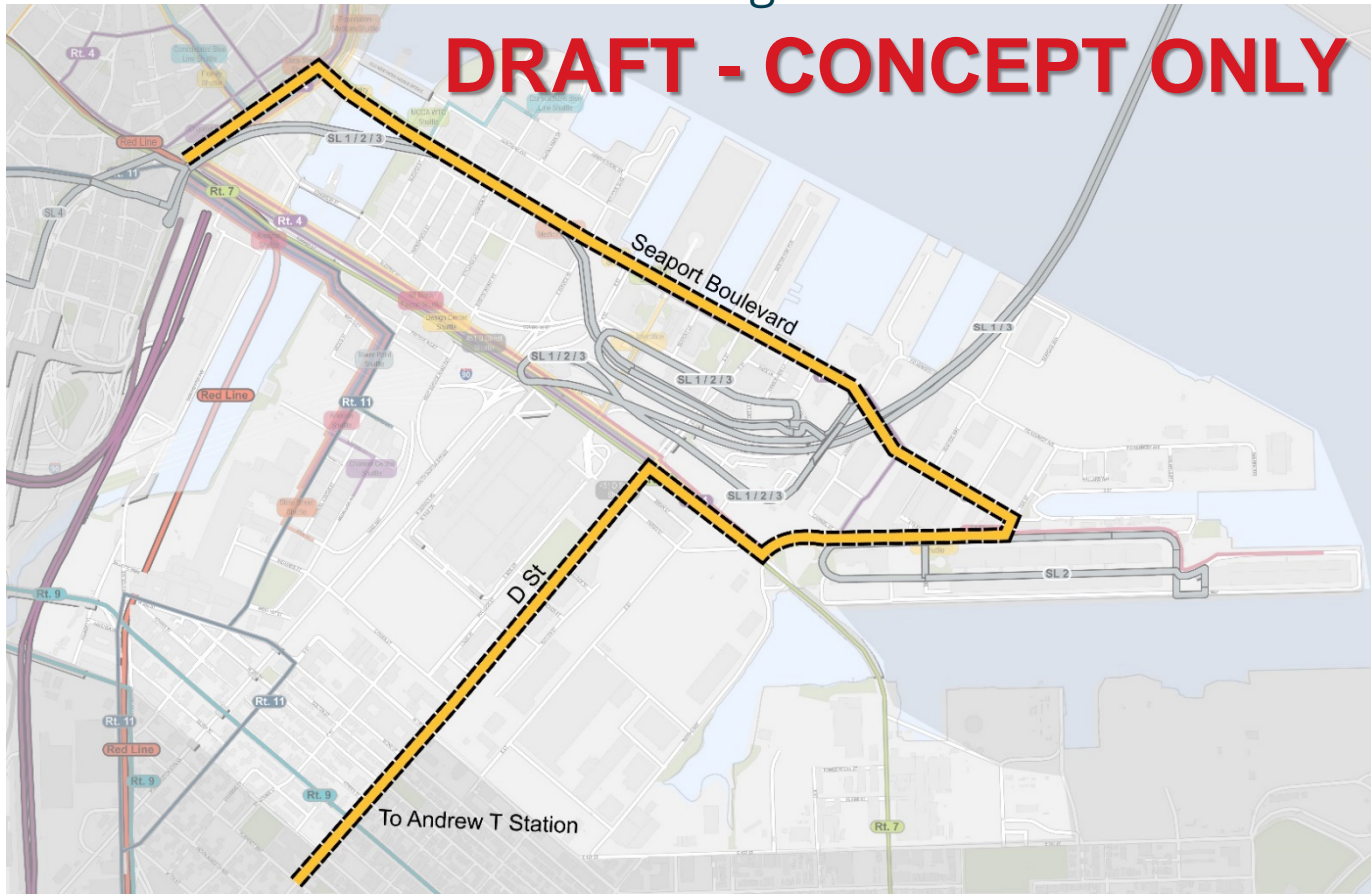


Strategy: New Bus Route – Andrew Sq. to Seaport Blvd. & Marine Park via South Boston Neighborhood and D St.

DRAFT - CONCEPT ONLY



What It Does:

EXPAND	44
RELY	10
RESPECT	33
EQUALIZE	33
TOTAL	120

What It Takes:

\$ \$ \$
 Low Medium High

Short Term Mid-term Long Term

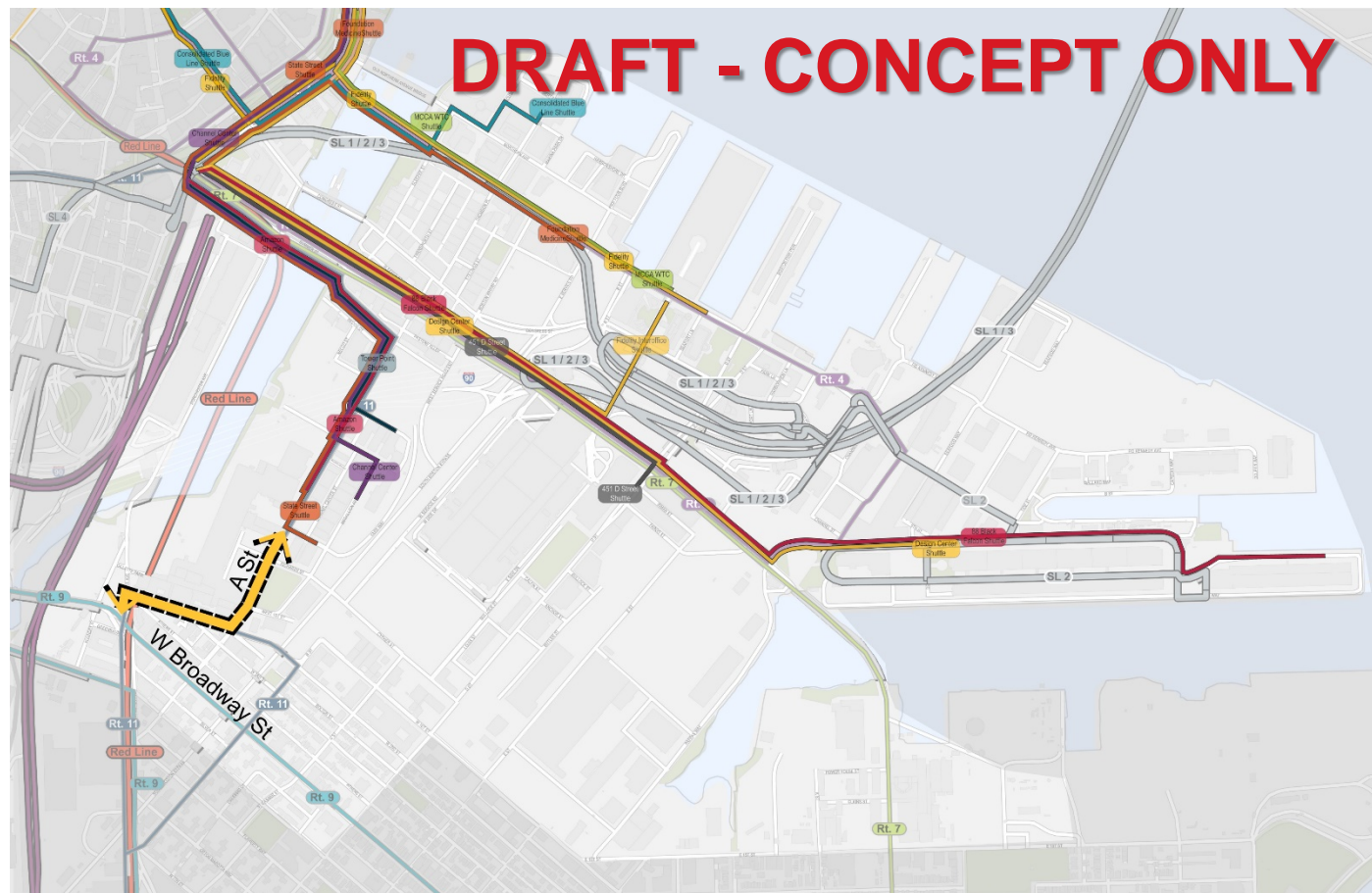
What It Is:

- Creation of a new bus route connecting Andrew Square to Seaport Boulevard via D Street, operating in general purpose lanes with queue jumps at select intersections and transit and freight-only treatment between First Street and Seaport Boulevard
- Circuit breaker for bus service on D Street between West 1st Street / West Second Street and West 9th Street / Old Colony Avenue
- Bus lanes will not replace existing bicycle accommodations
- Assumes 12-minute headways in peak hour and existing passenger fare rates
- Transit users experience a 5-minute travel time improvement from the direct bus, rather than riding to South Station and transferring to the Silver Line

Strategy is a part of the universe of options being analyzed – at this point, no recommendations have been made

Strategy: Extend Private / Consolidated Shuttles on A St. to Broadway

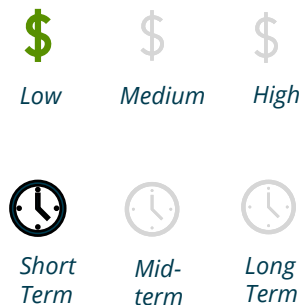
DRAFT - CONCEPT ONLY



What It Does:

EXPAND	62
RELY	17
RESPECT	0
EQUALIZE	-3
TOTAL	76

What It Takes:

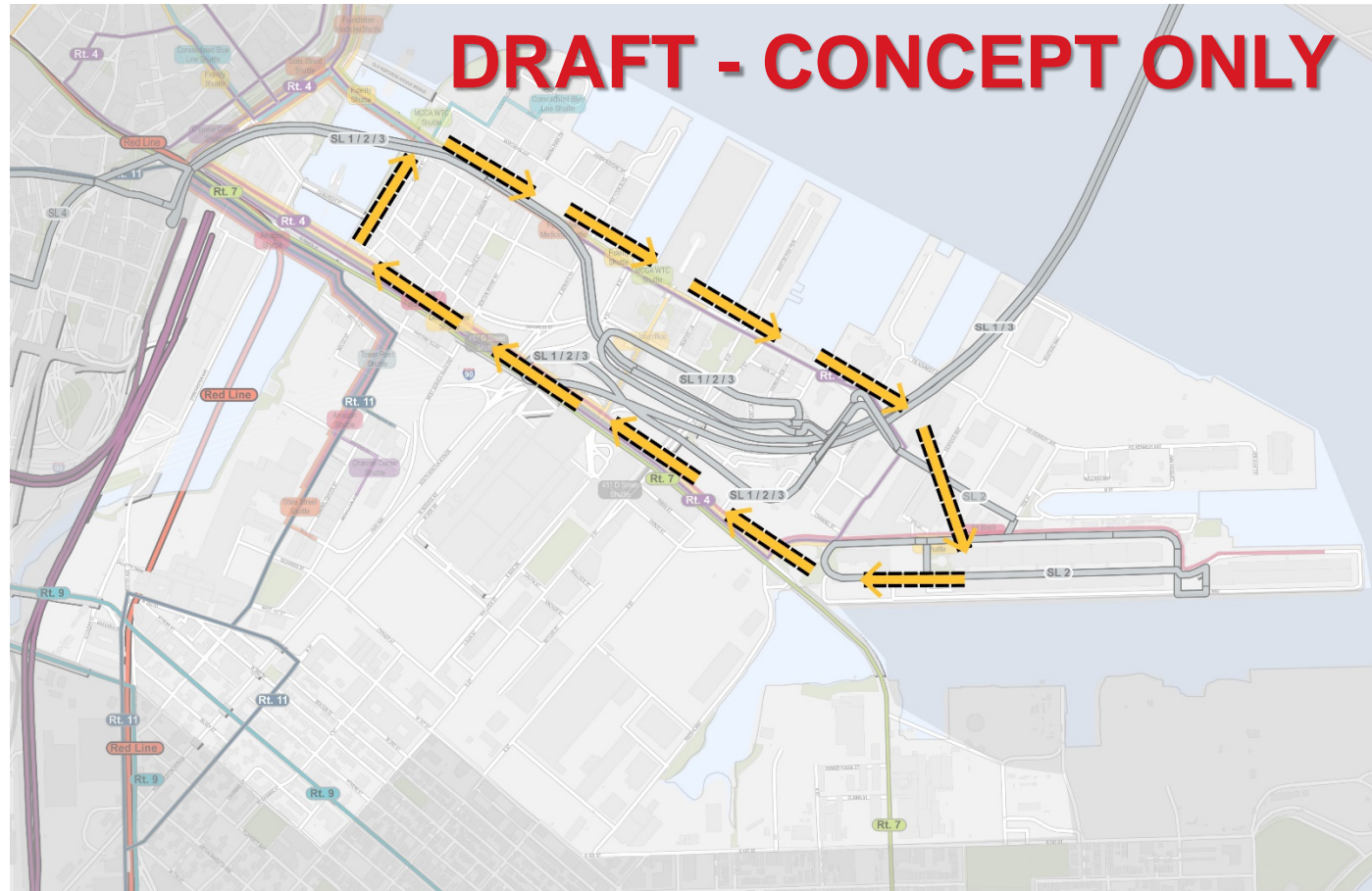


What It Is:

- Continuation of private and consolidated shuttle service to Broadway Station along A Street
- Shuttle services are assumed to begin at North Station and connection with South Station as well.
- Passengers coming from Red Line stations south of Broadway would see a decrease in travel time to the South Boston Seaport of ~8-10 minutes (time saved from riding Red Line to South Station and boarding shuttle there), assuming no changes to Red Line or additional changes to shuttle service. Passengers coming from elsewhere in the region will experience a ~10-minute delay caused by the extended route and increased headway times

Strategy is a part of the universe of options being analyzed – at this point, no recommendations have been made

Strategy: South Boston Seaport Circulator



What It Does:

EXPAND	24
RELY	0
RESPECT	53
EQUALIZE	40
TOTAL	117

What It Takes:

Low	Medium	High

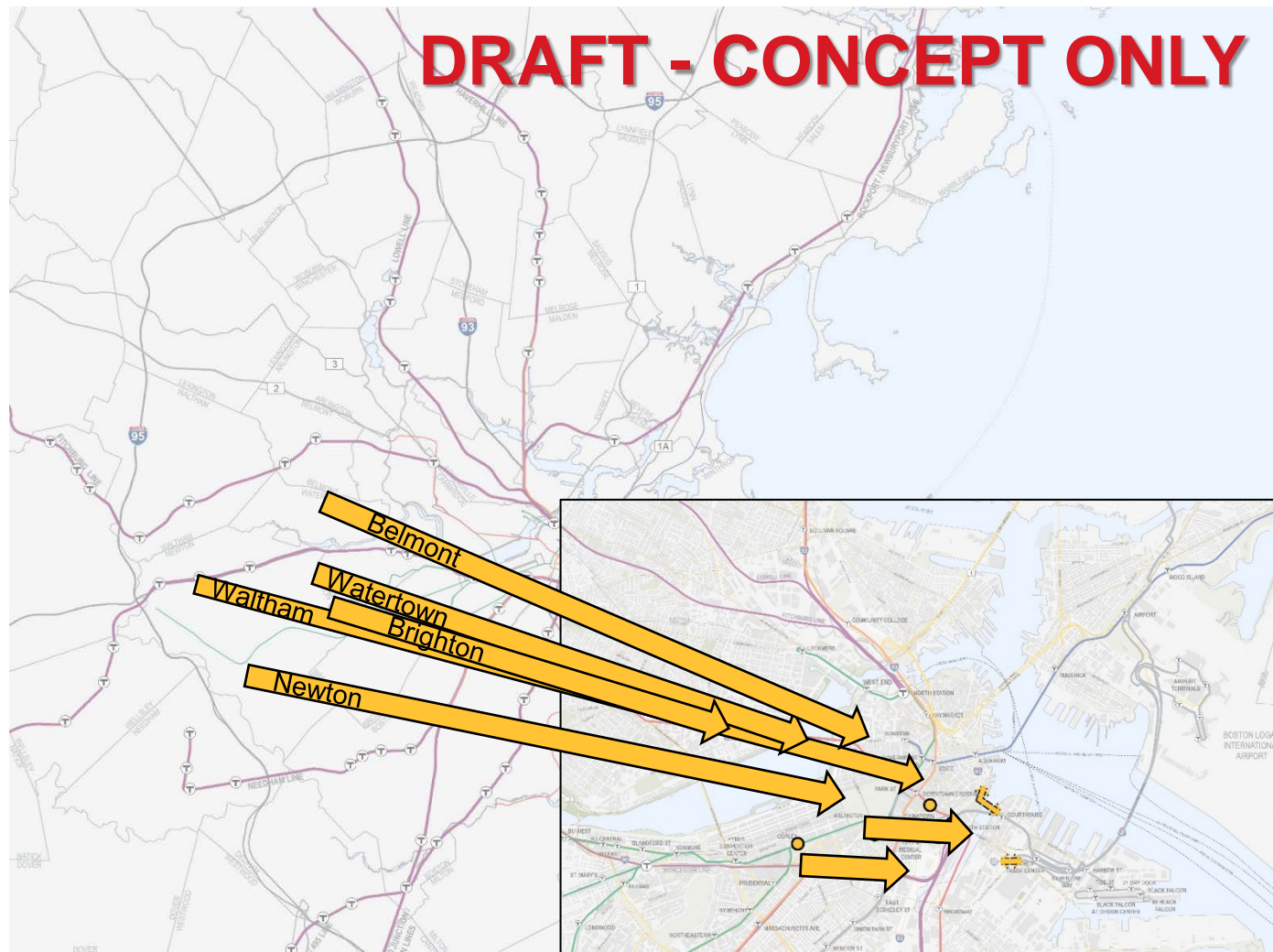
Short Term	Mid-term	Long Term

What It Is:

- Privately operated, publicly accessible circulating bus within South Boston Seaport, operating between 7 am and 7 pm with 10-minute headways (30 minute round-trip) during the peak hour and 20-minute headways in off-peak periods
- The Circulator provides a direct connection to the Silver Line at Courthouse Station and ferry service at Fan Pier
- Travel time savings of approximately 10 minutes within Seaport, on average, due to increased frequencies for service

Strategy: Extend MBTA Express Bus Service

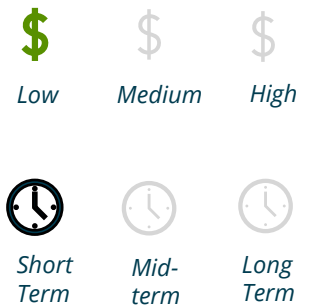
DRAFT - CONCEPT ONLY



What It Does:

EXPAND	31
RELY	16
RESPECT	32
EQUALIZE	28
TOTAL	107

What It Takes:

