



CITY OF BOSTON • MASSACHUSETTS

OFFICE OF THE MAYOR  
MARTIN J. WALSH

March 7, 2017

Dear Friends,

I am proud to present Go Boston 2030—our City’s long term mobility plan. This plan was written by you—our residents—to address the most pressing transportation challenges that Boston faces. In its depth of analysis and breadth of projects, this plan reflects your passion, your expertise, and your creativity. We look forward to working with all of you to get it done.

We hit the streets two years ago to launch this plan. On snowy days in January and at block parties in July, you stopped and shared your transportation visions with us. Five thousand ideas came pouring in during that first round of engagement, helping us set aspirational goals for the next fifteen years. When we transitioned from aspirational goals to specific projects, you stepped up again, contributing over 3,500 policy and project ideas. After analyzing these ideas, you then helped us prioritize them, with nearly 4,000 people voting on the projects they were most excited about.

We heard from you that too many of our residents are too far from reliable and affordable transit choices; this plan addresses that. We heard from you that our fastest growing job centers are tough to get to, especially from our neighborhoods with lower average incomes; this plan addresses that. We heard from you that, in some parts of our city, it is not comfortable to walk or bike—our greenest forms of transportation; this plan addresses that.

Because of this unprecedented engagement, we believe that we have a plan that will address long-term inequality, increase economic mobility, and improve climate resiliency within our neighborhoods, across the city, and throughout the region.

The hardest part—and the most exciting part—is now before us. As we implement this plan, we will take the same data-informed, community-driven approach that has been the hallmark of Go Boston 2030. Together, we will make our streets safer, good transportation options more accessible, and our entire network more reliable. Now, together, let’s get to work.

Sincerely,

Martin J. Walsh  
Mayor of Boston

**GO  
BOSTON  
2030**

Imagining Our Transportation Future

## Thank You, Residents of Boston

Go Boston 2030 is a product of the suggestions and collaboration of thousands of residents and workers who participated in the public planning process. Their willingness to set aside time to participate in-person and online, join roundtable discussions and review sessions, and write comments on postcards and via email has resulted in a document and that is both broadly ambitious and detailed in its recommendations. Their voice is present throughout this document and represents the collective aspirations of each of Boston's diverse communities and neighborhoods.

Go Boston 2030 is an initiative of the Boston Transportation Department with collaboration and input from a mayoral advisory committee, other city departments, state agencies, a team of consultants, community organizations, and advocacy partners.

The City of Boston would like to thank the Barr Foundation for their generous funding of this initiative.

## Go Boston 2030 Mayoral Advisory Committee

**Rick Dimino, Co-Chair** President and CEO, A Better City  
**Russell Holmes, Co-Chair** State Representative

**Aimee Chan** Mayor's Youth Council  
**Anne McGahan** South Boston  
**Dave Queeley** Codman Square NDC  
**David Lee** Partner, Stull and Lee Architects  
**David Mohler** Director, Transportation Planning, MassDOT  
**Geri Denterlein** CEO, Denterlein  
**Jesse Brackenbury** Executive Director, Rose Kennedy Greenway Conservancy  
**John Winske** Boston Disabilities Commission Advisory Board  
**John Cusack** Harvard-Allston Task Force  
**Kalila Barnett** Executive Director, Alternatives for Community and Environment  
**Mahlet Shiferaw** Mayor's Youth Council  
**Marilyn Swartz-Lloyd** President/CEO, MASCO (represented by Sarah Hamilton)  
**Nika Elugardo** Director of Applied Research, Emmanuel Gospel Center  
**Peter Furth** Professor, Northeastern University  
**Ryan Chin** CEO and Co-founder, Optimus Ride  
**Stacy Thompson** Executive Director, LivableStreets Alliance  
**Wendy Landman** Executive Director, WalkBoston

**Chris Osgood** Chief of Streets, City of Boston  
**Gina Fiandaca** Commissioner of Boston Transportation Department

Former Advisory Committee members include: Beverly Scott and Frank DePaola (General Managers at the MBTA), Jackie Douglas (LivableStreets Alliance), Jennifer Molina (JP resident), Pete Stidman (Boston Cyclists Union), Sadiya Gurham (Mayor's Youth Council), and Vivien Li (The Boston Harbor Association).



