

South Boston Seaport Strategic Transit Plan

Public Meeting #2

October 2, 2019



**boston planning &
development agency**

Strategic Transit Plan

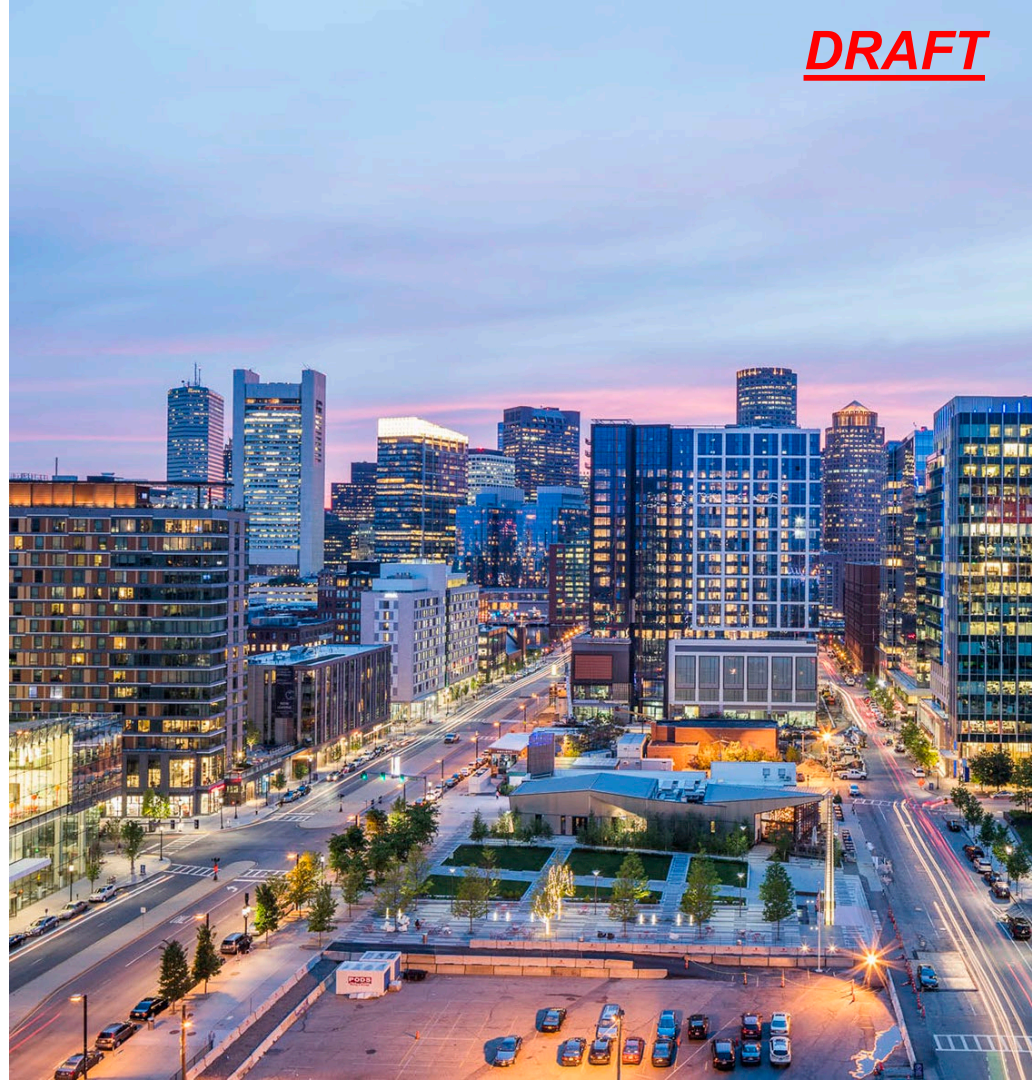
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Agenda

- Previous Meeting Update
- Goals and Objectives
- Existing Conditions
- Build Out
- Strategies for Evaluation
- Modeling Process
- Next Steps

Q&A after each section



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Previous Meeting Update

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Q&A after each section



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Previous Meeting Update

- Open House, June 18 at Boston Convention and Exhibition Center
 - Past Recommendations and Strategies Review
 - Goals and Critical Connections Exercises

SOUTH BOSTON SEAPORT TRANSIT STRATEGIES IMPROVED BUS SERVICE

LOCAL BUS SERVICE

- MBTA Better Bus Project Recommendations for Routes 7 and 9
- New Bus Route between Andrew Square and the Seaport via D Street
- Consolidate private shuttles to North Station and along A Street
- Extend Private Shuttle Service along A Street to Broadway Station
- Rehabilitate and replace current bus / Silver Line fleet
- Automatic Door Openers at All Silver Line Stations
- Automatic Fare Collection (AFC 2.0)

SMART SIGNALS

- Monitor and update traffic signal timings throughout South Boston Seaport
- Improve traffic flow with traffic signals that adapt to real-time traffic conditions

All strategies identified are from previous plans completed in and around the South Boston Seaport

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SOUTH BOSTON SEAPORT TRANSIT STRATEGIES BUS / SHUTTLE INFRASTRUCTURE **DRAFT**

NEW STOPS

- Build South Station Expansion
- Create / Expand Ferry and Intermodal Passenger Terminals
- Museum Wharf
- Federal Courthouse
- Fan Pier Cove
- Wharf 8
- Pier 1 in Reserved Channel
- Modern Bus Stops and Amenities at Key Bus Stops
- Mobility Hubs at Bus Stops

IMPROVEMENTS

- Bus access on the Northern Avenue Bridge
- Silver Line Tunnel Extension Under D Street
- Silver Line Access to Ted Williams Tunnel Ramp
- Protected Bus Lanes (all day or peak hour) on
 - Summer Street
 - L Street
 - Merrimac / Congress St (Connection to North Station)
- Infrastructure Upgrade in Silver Line Tunnel

SMART SIGNALS

- Monitor and update signal traffic signal timings throughout South Boston Seaport
- Improve traffic flow with traffic signals that adapt to real-time traffic conditions

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SOUTH BOSTON SEAPORT TRANSIT STRATEGIES NEW CONNECTIONS

BUS SERVICE EXPANSIONS

- Extend Silver Line to South Boston Residential Neighborhood and beyond Chelsea
- Implement Crosstown Bus on 1st Street to Broadway
- Connect Silver Line 4 and 5 to Seaport with Silver Line Phase 3 connection to Boylston Street
- Shuttle to Marine Park

URBAN RAIL CONNECTIONS

- Connect South Boston Seaport to Fairmount Line using Urban Rail Technology on Track #1
- Connect South Boston Seaport to Back Bay Station with Urban Rail

FERRY SERVICES

- Direct Ferry Service to Lynn
- Direct Ferry Service to Hingham
- Direct Ferry Service to Hull
- Direct Ferry Service to Salem
- Fleet Expansion

AIR TRANSPORTATION

- Build air gondola from South Station to South Boston Seaport

All strategies identified are from previous plans completed in and around the South Boston Seaport

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SOUTH BOSTON SEAPORT TRANSIT STRATEGIES ACCESS TO TRANSIT

BIKE FRIENDLY CONNECTIONS

- Expand Boston Bike Network in South Boston Seaport and South Boston Residential Neighborhood
- Improve bike connections to / from bus and Silver Line stops
- Install Protected Bike Lanes on Summer Street
- Install Mobility Hubs at Bus Stops

PEDESTRIAN CONNECTIONS

- Improve pedestrian infrastructure around bus and Silver Line stops
- Continuity through Developments

FERRY CONNECTIONS

- Expand ferry terminals on both sides of the World Trade Center
- Layer berthing opportunities along
 - Northern Avenue
 - World Trade Center
 - Fish Pier
 - Wharf 8

All strategies identified are from previous plans completed in and around the South Boston Seaport

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SOUTH BOSTON SEAPORT TRANSIT STRATEGIES POLICY AND INFORMATION

WAYFINDING

- Implement a traveler information system
- Create a brand for South Boston Seaport transit
- Increase wayfinding signage to Silver Line and other transit stops
- New headhouse at Courthouse Station

COORDINATE WITH STAKEHOLDERS

- Greater access to private shuttles and ferries
- Integrated service between modes and operators
- Service expansion to underserved areas of the Seaport

TRANSPORTATION DEMAND MANAGEMENT

- Parking Policy and Prices
- Subsidized transit passes
- Connecting shift workers and non-commuting users to transit
 - Retail
 - Restaurant / Nightlife
 - Industrial

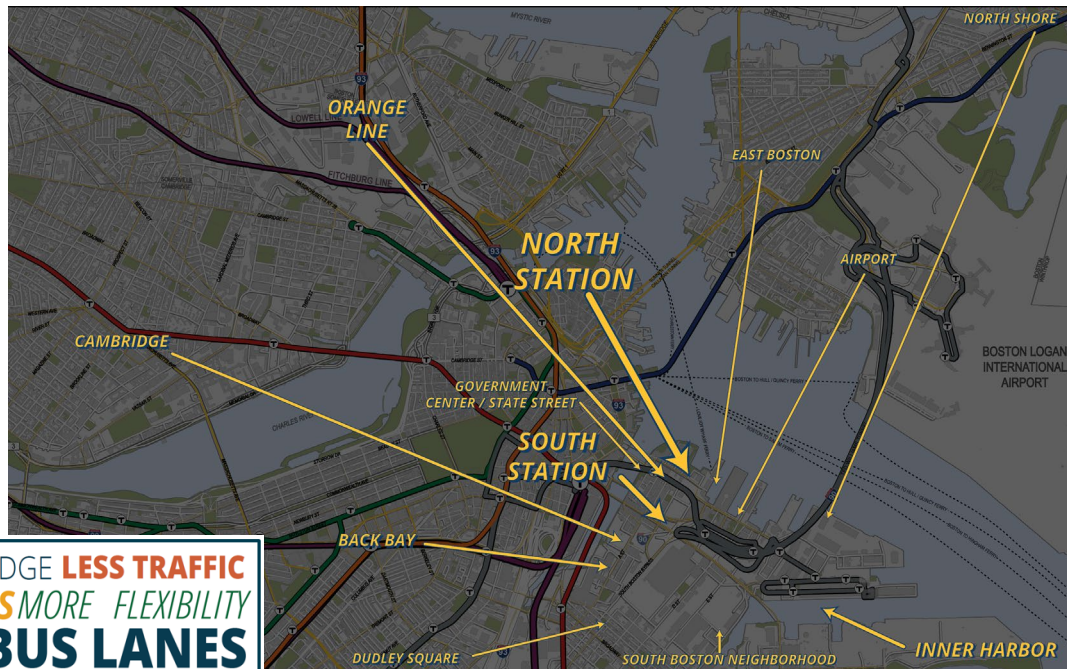
All strategies identified are from previous plans completed in and around the South Boston Seaport

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Previous Meeting Update

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- Critical Connections focus on Downtown Boston



NO GONDOLA **MONORAIL** BUS PRIORITY ON NORTHERN AVENUE BRIDGE **LESS TRAFFIC**
MASTER PLAN **BETTER SHUTTLES - MORE SHUTTLES** MORE FLEXIBILITY
FOR MAJOR **DEDICATED, PROTECTED BUS LANES**
CORRIDORS PROTECTED **BIKE LANES** FREQUENT & RELIABLE
SUBWAY BETTER ACCESS TO NORTH STATION SERVICE ON MBTA RT. 7
SILVER LINE ACCESS TO POLICE RAMP **FASTER**
LESS MORE PARKING **TNC DROP-OFF LANES** **CARPOOL** SUNDAY TRANSIT SERVICE
TRAFFIC ACCESS TO CAMBRIDGE **BETTER ACCESS TO DOWNTOWN BOSTON**
USE PARKING REVENUE FOR TRANSIT MAKE SL3 FASTER THAN WALKING

- Participants wanted to improve bus reliability, infrastructure, and service when asked how to improve transit

Past Work and Plans Chapter

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- Summary of Past Studies Document
 - Reviewed for further understanding of past report goals, strategies, and metrics



Bus Service



Bus Infrastructure



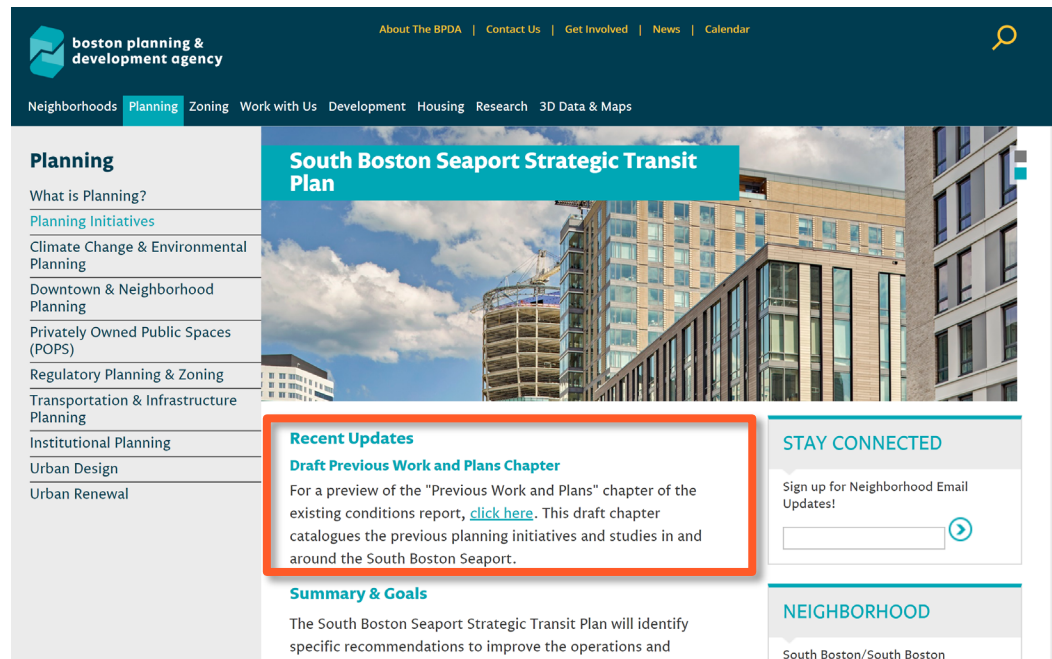
New Connections



Access to Transit



Policy and Information



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Planning

What is Planning?
[Planning Initiatives](#)
Climate Change & Environmental Planning
Downtown & Neighborhood Planning
Privately Owned Public Spaces (POPS)
Regulatory Planning & Zoning
Transportation & Infrastructure Planning
Institutional Planning
Urban Design
Urban Renewal

South Boston Seaport Strategic Transit Plan

Recent Updates

Draft Previous Work and Plans Chapter

For a preview of the "Previous Work and Plans" chapter of the existing conditions report, [click here](#). This draft chapter catalogues the previous planning initiatives and studies in and around the South Boston Seaport.

Summary & Goals

The South Boston Seaport Strategic Transit Plan will identify specific recommendations to improve the operations and

STAY CONNECTED

Sign up for Neighborhood Email Updates!

NEIGHBORHOOD

South Boston/South Boston

Read It Here:

<http://www.bostonplans.org/planning/planning-initiatives/south-boston-seaport-strategic-transit-plan>

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Section 2

Previous Work and Plans

This chapter provides background on the efforts reviewed.

South Boston Waterfront Sustainable Transportation Plan (2015, A Better City, City of Boston, MassDOT, MassPort, MCCA)

improved upon the South Boston Transportation Plan (2000) and set the stage for the South Boston Seaport Strategic Transit Plan. The plan outlined a series of short-, mid-, and long-term transportation system improvements for the next 20 years (2035). The plan provides dozens of strategies improving transportation in the district, but did not quantify or prioritize the recommendations.

Advancing     

Imagine Boston 2030 (2017, City of Boston) is the citywide master plan with initiatives in housing, education, transportation, technology, planning, and more. The plan identifies the South Boston Seaport as a target for walkable, mixed-use development with better transit infrastructure. The South Boston Seaport is portrayed as an important destination for Boston's future, as with connections from North Station and the Fairmount Line commuter rail, as key recommendations in the overall report.

