

South Boston Seaport Strategic Transit Plan

Public Meeting #3

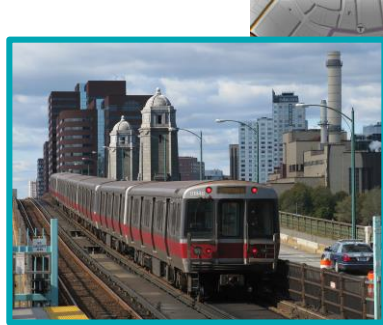
December 9, 2019



**boston planning &
development agency**

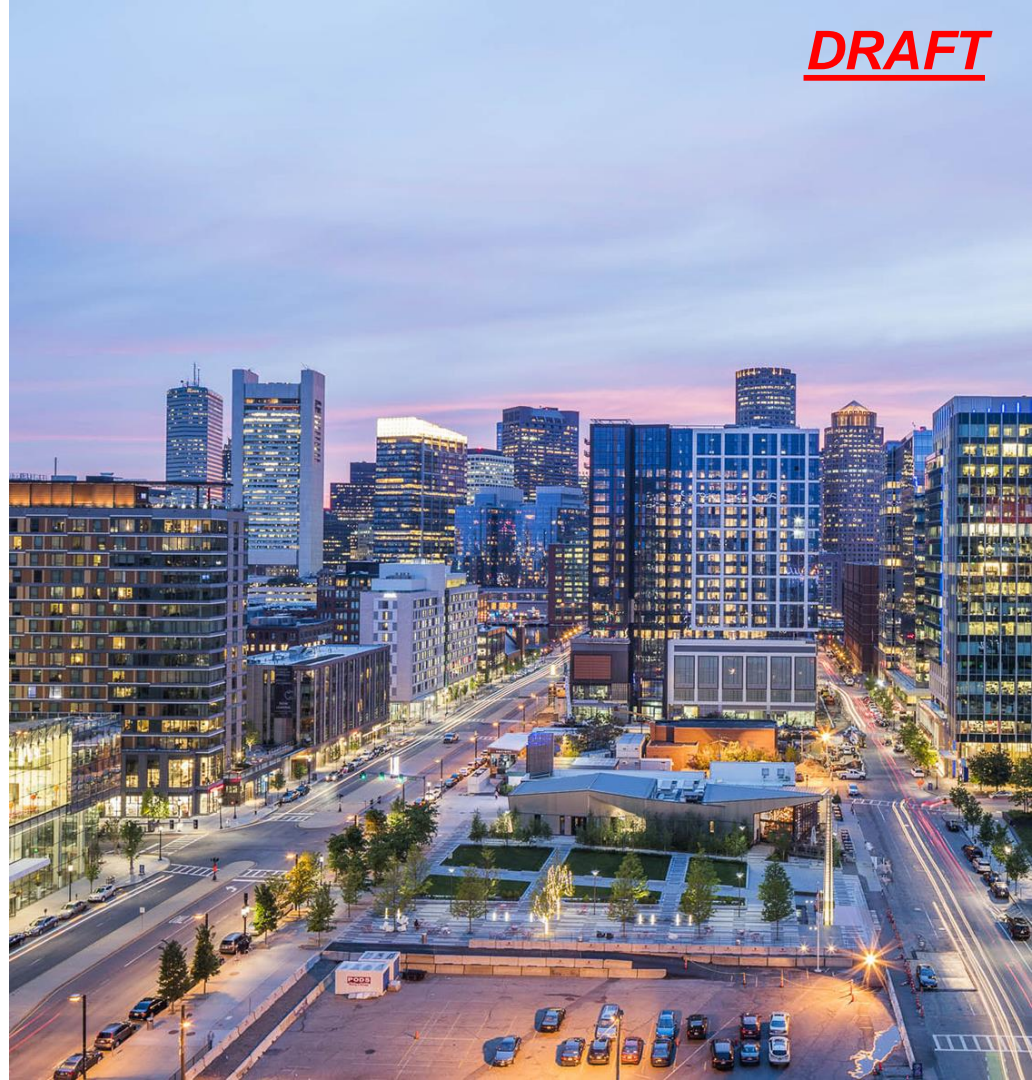
Strategic Transit Plan

DRAFT



Agenda

- **Open House**
- **Presentation**
 - Transit Installations and Transit Plan Updates
 - Strategies
 - Evaluation Methodology
 - Modeling Updates
 - Next Steps
- **Break-Out**



