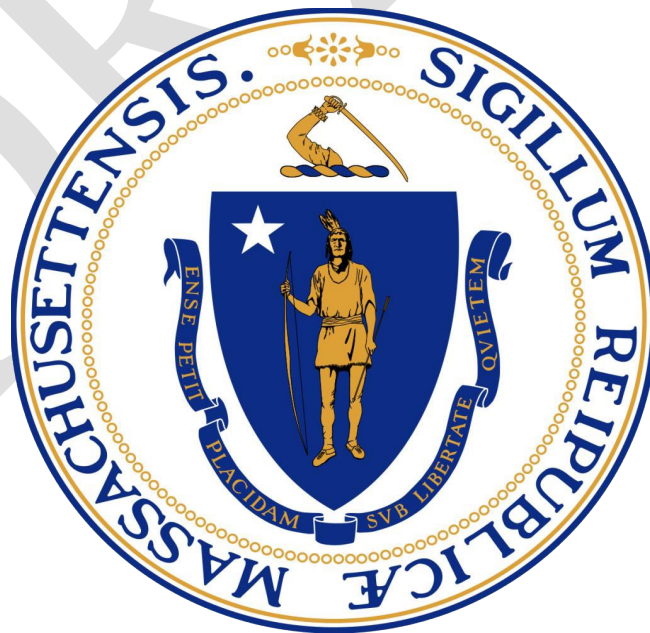


The Morrissey Boulevard Commission Status Report

Special Commission to Study the Morrissey Boulevard Corridor in
Dorchester



June 1, 2024



THE GENERAL COURT OF MASSACHUSETTS
STATE HOUSE, BOSTON 02133-1053

Michael D. Hurley, <i>Senate Clerk</i> Office of the Clerk of the Senate 24 Beacon Street, Room 335 State House Boston, MA 02133	Steven T. James, <i>House Clerk</i> Office of the Clerk of the House 24 Beacon Street, Room 145 State House Boston, MA 02133
The Honorable Michael J. Rodrigues, <i>Chair</i> Senate Committee on Ways and Means 24 Beacon Street, Room 212 State House Boston, MA 02133	The Honorable Cindy F. Friedman, <i>Vice Chair</i> Senate Committee on Ways and Means 24 Beacon Street, Room 313 State House Boston, MA 02133
The Honorable Aaron Michlewitz, <i>Chair</i> House Committee on Ways and Means 24 Beacon Street, Room 243 Boston, MA 02133	The Honorable Ann-Margaret Ferrante, <i>Vice Chair</i> House Committee on Ways and Means 24 Beacon Street, Room 238 Boston, MA 02133

Clerk Hurley, Clerk James, and Honorable Members of the Legislature:

Pursuant to §53 of Chapter 176 of the Acts of 2022, the Morrissey Boulevard Commission is presenting you with a status update of our work. The Morrissey Boulevard Commission was tasked with studying and examining the

transportation, resiliency, infrastructure, and multimodal needs of the regional corridor of Morrissey Boulevard in the City of Boston.

Comprised of the Secretary of Transportation, the Secretary of Energy and Environmental Affairs, the Executive Director of the University of Massachusetts Building Authority, the Mayor of the City of Boston, the Director of the Boston Planning Development Agency, the member of the Boston City Council, District 3, the First Suffolk member of the Senate, the Fourth Suffolk member of the House of Representatives, the Thirteenth Suffolk member of the House of Representatives, and their respective designees, this group was uniquely positioned to investigate the matter with a high degree of lived experience in the area and knowledge of the Morrissey Boulevard Corridor. A full list of members and appointments can be found in Appendix A.

To elaborate on the role of the Commission: members were tasked with evaluating and recommending transportation and infrastructure improvements to improve mobility for pedestrians, transit users, cyclists, and motorists; strengthen climate resiliency at Kosciuszko Circle in the Dorchester section of the city of Boston and along Morrissey Boulevard in the city; develop a comprehensive plan for the Morrissey Boulevard in the city; and identify short-term improvements to improve mobility for pedestrians, transit users, cyclists, and motorists along the Morrissey Boulevard corridor. Of priority, the Commission was directed to consider infrastructure designs that contribute to meeting statewide greenhouse gas emissions limits and the city's carbon-neutral goals, including, but not limited to, maximizing opportunities for sustainable transportation, including walking, bicycling and transit use, and public realm designs that serve open space needs. Per contemporary and current legislation, the Commission is required to file a report of its findings and recommendations with the clerks of the Senate and House of Representatives and the Senate and House Committees on Ways and Means not later than June 1, 2024. The Commission's work is ongoing, and this document serves as a summary of work completed to date and anticipated work remaining to fulfill the

Commission's mandate.