Advancing     

12 | South Boston Seaport Strategic Transit Plan

Go Boston 2030 (2017, City of Boston)

is the City of Boston's transportation action plan outlining short and long-term projects and policies to advance transportation and transportation equity in the city. Among the policies and projects recommended (see Strategies Chapter for a complete list), the South Boston Seaport district was identified for two of the of the seven priority projects: a North Station to South Boston Waterfront rapid bus and ferry and a smart signal corridor and district in the South Boston Seaport. These, along with other recommendations from the plan, aim to shift Boston's primary mode of transportation away from private vehicles and towards active transportation and transit.

Advancing     

Focus 40 (2019, MBTA)

is the MBTA's 20-year investment plan. The plan is centered around their goals of sustainability, livability, equity, and economic competitiveness. Rather than focusing on projects, the MBTA identified priority places where improved transit is needed. The South Boston Waterfront is one of these priority places, as it is a major employment district in the region and lacks adequate transit service, and will be a focus of future MBTA projects.

Advancing     



Massachusetts Bicycle Transportation Plan (2019, MassDOT)

is the State's plan to increase biking trips while decreasing the number of bicycle injuries and fatalities. In addition to increasing bike safety, the plan discusses the importance of convenient routes to transit stops and bike accommodations at stations to encourage the use of bikes for first-mile / last-mile connections. The plan emphasizes the importance of the cyclist in transportation planning efforts throughout the state.

Advancing 



Massachusetts Pedestrian Transportation Plan (2019, MassDOT)


is the State's plan to increase walking trips while decreasing the number of pedestrian injuries and fatalities. In addition to increasing awareness for pedestrian safety, the report emphasizes the importance of crosswalks nearby transit stops to encourage safe crossing when accessing transit. The plan emphasizes the importance of the pedestrian in transportation planning throughout the state.

Advancing 



Massachusetts Freight Plan (2019, MassDOT)

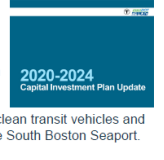
is the State's plan to improve freight operations and support economic and workforce development. While the plan discusses all of Massachusetts, it specifically cites challenges in the South Boston Seaport. The South Boston Seaport is a booming mixed-use development that experiences congestion for all modes, including trucks and freight. It recommends that MassDOT preserve existing truck routes and enhance truck connections, as access from Conley Terminal, Fish Pier, and the Flynn Marine Park to I-93 and I-90 is critical to their competitiveness.

Advancing  

2020-2023 Capital Investment Plan (2019, MassDOT)

is the State investment plan for transportation projects in the next few years. The investments and projects are designed to address reliability, modernization, and expansion. Although there are no South Boston Seaport projects identified in the CIP, there are additional funds for MassDOT to use for clean transit vehicles and other transportation improvements in the South Boston Seaport.

Advancing 



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South Boston Seaport Strategic Transit Plan | 13

Agenda

- Previous Meeting Update

Goals and Objectives

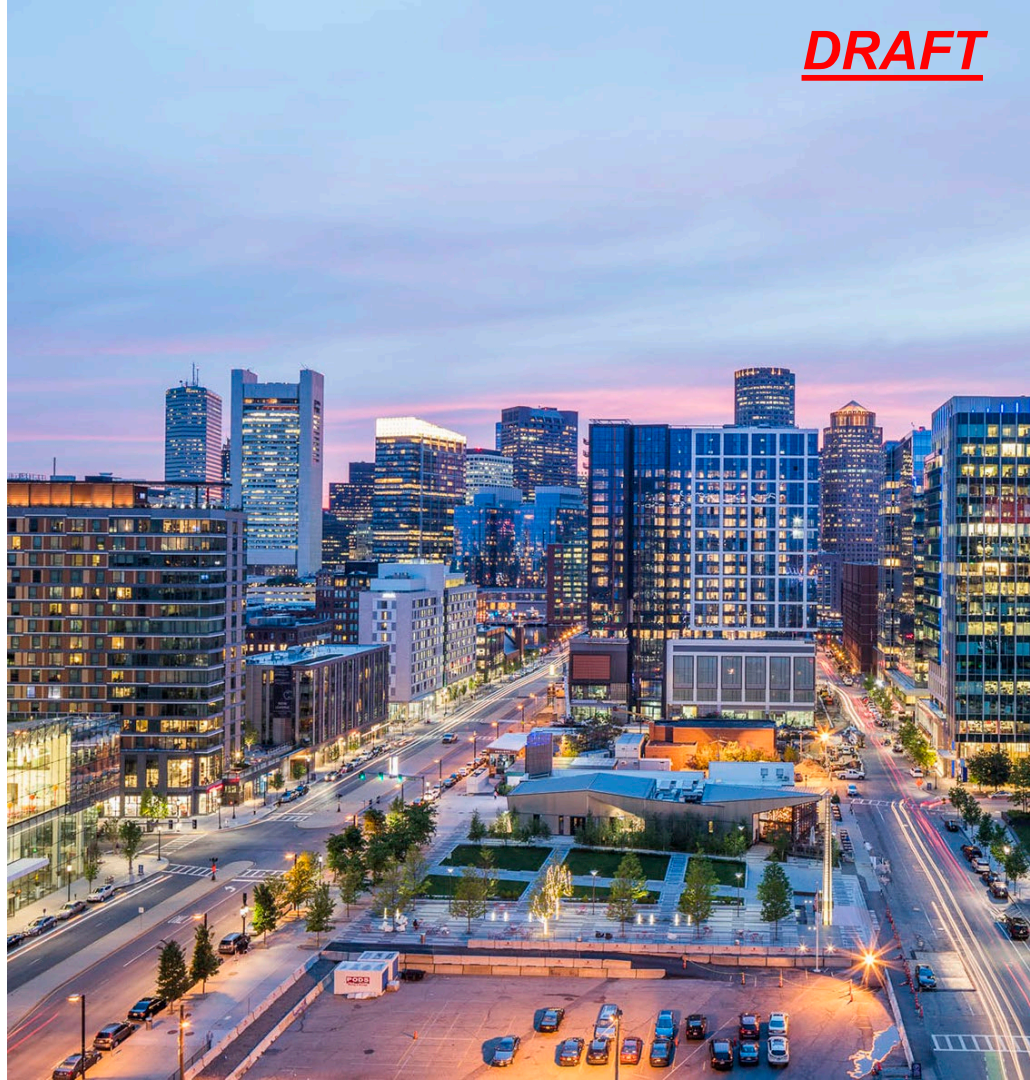
- Existing Conditions
- Build Out
- Strategies for Evaluation
- Modeling Process
- Next Steps

Q&A after each section



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Project Overview

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The **South Boston Seaport Strategic Transit Plan** will identify specific recommendations to improve the operations, capacity, and connectivity of the **transit network** (MBTA buses, Red and Silver Line stations, shuttles, ferries, etc.) serving the neighborhood. The Plan will study current transit connections and recommend specific improvements in the short-term, as well as for the next 15 years and beyond. The plan is being undertaken by the City of Boston, led by **Boston Planning and Development Agency** (BPDA) with support from the **Boston Transportation Department** (BTD).

Goals for Discussion

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Make every home and job in the South Boston Seaport within a 10-minute walk of a rail station or a key bus route

Prioritize transit on South Boston Seaport roadways

Ensure transit in and through the South Boston Seaport is reliable and predictable

Make transit stations/bus stops pleasant and comfortable, with transit service and wayfinding information provided

Expand transit service to the South Boston Seaport with more reliable, convenient connections.

Prioritize transit improvements that will improve key congestion points or minimize South Boston neighborhood impacts

Ensure transit is competitive in price and time to driving and ride sharing

Ensure adequate transit coverage and access to all areas of the South Boston Seaport

Expand the transit service in off-peak periods (mid-day, evenings, weekends) to support all potential users

Access to transit (sidewalks, bicycle facilities, wayfinding) is safe, convenient, and well marked

Provide greater and faster connectivity to the core transit network in Downtown (Subway, South Station, North Station)

Prioritize transit improvements that will improve key congestion points or minimize South Boston neighborhood impacts

Create new transit services in corridors with no (or limited) existing service

Explore new technologies to create new transit services

Explore opportunities to create new services in transit exclusive corridors

Individual Rankings (average of individual rank)

Provide greater and faster connectivity to the core transit network in Downtown (Subway, South Station, North Station, Back Bay)	4.4
Ensure transit in and through the South Boston Seaport is reliable and predictable	5.3
Prioritize transit improvements that will improve key congestion points or minimize South Boston neighborhood impacts	5.4
Expand transit service to the South Boston Seaport with more reliable, convenient connections	6.4
Ensure adequate transit coverage and access to all areas of the South Boston Seaport	6.8
Create new transit services in corridors with no (or limited) existing services	6.9
Make access to transit (sidewalks, bicycle facilities, wayfinding) safe, convenient, and well marked	7.2
Ensure transit is competitive in price and time to driving and ride sharing	7.2
Prioritize transit on South Boston Seaport roadways	7.8
Make every home and job in the South Boston Seaport within a 10-minute walk of a rail station or a key bus route	8.3
Expand the transit service in off-peak periods (mid-day, evenings, weekends) to support all potential users	9.1
Explore opportunities to create new services in transit exclusive corridors	9.6
Provide better land connections to existing and future water ferry services	9.8
Make transit stations / bus stops pleasant and comfortable, with transit service and wayfinding information provided	9.8
Explore new technologies to create new transit services	10.6

Group Rankings (sum of groups who ranked goal)

Expand transit service to the South Boston Seaport with more reliable, convenient connections	4
Ensure transit in and through the South Boston Seaport is reliable and predictable	3
Ensure adequate transit coverage and access to all areas of the South Boston Seaport	3
Create new transit services in corridors with no (or limited) existing services	3
Provide greater and faster connectivity to the core transit network in Downtown (Subway, South Station, North Station, Back Bay)	2
Make access to transit (sidewalks, bicycle facilities, wayfinding) safe, convenient, and well marked	2
Prioritize transit on South Boston Seaport roadways	2
Provide better land connections to existing and future water ferry services	2
Expand the transit service in off-peak periods (mid-day, evenings, weekends) to support all potential users	2
Prioritize transit improvements that will improve key congestion points or minimize South Boston neighborhood impacts	1
Ensure transit is competitive in price and time to driving and ride sharing	1
Make transit stations / bus stops pleasant and comfortable, with transit service and wayfinding information provided	1
Make every home and job in the South Boston Seaport within a 10-minute walk of a rail station or a key bus route	0
Explore opportunities to create new services in transit exclusive corridors	0
Explore new technologies to create new transit services	0

Goal Development

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Access



EXPAND

Coverage

Reliable



RELY

Predictable

Safe



RESPECT

Convenient

Transit Priority

New Service



EQUALIZE

Project Overview – Prioritization

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SOUTH BOSTON SEAPORT TRANSIT STRATEGIES IMPROVED BUS SERVICE

LOCAL BUS SERVICE

- MBTA Better Bus Project Recommendations for Routes 7 and 9

- New Bus Route between Andrew Square and the Seaport via D Street

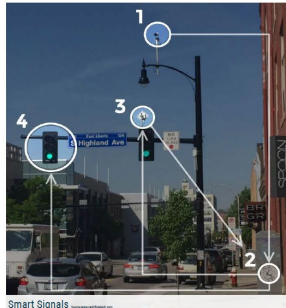
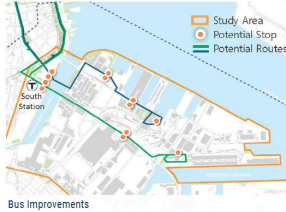
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SMART SIGNALS

- Monitor and update traffic signal timings throughout South Boston Seaport

- Improve traffic flow with traffic signals that adapt to real-time traffic conditions

All strategies identified are from previous plans completed in and around the South Boston Seaport

	EXPAND	RELY	RESPECT	EQUALIZE	TOTAL	PRIORITY
Strategy A	●	○		●	2.5	2
Strategy B			○		0.5	5
Strategy C				●	1	4
Strategy D	●	○		○	2	3
Strategy E		●	●	●	3	1

Goals and Objectives

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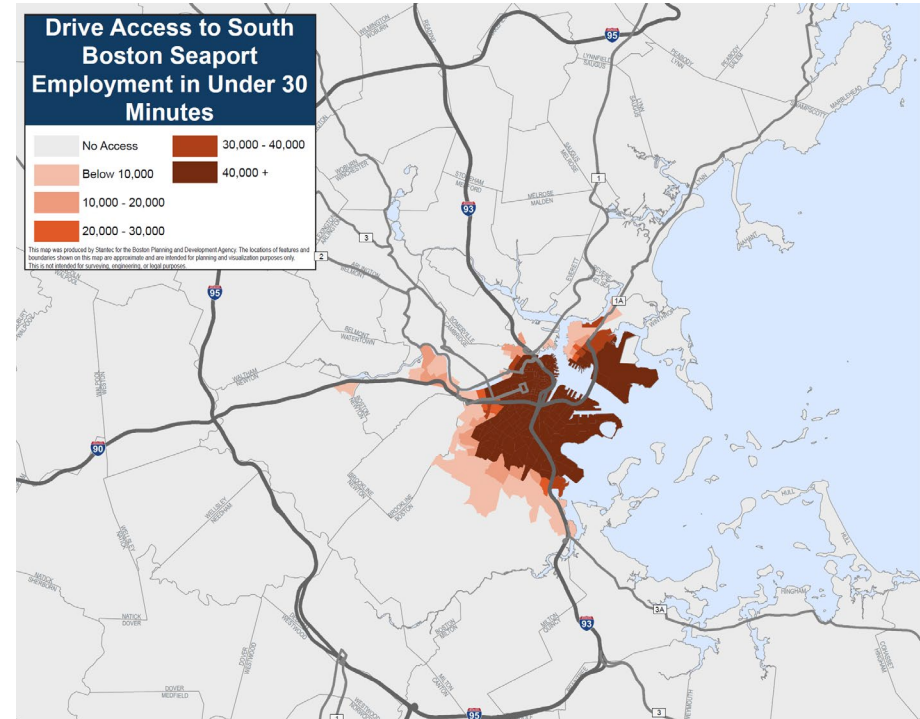
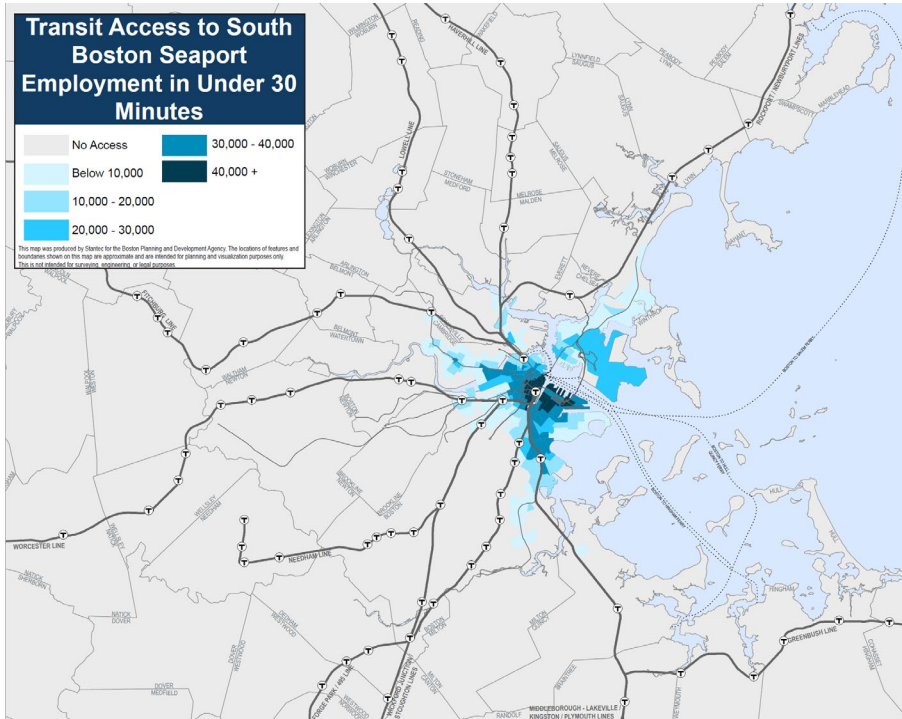
EXPAND: Access to the region's people and places is maximized

