The Transportation Futures Survey

The Transportation Futures Survey asked respondents to choose which future the City should focus on for the Go Boston 2030 Action Plan. Beyond choosing a future, respondents also could prioritize projects and policies and identify how City streets should accommodate people driving, walking, and taking transit. Rather than being a statistically rigorous or scientific exercise, the survey was intended to collect important input as well as helping the public think about tradeoffs between different types of investments.

Survey Outreach

- E-blasts to Go Boston 2030's email list
- Announcements in partner newsletters
- City Hall To Go truck events in June
- Distribution of paper surveys and fliers to all public libraries and BCYF community centers
- Opinion leader panel discussion event on June 6

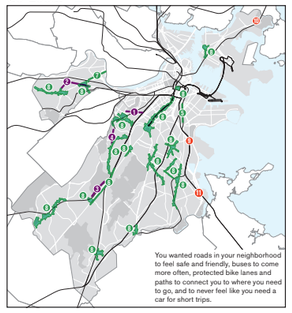
The survey received over 4,000 responses, nearly two-thirds of which identified as Boston residents.

How did the survey work?
The survey had three main questions for respondents to answer. First, respondents could choose one of four futures that they wanted the City to focus on. This included Go Local, Go Crosstown, Go Regional, and Go Tech. Respondents then selected their top three projects and policies from each future. Finally, respondents could select one cross section that represented how to arrange the uses for a major street in Boston.

Choose 1

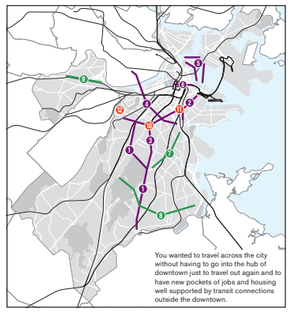
High capacity transit
Walking and biking
Vehicular infrastructure
Transportation hub

Go Local



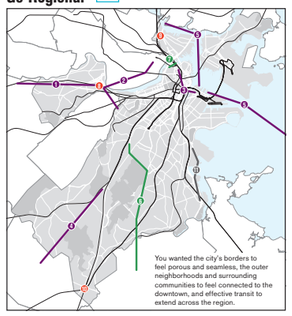
You wanted roads in your neighborhood to feel safe and friendly, buses to come more often, protected bike lanes and paths to connect you to where you need to go, and to never feel like you need a car for short trips.

Go Crosstown



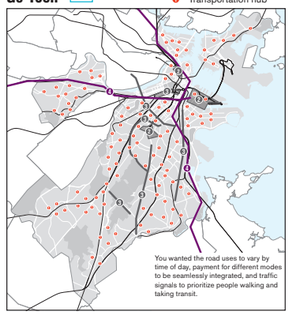
You wanted to travel across the city without having to go into the hub of downtown just to travel out again and to have new pockets of jobs and housing well supported by transit connections outside the downtown.

Go Regional



You wanted the city's borders to feel porous and seamless, the outer neighborhoods and surrounding communities to feel connected to the downtown, and effective transit to extend across the region.

Go Tech



You wanted the road uses to vary by time of day, payment for different modes to be seamlessly integrated, and traffic signals to prioritize people walking and taking transit.

Select 3 for each future

Projects + Policies	Access	Safety	Reliability	Pick your 3
1 Ruggles to LMA improved bus corridor		•	•	☐
2 Oak Square to Comm Ave improved bus corridor		•	•	☐
3 Orange Line extension to Roslindale Square		•		☐
4 Green Line extension to Hyde Square		•		☐
5 Dorchester Ave Complete Street (South Boston)			•	☐
6 Washington Street Complete Street (JP/Rox)		•	•	☐
7 Beacon Yards Complete Streets network			•	☐
8 Pedestrian and bike-friendly Main Streets		•	•	☐
9 Flood-Proof JFK/UMass station				☐
10 Flood-Proof Suffolk Downs station				☐
11 New Red Line station at Neponset		•		☐
Pedestrian-first traffic signals (Policy)		•	•	☐
Parking meter benefit district (Policy)		•		☐

