

### GO BOSTON 2030

#### Regional

## Multiuse Path Extension to the Blue Hills

A protected, multiuse trail extending the Southwest Corridor to the Neponset Greenway

#### Project Description

Several possible routes are being considered to continue Boston's Southwest Corridor to the south in order to serve more residents and the region. One option is a safe and continuous connection from Forest Hills through Franklin Park to the Neponset River Greenway, Claire Saltonstall Bikeway, and the Blue Hills Reservation. Whether along Blue Hill Avenue or on American Legion and Cummins Highways, a multiuse path for people walking, running, and cycling—buffered from traffic and supplemented by trees and other green infrastructure—would extend a critical green route for the city, enhancing opportunities for recreation and active transportation. Of the routes proposed by the City's GreenLinks plans, in coordination with LivableStreets Alliance's Emerald Network and MAPC's Landline initiative, one or more will be constructed. Connections will be made to other proposed multiuse paths including *Columbia Road* and the *Fairmount Greenway Neighbourhoods*.



Boston Transportation Department, March 2017

#### ACTION PLAN Projects and Policies

#### Project Score

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

#6 in public voting

#### Benefits and Issues Addressed

A map of existing greenways in Boston shows a clear lack of biking and walking paths in Mattapan, as well as parts of Dorchester, Roslindale, and Hyde Park. Creating a safe connection that allows people on foot and on bike to link up with existing paths on the southern edge of the city, as well as northward along the Southwest Corridor, Columbia Road, or the Fairmount corridor, would support active transportation in neighborhoods where public open space tends to be limited and the major roadways are unfriendly to vulnerable roadway users. Whether for transportation or recreational walks, runs, or rides, a new path is needed here in additional parkland and connections to larger parks and path networks.

#### Implementation

**Approximate Cost:** \$6 million for design and construction  
**Potential Funding Sources:** City capital plan and Boston MPO TIP  
**Who's responsible:** BTS and Public Works  
**Time Frame:** Within 5 to 15 years

#### Best Practices

New York City has connected many of their parks and greenways using protected bike lanes. The Pelham-Moshulu Parkway Greenway connects several parks and urban areas and is part of the larger East Coast Greenway network.  
[www.nyc.gov/html/dot/html/bicyclists/bikemaps.shtml](http://www.nyc.gov/html/dot/html/bicyclists/bikemaps.shtml)

#### Public Input

- "Make traffic safer for people, cars, bikes, and pedestrians along Blue Hill Ave near Talbot St." -02366
- "Connect Emerald Necklace to Neponset Trail." -02143

### GO BOSTON 2030

- Go Boston 2030 is the City's mobility action plan. The plan features 58 projects crafted by community members, and committed to by the Transportation Department.
- Two of those 58 projects are very specific about changes to how Blue Hill Ave. functions. (See left)
- Additionally, the City's ambitious transit and bicycle use goals will not be reached without significant improvements to bus service and bike facilities. The Blue Hill Ave redesign is committed to both.

### Mode for Bostonian Commutes

Data Source: 2013-2017 ACS 5-year estimates

Mode	Today*	2030 Aspirational Goal
Public Transit	34%	↑ Up by a third
Walk	14%	↑ Up by almost a half
Bike	2%	↑ Increases fourfold
Carpool	6%	↓ Declines marginally
Drive Alone	39%	↓ Down by half
Other/Work from Home	5%	↑ Slight increase in Work from Home

