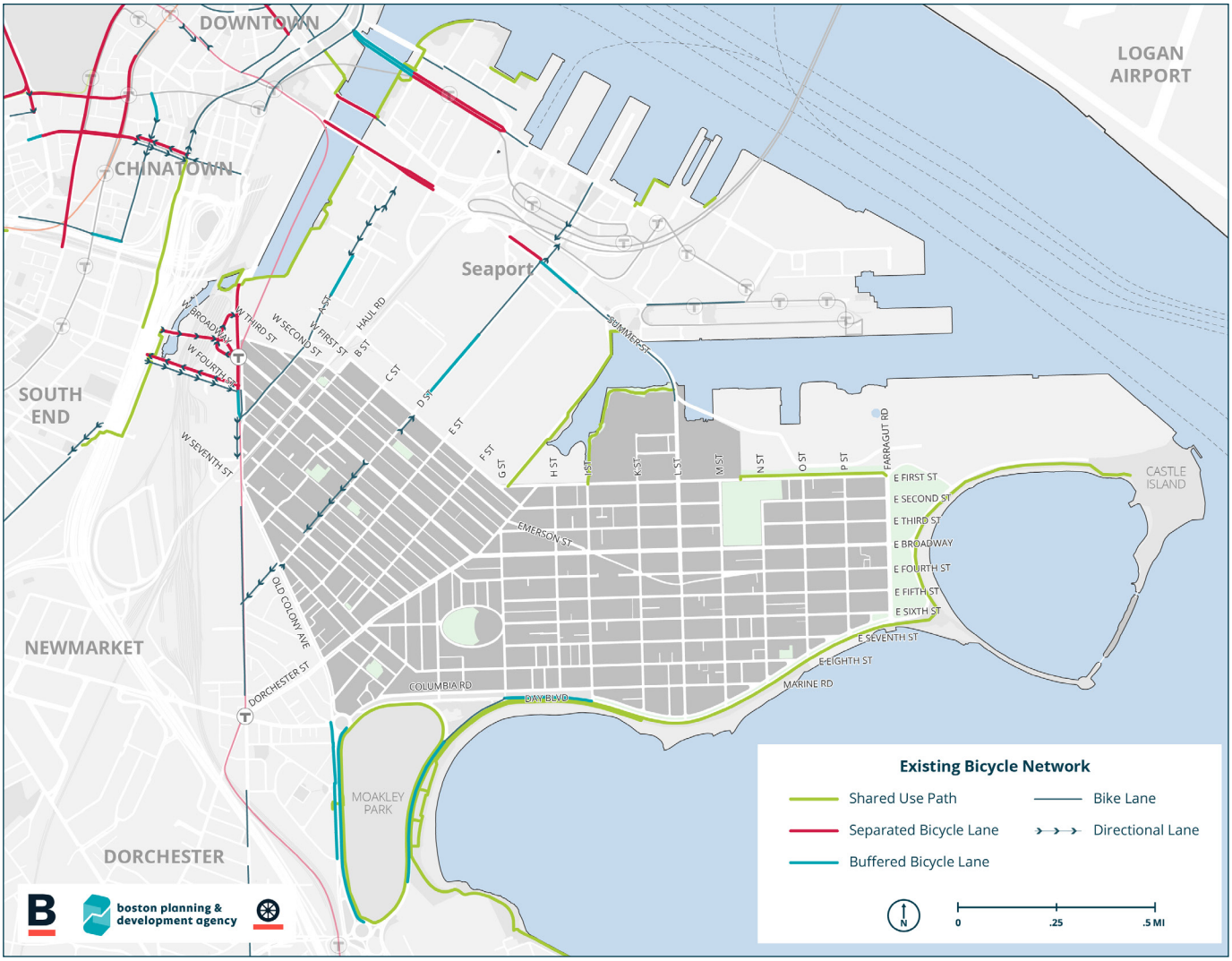



*Figure 40: Existing Bicycle Infrastructure*

With few dedicated bicycle lanes and provisions that enhance bicyclist comfort and safety, there is no network of high-comfort biking routes in South Boston or connecting to other neighborhoods. Neighborhood connectors like Old Colony Avenue, Dorchester Avenue, Broadway, and East First Street lack bicycling infrastructure. Other key streets, like D Street, include intermittent conventional bike lanes that don't connect to any other bicycle facilities. There is a westbound separated bike lanes on the Traveler Street bridge and an eastbound one on the 4th Street bridges that together comprise part of the Harborwalk path, but there are no connections into the Study Area. Bike lanes on A Street and D Street can bring riders towards the South Boston Waterfront, but do not fully connect to low-stress bike lanes on Summer Street or beyond. The longest shared use path in the Study Area carries people along William J. Day Blvd to Castle Island, primarily serving recreational trips, though it does connect towards UMass Boston to the south. The City has a goal to expand our bike network so that 50% of residents will be a 3-minute walk from a safe and connected bike route. Right now, 3-minute walks in South Boston to safe and comfortable bike routes are mainly limited to residents that live near the beach who can comfortably ride on the shared use path.

The quality of a neighborhood bike network impacts how many people will feel comfortable riding. Though each street is important in its own right, what is even more important is how streets with biking infrastructure come together to form a connected network. Gaps in the safe and comfortable network of bike facilities undermine the ability for most people to consider biking for their everyday trips.

In addition to being important for supporting bike riders of all ages and abilities, separated bike lanes are also popular among Boston-area voters; A 2021 poll found that 75% of Boston-area voters support separated bike lanes. Many people don't feel comfortable riding in conventional bike lanes, or on streets without bike lanes. The bike facilities that make people feel the most comfortable are:

- Separated bike lanes are safe and predictable places for people to ride bikes with delineated places to ride with less stress. Drivers can also know where bicyclists will ride, and bicyclists know where they are supposed to ride.
- Traffic-calmed local streets are designed for people. They discourage unnecessary through-traffic by drivers, while making useful connections for people walking or bicycling. These streets make it easier and safer to travel within your own neighborhood, get to train stations or bus stops, and connect with the city-wide bike network.


*Figure 41: Bicycle Facility Types and Comfort Level*

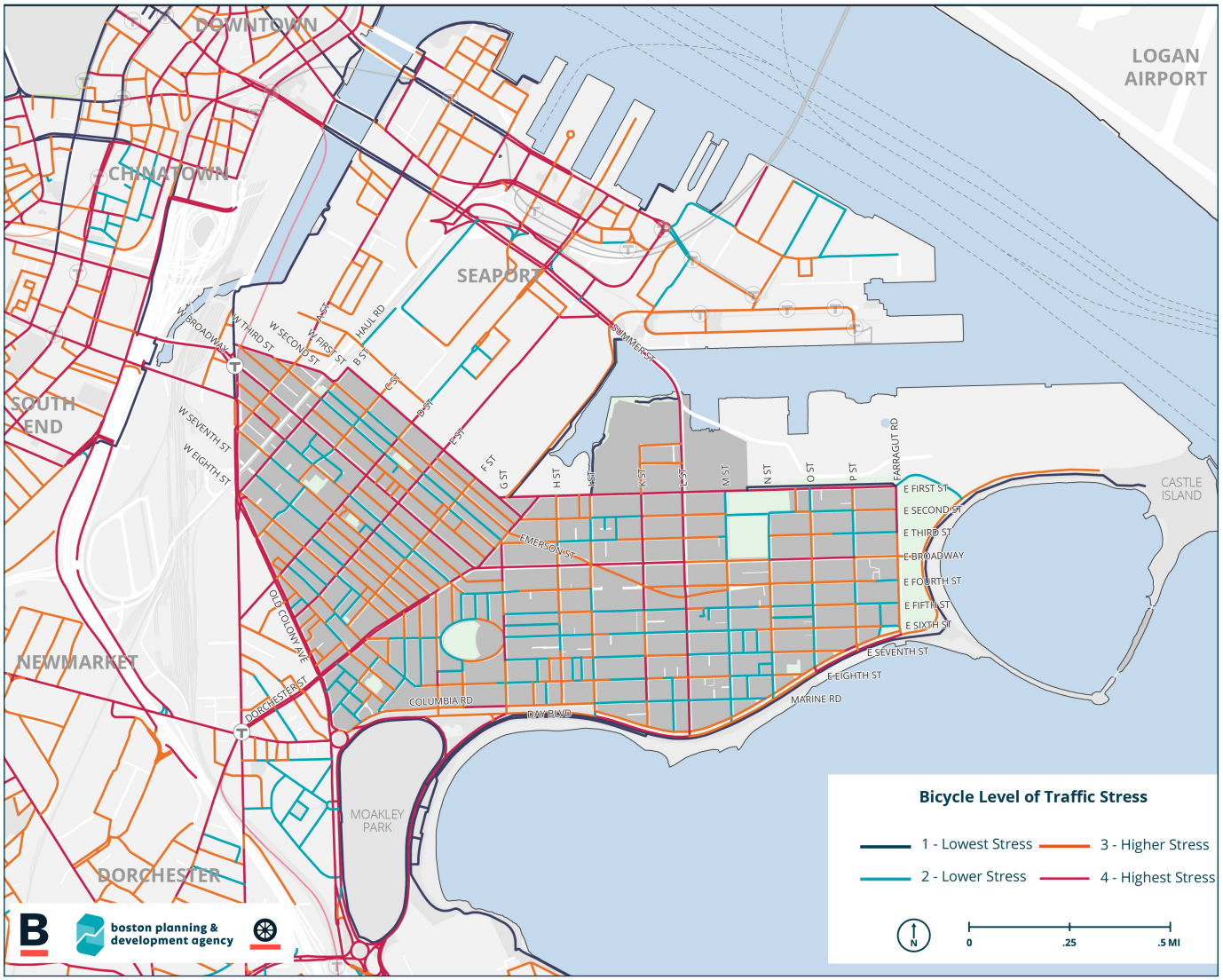



*Figure 42: Bicycle Level of Traffic Stress*

People riding bicycles experience high levels of traffic stress on the major corridors in the Study Area. We created 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, can be seen in Figure 42. Bicycle Level of Traffic Stress (BLTS) assigns a score for every road segment in Boston. The scores show how stressful a roadway's traffic is on bicyclists. The scoring ranges from 1, the least stressful, to 4, the most stressful. As traffic stress on bicyclists increases, more protective measures are needed to make biking safer for everyone. Developers and City project planners are required to improve streets in their Study Area to at least a level of traffic stress of 2, or a level that is comfortable for most bicyclists. The Study Areas streets with two lanes of traffic in each direction all have the highest levels of stress due to traffic volumes and lack of cycling safety infrastructure.

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 recretaional paths.

# Bike Parking

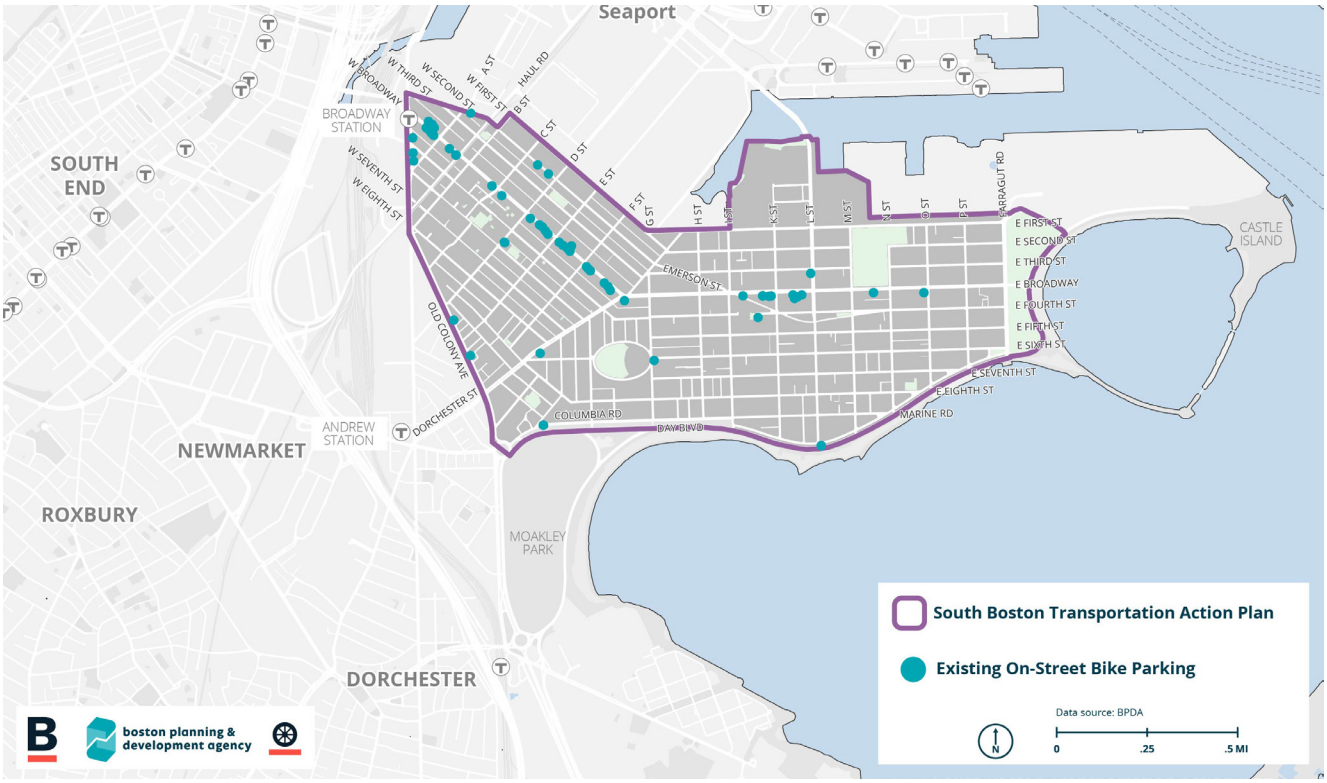



*Figure 43: Short-Term Bike Parking in Public Right-of-Way*

The City installs and repairs approximately 160 bike racks annually and keeps an inventory of all bike rack locations in the public right-of-way, and prioritizes racks in commercial corridors, and focuses on a few areas every year. In 2019, West Broadway was prioritized for bike rack installation through this program. Article 80 Small and Large Developments are also required to install short-term bike parking. For a residential project, short-term bike parking spaces are required at a rate of 1 bike parking space per 5 units. These are typically in front of the development, or in very close proximity and offer places for visitors of the new development to park their bikes.

The City of Boston's standard rack is a black, powder-coated post-and-ring rack. These racks meet all of the City's performance criteria. They are approved for installation on City sidewalks, plazas, and other locations in the public right-of-way. Each post-and-ring rack provides two bike parking spaces. They may be installed in a series to create parking areas of variable quantities.

In South Boston, there are approximately 73 bike racks totalling in 146 short-term bike parking spaces. The bike parking spaces are largely concentrated along West and East Broadway. Bike parking is not available along the beach with the exception of racks at G Street and Day Boulevard. Bike parking is not co-located with most major transit hubs or bus stops.

# Bicycle Usage

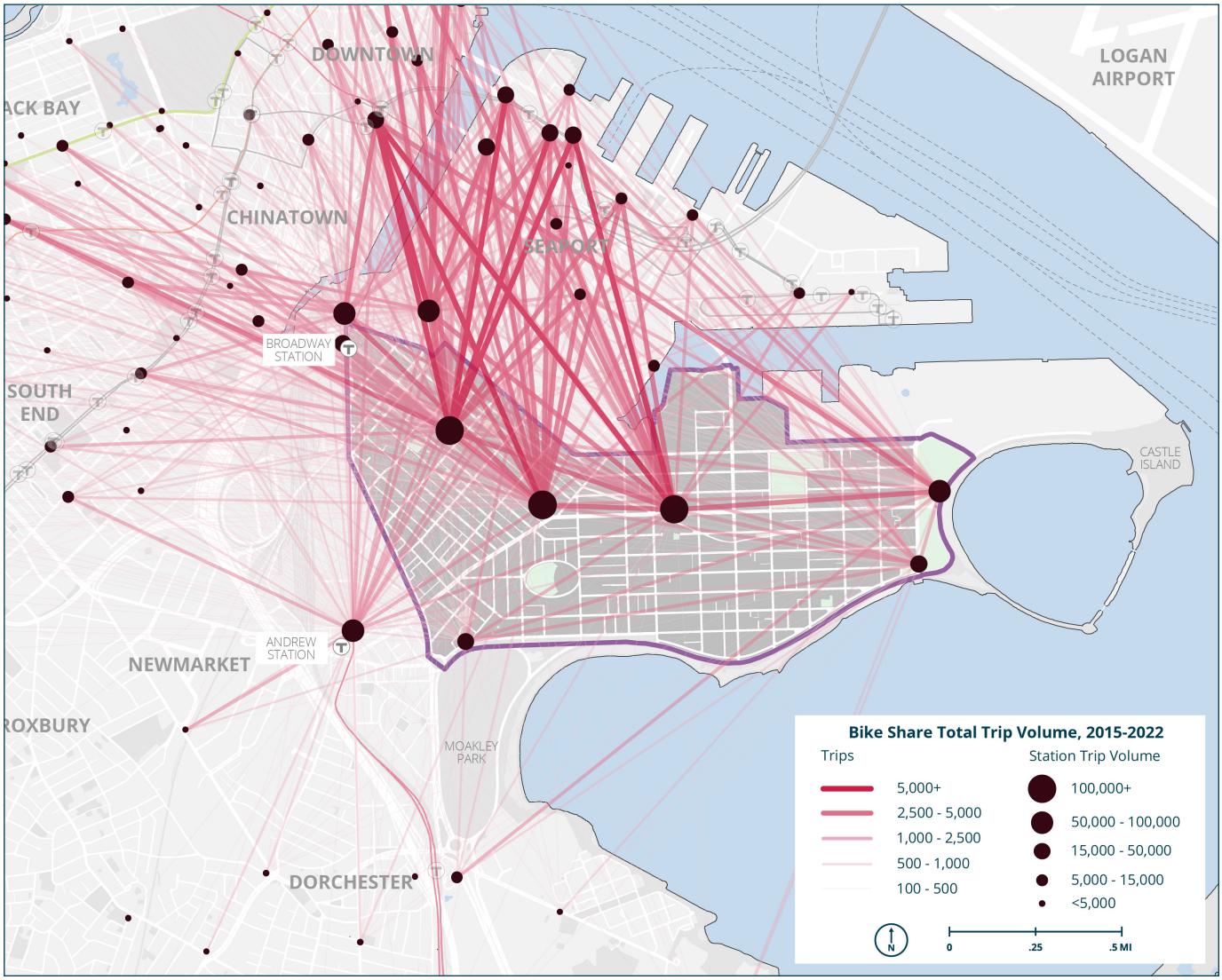
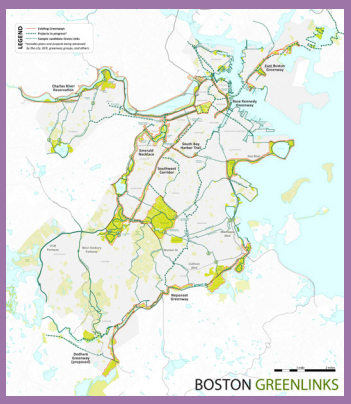



*Figure 44: Bluebikes Trips to and from South Boston, 2015-2022*

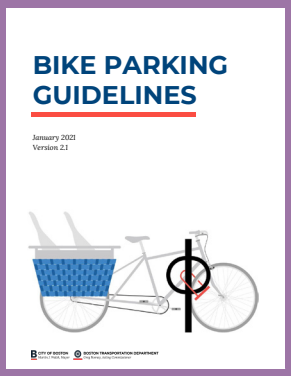
The South Boston Study Area has six Bluebikes bikeshare stations, with an additional five stations located just outside the Study Area boundary. Trips between these stations make up the majority (57%) of all trips that begin or end in the Study Area, with the West Broadway at D Street station seeing the greatest trip volumes. In terms of trips outside the Study Area, the South Boston Waterfront has the strongest links with the Study Area, with 12% of Study Area trips beginning or ending in the South Boston Waterfront. Additionally, 10% of Study Area trips begin or end in the Financial District, with South Station alone making up 3% of all Study Area trips. There is also a weaker, yet noticeable, desire line between the Study Area and the Copley area in Back Bay, parallel to the MBTA 9 bus route, with 3% of all Study Area trips occurring along this corridor. Of all Study Area stations, the Murphy Skating rink station on the eastern end of the Study Area sees the greatest share of same-station trips (12%), likely serving sightseeing trips near Castle Island and along the beaches.

# Policies, Plans, Programs & Initiatives

**Green Links**
Boston Green Links is a citywide plan to connect people in every neighborhood to Boston's greenway network. When completed, they will create a seamless network of greenway paths connected to every neighborhood.




**Bike Parking Guidelines**
Boston's Bike Parking Guidelines outline requirements for providing adequate, secure, and convenient bike parking at new development projects. The guidance includes shorter-term visitor parking as well as longer-term employee/resident parking in secure, indoor locations. Every building in the City of Boston should include these accommodations. They are required in all projects subject to Transportation Access Plan Agreements (TAPAs) and Site Plan Review administered by the Boston Transportation Department (BTD). They also are required for all projects subject to the Boston Planning and Development Agency (BPDA)'s Article 80 Small and Large Project Review, including Compact Living projects.



# 06.
# Transit

**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. There are four bus routes in the Study Area. These are shown in Figure 45 below.**

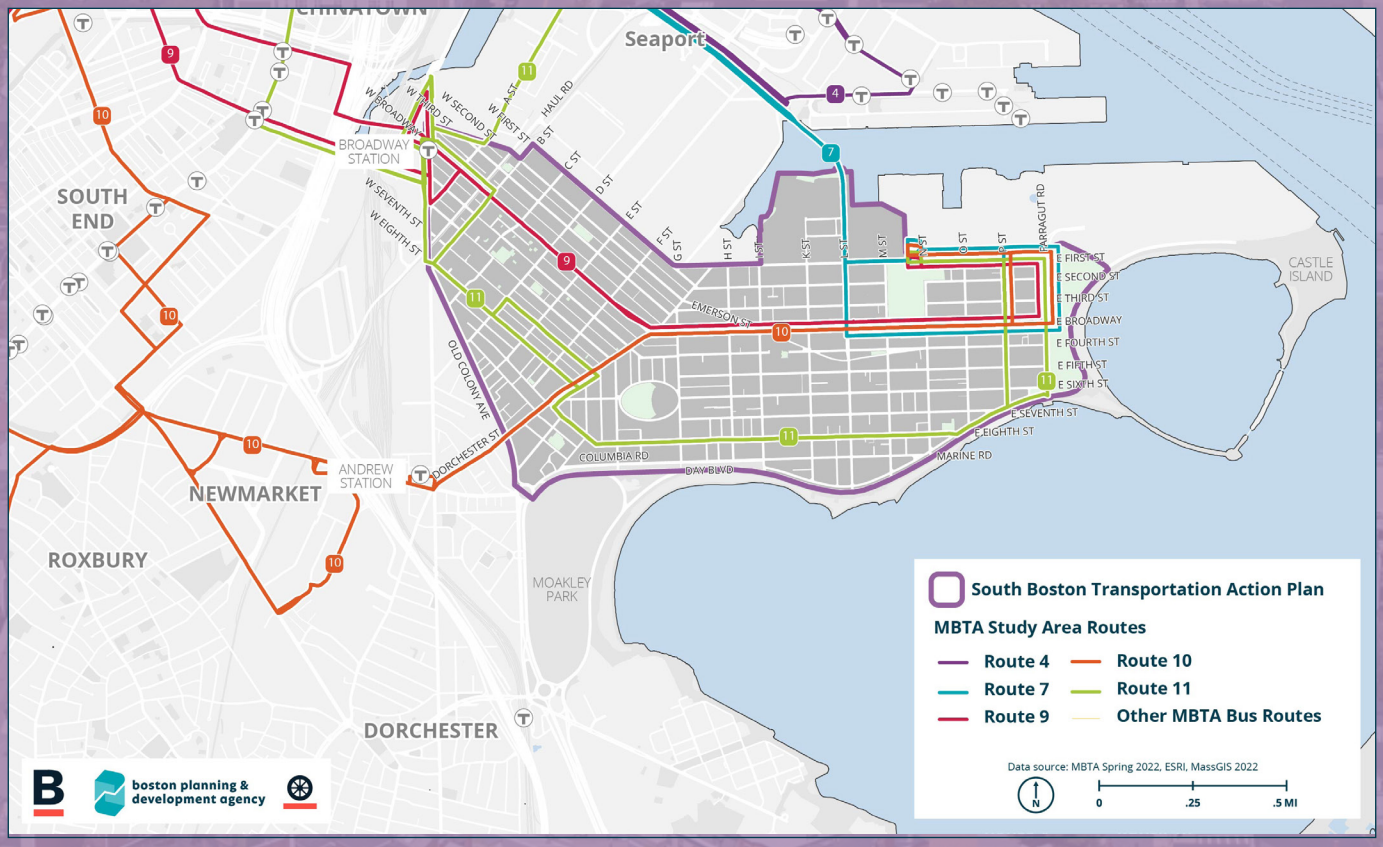



*Figure 45: MBTA Bus Routes in Study Area*

# Transit Demand in South Boston

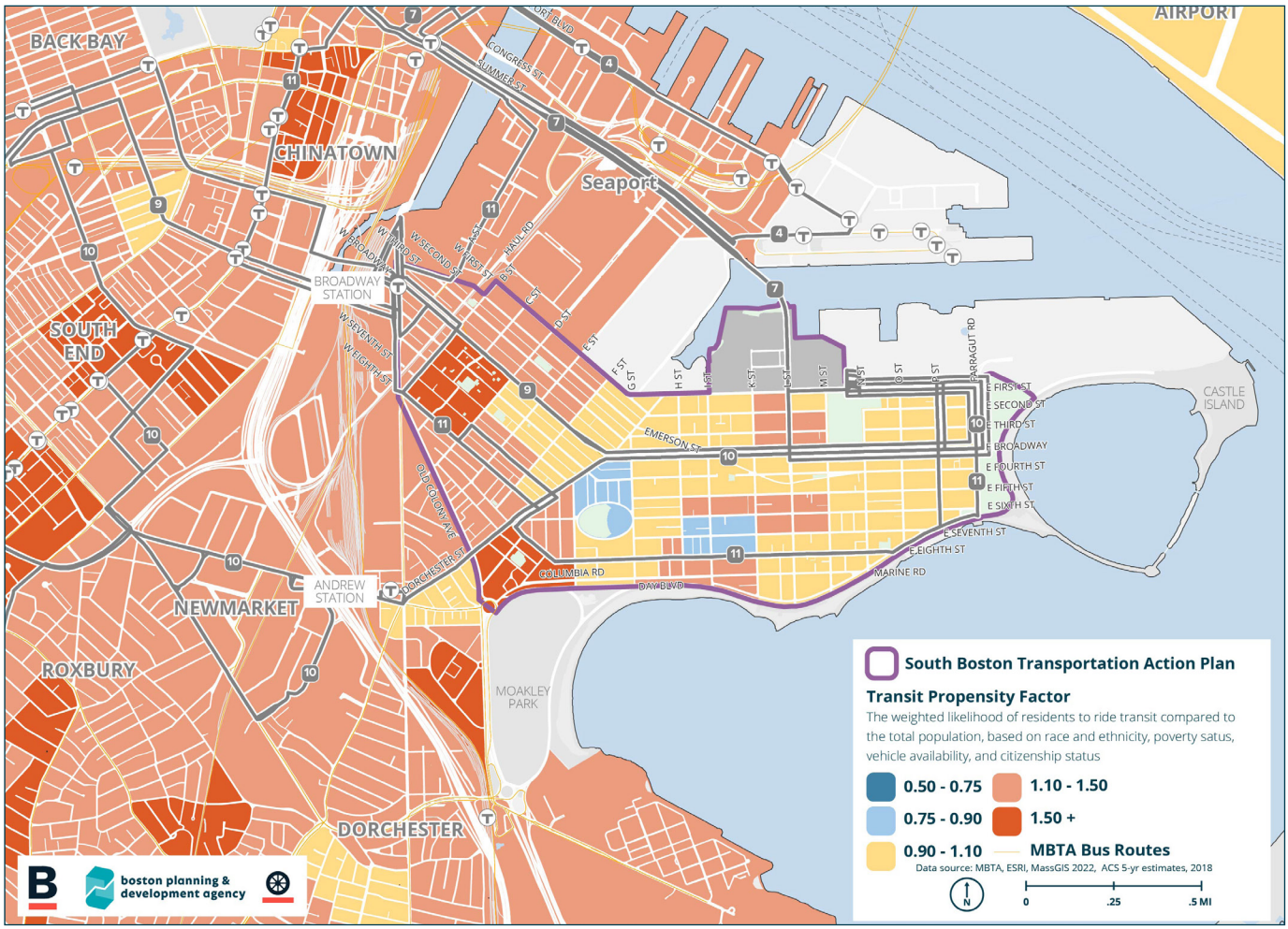



*Figure 46: Transit Propensity*

Different neighborhood characteristics are known to produce different levels of demand for transit services. With higher levels of employment density and population density, an area becomes more likely to support higher levels of transit service. Figure 46 shows the estimated demand for transit service throughout the Study Area based on population density, job density, and socioeconomic characteristics (vehicle access, income, and race/ethnicity).

Most of South Boston has enough underlying demand to support frequent all-day fixed-route transit at frequencies as often as every 5 to 10 minutes. Areas in South Boston with the highest demand for frequent service are focused along Dorchester Avenue, Broadway, Dorchester Street, East 8th Street, and South Boston Bypass.

# Transit Reach in South Boston

Another way to assess transit service in South Boston is to determine how far a transit user can travel in a reasonable amount of time. Many residents travel outside of their immediate area for work, errands, or recreation. Figure 47, Figure 48, and Figure 49 reveal how far a transit user can travel from South Boston in 30, 45, and 60 minutes with MBTA services during the morning and midday hour[1]. South Boston residents can travel throughout the majority of Boston within 30 minutes, including Roxbury, East Boston, South End, and Dorchester. Cambridgeport is also accessible within the same time frame. Within 45 minutes, residents can reach nearly all of Cambridge, Chelsea, and Quincy as well as parts of Malden, Medford, and Revere, which is largely due to the presence of rail service. Due to the presence of commuter rail services, the reach within 60 minutes expands greatly to include Milton, Waltham, Woburn, and Lynn, among others.

Scheduled service reductions during midday result in a smaller travel shed compared with the AM Peak. During midday when transit frequency is reduced, South Boston resident lose 30 minute access to Cambridgeport, Roxbury, East Boston,  45 minute access to Revere, Cambridge environs, Chelsea environs, and Jamaica Plain), and 60 minute access to Woburn, Newton environs, and Waltham environs. Much of the reduced travel shed in the 45-60 bracket is likely due to lower-frequency commuter rail schedules.

Transit reach on weekends is lower than weekday, especially on Sunday due to lower frequency on all services and no Sunday service on Route 4 and Route 7. Residents lose 30 minute access south along the Silver Line, to stations south along the Red Line, and to stations north along the Blue Line. Forty five minute access is also lost to parts of Jamaica Plain, parts of Alston, and other areas along the periphery of the 45 minute footprint for weekday midday.