## Complementary Planning Initiatives

Go Boston 2030 is coordinated with ongoing and recently completed comprehensive plans at the city and state levels. These include:

### Imagine Boston 2030

is a citywide plan, the first of its kind in 50 years that holistically pulls together planning initiatives in housing, health, education, economy, transportation, energy and the environment, technology, and arts and culture. The *Expanding Opportunity* report points to growth areas and strategies for supporting our dynamic economy, expanding opportunity for all residents, creating livable neighborhoods, and ensuring that Boston remains a thriving waterfront city for generations to come. An earlier document, *Guiding Growth*, describes the expanding population pressures and the need to carefully preserve, enhance, and grow our neighborhoods with an emphasis on housing affordability and reducing displacement.



### Climate Ready Boston



is an initiative to consolidate the latest climate data and evaluate how sea level rise, coastal storms, extreme temperatures, and more intense rain and snow are likely to affect the city. After recently completing the first phase, the initiative will work in partnership with the Green Ribbon Commission to develop resilient solutions which will prepare our city for climate change.

This work builds on the *Climate Action Plan* from 2014, which focused on making Boston more sustainable. The focus now is on resilient solutions for buildings, infrastructure, environmental systems, and residents to ensure that the city continues to prosper in the face of long-term climate uncertainties.

### Housing a Changing City

set the ambitious target in 2014 of producing 53,000 new housing units by 2030 in order to accommodate the projected population growth. Two years later, the city has made tremendous progress towards meeting, and hopefully surpassing, those targets so that stable and affordable housing for more than 700,000 residents can be a reality.



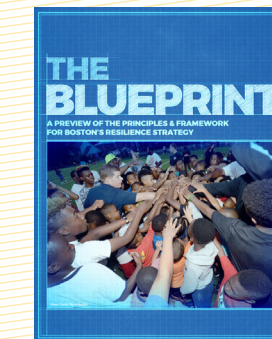
### Boston Creates

is the City's first arts and culture plan. Developed in response to a surging interest in our vibrant arts and culture scene, as well as an awareness of the need for increased attention and public support, the plan outlines goals and strategies for overcoming the barriers to Boston's creative potential. Implementation of the plan focuses on supporting a sustainable arts and culture ecosystem, retaining and attracting creative talent, cultivating respect for many forms of cultural expression, integrating arts into many facets of civic life, and mobilizing partnerships.



### 100 Resilient Cities

is a planning initiative funded by the Rockefeller Foundation, which supports the work of Boston's Chief Resilience Officer. The resilience strategy that has emerged focuses on embedding principles of racial equity, social justice, and social cohesion within the City's planning for and implementation of new infrastructure, economic development, and



community building. As Boston prepares for climate change impacts, this plan seeks to guide resilient responses toward work that closes racial and economic gaps.

### Focus 40

is an MBTA/MassDOT initiative to develop a long term investment strategy for the T. Looking beyond today's improvements, the planning process is incorporating an awareness of shifting demographics, changing climate, and evolving technologies to think more creatively about how the transit needs of Greater Boston will evolve over the next quarter century.



# Vision Framework

Go Boston 2030 envisions a city in a region where all residents have better and more equitable travel choices, where efficient transportation networks foster economic opportunity, and where the City has taken steps to prepare for climate change.

Whether traveling by transit, on foot, on a bike, or by car, Bostonians will be able to access all parts of the city safely and reliably.

## Guiding Principles

### Equity

Boston will proactively address transportation infrastructure gaps in chronically under-served neighborhoods.

### Economic Opportunity

Boston will connect its dynamic workforce with a growing number of well-paying and lasting jobs, particularly those in new-economy sectors.

### Climate Responsiveness

Boston will provide opportunities for more trips to be taken by public transit to reduce greenhouse gas emissions and will prepare the transportation system for severe weather.



Large multi-lingual walls were created for each theme that emerged from the Question Campaign. Participants could offer their own vision through words or images, build on other people's ideas, and indicate what content resonated with them the most. The walls also included images that were submitted in advance by the public via the website.