### GO BOSTON 2030

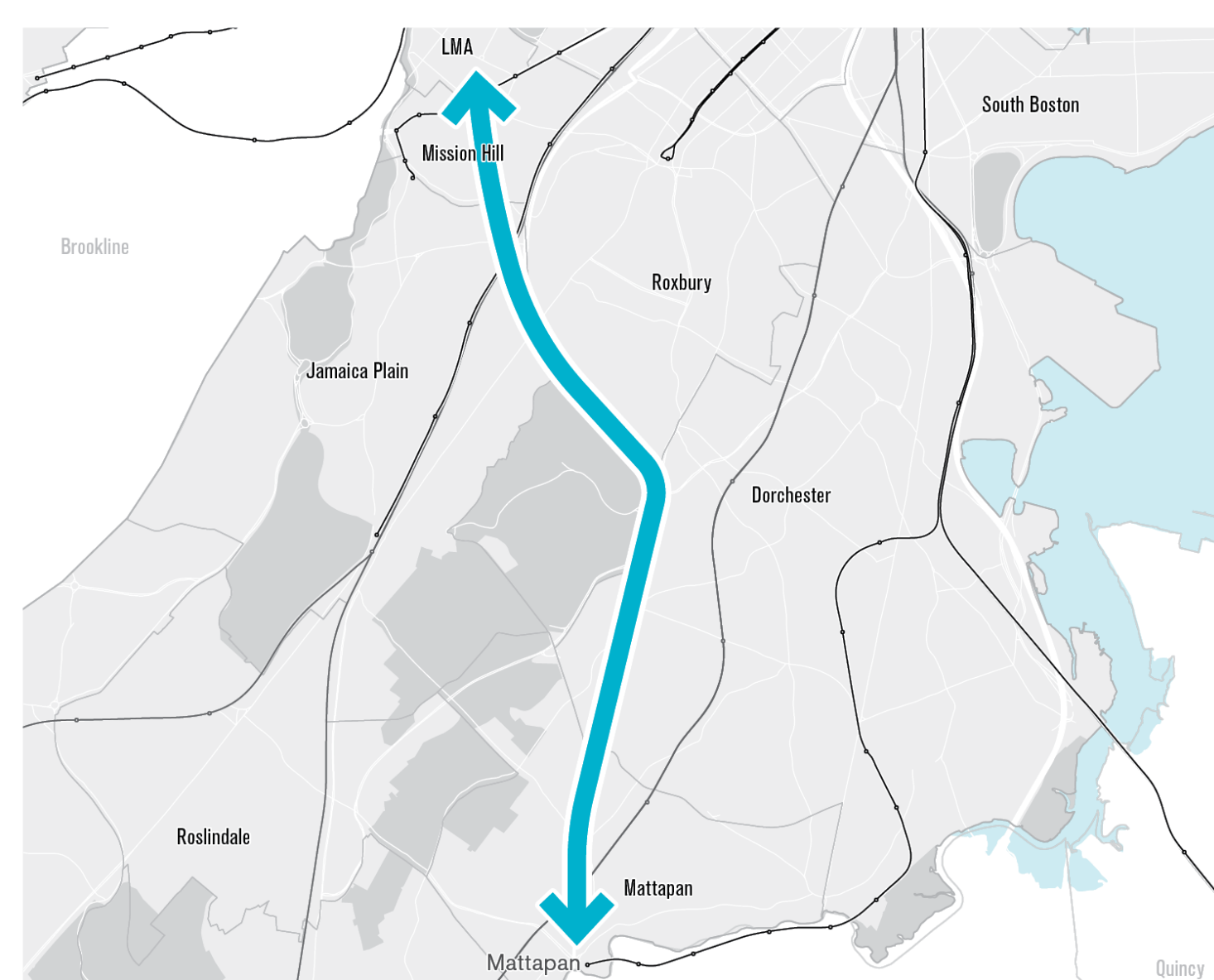
#### Crosstown

## Mattapan to LMA Rapid Bus

Faster transit connections to the medical district from southern Boston

#### Project Description

A new transit line with high-quality stops, signal priority, all-door boarding, and some exclusive lanes will create direct transit connections for residents of Mattapan and southwest Dorchester to jobs and medical care in Roxbury, Mission Hill, and the Longwood Medical and Academic Area. This involves a rail-like bus service operating where excess roadway width exists today on one of several potential corridors that will be determined in conjunction with the community. Service would be high capacity and high frequency and could interline with the *JFK/UMass to LMA rapid bus corridor* and even the *West Station to LMA connection*, connecting together southern Boston, the LMA, and Beacon Yards. Future upgrades could see tracks and streetcar service initiated as ridership grows.