- Increase in the number of people/jobs accessible by transit in 30/45/60 minutes
- Improve competitiveness to major transit facilities downtown – North Station, South Station, and Back Bay - and others as determined, e.g. Alewife, Anderson, etc.
 - Travel time
 - Reduced transfers
 - Integration
 - Fare
- Add connections to currently un- or under-served areas
 - Defined by existing service by degree
- Ability of Service to be implemented quickly
 - Short Term, Medium Term, Long Term

Goals and Objectives

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EXPAND: Access to the region's people and places is maximized



**Numbers represent number of jobs in South Boston Seaport*

Goals and Objectives

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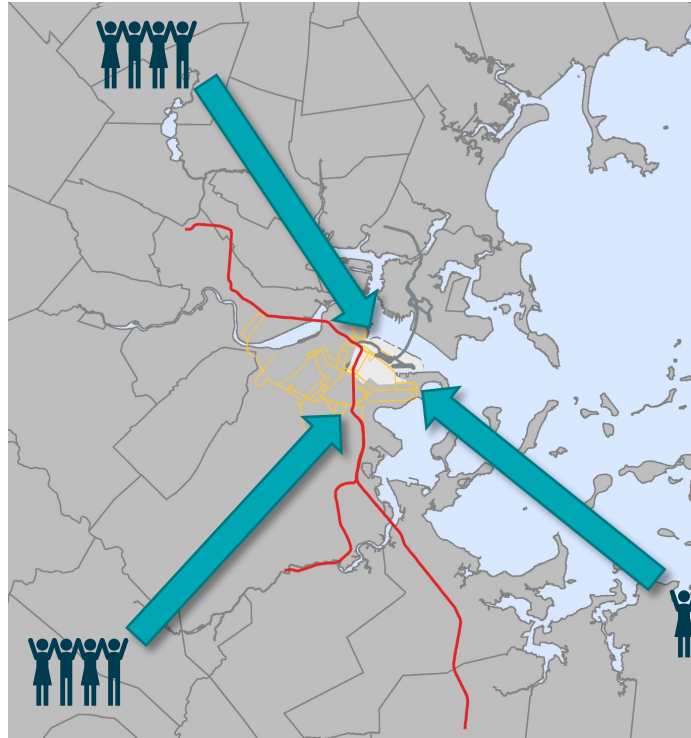
RELY: Transit is a reliable, predictable option for travel

- Destinations (regional coverage) with a reduction in number of excessive transfers
- Increased percent of travel on dedicated facilities or with improved priority
 - May be refined by utility, determined by expected ridership on dedicated portion
- Overall level of improvement on key congested travel paths (all uses), including the impact of transit on other modes

Goals and Objectives

DRAFT

RELY: Transit is a reliable, predictable option for travel



Goals and Objectives

RESPECT: Transit access is convenient and integrated into all aspects of the South Boston Seaport

- Level of enhancement to quality of transit stations / amenities
- Integrated and improved neighborhood access for better true walk coverage, including
 - Wayfinding
 - New pedestrian connections
 - Improved physical conditions
- Service / Route level improvements in passenger experience

Goals and Objectives

RESPECT: Transit access is convenient and integrated into all aspects of the South Boston Seaport



GOOD
Bus Stop w/ Bus Shelter



BEST
Indoor Station w/ Real Time Arrival Data

BASIC
Simple Bus Stop
w/ Sign, No
Shelter



Goals and Objectives

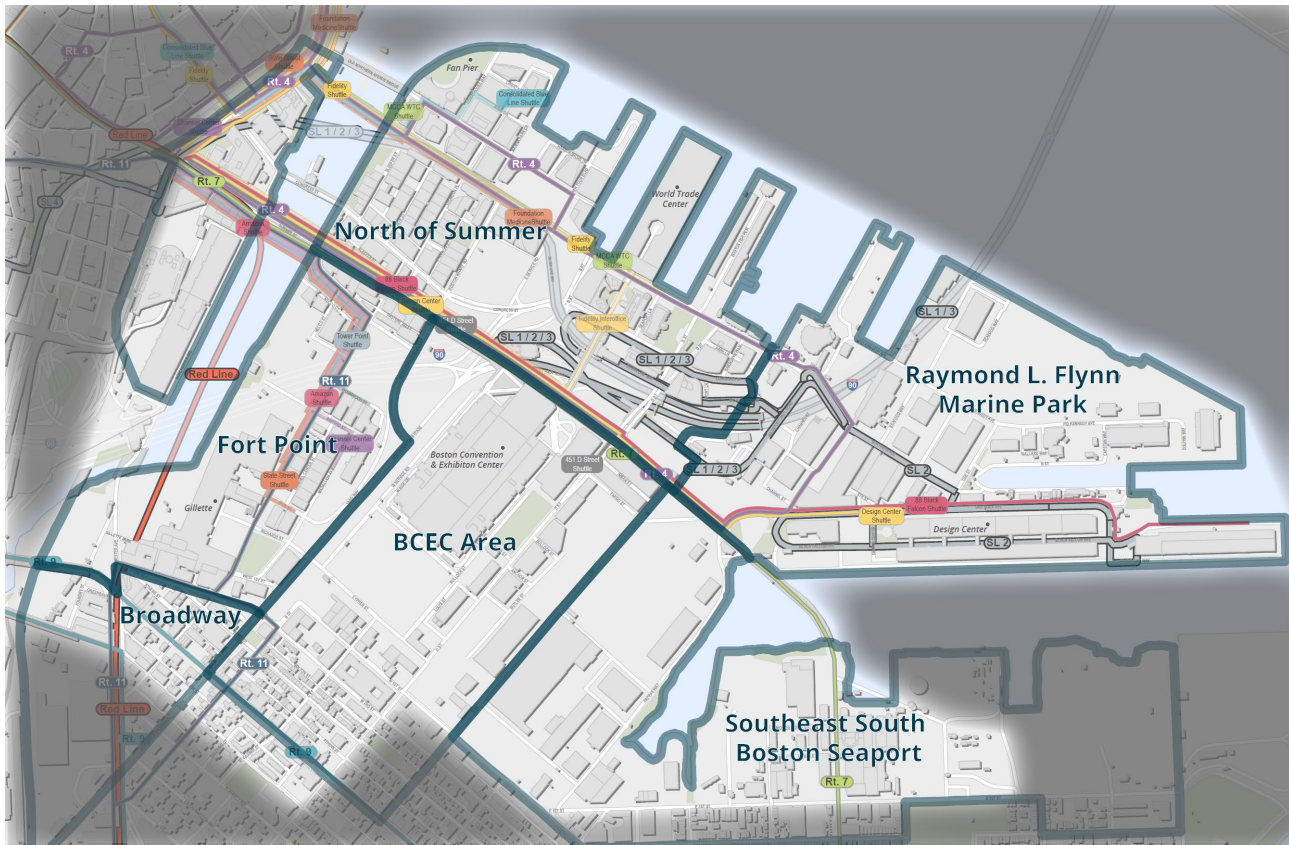
EQUALIZE: Transit serves all people and places in the South Boston Seaport

- Transit is competitive in access, time, and price to vehicle travel
- Provides service coverage throughout the South Boston Seaport
 - Measured as a percentage – relative to activity
 - Match service to demand
 - Covers transit dependent populations
- Provides consistency of service between peak and off-peak times
 - Measured as a percentage – relative to activity

Goals and Objectives

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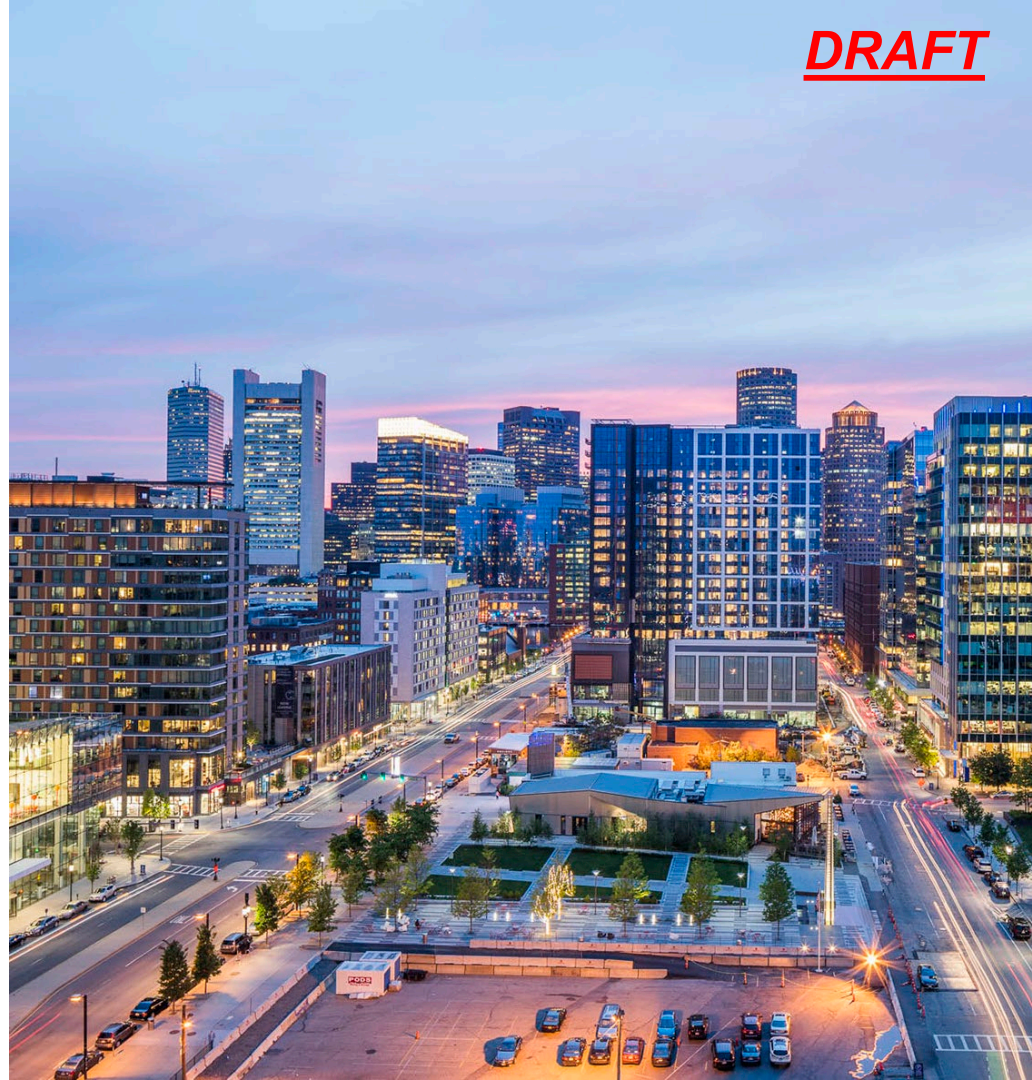
EQUALIZE: Transit serves all people and places in the South Boston Seaport



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- **All Trips** include every trip, all day and for all purposes
- **AM Commute Trips** are morning peak trips from a home to an office
- **Origin** means where a trip begins
- **Destination** means where a trip ends
- **Inbound Trips** are trips to the South Boston Seaport
- **Mode Share** means the % of trips by the predominate mode of travel
- **AM, Mid-Day, PM, Night:** AM – 6a-9a; Mid-Day – 9a-3p; PM – 3p-6p; Night – 6p-6a
- **Downtown Boston** refers to the downtown core of the City of Boston, including Back Bay
- **City of Boston Trips** are trips originating in the City of Boston

All Trips to South Boston Seaport and Downtown (2018)

South Boston Seaport

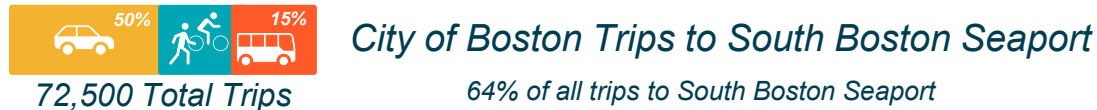


Downtown Boston



All Trips to South Boston Seaport and Downtown Boston by Mode Share (2018)

South Boston Seaport



Downtown Boston



AM Commute Trips to South Boston Seaport and Downtown Boston by Mode Share (2018)

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South Boston Seaport



All AM Commute Trips to South Boston Seaport

18,200 Total Trips



City of Boston AM Commute Trips to South Boston Seaport

6,600
Total
Trips

36% of All AM Commute Trips to South Boston Seaport

Mode for Bostonian Commutes	Today*	2030 Aspirational Goal
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

**2014 ACS 1-year estimates*

Downtown Boston



160,100 Total Trips

*All AM
Commute Trips
to Downtown Boston*



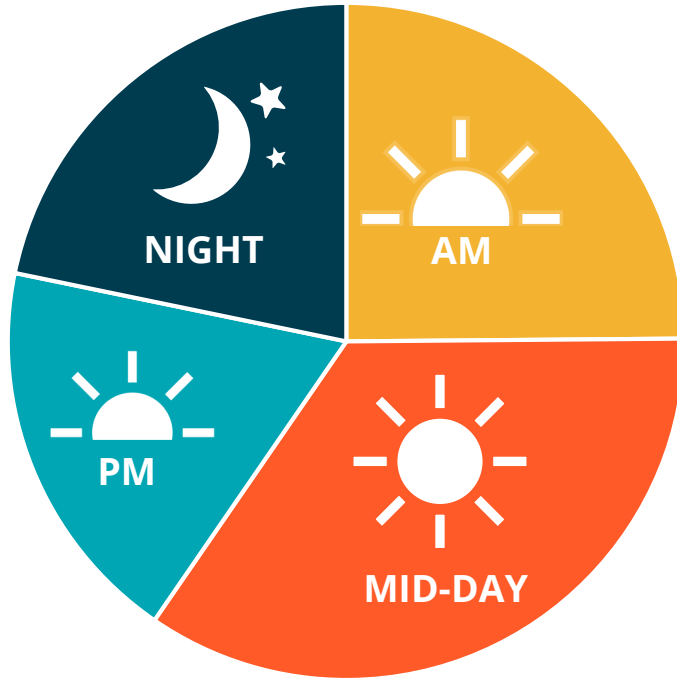
City of Boston AM Commute Trips to Downtown Boston

55,000 Total Trips

34% of All AM Commute Trips to Downtown Boston



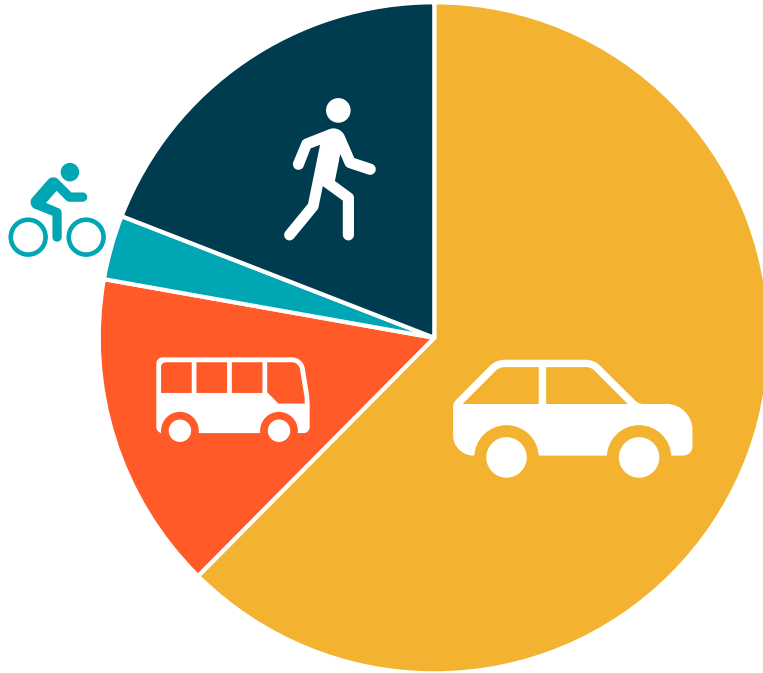
All Trips to the South Boston Seaport by Time DRAFT (2018)