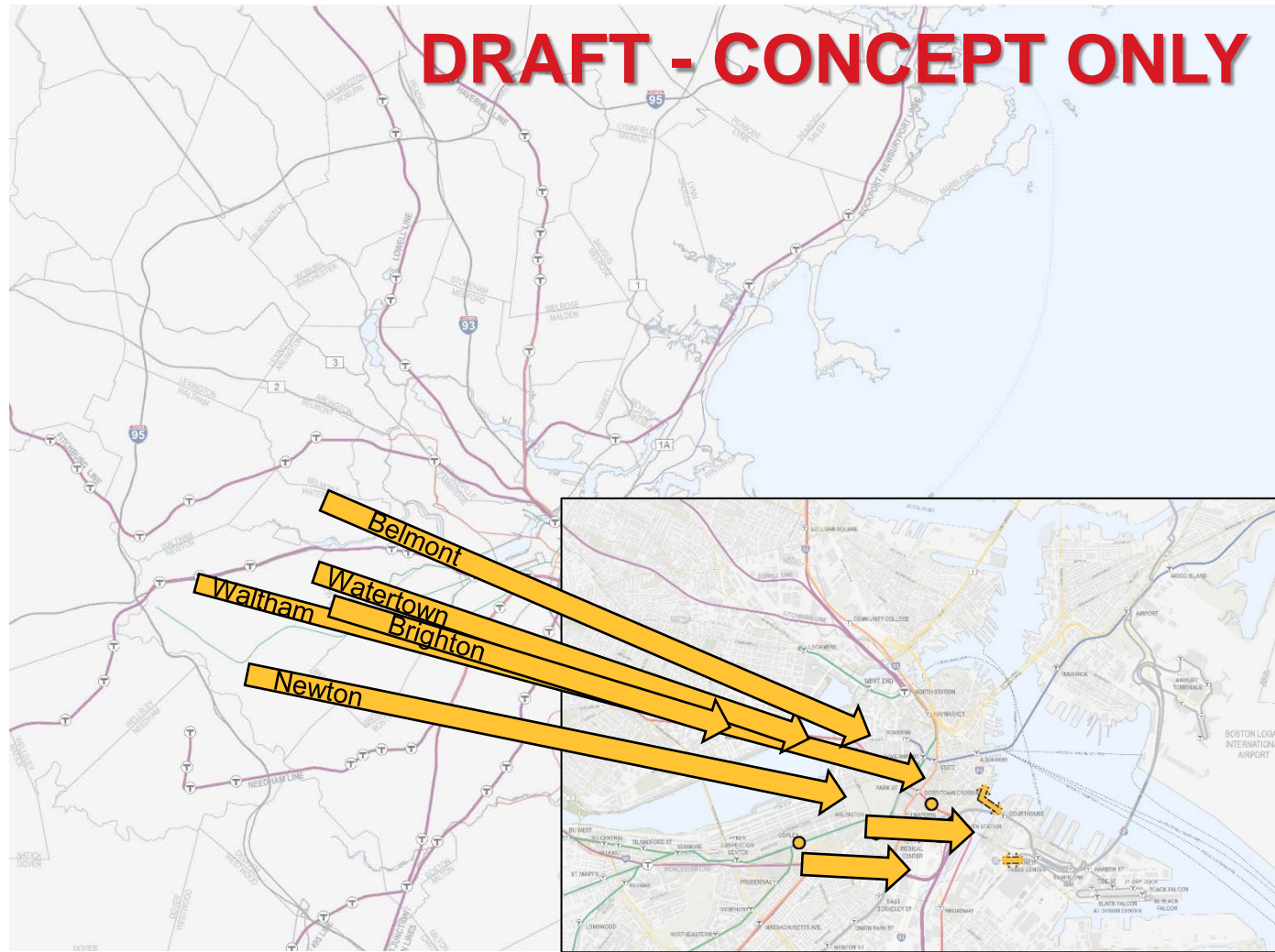


What It Is:

- All 500-series MBTA bus routes which currently operate to the Financial District would be extended to South Station and down Summer Street towards Drydock Avenue, including the 501 (to/from Brighton), 504 (to/from Watertown Yard), 505 (to/from Waltham Center), 553 (to/from Brandeis), 554 (to/from Waverley), 556 (to/from Waltham Highlands), and 558 (to/from Riverside) routes.
- All existing stops will continue to be served
- Assumes layover space in South Boston Seaport is accommodated

Strategy: Extend MBTA Express Bus Service

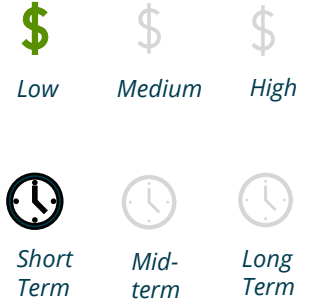
DRAFT - CONCEPT ONLY



What It Does:

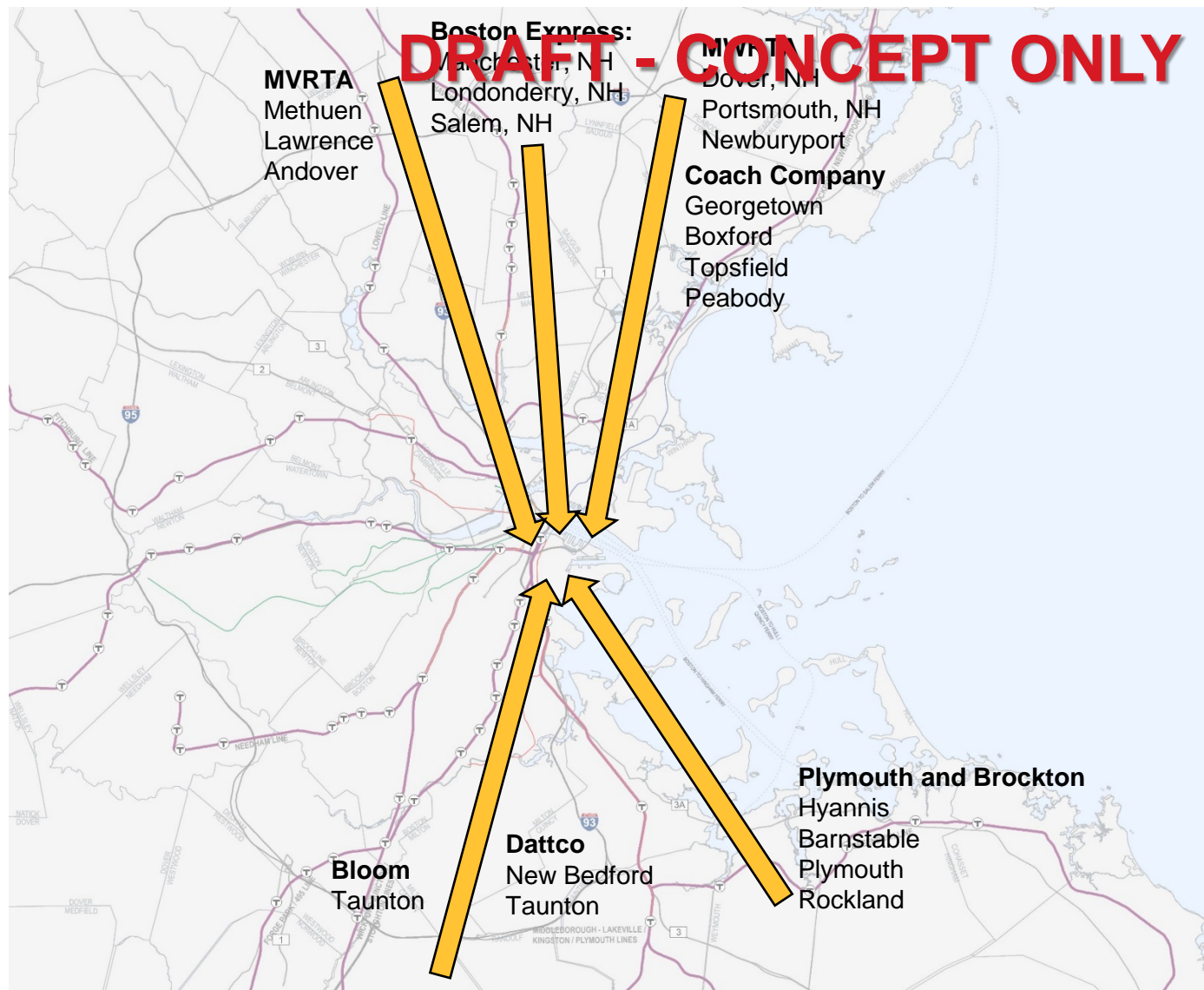
EXPAND	31
RELY	16
RESPECT	32
EQUALIZE	28
TOTAL	107

What It Takes:



ID	Strategy	EXPAND	RELY	RESPECT	EQUALIZE	TOTAL
NC12.1	501 - Brighton	36	17	0	5	58
NC12.2	504 - Watertown Yard	35	17	0	5	57
NC12.3	505 - Waltham Center	28	17	0	5	50
NC12.4	553 - Brandeis	28	17	0	5	50
NC12.5	554 - Waverley	28	17	0	5	50
NC12.6	556 - Waltham Highlands	43	17	0	5	65
NC12.7	558 - Riverside	20	17	0	5	42

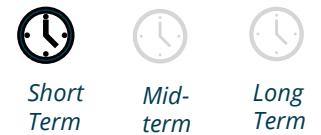
Strategy: Extend Regional Transit Express Bus Services



What It Does:

EXPAND	33
RELY	25
RESPECT	17
EQUALIZE	8
TOTAL	83

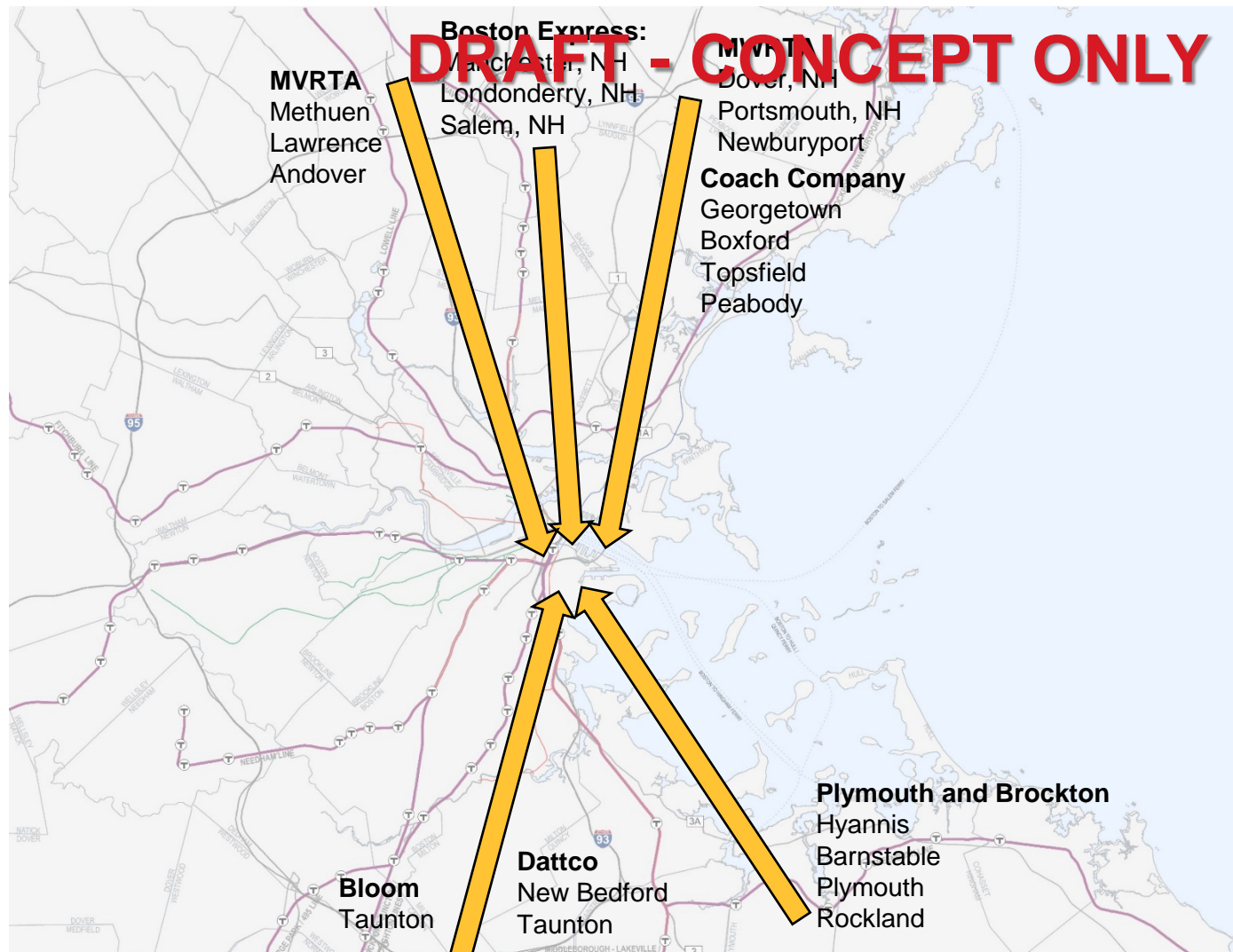
What It Takes:



What It Is:

- Service operating along Congress St., Summer St., and Drydock Ave. incorporated into regional commuter shuttles shown above. Some services will have Seaport stops along Congress St. and Summer St before South Station. Others will continue along Summer St towards Drydock Ave. No changes will be made to existing timetables. Assumes layover space in South Boston Seaport is accommodated

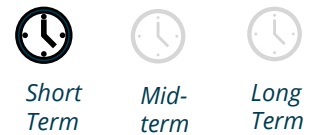
Strategy: Extend Regional Transit Express Bus Services



What It Does:

EXPAND	33
RELY	25
RESPECT	17
EQUALIZE	8
TOTAL	83

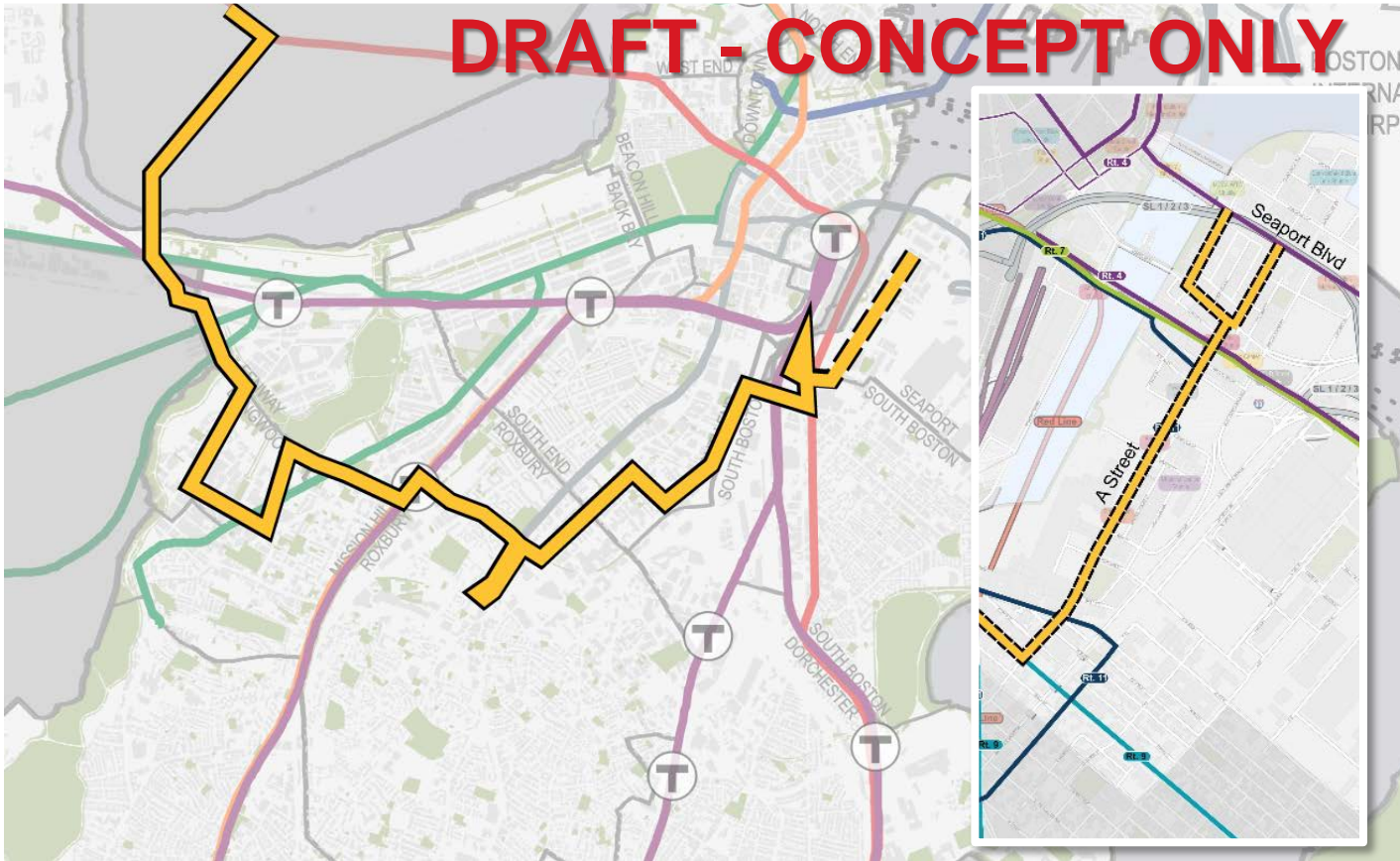
What It Takes:



ID	Strategy	EXPAND	RELY	RESPECT	EQUALIZE	TOTAL
NC13.1	Coach Company	20	33	0	5	58
NC13.2	C+J	20	17	0	5	42
NC13.3	Boston Express	20	17	0	5	42
NC13.4	MVRTA	35	50	0	5	90
NC13.5	Bloom	20	17	0	5	42
NC13.6	Dattco	35	17	0	5	57
NC13.7	P&B	20	17	0	5	42

Strategy: Bus or Shuttle Connection from Central Square to South Boston Seaport via LMA and Nubian Square

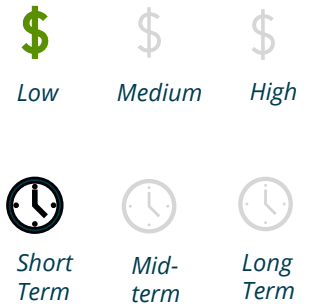
DRAFT - CONCEPT ONLY



What It Does:

EXPAND	100
RELY	36
RESPECT	13
EQUALIZE	58
TOTAL	207

What It Takes:



What It Is:

- Extension of MBTA Route 47 (or like service) to South Boston Seaport along A Street
- Service for the route would be similar to that of the SL5 (Washington Street) service, including service between eight and twelve minutes over the course of a weekday
- Introduction of transit lanes on Albany Street (NB only)
- Travel time savings from Nubian Square between 5-10 minutes to the Broadway and Fort Point areas
- Assumes bus will head EB on Congress to Silver Line Way

Strategy is a part of the universe of options being analyzed – at this point, no recommendations have been made

Strategy: Bus or Shuttle Connection from South Boston Neighborhood – Marine Park Connection via D St.