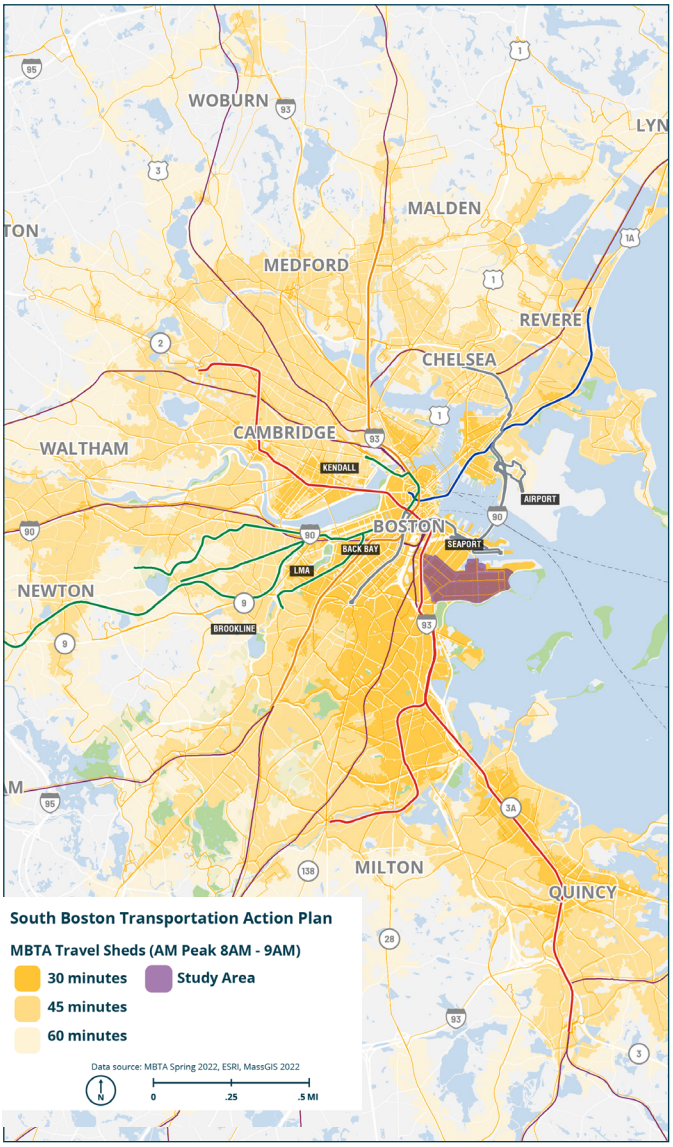



*Figure 47: Travel Sheds (Peak)*

1 The intersections of Broadway and D St and L St and E 6th St were used as the departure points from which the travel shed analysis is based. To account for the variability in route schedules, each travel shed is a blend of trips taken from South Boston at 15-minute intervals during the hour (e.g., 8:00, 8:15, 8:30, 8:45) so that the maximum reach from the four samples are represented.

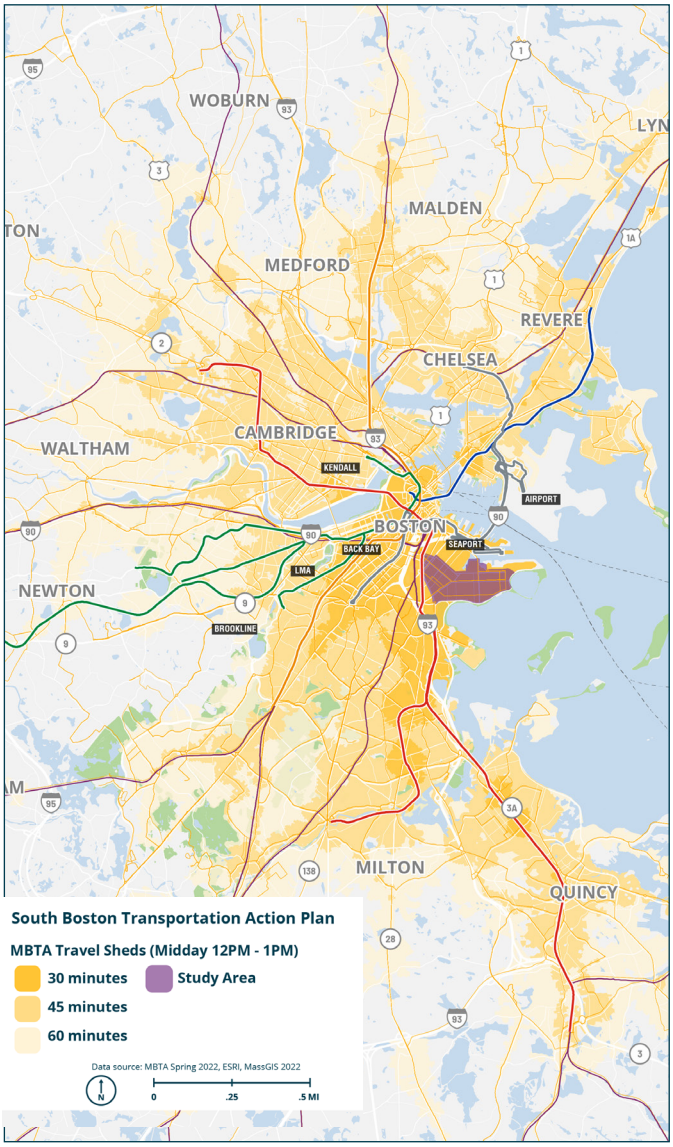



*Figure 48: Travel Sheds (Midday)*

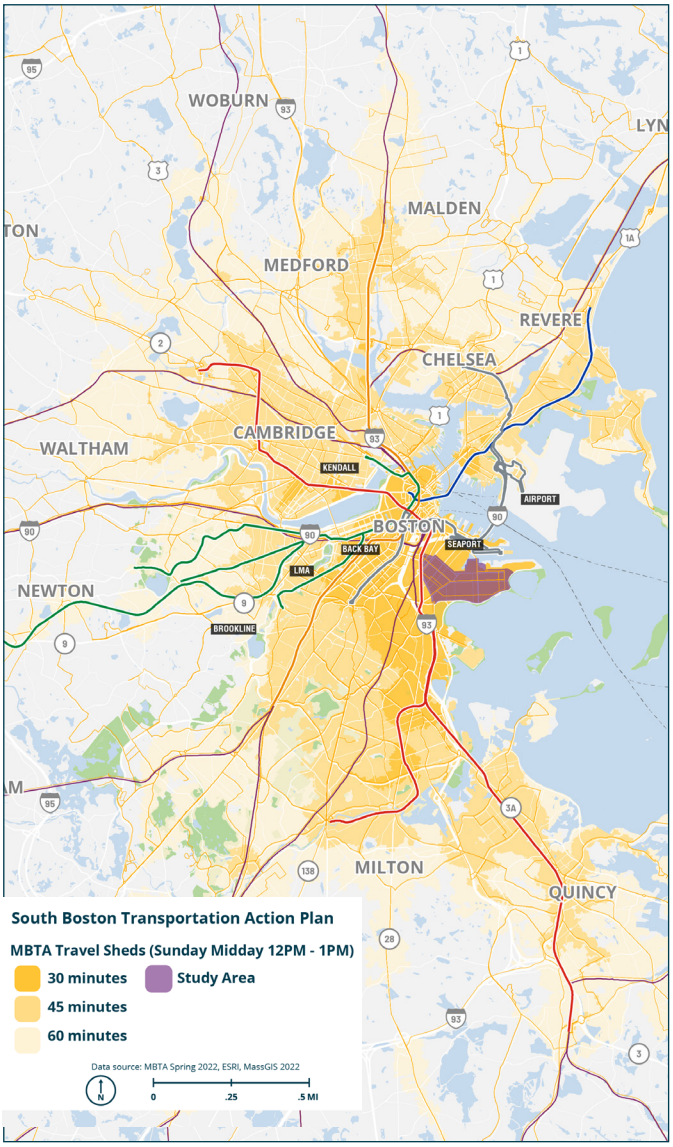



*Figure 49: Travel Sheds (Sunday Midday)*

# Red Line and Silver Line Service

MBTA's Red Line operates subway service between Alewife and Braintree/Ashmont via Downtown. The Red Line can be accessed from South Boston on foot, on Bluebikes for both stations during some parts of the year, and using bus routes 9, 10, and 11 via Broadway, West Seventh Street, East 8th Street, Dorchester Street, and Dorchester Avenue. Red Line service operates from 5:23 AM to 12:53 AM on Weekdays, 5:28 AM to 12:54 AM on Saturdays, and 6:13 AM to 12:55 AM on Sundays. On all days, Red Line service within the Study Area is scheduled to operate every 7 to 8 minutes.

The Red Line serves as the core subway line for the MBTA and has the highest ridership of all MBTA subway lines. With such high ridership, overcrowding and capacity constraints on the Red Line within the Study Area is a major concern, particularly during peak hours (6:30 - 9 AM and 3:30 - 6:30 PM) in the peak direction (northbound toward Downtown Boston in the morning, and southbound in the afternoon). Because most passengers are destined for Downtown either to complete their trip or transfer to other transit services within the Downtown core, the highest loads in the AM peak occur at Andrew and Broadway stations, since many passengers alight at South Station. On average days, the Red Line serves thousands of passengers during peak hours.[2]

Both Andrew and Broadway stations provide major transfer connections to buses. Because the Study Area is not a major regional destination today, few passengers end their trip within the Study Area. However, many people transfer to the Red Line at these stations. During the PM peak hour in the inbound direction, the most congested point on the Red Line occurs at Kendall/MIT, just before reaching Downtown. As southbound passengers make transfers and exit the transit system Downtown, southbound trains exiting Downtown have lower passenger loads as they enter the Study Area and travel south.

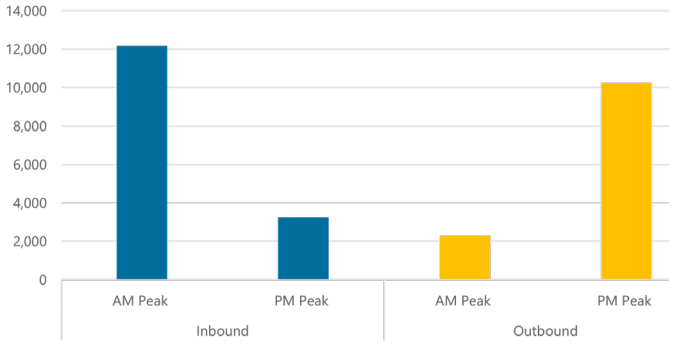



*Figure 50: Red Line Peak Ridership*

As part of the MBTA's Capital Transformation Project, the MBTA has begun program investments to improve the reliability and quality of rapid transit service for all existing transit services in Greater Boston. Since 2014, the MBTA has begun acquiring 252 new vehicles to entirely replace and modernize the Red Line fleet, including 34 additional cars. These new cars have the potential to increase service frequencies, and therefore allow for more passengers. These cars are currently being tested on Track 61 in the Study Area.

**Silver Line Service**

The Silver Lines SL1, Sl2, and SL3 routes have stops within approximately one-mile walking/biking distance of the South Boston Study Area along the street network. Routes SL1, SL2, and SL3 can be accessed from South Boston using MBTA bus routes 7 and 11 via Summer Street and A Street. The three Silver Line routes operate service from 4:55 AM to 1:18 AM on Weekdays, 5:30 AM to 1:26 AM on Saturdays, and 5:50 AM to 1:25 AM on Sundays. On Weekdays, the three Silver Line routes operate service every 5 to 18 minutes, every 8 to 16 minutes on Saturdays, and every 8 to 26 minutes on Sundays.

2 Massachusetts Bay Transit Authority (October 2019). Ridership Quarterly Update Fiscal Management Control Board Presentation. Accessed 15 October 2022.

# Bus Service

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 1st Street, E 8th Street, F Street, and L Streett. 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).

Figure 51 details the specific service characteristics of each route, including how long they operate and how frequently they run at different parts of the day. Every route operates every 30 minutes or faster during the morning and afternoon peak periods with three routes operating every 10 minutes or better. At midday, typically between 9am and 3pm, routes decrease service to operate every 40 minutes or better, whereas Route 4 service ends for the day. Saturday service levels are similar to Weekday midday service, excluding Route 4, which does not operate weekend service. Sunday service is further reduced in both frequency and the number of operating routes, with only Routes 9, 10, and 11 operating on Sundays.

Taken together with the Red Line and Silver Line, consistent transit connections are provided between South Boston, the Red Line, and Back Bay seven days a week from early morning to late at night, with varying frequency. Meanwhile, service between Downtown and South Boston via MBTA bus service is frequent but inconsistent, as it operates to primarily serve commuters and provides more limited service at midday and no service at all on Sundays. Instead, Sunday trips between the Study Area to Downtown or the South Boston Waterfront require a transfer at Broadway or Andrew Stations.

| | Weekday | | | | Saturday | | | | Sunday | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Routes | First Trip-Last Trip | AM Peak | Midday | PM Peak | First Trip-Last Trip | AM Peak | Midday | PM Peak | First Trip - Last Trip | AM Peak | Midday | PM Peak |
| 4 | 6:20am - 6:50am | 30 | – | 30 | – | – | – | – | – | – | – | – |
| 7 | 5:15am - 10:20pm 10:20pm | 6 | 40 | 6 | 5:15am - 10:30pm | 40 | 40 | 40 | – | – | – | – |
| 9 | 5:10am - 1:10am | 5 | 15 | 8 | 5:10am - 12:56am | 20 | 20 | 25 | 6:00am - 12:57am | 30 | 35 | 35 |
| 10 | 5:00am - 1:15am | 25 | 40 | 25 | 6:15am - 1:06pm | 40 | 40 | 30 | 6:00am - 12:50am | 40 | 45 | 45 |
| 11 | 5:10am - 1:03am | 10 | 35 | 12 | 5:10am - 12:59am | 30 | 30 | 30 | 6:15am - 1:10am | 60 | 60 | 60 |

*Figure 51: MBTA Bus Route Service Characteristics*

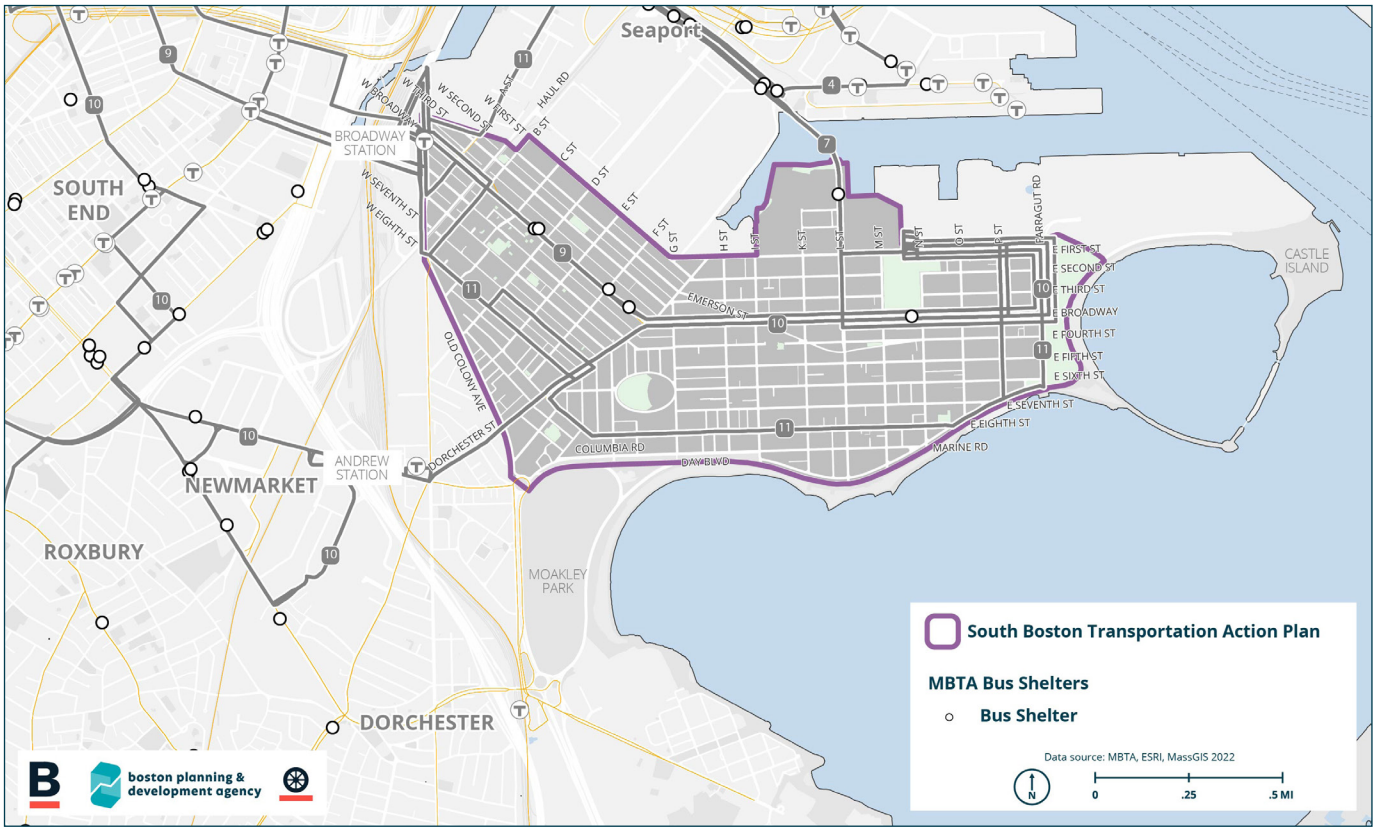



*Figure 52: Location of Bus Shelters*

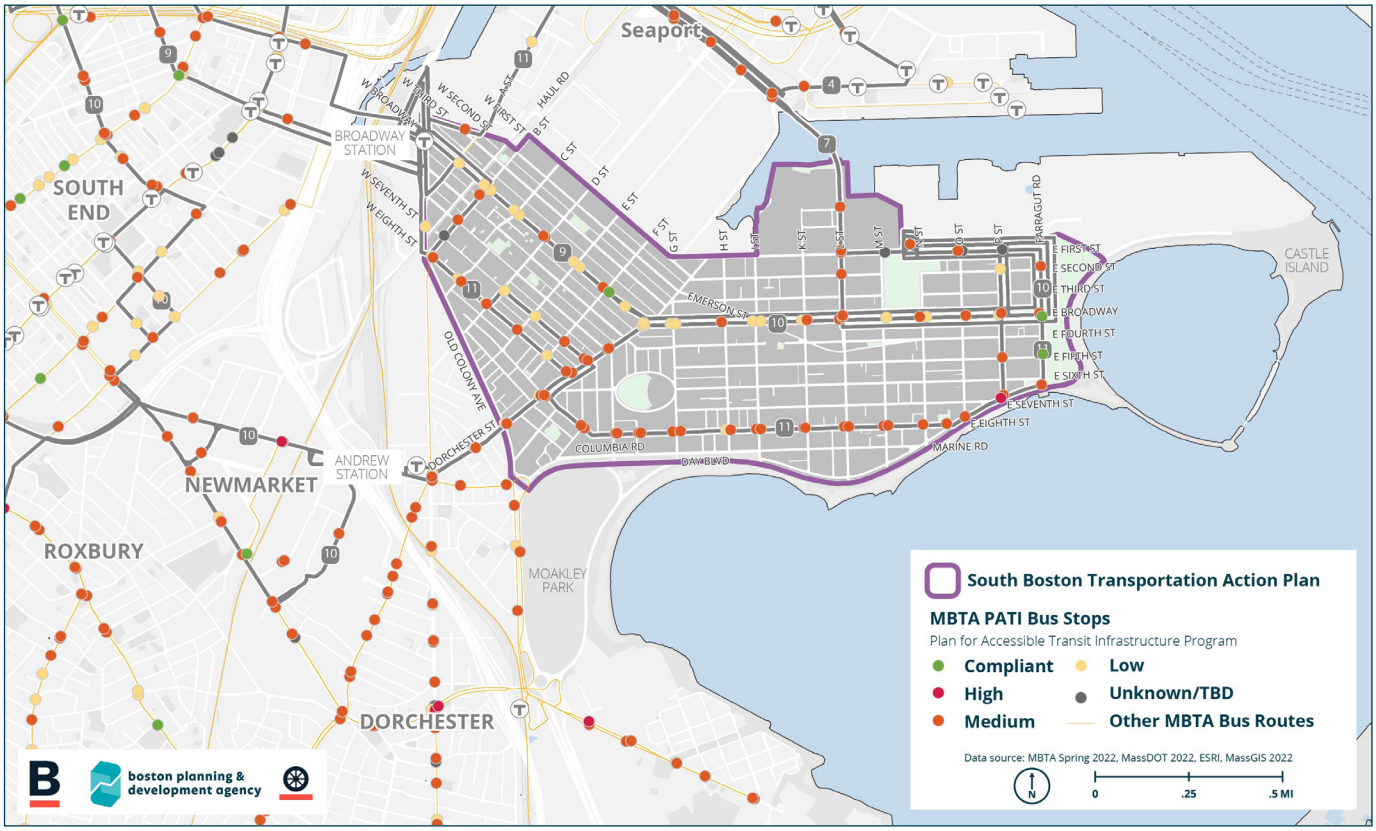



*Figure 53: MBTA PATI Bus Stops*

### Bus Stops

Bus stop infrastructure is an important part of the transit experience. Shelters provide shade and protection from wind and the other elements and often include seating, as well as information like schedules, maps, and real-time information. As shown in Figure 52, bus shelters in South Boston are limited, with only six shelters provided within the Study Area of 103 stops. Two additional stops have seating but no shelter, 2 stops have bicycle racks, and 13 stops have trash cans. A larger number have trees (27), but this means that for the majority of bus riders, the only infrastructure at their stops is a sign. There are no real-time amenities in South Boston.

Accessibility is another issue at bus stops. The MBTA Plan for Accessible Transportation Infrastructure (PATI) has assessed the accessibility of bus stops in the Study Area, and currently only 3 of 103 are ADA compliant (see Figure 53). Many of the stops are Medium with one barrier present or Low (issues are present, but no major barriers are present). In addition to not being ADA compliant, over 20% of sidewalks surrounding stops are cracked or uneven. The PATI Summary and Prioritization Report states "Ultimately, PATI will yield a plan and recommendations for advancing a fully accessible MBTA system. This effort will enable the Department of System Wide Accessibility, together with Capital Delivery, Engineering & Maintenance, and other departments to work with the disability community to remove barriers in a proactive rather than reactive manner." Integrating PATI into the South Boston Transportation Action Plan is of high importance for all users, and especially those with disabilities.

### Bus Ridership

The average total weekday ridership at each stop served by the four South Boston bus routes are cumulatively shown in Figure 54 Much of the ridership activity occurs where transfer opportunities occur, such as City Point Bus Terminal or at Andrew and Broadway Stations, where more than 850 riders get on or off the bus. Outside of these three locations, the stop at East Broadway and K St also has relatively high ridership, with more than 70 boardings and alightings per day on average.  Slightly lower levels of ridership activity occur along much of East and West Broadway.

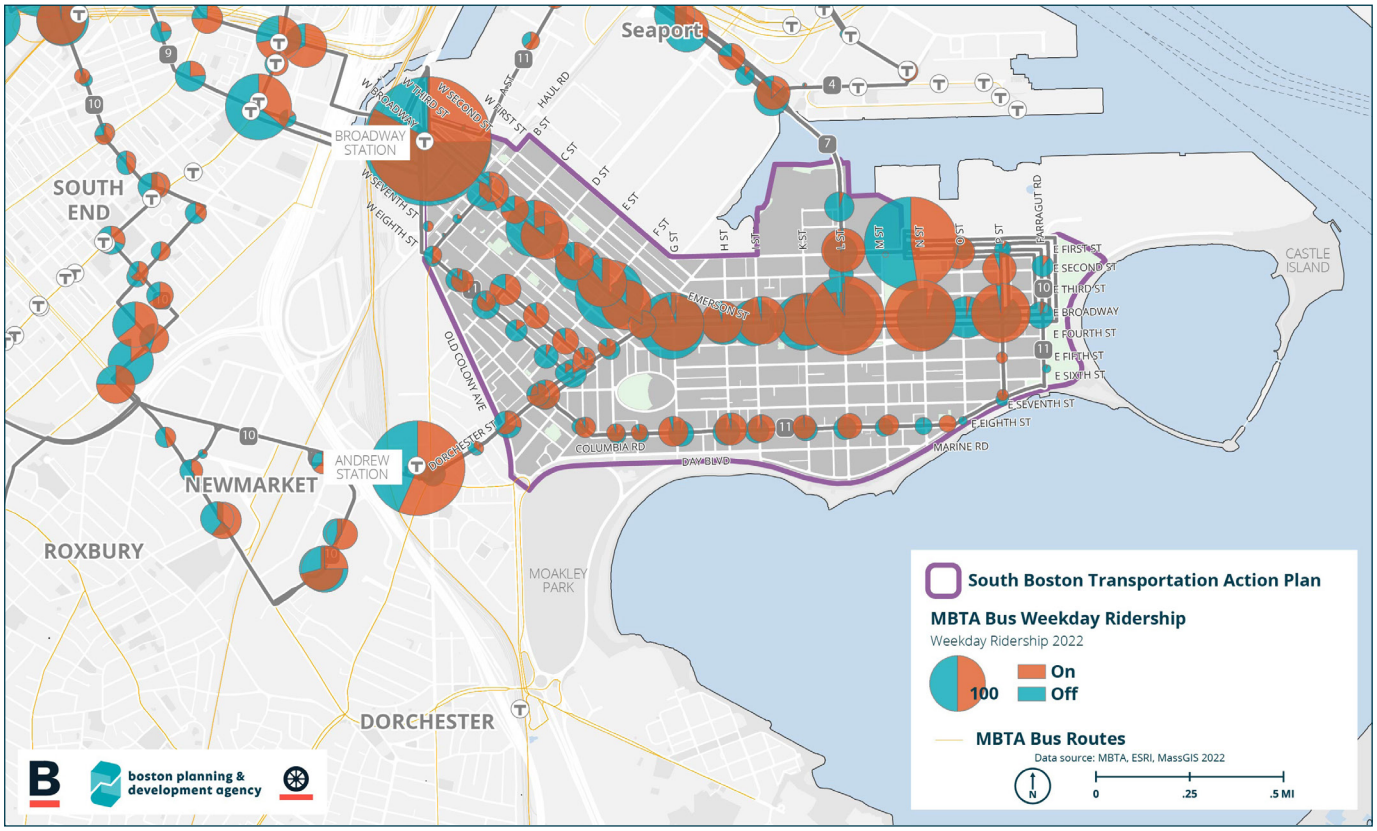



*Figure 54: Transit Stop Boardings and Alightings*

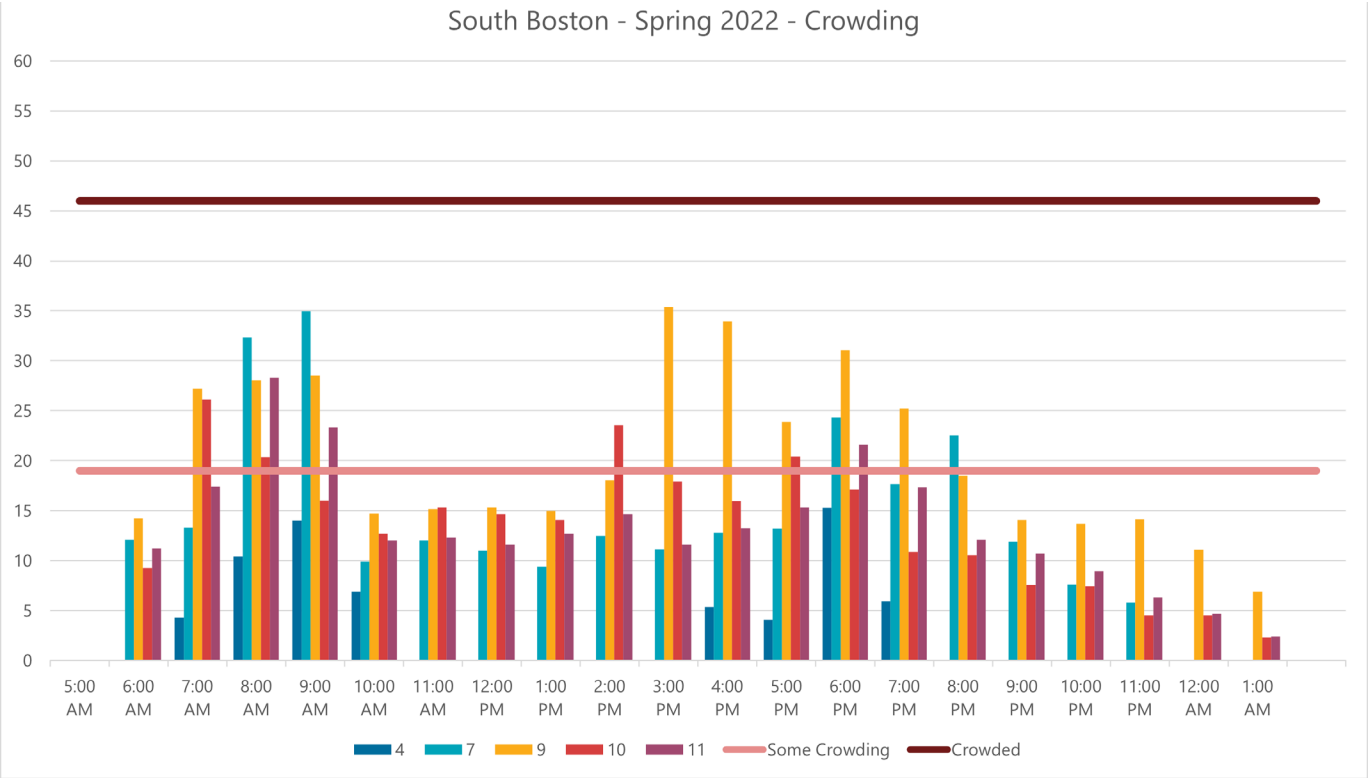



*Figure 55: Weekly Ridership of South Boston Routes Over Time*

Like most routes, ridership in South Boston typically fluctuates throughout the day. Figure 55 shows the distribution of boardings across an average weekday, from 4am through 1am the following day. In South Boston, during the morning rush hour period, ridership peaks between 7am and 8am with a flatter, but longer, peak during the afternoon rush hour period. Routes 9 and 7 are both the most peak oriented and highest ridership routes that serve South Boston, with their ridership declining significantly during the midday compared to their peaks. Routes 10 and 11, although lower in overall ridership, often matches or exceeds Routes 7 and 9 ridership during midday service. Ridership declines steadily after the afternoon rush hour period and after 9pm cumulative ridership drops below 200 boardings for the first time since 5am when service begins. As many office workers transitioned to remote work during the pandemic, the sharp morning and afternoon peaks flattened. Meanwhile, those most dependent on transit continued to make both work and non-work trips on transit at all times of day.