AM 6a–9a	Mid-Day 9a–3p	PM 3p–6p	Night 6p–6a	Daily All Day
28,000	39,100	21,000	24,500	112,600
25%	35%	19%	21%	100%

All Trips to the South Boston Seaport by Mode (2018)

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Drive	Transit	Bike	Walk	All
70,300	17,300	3,500	21,500	112,600
62%	15%	3%	20%	100%

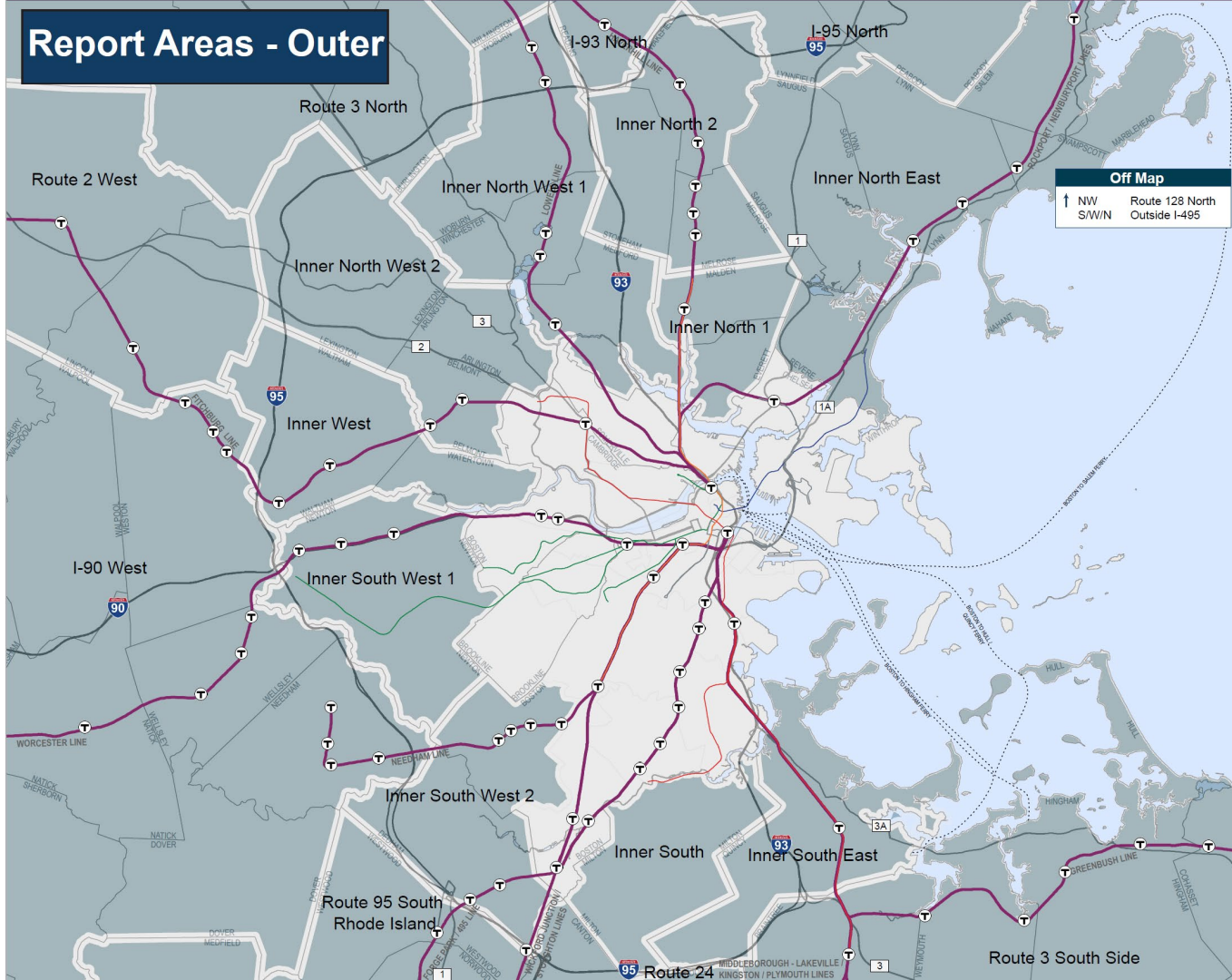
All Trips to the South Boston Seaport by Purpose (2018)



Commute Trips	Other Work Trips	Other Trips	All
40,500	11,900	60,200	112,600
36%	11%	53%	100%

Report Areas - Outer

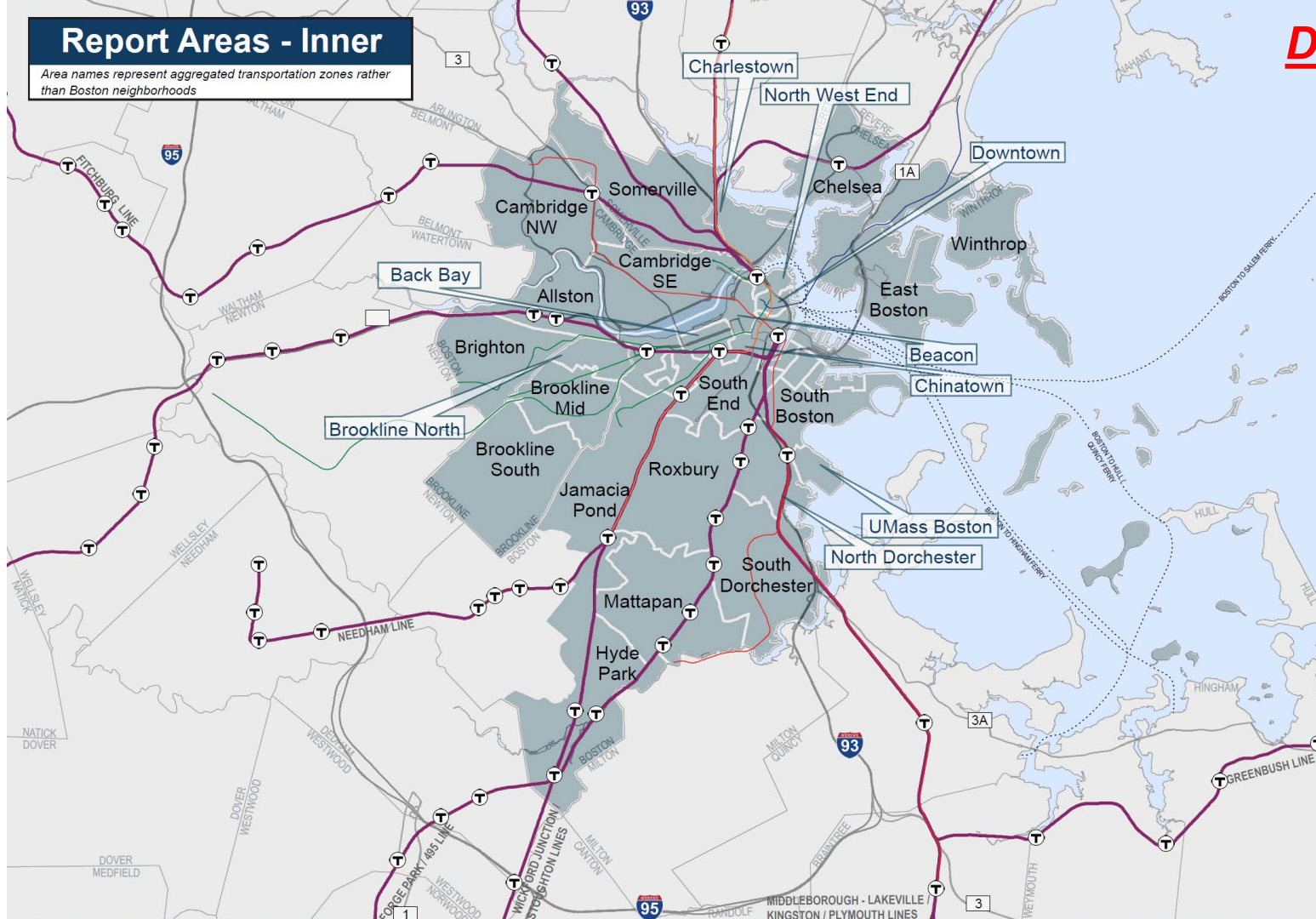
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Report Areas - Inner

Area names represent aggregated transportation zones rather than Boston neighborhoods

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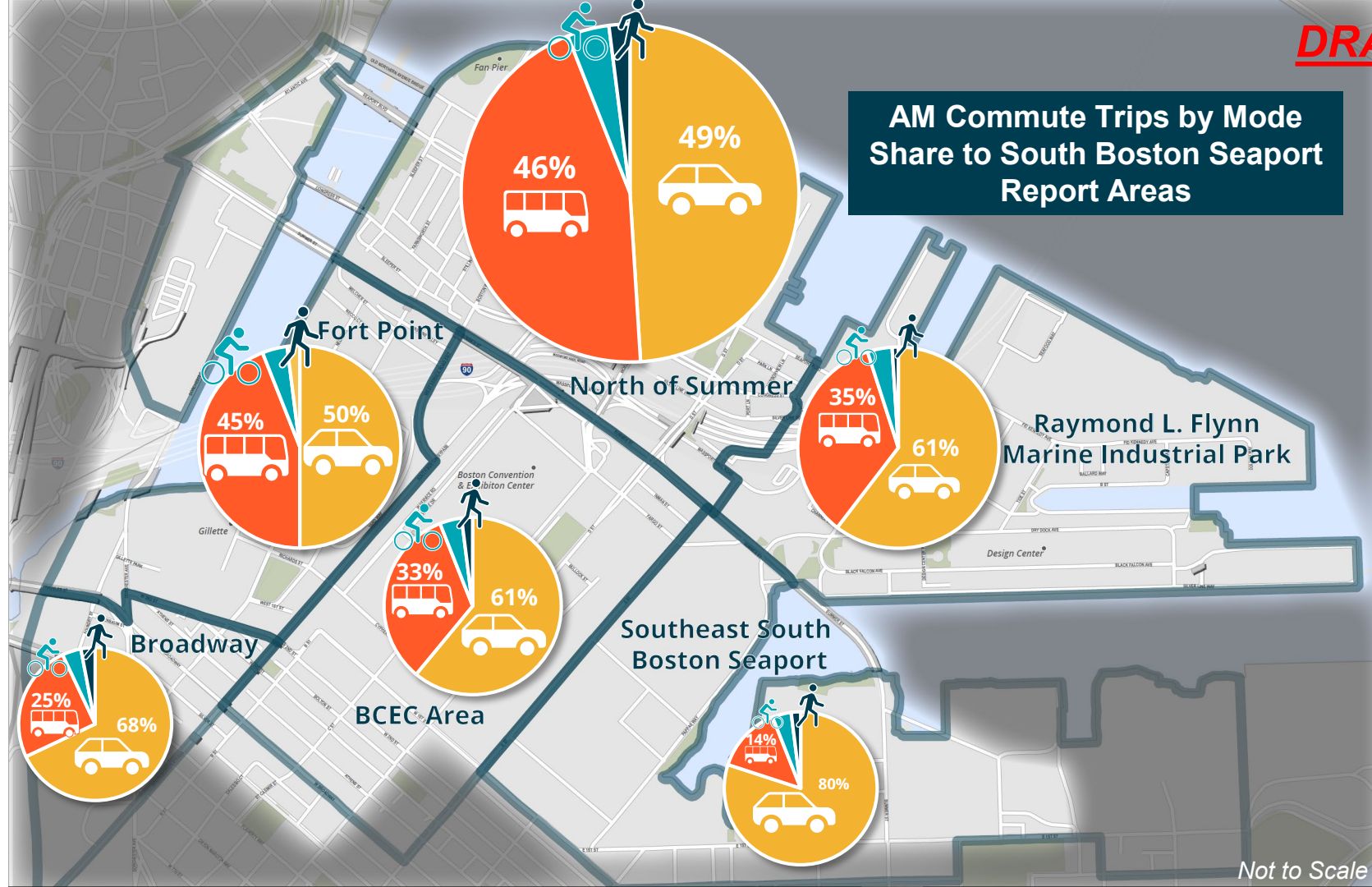
All Trips to the South Boston Seaport by Origin (2018)

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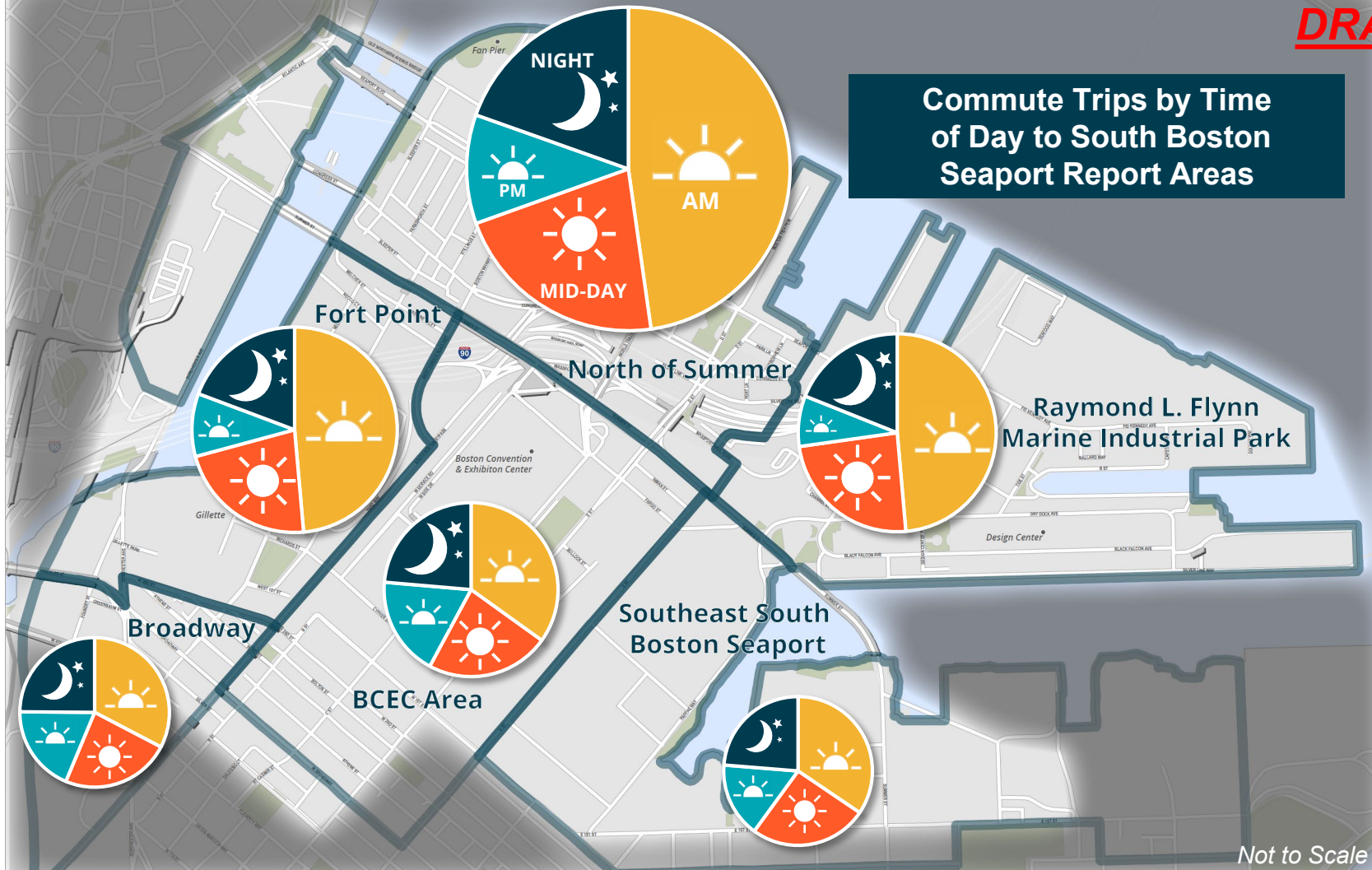


