

## Local

# Dorchester Ave Complete Street (South Boston)

Make Dot Ave between Broadway and Andrew Square more multimodal

## Project Score

- Access 1
- Safety 1
- Reliability
- Sustainability/Resiliency 1
- Sustainability/Resiliency 2
- Governance
- Access 2
- Safety 2
- Affordability

#20 in public voting,  
ongoing planning work by the BPDA

## Project Description

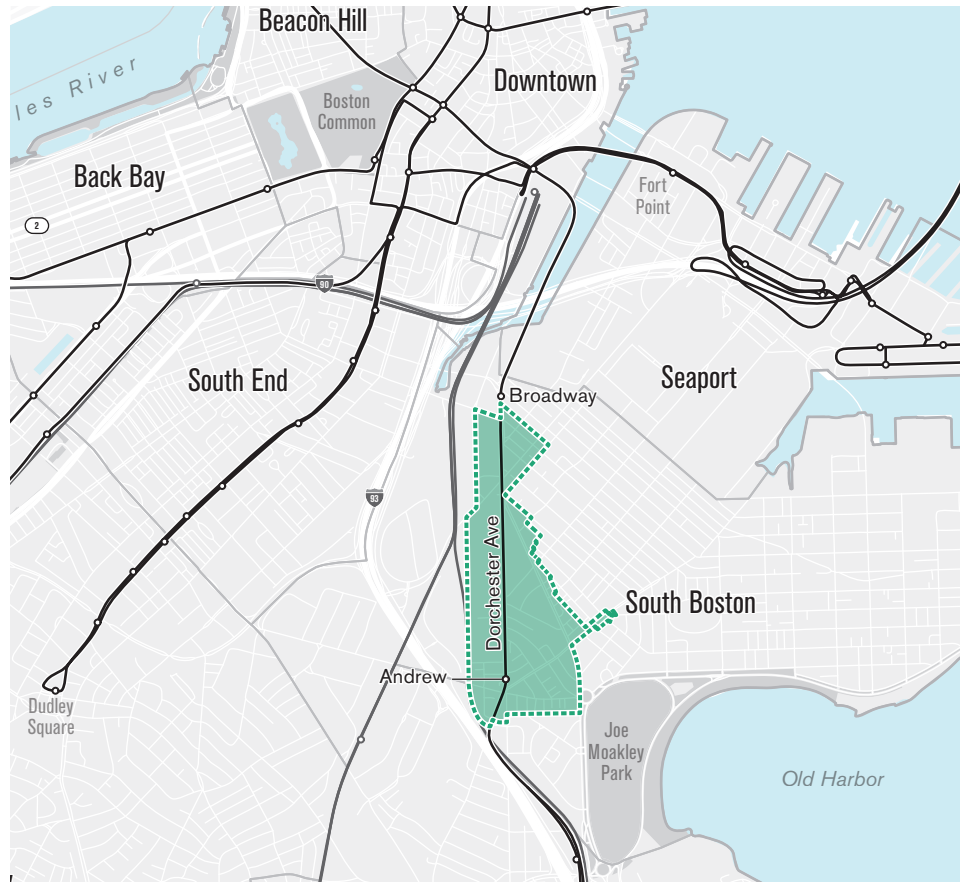
As outlined in the BPDA's PLAN South Boston report, Dorchester Avenue will be redesigned as a street that serves as the retail anchor to the district as well as a key multimodal thoroughfare. Enhanced crosswalks accessible to those of all abilities as well as other safety and public realm improvements, protected or separated bike lanes, and queue jump lanes along with signal priority for buses will support active transportation and retail activity. Old Colony Avenue, Edge Street, and (new) Ellery Street will also be designed for multimodal use appropriate to the transportation needs and scale of the surrounding buildings.



Image credit: BPDA's PLAN, South Boston Dorchester Ave report

## Benefits and Issues Addressed

The existing Dot Ave corridor between Broadway and Andrew stations is currently a mix of industrial uses, is unfriendly to walkers and cyclists, and has infrequent bus service. As part of the reimagining of this district and subsequent rezoning, the City expects a surge in mixed-use development with 6,000 to 8,000 new units of housing. To accommodate this growth, new residents need many options for traveling without relying on a car. The corridor will also become a valuable regional conduit for Fairmount Indigo Line connections and for bicycle trips from the [Columbia Road Greenway](#).



## Implementation

**Planning Level Costs:** \$7 million for design and construction

**Funding Sources:** City capital budget and Boston MPO TIP

**Who's Responsible:** BTDA and Public Works with BPDA

**Time Frame:** Ongoing design within five years and construction within 15 years

## Best Practices

Chicago moved parking onto side streets and redesigned busy Milwaukee Avenue to install protected bicycle lanes. Over 1,000 cyclists per day use the lane.

[chicago.com/completestreets.org/streets/bikeways/barrier-protected-bike-lanes/](http://chicago.com/completestreets.org/streets/bikeways/barrier-protected-bike-lanes/)

More info at

[www.bostonplans.org/planning/planning-initiatives/plan-south-boston-dorchester-ave](http://www.bostonplans.org/planning/planning-initiatives/plan-south-boston-dorchester-ave)

## Public Input

*PLAN: South Boston Dorchester Avenue* heard from residents that they wanted:

"Walkable sidewalks"

"A street for people not cars"

"Safe streets, slower cars, protected bike lanes, good sidewalks"

"More accessible and safer for pedestrians, bicycles"