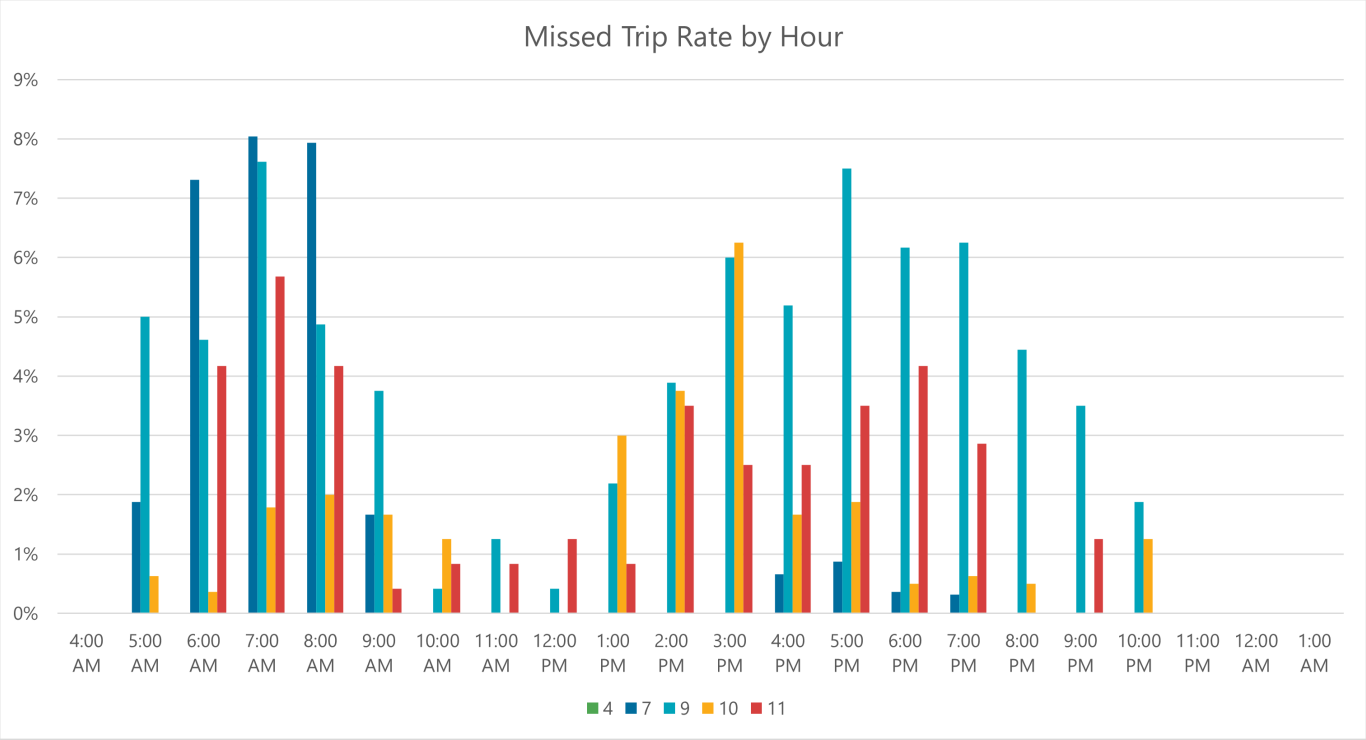



*Figure 56: Missed Trips*

**Crowding on Buses**

The number of passengers on an MBTA bus at any time, also known as the passenger load, is used to assess crowding conditions. The MBTA defines crowding in three ways:

- not crowded (< 50% seats occupied)
- some crowding (50% seats occupied)
- crowded (> 25% over seated capacity).

All bus routes that serve South Boston utilize 40-foot buses with a typical seating capacity for 37 riders. As a result, a bus would become "crowded" when the passenger load exceeds 45 riders. Trips that habitually experience crowded conditions can be alleviated by providing more frequent bus service or increasing the size of buses, although the latter is not always possible due to roadway constraints.

Figure 55 shows average maximum passenger loads of South Boston routes throughout a typical weekday in Spring 2022. Although nearly all routes approach some crowding throughout the day, no route regularly experiences crowded conditions as defined by the MBTA. Passengers boarding in South Boston can typically find a seat at any time of the day.

**Missed Trips**

One contributor to overcrowded conditions are missed trips. Missed trips can occur for a number of reasons, such as vehicle breakdowns, insufficient bus operators, or significant traffic delays. When a trip is missed, the next bus that arrives experiences much higher demand, which can lead to other problems such as lateness and passups (not picking up passengers due to an overfull bus). Figure 56 shows the percentage of missed trips per hour for South Boston routes over a 40 day period in the Spring of 2022.

A missed trip on a route that operates frequently - such as every 10 minutes - often has less of an impact than a missed trip on a route that operates infrequently. Missed trips typically occur during the morning and afternoon peak periods, although no routes miss more than 8% of the scheduled hourly trips. During the analysis period, Route 7 had a high rate of missed trips in the morning but missed almost no trips in the afternoon. The experience on Route 10 is the opposite; Route 10 came as scheduled in the morning, but experienced more missed trips in the afternoon and evening.

**Transit Passenger Delay**

Transit passenger delay measures how many minutes of delay at a roadway segment people riding the bus experience. In South Boston, passenger delays are highest on West Broadway near Broadway Station, which serves South Boston's busiest route, Route 9. Significant delays

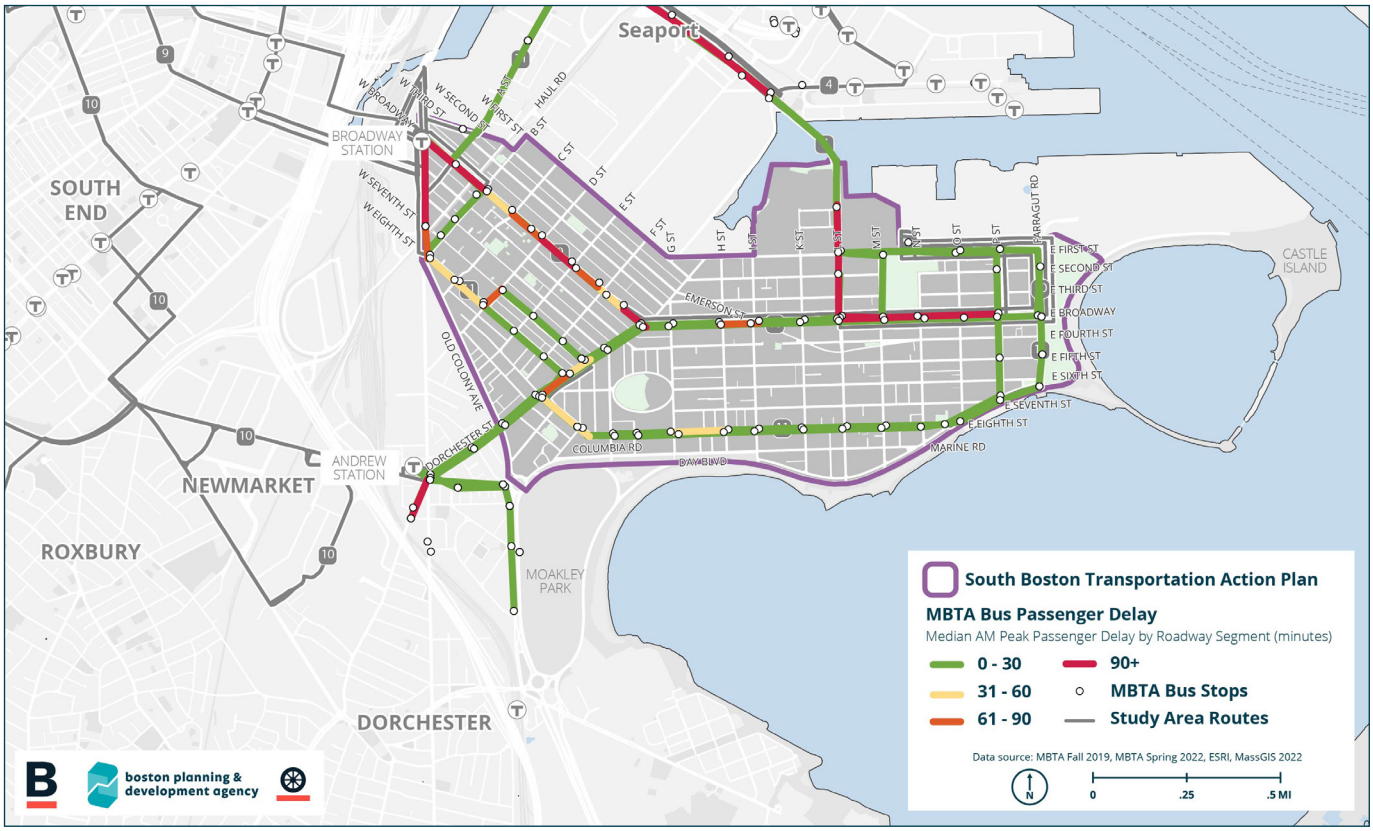



*Figure 57: Weekday Bus Passenger Delay, Median AM Peak*

occur on East Broadway as well where Routes 7, 10, and 11 converge and continue on to the City Point Bus Terminal. Excessive delays also occur on Summer St in South Boston Waterfront via Route 7. Bus passenger delay is illustrated in Figure 57.

Beyond delays caused by general traffic, closely spaced stops can add significant delay for bus riders, especially for the highest ridership trips where passengers get on and off the bus at many different stops. While closely spaced stops allow for short walks to the bus for riders, many passengers in South Boston live within a comfortable walking distance to several stops. Balancing bus stops to be a comfortable walking distance for most riders while also maintaining higher speeds and reliability can greatly improve how quickly the buses move along their routes. Currently the average stop spacing for the segments of Routes 7, 9, 10, and 11 that run through the Study Area all fall at or below the minimum recommended stop spacing according to the MBTA's Bus Stop Planning & Design Guide (see chart).

| Route (Segment in Study Area) | Average Bus Stop Spacing (feet) |
|---|---|
| 7 | 757 |
| 9 | 738 |
| 10 | 641 |
| 11 | 621 |
| MBTA Bus Stop Spacing Guidelines | 750 - 1300 |

**Transfers**

As shown in Figure 58 and Figure 59, transfers from the bus to the subway at Broadway and Andrew account for a high amount of the transit activity in the South Boston Study Area. Of all stations along the Red Line that provide bus-to-rail transfers, Broadway and Andrew have the fourth and fifth highest transfer rates, respectively (6,300 daily weekday boardings, 22% of which are transfers and 6,400 daily weekday boardings, 17% of which are transfers).

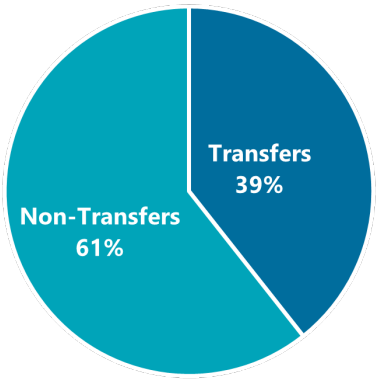



*Figure 58: Transfer Activity at Andrew*

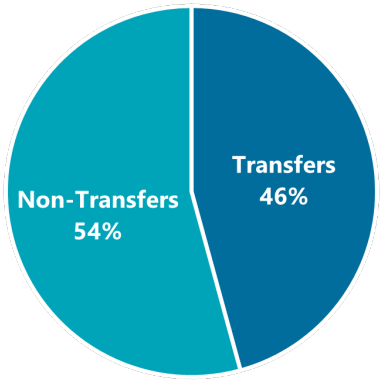



*Figure 59: Transfer Activity at Broadway*

Of the 2,200 transfers that occur at Broadway, the largest proportion are to or from Route 9 (56%) followed by Route 11 (33%), and Route 47 (11%). The transfer at Broadway from Route 9 and Route 11 allows for connections between South Boston and Downtown. Route 47 has multiple opportunities to transfer to rapid transit at other stations, and therefore sees fewer transfers within the Study Area. Of the 1,800 transfers that occur at Andrew, Route 16 makes up the largest proportion (36%), followed by Route 10 (22%), Route 17 (21%), the CT3 (19%), and Route 18 at only 1%. These are illustrated in Figure 60 and Figure 61 below.

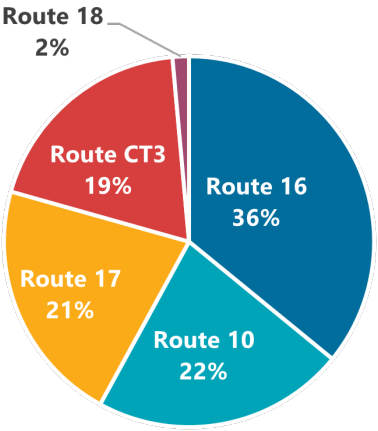



*Figure 61: Bus Transfers at Andrew*

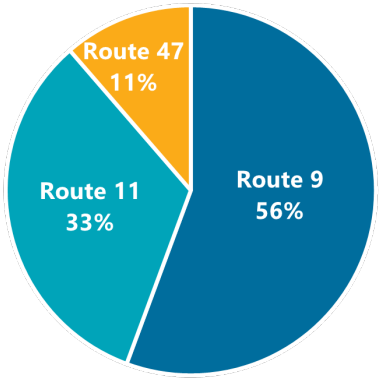



*Figure 60: Bus Transfers at Broadway*

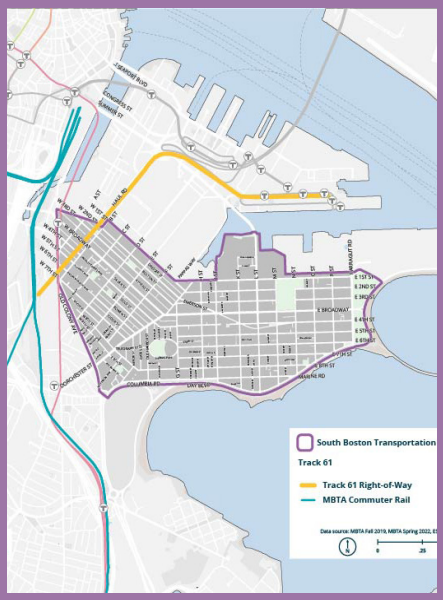
# Track 61


*Figure 62: Track 61*

Track 61 is rail right-of-way that runs through the Study Area from the Old Colony Line/South Boston Lead Track near Dorchester Avenue and South Boston Bypass Road to Falcon Terminal (Figure 62). This track creates a potential transit connection parallel to the South Boston Bypass and through much of the South Boston Waterfront. Track 61 is currently the sole rail connection from the South Boston Waterfront to the regional passenger and freight rail network. The part of the track in the Study Area passess through very dense residential neighborhoods with very high underlying demand for transit.

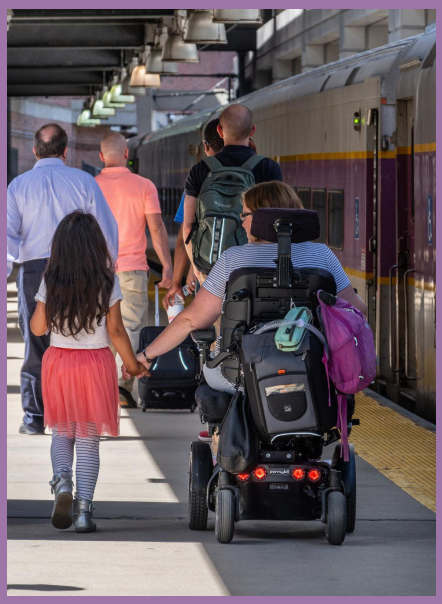
The City of Boston intends to preserve the Track 61 ROW for future transportation options, and aims to limit the number of grade crossings that interfere with the track, preserve dimensional requirements that will not preclude future transportation operations, alert current and future developers about the City's continued interest in Track 61 as future passenger and freight corridor, and work with other public agencies to ensure coordinated efforts around the future of the corridor.

# MBTA Policies & Projects



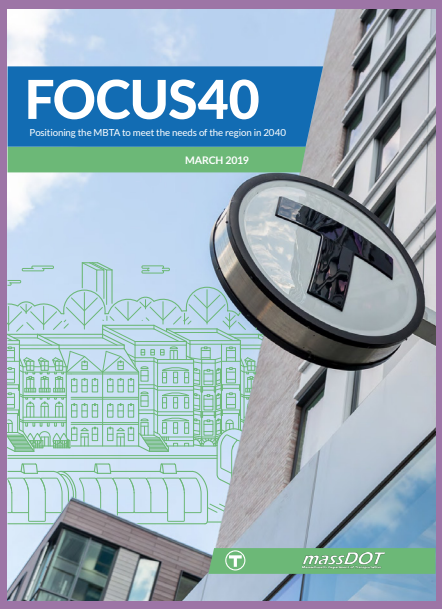

**TRACK 61**

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. The preservation of the dimensional requirements that will not preclude future transportation operations, as well as limiting the number of grade crossings on Track 61 so as to not hinder or compromise future transportation operations are key to ensuring this infrastructure is not precluded.



**PATI**

The City of Boston and MBTA are making transit more accessible, notably by building more accessible bus stops across the district. To continue making progress on system-wide accessibility, the MBTA set out a roadmap for improvements, called the Plan for Accessible Transit Infrastructure, or PATI. One of the primary objectives of PATI is to survey the entire network of stations and bus stops to catalog barriers like missing curb ramps, heavy station doors, and obstructions in the path of travel. Other improvements include elevator and escalator replacement, adding accessible subway cars and buses, and initiatives that provide operator training, rider resources, and policy and design standards.




**Focus40**

Completed in 2019, Focus40 is the comprehensive playbook for all MBTA capital investments for the next two decades. It connects current and future modal, project-specific, and systemwide plans to feed the rolling five-year financially constrained Capital Investment Plan.

# MBTA Policies & Projects


**Better Bus Project**

The Better Bus Project is the first step in the MBTA's efforts to improve bus service and the bus system as a whole, as many bus routes fail to live up to the Service Delivery Policy. The Better Bus Project has several components, including research and analysis, near-term route changes, a multiyear investment strategy, and a bus network redesign. While near-term route changes went into effect September 2019, the MBTA began implementing some of its investment strategy in fall 2019.


**Bus Network Redesign**

Boston's Bus Network Redesign 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 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.


**MBTA Service Delivery Policy**

The Service Delivery Policy sets how the MBTA evaluates service quality and allocates transit service to meet the needs of the Massachusetts Bay region. Published in 2017, the Service Delivery Policy takes the first steps towards creating standards from a passenger perspective, including service availability, reliability, comfort, and accessibility. The Service Delivery Policy addresses all of the MBTA's fixed route services, including bus, light rail, heavy rail, commuter rail, and ferry.


**Fare Transformation**

The MBTA's Fare Transformation is intended to make paying for transit easier and more convenient. Passengers will be able to tap and board at any door with a fare card, smartphone, or contactless credit card; reload using cash or credit card at vending machines at all stations and some bus stops; or go online to manage their account. As of December 2019, the MBTA has reset its project plan based on community feedback, and is working to address problems with the existing fare system before implementation of new technology.

# 07.
# Vehicles

**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 operate with volumes less than 0.7 of the capacity, and are at risk of negative effects such as speeding and aggressive driving.**

**The South Boston Study Area has approximately 10,600 on-street parking spaces available during the day on a typical weekday. Between the hours of 8am and 6pm, the vast majority of spaces in the Study Area - 87% - are unregulated.**


*Figure 63: Intersection of L St and East 4th*

Day Boulevard carries a significant number of people to the Castle island area, but is less important for accessing local streets in this part of South Boston. L Street, as shown in Figure 63, is a major route into the Study Area from the north, with most of the traffic dispersing onto neighborhood streets, and a relatively small portion traveling through to Day Boulevard. Dorchester Street is a major corridor into the Study Area from the west, with traffic dispersing as it reaches First Street. The Broadway and First Street corridors provide east-west travel across the Study Area. D, E, and A Streets all provide access to the South Boston Waterfront. The Haul Road, or South Boston Bypass, carries heavy vehicles through the Study Area but provides no access to local streets. There are several residential street corridors including G, I, O (between East First and East Broadway), East Seventh, and West Eighth that have higher volumes than other residential streets.

# Traffic Congestion

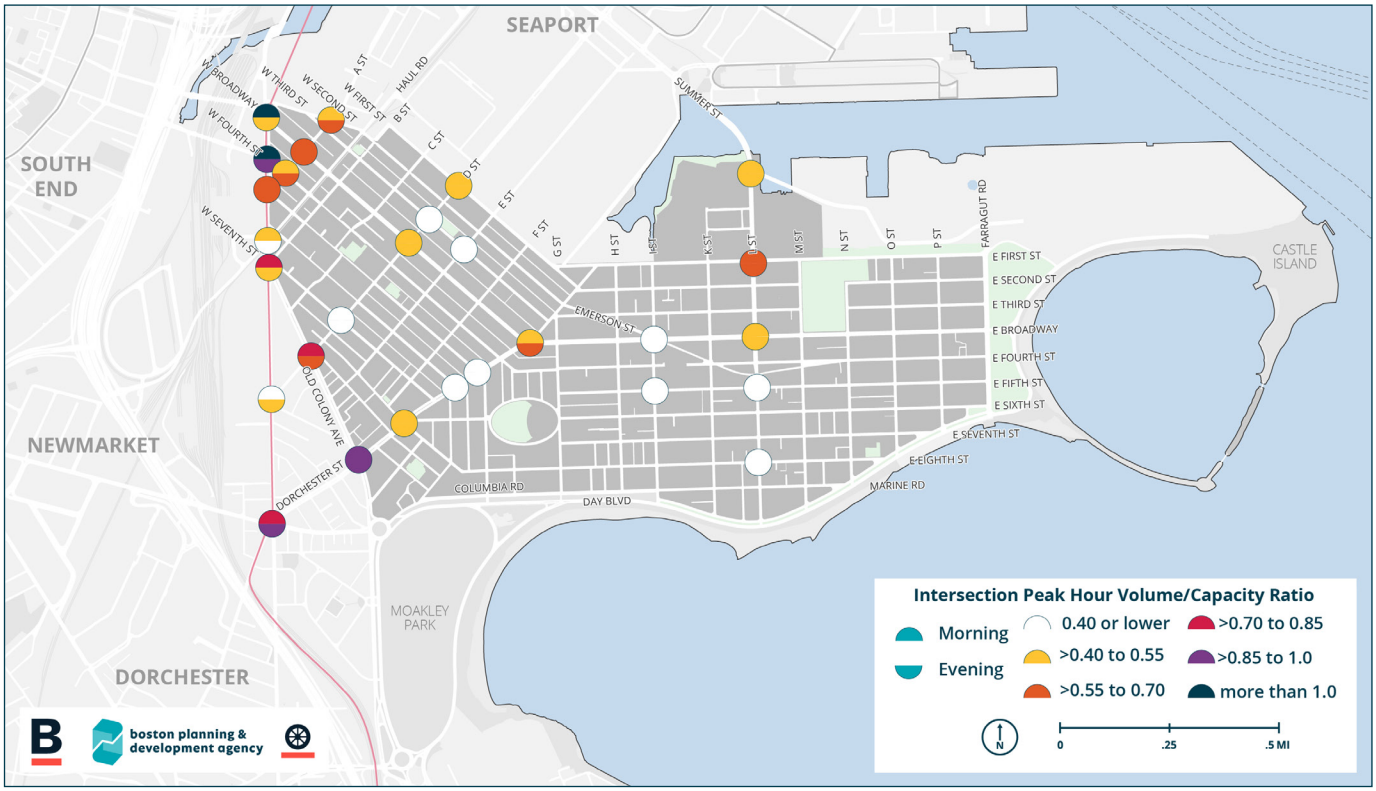



*Figure 64: Intersection Congestion (volume/capacity)*

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. From a transportation planning perspective, intersections that operate 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). Where possible, this excess space should find a more productive use like wider sidewalks, trees, bike lanes (if not already installed), or parking. In addition, overbuilt intersections can lead to higher speeds, aggressive driving, and lower rates of yielding to pedestrians. The results of the capacity analysis are shown in Figure 64 for both the morning and evening peak hours. In general, traffic congestion is not prevalent within the Study Area. Where traffic congestion does occur, it is mostly limited to the major corridors along the Study Area's western edge, Old Colony Avenue, and Dorchester Avenue and is limited to small durations. With limited access points in and out of the neighborhood, these intersections are in high demand for all modes.

Meanwhile, 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 operate with volumes less than 0.7 of the capacity, and are at risk of negative effects such as speeding and aggressive driving.

# Vehicle On-Street Parking Inventory

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. 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 South Boston 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).

Between the hours of 8am and 6pm, the vast majority of spaces in the Study Area - 87% - are unregulated, meaning anyone can park for as long as they want (See Figure 65). Overnight, the majority (70%) of these spaces are restricted for use by residential permit parking holders on weeknights (See Figure 66 on page 80). On weekends, City Point streets east of L Street restrict overnight parking to resident permit-holders, accounting for 29% of the total parking supply in the Study Area. These weekend overnight restrictions came about during a 2014 pilot program that

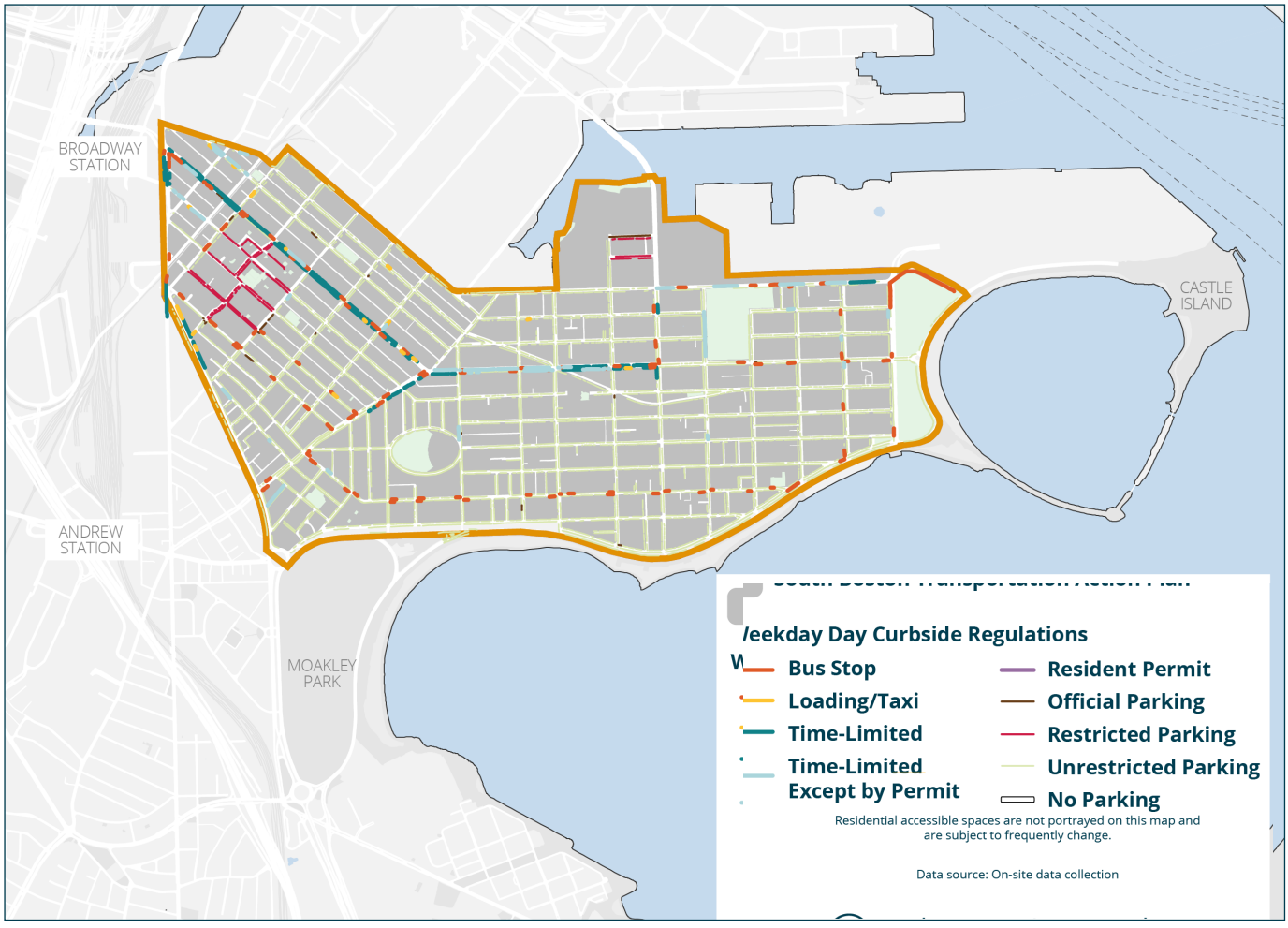



*Figure 65: Weekday Daytime Curb Use Regulations*

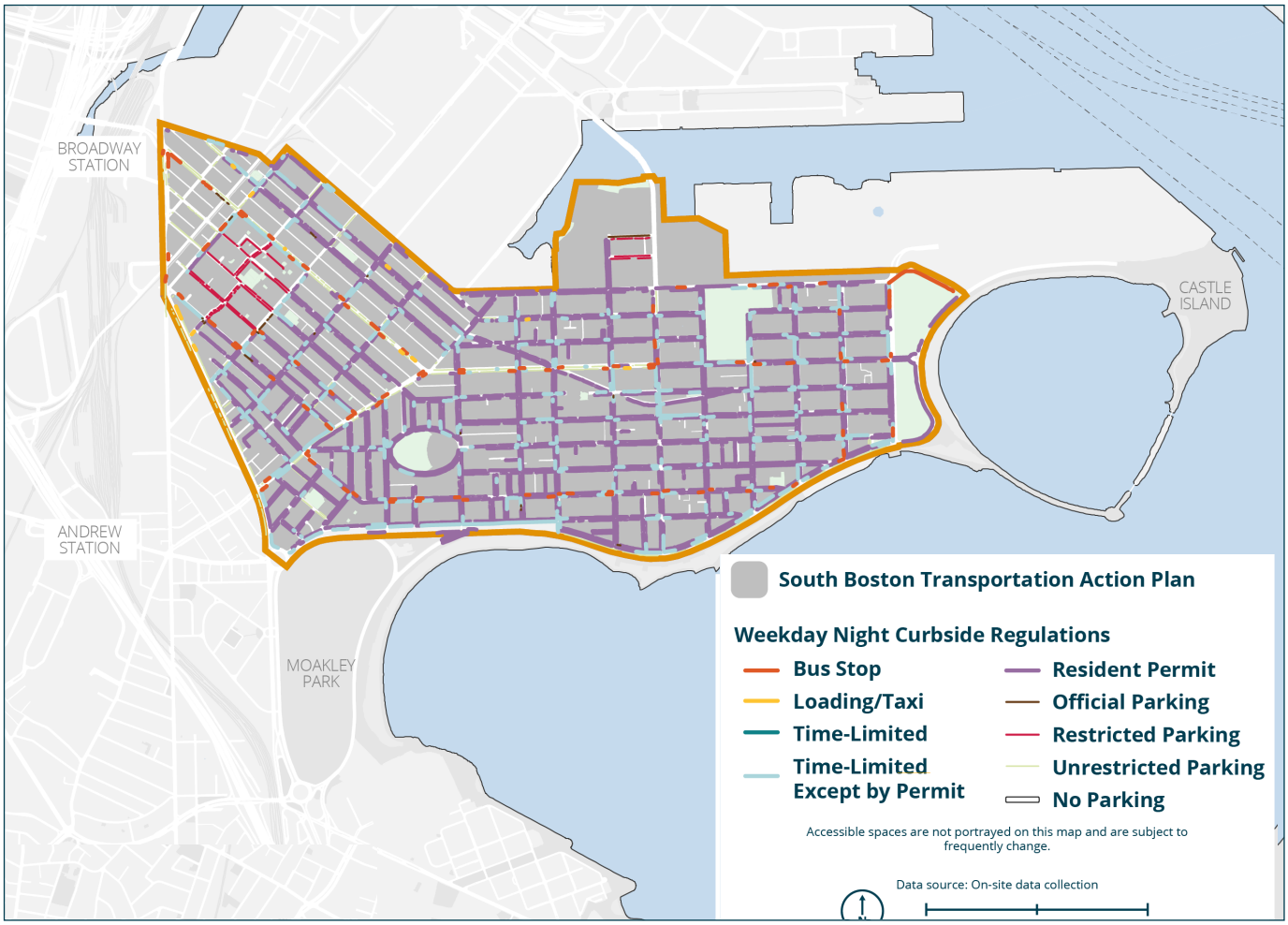



*Figure 66: Weekday Overnight Curb Use Regulations Map*

became permanent. There are about 320 unrestricted spaces which are available for parking on DCR's William J. Day Blvd until 9 p.m., with 150 reserved for permit holders after 10 p.m. near Marine Park.