#### Best Practices

The Cleveland, OH, Healthline (left) has five min frequency during rush hours, 24/7 service, off-board fare collection, dedicated ROW with higher speed limits, real time information displays, "stations" with fare machines, emergency call boxes, and elevated platforms.  
[www.riderta.com/healthline/about](http://www.riderta.com/healthline/about)



#### Implementation

**Approximate Cost:** \$55 million for design and construction with vehicle costs to be determined.  
**Potential Funding Sources:** City capital budget for design, Boston MPO TIP for roadway construction, and MassDOT/MBTA for vehicle costs.  
**Who's Responsible:** BTS and PWD with MassDOT/MBTA  
**Time Frame:** Within 5 to 15 years in conjunction with local community process

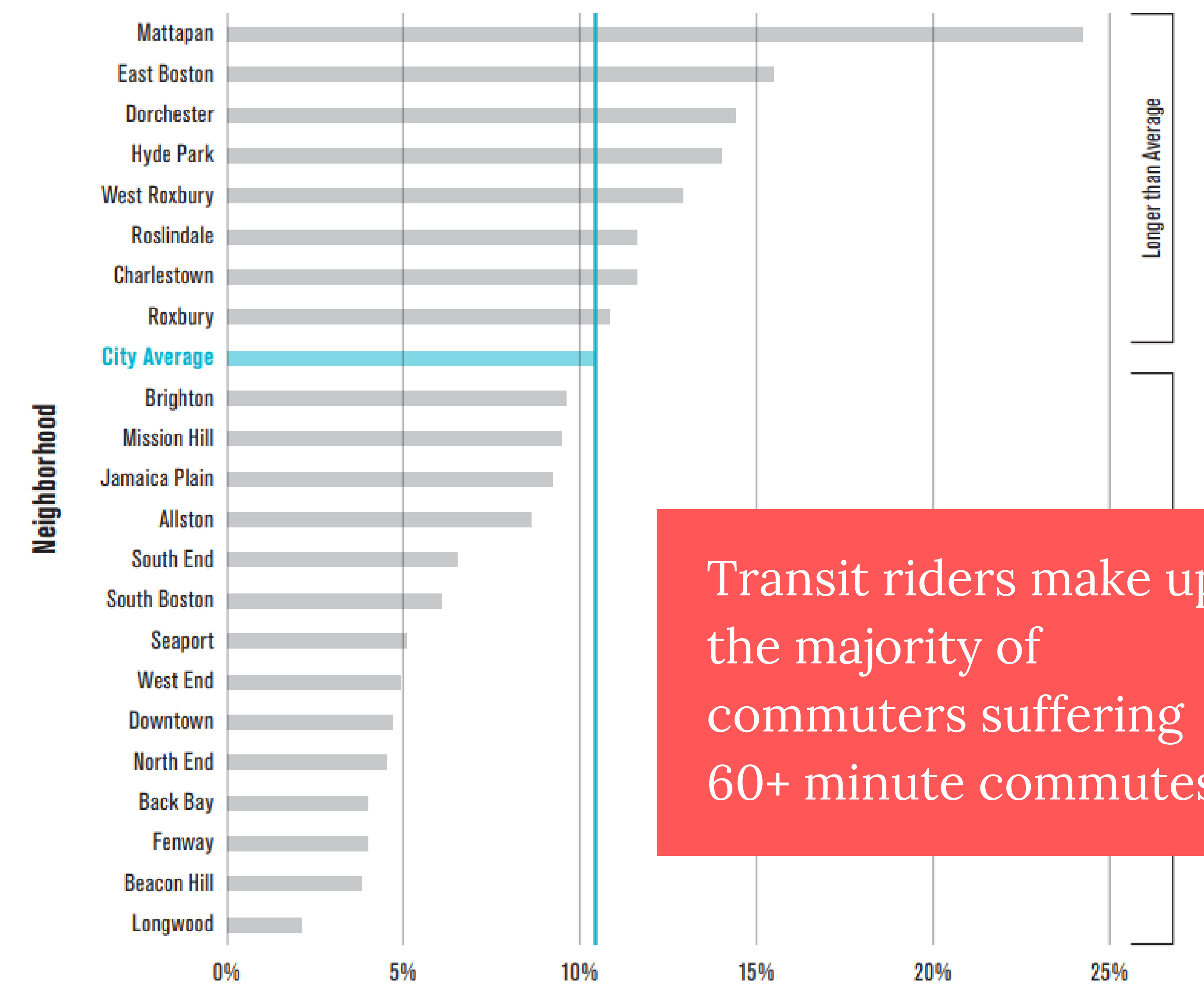
#### Public Input

"Transit expansion is critical to the city's continued viability. Our rapid transit needs major expansion of its capacity, both in the downtown core and in many under-served neighborhoods that are among the most transit-dependent sections of the entire metropolitan region (e.g., Washington Street Corridor through Roxbury and continuing through Grove Hall to Mattapan Square) ... indispensable prerequisites to assuring the continued development of Boston by providing the critical infrastructure that can support our growing public transportation system." -02119

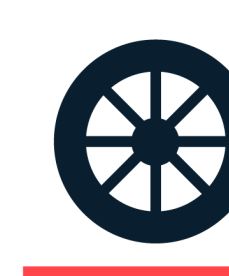
**Benefits and Issues Addressed**  
 This investment will support economic opportunity along a corridor with heavy bus ridership but unreliable service, while—depending on the alignment—potentially improving other connections that head into Dudley Square and Downtown as well. Crosstown connections from this part of the city are in high demand, as shown by the ridership rates on "diagonal" routes such as the 28, yet these routes have poor reliability. Poorly served riders, plus many more residents of Dorchester and Mattapan who are not near these diagonal routes today, must either drive—adding to the congested traffic on Morton Street—or ride into Downtown then back out to the LMA on the train. Replacing these lengthy, indirect, and unreliable transit commutes with a high-quality single-seat ride will benefit thousands, improve jobs access, and also attract new transit riders.

Boston Transportation Department, March 2017

### Percent of Boston Residents with 60+ Minute Commutes



Transit riders make up the majority of commuters suffering 60+ minute commutes.