## Primary Goals and Targets

### Expanding Access

#### Goal

Make Boston's neighborhoods interconnected for all modes of travel.

#### Aspirational Target

Every home in Boston will be within a 10 minute walk of a rail station or key bus route stop, Hubway station, and carshare.

### Improving Safety

#### Goal

Substantially reduce collisions on every street through education, enforcement, and designs that reallocate street space to prioritize moving people safely rather than faster.

#### Aspirational Target

Eliminate traffic fatalities and severe injuries in Boston.

### Ensuring Reliability

#### Goal

Prioritize making travel predictable on Boston's transit and roadway networks.

#### Aspirational Target

Bostonians' average commute to work time will decrease by 10%.

## How We Get to Work Today and Aspire to in 2030

Mode for Bostonian Commutes	Today*	2030 Aspirational
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

Mode for Commutes into Boston from the MAPC Region†	Today*	2030 Aspirational
Public Transit	40% (10% Commuter Rail)	Up by a third
Walk	2%	Doubles
Bike	1%	Increases fourfold
Carpool	8%	Increase by half
Drive Alone	50%	Down by half
Other/Work from Home	1%	Slight increase in other modes (taxi, motorcycle, etc.)

\* 2014 ACS 1-year estimates

† 2010 ACS 5-year estimates, via CTPP

# Action Plan Highlights

Go Boston 2030 has developed a list of projects and policies that will be implemented as early action projects in the near term and a set of long-term projects and policies that will require further planning processes to be implemented over the next 15 years. The top projects came out of an extensive public process and needs assessment analysis.

## Top Projects

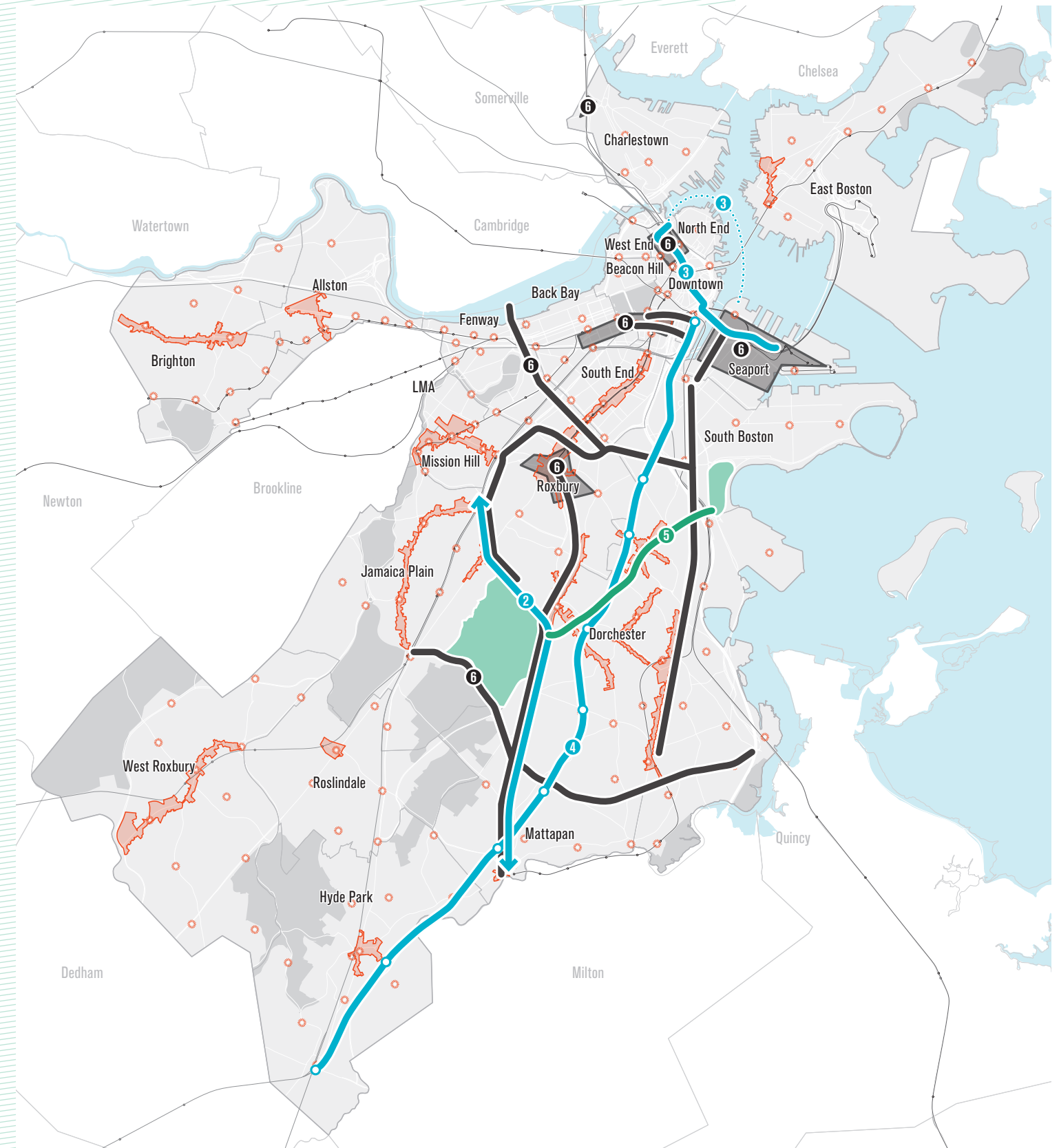
- 1 Walking and Bicycle Friendly Main Street Districts
- 2 Mattapan to LMA Rapid Bus
- 3 North Station to South Boston Waterfront Rapid Bus and Ferry
- 4 Fairmount Indigo Line Service Improvements and Urban Rail
- 5 Columbia Road Greenway
- 6 Smart Signal Corridors and Districts
- 7 Neighborhood Mobility microHUBS