Projects + Policies	Access	Safety	Reliability	Pick your 3
1 Mattapan to LMA streetcar/bus rapid transit		•	•	☐
2 South Boston to Dorchester/Widett urban rail		•		☐
3 Dudley Square to Mattapan streetcar/bus rapid transit		•	•	☐
4 Massachusetts Ave bus rapid transit		•	•	☐
5 Expanded local ferry network		•	•	☐
6 Silver line tunnel connecting Washington St to South Station		•	•	☐
7 Columbia Road greenway		•		☐
8 Gallivan Blvd walk and bike path		•		☐
9 North Allston walk and bike path		•		☐
10 Enhanced Dudley Square transit center			•	☐
11 Widett Circle bus and train station		•		☐
12 LMA transit center		•	•	☐
Restructure all bus routes (Policy)			•	☐
Designated buses for bicycles in tunnels (Policy)		•	•	☐

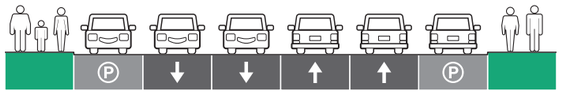
Projects + Policies	Access	Safety	Reliability	Pick your 3
1 I-90 Newton urban rail		•		☐
2 LMA to Kendall/North Point bus rapid transit		•	•	☐
3 North Station to South Boston Waterfront BRT		•	•	☐
4 Forest Hills to Dedham bus rapid transit		•		☐
5 Expand regional commuter ferry network		•		☐
6 Blue Hills bike and pedestrian path		•	•	☐
7 Charles River South Bank bridge		•	•	☐
8 Allston (West) Station regional transit hub		•		☐
9 Sullivan Square regional hub enhancement			•	☐
10 Readville Yards station		•		☐
11 Resilient Morrissey Blvd			•	☐
Expanded electric vehicle infrastructure (Policy)		•		☐
Mitigation fund to support green transportation (Policy)		•	•	☐

Projects + Policies	Access	Safety	Reliability	Pick your 3
1 Mobility Hubs (Hubway, car share, bus)		•		☐
2 Smart Signal Districts: South Boston Waterfront, Bulfinch Triangle, and Dudley Square			•	☐
3 Smart Signal Corridors: Essex and Kneeland Streets, Dorchester Ave, Blue Hill Ave, Morton St, Melnea Cass & Columbus Ave, Massachusetts Ave			•	☐
4 Smart high-occupancy-vehicle lanes on interstates			•	☐
Autonomous vehicles strategy (Policy)		•		☐
Flexible lanes repurposed by time of day (Policy)			•	☐
Consolidated smart shuttle system (Policy)			•	☐
Facilitate and regulate shared ride technologies (Policy)		•	•	☐

How should we move people on our major streets?

Go Boston 2030 has set ambitious mode-shift goals and recognizes that space is limited on many of our streets. Share how you would arrange the uses for a major street in Boston. **Choose one cross section.**

Let's keep driving: Maintain auto capacity — **Choose One**



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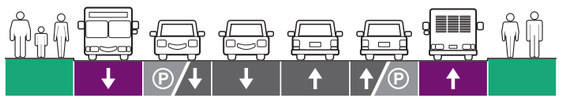
Exclusive Ⓣ lanes: Remove drive or parking lane



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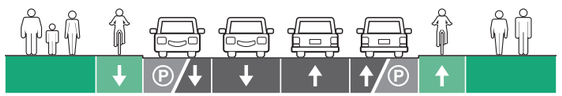
Exclusive protected bike lanes: Remove drive or parking lane



