

Realizing the Plan



Go Boston 2030 Capital Plan Strategy

Starting in 2017, the City of Boston's Streets Capital Plan will be based on the blueprint provided by Go Boston 2030. The projects and policies identified in the plan have the potential to transform how people will travel in Boston for the next fifteen years and beyond. They were selected through an extensive public process involving over 14,000 community comments and ideas, and as such, represent the collective aspirations of how Bostonians want to travel in the future.

To realize this vision the City of Boston will:

- Commit to a five year investment plan in order to jump-start implementation of the policies and projects identified in the Go Boston 2030 Action Plan.
- Leverage City funding to attract State funding through the Boston Region Metropolitan Planning Organization (MPO).
- Seek development mitigation to contribute to building streets and sidewalks to enhance public investment.
- Work with surrounding cities and towns to connect transportation networks cost-effectively.

Overview

The Streets Capital Plan will focus on four strategic categories and propose a balanced, consistent funding approach to those areas over the next five years. Each category is informed by Go Boston 2030's primary themes - expanding access, improving safety, and ensuring reliability. The following outlines the categories and their capital plan programs:

- 1. Vision Zero** – Deliver safety on Boston's streets.
Programs: Priority corridors, safe crossings, walk and bike friendly Main Streets' small-business districts, walkable and accessible sidewalks, and neighborhood traffic calming for residential streets
- 2. Great Streets** – Build multimodal streets to improve access to Boston's neighborhoods.
Programs: Complete Streets corridors, multiuse paths, and corridors with bike facilities
- 3. Smart Streets** – Make travel times and safety for people on Boston's road predictable.
Programs: Smart traffic signals, surface transit, neighborhood mobility microHUBs
- 4. State of Good Repair** – A bedrock of investments to put the City on a sustainable program to maintain bridges, roads, sidewalks, off-street paths, street lighting, and building facilities that are essential to service delivery.

The City of Boston will support its investments with State and Federal sources.

- The City will continue to advocate for State funding. In addition to seeking an increase in Chapter 90 funds to keep its streets and sidewalks in a "state of good repair," the City will focus on preparing "shovel-ready" designs for major roads to leverage State and Federal construction funding.
- Over \$500 million in non-city funds will be required over the next 15-plus years to implement the Complete Streets, Rapid Bus, and Transit Hub projects identified in Go Boston 2030. This level of funding is possible if the current annual rate of State and Federal funding is sustained.
- As noted on the relevant project page, the City acknowledges the \$1.3 billion commitment from the MBTA to buy new equipment to improve Orange and Red Line service. Similar "big-ticket" commitments will need to be made over the next several decades to implement the new Urban Rail regional projects singled out in Go Boston 2030.

Highlights

In the coming five years, the City of Boston will prioritize:

- **Walk- and Bike-Friendly Main Street Districts** under the Vision Zero strategic category with the goal of improving every designated district by 2030.
- **Smart Signal Districts and Corridors** to install adaptive signals. Projects have been started at Sullivan Square in Charlestown, the South Boston Waterfront, and the Blue Hill Avenue/Warren Street corridor.
- A redesigned **Columbia Road** to make it a great street with neighborhood-green space, stress-free walking and bicycling, and multi-modal connections to Franklin Park and Boston Harbor.
- A proposal for seed-funding to work with the MBTA to improve bus service, including the use of exclusive lanes. Proposals include connecting **Mattapan Square to the LMA** and **Forest Hills to Roslindale Square**.
- Reconstruction of the North Washington Street and Northern Avenue Bridges.
- **Protected bike lanes** along a dozen corridors. In addition to Columbia Road, new design proposals include Boylston Street (Fenway), an extension of the Southwest Corridor to connect to Charles Circle and Roslindale, Commonwealth Avenue beyond Packards Corner, Beacon Street, and American Legion Highway.
- A Complete Streets program including designs for the **Washington Street/ Columbus Avenue** and **Dorchester Avenue (South Boston)** corridors to follow up on the BPDA's PLAN initiatives.
- Collaboration with the MBTA for the State to fund improved service on the **Fairmount Indigo Line**.
- Better **bus and ferry connections** between North Station and the South Boston Waterfront.
- Coordination with surrounding communities to advocate for regional projects such as more frequent commuter rail along the **I-90 corridor** and Needham Lines, a new **West Station**, and better connections from surrounding communities to **Sullivan Square**.