Within	Inner	Outer	All
9,900	72,500	30,200	112,600
9%	64%	27%	100%

AM Commute Trips by Mode Share to South Boston Seaport Report Areas

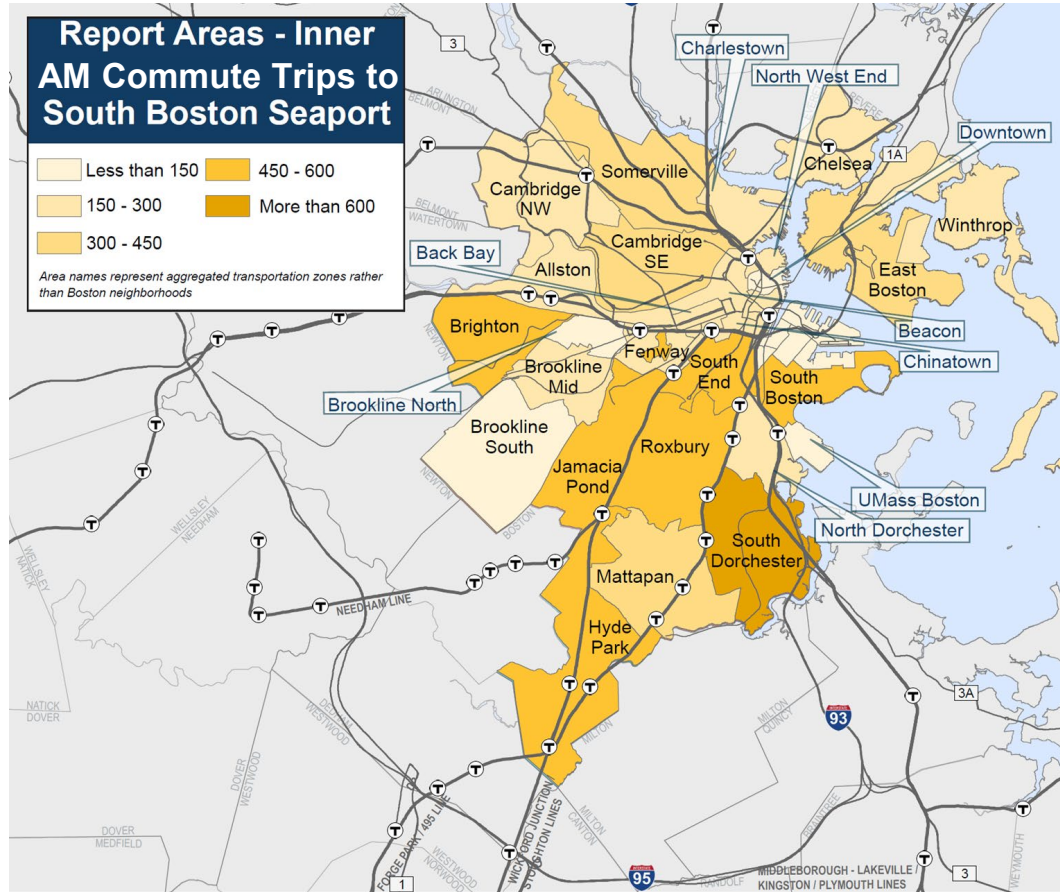


Commuter Trips by Time of Day to South Boston Seaport Report Areas



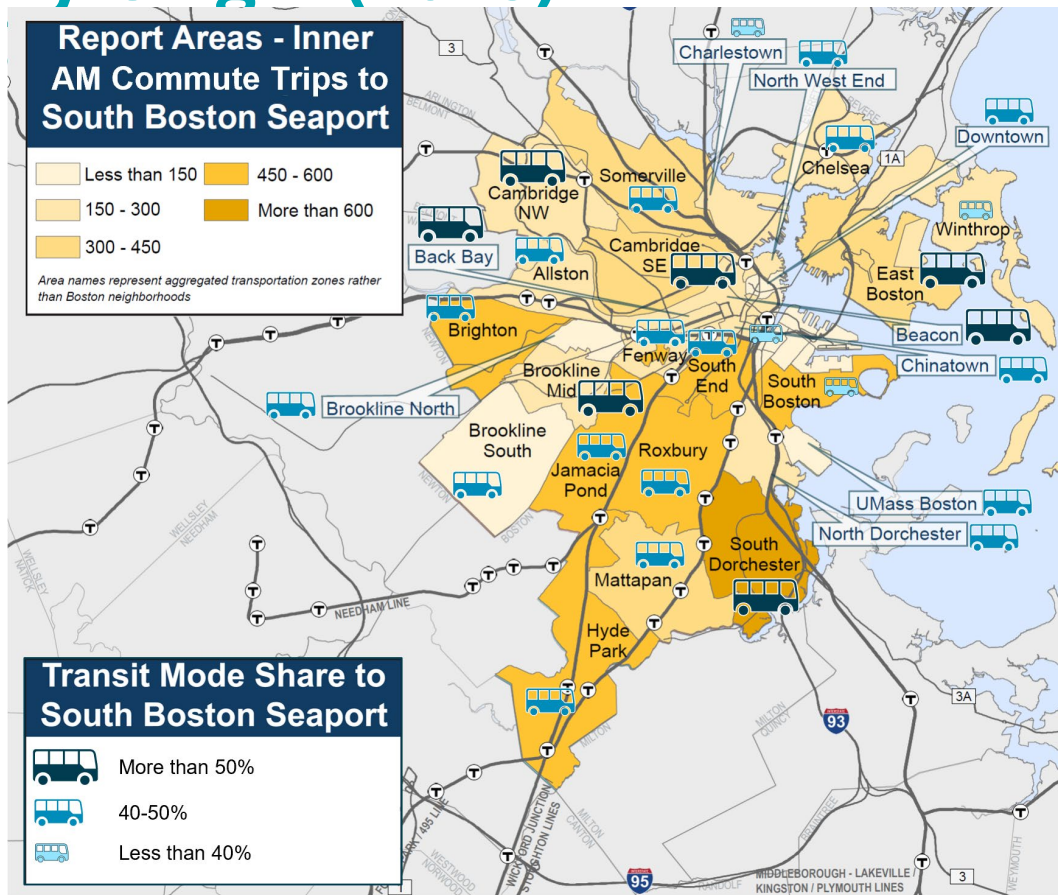
AM Commute Trips to Seaport – By Origin (2018)

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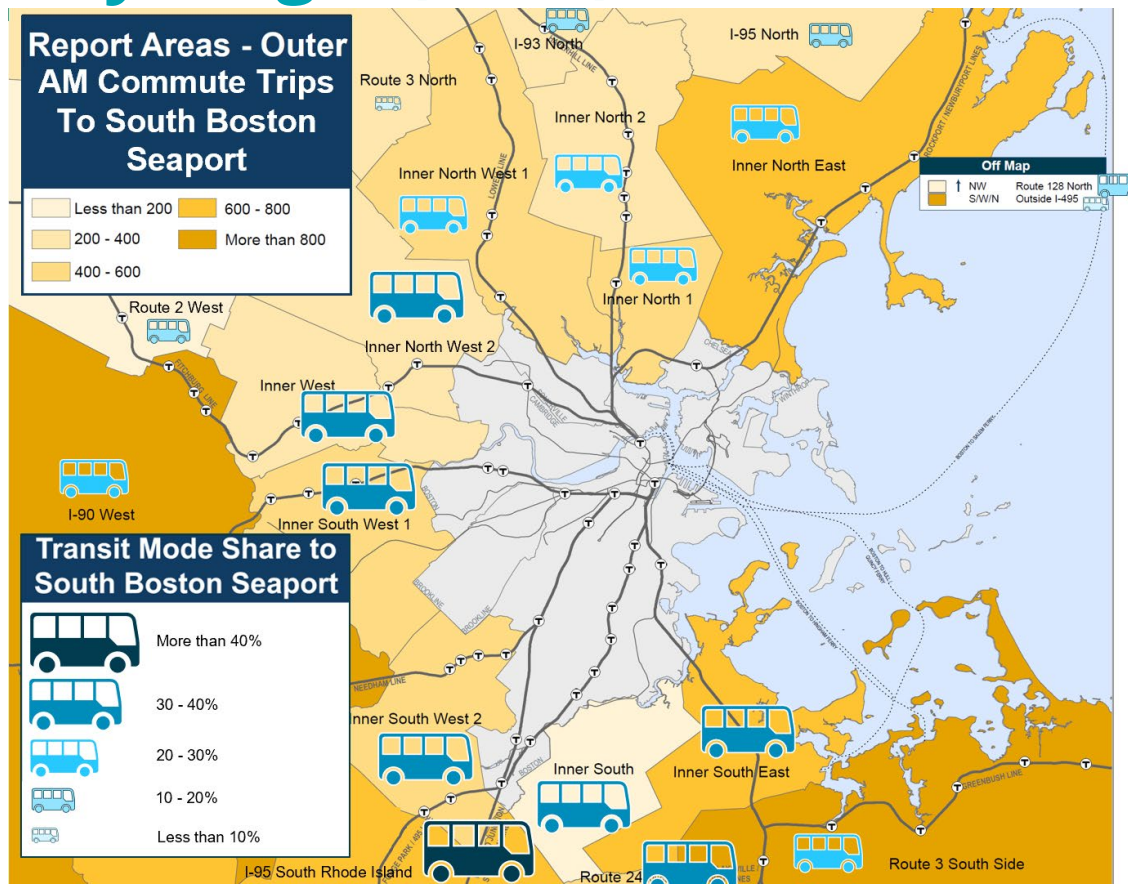


AM Commute Trips and Transit Share to Seaport – By Origin (2018)

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AM Commute Trips and Transit Share to Seaport – By Origin (2018)

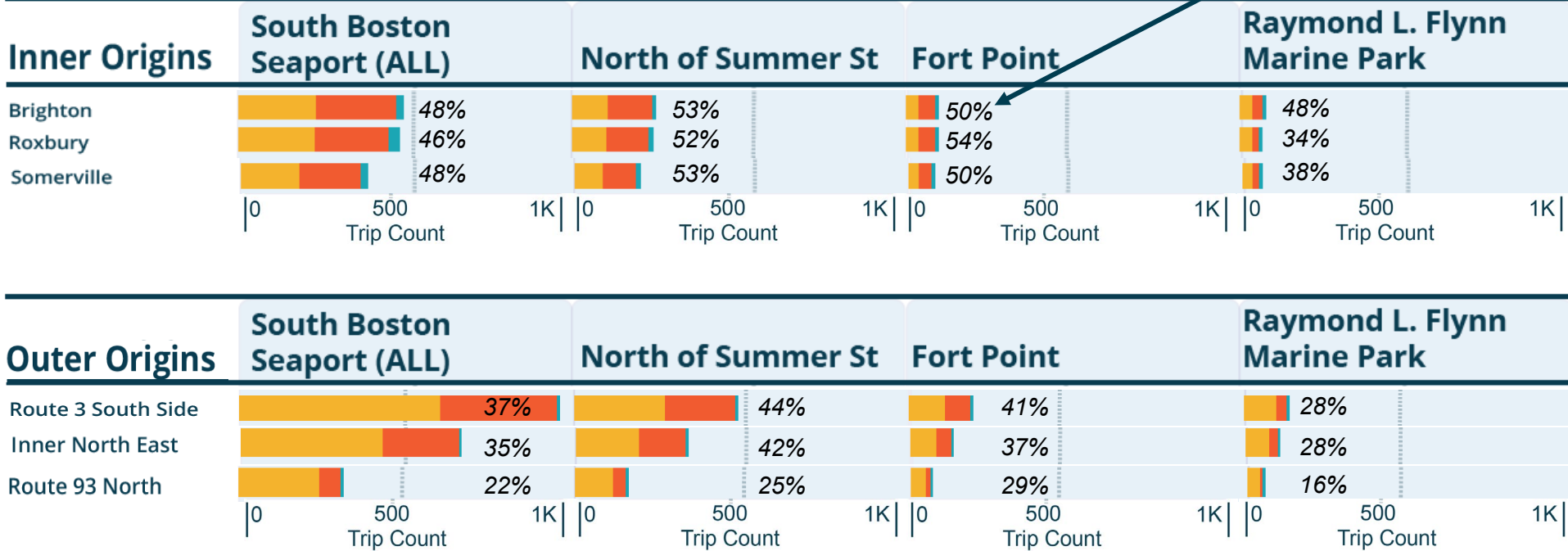


Sample Geography

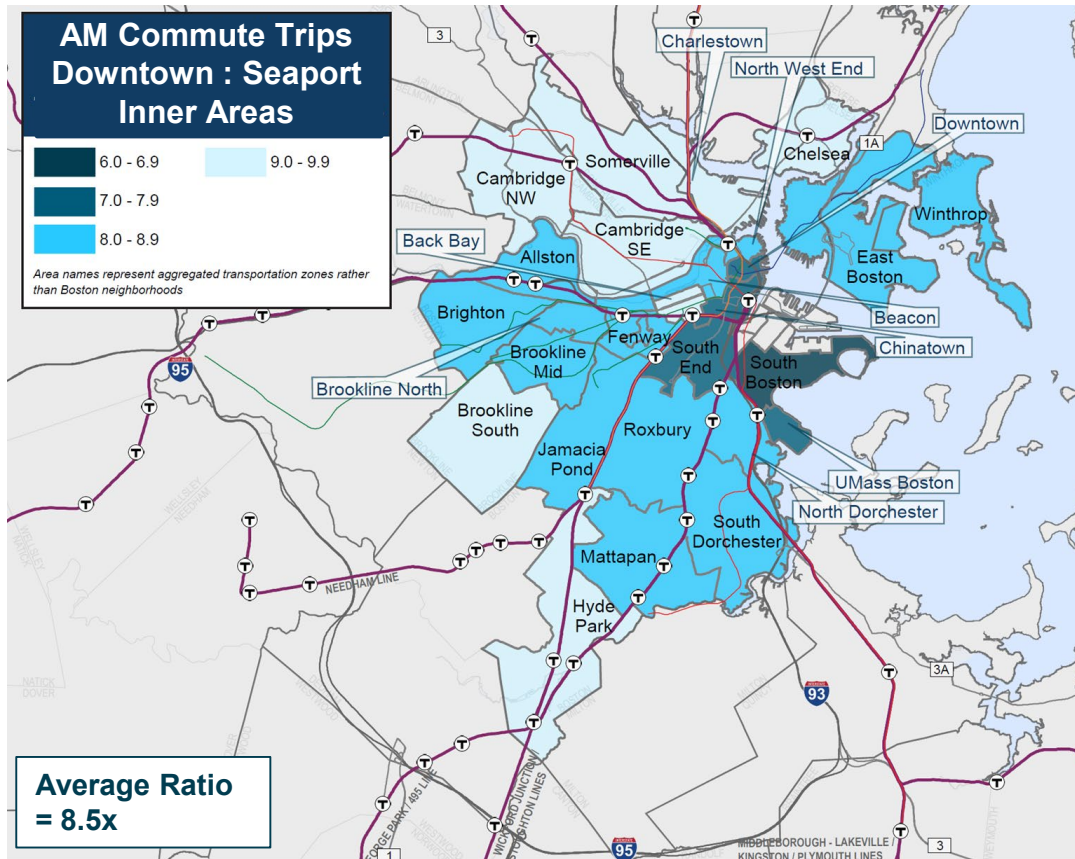
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AM Commute Trips by Origin, Destination, and Mode

Transit Mode Share



Where Are Commuters Coming From to Work DRAFT Downtown and in the South Boston Seaport?