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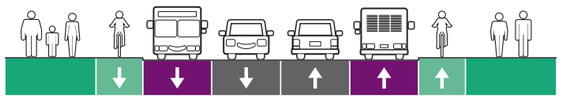
Exclusive Ⓣ and bike lanes: Remove drive *and* parking lanes



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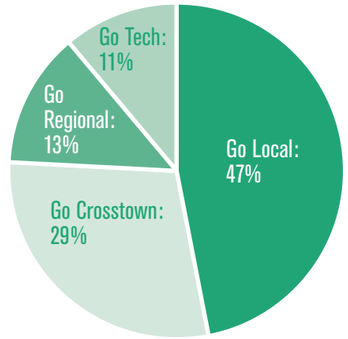
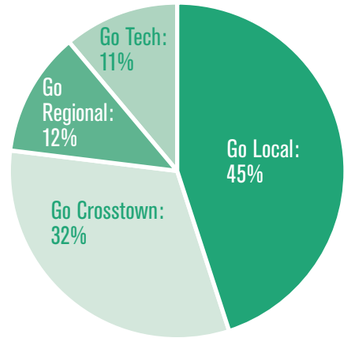
What were the results?

To make sure that Boston's neighborhoods were represented equally in the survey results, the Go Boston 2030 team "weighted" the results by population. Some neighborhoods that were over- or under- represented relative to their share of Boston's population. Weighting accounts for this to represented each neighborhood equally. Finally, the survey analysis combined weighted results from Bostonians with responses from those who live outside of Boston.

Unweighted Responses

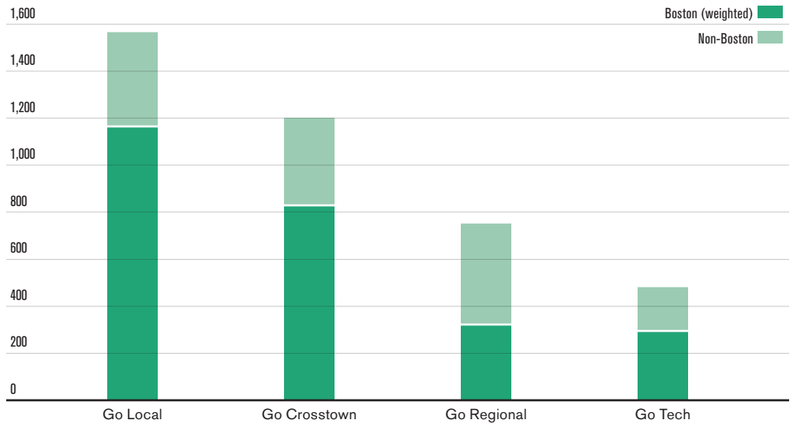


Weighted Responses



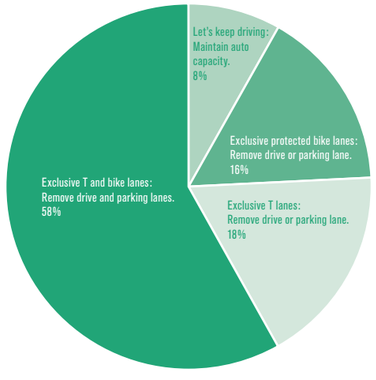
Four Futures

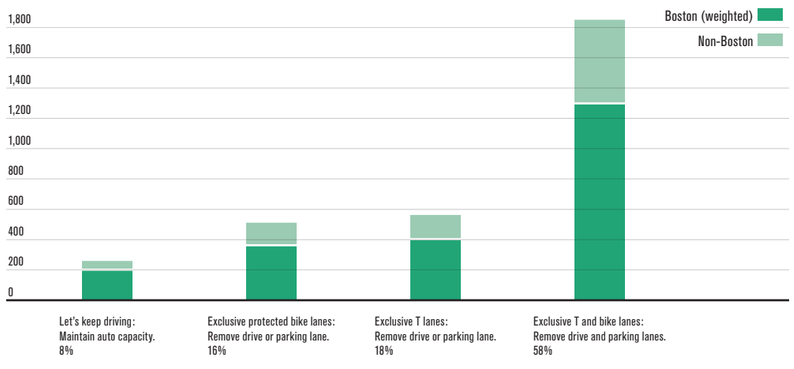
Go Local was the top future selected by all respondents, including both Boston residents and non-residents.