# B

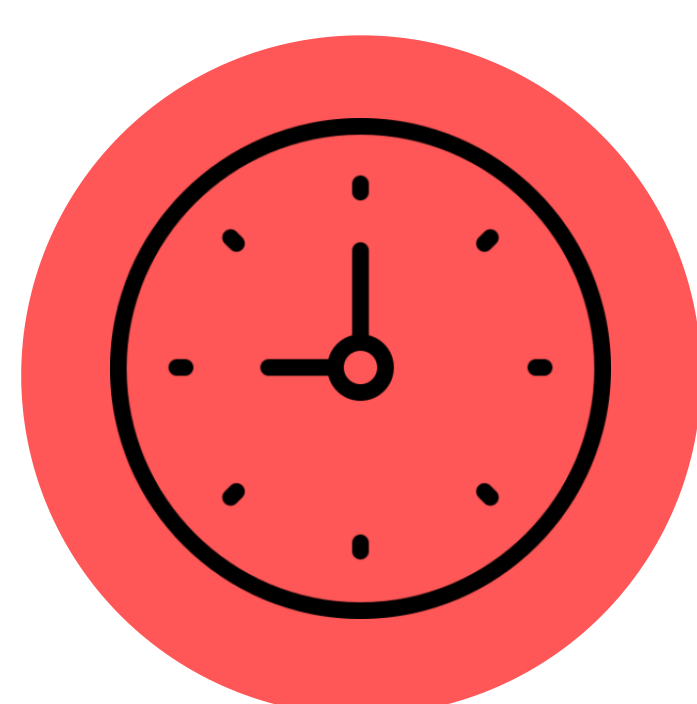
CITY of BOSTON

## CONCEPT 3 POTENTIAL STREETScape

AT THE INTERSECTION OF BLUE HILL AVE AND WALK HILL



Nearly 20,000 bus riders and 906 buses a day travel along Blue Hill Ave. During morning and evening rush hour, these bus riders account for 52% of all roadway users along the avenue. Currently, it takes bus riders 40-55 minutes to travel from Mattapan Station to Nubian Square during peak periods.



### 25

minutes

Rush hour bus travel time between Mattapan Station and Nubian Square



### 438

parking spots

Amount of parking maintain between Babson in the south and Warren in the north



### HEAVY

enforcement

The openness of the bus lane is inviting to double-parkers, As a result, this concept is heavily dependent upon enforcement officer presence.



# B

CITY of BOSTON

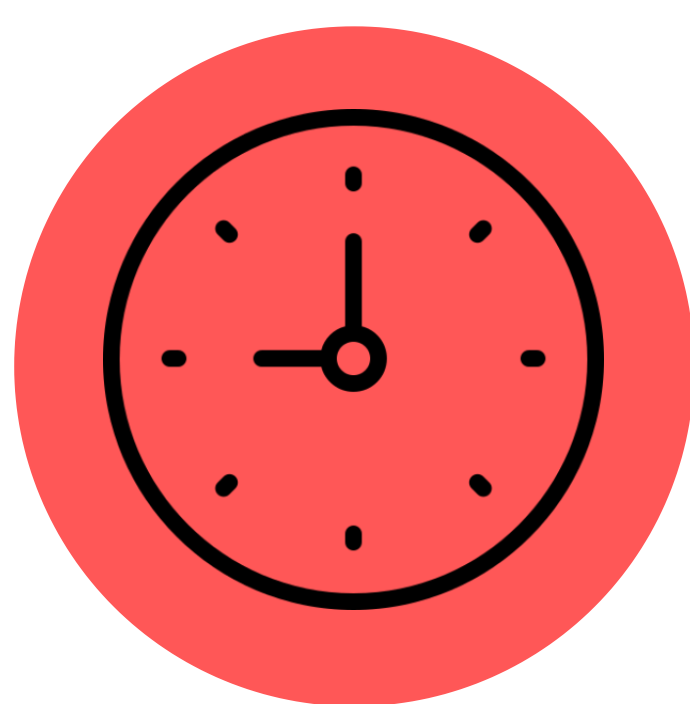
## CONCEPT 4

## POTENTIAL STREETScape

AT THE INTERSECTION OF BLUE HILL AVE AND WALK HILL



Nearly 20,000 bus riders and 906 buses a day travel along Blue Hill Ave. During morning and evening rush hour, these bus riders account for 52% of all roadway users along the avenue. Currently, it takes bus riders 40-55 minutes to travel from Mattapan Station to Nubian Square during peak periods.



### 25

minutes

Rush hour bus travel time between Mattapan Station and Nubian Square



### 422

parking spots

Amount of parking maintain between Babson in the south and Warren in the north



### SELF-

enforcing

Due to the location of the bus lanes away from the parking lane, this concept is less plagued by double-parking and is largely self-enforcing.