To provide some background to the purpose of this Commission: Morrissey Boulevard is a key local and regional transportation corridor in the Commonwealth. It provides key access routes to intra-neighborhoods of Dorchester in the city of Boston, South Boston and the developing Seaport District, Downtown Boston, and Southern Massachusetts Communities. Morrissey Boulevard also provides and caters to key recreational facilities for the public good in the adjacent coastal greenspace. Reputable for frequent flooding under occurrences of ultra-high tides and coastal storm events, the Central section of Morrissey Boulevard frequently floods to the point it is nearly or fully impassible for the thousands of travelers who rely on it as a transportation corridor. Flood vulnerability of the corridor is projected to worsen under multiple climate change scenarios.

Several previous and ongoing efforts have attempted to address climate resilience on Morrissey Boulevard; notably, the proposed 2017 Morrissey Boulevard Redesign for Reconstruction effort by Massachusetts Department of Conservation and Recreation, and the City of Boston's Climate Ready Boston efforts. In recent years, there have been updates to projected climate scenarios, requiring revision to climate resilience design standards required to mitigate flooding on Morrissey Boulevard.

To date, there have been three meetings of the Morrissey Boulevard Commission, open to the public, on November 28, 2023; January 30, 2024; and May 2, 2024. At these meetings, the Commission has reviewed work carried out by the Kosciuszko Circle/Morrissey Boulevard Study Team. To complete its work and develop the report of recommendations, the Commission is assisted by staff from the Kosciuszko Circle/Morrissey Boulevard Study Team, which includes representatives from the Massachusetts Department of Transportation, the City of Boston, Boston Planning and Development Agency, the Massachusetts

Department of Conservation and Recreation, and their supporting consultant team.

At the three Commission meetings, the Study Team presented Existing Conditions in the corridor, an overview of current and future flood vulnerability and potential improvements, and potential alternatives for transportation conditions on Morrissey Boulevard.

With the alternatives developed, the Study Team is now carrying out analysis, including transportation carrying capacity, environmental and climate resilience, recreational placemaking, and constructability and cost. This analysis will be presented at a fourth commission meeting, anticipated in the coming months. Once this work is complete, the Commission will distill the information compiled over the course of the study and the Commission's work to develop the required report and recommendations.

This effort is being carried out in conjunction with a public involvement process. While primarily focused on Commission meetings that are open to the public, interested parties may submit comment and questions regarding proposed improvements to Morrissey Boulevard via email to Massachusetts Department of Transportation or individual Commission members, in writing to Massachusetts Department of Transportation or individual commission members, and during one-on-one interactions and additional outreach opportunities. Thus far, there have been concerns raised about traffic congestion and travel patterns, flood vulnerability, and new development in the Morrissey Boulevard corridor.

It is our hope that our ongoing report and recommendations will inform policies and standards that will improve quality of life, flood vulnerability, and transportation conditions in the area of Morrissey Boulevard and in the Commonwealth. Thank you for your consideration of the report.

Sincerely,

MONICA TIBBITS-NUTT
Secretary & CEO
Massachusetts Department of Transportation
Chair, Morrissey Boulevard Commission

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II. Appendix A, Members

Seat	Name
Secretary and CEO, Massachusetts Department of Transportation (Chair)	Monica Tibbits-Nutt
Secretary of Energy and Environmental Affairs	Rebecca Tepper
Executive Director, University of Massachusetts Building Authority	Barbara Kroncke
Mayor of Boston	Michelle Wu
Director, Boston Planning and Development Agency	James Arthur Jemison
Boston City Council, District 3	John FitzGerald
Senate, First Suffolk District	Nick Collins
House of Representatives, Fourth Suffolk District	David Biele
House of Representatives, Thirteenth Suffolk	Daniel Hunt