Low – South Station (6.2x)



380 Total Trip Origins
 14% of Trips going to Downtown Boston (43% transit)
 2% of Trips going to South Boston Seaport (38% transit)

Mid – Jamaica Pond (8.6x)



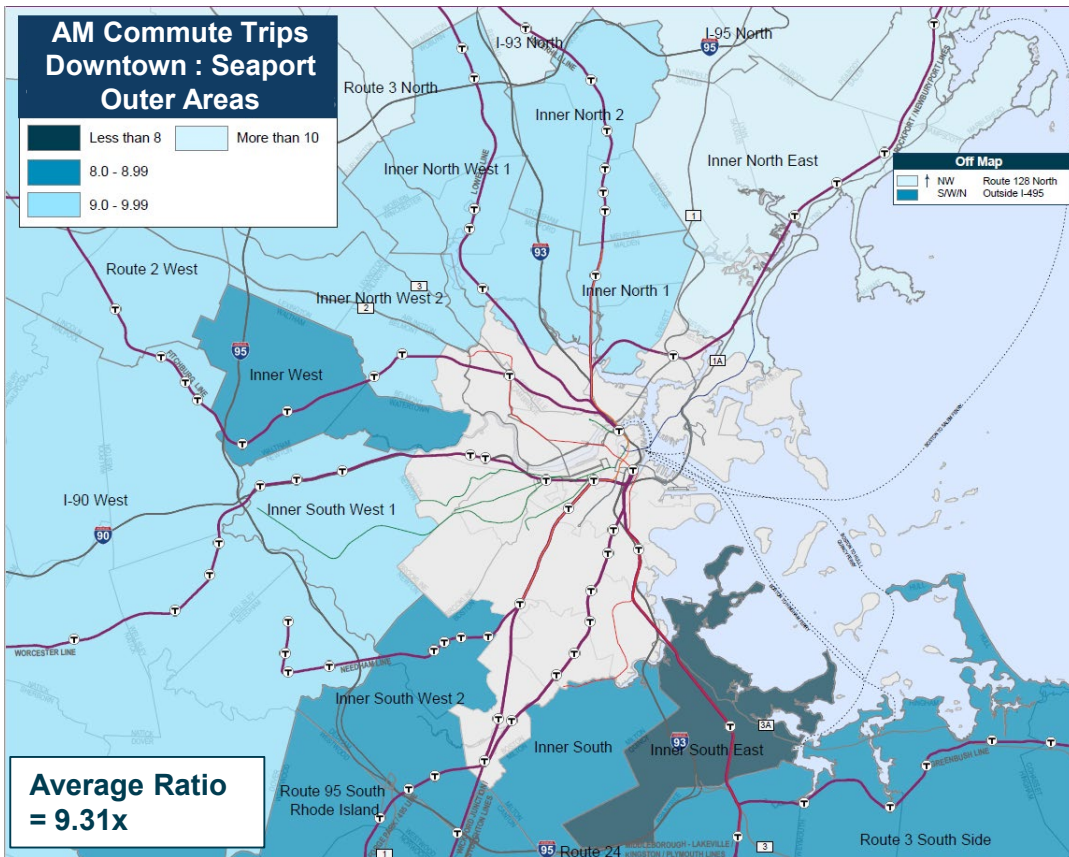
15,000 Total Trip Origins
 28% of Trips going to Downtown Boston (78% transit)
 3% of Trips going to South Boston Seaport (49% transit)

High – Cambridge - SE (9.6x)



23,200 Total Trip Origins
 15% of Trips going to Downtown Boston (77% transit)
 2% of Trips going to South Boston Seaport (52% transit)

Where Are Commuters Coming From to Work DRAFT Downtown and in the South Boston Seaport?



Low – Inner Southeast (7.9x)



26,200 Total Trip Origins

19% of Trips going to Downtown Boston (78% transit)

2% of Trips going to South Boston Seaport (45% transit)

Mid – I-90 West (9.3x)



135,000 Total Trip Origins

6% of Trips going to Downtown Boston (74% transit)

1% of Trips going to South Boston Seaport (39% transit)

High – I-95 North (10.8x)

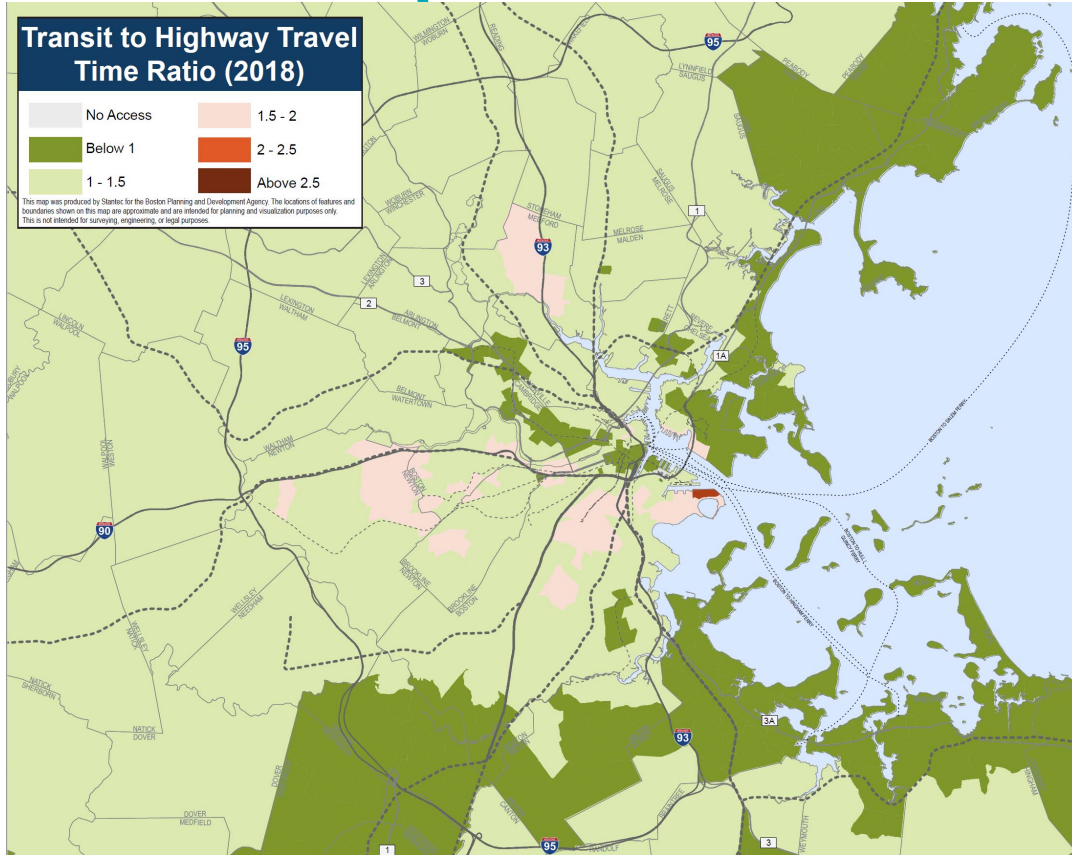


52,600 Total Trip Origins

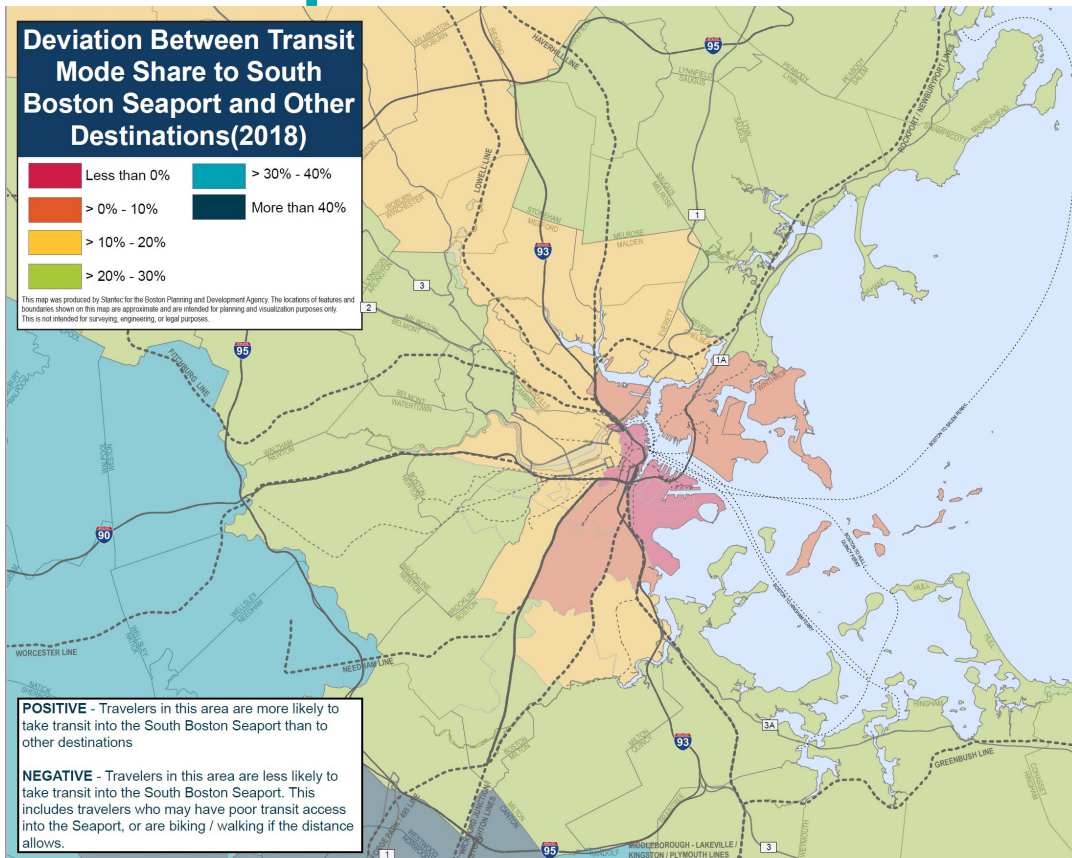
5% of Trips going to Downtown Boston (75% transit)

0.5% of Trips going to South Boston Seaport (25% transit)

Where is Taking Transit Faster than Driving to the South Boston Seaport?



Where are People Using Transit to get to the South Boston Seaport *more* than Driving?



Agenda

- Previous Meeting Update
- Goals and Objectives
- Existing Conditions
- **Build Out**
- Strategies for Evaluation
- Modeling Process
- Next Steps

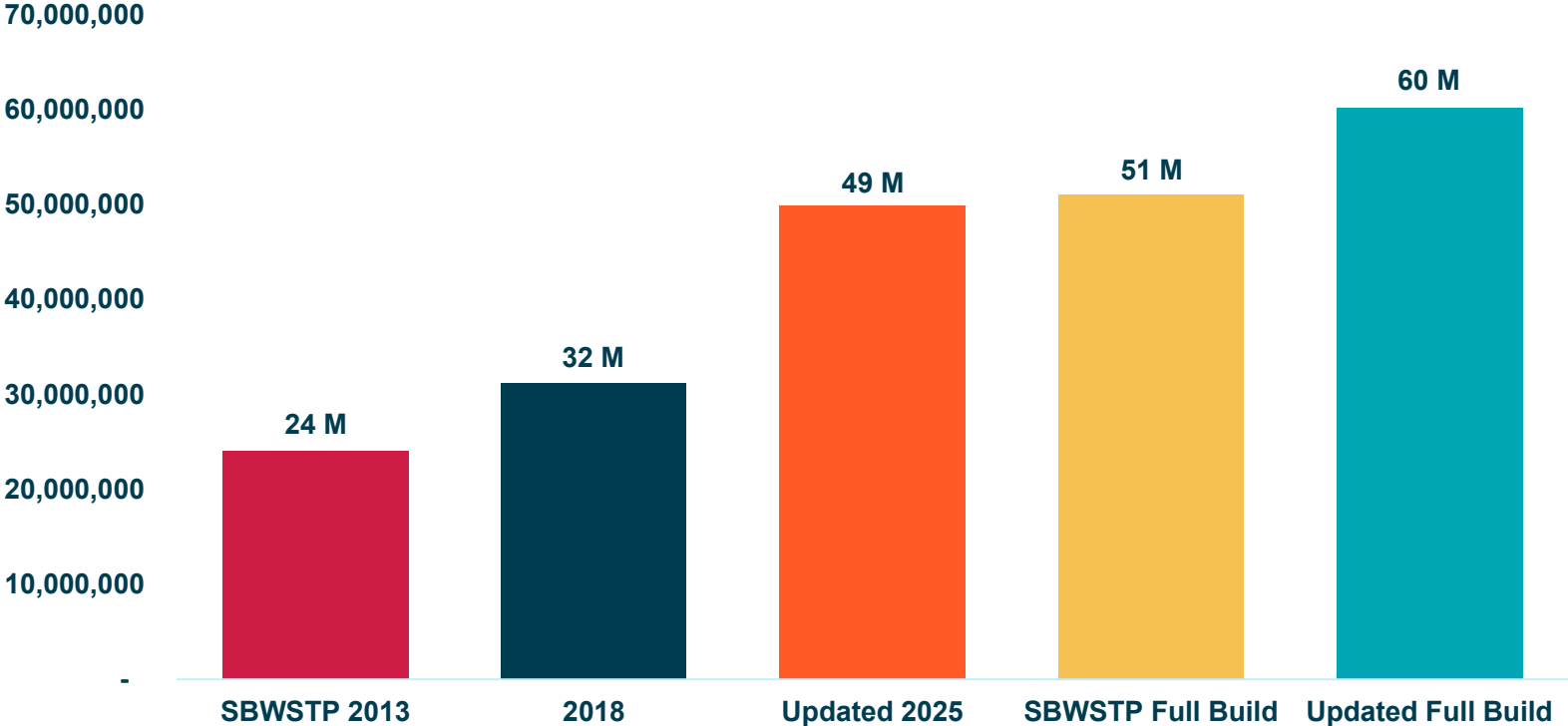
Q&A after each section



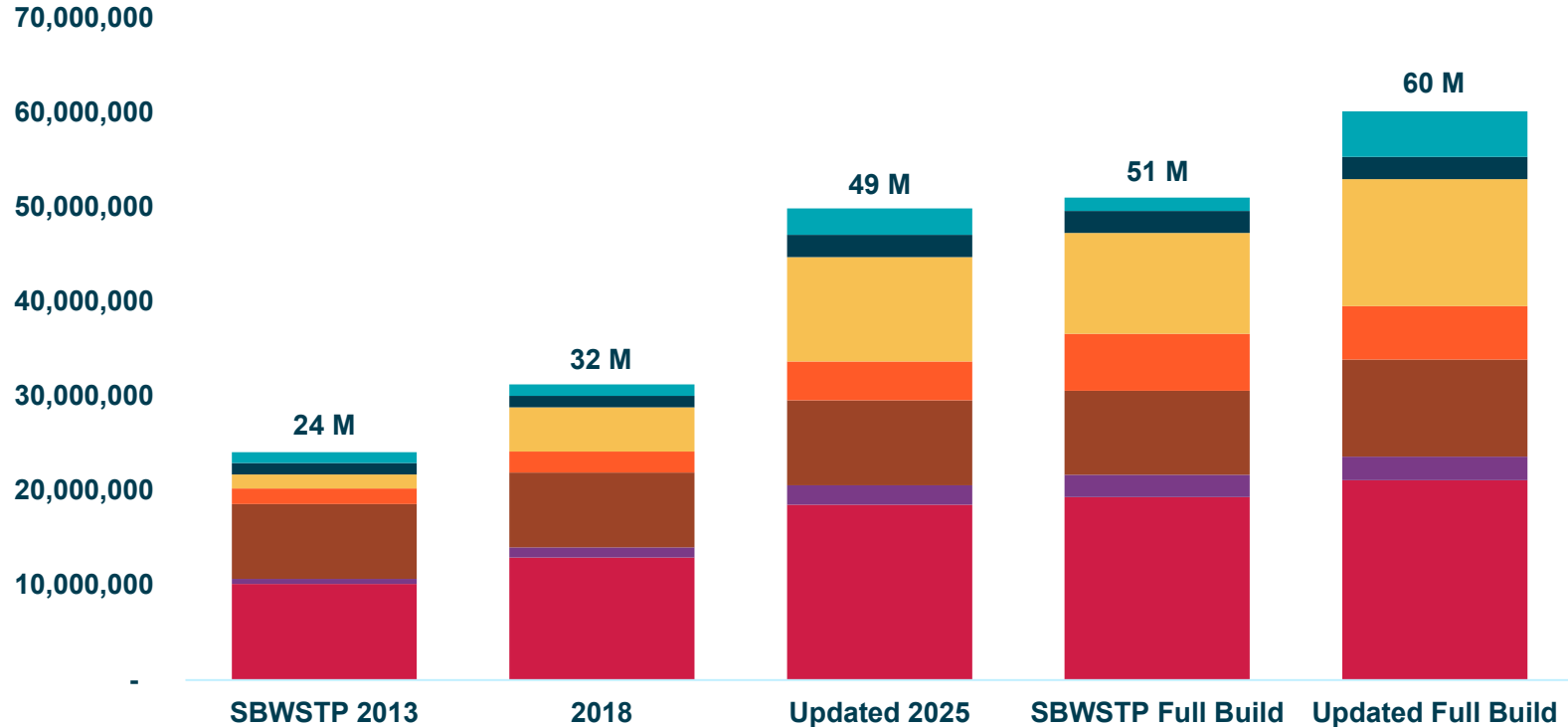
Build Out

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Total Square Footage



Total Square Footage by Land Use Type



Build Out

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Population

2018 – 2025:

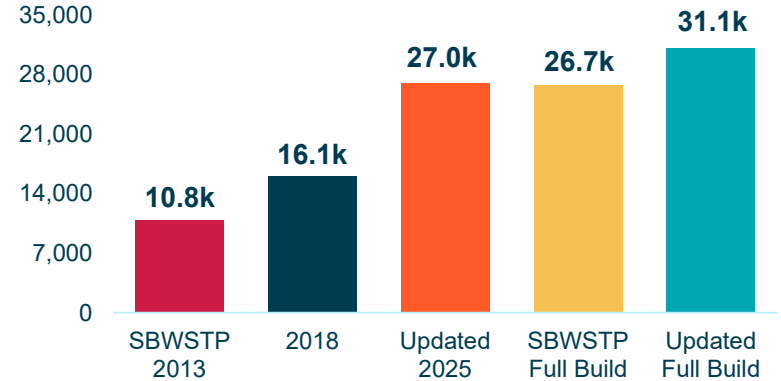
- 6.4 million square feet of new residential space
- Nearly 11,000 new residents

Employment

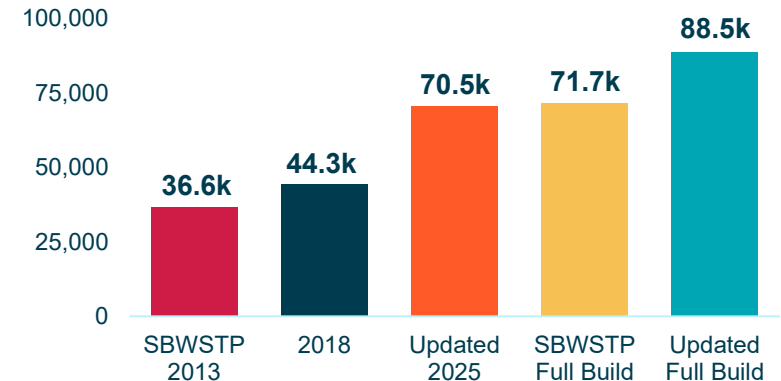
2018 – 2025:

- 12.3 million square feet of mixed (non-residential) space
- About 26,200 jobs added

Population



Employment



New Build Out Projections

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- Pace of development has increased over the past 5 years: ~8M sq.ft. completed
- SBWSTP ~850,000 sq.ft./year. New 2025 projections ~2M sq.ft./year (**Long term annual pace likely in between these #s*)
- New projections include known projects/plans (**several still under review and may be approved for less s.f.*)

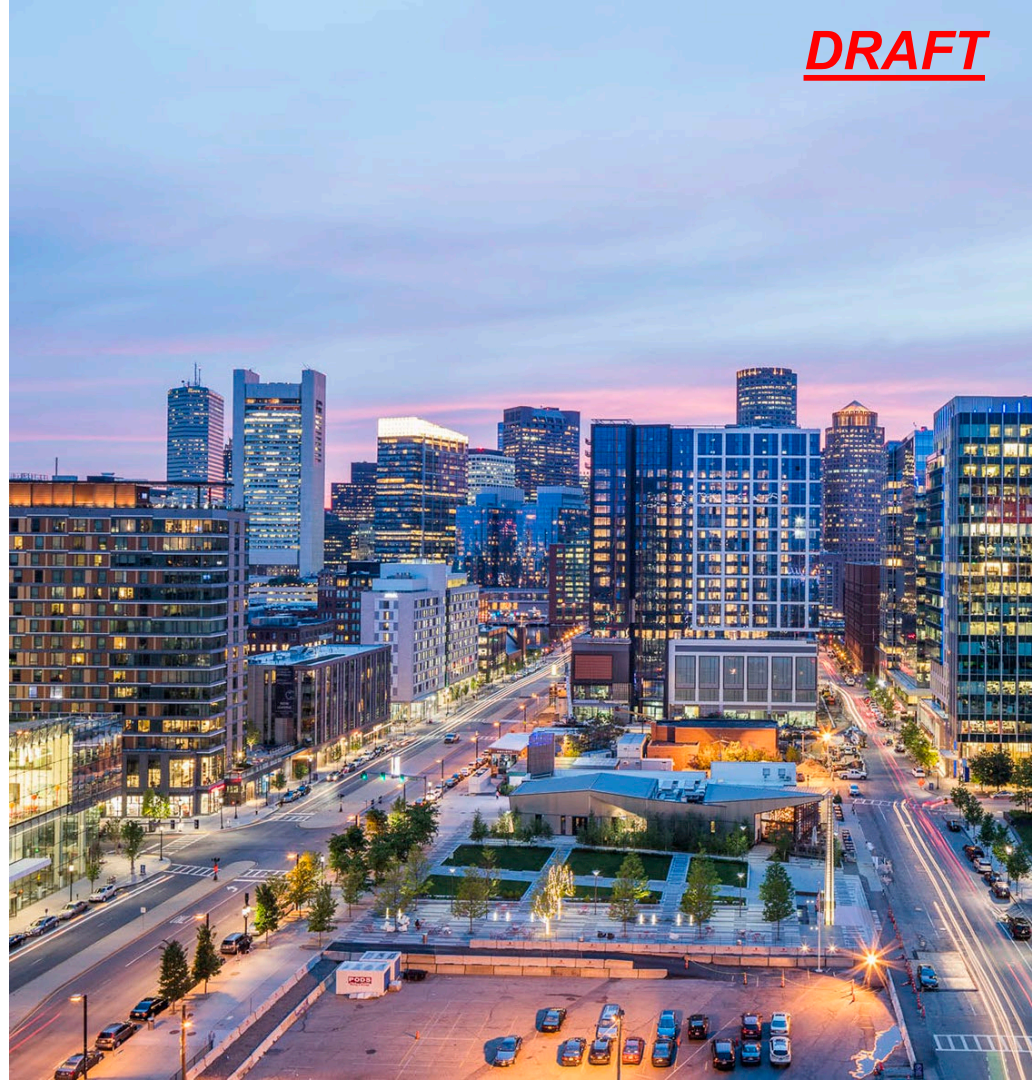
- Innovation Campus: ~900,000 sq.ft.
- 776 Summer St: ~1.4 M sq.ft.
- Seaport Square NPC: Additional ~1.3 M sq.ft.
- RFLMP Master Plan: Additional ~2.2 M sq.ft. (Based on higher 4.0 FAR scenario)
- Parcels A & Q1: ~600,000 sq.ft.
- GE HQ: ~400,000 sq.ft.
- South of West First/Broadway Station
 - 105 W. First St: ~260,000 sq.ft.
 - 99 A St: ~210,000 sq.ft.
 - “Infill” medium sized residential projects: ~400,000 sq.ft.



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Strategy for Evaluation



Bus Service



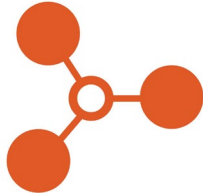
Access to Transit



Bus Infrastructure



Policy and Information



New Connections



boston planning & development agency

SOUTH BOSTON SEAPORT TRANSIT STRATEGIES IMPROVED BUS SERVICE

LOCAL BUS SERVICE

- MBTA Better Bus Project Recommendations for Routes 7 and 9
- New Bus Route between Andrew Square and the Seaport via D Street
- Consolidate private shuttles to North Station and along A Street
- Extend Private Shuttle Service along A Street to Broadway Station
- Rehabilitate and replace current bus / Silver Line fleet
- Automatic Door Openers at All Silver Line Stations
- Automatic Fare Collection (AFC 2.0)



SMART SIGNALS

- Monitor and update traffic signal timings throughout South Boston Seaport
- Improve traffic flow with traffic signals that adapt to real-time traffic conditions



All strategies identified are from previous plans completed in and around the South Boston Seaport



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SOUTH BOSTON SEAPORT TRANSIT STRATEGIES BUS / SHUTTLE INFRASTRUCTURE **DRAFT**

NEW STOPS

- Build South Station Expansion
- Create / Expand Ferry and Intermodal Passenger Terminals
 - Museum Wharf
 - Federal Courthouse
 - Fan Pier Cove
 - Wharf 8
 - Pier 1 in Reserved Channel
- Modern Bus Stops and Amenities at Key Bus Stops
- Mobility Hubs at Bus Stops



Modern Bus Stop

TRANSIT LANE AND TUNNEL IMPROVEMENTS

- Bus access on the Northern Avenue Bridge
- Silver Line Tunnel Extension Under D Street
- Silver Line Access to Ted Williams Tunnel Ramp
- Protected Bus Lanes (all day or peak hour) on
 - Summer Street
 - L Street
 - Merrimac / Congress St (Connection to North Station)
- Infrastructure Upgrade in Silver Line Tunnel



Silver Line Tunnel



SMART SIGNALS

- Monitor and update signal traffic signal timings throughout South Boston Seaport
- Improve traffic flow with traffic signals that adapt to real-time traffic conditions

All strategies identified are from previous plans completed in and around the South Boston Seaport



June 18, 2019

SOUTH BOSTON SEAPORT TRANSIT STRATEGIES NEW CONNECTIONS

BUS SERVICE EXPANSIONS

- Extend Silver Line to South Boston Residential Neighborhood and beyond Chelsea
- Implement Crosstown Bus on 1st Street to Broadway
- Connect Silver Line 4 and 5 to Seaport with Silver Line Phase 3 connection to Boylston Street
- Shuttle to Marine Park



URBAN RAIL CONNECTIONS

- Connect South Boston Seaport to Fairmount Line using Urban Rail Technology on Track #1
- Connect South Boston Seaport to Back Bay Station with Urban Rail



FERRY SERVICES

- Direct Ferry Service to Lynn
- Direct Ferry Service to Hingham
- Direct Ferry Service to Hull
- Direct Ferry Service to Salem
- Fleet Expansion



AIR TRANSPORTATION

- Build air gondola from South Station to South Boston Seaport



All strategies identified are from previous plans completed in and around the South Boston Seaport



June 18, 2019

SOUTH BOSTON SEAPORT TRANSIT STRATEGIES ACCESS TO TRANSIT

BIKE FRIENDLY CONNECTIONS

- Expand Boston Bike Network in South Boston Seaport and South Boston Residential Neighborhood
- Improve bike connections to / from bus and Silver Line stops
- Install Protected Bike Lanes on Summer Street
- Install Mobility Hubs at Bus Stops



PEDESTRIAN CONNECTIONS

- Improve pedestrian infrastructure around bus and Silver Line stops
- Continuity through Developments



FERRY CONNECTIONS

- Expand ferry terminals on both sides of the World Trade Center
- Layer berthing opportunities along
 - Northern Avenue
 - World Trade Center
 - Fish Pier
 - Wharf 8



All strategies identified are from previous plans completed in and around the South Boston Seaport



June 18, 2019

SOUTH BOSTON SEAPORT TRANSIT STRATEGIES POLICY AND INFORMATION

WAYFINDING

- Implement a traveler information system
- Create a brand for South Boston Seaport transit
- Increase wayfinding signage to Silver Line and other transit stops
- New headhouse at Courthouse Station



COORDINATE WITH STAKEHOLDERS

- Greater access to private shuttles and ferries
- Integrated service between modes and operators
- Service expansion to underserved areas of the Seaport



TRANSPORTATION DEMAND MANAGEMENT

- Parking Policy and Prices
- Subsidized transit passes
- Connecting shift workers and non-commuting users to transit
 - Retail
 - Restaurant / Nightlife
 - Industrial



All strategies identified are from previous plans completed in and around the South Boston Seaport



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Potential New Strategies

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Bus Service

- South Boston Seaport Circulator
- Expand mid-day and off-peak service



Bus Infrastructure

- Dedicated transit corridors
- New and improved multimodal stations / hubs, especially in underserved districts



New Connections

- Direct bus and / or ferry service to high volume regional destinations
- Add South Boston Seaport stop on regional downtown express routes



Access to Transit

- Focused connectivity to South Boston Seaport areas with lower transit mode share
- Explore scooters and other micromobility



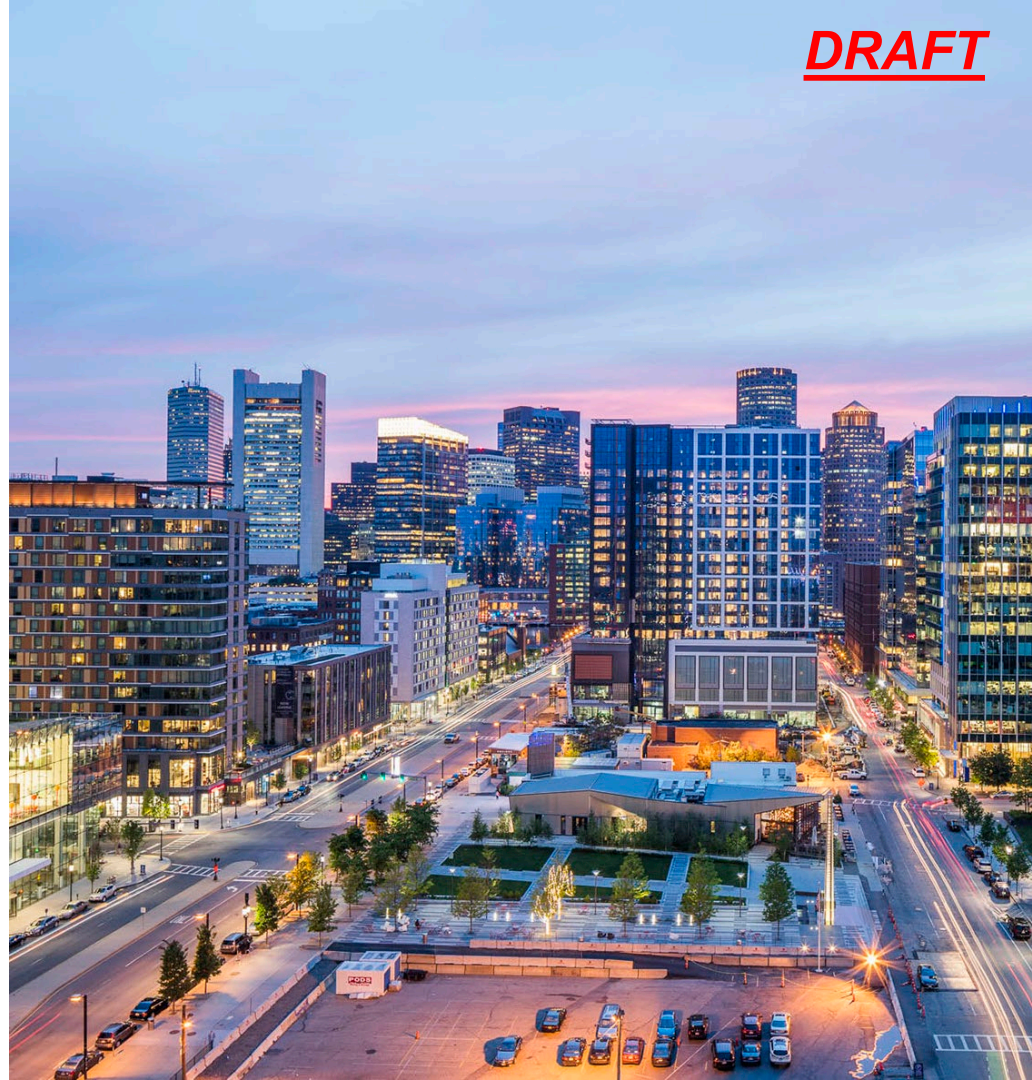
Policy and Information

- Expand information to non-commute trips
- Integrated South Boston Seaport wide information System

