



Information Management Policies Assessment for City Transportation Systems

Forum International des Grandes Métropoles pour l'évaluation et le développement des Systèmes de Transports Intelligents

IMPACTS 2001 BERLIN, 12 JULY 2001

Presentation of individual Cities experiences

BOSTON

- Boston Corridor Improvement Project (7 minute) General Information on Project, Benefits, Project Components
- City of Boston businesses rely on deliveries utilizing our limited street network for loading and unloading of goods using large trucks.
- Boston's historically narrow and winding roads were not built to accommodate the demand placed on them from the 600,000 vehicles that enter our city each day.
- The demand for on-street parking has drastically increased over the last few years. The on-street supply is limited to multiple special use demands – taxi, valet, resident parking and commercial.
- The city is challenged to find mechanisms to support this growth and our economy while preserving the city's historic landscape, maintaining access, managing parking and balancing the transportation needs of Boston's residential and business communities.
- In July of 2000 the department implemented the "**Let's Get Moving**" program. The campaign was designed to target traffic and pedestrian safety hazards at key intersections and coordinate traffic and parking enforcement efforts between the Police and Transportation Departments.
- In August of 2000 the Transportation Department amended our **Commercial Vehicle Regulation** to make it more difficult for passenger vehicles to utilize spaces which should have been available for larger commercial vehicles.

- The ***Corridor Improvement Program*** was established to ease congestion caused by delivery vehicles on key corridors in Boston's business districts.
- From 8 AM – 11 AM loading zones will be expanded as an incentive to commercial vehicle drivers to conduct business on these streets within this time frame.
- Loading will be expanded by over 200% during the priority time and will be decreased in the afternoon. After 11 AM most of these spaces will convert to metered two-hour parking spaces to meet customer demand.
- This plan is a third-phase of programs aimed at reducing traffic congestion and improves the management of on-street parking spaces.