

## Local

# Neighborhood Complete Street Corridors

Enhancements to promote safe travel for those walking, on bikes, in buses, and driving cars

Project Scores: East Boston – Bennington Street, Roxbury – Egleston to Dudley, Roslindale/Mattapan – Cummins Highway, Roxbury – Humboldt Ave, Tremont Street (South End) Bicycle Facilities



This project recommendation came out of community feedback and the Needs Assessment.

## Project Description

Implementing Boston's *Complete Streets Guidelines*, the City will install enhancements along several neighborhood connectors that improve travel safety, accommodate people biking, and make walking more comfortable. These include East Boston's longest connector, Bennington Street; Washington Street between Egleston and Dudley Squares; Humboldt Avenue in Roxbury; Cummins Highway connecting Roslindale and Mattapan; and Tremont Street in the South End.

## Benefits and Issues Addressed

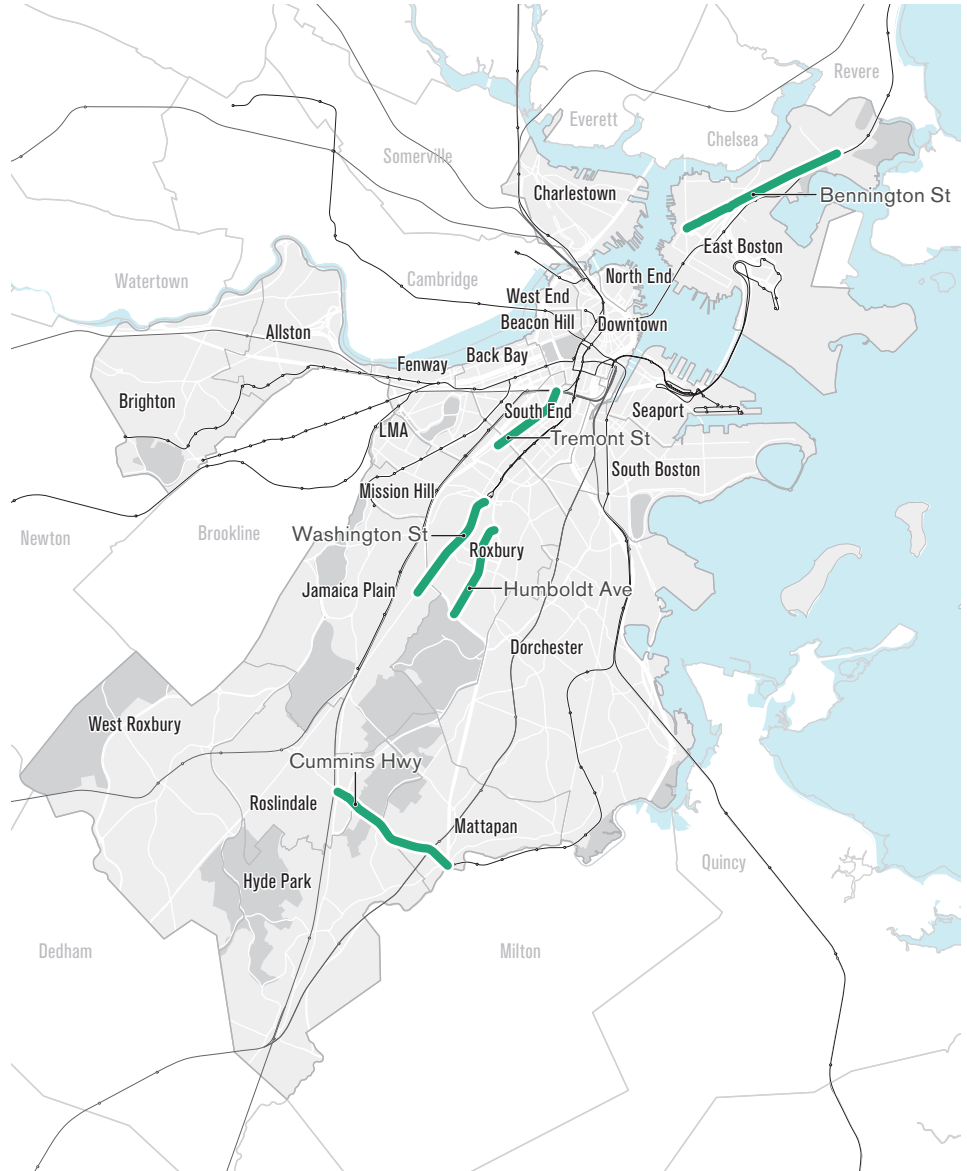
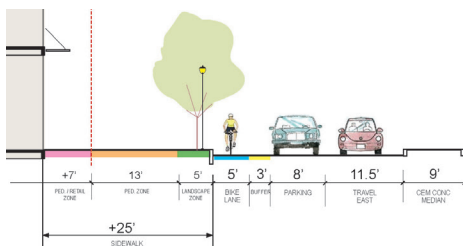
Each of these connective neighborhood corridors experiences higher crash rates and greater vehicle speeds than most of the residential streets that feed into them, yet residents of these neighborhoods depend on these corridors for daily life. Making each a complete street will improve safety for all travelers and provide much needed bicycle accommodations where none exist. Once improved, these corridors can make it easier for residents to walk and bike to transit, neighborhood services, and their *Main Streets districts*.

## Best Practices

In 2008, NYCDOT released their *Sustainable Streets* plan. The plan laid out several transportation initiatives that would improve streets for all modes of transportation and increase safety for bicyclists and pedestrians.

[www.nyc.gov/html/dot/downloads/pdf/ss09\\_update\\_lowres.pdf](http://www.nyc.gov/html/dot/downloads/pdf/ss09_update_lowres.pdf)

The City of Boston is currently designing Harrison Avenue in the South End with wide sidewalks and protected bike lanes with safer crossings for all.



## Implementation

**Approximate Cost:** \$40 million for design and construction

**Potential Funding Sources:** City capital plan for design and Boston MPO TIP for construction

**Who's Responsible:** BTB, Public Works, and MassDOT

**Time Frame:** Ongoing and over 15 years

## Public Input

"Tremont Street 'Slow your Roll' Road Diet: Imagine if Tremont Street in the South End went on a diet. What could that mean for the neighborhood? Decreased average driving speeds, and increased safety for people on foot and on bike? Yep."

—02118