Daytime time-limited parking regulations comprise most of the remaining on-street parking spaces in the Study Area (3%). These 2-hour maximum spaces cover portions of West and East Broadway, L Street, and Dorchester Street and are enforced during the daytime hours of 8am to 6pm. After 6pm, they are not restricted to permit-holders, meaning they can serve as visitor parking or resident parking if unoccupied. During the day, these spaces are meant to provide short-term access to the neighborhood's commercial streets, enabling turnover for business patrons.

In spaces that are unregulated during the day, the Study Area has about 1,500 evening visitor spaces regulated with

| Weekday Overnight Curb Use | West of Dot St | East of Dot St |
|---|---|---|
| Permit | 1619 | 5809 |
| Time-Limited Except by Permit | 444 | 1007 |
| Unrestricted | 618 | 433 |
| Restricted | 330 | 60 |
| Accessible** | 48 | 177 |
| Loading*** | 23 | 4 |
| Other*** | 34 | 30 |

**Loading includes commercial, general PUDO, taxi stand*
***Accessible spaces are subject to fluctuate and move frequently.*
****Other includes parking for designated officials such as police vehicles, and restricted on-street parking typically on private roads*

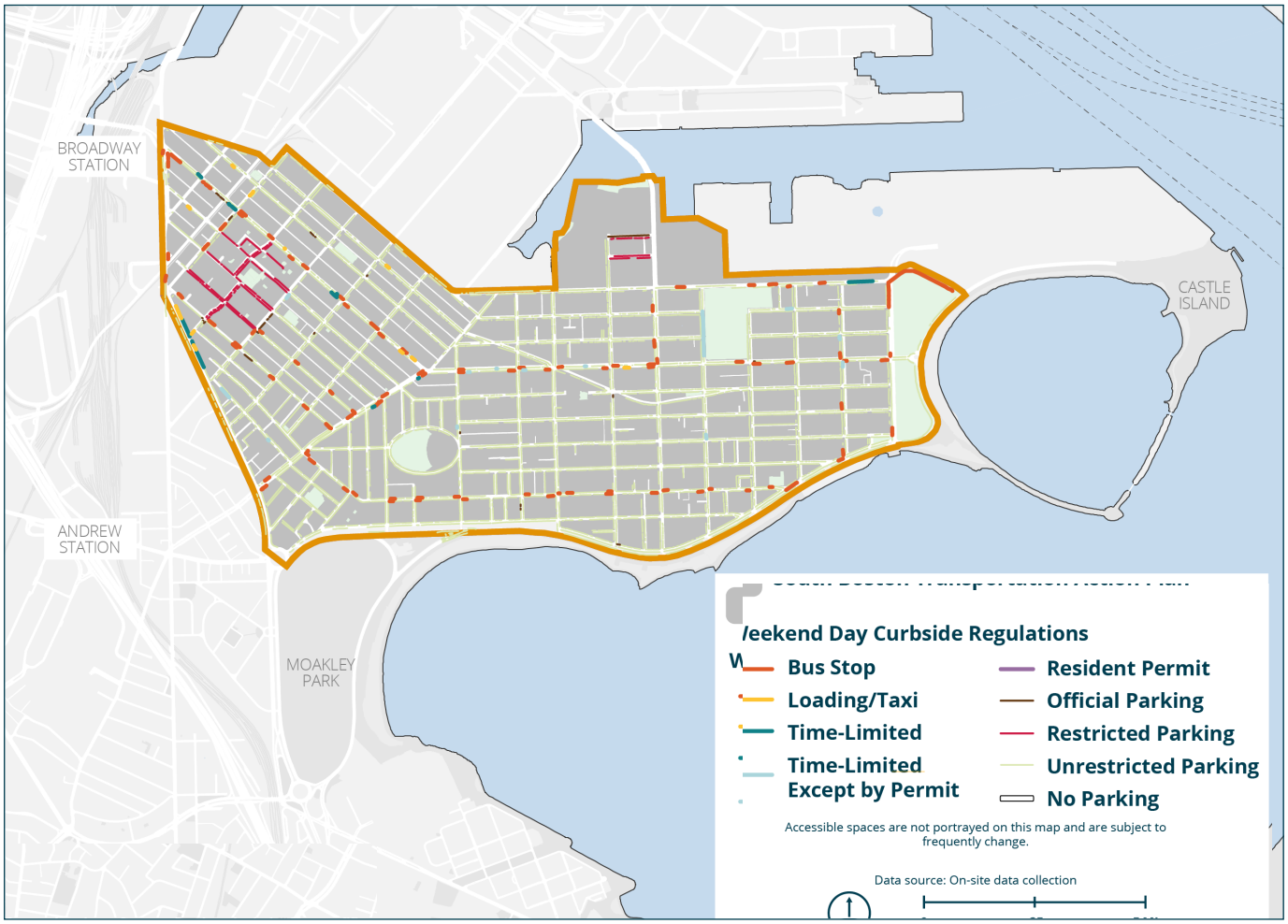



*Figure 67: Weekend Day Curb Use*

a two-hour time limit between 6pm and 10am. The majority of these spaces are scattered in pairs of two spaces at the ends of certain residential permit parking blocks. All of these evening visitor spaces can also be used by residential permit-holders during the hours of 6pm and 10am. Permit-holders who do not need to adhere to the time limit, effectively raising the total number of permit-only spaces.

There are a total of eight commercial loading or passenger loading zones in the neighborhood primarily located on B Street and West Broadway.

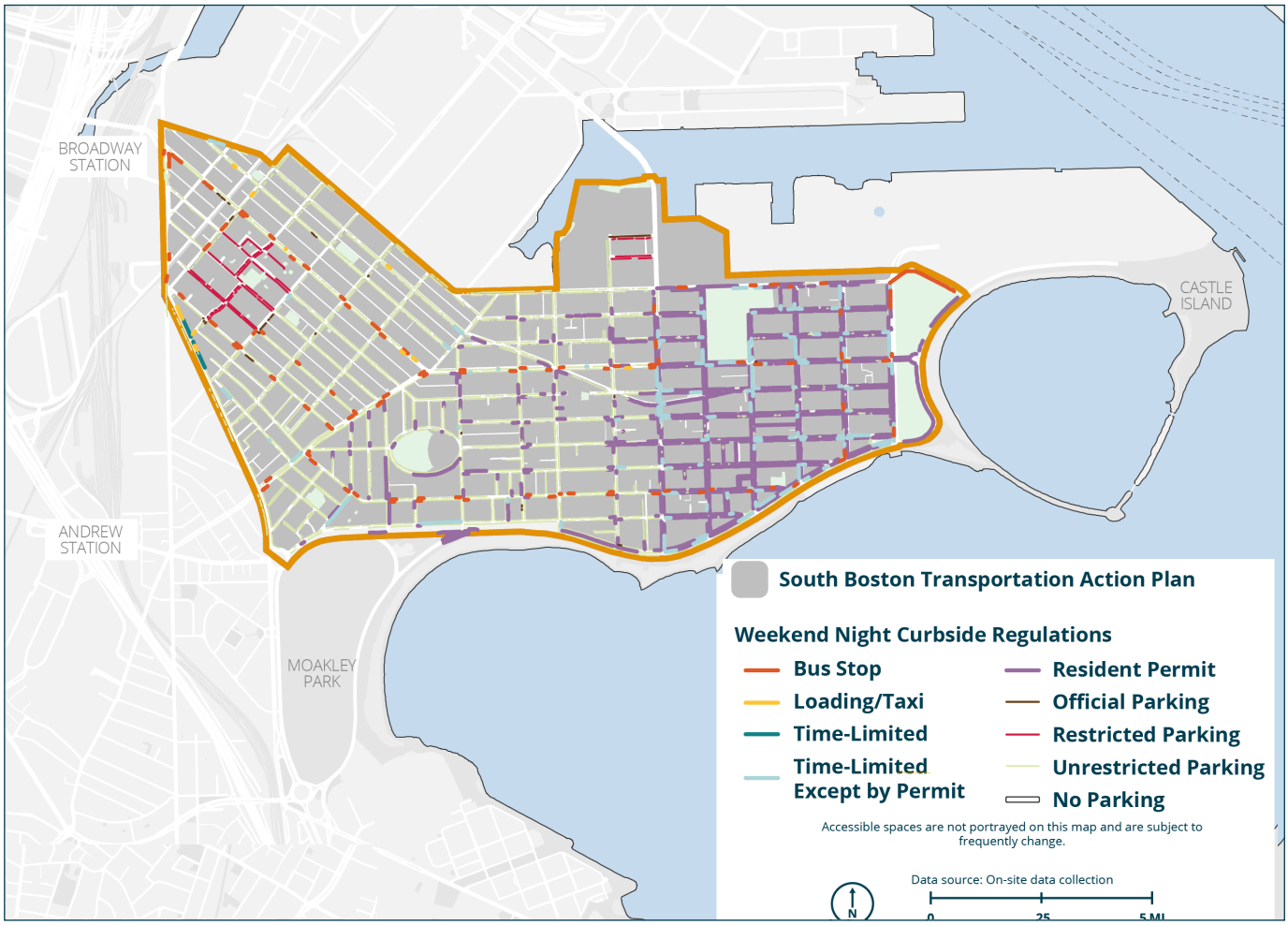



*Figure 68: Weekend Overnight Curb Use Regulations Map*

# Placemaking at the Curb


The City of Boston is implementing flexible curb management strategies to improve safety, increase access, and adapt to changing demands. The curb plays an important role in everyday life of Bostonians from trash collection, to chats with neighbors, to getting picked up by a friend. Beyond vehicle parking, curbsides across Boston are used for a wide range of important activities including bus stops, green infrastructure, and most recently, outdoor dining. There have been successful examples of using curb and road space for outdoor dining in South Boston.

The citywide temporary outdoor dining program began during the pandemic to offer places where Bostonians could more safely gather to enjoy a meal. The program ran during 2021 and 2022. Presently, small businesses and restaurants are able to apply for a single-season, 2022-only (temporary) license extension for outdoor dining. Throughout the city, there are 335 outdoor dining locations and in South Boston there are a total of twenty-one temporary 'parklets' that have been converted into on-street, private property, public sidewalks, or private parking areas into outdoor dining. In total, 28 on-street spaces were repurposed to create these nine spaces, two of which are pictured above.

Creating parklets has benefits that go beyond a more activated streetscape. These spaces can create additional green infrastructure, shade elements, and other features

that can make the pedestrian experience more comfortable and enjoyable. Having more space to accommodate patrons supports local businesses' day-to-day operations, and occasional open-street events - like the annual South Boston Street Fest, pictured above - allow for businesses to engage with a wider audience in a way that they aren't typically able to.

# Off-Street Parking

**Parking Supply**

The first step in the process of analyzing the Study Area's total parking supply was to document existing parking conditions within the Study Area. On-street parking spaces were carefully cataloged in a digital layer of parking spot-specific curb regulations. Curb cut locations, or locations where driveways are accessed, were collected in this data collection effort as well for streets with on-street parking. While a full off-street parking supply inventory was not included in the scope of this project, efforts were made to estimate the off-street parking supply based on driveway and garage locations and permits pulled for construction.

There are several publicly-owned off-street parking lots within the Study Area that allow resident and/or non-resident parking overnight such as municipal lots, the library lot, and school parking lots.

**Parking Freeze**

The South Boston Parking Freeze went into effect in 1993, with regulations adopted in 1994 and amended in 2006 and 2020. Managed by the Air Pollution Control Commission (APCC), the South Boston Parking Freeze is one of Boston's three parking freezes and was enacted as part of air quality mitigation measures taken during the Central Artery/ Tunnel project. The Parking Freeze allows for a maximum of 29,760 off-street parking spaces in the larger South Boston neighborhood and applies primarily to off-street parking spaces supporting commercial and industrial uses. Residential parking spaces are largely excluded from the count with some exceptions as described in subsequent sections below.

The South Boston Parking Freeze delineates three zones, each with different parking parameters. The restrictions on new parking apply to the following uses in the three zones: South Boston Piers Zone: Parking spaces for commercial uses, and any residential parking exceeding one per unit. 20% of spaces must be made available to cars after 9:30 am (originally 10%), also known as the "set-aside provision"; South Boston Industrial/Commercial Zone: The same requirements as South Boston Piers, minus the 20% set-aside provision; and

South Boston Residential Zone: Parking for residential and commercial is excluded from the freeze's jurisdiction, except remote parking, or parking that is provided for off-site commercial users from the other two subzones.
As shown in "Figure 69: South Boston Parking Freeze Zone Map" on page 85, the Study Area includes areas within the South Boston Residential Zone and a small portion of the South Boston Industrial/Commercial zone.

**Parking in New Article 80 Developments**

Providing too little parking for new development without sufficient travel demand management strategies may lead to overflow in surrounding neighborhoods if regulations are not provided or enforced; whereas, providing an abundance of parking – particularly free off-street parking - can lead to increased vehicle ownership, traffic congestion, and other associated negative safety and environmental outcomes.

For projects that do not meet the Article 80 Large Project thresholds, zoning dictates how many off-street parking spaces are required by use in different districts. In South Boston, residential uses typically require a minimum of 1–1.5 spaces per unit, while commercial uses can require 2 spaces per 1,000 SF for retail or 0.3 spaces per seat for a restaurant.

Off-street parking for all Article 80 Large Projects, including those in South Boston, are governed by a legally binding Transportation Access Plan Agreement (TAPA). In October 2021, Boston Transportation Department (BTD) created maximum parking ratio guidelines for new Large Projects, which inform the off-street parking supply agreed upon in the TAPA. The City developed the maximum parking ratio guidelines through an analysis that right-sizes the amount of parking allowed for new large developments based on access to grocery stores, jobs, transportation resources, and walkability. The new parking guidelines are complemented by the transportation demand management (TDM) strategies. TDM strategies allow developers to manage their tenants' parking demand by investing in sustainable transportation options.

South Boston is also within the Restricted Parking Zoning

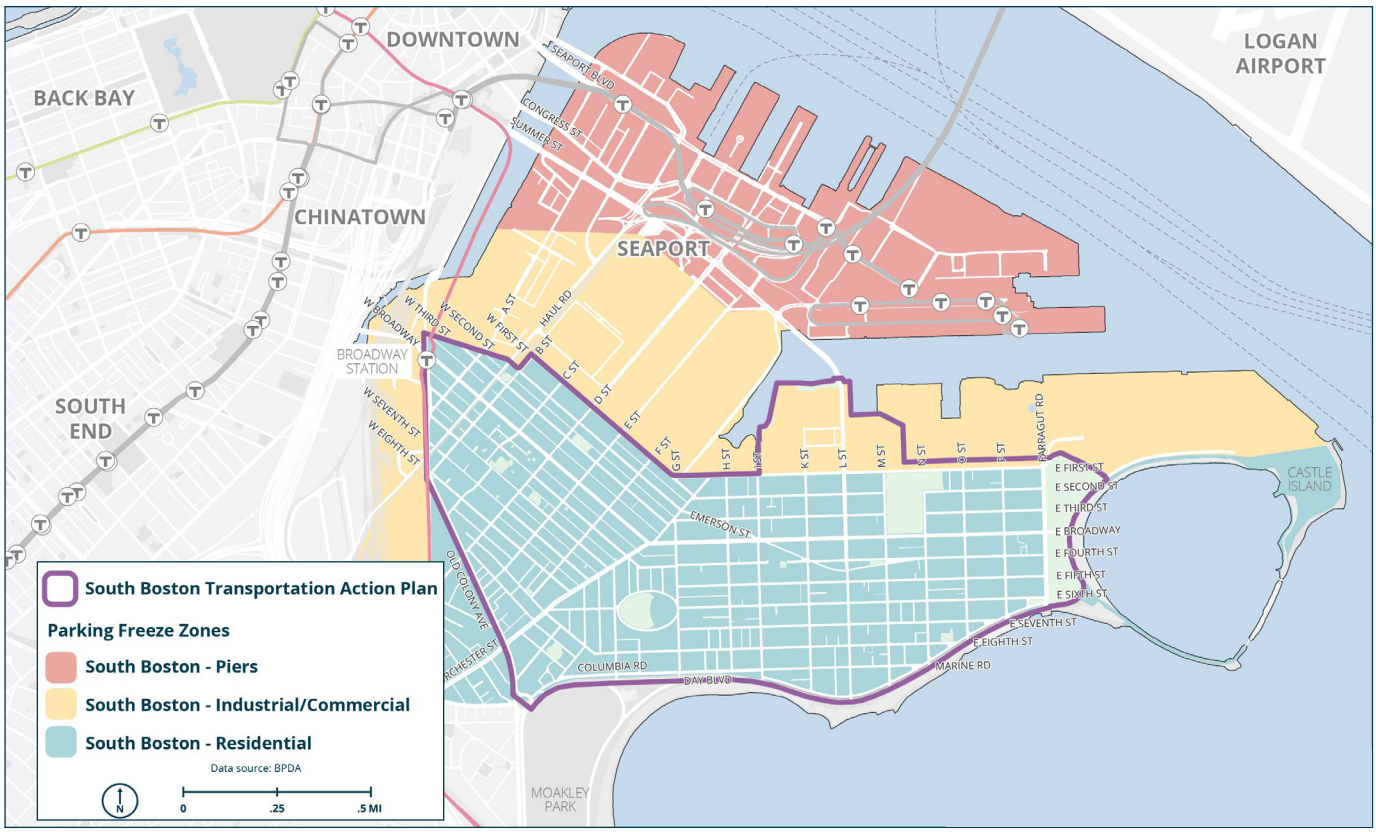



*Figure 69: South Boston Parking Freeze Zone Map*

District. In this District, any off-street parking facility–whether a parking lot, a public garage, or accessory parking–requires conditional approval, with the exception of parking for residential uses. The criteria under which conditional approval may be granted include inadequate access to public transportation, the replacement of off-street or on-street parking, a minimal contribution to existing traffic, or parking that is serving a temporary use.

Off-street parking can be convenient for some, but increasing the supply can have many negative consequences. Off-street parking costs $28,000 to $53,000 per space to build in Boston, which is even more expensive if parking is structured or underground. Parking costs are passed on to building occupants, whether they own a car or not, and can cost renters an additional $1,700 per year in housing costs. Off-street parking uses space that could otherwise be used for housing, active ground-floor uses, or open space. Recent analysis by the Metropolitan Area Planning Council (MAPC) found that many buildings in the Greater Boston area have overbuilt parking.

The average 50-unit building with 50 parking spaces had 14 empty spaces. As the MAPC writes, "Not only is the overbuilding of parking in residential developments wasting tremendous amounts of money and useful space; but the provision of abundant parking may also be counterproductive to local transportation goals for traffic and sustainability. Transit-proximate developments that provide easy parking are less transit-oriented than they might seem: they're attracting car-owning households less inclined to use the available transit and more likely to use their cars, affecting local traffic with every trip."

# Residential Parking Permits

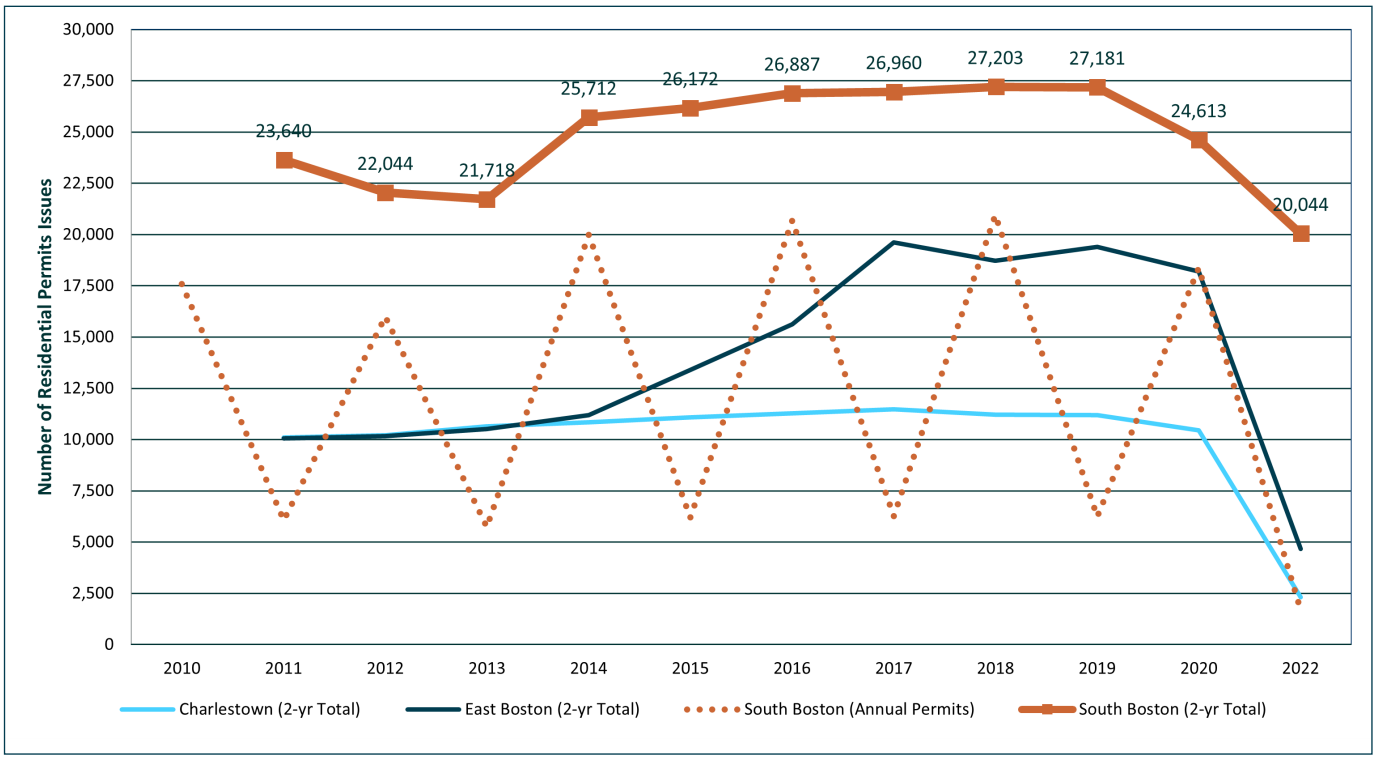



*Figure 70: Permits Issued in South Boston and Other Neighborhoods*

Within the City of Boston, neighborhood-specific residential parking permits are issued for free for a two-year period with proof of residency. Many of the City's residential streets are now "Resident Parking Only." Obtaining a sticker for a specific neighborhood allows residents to park on-street in their neighborhood, but does not allow for residents to park in other neighborhoods' Resident Only Parking zones. Households may obtain an unlimited number of parking permits for each vehicle registered to an address in the City of Boston. Residents may obtain permit(s) to park on-street, regardless of whether or not they have access to an off-street parking space on a temporary or permanent basis. Rental car permits are also available for a maximum of 30 days, with no limit to the number of rental car permits per household. There are no visitor parking permits in Boston. If people are visiting with a car, they will typically need to find off-street parking, unrestricted parking, or 2-hour parking if the neighborhood requires resident parking permits. Motorcycle parking permits are also available.

The South Boston residential permit area is the largest within the City of Boston, issuing close to 20% of all residential vehicle permits issued throughout the city. The South Boston permit zone extends outside of the Study Area to Dorchester Avenue and streets within the Fort Point and South Boston Waterfront, including Summer Street, Congress Street, Melcher Street, A Street, and Sleeper Street.

Over the last ten years, the number of South Boston residential parking permits issued has remained relatively consistent during each two year period. The solid orange line in the graph above is a two-year rolling average of active permits. Compared to East Boston and Charlestown, South Boston permits did not grow in volume as much between 2014 and 2017. Each neighborhood saw a decline in newly issued permits in 2020 and 2021, owing to the COVID-19 pandemic disrupting administrative processes.

Beginning in March 2020, permits that were to expire in 2021 across the city were auto-renewed during the beginning of the COVID-19 pandemic. These permits are

valid until November 2023. New neighborhood residents and new vehicles still were/are required to obtain a resident parking permit. Active permits include newly issued or renewed permits from April 2019 or later, larger than the two year rolling average.

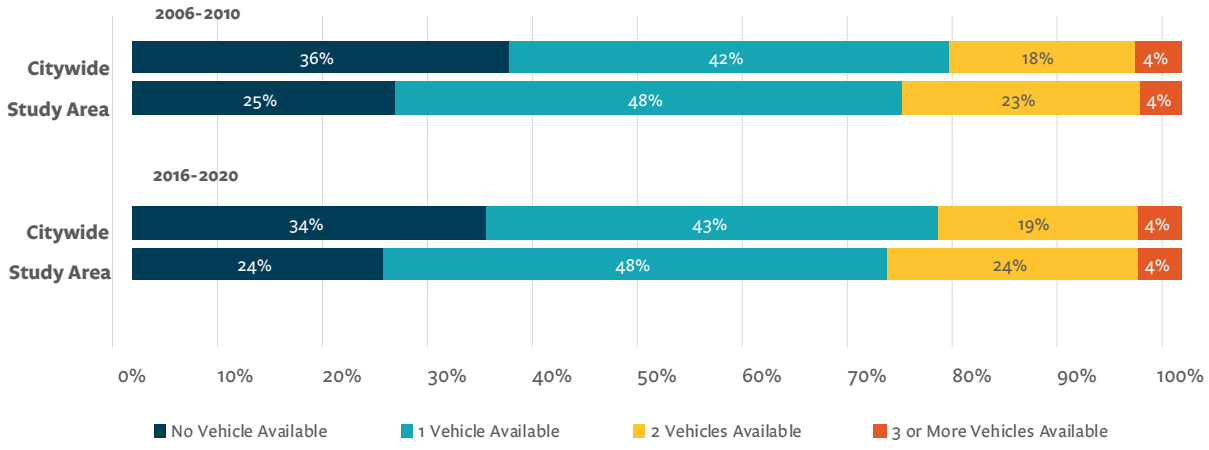
As of June 2022, throughout the South Boston permit area, there are approximately 36,789 active permits. Within the Study Area, there are approximately 30,484 active permits, excluding the 969 permits granted to rental cars, dealership cars, and other temporary vehicles in this same time frame that have 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. When accounting for visitor spaces that permit-holders can also occupy, the ratio lowers to 3.3 permits per space.

Not every permit-holder always parks their vehicle on the street, as many have available off-street parking access in driveways and garages. However, these same individuals may use their permits to drive to neighborhood destinations or may park on-street to allow visitors to use their off-street spot when needed. Within the residential permit database, there is no way to quantify how many people with a South Boston permit typically park off-street and hold a resident permit.

According to the 2011-2016 American Community Survey 5-year estimates, currently 48% of households in South Boston have at least one car, 24% of households have two cars, and just under 25% of households do not have access to a car. These numbers are similar to car ownership rates across the city, with the exception of households without access to a car, which is much lower than the citywide rate of 34%.

Similar to car ownership, parking permits within the Study Area are not evenly distributed across households. Although 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. The automatic renewal of permits during the pandemic slightly inflates the number of addresses with multiple permits - residents who may have moved out of the neighborhood still have active permits recorded at an address while a new resident obtains another. Still, over half of all residential parking permits in South Boston - 60% - are held by households with multiple permits (8,048 addresses). Of the South Boston addresses with multiple permits, about 3,732 have two vehicles permitted, 2,029 have three vehicles permitted, and 2,287 have at least four vehicles permitted. The breakdown of permits held by households is shown in Figure 71 on page 88. This rate of vehicle ownership and permit demand contributes to the high ratio of permits per on-street parking space.

## Car Ownership




*Source: U.S. Census Bureau, ACS 5-Year Estimates 2006-2010 ACS and 2016-2020; BPDA Research Division Analysis*

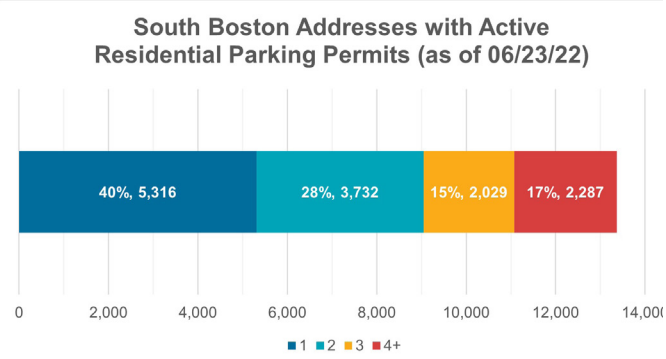



*Figure 71: Parking Permits by Household Size*

Within the neighborhood, registered active permits are concentrated on the east side, with 22,556 east of Dorchester Street and 8,897 to the west (See Figure 72). Locations on the east side where permits are especially concentrated include O Street and East First Street, N Street and East Sixth Street, L Street and East Eighth Street, East Eighth Street between G Street and I Street, and around East Eighth Street and Old Harbor Street. Permits on the west side are concentrated in limited areas, including Tudor Street and D Street, and West Second Street and D Street.

Rapid transit access is more limited in Dorchester Heights and City Point and may contribute to this pattern, particularly for recreational or social trips where transit service is less frequent on weekends. In South Boston, access to the Red Line is correlated with lower parking permit concentrations; there are about 4,445 active permits for addresses located within a 10-minute walk of a Red Line station (1.69 per household), compared to 27,005 outside of that walkshed to rapid transit (2.49 per household). However, the largest concentrations of permits are present along MBTA Route 11, which runs along the full length of East Eighth Street. See Figure 72 below. It is notable that a higher concentration of permits is located in the northeast corner of the neighborhood, since this area is served by several MBTA bus routes including Routes 7, 9, 10, and 11. These findings reinforce the importance of not just access to transit, but the type, frequency, and reliability of the service provided.