Major Streets

Exclusive T and bike lanes was the highest priority for all respondents, including both Boston residents and non-residents.

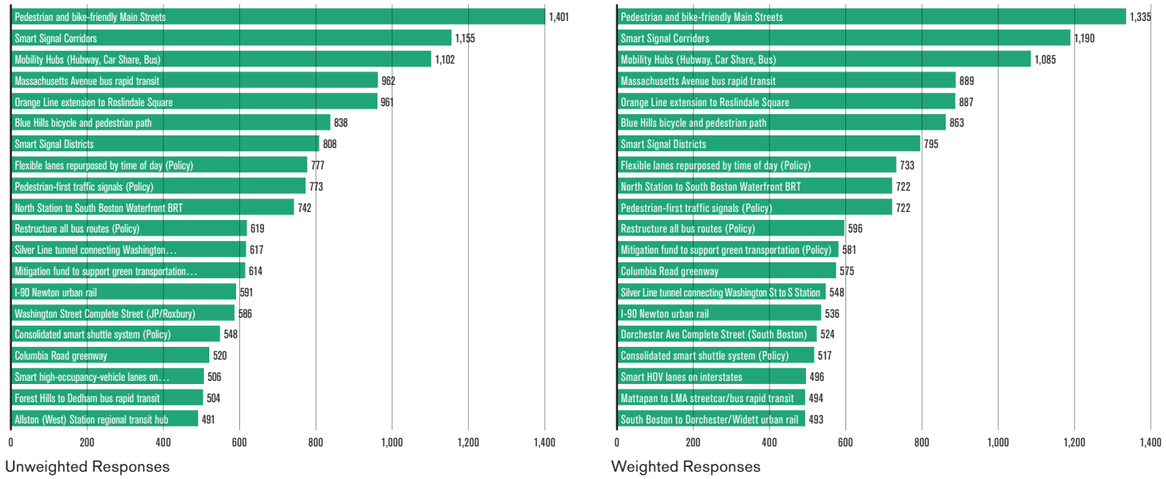


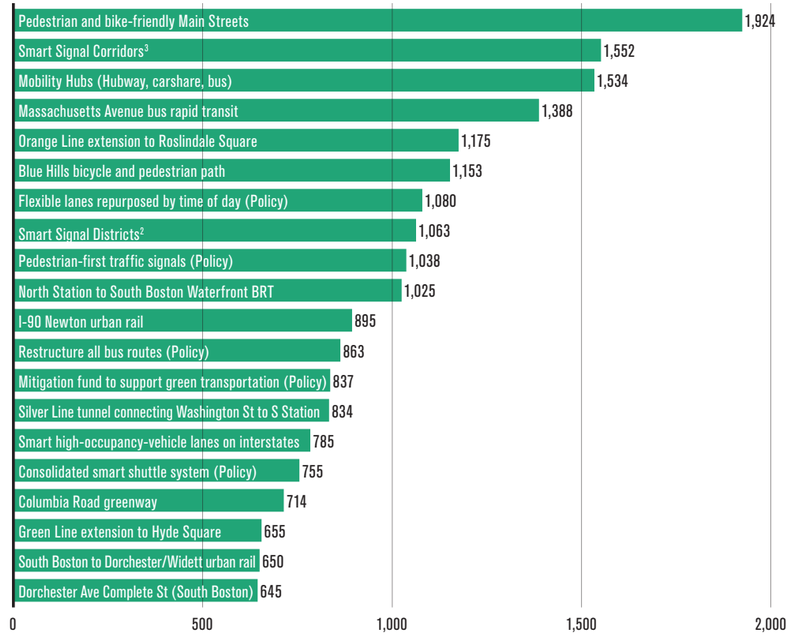


Top Projects

Survey respondents overwhelmingly selected Pedestrian and bike-friendly main streets as the number one project. This was true of both the weighted and unweighted results from Bostonians.