Agenda

- **Open House**

- **Presentation**

Transit Installations and Transit Plan Updates

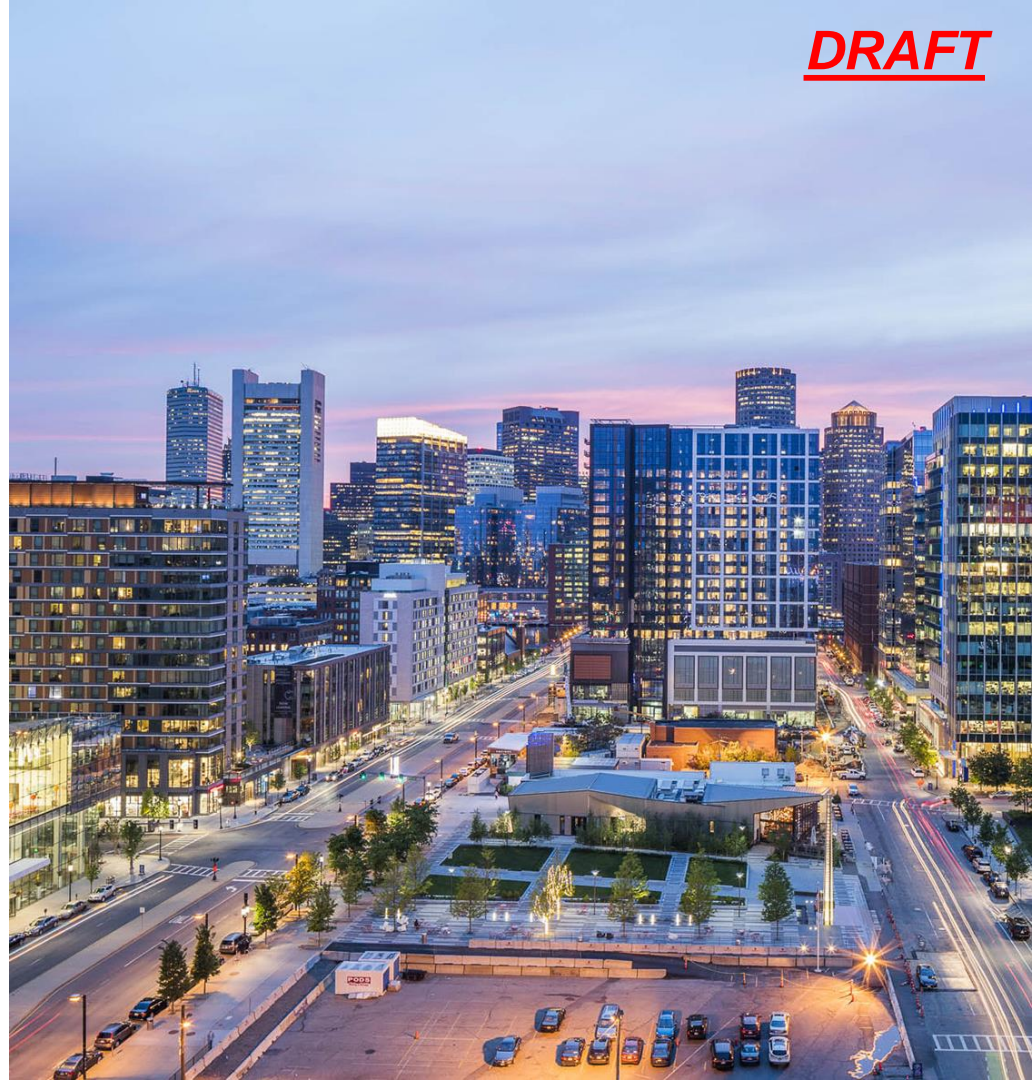
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Transit-Related Projects – Completed

- **Bus Stop and Private Shuttle Pick-Up moved along Summer St @ Atlantic Avenue**
- **New Bus Lane on Summer Street**
- **Silver Line Ramp for direct outbound connection to Ted Williams Tunnel**
- Fan Pier / Lovejoy Water Ferry
- D Street Silver Line Signal Improvements
- Intelligent Transportation Systems Improvements
- Improved Signalization on Atlantic Ave
- City Point Bus Terminal
- South Boston Waterfront Transportation Center



Transit-Related Projects – Completed

- Consolidated Shuttle Bus Program
- Added 19 new peak hour trips on the MBTA Route 7 and 9
- Silver Line Bus Fleet Overhaul
- Seaport Blvd. Reconstruction
- Summer Street Phase 1
- Improved Pedestrian Experience by adding Wayfinding Signs