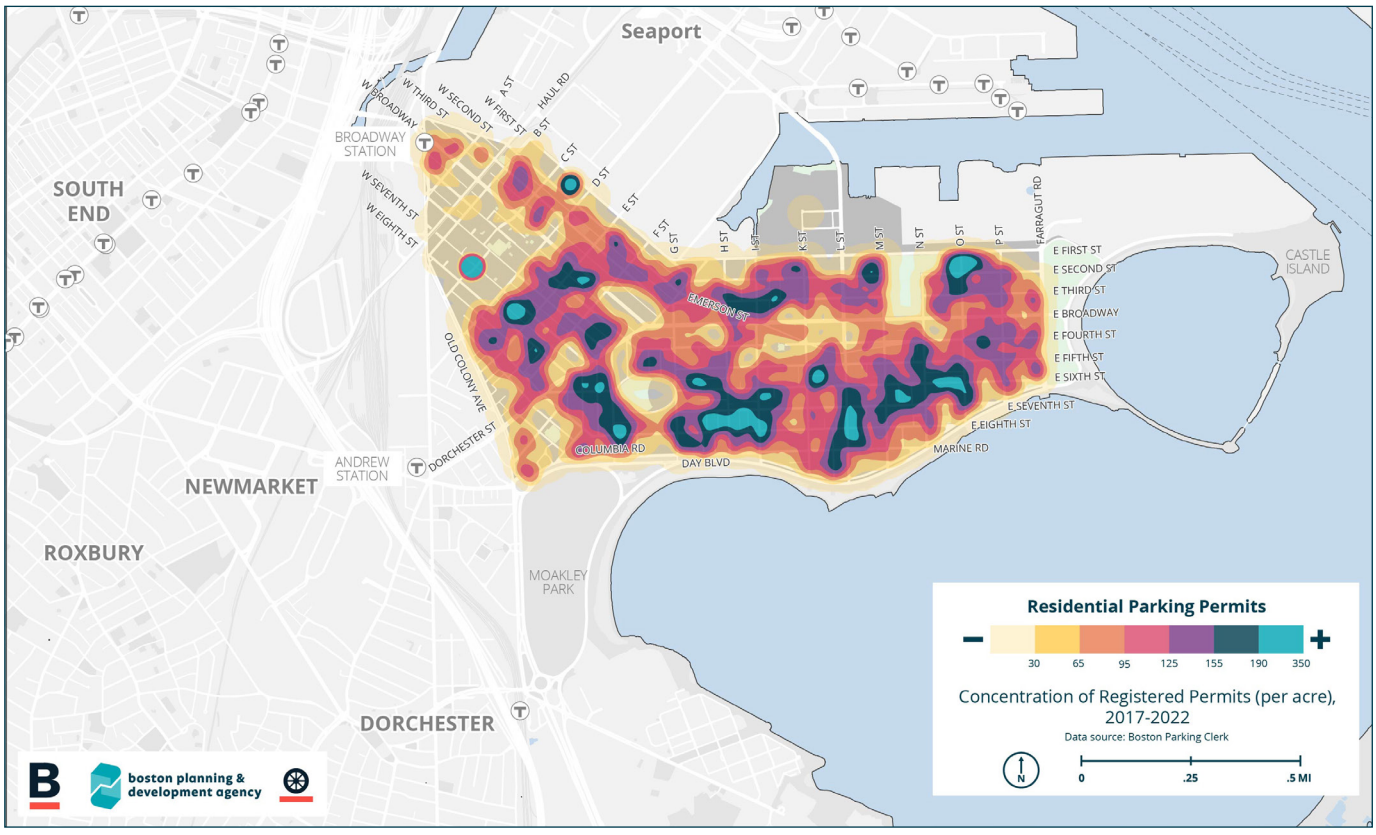



*Figure 72: Registered Parking Permit Concentration, 2017-2022*

# Recorded Parking Violations

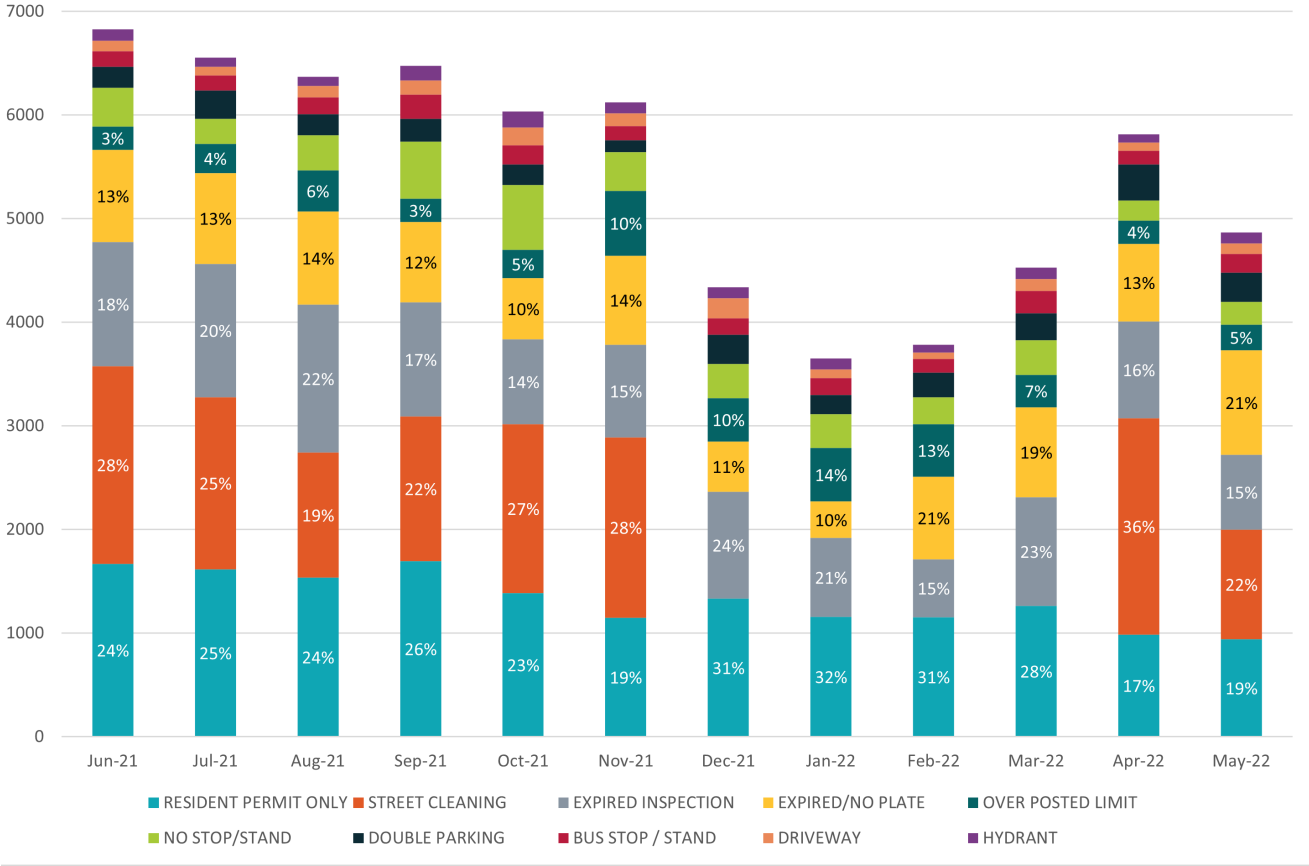



*Figure 73: Violations Frequency by Month, June 2021 - May 2022*

Figure 73 shows recorded traffic violations by month between June 2021 and May 2022. According to traffic violation data between June 2021 and June 2022, the most common ticket issued was for resident permit-only violations (illustrated as Figure 50, and representing approximately 15,890 tickets or 22% of all issued tickets within the Study Area). At $60 per ticket, violations accrued a total of $953,400 in fines during that period. Approximately one-third of resident permit-only violations were issued to out-of-state license plates in the past year (see Figure 74), double the percentage of all violations issued to out-of-state license plates (14%).

The issued tickets are fairly evenly distributed across the neighborhood, with minor concentrations along Patterson Way, M Street and East Second, and near L Street, and East First Street.

Violation information between June 2021 and June 2022, indicates that tickets for street cleaning (18%), expired inspections (17%), and expired license plates (13%) are more common than overstaying a posted time limit (6%, compared to 6% of weekday daytime parking supply). The latter type of violation is not enforced on weekends, so the data shown represents weekday violations (see Figure 76). Tickets for this violation are concentrated on West Broadway especially between B Street and C Street, on East Broadway at the L Street intersection, and on West Second Street, A Street, Dorchester Avenue, Columbia Road, D Street and West Third, Farragut Road, and East First Street. Overstaying a posted time limit is generally observed more on streets where time limits are posted, though the violation occurs in residential side streets as well. Approximately one-quarter of tickets issued for overstaying posted time limits were to vehicles with out-of-state license plates.

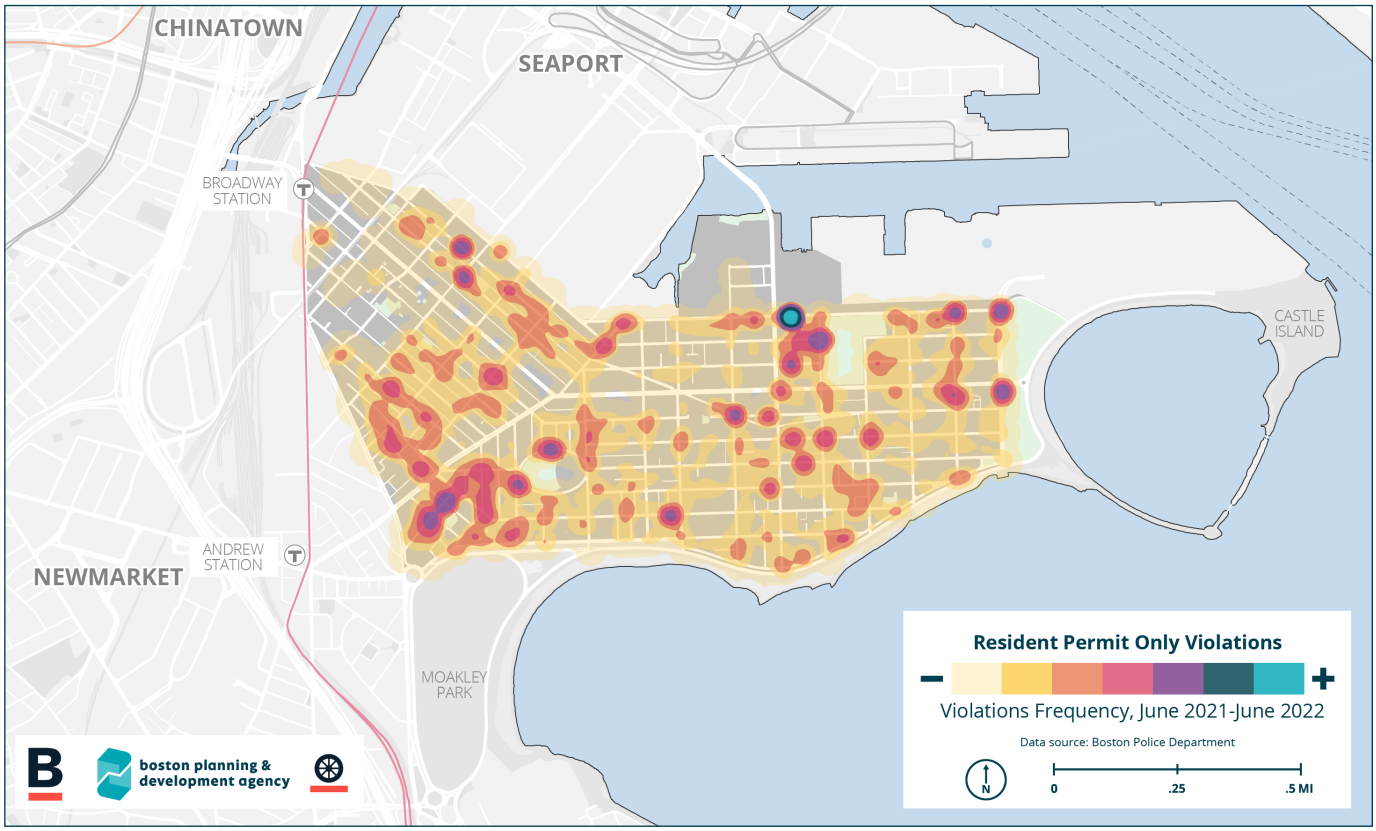



*Figure 74: Registered Permit Only Violations, 2021-2022*

There are 32 pickup/drop-off spaces or short-term loading spaces in the Study Area. Vehicles and trucks double-parking on Broadway's wide travel lanes and on residential streets create safety hazards by reducing creating blind spots for other travelers on the street and creating an unpredictable flow of traffic. This behavior is perpetuated by some residents in locations on West Broadway with multiple, wide travel lanes and on East Broadway where there are two lanes in both directions. Double-parking on side residential streets has the effect of temporarily transforming most two-lane streets into a one-lane street with yielding behavior required for bidirectional travel. This creates unpredictable, unsafe driving patterns as well as blind spots as drivers attempt to pass, drivers stop suddenly to park, or drivers park in the bus stop and buses must stop in the travel lanes.

Tickets for double-parking violations between June 2021 and June 2022 were concentrated along West Broadway (about 790 tickets) and East Broadway (about 350 tickets), with other smaller concentrations along L Street, Sixth Street, D Street at First Street, and E. Eighth Street near the Anne M. Lynch Homes (see Figure 75). Approximately 2,800 double-parking tickets were issued, or 4% of all tickets. Close to 9% of these double-parking tickets were issued to out-of-state license plates.

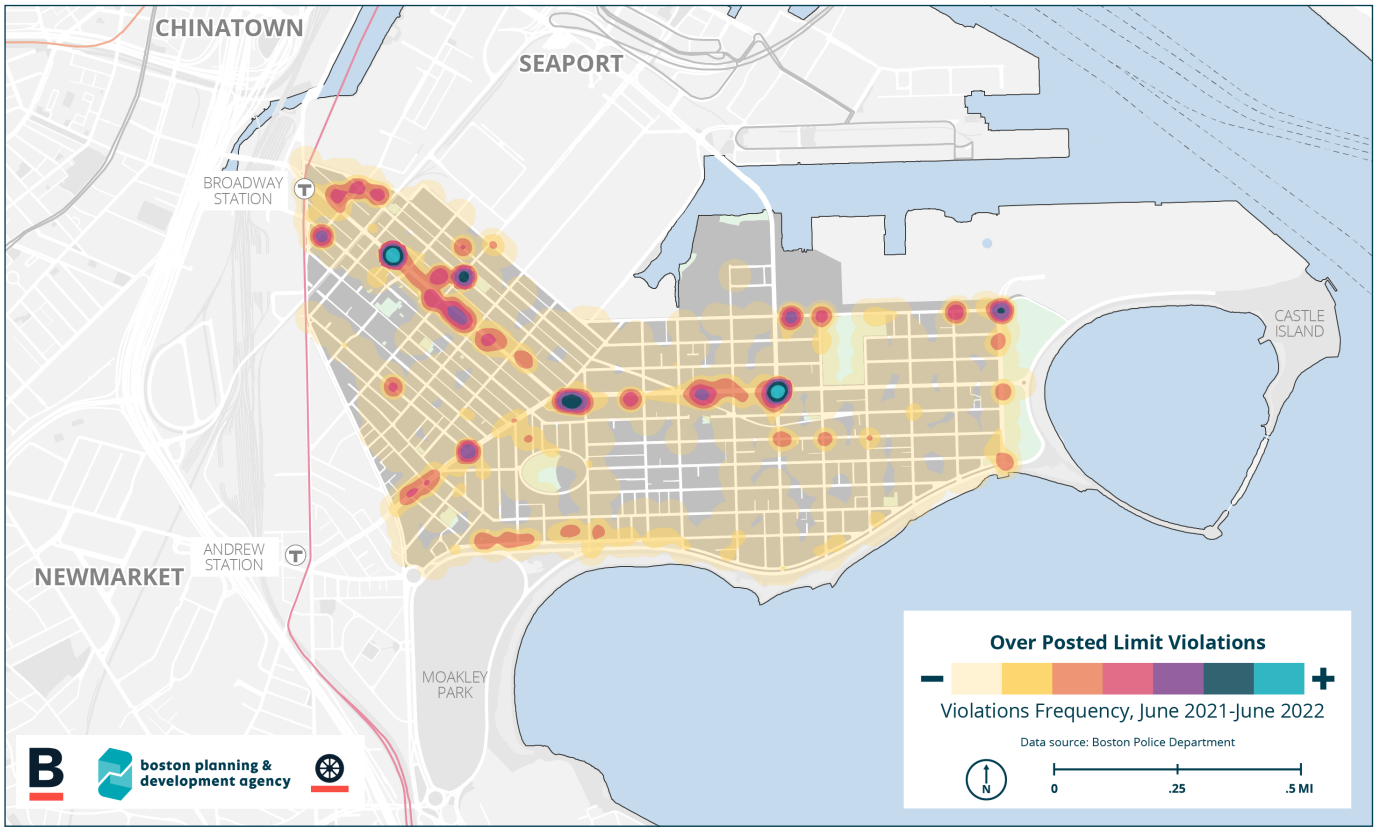



*Figure 76: Over Posted Time Limit Violations, June 2021 - June 2022*

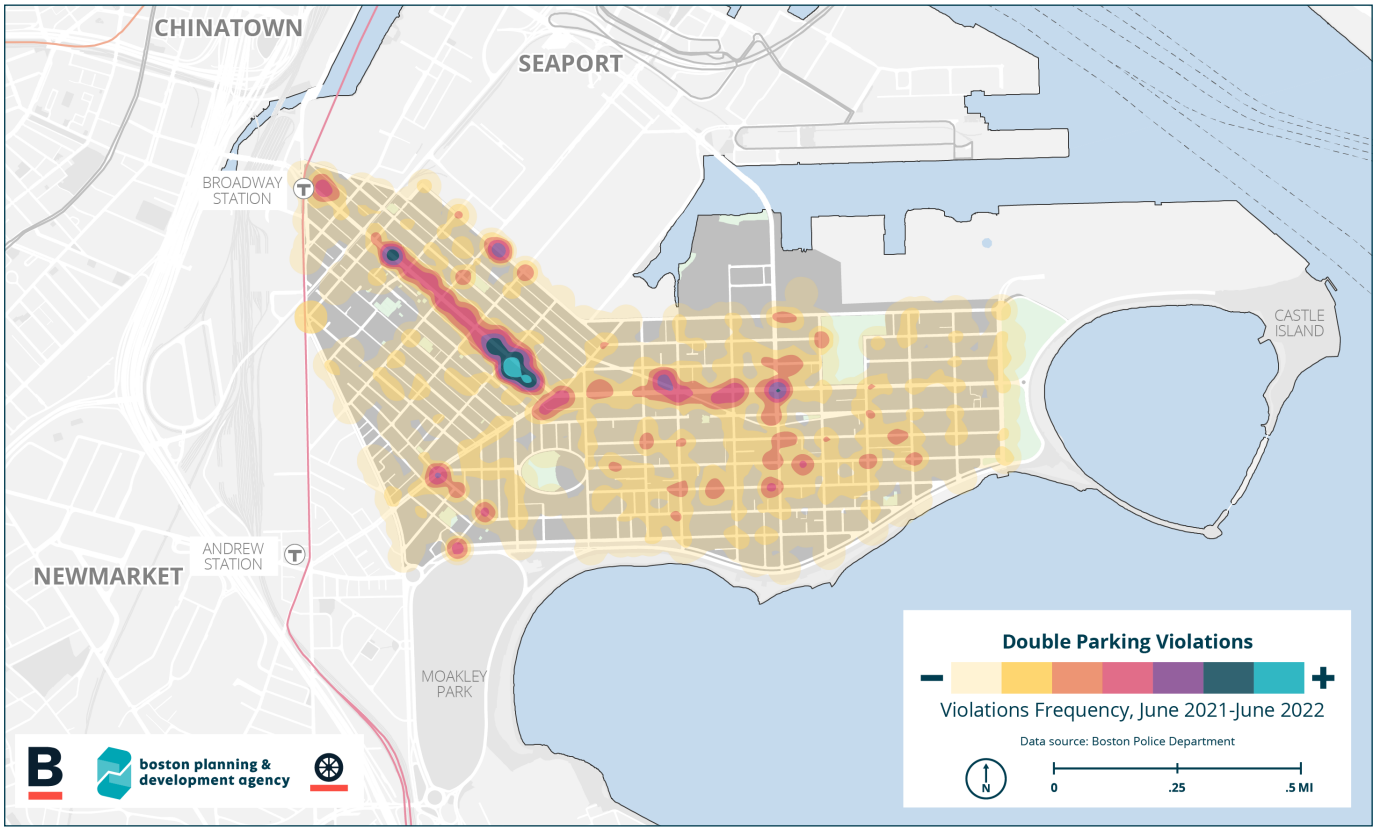



*Figure 75: Double Parking Violations, June 2021 - June 2022*

# Electric Vehicle Parking

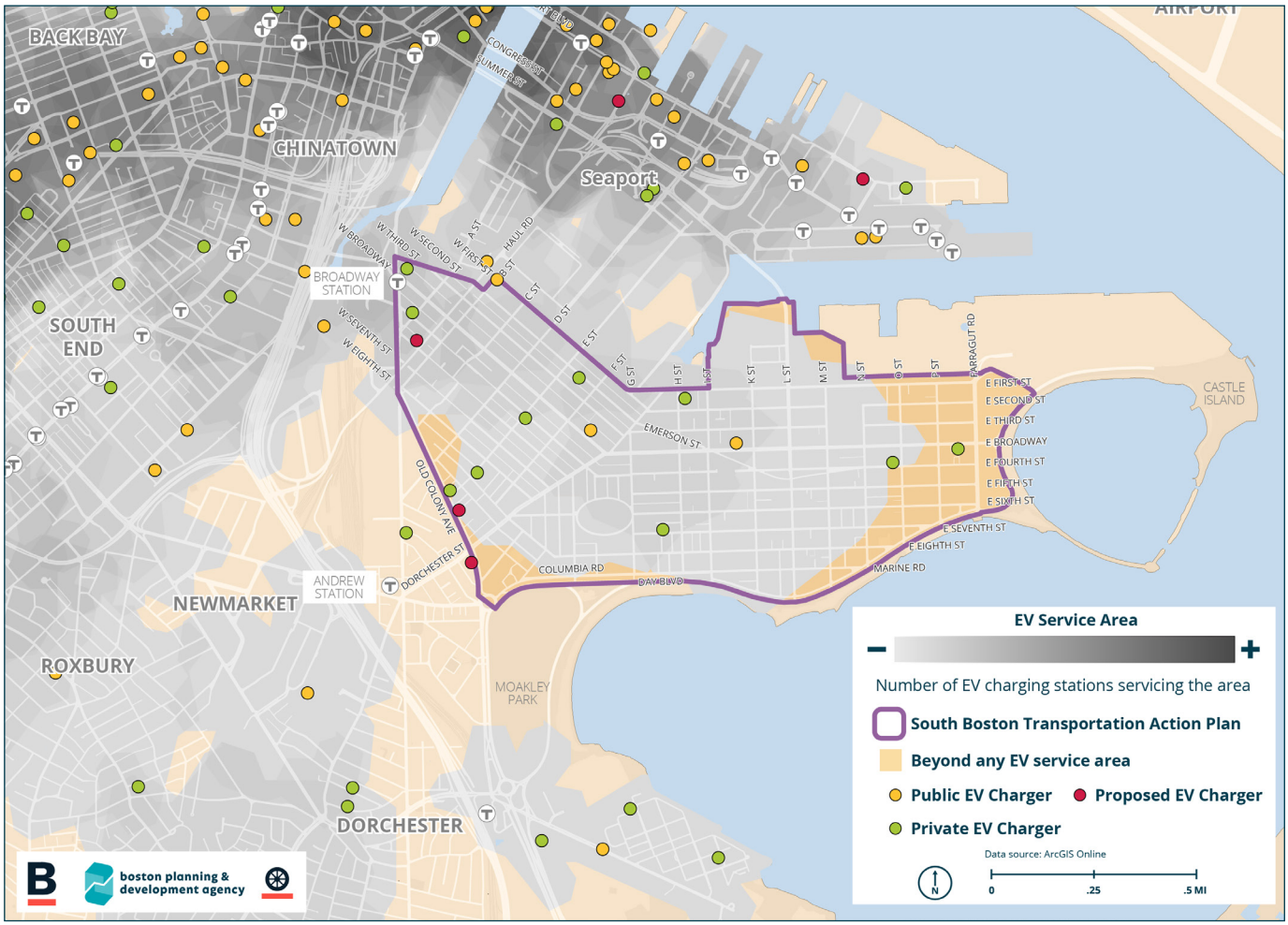
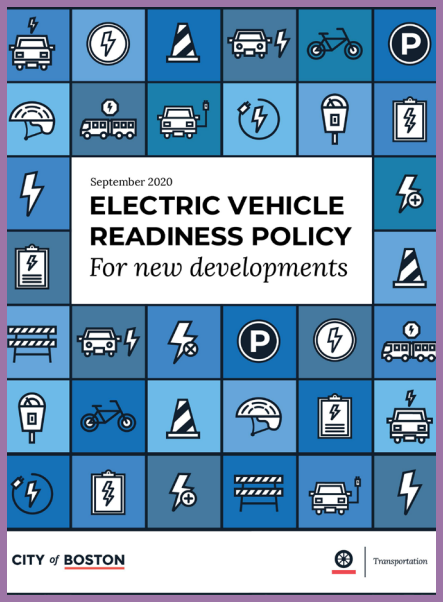



*Figure 77: Electric Vehicle Service Areas*

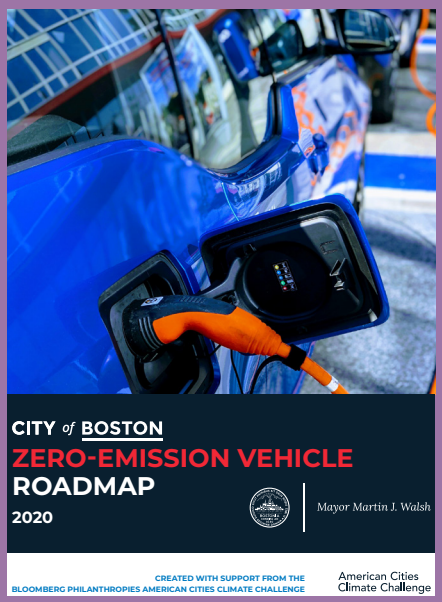
As part of our approach to combating climate change, the City of Boston set a target for 23% of all new car purchases to be electric vehicles by 2025. Supporting this goal requires dramatically increasing the availability of electric vehicle charging throughout the City, which is acknowledged in Boston's goal for every household to be within a 10-minute walk of an electric vehicle car share facility or publicly accessible charging station by 2040. The South Boston Study Area currently has 12 existing charging stations–2 are publicly accessible and 10 are restricted to private use. There are two proposed locations for future private chargers. Figure 77 shows that the two publicly accessible charging stations are generally accessible to most of the Study Area, except for residents closer to Andrew Station and City Point.

# Citywide Policy



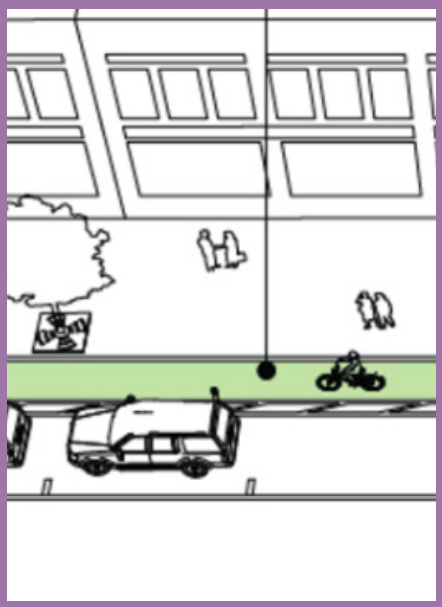

### Electric Vehicle Readiness Policy for New Developments

The City's Electric Vehicle (EV) Readiness Policy, effective September 2020, requires all new large developments 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. This policy, which supports the increasinging usage of electric vehicles, advances the City's goal to reach carbon neutrality by 2050.




### Zero-Emission Vehicle Roadmap

The City has a goal of every household being within a 10 minute walk of a public EV charging station or EV car share. EV charging stations are being installed in City owned parking lots. Created with support from the Bloomberg Philanthropies' American Cities Climate Challenge, the 2020 Zero-Emission Vehicle Roadmap outlines strategies to reduce emissions from transportation by electrifying all modes. Even while prioritizing policies and programs that support public transit, active transportation, and shared trips, the roadmap supports policies and investments that make it easier for all residents who must drive personally owned vehicles to choose ZEVs over internal combustion engine (ICE) vehicles. The Roadmap pursues three goals: widespread adoption of electrification, affordable and convenient access to charging, and an electric municipal fleet.



### Curbside Management Guidelines

Through a partnership between the Boston Transportation Department, the Mayor's Office of New Urban Mechanics (MONUM), and the Boston Department of Innovation and Technology (DoIT), the City is testing curbside management policies that increase community access and opportunity for shared services. Initial pilots include ride-hailing pickup and drop-off zones in Fenway and the South Boston Waterfront, and performance-based meter parking in the Back Bay and South Boston Waterfront. Policy pilots are based on national best practice and the results are thoroughly evaluated to draw evidence-based conclusions. Initial results showed that pick-up and drop-off zones resulted in more productive use of the curb, an increase in safe behaviors, and reduction in travel delays and parking tickets. The performance parking pilot increased available metered spaces and decreased double parking and illegal parking.

# Citywide Policy


**2022 Temporary Outdoor Dining Program**

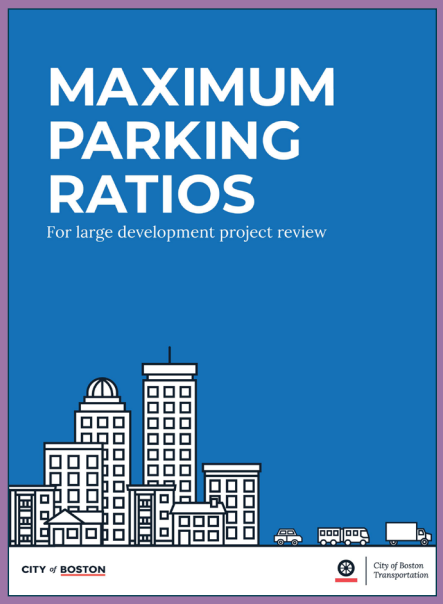
The City of Boston created a Temporary Outdoor Dining program for small businesses and restaurants for the 2022 season, which runs from April 1, 2022 through December 2022. During this time period, food service establishments will be able to operate outdoor dining on public and/or private property upon approval by the City's Licensing Board. This program continues the success of the 2021 temporary outdoor dining season in Boston, while adding additional regulations including requirements for barriers around seating areas and strict adherence to allowed hours of operation.


**Article 80**

Article 80 of the Boston Zoning Code provides clear guidelines for the development review process for projects larger than 20,000 square feet, Institutional Master Plans, and Planned Development Areas. As part of this process, the BPDA's Transportation & Infrastructure Planning Department uses urban planning and design best practices to plan for a system that advances safety, comfort, and mobility for everyone and connects people to opportunity and one another. The transportation review process focuses on walking, biking, transit, and vehicles to ensure that Boston's future is equitable and environmentally sustainable and that developments support neighborhood needs and goals. The following policies are required of all projects over 50,000 square feet, which are subject to Article 80 Large Project review. The commitments stemming from these policies are memorialized in legal agreements with the Boston Transportation Department (BTD) called Transportation Access Plan Agreements, or TAPAs.

**Green Infrastructure Policy - Curb Extensions**

This new policy released in October 2022 will apply to curb extensions, also known as neckdowns, bulb-outs, or bumpouts. Due to Boston's compact nature, curb extension projects often result in the creation of small spaces not suited for other uses. Historically, these spaces have been paved with impervious materials. The policy establishes five new standard designs and the necessary accompanying maintenance resources to expand the implementation of small-scale green infrastructure installations in Boston.

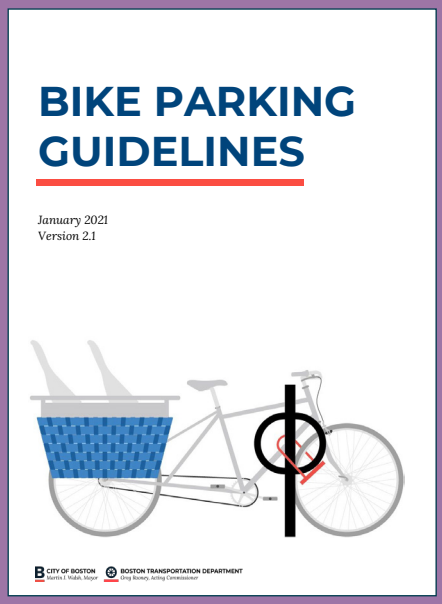



### Parking Maximum Ratios

In October 2022, the BTD released new maximum parking ratios to apply to all Article 80 Large Projects. These ratios are site-specific and use-specific, reflecting the transportation resources surrounding the site and the needs of future land uses. The goal of this policy is to reduce excess parking in places that would benefit from investment dollars elsewhere, as well as effectively utilize access to transit resources and walkable amenities.