## Top Policies

- State of Good Repair—Particularly Bridges
- Restructure All Bus Routes
- Autonomous Vehicles
- Vision Zero Safety Initiatives (Corridors, Crossings, Slow Streets)



## Key Go Boston 2030 Projects and Policies



# Trends and Challenges

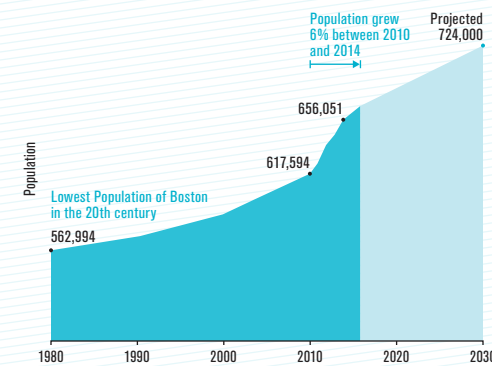
The mobility demands and range of transportation choices within Boston have always been unique—serving the needs of Boston’s residents and a larger metropolitan region as a job hub of New England. Changes in population density and demographics, income and wealth disparities, new kinds of employment clusters, sea level rise, responses to climate change, and disruptive technologies are creating new pressures on Boston to provide a fresh set of solutions to a new set of trends and challenges.

## Diverse Population Growth

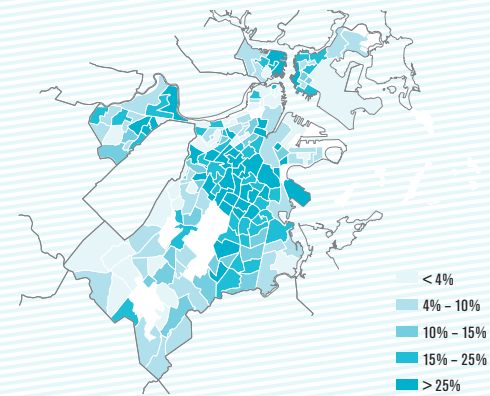
Between 2000 and 2010, Boston’s population grew by 5% to more than 620,000 residents. By 2030, the population is projected to exceed 700,000. Much of that growth comes from domestic and international immigration. Today, 27% of Bostonians are foreign-born, and in 2010, 35% of the city was between the ages of 20 and 34, giving Boston a higher percentage of millennials than any other US city.<sup>1</sup> The population is also aging though. By 2030, as much as 18% of Bostonians will be age 60 or older.<sup>2</sup> **Transportation options need to reflect the needs of this diversity of ages and backgrounds and their different needs and preferences.**

Data source: 2011 – 2015 ACS 1-Year Estimates, U.S. Census Bureau; BPDA Research Department, September 2016

Boston grew twice as fast as the nation between 2010 and 2014.



