



building a better neighborhood together in Fort Point

Shravanthi Gopalan Narayanan
MPO Staff
Ten Park Plaza, Suite 2150
Boston, Massachusetts 02116
(submitted via email)

April 10, 2026

Re: Critical Urban Freight Corridors Update

Dear Ms. Narayanan,

Thank you for the opportunity to provide feedback on the Critical Urban Freight Corridors (CUFC) trucks use in South Boston to access key industrial areas like Conley Marine Terminal, the Raymond L. Flynn Marine Park, and the light industrial areas north of West First Street. We want to specifically highlight that the current thinking about which streets trucks do and should use does not factor in the residential and hotel buildings that have been built over the last 15 years, and thus introduces unsafe conditions for pedestrians on our streets.

We support the need for truck access to the above-mentioned key employment centers; however, we are writing to request that the new CUFC routes being proposed for a portion of Summer Street, D Street, and Congress Street be withdrawn.

This small 1/2 mile CUFC route change will introduce trucks to streets with four multi-unit residential buildings and four hotels with over 1,110 units of housing and 2,746 hotel rooms. It is safe to say that putting trucks on the streets that are home to over 2,500 of our neighbors and to over 3,000 daily visitors to the City is creating an unsafe condition.

We have seen how targeted infrastructure investments allow for the consolidation of routes and remove trucks from City streets. This is evident with the Cypher Street extension and the removal of trucks from First Street. We believe the prioritization of the South Boston Waterfront Sustainable Transportation Plan's proposed roadway connection from Pumphouse Road to Haul Road and Drydock Avenue would be another infrastructure project that would further enable smoother highway access for trucks and improve safety.

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It should be noted that none of these investments are required to create conflict-free zones. Our basic premise is that trucks should simply be required to use Haul Road — the true separated truck route — to access both I-90 and I-93. Giving them access to use D Street to reach I-90 and Congress Street to reach I-93 has created conflict areas with pedestrians that are unsafe.

To summarize, the proposed changes to the CUFC to add portions of Summer Street, D Street, and Congress Street create unsafe conflicts between trucks and pedestrians and should not be supported. The investments needed to optimize truck traffic to the highway system, as outlined in the South Boston Waterfront Sustainable Transportation Plan, need to be prioritized, and most importantly, trucks in South Boston must be required to use Haul Road as the single and only access point to the interstate system.

Respectfully Submitted,

Tom Ready

cc:

Jen Rowe, City of Boston Streets Cabinet

Nayeli Rodriguez, City of Boston Environment, Energy, and Open Space Cabinet

John Romano, Municipal Affairs Liaison, MassDOT

Sarah K. Lee, Manager of Transportation Planning, Massport

Nick Collins, Massachusetts State Senator 1st Suffolk

David Biel, Massachusetts State Representative 4th Suffolk

Ed Flynn, District 2 Boston City Councilor

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 **Multi Unit Residential Buildings**

501 Congress Street

505 Congress Street

399 Congress Street

135 Seaport Boulevard

 **Hotels**

425 Summer Street

450 Summer Street

606 Congress Street

1 Seaport Lane

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