### TDM Points System

The TDM points system, which replaced the TDM Menu of Options in 2021, allows developers to choose strategies that have been proven to have an impact on reducing drive alone rates. The tool helps new developments minimize the amount of parking they need to build. In turn, this will help reduce the amount of traffic and congestion generated by new developments. TDM target points are based on a project's mobility score, which scores parcels on a scale from 0 to 100 based on their access to multimodal options and walkability. The higher the mobility score of a parcel, the greater the target points the project must meet through various transportation demand management methods.




### Bike Parking Guidelines

All proposed projects subject to Article 80 Large and Small Project review must provide a bike parking plan that includes a plan for providing bike parking, bikeshare, on-site accessory facilities, specifications for bike racks, and an identified route to proposed bike parking. There are specified rates at which visitor and employee/resident bike parking spaces, showers, lockers, bikeshare stations, and bikeshare monetary contributions must be provided based on the size and use of the proposed project.

# 08.
# 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 South Boston, resiliency encompasses:

- Social and Community Resiliency – The capacity of individuals, communities, institutions, businesses, and systems to respond, survive, adapt, and thrive – no matter what kinds of chronic stresses and acute shocks they experience. Resiliency supports physical and mental health and strong community ties.
- Climate Resilience and Environmental Sustainability – The ability to adapt to and mitigate climate change impacts and support urban ecosystem health.
- Public Health - The capacity of health actors to prepare for and address the medical needs of individuals and communities during environmental disasters, infectious disease outbreaks disasters, or chronic stressors.

Some existing health threats will intensify and new health threats will emerge for longtime and new residents alike. Not everyone is equally at risk. Both social and environmental resilience are directly tied to positive public health indicators and how a community's physical, behavioral, and social wellbeing is supported. Public health capacity is just as necessary as strengthening the underlying infrastructure systems and social connections that serve and sustain communities.

# Social and Community Resiliency

Social and community resilience can be defined as the capacity of individuals and population groups to respond to external threats, stresses, and disturbances due to social, economic, political, and environmental changes. Not everyone is equally at risk from ecological, financial, psychological, or health threats. Climate Ready Boston plan identifies populations of heightened vulnerability who may lack access to resources to cope as effectively with these threats. Figure 78 maps concentrations of vulnerable residents who have less access to transportation resources or experience more negative transportation impacts than others: elderly, young people, people with medical illnesses, people with a disability, people with limited English proficiency, and people of color within the Study Area.

- Young people, especially children and students, are more likely to be reliant on walking, biking, or riding transit because of an inability to drive themselves or limited access to a personal vehicle. This population is also at a greater threat of personal injury during crashes and while crossing streets due to their smaller stature and poor sightlines from larger vehicles.
- Elderly individuals are more often to be transit dependent and face difficulty navigating poorly maintained or blocked sidewalks.
- People with low incomes are less able to afford a car or transit passes. Taking the bus or train tends to be more affordable than owning and maintaining a car.
- People without access to a vehicle must rely on walking, biking, and transit use for their transportation needs.
- Black, Brown, and other people of color are disproportionately affected by past and ongoing discrimination, resulting in less access to transportation resources and greater exposure to transportation impacts, such as air pollution and traffic noise.
- People with disabilities navigate physical and social worlds that rarely center their needs, particularly in hilly neighborhoods like South Boston.
- People with limited English proficiency must often contend with a social world that is difficult to navigate and frequently overlooks their desire to provide feedback.

This map of vulnerable populations shows that most of the Study Area has higher numbers of vulnerable individuals compared to the South Boston Waterfront nearby, but fewer overall than surrounding neighborhoods in Dorchester, Chinatown, Downtown, and the South End. Higher concentrations of vulnerable individuals in the Study Area are correlated with public housing locations. Several public schools and other community-serving institutions are located in close proximity to these populations of vulnerable individuals.

Even within a fixed geography, communities are not all equal. A community's potential or capacity for dealing with existential threats in the absence of adequate institutional support networks. Public schools, libraries, community centers, and health centers play an important role in social resilience because they help facilitate or govern the systems that manage the distribution of assets (e.g. material, economic, technological, informational, etc.).

Since social resilience is closely related to the idea of capacity, a key determinant of social resilience is the possession of or access to various kinds of assets (e.g. economic capital, physical capital, natural capital, human capital, etc.). As assets are widely acknowledged to be products of social relations, social capital and social networks are recognized as playing a key role in building, maintaining, and enhancing social resilience. Within those networks, critical to their success are trust, reciprocity, and mutual support.

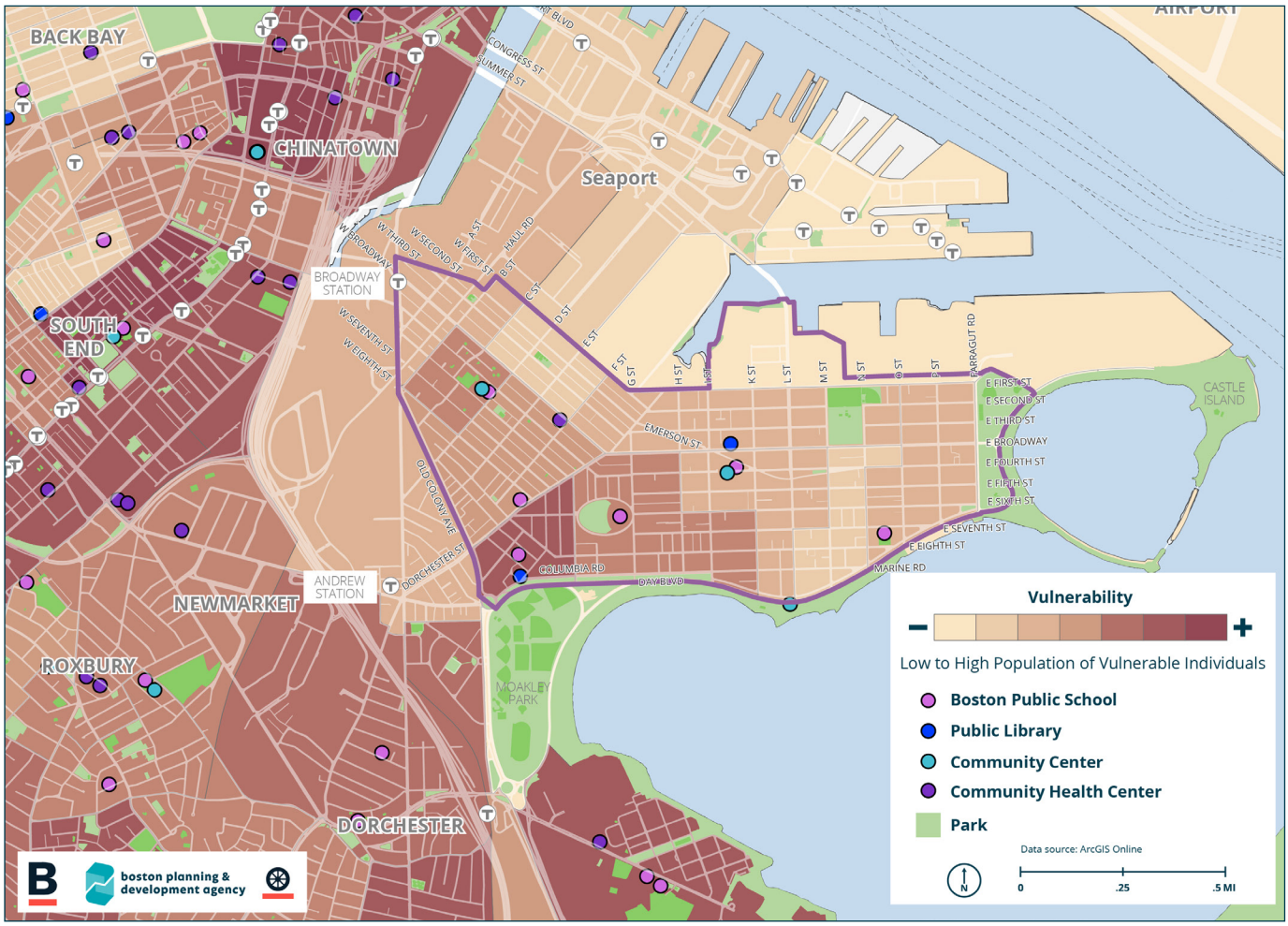



*Figure 78: Vulnerable Individuals With Access to Resources*

# Climate Resilience and Environmental Sustainability

Climate resilience and environmental sustainability are approaches to addressing the impacts of climate change to protect natural resources and improve the health and wellbeing of residents. These approaches consider factors like extreme temperatures, coastal and inland flooding, greenhouse gas emissions, and other related factors.. Focusing on these factors can provide a lens into the lived experiences of residents. Overall, South Boston performs relatively well amongst the various climate/environmental resilience categories relative to some of the surrounding areas, but nonetheless, there is still much room for improvement for the Study Area.

**Sea Level Rise (Coastal Flooding)**

The historic shoreline of South Boston was expanded over time through landfill to support the development of the Conley Container Terminal that now connects Castle Island to the rest of the peninsula.

A "1 percent annual chance flood" is a flood event that has a one in 100 chance of occurring in any given year. Another name for this flood is the "100-year flood." It has a one percent chance of occurring in any given year and can even occur multiple times in a single year or decade. The 1% annual chance zone is identified on Federal Emergency Management Agency's (FEMA) Flood Insurance Rate Maps, and any properties within the zone are required to carry flood insurance. While the current flood plain (based on FEMA Flood Insurance Rate Maps (FIRMs)) minimally impacts the neighborhood Study Area, the projected future flood extent (based on a 1% annual chance of inundation in 2070 with 40" of sea level rise) covers the majority of the coastline in the Study Area, as seen in Figure 79.

In the near-term (2030s-2050s), South Boston is one of the neighborhoods in which coastal flooding would be concentrated. Economic losses would be highest in both downtown and South Boston. The Coastal Flood Resilience Zoning Overlay District (CFROD) applies to areas anticipated to be flooded with a 1% chance storm event in 2070 with 40 inches of sea level rise. Areas in the Study Area vulnerable to this type of flooding include 34.9 acres of land including 22 buildings, 1.3 miles of road, and four bus stops that serve Route 11. Broadway Station and Andrew Station on the MBTA Red Line and the Southampton and Cabot Garages for MBTA buses are vulnerable to flooding, located within or on the edge of the CFROD. The Emergency Route along Day Boulevard will be impacted by this coastal flooding, disrupting evacuation for vehicles and redirected bus routes.

There are plans to mitigate the vulnerability of the neighborhood to coastal flooding and build resilience. The redesign of Moakley Park along Columbia Road and Day Boulevard recommends expanding dunes and green infrastructure. The Climate Ready South Boston plan recommends coastal adaptations such as elevating the Harborwalk with a sea wall along Day Boulevard, coastal restoration, elevation of park space along Farragut Road, a flood wall along the Conley Terminal, and raising the roadway by Pleasure Bay.

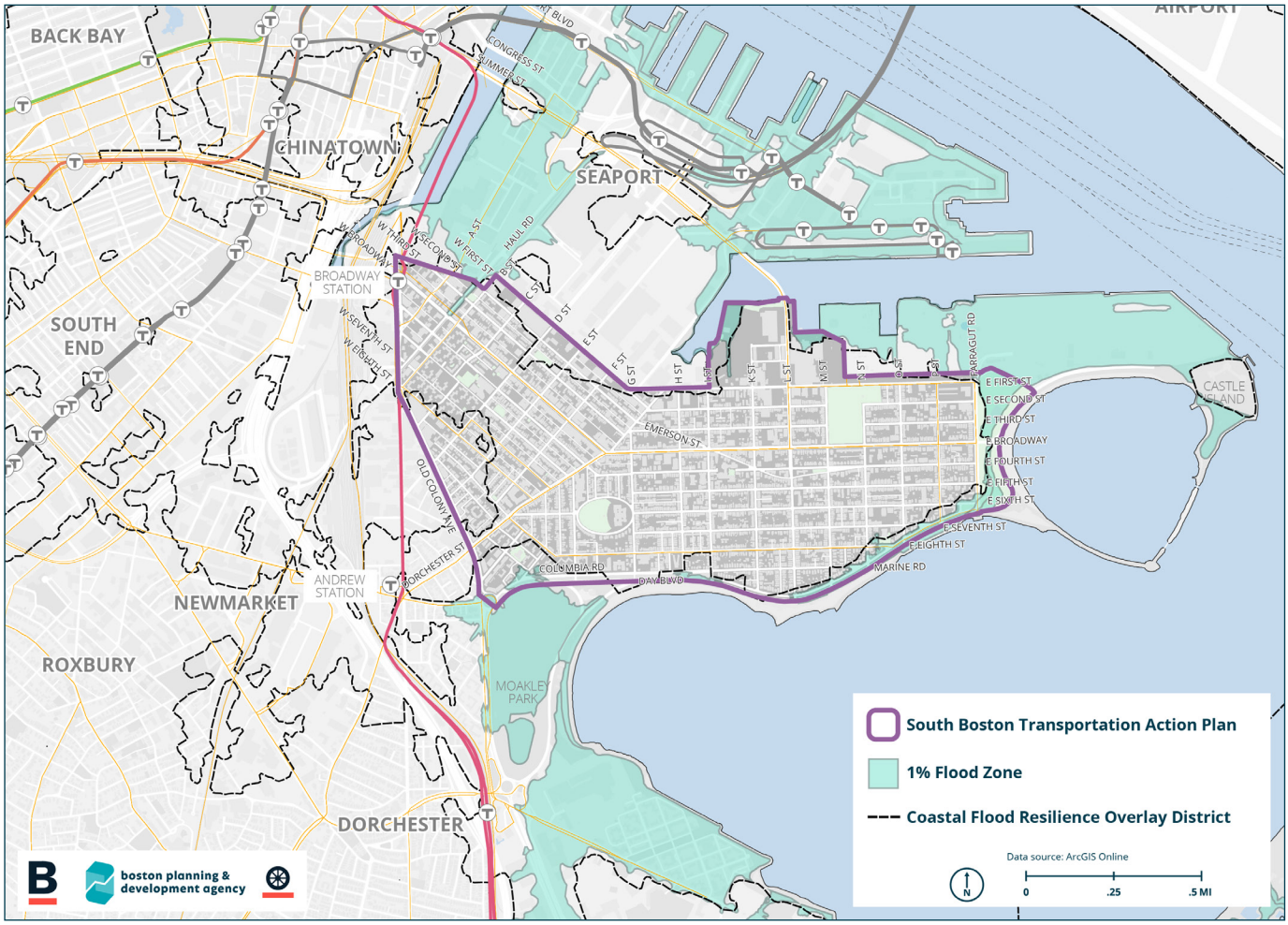



*Figure 79: Modeled future flood risk of a 1% chance storm event with 40 inches of sea level rise (2070s)*

# Moakley Park Vision Plan

Moakley Park is currently being redesigned and the Vision Plan was the first step in a long-term effort to redesign the park. The Vision Plan was completed in 2019. The goal for the redesign is to increase recreational opportunities and respond to coastal flooding risks. Moakley Park is located in the 1% Flood Zone. Moakley is located in a key location that can also offers opportunity for flood protection for the park, and the larger neighborhood.

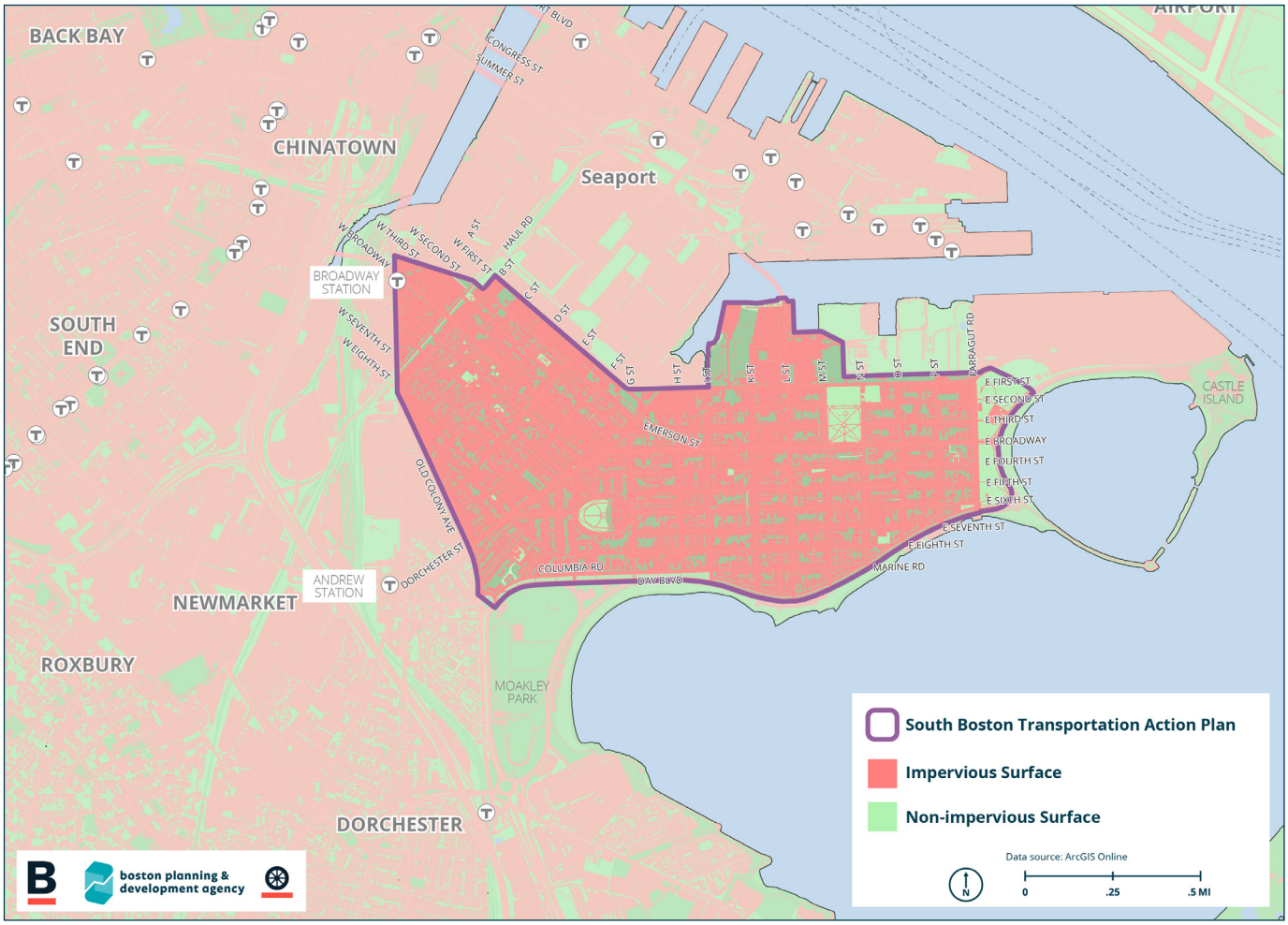



*Figure 80: Impervious Surface*

**Impervious Surfaces**

Most of the Study Area is covered by impervious surfaces, either paved (e.g. roadways and sidewalks) or built up with buildings, often to the parcel edges. There are several public parks within the Study Area, mainly towards the edges of the neighborhood along the shoreline or smaller playgrounds tucked onto side streets. This is illustrated in Figure 80. Impervious surfaces cover 75% of the Study Area and greenspace accounts for most of the non-impervious surface.

The Study Area is at an increased risk of stormwater flooding due to the amount of impervious surfaces and proximity to the water. Impervious surfaces are also more susceptible to flooding because impervious surfaces are unable to absorb precipitation and older combined sewer drainage infrastructure is often limited or undersized. Limited green infrastructure (plantings, trees, grass, bioswales, and/or rain gardens) is installed in the Study Area to help manage stormwater. The risk is highest in the northwestern portion of Study Area, towards Old Colony Avenue and D Street in particular, due to a few corridors that lack proper drainage. Notably, 599 buildings are in near-, medium-, or long-term flood zones.

Cities tend to be hotter than more suburban or rural areas. Within Boston, communities experience increased heat in areas with more concrete, steel, and buildings, and less trees, grass, and other green spaces. Impervious surfaces contribute to the urban heat island effect because they absorb and retain heat. The Study Area experiences higher temperatures than other parts of Boston, which in part is likely due to the high amount of impervious surfaces.

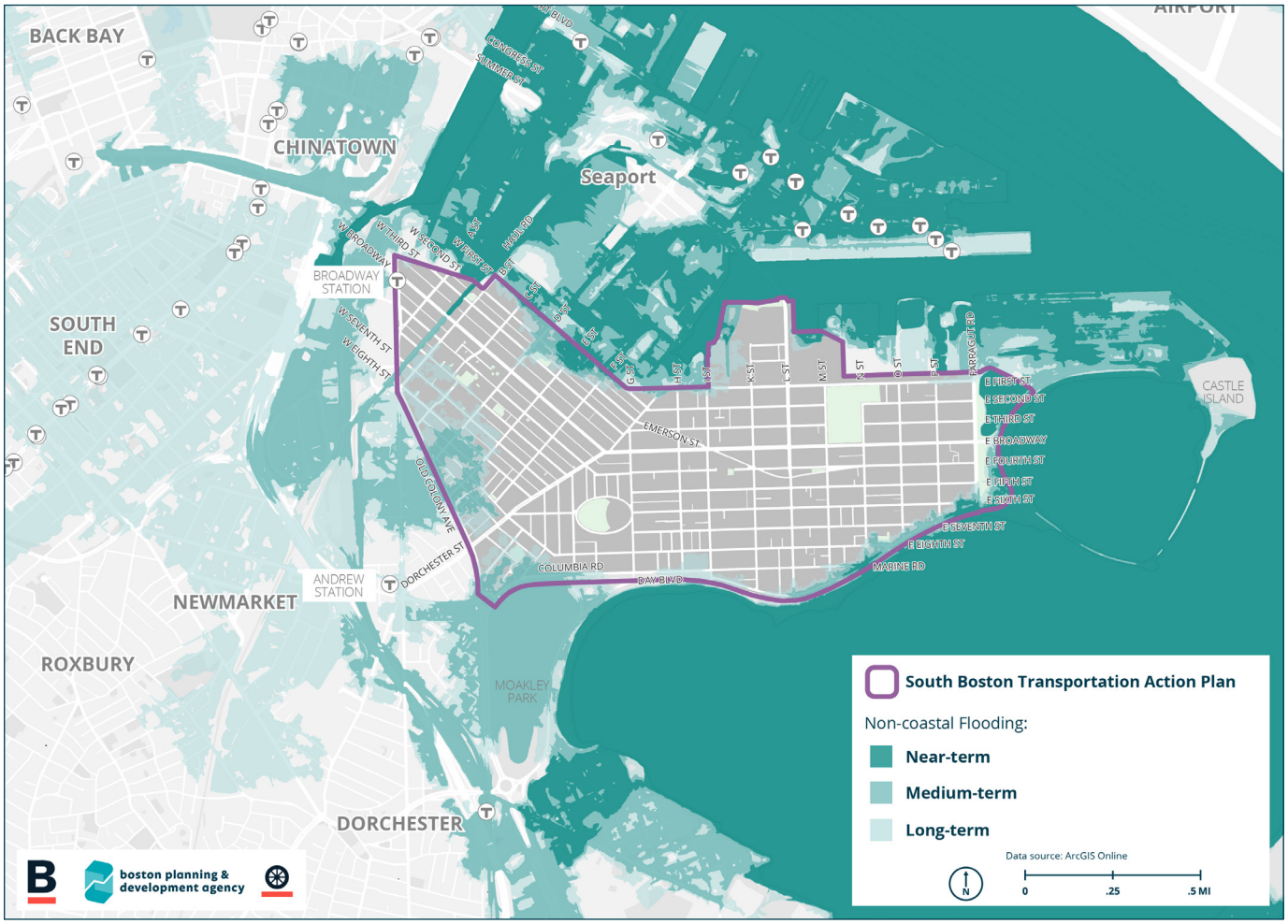



*Figure 81: Non-coastal Flooding*

**Extreme Precipitation and Storms (Stormwater Flooding)**

Stormwater flooding from extreme precipitation events will also impact the neighborhood more regularly as the climate warms. Average annual rainfall has increased by 21% over the past 60 years.

Figure 81 represents the approximate stormwater flooding extents from a 10-year, 24-hour rainfall event under various climate conditions, combining future sea level rise and extreme precipitation (5.6-inch, 5.8-inch, and 6-inch rainfall).

Significant stormwater flooding occurs in the area of Old Colony Ave, D Street, Orton Marotta Way, E Street, and Baxter Street in the western end of the neighborhood. This flood-prone area is exacerbated by the future flood plain associated with a 1% flood risk in 2050 with 21 inches of sea level rise. Furthermore, significant flooding occurs along First and Second Streets on both sides of the neighborhood.

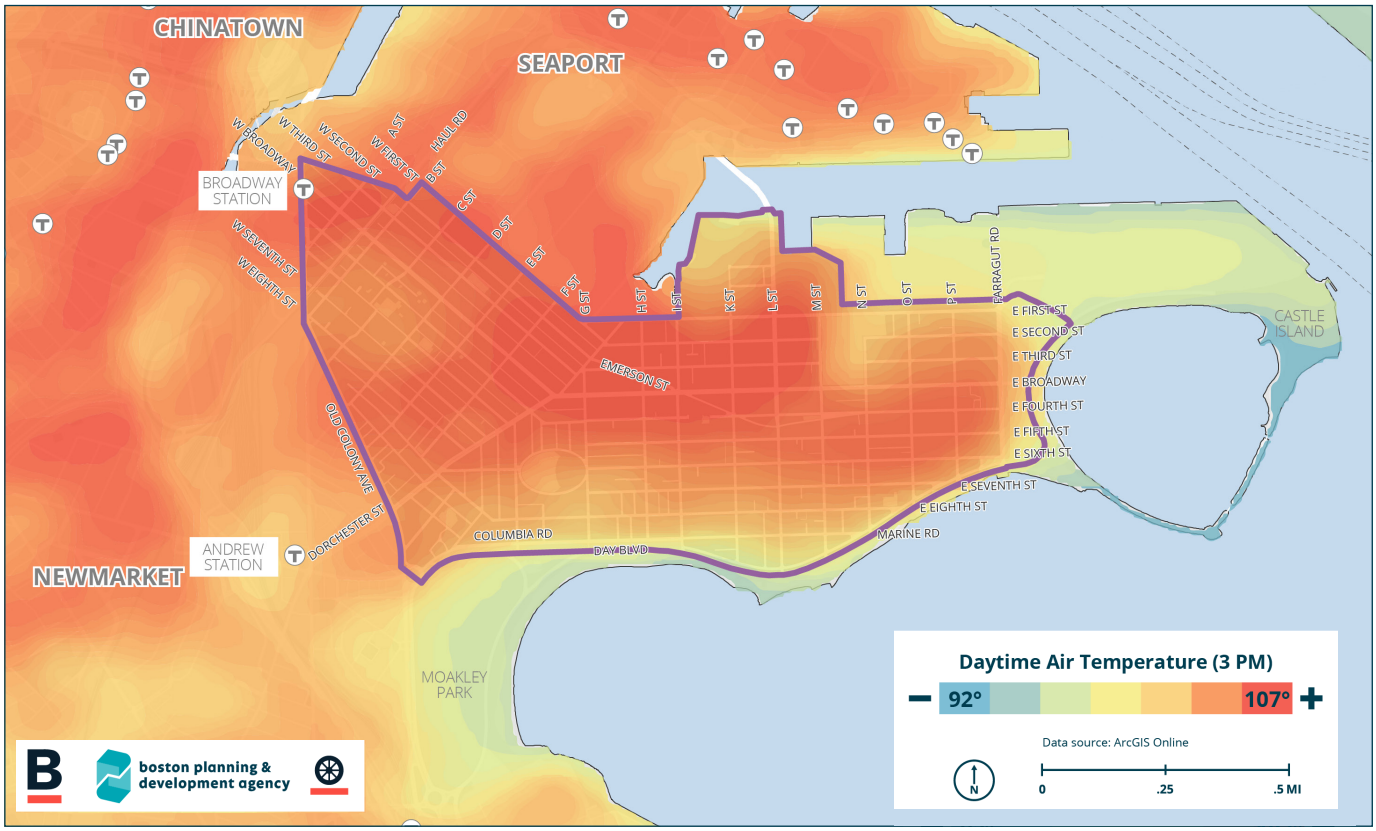



*Figure 82: Daytime Air Temperature. The modeled average daytime air temperature at 3pm developed from a weeklong analysis period during mid-July 2019.*

**Extreme Temperatures**

Boston will experience increasingly hotter summers and greater heat stress. The number of days over 90°F will increase from a historical average of 10 days per year to as many as 46 days per year by the 2070s.

The extreme temperatures maps in Figure 82 and Figure 83 represent areas of the city with elevated air temperature averaging at least 1.25 degrees above the mean daily temperature from modeled averaged daytime and nighttime air temperature. During the day, most of the Study Area is at the top of the temperature scale, making it one of the hottest areas in the city. At night, this changes, and the area becomes much cooler relative to the areas around it. The impervious surfaces that cover the Study Area increase the overall temperature, since these surfaces absorb and retain heat when in the sunshine.

As shown in Figure 82, a majority of the Study Area experiences high to very high daytime land surface temperatures, tempered at the coastline by fewer impervious surfaces and a sea breeze. Temperatures are also lower surrounding the neighborhood's parks and green spaces. Elevated daytime temperature increases summer peak energy demand and may require an extra 5-10% of energy use for cooling urban buildings during peak energy use periods, resulting in additional greenhouse gas emissions.

At night (Figure 83), being surrounded by water causes more rapid cooling than in inland areas and is responsible for the relatively cool temperatures. Although the majority of the Study Area is cooler at night than some of the more central Boston areas due to being surrounded by water, there are still sections of the Study Area that experience higher than average nighttime temperatures.

Almost every corner of the Study Area is served by a public park, meaning that no block is more than a tenth of a mile to small parks, a quarter of a mile to parks smaller than 5 acres, or half of a mile to larger parks. Park access is highest at the periphery of the Study Area, owing to the location of parks mainly along the water. Illustrated in Figure 84, many locations in the Study Area have access to more than one park. The southern side of City Point is served by the most parks in the neighborhood, with less access on the western


*Figure 83: Nighttime Air Temperature. The modeled average nighttime air temperature at 3pm developed from a weeklong analysis period during mid-July 2019.*


*Figure 84: Park Service Area*


*Figure 85: Water Fountains in the Study Area*

side of the neighborhood closer to Broadway Station, E. 1st Street, and Old Colony Avenue, corresponding to where daytime temperatures are also the highest. Community engagement results presented in Fall 2020 from the Open Space and Recreation Plan outreach process show that most respondents placing pins in South Boston identified a need for more green space.

Public water fountains can be sites of relief during times of high heat. The majority of public water fountains can be found on the periphery of the Study Area and in the northwest portion, correlated with public parks and open spaces (Figure 85).

Figure 86 shows the average daytime temperature, tree coverage, bus stops with and without tree coverage, and sidewalks in the hottest areas. The Study Area does not offer much outdoor relief in the heat, as there are hardly any bus stops with tree coverage and many sidewalks in hot areas. In particular, bus stops along Route 11 and on West Broadway lack cover from the elements.