All Projects and Policies (Boston Only)





Regional Projects Supported by Go Boston 2030

Beyond the borders of Boston, there are a set of regional projects that are proposed, in the planning phases, or already under construction that will measurably improve the multimodal options that will help to reach the Go Boston 2030 aspirational mode shift targets.

Regional Hubway Expansion
Planned

Continued expansion of Hubway into additional abutting communities that are seeking to expand the use of bicycling, such as Newton

Somerville Community Path Extension
In Design

Would complete the only missing piece of a continuous shared-use path from Concord to Boston between the Minuteman Bikeway and the Cambridge North Point Park paths
pathfriends.org/scp

Cambridge Grand Junction Transit/ Bike Corridor
In Conceptual Design

A cross-town shared-use path connection between Commonwealth Avenue, Kendall Square, and the Somerville Community Path
www.cambridgema.gov/CDD/Projects/Transportation/GrandJunctionPathway

Mass Central Rail Trail / East Coast Greenway from Waltham to Clinton
In Conceptual Design

The creation of a new shared-used path that would extend the Charles River Dudley White Path westward to several dense suburbs as part of an envisioned pan-Mass trail
www.masscentralrailtrail.org/home.html

Route 99 Bus Rapid Transit from Everett to Haymarket
In Conceptual Design

Addition of bus priority and rapid bus treatments along Broadway in Everett and Rutherford Avenue in Boston to improve transit capacity and reliability on one of the region's most heavily-used transit corridors

Bus Rapid Transit on Route 2 from Alewife to Waltham and Lexington
Proposed

Extension of high-quality transit beyond the Alewife Red Line terminus to transit-supportive western suburbs beyond the reach of the subway

Sullivan to Kendall Transit Connection
Proposed

A new direct transit connection between Sullivan Square and East Cambridge to provide improved regional connections to jobs in Kendall Square

Arsenal Street Transit Corridor in Watertown
Proposed

Addition of transit-priority treatments and stop amenities to enhance the quality of transit along the corridor between Alston and Watertown Square to jobs in Kendall Square

Blue Line Extension to Lynn/Urban Rail on the Rockport Line
Proposed

Extension of high-quality transit beyond Revere to dense transit-supportive north shore communities that are only served by bus and commuter rail
www.massdot.state.ma.us/Portals/0/docs/infoCenter/boards_committees/PublicPrivate/BlueLineExtP3ScreeningRpt.pdf

Urban Rail through West Roxbury to Needham
Proposed

Before/in lieu of a future Orange Line extension, the existing Needham Line commuter rail would be converted to higher-frequency subway-like urban rail service

Urban Rail through Melrose to Reading on the Haverhill Line
Proposed

Extension of high-quality transit northward beyond the Orange Line terminus at Oak Grove through transit-supportive communities that are only served by bus and commuter rail

The CTPS Regional Model

A Mathematical Model of Future Travel Demand

Overall, the regional travel model provides a good estimate of general population, jobs, travel, and emissions trends and changes in the Boston region using both existing travel conditions and new planned transportation projects that are in the Boston Metropolitan Planning Organization's regional Long-Range Transportation Plan (LRTP).[1] No mathematical model is a perfect prediction of the future, but the model used for Go Boston 2030 provided a valuable benchmark from which to establish many of the gaps that must be overcome and how the Action Plan might address the Go Boston 2030 aspirational targets–especially targets for increased transit, walking and biking. Some neighborhoods of Boston, such as the LMA or the Seaport, may ultimately grow more rapidly than this modelling process predicts, while others may grow more slowly; however, Boston and the surrounding region are expected to continue to add residents and jobs as they have continuously over the last several decades.