Percentage of Population Living in Poverty



## Increasing Income Inequality

Despite economic gains, income inequality in Boston is significant and will continue to grow if not addressed. In a 2011 study, it was clear that race was a factor in household income with over a third of families of color having an annual income of less than \$25,000, while nearly half of Boston’s white families had annual incomes of \$100,000 or more and just 10% had incomes of less than \$25,000.<sup>3</sup> Median incomes range from \$32,000 in Roxbury to \$182,000 in the Back Bay.<sup>4</sup> **Finding ways to reduce the transportation cost burden for families living in poverty will be needed.**

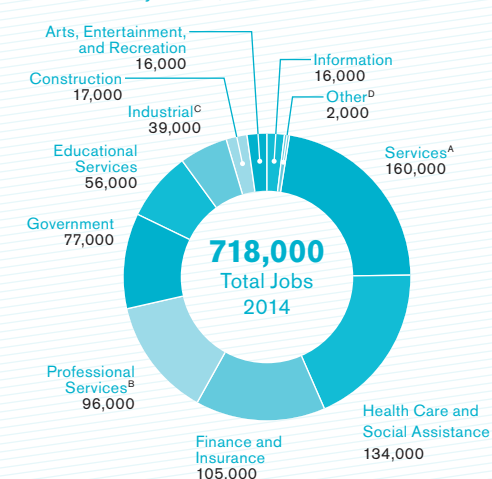
Data source: 2014 ACS 1-Year Estimate, U.S. Census Bureau; BPDA Research Department

## Growing Knowledge Economy

Boston’s growing economy is dependent on a few key sectors. Health care and social assistance represent 18% of all jobs in the city. Professional and technical services, along with finance and insurance, make up over 23% of jobs.<sup>5</sup> These sectors rely on a knowledge economy and support an expanding number of start-ups. New jobs and products are emerging in financial and education technology, digital health, and advanced manufacturing.<sup>6</sup> **Workers in this “innovation economy” expect their transportation system to flex and adapt like other technologies in their lives.**

<sup>A</sup> Includes Retail Trade, Administrative and Waste Services, Accommodation and Food Services, and Other Services  
<sup>B</sup> Includes Professional and Technical Services and Management of Companies and Enterprises  
<sup>C</sup> Includes Manufacturing, Transportation and Warehousing, and Wholesale Trade  
<sup>D</sup> Includes Natural Resources and Mining, and Utilities  
<sup>\*</sup> Several industries, such as tourism and biotech, are comprised of jobs in multiple sectors.  
 Source: BPDA Research Department

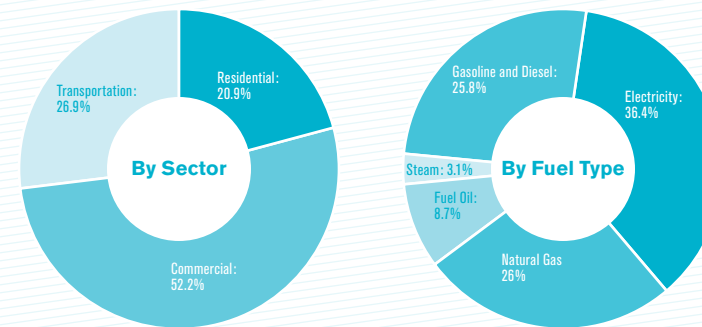
Boston Jobs by Sector, 2014



## Rising Climate Risks

Over the past quarter century, 21 events in Boston have triggered federal or state disaster declarations. Whether due to increased rain fall or higher tides, flooding can result in physical damage to infrastructure and buildings, stress factors that lead to lost productivity, displacement costs, and business interruption. A 100-year storm event coupled with sea level rise of 21 inches could result in annualized losses of \$444 million and expose up to 43,000 Boston residents to flood risks by 2050.<sup>7</sup> **For Boston to thrive in the coming decades, Boston’s infrastructure must be adapted.**