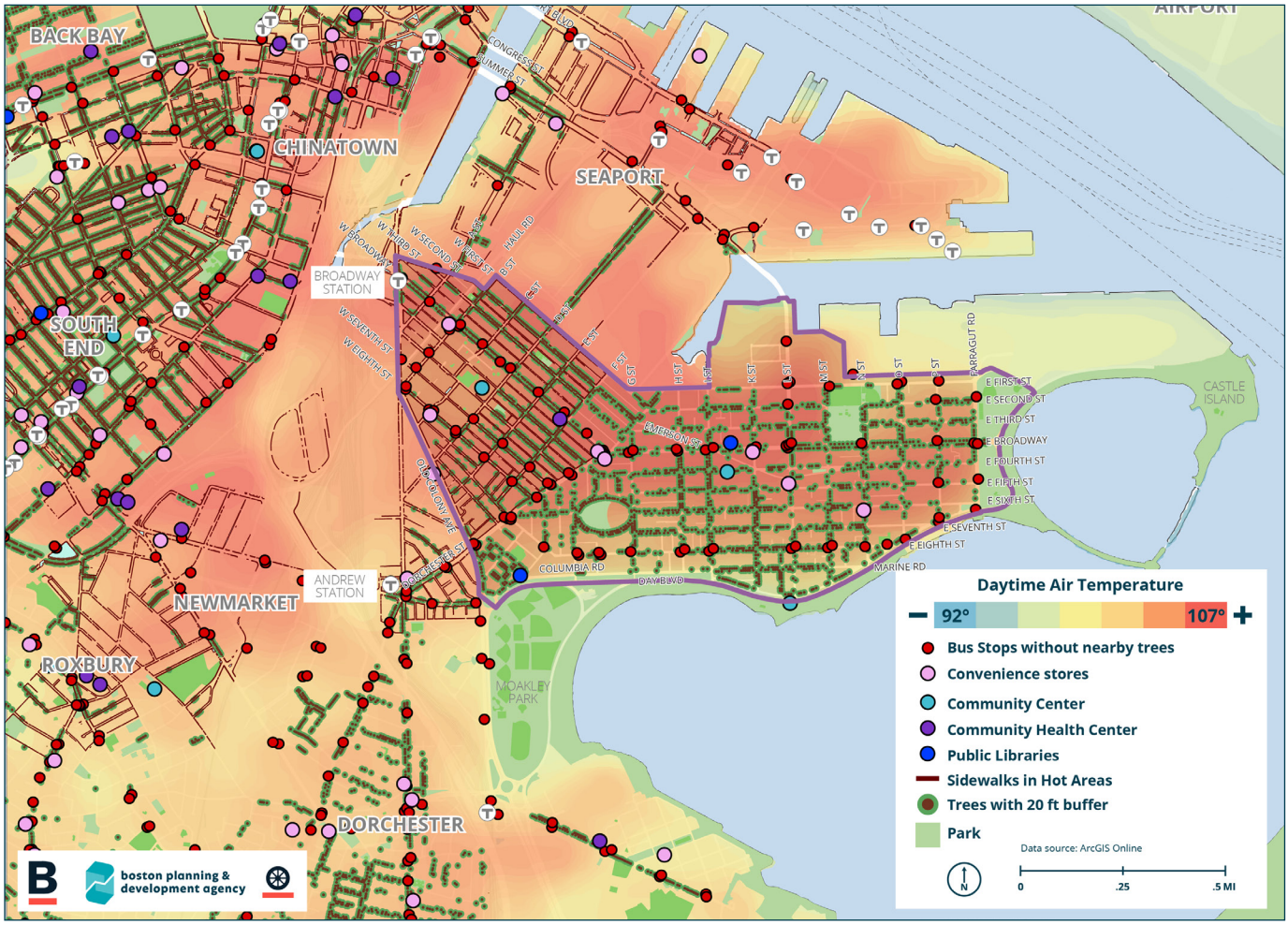



*Figure 86: Daytime Air Temperatures with Trees, Cooling Centers, and Bus Stops without Nearby Trees*

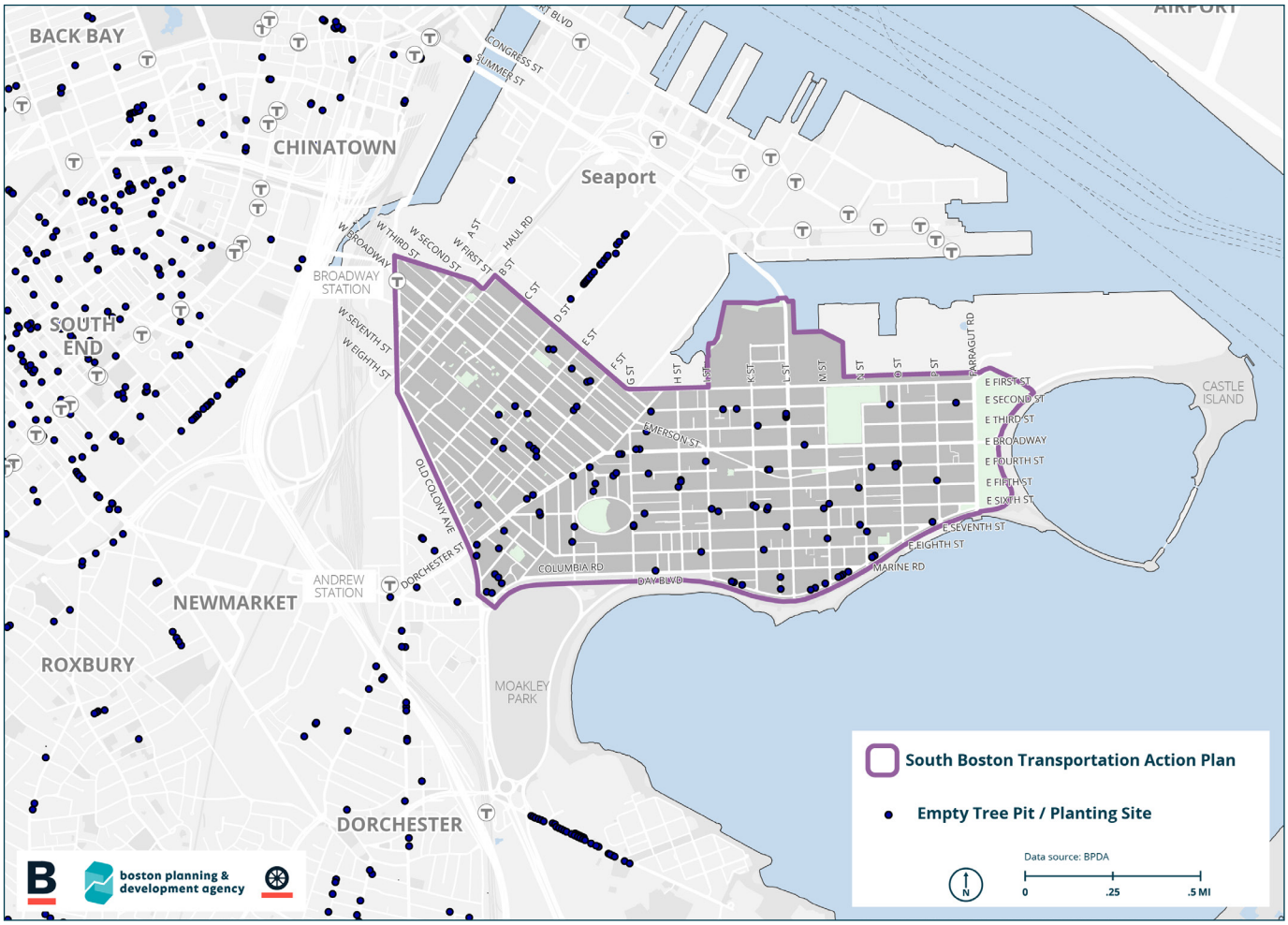



*Figure 87: Empty Tree Pits/Planting Sites*

**Tree Canopy**

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%. Within the portion of South Boston that is the Transportation Action Plan Study Area, there is a fairly even distribution of trees on residential blocks and major corridors, excluding Old Colony Ave, First Street, the West Broadway Community's streets, and East 6th Street east of M Street. There are 2,276 trees within the Study Area along the public right-of-way.

In the Study Area, an estimated 99 potential street tree planting sites (including existing tree pits with dead trees) 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. Environmental justice communities, low existing tree canopy, heat event hours, and historic marginalization contribute to priority zones on the west side of the neighborhood around D Street, West Broadway, Dorchester Street, East First Street, and The Anne M. Lynch Homes at Old Colony. Potential planting sites all need to be evaluated on a case-by-case basis in the field for suitability.

Still, as noted above, there are bus stops and sidewalk segments that are not shaded by trees and are candidates for green infrastructure to address extreme temperatures and stormwater management. Where sidewalks are wider than 7 feet and there is more than 15 feet from a light pole or other tree, sidewalks are candidates for tree plantings. Candidate sidewalks for street trees, shown in Figure 88, cover most streets in the Study Area, with concentrations along W. 3rd Street, W. 5th Street, E 6th, 7th, and 8th Streets between I Street and M Street, and W 3rd Street. Higher concentrations of street trees candidates are

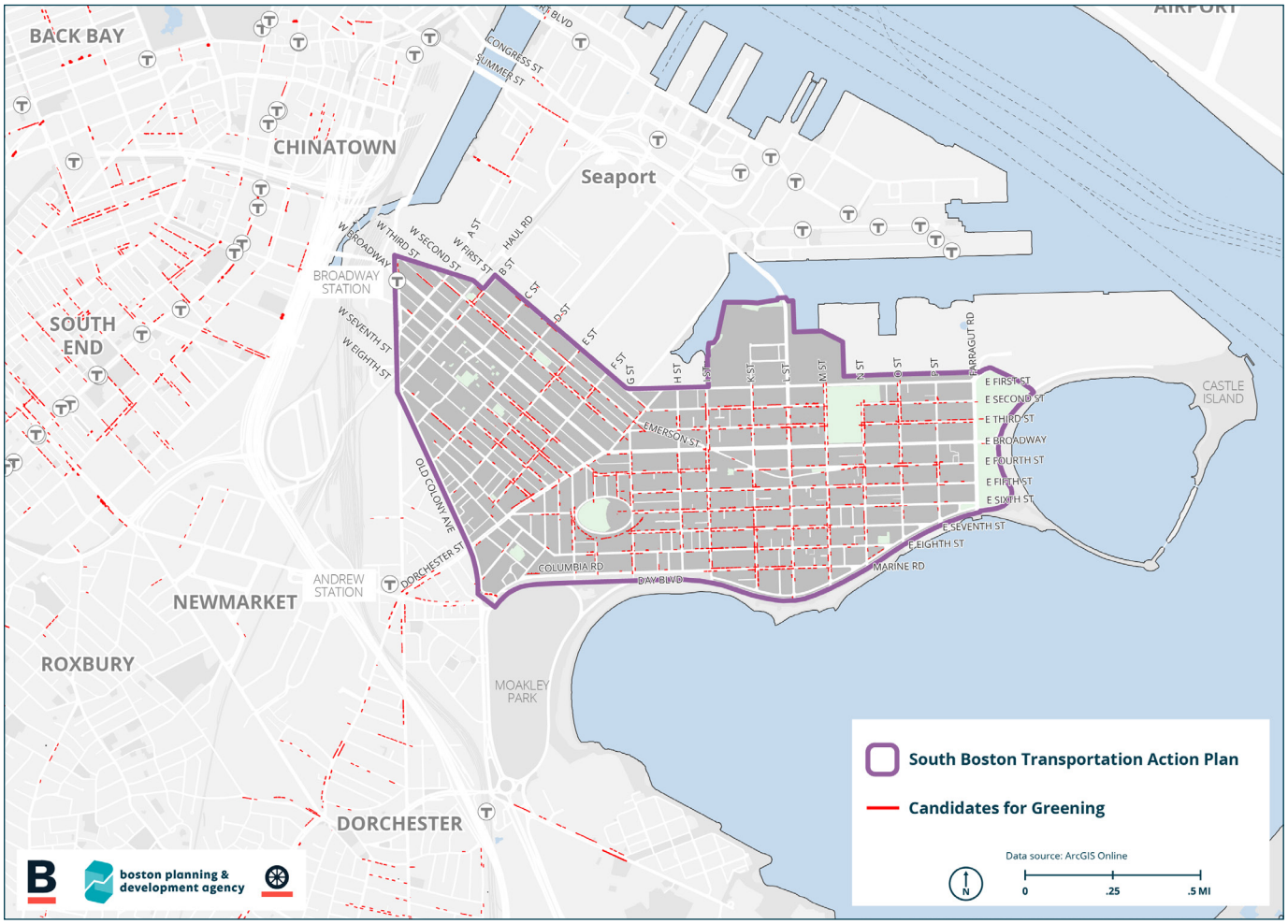



*Figure 88: Candidates for Greening*

located primarily in areas closer to existing public parks. This analysis takes into account the opportunities that exist within the existing curb lines. There is opportunity for green infrastructure beyond this with changes to the curbs.

# Public Health

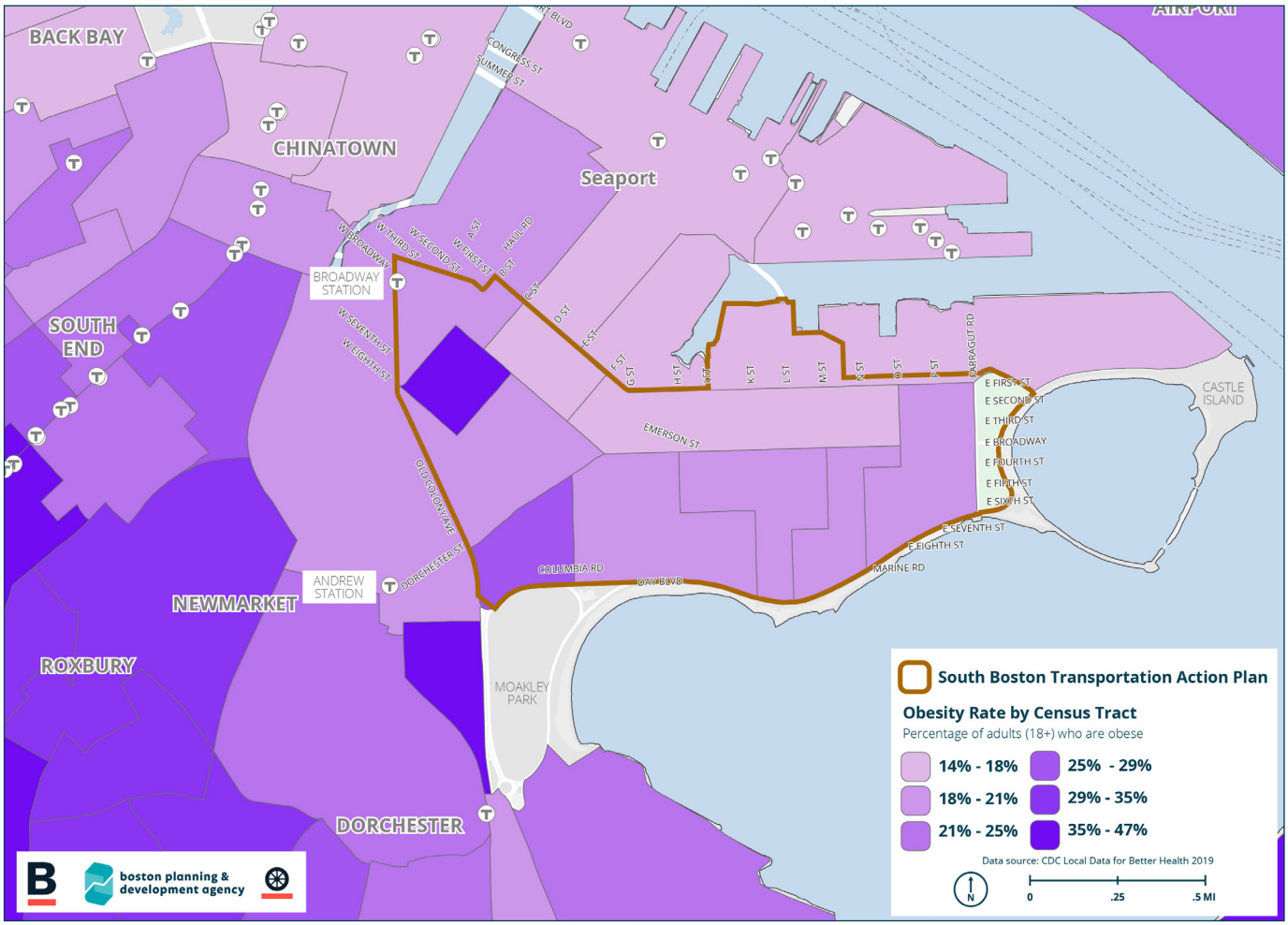



*Figure 89: Rate of Adults who are Obese*

More walkable neighborhoods often have lower obesity rates. Although behavioral patterns, poverty status and other socio-demographic indicators, and genetic factors contribute to obesity, Boston neighborhoods with higher Walk Scores tend to have lower rates of obesity. Given that the 02127 zip code has one of the highest earning Walk Score's of 89, it is not surprising that there are relatively low rates of obesity relative to the more central parts of Boston, as can be seen in Figure 89.

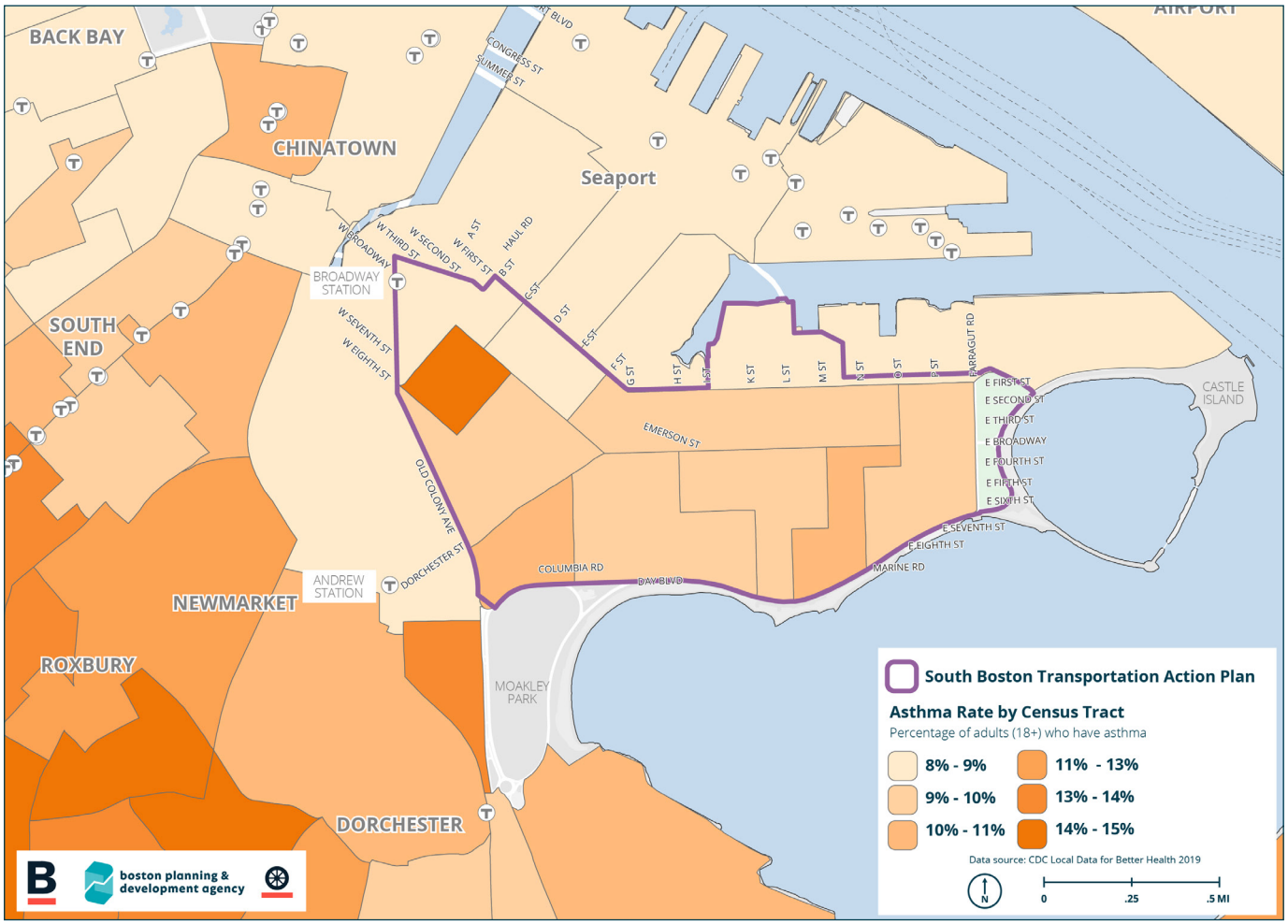
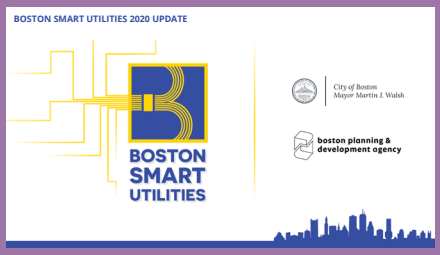



*Figure 90: Rate of Adults with Asthma*

Similarly, asthma rates in the Study Area are relatively low when compared to the City as a whole. The rate of asthma, as shown in Figure 90, is between 9%-11% throughout with some minor exceptions. In South Boston, asthma rates disproportionately affect low-income populations and People of Color with rates comparable to the highest City rates (14-15%). While reductions in emissions will contribute to overall improved health for all residents, areas with higher asthma rates and other respiratory ailments will need to be targeted to reduce transportation emissions so that no community or population has inequitable health outcomes or higher costs of medical care due to exposure to poor air quality.

# Citywide Policy



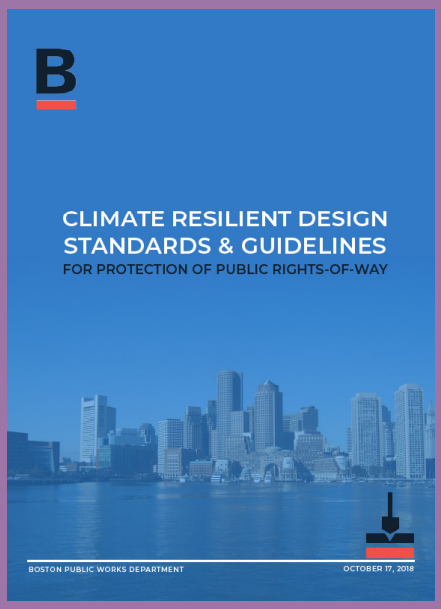

### Climate Ready Boston

Climate Ready Boston Environment, Energy, and Open Space 2016 Climate Ready Boston is an ongoing initiative to prepare our city for the impacts of climate change. Since the completion of the 2016 report, the City has also completed the citywide Heat Plan and neighborhood-level plans for all of Boston's 47-mile coastline. The Climate Ready Boston report evaluates the impacts of climate hazards and outlines strategies to ensure Boston will be climate-ready. Climate resilience initiatives include updating climate projections of hazards, prepared and connected communities, protected shores, resilient infrastructure, and adapted buildings. This work builds on the 2014 Climate Action Plan from

Coastal Resilience Solutions for South Boston (Climate Ready South Boston) presents district-scale resilience solutions to adapt to projected coastal flooding. The plan identifies solutions to address near-term (by 2030s) and long-term (by 2070s) flood impacts. South Boston faces significant coastal flood risk because a significant portion of the neighborhood consists of filled tidelines.ed.

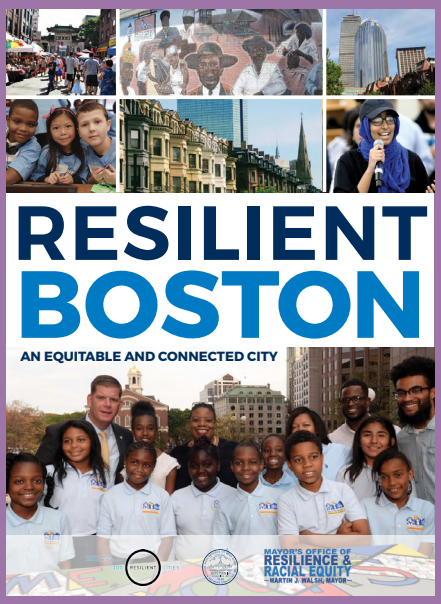

### Coastal Flood Resilience Overlay District (CFROD)

Coastal Flood Resilience Design Guidelines and Zoning Overlay District promotes building and zoning standards that will help protect homes and businesses from coastal storm surge and sea level rise. In September 2019, the City adopted Coastal Flood Resilience Design Guidelines, which serve as a resource to translate flood resilient building design strategies into new projects and building retrofits. The City is also developing a Coastal Flood Resilience Zoning Overlay District within which the Guidelines will be applied as part of the project review process. The Coastal Flood Resilience Zoning Overlay District applies to areas of Boston anticipated to be flooded with a 1% chance storm event in 2070 with 40 inches of sea level rise. The extent of the CFROD will correspond to areas of Boston that could potentially be inundated during a major coastal storm event with 40-inches of sea level rise.




### Climate Resilient Design Standards and Guidelines

The Climate Resilient Design Standards and Guidelines from the City's Public Works Department addresses both acute and chronic flooding due to sea level rise and storm surge to protect the public roads, sidewalks, and parks. The guidelines provide climate design adjustments for design of flood barriers and a process for evaluating engineering design, operations, maintenance, and cost considerations. Examples are provided of elevated vegetated berms, raised roads, Harborwalk barriers, and deployable measures to limit flood water intrusion. The Guidelines are currently being used by the City's Public Improvement Commission in the review of projects that may impact the public right-of way

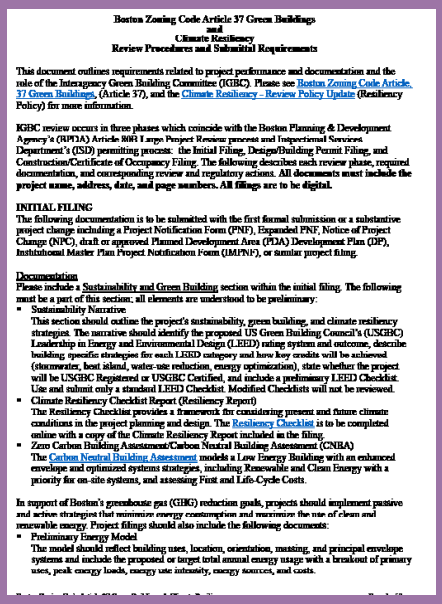



## Resilient Boston

*Resilient Boston, Resilience and Racial Equity 2017*

In 2014, the City of Boston was selected for inclusion in 100 Resilient Cities, a global network that helps member cities around the world become more resilient to the physical, social, and economic challenges that are a growing part of the twenty-first century. Resilient Boston is the City's first ever strategy for advancing resilience and racial equity. In the coming decades, Boston's population could well exceed 800,000 people. As Resilient Boston makes clear, race is central to the success of nearly every planning and policy issue. Through long term visions for Boston, the plan articulates our collective aspirations for our city and our future, and the resources needed to get there.

As revealed in the plan, South Boston/ South Boston Waterfront household incomes are increasing on the whole, though it is unclear how the trend may vary by racial makeup. Annual household incomes increased between 15% and 20% in South Boston from 2000-2014. Additionally, South Boston residents live on the lower end of commute times in comparison with other neighborhoods. Approximately 7% of South Boston residents experience commute times of 60 mins or more, in comparison with over 25% of residents in Mattapan.



**Boston Zoning Code Article 37 Green Buildings and Climate Resiliency**
**Review Procedures and Submittal Requirements**

This document outlines requirements related to project performance and documentation and the role of the Interagency Green Building Committee (IGBC). Please see Boston Zoning Code Article 37 Green Buildings, (Article 37), and the Climate Resiliency - Review Policy Update (Resiliency Policy) for more information.

IGBC review occurs in three phases which coincide with the Boston Planning & Development Agency's (BPDA) Article 80B Large Project Review process and Inspectional Services Department's (ISD) permitting process: the Initial Filing, Design/Building Permit Filing, and Construction/Certificate of Occupancy Filing. The following describes each review phase, required documentation, and corresponding review and regulatory actions. All documents must include the project name, address, date, and page numbers. All filings are to be digital.

**INITIAL FILING**

The following documentation is to be submitted with the first formal submission or a substantive project change including a Project Notification Form (PNF), Expanded PNF, Notice of Project Change (NPC), draft or approved Planned Development Area (PDA) Development Plan (DP), Institutional Master Plan Project Notification Form (IMPNF), or similar project filing.

Documentation
Please include a Sustainability and Green Building section within the initial filing. The following must be a part of this section; all elements are understood to be preliminary:

- Sustainability Narrative
  This section should outline the project's sustainability, green building, and climate resiliency strategies. The narrative should identify the proposed US Green Building Council's (USGBC) Leadership in Energy and Environmental Design (LEED) rating system and outcome, describe building specific strategies for each LEED category and how key credits will be achieved (stormwater, heat island, water-use reduction, energy optimization), state whether the project will be USGBC Registered or USGBC Certified, and include a preliminary LEED Checklist. Use and submit only a standard LEED Checklist. Modified Checklists will not be reviewed.
- Climate Resiliency Checklist Report (Resiliency Report)
  The Resiliency Checklist provides a framework for considering present and future climate conditions in the project planning and design. The Resiliency Checklist is to be completed online with a copy of the Climate Resiliency Report included in the filing.
- Zero Carbon Building Assessment/Carbon Neutral Building Assessment (CNBA)
  The Carbon Neutral Building Assessment models a Low Energy Building with an enhanced envelope and optimized systems strategies, including Renewable and Clean Energy with a priority for on-site systems, and assessing First and Life-Cycle Costs.

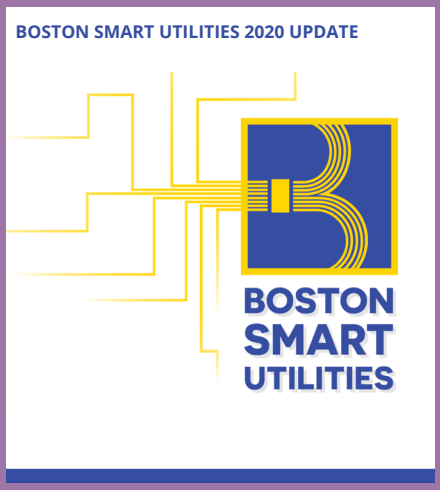
In support of Boston's greenhouse gas (GHG) reduction goals, projects should implement passive and active strategies that minimize energy consumption and maximize the use of clean and renewable energy. Project filings should also include the following documents:

- Preliminary Energy Model
  The model should reflect building uses, location, orientation, massing, and principal envelope systems and include the proposed or target total annual energy usage with a breakout of primary uses, peak energy loads, energy use intensity, energy sources, and costs.

## Article 37

*Boston Zoning Code Article 37, Green Buildings & Resiliency Policy Adopted in 2007*

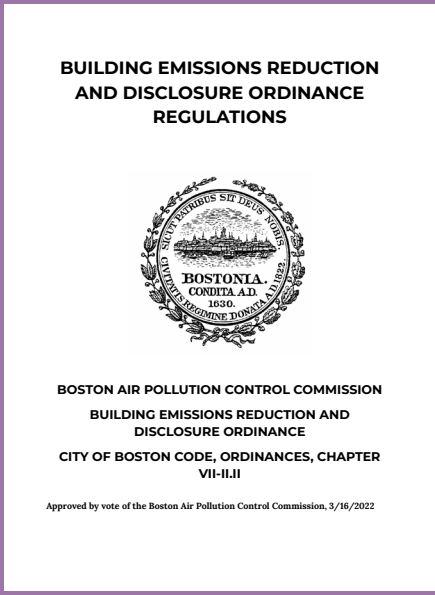
Article 37 requires that all Article 80 projects achieve at a minimum the "certifiable" level utilizing the most appropriate U.S. Green Building Council Leadership in Environmental and Energy Design (LEED) Rating System. The Green Buildings and Resiliency Policy requires that all projects consider present and future climate conditions in assessing project environmental impacts, including carbon emissions, extreme precipitation, extreme heat, and sea level rise. Building projects subject to Section 80B should be "planned, designed, constructed, and managed to minimize adverse environmental impacts; conserve natural resources; are resilient to climate change; promote a more sustainable city; and enhance the quality of life in Boston." Projects must identify building strategies that eliminate, reduce, and mitigate adverse impacts including those due to changing climate conditions. Proposed Projects may obtain a maximum of four (4) of the required points from Boston Green Building Credits, one in the category of Modern Mobility.