1. Vision Zero

Deliver safety on Boston's streets

This is an investment to improve safety for our most vulnerable street users with a focus on roadway corridors, safe crossings, and traffic calming on residential streets and in small-business districts. Highlights include public realm improvement in every Mains Streets district in Boston by 2030.

Capital Plan Programs

Priority Corridors and Safe Crossings

- Safe crossings at multiple locations citywide: Ongoing
- Massachusetts Avenue (Back Bay): Implementation substantially complete
- Codman Square (Dorchester): Implementation substantially complete

The Vision Zero Task Force is identifying new areas for safety improvements

Walk and Bike Friendly Main Streets

- Central Square (East Boston): In construction
- Dudley Street (Roxbury) In design with construction starting in 2018
- Hyde Square (Jamaica Plain): In design with construction starting in 2017
- North Square (North End): In design with construction starting in 2017
- Grove Hall (Dorchester): Design process to begin in 2017
- Philips Square (Chinatown): Design process to begin in 2017 with funding from developers

Additional projects to be determined in coordination with the Boston Main Streets program

Neighborhood Slow Streets

- Stonybrook (Jamaica Plain): In design, construction starting in 2017
- Talbot Norfolk Triangle (Dorchester): In design, construction starting in 2017

Two to three districts a year based on application process

Walkable Streets and ADA Improvements programs

- "Walkable Streets" sidewalk improvements: Ongoing
- ADA pedestrian ramps: Ongoing

Selection of locations based on maintenance needs and Vision Zero priorities

2. Great Streets

Build multimodal streets to improve access to Boston's neighborhoods

This is an investment in the redesign of key corridors by leverage private, State, and Federal funding. The designs will focus primarily on stress-free walking, protected bicycling, and better accommodating public transportation. Highlights include redesigning Melnea Cass Boulevard, new corridors aligned with the BPDA's PLAN initiatives, Columbia Road, and multiuse paths such as between Fenway and Yawkey stations.

Capital Plan Programs

Complete Streets Corridors

Includes improvements for wider sidewalks, protected bicycle lanes, and improved bus service. Note that building off city design efforts, over a \$100 million in total State funding through the Boston MPO is anticipated over the next five years. In addition, developer-financed initiatives such as those for Harrison Avenue and Boylston Street are setting new precedents for public-private partnerships.

- Audubon Circle (Fenway): In construction
- Melneas Cass Boulevard (Roxbury): In design
- Rutherford Avenue/ Sullivan Square (Charlestown): In design
- Summer Street (South Boston): In design
- Commonwealth Avenue Beyond Packards Corner (Allston): In design
- Harrison Avenue (South End): In design
- Boylston Street (Fenway): In design
- Beach Street (Chinatown): In design
- Quincy Street (Dorchester): In design
- Ruggles Street (Roxbury): Design process to begin in 2017
- Columbia Road (Dorchester): Design process to begin in 2017
- Dorchester Ave (South Boston): Design process to begin in 2018
- Washington Street/Columbus Avenue (JP/Roxbury): Design process to begin in 2018

Multi Use Paths and Better Bike Corridors

Include protected bike corridors and multiuse paths as well as additional facilities built through the Complete Streets Corridors and Vision Zero programs.

Note: Over \$20 million in State and Federal funding, available through the Boston MPO and the federal TIGER program, has been and will be applied to these programs.

3. Smart Streets

Make the flow of people predictable on Boston's roadway and on-street- transit networks

This investment will retrofit our existing infrastructure with new signal, camera, and sensor technologies in addition to curb regulation and lane marking adjustments to improve the reliable flow of people using all modes of travel.

Capital Plan Programs

Smart Traffic Signals

Manage traffic flow for people in cars and buses, on foot, and on bicycles with signals that are linked to the Traffic Management Center and to each other. Currently, the State is funding adaptive signals at the South Boston Waterfront, and developers are funding similar projects at Sullivan Square and the Bulfinch Triangle.

- Intersection signal reconstruction: Ongoing
- Corridor retiming: Ongoing
- Accessible pedestrian signals: Ongoing
- Adaptive signal districts in Sullivan Square, the Seaport, and Bulfinch Triangle: Design process to begin in 2018
- Adaptive signal corridors on Warren Street/Blue Hill Avenue (Dorchester, Roxbury): Design process to begin in 2018

Surface Transit including Rapid Bus initiatives

Potentially provide seed funding by the city to support Rapid Bus and surface transit initiatives in order to leverage State funding.