Greenhouse Gas Emissions, 2013



## Decreasing Emissions

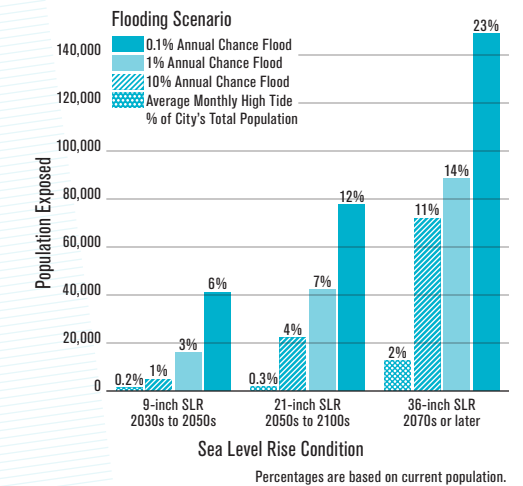
From 2005 to 2014, Boston’s greenhouse gas emissions declined by 17%. Electricity generation makes up the largest share of the city’s GHG emissions, but its share of the total has been steadily declining as cleaner grids are installed. In terms of sector contributions, large buildings and institutions are responsible for just over 50% of emissions, with transportation making up just over a quarter.<sup>8</sup> **To achieve the City’s goal of 80% reduction by 2050, the contribution of transportation sources to overall emissions will need to be reduced significantly in the coming decades.**

## Transformative Technology

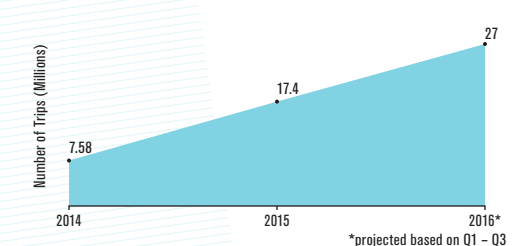
Mobile and digital technology is blurring the boundaries between where Bostonians live and work in the city while changing how people get around. Nearly 80% of Bostonians are now connected to broadband, and the number of “non-payroll” jobs has risen by 41%.<sup>9</sup> The emergence of carshare companies such as Zipcar, bikeshare systems such as Hubway, and ride-hailing services such as Lyft and Uber are changing travel behavior with mobility on demand. Although personal choice and more alternatives to car ownership are welcome, **privately managed services are often not affordable or accessible to people with low incomes, with different mobility needs, or without access to a smart phone.**

<sup>1</sup> BRA 2013 Economy Report, [www.bostonredevelopmentauthority.org/getattachment/86038673-b830-4152-9108-3c50978aa69e/](http://www.bostonredevelopmentauthority.org/getattachment/86038673-b830-4152-9108-3c50978aa69e/) and Boston Indicators Report [journal.aarpinternational.org/aib/2015/01/age-friendly-boston](http://journal.aarpinternational.org/aib/2015/01/age-friendly-boston)  
<sup>2</sup> [www.neighborhoodindicators.org/sites/default/files/publications/final\\_poverty\\_report.pdf](http://www.neighborhoodindicators.org/sites/default/files/publications/final_poverty_report.pdf)  
<sup>3</sup> The Measure of Poverty: A Boston Indicators Project Special Report [www.bostonplans.org/getattachment/7b9b1201-8b4f-4fa9-b0f2-4acbbe083198](http://www.bostonplans.org/getattachment/7b9b1201-8b4f-4fa9-b0f2-4acbbe083198)  
<sup>4</sup> Boston in Context: Neighborhoods [www.bostonplans.org/getattachment/bc3798b0-c79c-46c7-b97c-86abcb9ebba2](http://www.bostonplans.org/getattachment/bc3798b0-c79c-46c7-b97c-86abcb9ebba2)  
<sup>5</sup> Boston’s Economy 2016 [www.bostonplans.org/getattachment/bc3798b0-c79c-46c7-b97c-86abcb9ebba2](http://www.bostonplans.org/getattachment/bc3798b0-c79c-46c7-b97c-86abcb9ebba2)  
<sup>6</sup> Imagine Boston: Expanding Opportunity 20222 [presscdn.pagely.netdna-cdn.com/wp-content/uploads/2016/11/1b2030-Vision-Report-WEB-2016-11-17-SPREADS.pdf](http://presscdn.pagely.netdna-cdn.com/wp-content/uploads/2016/11/1b2030-Vision-Report-WEB-2016-11-17-SPREADS.pdf)  
<sup>7</sup> Climate Ready Boston Report [www.boston.gov/sites/default/files/20161207\\_climate\\_ready\\_boston\\_digital2.pdf](http://www.boston.gov/sites/default/files/20161207_climate_ready_boston_digital2.pdf)  
<sup>8</sup> Greenovate Boston: 2014 Climate Action Plan Update [www.cityofboston.gov/leofs/pdfs/Greenovate%20Boston%202014%20CAP%20Update\\_Full.pdf](http://www.cityofboston.gov/leofs/pdfs/Greenovate%20Boston%202014%20CAP%20Update_Full.pdf)  
<sup>9</sup> Imagine Boston: Expanding Opportunity 20222 [presscdn.pagely.netdna-cdn.com/wp-content/uploads/2016/11/1b2030-Vision-Report-WEB-2016-11-17-SPREADS.pdf](http://presscdn.pagely.netdna-cdn.com/wp-content/uploads/2016/11/1b2030-Vision-Report-WEB-2016-11-17-SPREADS.pdf)