YOU ARE AT THE Boston Convention & Exhibition Center		
The Lawn On D	 ↑ 6 MIN	
Seaport World Trade Center	↑ 8 MIN  (5AM-1AM)	
	↑ 12 MIN 	
Fish Pier	 ↑ 8 MIN	
Liberty Wharf	 ↑ 9 MIN	
Concert Pavilion	↑ 10 MIN	
ICA Boston	↑ 13 MIN  (5AM-1AM)	
	↑ 18 MIN 	

#WalkSBW



Transit-Related Projects – *In Progress*

- **Silver Line Capacity Study**
- **Advancing Summer Street Bus Lane**
- **Seaport Circulator**
- Next Generation Silver Line Bus Vehicle Testing
- Red Line Vehicle Procurement
- MBTA Better Bus Project
- Improvements to MBTA Route 7 Bus service approaching South Station and Dewey Square
- Increasing frequency of off-peak service for MBTA Routes 7 and 9 Buses

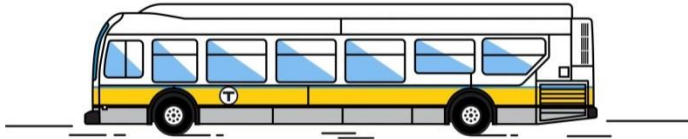


Transit-Related Projects – *In Progress*

- Northern Avenue Bridge Design
- Summer Street Phase 2 Planning
- Designing Adaptive Traffic Signal Network
- BRT Lane on Albany Street, connecting Dudley Square to Broadway Station
- Courthouse Station Access
- South Station Expansion



Bus Network Redesign



- The Bus Network Redesign is a complete re-imagining of the MBTA's bus network to reflect the travel needs of the region
- Using location based data to redesign the bus system
- New network implemented beginning in mid-2022

Better Bus Project

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In September, the first wave of changes included:

- More service to Routes 7 and 9
- Routes 448, 449, and 459 canceled
- New stops for Route 4 on Seaport Blvd. (no longer serves Courthouse on Northern Avenue)

The next round of changes is coming
December 22, 2019

- Updated travel times for SL1, SL2, and SL3 = improved reliability
- More vehicles = improved frequency
- All SL2 service operates in clockwise direction around Design Center = Simplified SL2 schedule



PRIVATE TRANSIT IN SOUTH BOSTON SEAPORT

As a recommendation of the SBWSTP, the MCCA began working with local businesses to consolidate the employee shuttle programs from North Station to the South Boston Seaport to reduce the number of shuttles and increase the frequency

In 2018, one of the consolidated shuttle routes was converted to a ferry

6 buses became 2 ferries and is open to the public

The ferry moves ~ 650 people a daily and ~14,000 people monthly

92% are corporate riders and 8% are members of the public



SEAPORT CIRCULATOR

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Seaport TMA has submitted a grant application to MassDOT to fund 80% of the 3-year start up cost of a new public transit service to serve the South Boston Seaport.

A multi-vehicle circulator system that would connect and supplement the South Boston Seaport's most vital transit hubs (South Station, Silver Line, Fan Pier Ferry Terminal) with the South Boston Seaport's largest employment, retail, and residential destinations.

Service will be open to the public.