## Smart Utilities Program

The Boston Smart Utilities (BSU) Program fosters the development of resilient, equitable, and innovative infrastructure in the City of Boston. This is accomplished through both the Article 80 Development Review process and planning initiatives unique to the Smart Utilities Program. Five Smart Utility Technologies (SUTs) offer models for upfront, integrated utility planning that support Climate Ready Boston and Go Boston Initiatives at the singular building and district level. The Five SUTs are; Advanced Energy Systems, Telecom Utilidor, Green Stormwater Infrastructure, Smart Streets Lights and Adaptive Signal Technology. The BSU Program aims to complement, refine, and empower Boston's energy ecosystem.

# Citywide Policy


BUILDING EMISSIONS REDUCTION AND DISCLOSURE ORDINANCE REGULATIONS

BOSTONIA. CONDITA A.D. 1630.

BOSTON AIR POLLUTION CONTROL COMMISSION

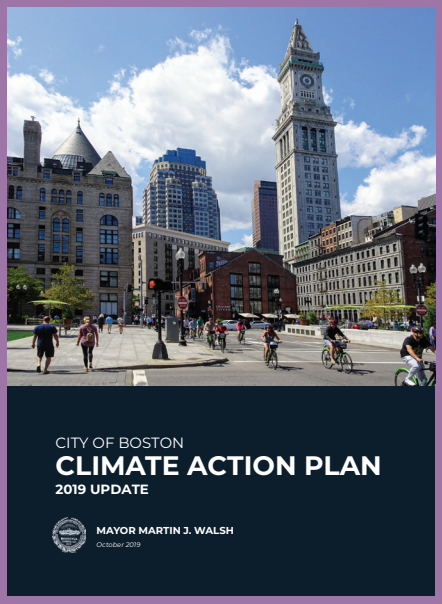
BUILDING EMISSIONS REDUCTION AND DISCLOSURE ORDINANCE

CITY OF BOSTON CODE, ORDINANCES, CHAPTER VII-II.II

Approved by vote of the Boston Air Pollution Control Commission, 3/16/2022

### Building Emissions Reduction and Disclosure Ordinance (BERDO)

Enacted in 2013, Building Energy Reporting and Disclosure Ordinance required that large existing buildings above 35,000 square feet or more than 35 units report their annual energy and water usage to the City and carry out an energy action or assessment every 5 years. In 2021, the Building Emissions Reduction and Disclosure Ordinance (BERDO) amended the previous policy and set carbon emissions standards that decrease over time. Because of the composition of the building stock in the neighborhood, there are few buildings required to report emissions performance to the City in the South Boston Study Area. Of those that were required to comply with the policy before it was updated, several were noncompliant as of October 2021.

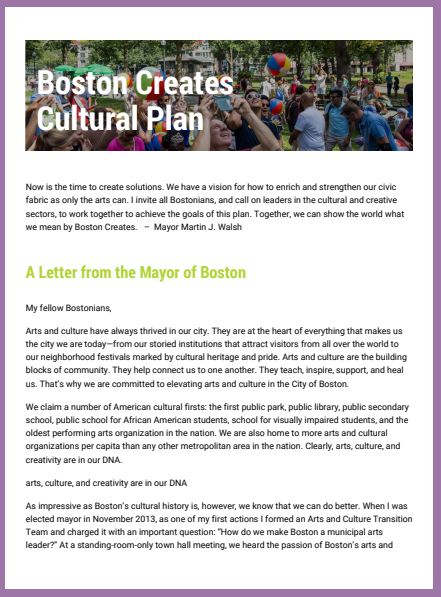



### Climate Action Plan

The City's first Climate Action Plan, issued in 2007, presented objectives and strategies to mitigate greenhouse gas emissions and enhance our capacity to manage impacts from climate change. The 2019 update to the Climate Action Plan details the specific actions the City will take over the next five years to significantly cut emissions across all sectors of city life, in order to reach the ultimate goal of carbon neutrality by 2050. The plan identifies 18 strategies to increase carbon reductions from our buildings and the transportation sector. The plan's goals also include ongoing efforts to prepare for the impacts of climate change, becoming a zero-waste community, and protecting Boston's natural resources.


### Open Space and Recreation Plan

Open Space & Recreation Plan, 2015 - 2021 Environment, Energy, and Open Space 2014 The Boston Parks and Recreation Department mission focuses on access, equity and excellence — so that every neighborhood is home to beautiful spaces that serve both the people and the environment. Through in-depth environmental inventory and analysis, The Open Space and Recreation Plan lays out an action plan that guides Boston Parks and Recreation's efforts from 2015 through the year 2021. It informs investment, programming, operations, citywide initiatives, and evaluation of ongoing policy work with three broad challenge areas present throughout the plan: open space access and quantity; open space quality; and climate change and resilience.


### Urban Forest Plan

A partnership between the Parks and Recreation Department and Environment Department, the Urban Forest Plan is working closely with the Heat Resilience Study and the Open Space and Recreation Plan. Released in September 2022, the Urban Forest Plan is meant to create a scientific-backed strategy to expand the urban forest in Boston in a way that reflects the needs and desires of the community. Efforts to grow and preserve the tree canopy consider streets, plazas, yards, parks, cemeteries, and campuses across the city. South Boston is one neighborhood of the city with identified low tree canopy coverage and higher concentration of older adults.

### Boston Creates Cultural Plan

Launched in 2016, Boston Creates was a yearlong collaborative cultural planning process to align ideas, people, and resources into a shared vision for the arts in Boston, whose goals were incorporated into Imagine Boston 2030. The plan noted widespread public desire for more affordable cultural spaces, comprehensive arts education programs, access to information, and sustainable funding resources. Silos, fragmentation, work obligations, and transportation challenges can create barriers to engaging with the arts. Building networks and partnerships is a crucial component of creating fertile ground for Boston's arts and culture ecosystem, as well as broader social resilience.

# Next Steps

This Existing Conditions report serves as a basis for future tasks within the SBTAP process, and will be useful for serving as a basis for project evaluations and recommendations. The BPDA-led project team will refer back to Existing Conditions for a variety of purposes, including references to traffic volumes or roadway widths, transit capacity or crash histories. The next steps for the study include:

- Future conditions – this upcoming effort begins where the Existing Conditions report leaves off, and forecasts what growth anticipated in the Study Area looks like on the already planned improvements to the transportation network. This effort will help the project team understand the scale of deficiencies that recommendations must address.
- Evaluation framework – created concurrent with Existing Conditions and slightly ahead of Future Conditions, the evaluation framework provides a set of goals, objectives, evaluation criteria, and metrics that will support the project team in understanding how well possible recommendations do in relation to addressing identified deficiencies.
- Immediate recommendations – also concurrent with the above, immediate recommendations are those operating and capital investments – focused on transit, pedestrian, bicycling, or multimodal – that are feasible to implement within the short-term (0-5 year) timeframe.
- Long-term recommendations – long-term recommendations will be developed after the above items are completed, and will contain operating and capital investments (again, transit, pedestrian, bicycling, or multimodal) which best meet the objectives of the study over the long-term. The immediate and long-term recommendations serve as the basis for the final report.

Public outreach will be important throughout the process. One key way that we will be collecting feedback is through our Community Survey, which collects information on South Boston residents' transportation habits and priorities for improvements. This survey will be open until December 15th, 2022. We look forward to working with you as we move through these next steps.

We want to hear from you!
To submit questions and comments, contact:
SouthBostonTAP@boston.gov

# 09.
# Appendix A: Intersection Scorecards

**As we work to make streets safer and more comfortable for bicyclists and pedestrians of all ages and abilities, as well as motorists, intersection design is a key consideration and a major focus of this planning study. That's why we spent a substantial amount of resources and time studying the intersections in the study area in greater detail.**

We analyzed crash data to better understand the safety of several intersections in the study area. As a proxy for injury crashes we are using 911 incidents where Emergency Management Services were requested. We do not have a way of determining the severity of the incident or whether there was an actual injury, but this statistic provides a consistent way to measure crashes that may have resulted in injuries. Yet crash data alone is often inadequate when comparing multiple intersections or prioritizing locations for safety improvements, and datasets may be incomplete. Because crash rates are an incomplete picture of intersection safety, we conducted a deeper analysis of many intersections in South Boston.

The intersection analysis included intersections that have frequent crashes, but we also expanded the analysis to include other factors. The intersections that were analyzed have long crosswalks where pedestrians must cross multiple lanes of traffic and where speeding is an issue. We also heard many concerns about intersections from residents and added those to the analysis.

Detailed scorecards were created to identify safety issues at prominent intersections and understand where multiple safety concerns overlap. Certain features of an intersection can make it more or less concerning from a safety perspective. The City of Boston uses many tools to improve safety and comfort on City streets. When there are multiple physical features that make an intersection unsafe, it signals a greater need to implement safety improvements. The example scorecard in this section for Perkins Square, pictured below, demonstrates that we account for many physical characteristics that make an intersection unsafe. Unsafe features are symbolized with a red colored number or figure.

## Intersection Scorecard: Perkins Square

| | |
|---|---|
| **Geometry and control** | |
| *Number of legs* |  |
| *Skewed geometry* |  |
| *Type of traffic control* |  |
| *Concurrent ped phasing with LPI* |  |
| *Wide travel lanes* |  |
| **Pedestrian Infrastructure** | |
| *Missing crosswalk* |  |
| *Longest crosswalk (unsignalized)* | - |
| *Longest crosswalk (signalized)* | 63ft |
| *# of vehicle lanes to cross* | 4 |
| *Parking within 20 feet of crosswalk* |  |
| *Sidewalk width* | 8ft |
| *ADA Compliant Curb Ramps* | N |
| **Bike Infrastructure** | |
| *Dedicated space for bikes* |  |
| *BLOT (for lowest scored approach)* | 4 |
| **Transit** | |
| *Proximity to MBTA Station (within 1000 feet)* | - |
| *Bus stop location (if applicable)* | Near side |
| **Traffic Data** | |
| *85th percentile speeds (if available)* | 26 mph |
| **Other** | |
| *Within 1,000 ft of a school* |  |
| *Within 1,000 ft of a community resource** |  |
| **Total** | **12/19** |

** Community resource is defined here as community center, public parks, libraries, health centers and/or serving bus stops.*

# 10.
# Appendix B: Street Section Scorecards

**Streets vary in width in the Study Area. The way that the dimension is allocated varies, too. Some streets have wider sidewalks; some streets have dedicated space for bikes; and some streets have longer crosswalks than other streets. Cataloguing the infrastructure on the streets is a key step in understanding the existing conditions of the street network.**

## Street Profile: A Street

| | | |
|---|---|---|
| **Street details** | | |
| | *Number of travel lanes (per direction)* | 1 |
| | *Largest width of travel lanes (ft)* | 12 |
| | *# signalized intersections* | 4 |
| | *# unsignalized intersections* | 4 |
| | *Total length (miles)* | 0.2 |
| **Pedestrian Infrastructure** | | |
| | *Sidewalk width (range, feet)* | 7-10 |
| | *Longest unsignalized crosswalk (feet)* | 38 |
| | *Longest signalized crosswalk (feet)* | 81 |
| | *# of vehicle lanes to cross* | 2 |
| | *Parking within 20 feet of crosswalk* | ☑ |
| | *ADA compliant curb ramps* | N |
| **Bike Infrastructure** | | |
| | *Dedicated space for bikes* | Yes |
| | *BLOT (for lowest scored section)* | 3 |
| | *Bike parking* | ☐ |
| | *Bluebikes stations* | 0 |
| **Transit** | | |
| | *MBTA subway station on street* | ☐ |
| | *Bus routes* | none |
| | *Number of bus stops* | 0 |
| **Parking** | | |
| | *Number of spaces* | 2 |
| | *Accessible spaces* | 0 |
| | *Pick up/drop off spaces* | 0 |
| **Land Use** | | |
| | *School on street* | ☐ |
| | *Community resource on street* | ☐ |
| | *Residential* | ☑ |
| | *Commercial* | ☑ |

** Community resource is defined here as community center, public parks, libraries, and health centers*

## Street Profile: Alleys (i.e., Bolton, Tudor, Athens…)

| | | |
|---|---|---|
| **Street details** | | |
| | *Number of travel lanes (per direction)* | 1 |
| | *Largest width of travel lanes (ft)* | 13 |
| | *# signalized intersections* | 0 |
| | *# unsignalized intersections* | varies |
| | *Total length (miles)* | varies |
| **Pedestrian Infrastructure** | | |
| | *Sidewalk width (range, feet)* | 3-4 |
| | *Longest unsignalized crosswalk (feet)* | varies |
| | *Longest signalized crosswalk (feet)* | n/a |
| | *# of vehicle lanes to cross* | 1 |
| | *Parking within 20 feet of crosswalk* | ☐ |
| | *ADA compliant curb ramps* | N |
| **Bike Infrastructure** | | |
| | *Dedicated space for bikes* | No |
| | *BLOT (for lowest scored section)* | 3 |
| | *Bike parking* | ☐ |
| | *Bluebikes stations* | 0 |
| **Transit** | | |
| | *MBTA subway station on street* | ☐ |
| | *Bus routes* | none |
| | *Number of bus stops* | 0 |
| **Parking** | | |
| | *Number of spaces* | 0 |
| | *Accessible spaces* | 0 |
| | *Pick up/drop off spaces* | 0 |
| **Land Use** | | |
| | *School on street* | ☐ |
| | *Community resource on street* | ☑ |
| | *Residential* | ☑ |
| | *Commercial* | ☐ |

** Community resource is defined here as community center, public parks, libraries, and health centers*

## Street Profile: D Street

| Street details | |
|---|---|
| *Number of travel lanes (per direction)* | 1-2 |
| *Largest width of travel lanes (ft)* | 14 |
| *# signalized intersections* | 5 |
| *# unsignalized intersections* | 12 |
| *Total length (miles)* | 0.5 |
| **Pedestrian Infrastructure** | |
| *Sidewalk width (range, feet)* | 7-15 |
| *Longest unsignalized crosswalk (feet)* | 39 |
| *Longest signalized crosswalk (feet)* | 54 |
| *# of vehicle lanes to cross* | 2 |
| *Parking within 20 feet of crosswalk* | ☑ |
| *ADA compliant curb ramps* | N |
| **Bike Infrastructure** | |
| *Dedicated space for bikes* | Yes |
| *BLOT (for lowest scored section)* | 4 |
| *Bike parking* | ☑ |
| *Bluebikes stations* | 0 |
| **Transit** | |
| *MBTA subway station on street* | ☐ |
| *Bus routes* | none |
| *Number of bus stops* | 0 |
| **Parking** | |
| *Number of spaces* | 89 |
| *Accessible spaces* | 3 |
| *Pick up/drop off spaces* | 0 |
| **Land Use** | |
| *School on street* | ☑ |
| *Community resource on street* | ☑ |
| *Residential* | ☑ |
| *Commercial* | ☑ |

** Community resource is defined here as community center, public parks, libraries, and health centers*

## Street Profile: Dorchester Avenue

| | | |
|---|---|---|
| **Street details** | | |
| | *Number of travel lanes (per direction)* | 2 |
| | *Largest width of travel lanes (ft)* | 12 |
| | *# signalized intersections* | 3 |
| | *# unsignalized intersections* | 0 |
| | *Total length (miles)* | 0.38 |
| **Pedestrian Infrastructure** | | |
| | *Sidewalk width (range, feet)* | 5-6 |
| | *Longest unsignalized crosswalk (feet)* | n/a |
| | *Longest signalized crosswalk (feet)* | 122 |
| | *# of vehicle lanes to cross* | 4 |
| | *Parking within 20 feet of crosswalk* | ☑ |
| | *ADA compliant curb ramps* | N |
| **Bike Infrastructure** | | |
| | *Dedicated space for bikes* | No |
| | *BLOT (for lowest scored section)* | 4 |
| | *Bike parking* | ☑ |
| | *Bluebikes stations* | 1 |
| **Transit** | | |
| | *MBTA subway station on street* | ☑ |
| | *Bus routes* | 9, 11, 47 |
| | *Number of bus stops* | Broadway Station |
| **Parking** | | |
| | *Number of spaces* | 48 |
| | *Accessible spaces* | 0 |
| | *Pick up/drop off spaces* | 0 |
| **Land Use** | | |
| | *School on street* | ☐ |
| | *Community resource on street* | ☐ |
| | *Residential* | ☑ |
| | *Commercial* | ☑ |

** Community resource is defined here as community center, public parks, libraries, and health centers*

## Street Profile: Dorchester Street

| Street details | |
|---|---|
| *Number of travel lanes (per direction)* | 2 |
| *Largest width of travel lanes (ft)* | 11 |
| *# signalized intersections* | 5 |
| *# unsignalized intersections* | 11 |
| *Total length (miles)* | 0.7 |
| **Pedestrian Infrastructure** | |
| *Sidewalk width (range, feet)* | 8 |
| *Longest unsignalized crosswalk (feet)* | 65 |
| *Longest signalized crosswalk (feet)* | 70 |
| *# of vehicle lanes to cross* | 4 |
| *Parking within 20 feet of crosswalk* | ☑ |
| *ADA compliant curb ramps* | N |
| **Bike Infrastructure** | |
| *Dedicated space for bikes* | No |
| *BLOT (for lowest scored section)* | 4 |
| *Bike parking* | ☑ |
| *Bluebikes stations* | 0 |
| **Transit** | |
| *MBTA subway station on street* | ☐ |
| *Bus routes* | 10,11 |
| *Number of bus stops* | 16 |
| **Parking** | |
| *Number of spaces* | 265 |
| *Accessible spaces* | 3 |
| *Pick up/drop off spaces* | 0 |
| **Land Use** | |
| *School on street* | ☑ |
| *Community resource on street* | ☑ |
| *Residential* | ☑ |
| *Commercial* | ☑ |

** Community resource is defined here as community center, public parks, libraries, and health centers*

## Street Profile: East Broadway (from L St to Farragut Rd)

| | | |
|---|---|---|
| **Street details** | | |
| | *Number of travel lanes (per direction)* | 1 |
| | *Largest width of travel lanes (ft)* | 24 |
| | *# signalized intersections* | 1 |
| | *# unsignalized intersections* | 5 |
| | *Total length (miles)* | 0.5 |
| **Pedestrian Infrastructure** | | |
| | *Sidewalk width (range, feet)* | 10-12 |
| | *Longest unsignalized crosswalk (feet)* | 55 ft |
| | *Longest signalized crosswalk (feet)* | 63 ft |
| | *# of vehicle lanes to cross* | 2 |
| | *Parking within 20 feet of crosswalk* | ☑ |
| | *Total curb cuts* | 23 |
| | *ADA compliant curb ramps* | N |
| **Bike Infrastructure** | | |
| | *Dedicated space for bikes* | No |
| | *BLOT (for lowest scored section)* | 4 |
| | *Bike parking* | ☐ |
| | *Bluebikes stations* | 0 |
| **Transit** | | |
| | *MBTA subway station on street* | ☐ |
| | *Bus routes* | 9, 10, 7 |
| | *Number of bus stops* | 16 |
| **Parking** | | |
| | *Number of spaces* | 200 |
| | *Accessible spaces* | 4 |
| | *Pick up/drop off spaces* | 0 |
| **Land Use** | | |
| | *School on street* | ☑ |
| | *Community resource on street* | ☑ |
| | *Residential* | ☑ |
| | *Commercial* | ☑ |

** Community resource is defined here as community center, public parks, libraries, and health centers*

## Street Profile: E Street

| Street details | | |
|---|---|---|
| | *Number of travel lanes (per direction)* | 1 |
| | *Largest width of travel lanes (ft)* | 20 |
| | *# signalized intersections* | 1 |
| | *# unsignalized intersections* | 16 |
| | *Total length (miles)* | 0.55 |
| **Pedestrian Infrastructure** | | |
| | *Sidewalk width (range, feet)* | 7-10 |
| | *Longest unsignalized crosswalk (feet)* | 45 |
| | *Longest signalized crosswalk (feet)* | 35 |
| | *# of vehicle lanes to cross* | 1 |
| | *Parking within 20 feet of crosswalk* | ☑ |
| | *ADA compliant curb ramps* | N |
| **Bike Infrastructure** | | |
| | *Dedicated space for bikes* | No |
| | *BLOT (for lowest scored section)* | 4 |
| | *Bike parking* | ☐ |
| | *Bluebikes stations* | 0 |
| **Transit** | | |
| | *MBTA subway station on street* | ☐ |
| | *Bus routes* | none |
| | *Number of bus stops* | 21 |
| **Parking** | | |
| | *Number of spaces* | 181 |
| | *Accessible spaces* | 2 |
| | *Pick up/drop off spaces* | 0 |
| **Land Use** | | |
| | *School on street* | ☐ |
| | *Community resource on street* | ☐ |
| | *Residential* | ☑ |
| | *Commercial* | ☑ |

** Community resource is defined here as community center, public parks, libraries, and health centers*

## Street Profile: East First Street

| | | |
|---|---|---|
| **Street details** | | |
| | *Number of travel lanes (per direction)* | 1 |
| | *Largest width of travel lanes (ft)* | 18 |
| | *# signalized intersections* | 1 |
| | *# unsignalized intersections* | 9 |
| | *Total length (miles)* | 0.98 |
| **Pedestrian Infrastructure** | | |
| | *Sidewalk width (range, feet)* | 3-18 |
| | *Longest unsignalized crosswalk (feet)* | 50 |
| | *Longest signalized crosswalk (feet)* | 55 |
| | *# of vehicle lanes to cross* | 2-3 |
| | *Parking within 20 feet of crosswalk* | ☑ |
| | *ADA compliant curb ramps* | N |
| **Bike Infrastructure** | | |
| | *Dedicated space for bikes* | No |
| | *BLOT (for lowest scored section)* | 4 |
| | *Bike parking* | ☐ |
| | *Bluebikes stations* | 0 |
| **Transit** | | |
| | *MBTA subway station on street* | ☐ |
| | *Bus routes* | 7,9,10,11 |
| | *Number of bus stops* | 7 |
| **Parking** | | |
| | *Number of spaces* | 268 |
| | *Accessible spaces* | 7 |
| | *Pick up/drop off spaces* | 0 |
| **Land Use** | | |
| | *School on street* | ☐ |
| | *Community resource on street* | ☑ |
| | *Residential* | ☑ |
| | *Commercial* | ☑ |

** Community resource is defined here as community center, public parks, libraries, and health centers*

## Street Profile: Farragut Road

| | | |
|---|---|---|
| **Street details** | | |
| | *Number of travel lanes (per direction)* | 1 |
| | *Largest width of travel lanes (ft)* | 23 |
| | *# signalized intersections* | 0 |
| | *# unsignalized intersections* | 9 |
| | *Total length (miles)* | 0.37 |
| **Pedestrian Infrastructure** | | |
| | *Sidewalk width (range, feet)* | 15 |
| | *Longest unsignalized crosswalk (feet)* | 63 ft |
| | *Longest signalized crosswalk (feet)* | n/a |
| | *# of vehicle lanes to cross* | 2 |
| | *Parking within 20 feet of crosswalk* | ☑ |
| | *ADA compliant curb ramps* | N |
| **Bike Infrastructure** | | |
| | *Dedicated space for bikes* | No |
| | *BLOT (for lowest scored section)* | 4 |
| | *Bike parking* | ☑ |
| | *Bluebikes stations* | 1 |
| **Transit** | | |
| | *MBTA subway station on street* | ☐ |
| | *Bus routes* | 9, 10,11, 7 |
| | *Number of bus stops* | 5 |
| **Parking** | | |
| | *Number of spaces* | 110 |
| | *Accessible spaces* | 0 |
| | *Pick up/drop off spaces* | 0 |
| **Land Use** | | |
| | *School on street* | ☐ |
| | *Community resource on street* | ☑ |
| | *Residential* | ☑ |
| | *Commercial* | ☐ |

** Community resource is defined here as community center, public parks, libraries, and health centers*

## Street Profile: G Street

| | | |
|---|---|---|
| **Street details** | | |
| | *Number of travel lanes (per direction)* | 1 |
| | *Largest width of travel lanes (ft)* | 18 |
| | *# signalized intersections* | 1 |
| | *# unsignalized intersections* | 10 |
| | *Total length (miles)* | 0.41 |
| **Pedestrian Infrastructure** | | |
| | *Sidewalk width (range, feet)* | 8-9 |
| | *Longest unsignalized crosswalk (feet)* | 50 |
| | *Longest signalized crosswalk (feet)* | 60 |
| | *# of vehicle lanes to cross* | 1 |
| | *Parking within 20 feet of crosswalk* | ☑ |
| | *ADA compliant curb ramps* | N |
| **Bike Infrastructure** | | |
| | *Dedicated space for bikes* | No |
| | *BLOT (for lowest scored section)* | 4 |
| | *Bike parking* | ☑ |
| | *Bluebikes stations* | 0 |
| **Transit** | | |
| | *MBTA subway station on street* | ☐ |
| | *Bus routes* | none |
| | *Number of bus stops* | 0 |
| **Parking** | | |
| | *Number of spaces* | 210 |
| | *Accessible spaces* | 4 |
| | *Pick up/drop off spaces* | 4 |
| **Land Use** | | |
| | *School on street* | ☑ |
| | *Community resource on street* | ☑ |
| | *Residential* | ☑ |
| | *Commercial* | ☑ |

** Community resource is defined here as community center, public parks, libraries, and health centers*

## Street Profile: L St

| Street details | |
|---|---|
| *Number of travel lanes (per direction)* | 1-2 |
| *Largest width of travel lanes (ft)* | 10 |
| *# signalized intersections* | 4 |
| *# unsignalized intersections* | 8 |
| *Total length (miles)* | 0.6 |

| Pedestrian Infrastructure | |
|---|---|
| *Sidewalk width (range, feet)* | 7-8 |
| *Longest unsignalized crosswalk (feet)* | 57 ft |
| *Longest signalized crosswalk (feet)* | 63 ft |
| *# of vehicle lanes to cross* | 4 |
| *Parking within 20 feet of crosswalk* | ☑ |
| *ADA compliant curb ramps* | N |

| Bike Infrastructure | |
|---|---|
| *Dedicated space for bikes* | No |
| *BLOT (for lowest scored section)* | 4 |
| *Bike parking* | 2 |
| *Bluebikes stations* | 0 |

| Transit | |
|---|---|
| *MBTA subway station on street* | ☐ |
| *Bus routes* | 7 |
| *Number of bus stops* | 6 |

| Parking | |
|---|---|
| *Number of spaces* | 184 |
| *Accessible spaces* | 4 |
| *Pick up/drop off spaces* | 0 |

| Land Use | |
|---|---|
| *School on street* | ☐ |
| *Community resource on street* | ☑ |
| *Residential* | ☑ |
| *Commercial* | ☑ |

** Community resource is defined here as community center, public parks, libraries, and health centers*

## Street Profile: Old Colony Avenue

| | | |
|---|---|---|
| **Street details** | | |
| | *Number of travel lanes (per direction)* | 2 |
| | *Largest width of travel lanes (ft)* | 11 |
| | *# signalized intersections* | 3 |
| | *# unsignalized intersections* | 9 |
| | *Total length (miles)* | 0.6 |
| **Pedestrian Infrastructure** | | |
| | *Sidewalk width (range, feet)* | 6-8 |
| | *Longest unsignalized crosswalk (feet)* | 82 |
| | *Longest signalized crosswalk (feet)* | 114 |
| | *# of vehicle lanes to cross* | 4 |
| | *Parking within 20 feet of crosswalk* | ☑ |
| | *ADA compliant curb ramps* | N |
| **Bike Infrastructure** | | |
| | *Dedicated space for bikes* | No |
| | *BLOT (for lowest scored section)* | 4 |
| | *Bike parking* | ☑ |
| | *Bluebikes stations* | 0 |
| **Transit** | | |
| | *MBTA subway station on street* | ☐ |
| | *Bus routes* | none |
| | *Number of bus stops* | 0 |
| **Parking** | | |
| | *Number of spaces* | 176 |
| | *Accessible spaces* | 4 |
| | *Pick up/drop off spaces* | 11 |
| **Land Use** | | |
| | *School on street* | ☐ |
| | *Community resource on street* | ☑ |
| | *Residential* | ☑ |
| | *Commercial* | ☑ |

** Community resource is defined here as community center, public parks, libraries, and health centers*

## Street Profile: West First Street

| Street details | |
|---|---|
| *Number of travel lanes (per direction)* | 1 |
| *Largest width of travel lanes (ft)* | 18 |
| *# signalized intersections* | 4 |
| *# unsignalized intersections* | 8 |
| *Total length (miles)* | 0.5 |
| **Pedestrian Infrastructure** | |
| *Sidewalk width (range, feet)* | 4-10 (some non-existent) |
| *Longest unsignalized crosswalk (feet)* | 41 |
| *Longest signalized crosswalk (feet)* | 53 |
| *# of vehicle lanes to cross* | 3 |
| *Parking within 20 feet of crosswalk* | ☑ |
| *ADA compliant curb ramps* | N |
| **Bike Infrastructure** | |
| *Dedicated space for bikes* | No |
| *BLOT (for lowest scored section)* | 4 |
| *Bike parking* | ☐ |
| *Bluebikes stations* | 0 |
| **Transit** | |
| *MBTA subway station on street* | ☐ |
| *Bus routes* | none |
| *Number of bus stops* | 0 |
| **Parking** | |
| *Number of spaces* | 87 |
| *Accessible spaces* | 0 |
| *Pick up/drop off spaces* | 0 |
| **Land Use** | |
| *School on street* | ☐ |
| *Community resource on street* | ☑ |
| *Residential* | ☑ |
| *Commercial* | ☑ |

** Community resource is defined here as community center, public parks, libraries, and health centers*

## Street Profile: West Broadway

| | | |
|---|---|---|
| **Street details** | | |
| | *Number of travel lanes (per direction)* | 1 |
| | *Largest width of travel lanes (ft)* | 18 |
| | *# signalized intersections* | 4 |
| | *# unsignalized intersections* | 8 |
| | *Total length (miles)* | 0.8 |
| **Pedestrian Infrastructure** | | |
| | *Sidewalk width (range, feet)* | 12-15 |
| | *Longest unsigalized crosswalk (feet)* | 56 |
| | *Longest signalized crosswalk (feet)* | 88 |
| | *# of vehicle lanes to cross* | 3 |
| | *Parking within 20 feet of crosswalk* | ☑ |
| | *Total curb cuts* | 4 |
| | *ADA compliant curb ramps* | N |
| **Bike Infrastructure** | | |
| | *Dedicated space for bikes* | No |
| | *BLOT (for lowest scored section)* | 4 |
| | *Bike parking* | ☑ |
| | *Bluebikes stations* | 2 |
| **Transit** | | |
| | *MBTA subway station on street* | ☑ |
| | *Bus routes* | 11, 9 |
| | *Number of bus stops* | 21 |
| **Parking** | | |
| | *Number of spaces* | 210 |
| | *Accessible spaces* | 4 |
| | *Pick up/drop off spaces* | 4 |
| **Land Use** | | |
| | *School on street* | ☑ |
| | *Community resource on street* | ☑ |
| | *Residential* | ☑ |
| | *Commercial* | ☑ |

** Community resource is defined here as community center, public parks, libraries, and health centers*

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