Agenda

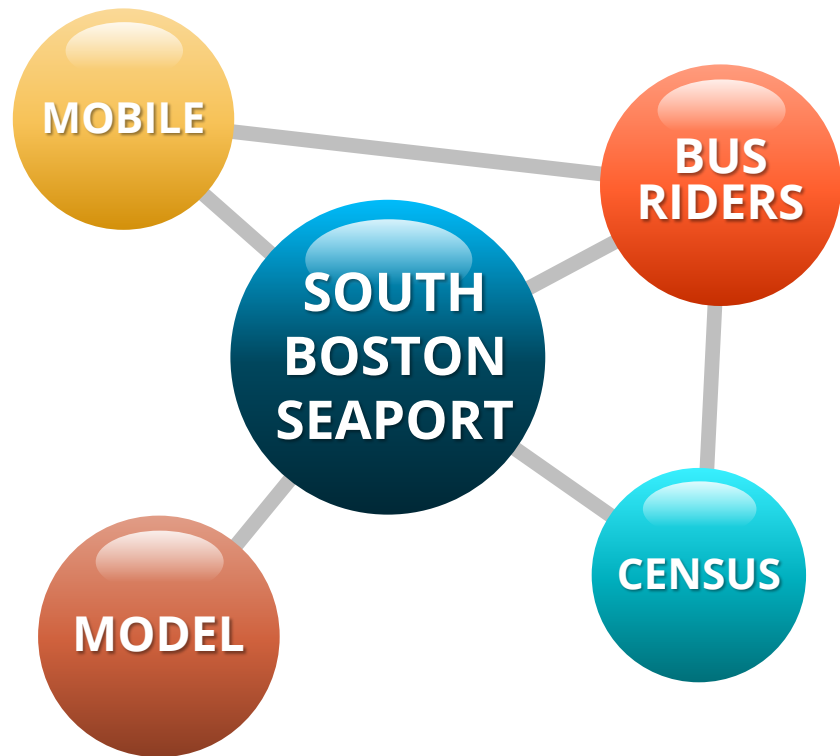
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How Do People Travel to, from, and around the South Boston Seaport?

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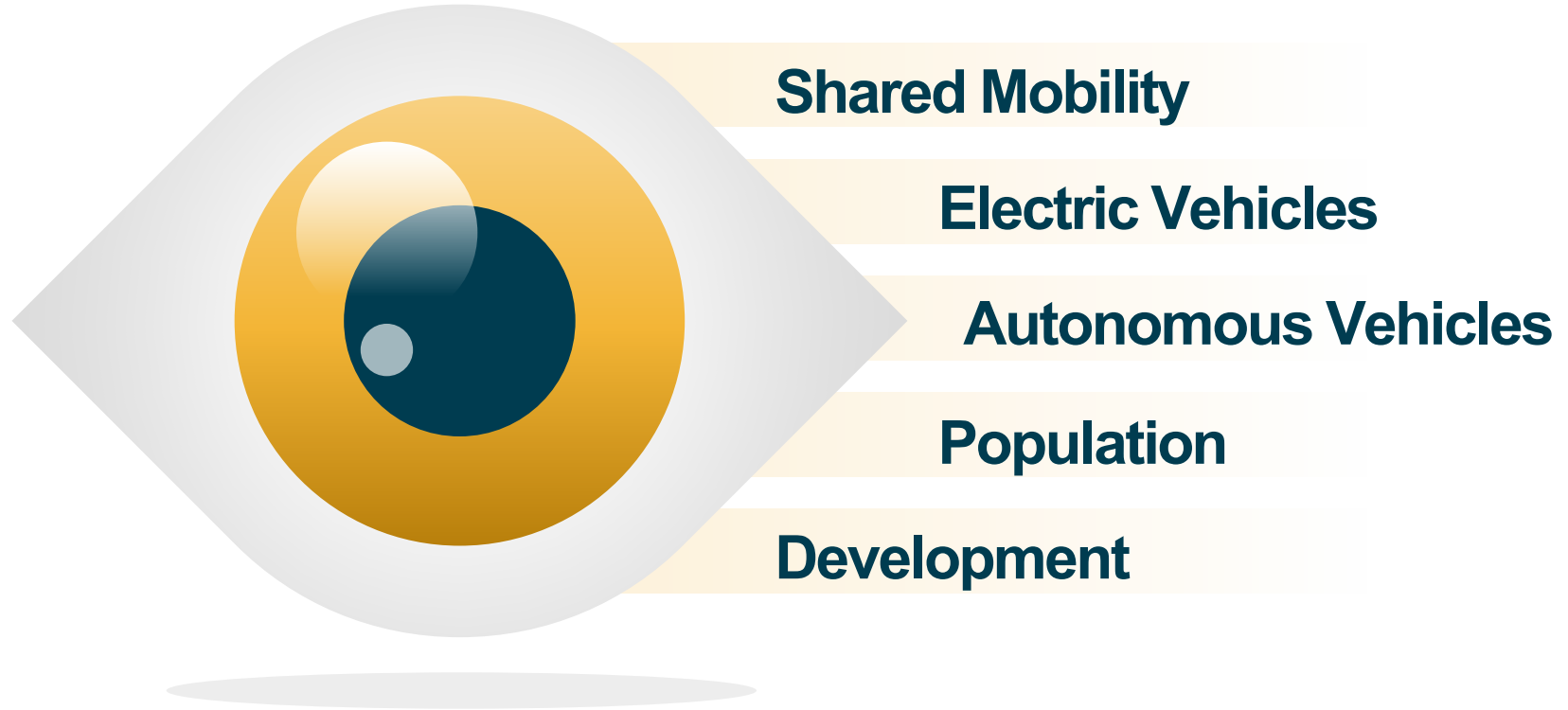


How Do People Travel to, from, and around the South Boston Seaport?

- Regional Travel Model
 - Sophisticated estimate of movement in 2018
 - Developed by the Central Transportation Planning Staff (CTPS)
- Mobile Data
 - Robust data of how people moved throughout the region in 2018
 - Accounts for more than 40 million actual trips
 - Purchased as part of the MassDOT and MBTA's Bus Network Redesign Effort
 - Summary data will be available to the City through interagency collaboration
 - Will use these summaries to calibrate the CTPS model

What Might Change in the Future?

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How Will People Travel to, from, and around the South Boston Seaport?

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- Regional Travel Model
 - Sophisticated estimate of movement in 2040
 - Accounts for growth in population, employment, density, and congestion
 - Developed by the CTPS
- South Boston Seaport Data
 - Silver Line Capacity Study full buildout numbers
 - Accounts for South Boston Seaport growth potential
 - Will use these buildout numbers to calibrate the CTPS model

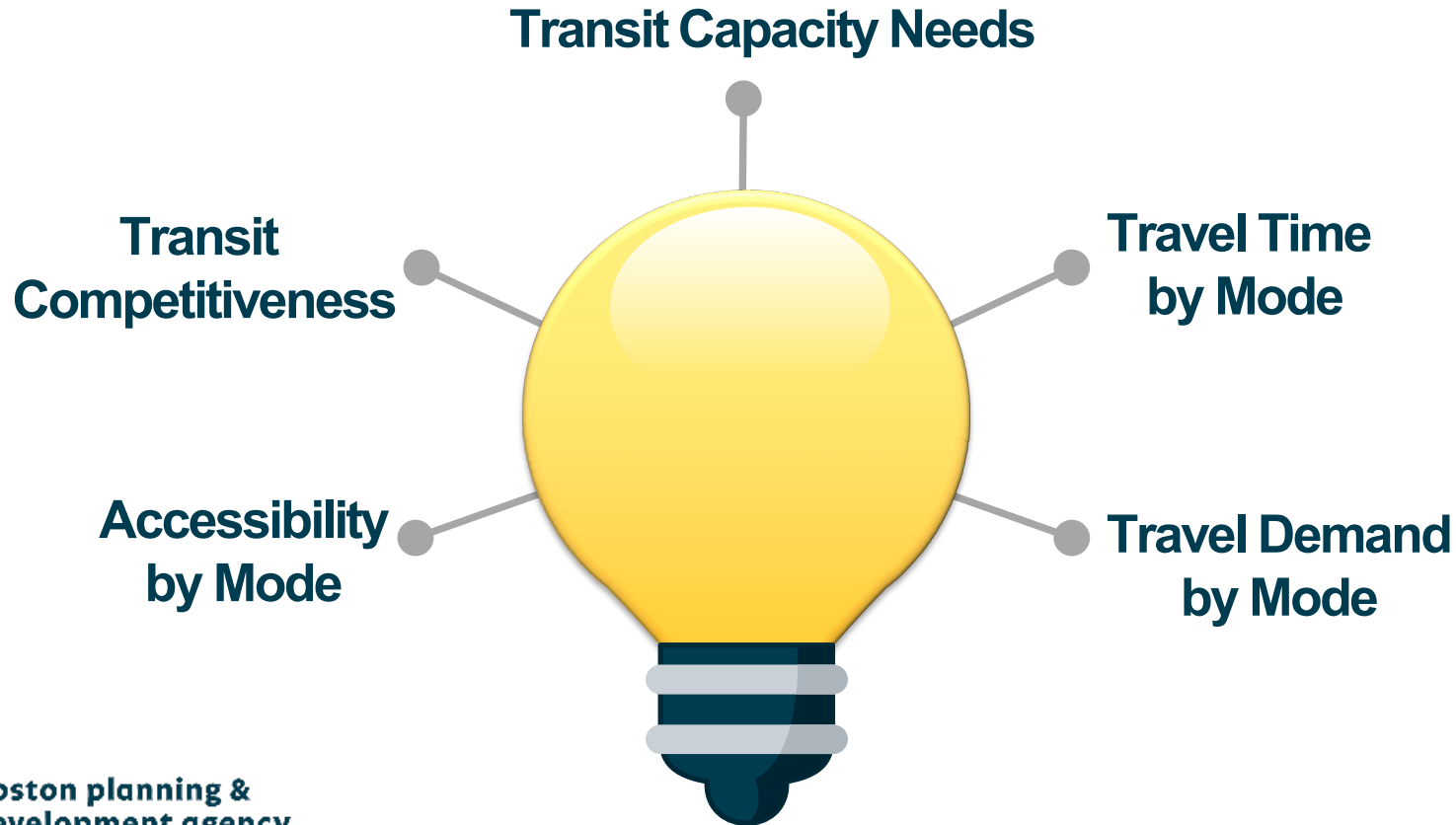
How Will We Test Strategies?

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- Prioritize strategies
- Bundle strategies
- Plan the year of implementation
- Estimate the quality of transit service
 - Travel times
 - Frequencies
 - Etc.

What Will We Get from the Analysis?

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Goals and Objectives

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EXPAND: Access to the region's people and places is maximized

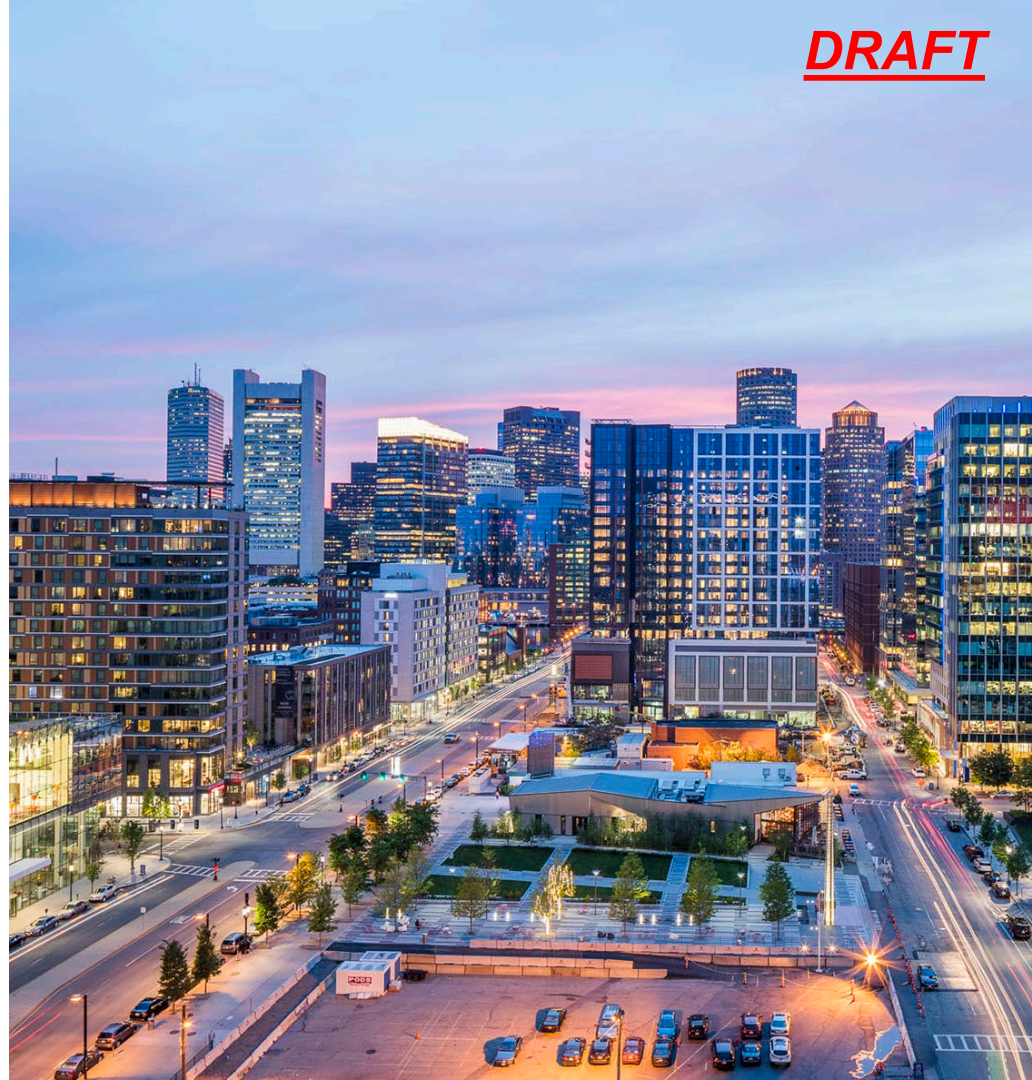
- Increase in the number of people/jobs accessible by transit in 30/45/60 minutes
- Improve competitiveness to major transit facilities downtown – North Station, South Station, and Back Bay - and others as determined, e.g. Alewife, Anderson, etc.
 - Travel time
 - Reduced transfers
 - Integration
 - Fare
- Add connections to currently un- or under-served areas
 - Defined by existing service by degree
- Ability of Service to be implemented quickly
 - Short Term, Medium Term, Long Term

Agenda

- Previous Meeting Update
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Next Steps

Q&A after each section



Next Steps

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- Publish Existing Conditions Chapter
- Calibrate transportation demand model using future build-out data and LBS data
- Identify and present strategies to test
- Based on initial results from future transportation demand model
- Formalize evaluation metrics with model outputs
- **Next public meeting expected around Thanksgiving**

What's Next

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Send any suggestions for strategies to james.fitzgerald@boston.gov or post on the website: <http://bit.ly/SeaportTransit>

Timeline