- Green Line improvements on Commonwealth Avenue and Huntington Avenue (Fenway, Mission Hill, Brighton, and Allston): Install in 2017

- Forest Hills to Roslindale Square Bus Service Improvements (Roslindale): Install in 2017
- Silver Line Dudley to Downtown (Roxbury, South End, Chinatown, Downtown): Design process to begin in 2017 based on availability of State funding
- Mattapan Square to LMA Rapid Bus (Mattapan, Dorchester, Roxbury): Design process to begin in 2019 based on availability of State funding
- North Station to South Boston Waterfront Rapid Bus (Downtown): Design process to begin in 2020 based on availability of State funding

Neighborhood Mobility microHUBs

Use City and developer funding to initiate a citywide program that will leverage a State grant proposal to pilot Mobility microHUBs near recent bikeshare station expansion locations in Roxbury, northern Dorchester, and East Boston.

4. State of Good Repair

Managing the City's core infrastructure assets

This is an investment to put the City on a sustainable capital program in order to maintain bridges, roads, sidewalks, off-street paths, street lighting, and building facilities essential to the high-quality delivery of services. Boston's investments are supported by the State's Chapter 90 program as well as extensive funding for bridge reconstruction.

Ongoing City Capital Programs

Bridges

Maintain Boston's bridges so that they are accessible at all times for all modes of travel.

- North Washington Street Bridge (Charlestown): In design, construction starting in 2017.
- Northern Avenue Bridge (Downtown, Seaport): In design
- Bridge Repairs including Cambridge Street, Dana Avenue, Massachusetts Avenue over Commonwealth Avenue and Huntington Avenue, and Alford Street: Ongoing

Roadways

Maintaining roadways in a safe and passable state for people and vehicles including bicycles

- Roadway resurfacing
- Roadway reconstruction

Note that roads are prioritized by pavement condition index ratings and on equity, safety, and sustainability criteria.

Sidewalks, Off-Street Paths, and Retaining Walls

Maintain and reconstruct sidewalks to create a safe and passable environment for people of all abilities.

- Sidewalk reconstruction
- Stairs and footpaths

Street Lighting

Convert electric lights into LED, install solar switches on gas lamps, and perform conduit work.

Supporting the team

Maintain building facilities managed by the Boston Transportation and Public Works departments to deliver everyday services.

Keeping Go Boston 2030 Going

A proposal to establish a Mobility Lab through a partnership between the City of Boston, academia, and local residents

To ensure that the people’s voice continues to be heard, the City will partner with a to-be-selected university to create a new entity that listens to and engages with Bostonians as policies and projects are implemented and that tracks progress towards achieving the Vision and Targets of Go Boston 2030.

Go Boston 2030 can transform travel in Boston only with the support of the broad community that inspired its policies and projects. To ensure that this partnership lasts, the City is committed to creating a permanent entity which ensures our leadership will continue to listen to the people, engage their input, experiment with new ideas, and, most importantly, track progress towards the Vision and its Targets. Without a mechanism to ensure that progress is being made, Go Boston 2030 might sit on a shelf.

To guarantee the City’s commitment to achieving the people’s vision, beginning in 2017, the Boston Transportation Department and the Mayor’s Office of New Urban Mechanics will be launching a new partnership with local universities, business and advocacy organizations, and the people of Boston to create a permanent entity that helps the City to:

- **Engage** residents of Boston in every neighborhood and of all backgrounds and abilities directly in the implementation, evaluation, and success of Go Boston 2030’s policies and projects.
- **Track** Boston’s progress relative to the Vision and Action Plan established by Go Boston 2030 in an entirely transparent and on-going manner to ensure there is accountability for making the community’s vision a reality.
- **Experiment** with new ways to achieve the community’s vision, including conducting research, testing new ideas, and deploying innovative transportation pilots.

Working with its partners, the City hopes to launch this entity before the end of the calendar year. While its final form cannot be known now, precedents from “mobility labs” around the globe include elements like curated online data resource platforms, on-going real-world pilot programs on city streets, and opportunities to convene community members, public agencies, and national thought leaders.

The City is committed to fulfilling the Vision of Go Boston 2030 and implementing the Action Plan, and a new entity that ensures this can happen—with full transparency, with clear accountability, and always in partnership with our diverse community—is exactly what will keep the spirit of the people’s voice alive for 15 years and beyond.

Appendix