# B

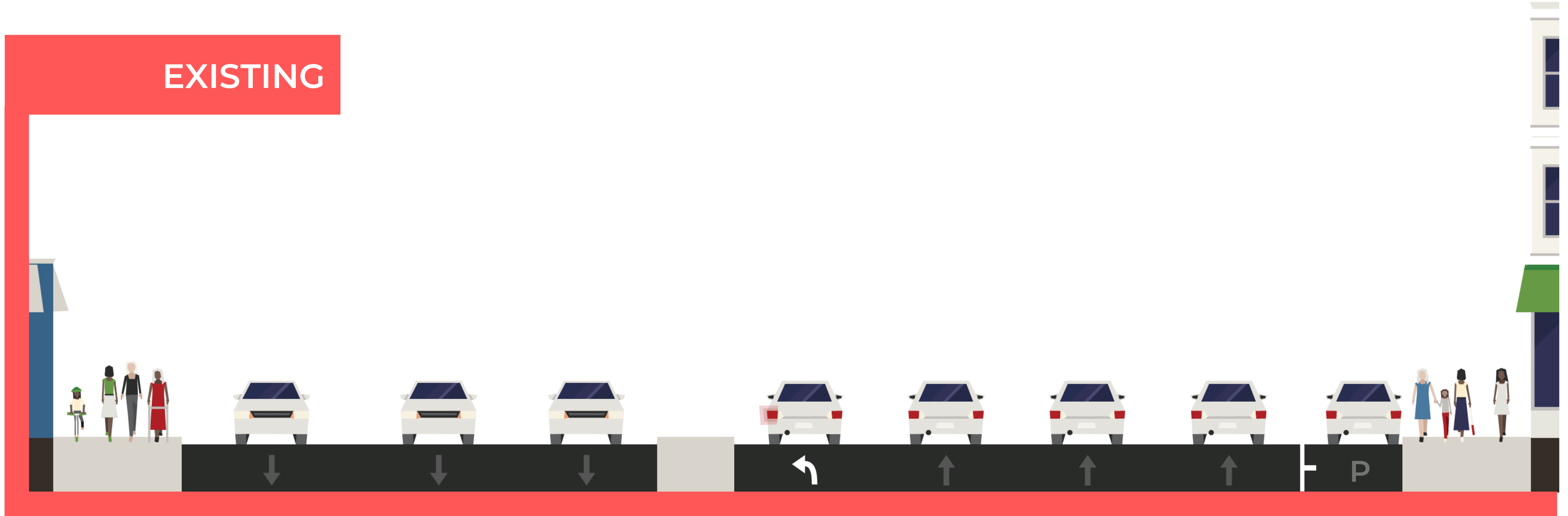
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## CONCEPTS 3 and 4