DRAFT - CONCEPT ONLY



What It Does:

EXPAND	43
RELY	10
RESPECT	33
EQUALIZE	33
TOTAL	119

What It Takes:

\$ \$ \$
 Low Medium High

Short Term Mid-term Long Term

What It Is:

- North / South Bus Service from Red Line / South Boston neighborhood / South Boston Seaport up D Street to Marine Park, operating in general purpose lanes with queue jumps at select intersections and transit and freight-only treatment between First Street and Summer Street
- Circuit breaker for bus service on D Street between West 1st Street / West Second Street and West 9th Street / Old Colony Avenue
- Assumes 12-minute headways in peak hour and existing passenger fare rates

Strategy is a part of the universe of options being analyzed – at this point, no recommendations have been made

Strategy: North Station – South Station – South Boston Seaport Direct Bus or Shuttle Service



DRAFT - CONCEPT ONLY

What It Does:

EXPAND	63
RELY	17
RESPECT	100
EQUALIZE	61
TOTAL	241

What It Takes:

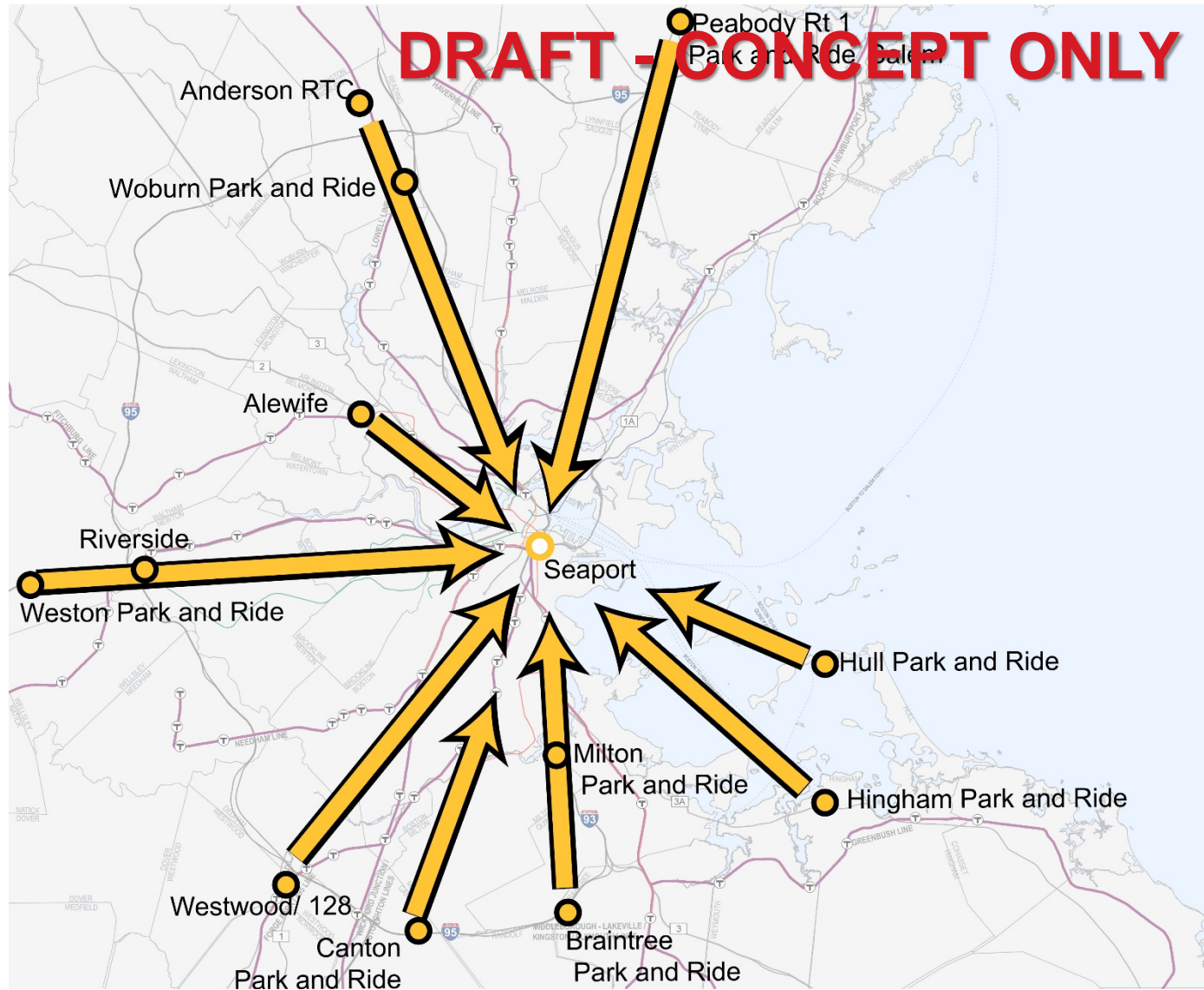
Low	Medium	High
Short Term	Mid-term	Long Term

What It Is:

- Direct express service from North Station to South Boston Seaport with stops at State (Blue and Orange Line connections) and South Station (Commuter Rail and Red and Silver Lines connections)
- Bus service along bus-only route using Congress Street in Downtown Boston and Summer Street in the South Boston Seaport. Freight allowed in bus-only lane along Summer Street.
- Travel time expected to be between 7 and 12 minutes
- Fare equal to existing bus service
- Assumes layover space in South Boston Seaport is accommodated

Strategy: Direct Bus or Shuttle Service to Regional Transportation Facilities

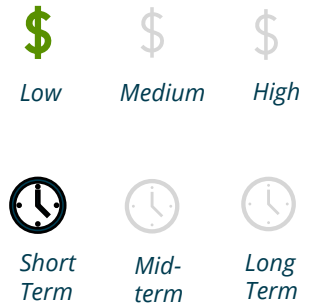
DRAFT - CONCEPT ONLY



What It Does:

EXPAND	16
RELY	19
RESPECT	29
EQUALIZE	5
TOTAL	69

What It Takes:



What It Is:

- Direct bus services would operate to Congress Street, World Trade Center Station, and the Raymond L. Flynn Marine Park from MassDOT/MBTA facilities above
- Services will operate every 30 minutes during peak periods and hourly during off-peak periods
- Assumes layover space in South Boston Seaport is accommodated

Strategy is a part of the universe of options being analyzed – at this point, no recommendations have been made

Strategy: Bus or Shuttle Connection from Nubian Square to South Boston Seaport Link via Broadway

DRAFT - CONCEPT ONLY



What It Does:

EXPAND	65
RELY	36
RESPECT	0
EQUALIZE	60
TOTAL	161

What It Takes:

\$	\$	\$
Low	Medium	High
Short Term	Mid-term	Long Term

What It Is:

- Extension of the Route 47 service from Broadway Station along West Broadway, D Street, Summer Street, and Drydock Avenue
- Service for the route would be similar to that of the SL5 (Washington Street) service, including:
 - Service between eight and twelve minutes over the course of a weekday
 - Service between 5:00 AM and 1:00 AM

Strategy is a part of the universe of options being analyzed – at this point, no recommendations have been made

Strategy: Regional Bus or Shuttle Connections



What It Does:

EXPAND	26
RELY	17
RESPECT	2
EQUALIZE	5
TOTAL	50

What It Takes:



What It Is:

- Direct bus services along Summer Street (for non-highway routes) and Congress Street (for highway routes) to the Raymond L. Flynn Marine Park from the following facilities:
 - Lynn Commuter Rail Station; Malden Center Orange Line Station and Everett City Hall; Arlington Center; The future site of the MBTA Union Square Green Line Station; Waltham Commuter Rail Station; Longwood D/E Branch Green Line Stations; Jackson Square Orange Line Station; JFK/UMass Red Line/Commuter Rail Station, and Andrew Red Line Station
- Services will operate every 30 minutes during peak periods and hourly during off-peak periods
- Assumes layover space in South Boston Seaport is accommodated

Strategy: Regional Bus or Shuttle Connections



What It Does:

EXPAND	26
RELY	17
RESPECT	2
EQUALIZE	5
TOTAL	50

What It Takes:

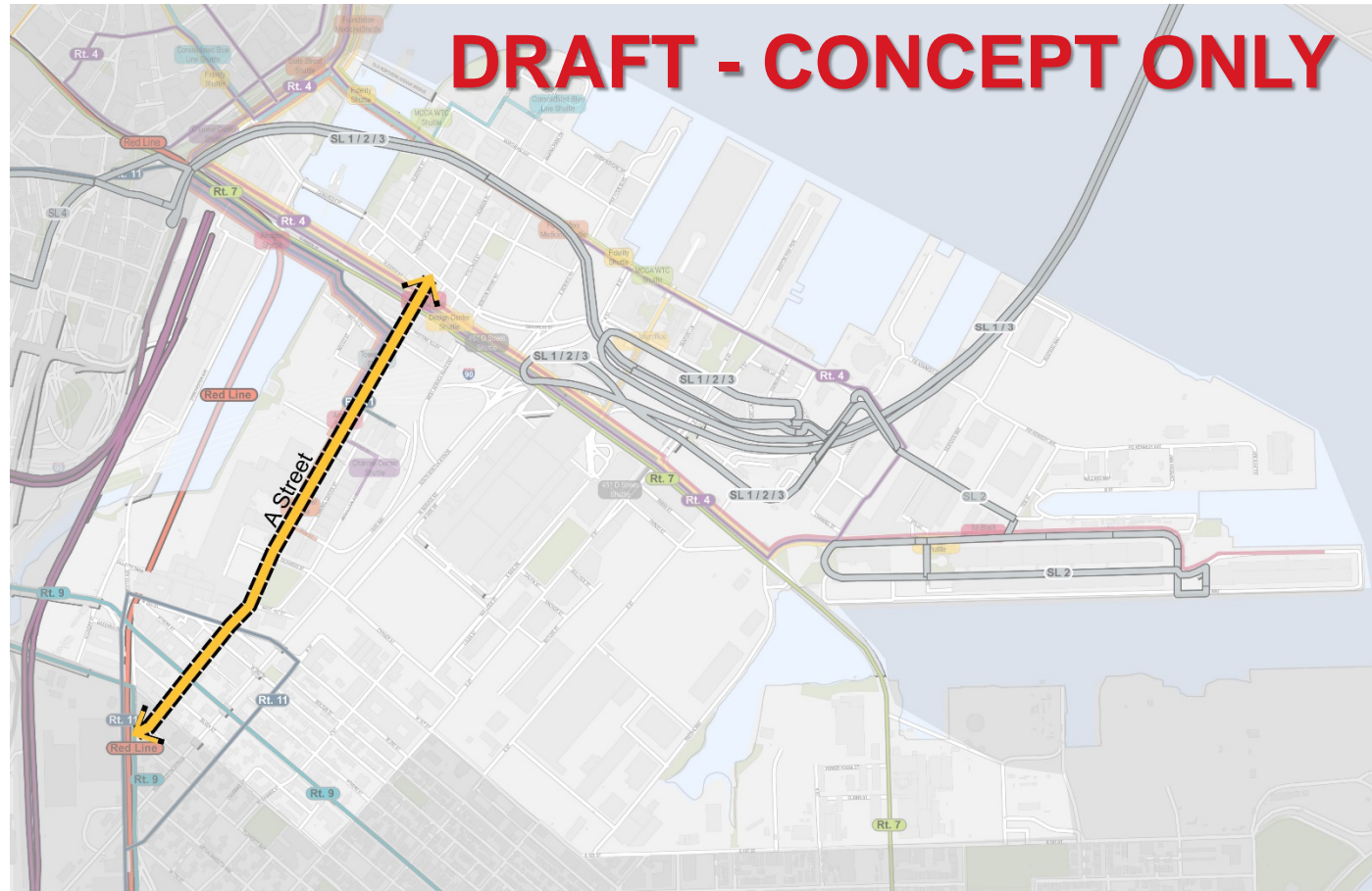


ID	Strategy	EXPAND	RELY	RESPECT	EQUALIZE	TOTAL
NC20.1	Lynn Service	39	17	20	5	81
NC20.2	Malden/Everett Service	12	33	20	5	70
NC20.3	Arlington Service	35	33	20	5	93
NC20.4	Union Square Service	55	33	20	5	113
NC20.5	Central Square Service	8	17	20	5	50
NC20.6	Waltham Service	35	17	20	5	77
NC20.7	Longwood Service	16	33	20	5	74

Strategy is a part of the universe of options being analyzed – at this point, no recommendations have been made

Strategy: More Bus and Shuttle Service on A Street

DRAFT - CONCEPT ONLY



What It Does:

EXPAND	23
RELY	17
RESPECT	20
EQUALIZE	30
TOTAL	90

What It Takes:

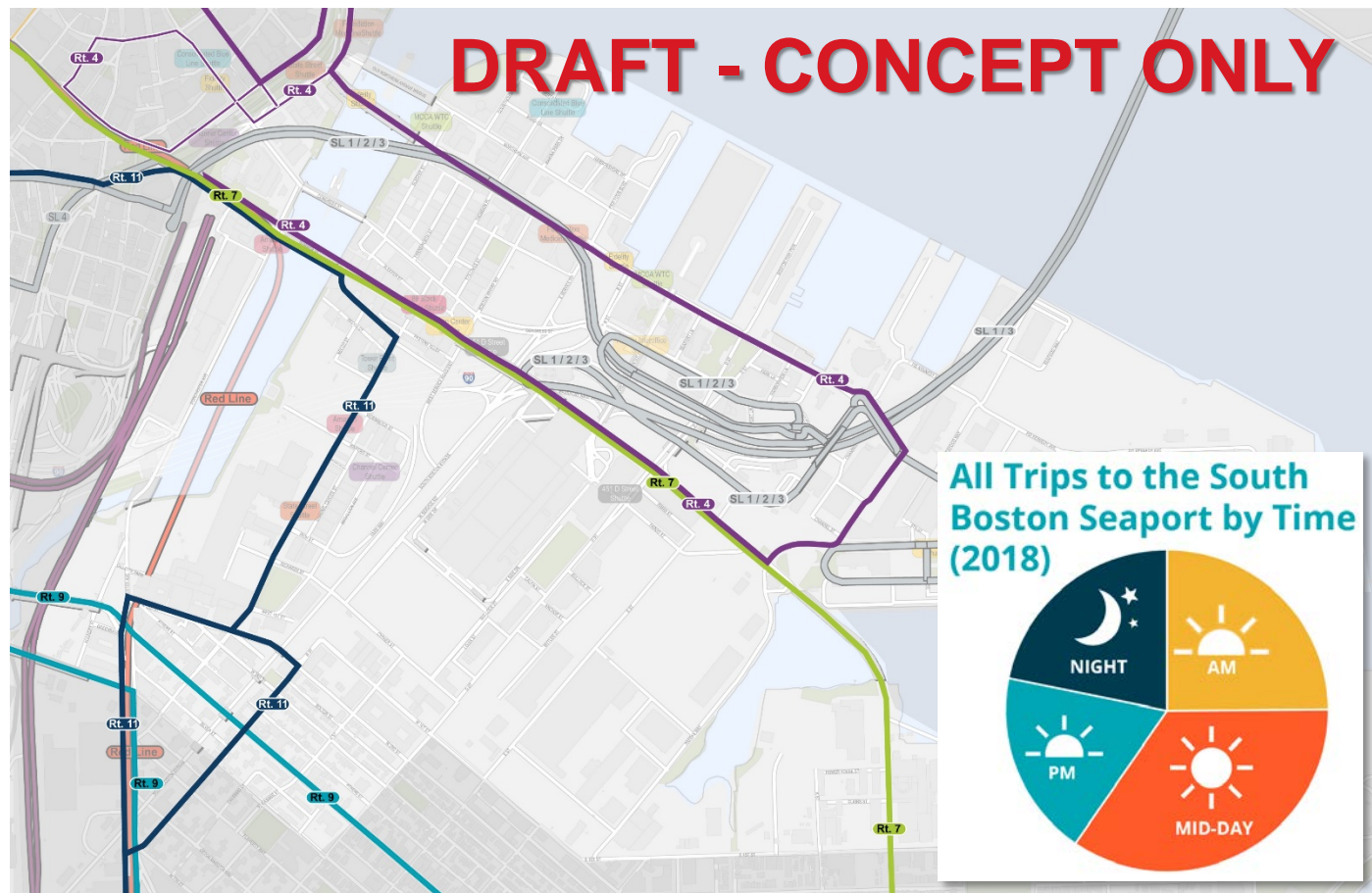
Low	Medium	High
Short Term	Mid-term	Long Term

What It Is:

- Increased service of MBTA bus routes and private shuttles on A Street to 5-min. headways (10-min today)
- Provide service for the Route 11 on A Street
- Assumes no roadway improvements, increased personal vehicle traffic, decreased roadway capacity, new transit routes, or changes to passenger fare
- Passengers destined for the Fort Point and Broadway report areas will experience a transit travel time improvement of 1 minute in the peak hour – this accounts for congestion caused by the new bus and less wait time because of more frequent service. Vehicle travel time will increase by 30 seconds along A street due to more bus traffic

Strategy is a part of the universe of options being analyzed – at this point, no recommendations have been made

Strategy: Expand Off-Peak Transit Service



What It Does:

EXPAND	0
RELY	0
RESPECT	20
EQUALIZE	100
TOTAL	120

What It Takes:

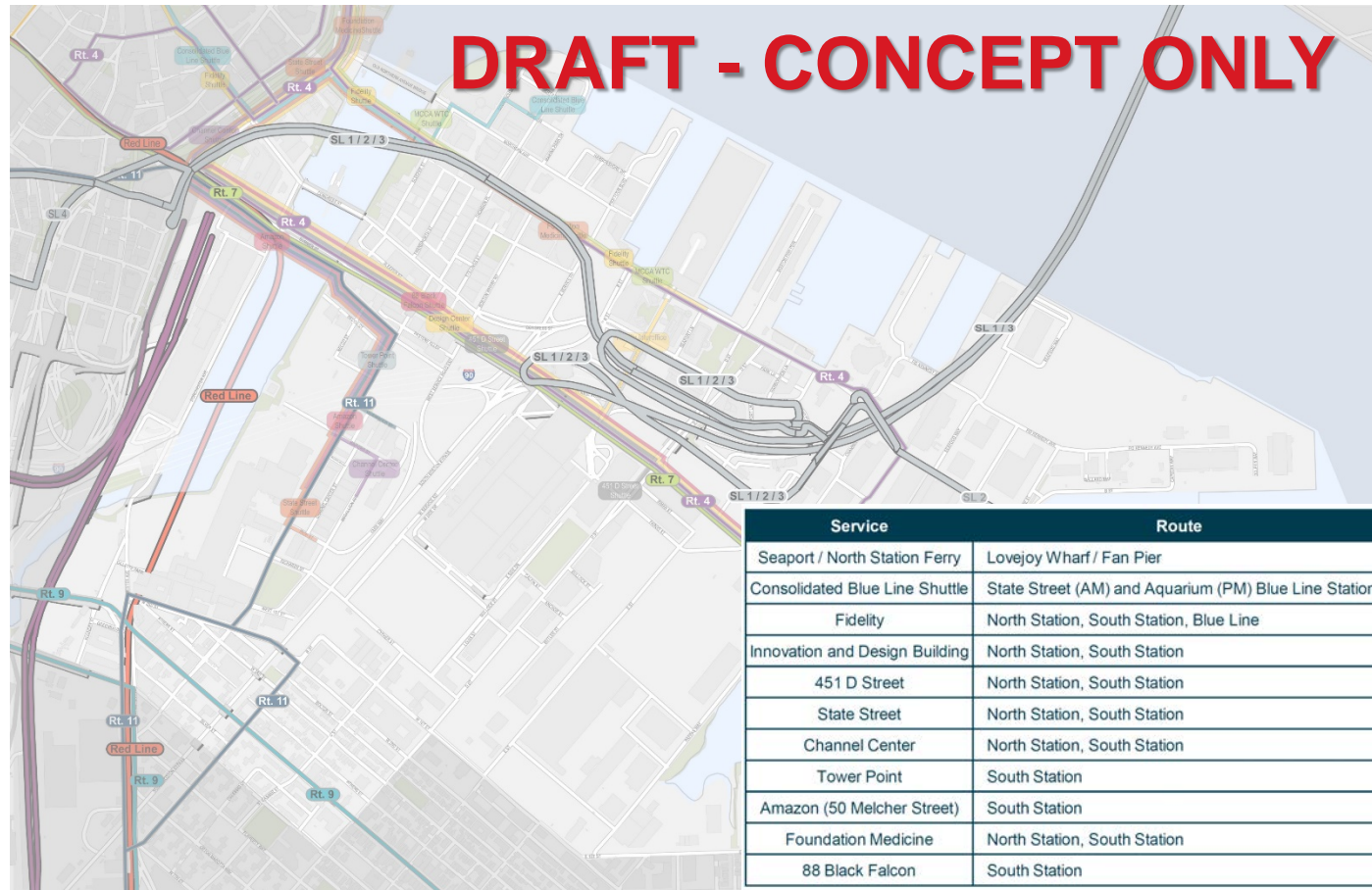
\$	\$	\$
Low	Medium	High
🕒	🕒	🕒
Short Term	Mid-term	Long Term

