

OFFERED BY COUNCILORS TANIA FERNANDES ANDERSON, JULIA MEJIA,
LOUIJEUNE AND WORRELL



CITY OF BOSTON

IN THE YEAR TWO THOUSAND TWENTY FIVE

RESOLUTION CALLING FOR A COMPREHENSIVE TRANSPORTATION STUDY TO EVALUATE BOSTON'S MULTIMODAL SYSTEM, INCLUDING PARKING, ACCESS, EQUITY, AND INFRASTRUCTURE OUTCOMES

WHEREAS, Boston's transportation system is the foundation of economic activity, environmental sustainability, and community well-being, impacting every resident's access to opportunity, housing, health care, education, and public space; *and*

WHEREAS, Over the last decade, Boston has experienced notable growth in bike usage, pedestrian activity, and multimodal commuting, including a 44% increase in cycling on streets with improved bike infrastructure and over 4.7 million annual Bluebikes trips as of 2024; *and*

WHEREAS, Walkability remains a hallmark of Boston's planning identity, with a Walk Score of 83, third-highest among U.S. cities, and measurable safety gains under Vision Zero, including a decline in pedestrian and cyclist fatalities since its 2015 launch; *and*

WHEREAS, The MBTA continues to serve as the backbone of the region's mobility, with over 700,000 combined weekday trips on buses, subways, and light rail, yet suffers from the slowest average transit speeds among major U.S. cities and long daily commute times that disproportionately burden low-income riders; *and*

WHEREAS, Despite ambitious goals outlined in the GoBoston 2030 and related mobility plans, execution remains uneven, especially in underserved neighborhoods like Dorchester, Roxbury, East Boston, and Mattapan, which face delayed upgrades, infrastructure gaps, and continued equity concerns; *and*

WHEREAS, Current transportation strategies, including protected bike lanes, transit signal priority, curb extensions, sidewalk improvements, and BRT corridors, have been piloted but lack full implementation, systematic evaluation, or consistent integration with citywide parking policy, land use, and accessibility needs; *and*

WHEREAS, The city's parking strategy remains fragmented, with unresolved tensions between expanding active transit infrastructure and preserving vehicle access, including neighborhood parking, commercial loading, and ADA-compliant curb space; *and*

WHEREAS, Understanding the cross-neighborhood impacts of transportation planning, including how infrastructure decisions in one neighborhood affect mobility, congestion, economic vitality, and environmental outcomes in adjacent neighborhoods, is critical to building a system that is truly cohesive, efficient, and equitable; **NOW, THEREFORE BE IT**

RESOLVED: That the Boston City Council calls for the administration to commission a comprehensive transportation study that evaluates the full impact of Boston's multimodal network, including bike lanes, pedestrian safety, transit access, and parking, on mobility, equity, and quality of life; and that this study include analysis of parking availability and its impact on commercial districts, residents, and safety; Gaps in protected bike lane connectivity and enforcement of bike lane violations; ADA accessibility and sidewalk compliance across all neighborhoods; Commute times, transit reliability, and coverage gaps; Equity in transportation investment and service across demographics and neighborhoods; Cross-neighborhood impacts, including how changes in one area ripple through others in terms of traffic flow, economic activity, access to services, and environmental justice; And best practices in multimodal integration, including co-location of bike-share, Pedal & Park expansion, and BRT implementation;

BE IT FURTHER RESOLVED, that the study be community-informed, data-driven, and publicly accessible, with findings to guide a transportation infrastructure plan that is safe, inclusive, environmentally sustainable, and responsive to Boston's evolving needs.

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