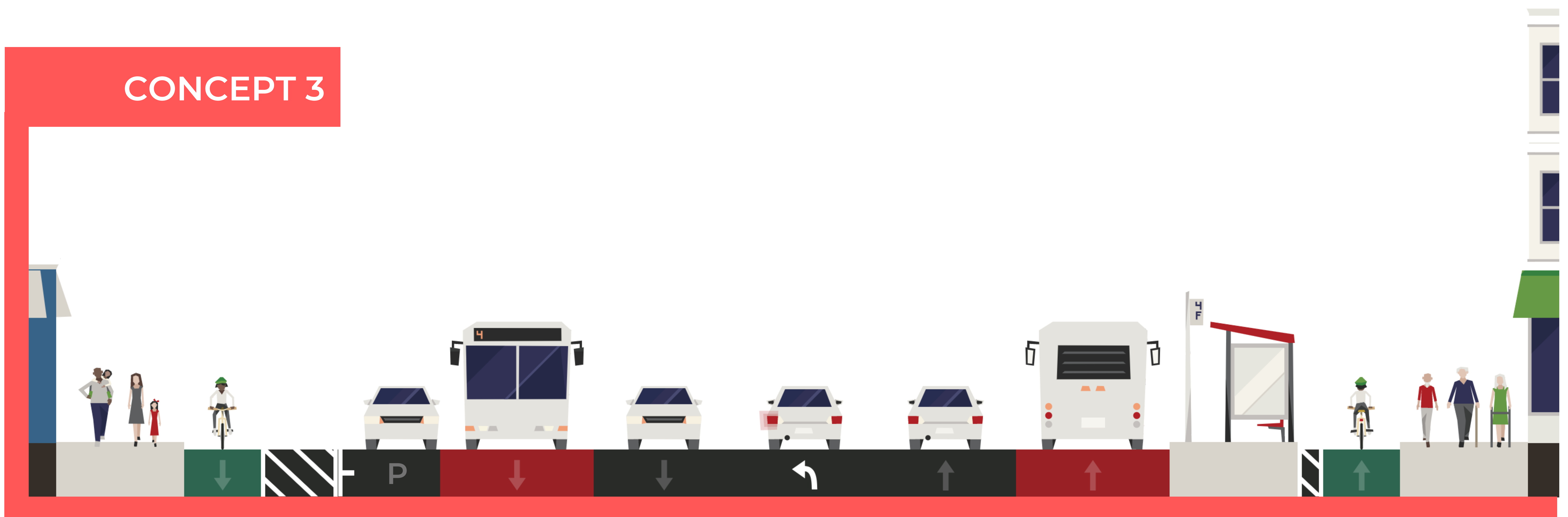
### POTENTIAL CROSS SECTION

VISUALIZED BELOW IS BLUE HILL AVE AT THE SOUTH SIDE OF THE AMERICAN LEGION INTERSECTION

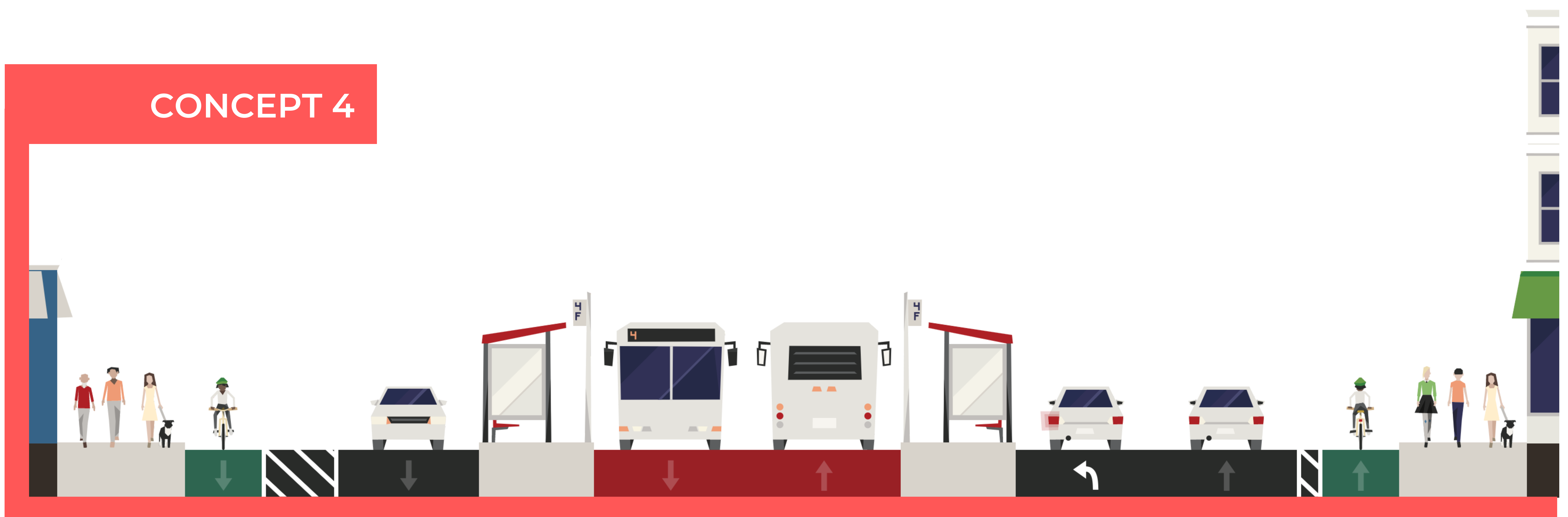
#### EXISTING



#### CONCEPT 3



#### CONCEPT 4



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