What It Is:

- Expansion of service of *all* transit during mid-day and night hours, as well as weekend service, to meet the needs of all South Boston Seaport employees and users
- Consistent transit service (headways similar to those during peak hours) to and within the South Boston Seaport between 6 am to 9 pm
- Span of service from 5A to 1A
- Assumes fares and routes remain the same
- Passengers from all communities' experience improvements in off-peak travel time (improvements vary by time of day and origin)

Strategy: Consolidate Private Shuttles

Strategy is a part of the universe of options being analyzed – at this point, no recommendations have been made



What It Does:

EXPAND	7
RELY	17
RESPECT	0
EQUALIZE	11
TOTAL	35

Service	Route
Seaport / North Station Ferry	Lovejoy Wharf / Fan Pier
Consolidated Blue Line Shuttle	State Street (AM) and Aquarium (PM) Blue Line Stations
Fidelity	North Station, South Station, Blue Line
Innovation and Design Building	North Station, South Station
451 D Street	North Station, South Station
State Street	North Station, South Station
Channel Center	North Station, South Station
Tower Point	South Station
Amazon (50 Melcher Street)	South Station
Foundation Medicine	North Station, South Station
88 Black Falcon	South Station

What It Takes:

\$ \$ \$
Low *Medium* *High*

Short Term *Mid-term* *Long Term*

What It Is:

- Consolidation of private shuttles offering service from North Station, South Station, and other downtown connections to the South Boston Seaport
- Streamlining private shuttle service to allow more frequent service and decrease redundant service causing congestion on roadways
- All passengers – transit and vehicle, expected to see 2 minute travel time savings from the decrease in congestion
- Assumes equal number of vehicles

Strategy: Summer Street Bus Lanes

Strategy is a part of the universe of options being analyzed – at this point, no recommendations have been made



DRAFT - CONCEPT ONLY

What It Does:

EXPAND	47
RELY	17
RESPECT	60
EQUALIZE	51
TOTAL	175

What It Takes:

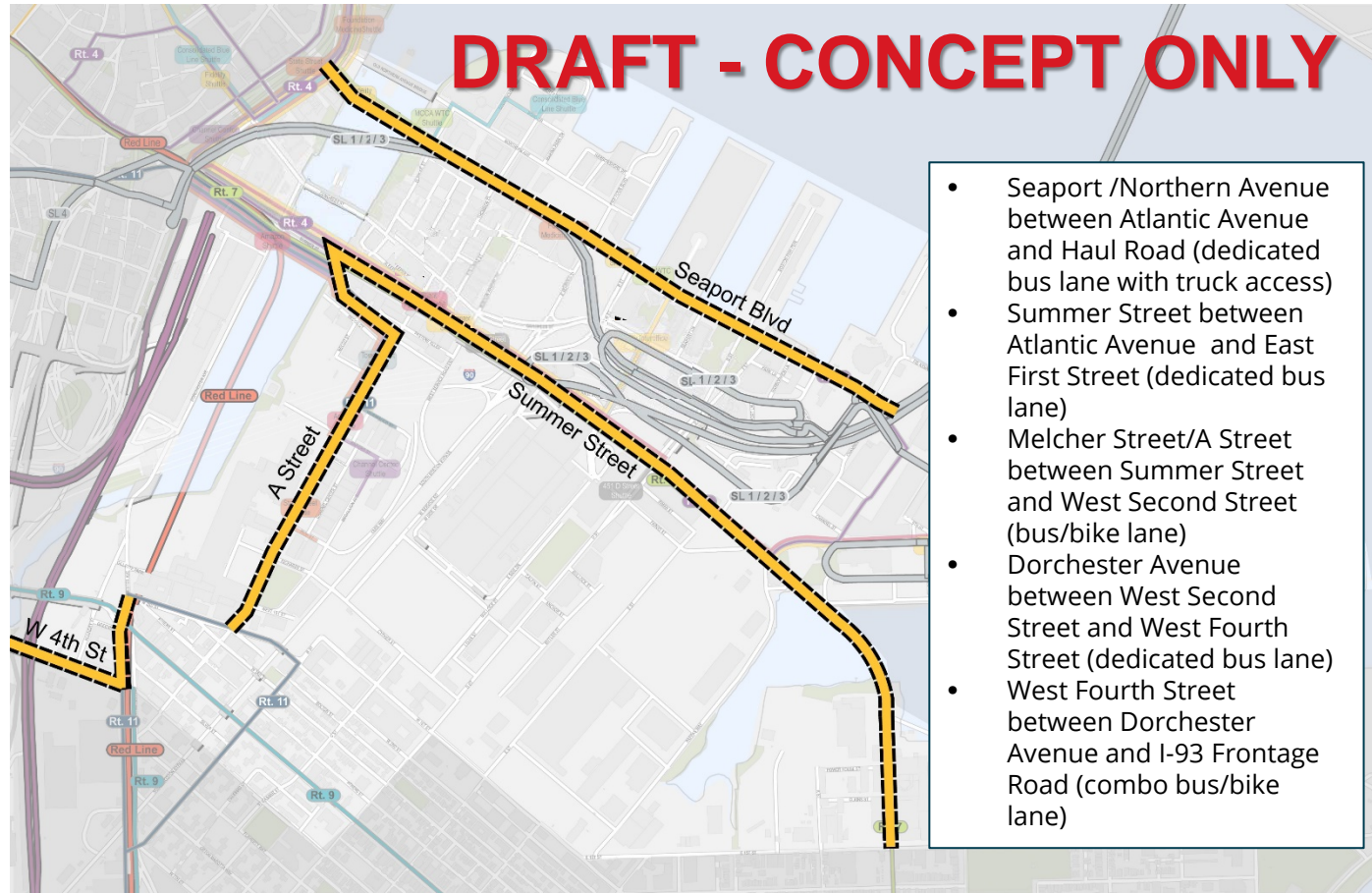
\$	\$	\$
Low	Medium	High
🕒	🕒	🕒
Short Term	Mid-term	Long Term

What It Is:

- Bi-directional, center median bus/freight lanes along Summer Street, between Atlantic Avenue and Drydock Avenue/Pappas Way
- Existing bus stops along Summer Street will be assumed as the proximate locations for new stops, with no other new stops
- Existing MBTA bus services operating along Summer Street will use the bus lanes, with increased level of service due to bus-only lane

Strategy: Dedicated Transit Corridors

Strategy is a part of the universe of options being analyzed – at this point, no recommendations have been made



- Seaport /Northern Avenue between Atlantic Avenue and Haul Road (dedicated bus lane with truck access)
- Summer Street between Atlantic Avenue and East First Street (dedicated bus lane)
- Melcher Street/A Street between Summer Street and West Second Street (bus/bike lane)
- Dorchester Avenue between West Second Street and West Fourth Street (dedicated bus lane)
- West Fourth Street between Dorchester Avenue and I-93 Frontage Road (combo bus/bike lane)

What It Does:

EXPAND	47
RELY	17
RESPECT	20
EQUALIZE	70
TOTAL	154

What It Takes:

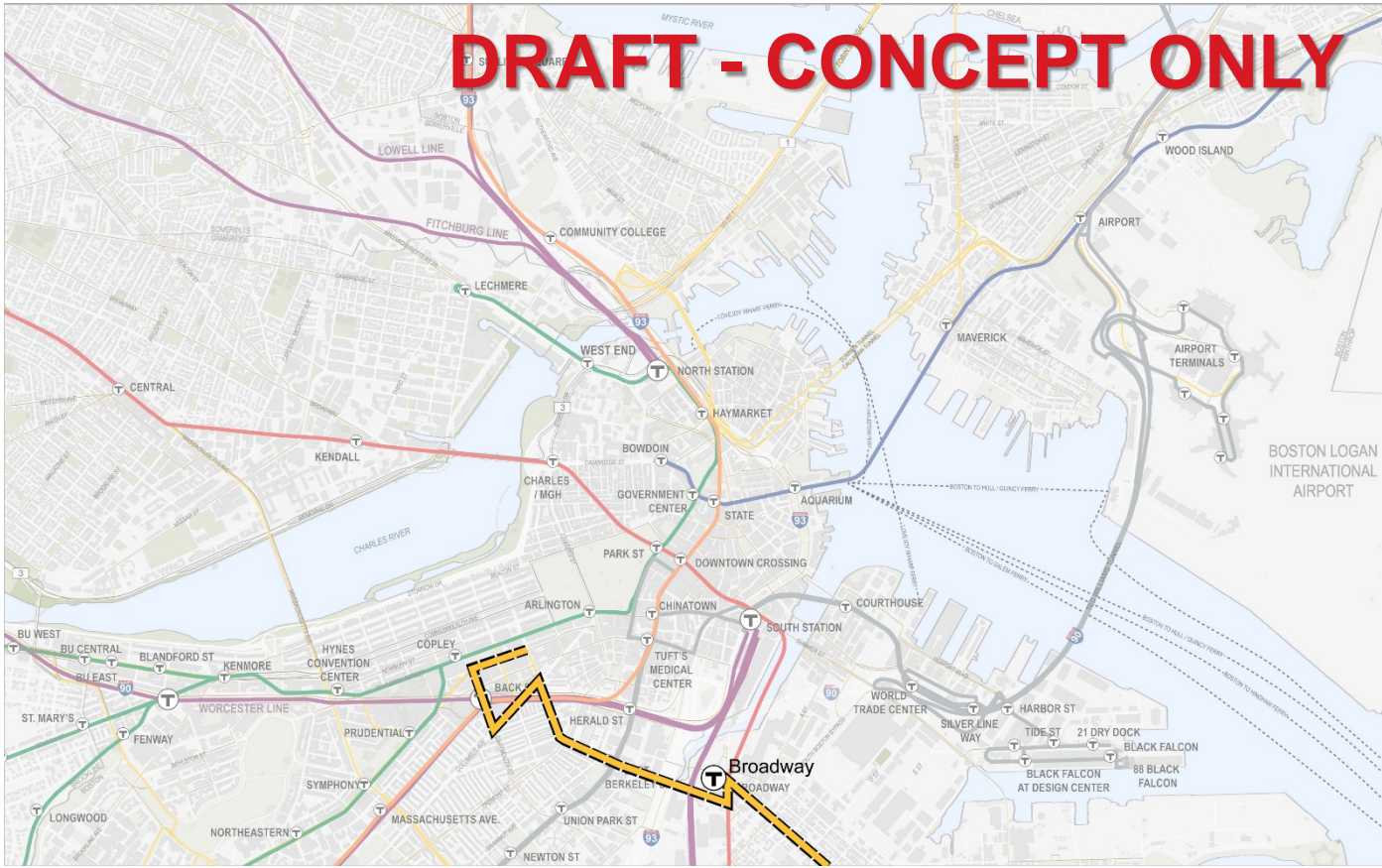
Low	Medium	High
Short Term	Mid-term	Long Term

What It Is:

- Transit lanes introduced along each corridor, which will include:
 - Separation of bus and freight travel from vehicular traffic, whether by curbs or paint
 - Removal of parking spaces where necessary
 - Transit queue jump lanes, consisting of a leading bus interval or active signal priority
 - Potential removal of vehicular traffic along affected roadways
- Buses will be assumed to travel 25 miles per hour along the length of the corridor, with a thirty second delay for each stop.
- Does not include any station enhancements.

Strategy: Broadway Station Upgrades

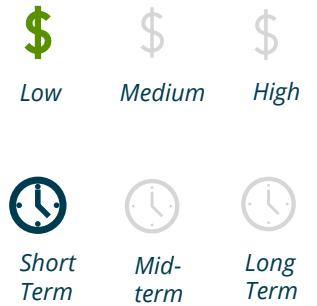
Strategy is a part of the universe of options being analyzed – at this point, no recommendations have been made



What It Does:

EXPAND	0
RELY	17
RESPECT	53
EQUALIZE	5
TOTAL	75

What It Takes:



What It Is:

- Improvements at Broadway Station to improve transit operations and promote pedestrian safety
- Elimination on the Foundry Street turnaround via the routing of a left turn from West Broadway to Dorchester Avenue or shifting of the bus stop to West Fourth Street
- Anticipated travel time savings – 2 minutes for Route 9 inbound riders
- Headhouse improvements to improve wayfinding for bus-subway transfers
- New southern headhouses
- Improved pedestrian accommodations in the vicinity of the station

Strategy: Improve Pedestrian Connections



What It Does:

EXPAND	0
RELY	100
RESPECT	40
EQUALIZE	50
TOTAL	190

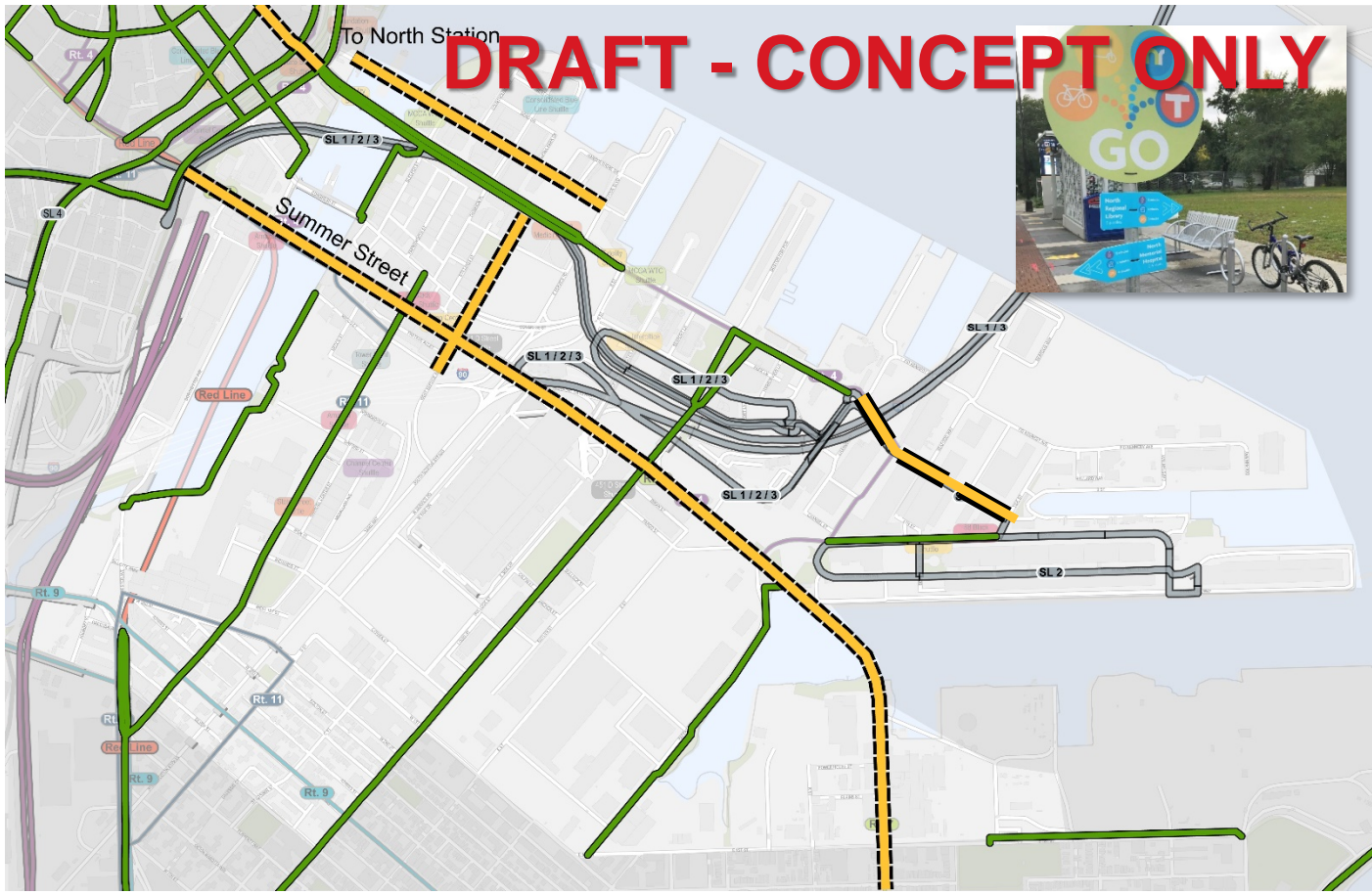
What It Takes:

\$	\$	\$
Low	Medium	High
🕒	🕒	🕒
Short Term	Mid-term	Long Term

What It Is:

- Improved pedestrian infrastructure around bus and Silver Line stops and ferry terminals
- Preserving Congress Street as a pedestrian thoroughfare
- Continued public infrastructure through developments
- Planting street trees
- Repairing and adding sidewalks

Strategy: Improve Bicycle Connections



What It Does:

EXPAND	0
RELY	100
RESPECT	0
EQUALIZE	50
TOTAL	150

What It Takes:

Low	Medium	High

Short Term	Mid-term	Long Term

What It Is:

- Expansion of Boston bike network in South Boston Seaport and South Boston residential neighborhood
- Improvements for bike connections to and from transit stops
- Protected bike lanes on Summer Street
- Mobility hubs at bus stops and more BlueBikes stations
- Safe bike connections to North Station

Strategy: Improve Multimodal Transit Connections

DRAFT - CONCEPT ONLY



What It Does:

EXPAND	24
RELY	33
RESPECT	47
EQUALIZE	50
TOTAL	154

What It Takes:

\$	\$	\$
Low	Medium	High
🕒	🕒	🕒
Short Term	Mid-term	Long Term

What It Is:

- Increased mobility options (more BlueBikes stations, scooters, and in the Broadway, Raymond L. Flynn Marine Industrial Park, and Southeast South Boston Seaport report areas (areas with lower transit mode share)
- Improved bus shelters for existing transit

Strategy: Wayfinding

Strategy is a part of the universe of options being analyzed – at this point, no recommendations have been made



What It Does:

EXPAND	5
RELY	50
RESPECT	40
EQUALIZE	55
TOTAL	150

What It Takes:

Low	Medium	High
Short Term	Mid-term	Long Term

What It Is:

- Implementation and expansion of traveler information system within the South Boston Seaport; branding transit in the South Boston Seaport; service countdown clocks and public art at bus stops; more wayfinding signage to Silver Line and other transit stops; and ITS for motorists such as parking availability indicators.
- Enhance platform and station management
- Transit information will be expanded to off-peak commuters and non-commute trip users