The Development of this Regional Travel Model Run

Disruptive technologies, development patterns, and population trends can change quickly making forecasting the future of a city a challenge. With an awareness of this, the Boston Planning and Development Agency (BPDA), the Metropolitan Area Planning Council (MAPC), and the Central Transportation Planning Staff (CTPS) collaborated with the Boston Transportation Department (BTD) to estimate regional travel patterns in 2030. This effort used the latest modeling methods and technology, and it drew from a wide range of Boston-specific data sources, ranging from individual "travel diaries" to the legal permits for buildings that have been approved for construction within the city.

First, the BPDA compiled a list of confirmed local development projects. Then MAPC used this data and other known regional development information to estimate where jobs and residents will be located in 2030. Finally, CTPS used the results of the MAPC process as well as transportation projects already in the planning process to model future travel flows.

Anticipating Growth

Go Boston 2030 land use model, net change in nonresidential square footage, 2010 – 2030		Other Possible Growth Projections
Seaport	8,820,000	The South Boston Waterfront Sustainable Transportation Plan projected a net increase of 12,000,000 non-residential square feet of new buildings by 2035.[2]
Longwood Medical Area (LMA)	3,770,000	The Medical and Scientific Community Organization (MASCO) projected that the Longwood Medical Area (LMA) will add 6.9 million square feet.[3]
All Boston (including areas above)	32,862,686	

* MAPC noted that its model falls short of the new growth projected in the Seaport and the LMA; however, projected land use often includes many speculative projects, and some are likely to be delayed past 2030. Also, net change was calculated after accounting for demolition or conversion of existing floor area. Therefore, the total new growth is likely to be larger than the net change, especially in districts with large amounts of industrial or obsolete buildings that will be removed.

[1] For more information on LRTP projects, see *www.ctps.org/lrtp*
[2] South Boston Waterfront Sustainable Transportation Plan, 2015. Retrieved from *www.massdot.state.ma.us/Portals/17/docs/Studies/SBostonWaterfrontFullReport_jan2015.pdf*
[3] MASCO, Annual Report FY2015, Retrieved from *www.masco.org/system/files/downloads/masco/masco_annualrpt_fy2015_final.pdf*

Project Scores

Access 1
Number of households within a 10-minute walk of a rail or key bus route, Hubway station, and carshare

Access 2
Total percentage of project (length) that benefits a long-commute area (20 minutes or more).

Safety 1
Percent of total crashes over two years addressed

Safety 2
Number of additional households within a five-minute walk of a protected bicycle facility or shared use path

Reliability
Percentage of total unreliable corridors within the whole city that the project serves

Affordability
Percentage of Very Low Income Households (150% below Poverty Line) that benefit from new projects (within a half mile)

Sustainability/Resiliency 1
Number of floodplains present during major rain/snow events (21 inch) per transit project

Sustainability/Resiliency 2
Reduce greenhouse gas emissions from transportation by 25% (number of potential new non-SOV users

Governance
A larger share of capital improvement dollars will be assigned to underserved communities to achieve equatable distribution of investment in transportation infrastructure

Acknowledgements

City of Boston Team

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Boston Transportation Department
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Boston Public Health Commission
Boston Public Works Department
Boston Planning and Development Agency
Commission on Affairs of the Elderly
Department of Innovation and Technology
Department of Neighborhood Development
Environment, Energy, and Open Space Cabinet
Mayor's Commission for Persons with Disabilities
Mayor's Office of Arts and Culture
Mayor's Office of Economic Development
Mayor's Office of Immigrant Advancement
Mayor's Office of Neighborhood Services
Mayor's Office of New Urban Mechanics
Mayor's Office of Resilience and Racial Equity
Mayor's Youth Council
SPARK Boston

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Photographs

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