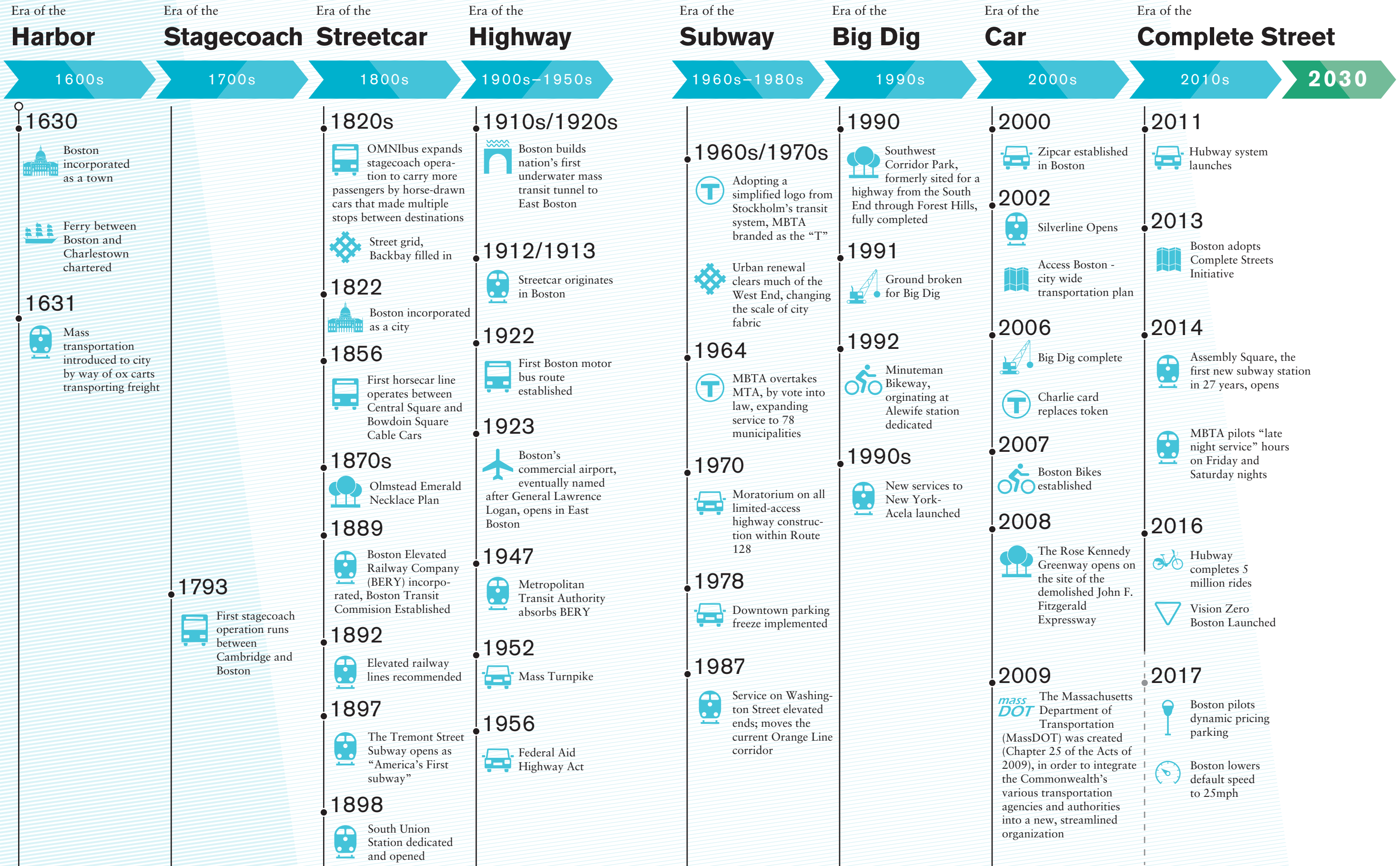
Percentage of Citywide Population Exposed



Uber Trips beginning or ending in Boston



As a comparison, MBTA ridership in 2014 totaled 400.8 M trips, a 1.8% increase from 2013.



# The Process from Vision

# to Action Plan

## Winter 2015 Question Campaign



More than 5,000 questions were donated in response to the query, "What's your question about getting around Boston in the future?"

Questions were collected via

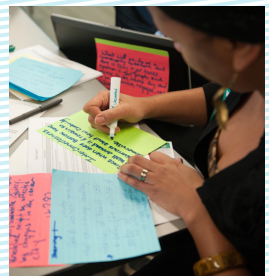
- Interactive website
- Question Truck

## Nine Themes



- Access
- Affordability
- Experiential Quality
- Governance
- Health
- Innovation and Technology
- Reliability
- Safety
- Sustainability and Resiliency

## February 2015 Question Review Session



Questions that had been organized by theme were reviewed to select "Priority Questions."

Reviewers came from community and interagency partners

## Priority Questions



## May 2015 Visioning Lab



650 participants provided feedback on the priority questions and corresponding goals.

The Lab also included

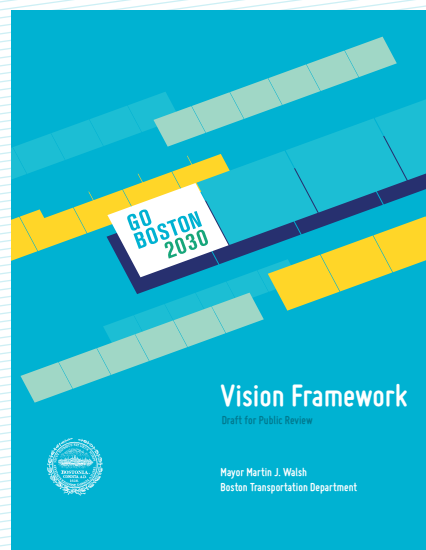
- Interactive walls
- Data infographics

## Goals



## September 2015 Vision Framework

A bold vision statement for the future of transportation in Boston with goals and aspirational targets was released as a draft for public review.



## Fall 2015 Idea Campaign



3,700 suggestions for improving transportation were shared.

Ideas collected via

- Share Your Trip with BTS program
- Ideas on the Street pop-up
- Idea Roundtables
- Interactive website

## Project and Policy Database



## Winter 2016 Idea Review and Scenario Workshop



Ideas organized by mode of travel were reviewed to identify projects and policies most likely to meet goals.

Assisted by community and interagency partners, members of the public, and the charrette design team.

## Four Futures



- Go Local
- Go Crosstown
- Go Regional
- Go Tech

## June 2016 Select a Future



4,000 voters provided feedback on the projects and policies proposed.

Input collected via

- Online survey
- Paper ballot

## Top Projects and Policies



## March 2017 Vision Framework and Action Plan

A final Vision and Action Plan with projects and policies to be implemented over the next 15 years was published.