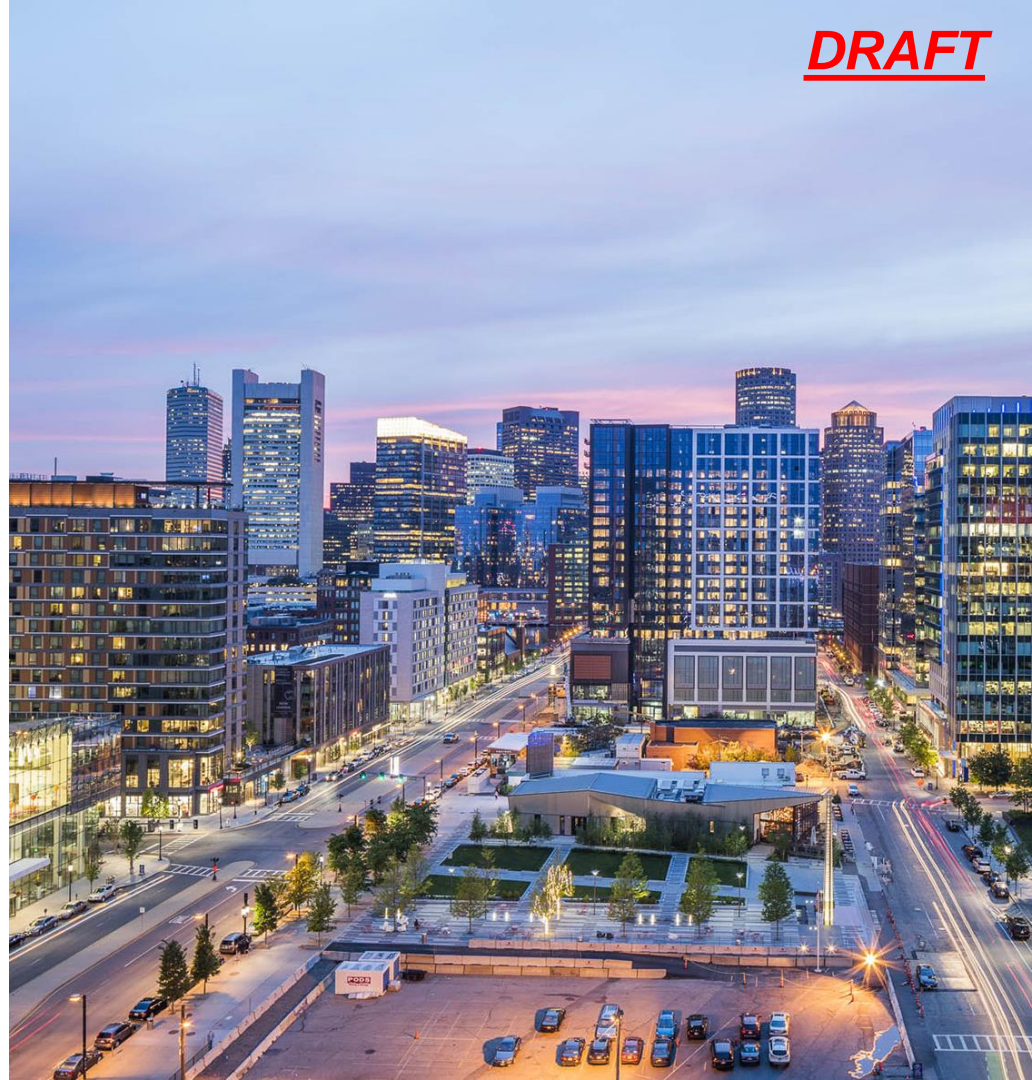
Operating 3, 26-passenger ADA accessible buses from 7am-7pm with 10-15 minute headways.



Awaiting Decision from MassDOT

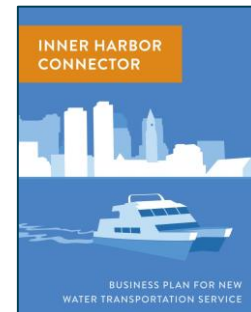
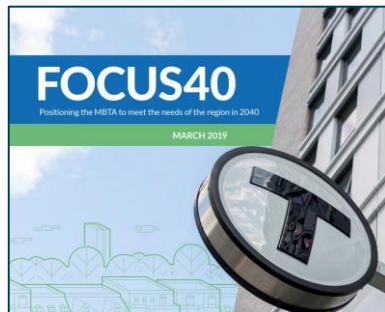
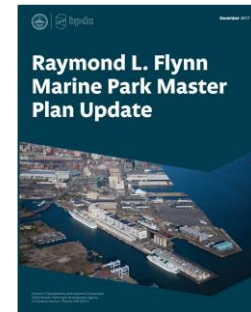
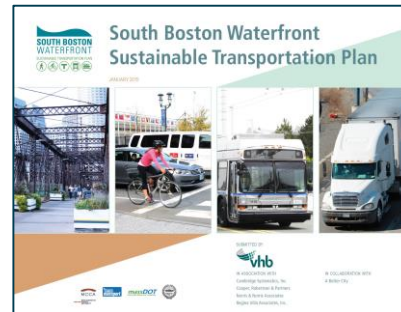
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Strategy Sources

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& public feedback for this project, including that heard at the June and October public meetings

Examples of Strategy Funding Sources

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- Capital Improvement Funds
- Grants
- Operating Funds – City of Boston, other agencies (MassDOT, MBTA, MassPort)
- Federal Transit Administration Grants / Funds
- Development Impact Fees
- Private Funding – Seaport TMA, Boston Harbor Now

Strategies for Evaluation

Strategy ID –
TI represents Transit
Infrastructure

Strategy ID: TI-05

Each strategy has a sheet that will be used to describe the strategy and act as a rubric after evaluation is completed later in the Plan

Strategies fall in one of five categories

- *New Connections*
- *Improved Transit Service*
- *Transit Infrastructure*
- *Access to Transit*
- *Policy and Information*



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

Strategy: Summer Street Bus Lanes



Score card for evaluation

What It Does:

- EXPAND
- RELY
- RESPECT
- EQUALIZE

To be completed during evaluation process

What It Takes:

- Cost: \$ \$ \$ \$ \$ (Low, Medium, High)
- Term: Short Term, Mid-term, Long Term

What It Is:

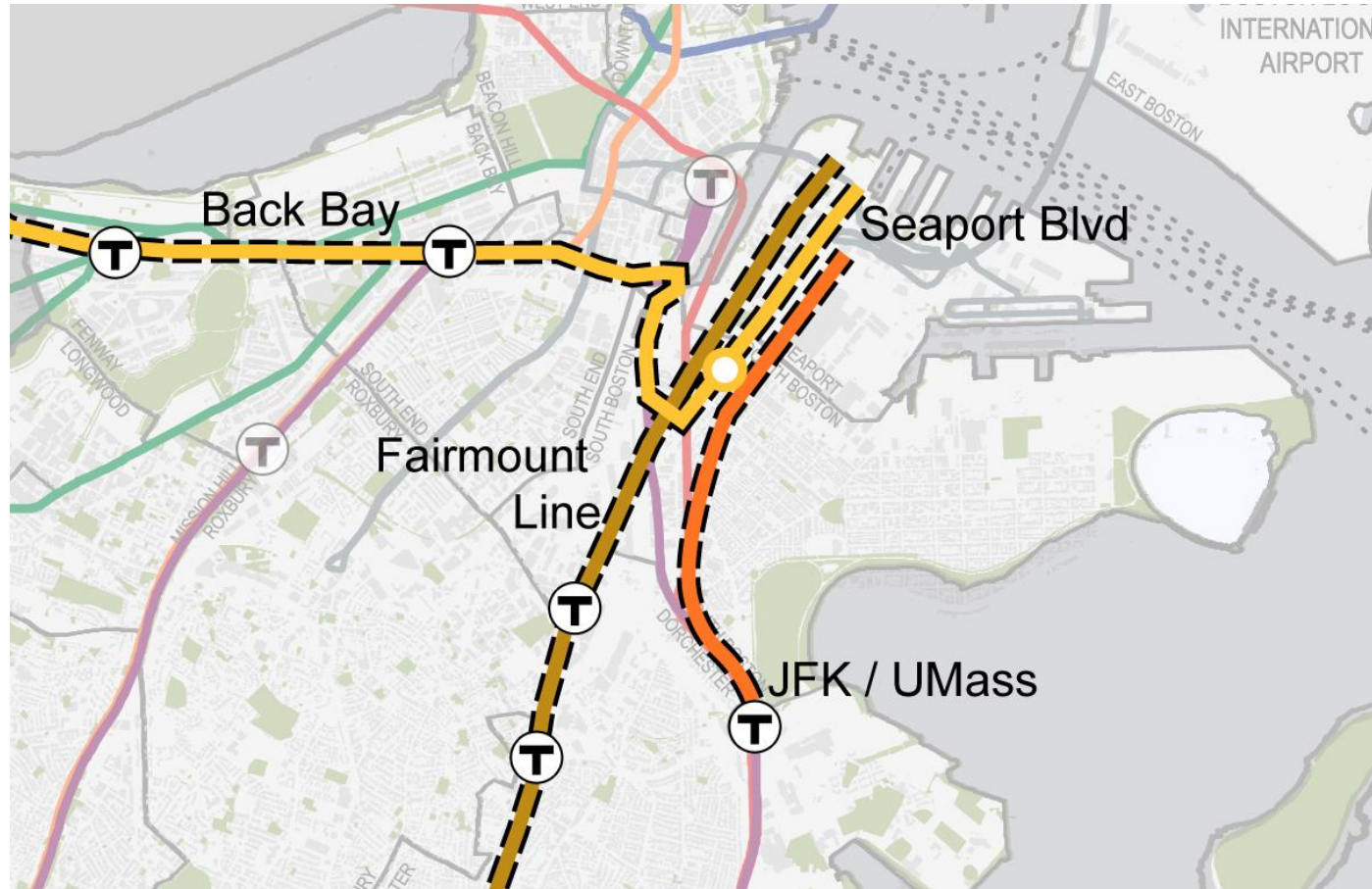
- Center median, protected bus lanes on Summer Street from Downtown to Reserve Channel with stops at South Station, Melcher St., BCEC, and Raymond L. Flynn Marine Industrial Park

DRAFT -
CONCEPT
ONLY

Text description of strategy

Strategy: Urban Rail Connections

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



What It Does:

- EXPAND**
- RELY**
- RESPECT**
- EQUALIZE**

To be completed during evaluation process

What It Takes:



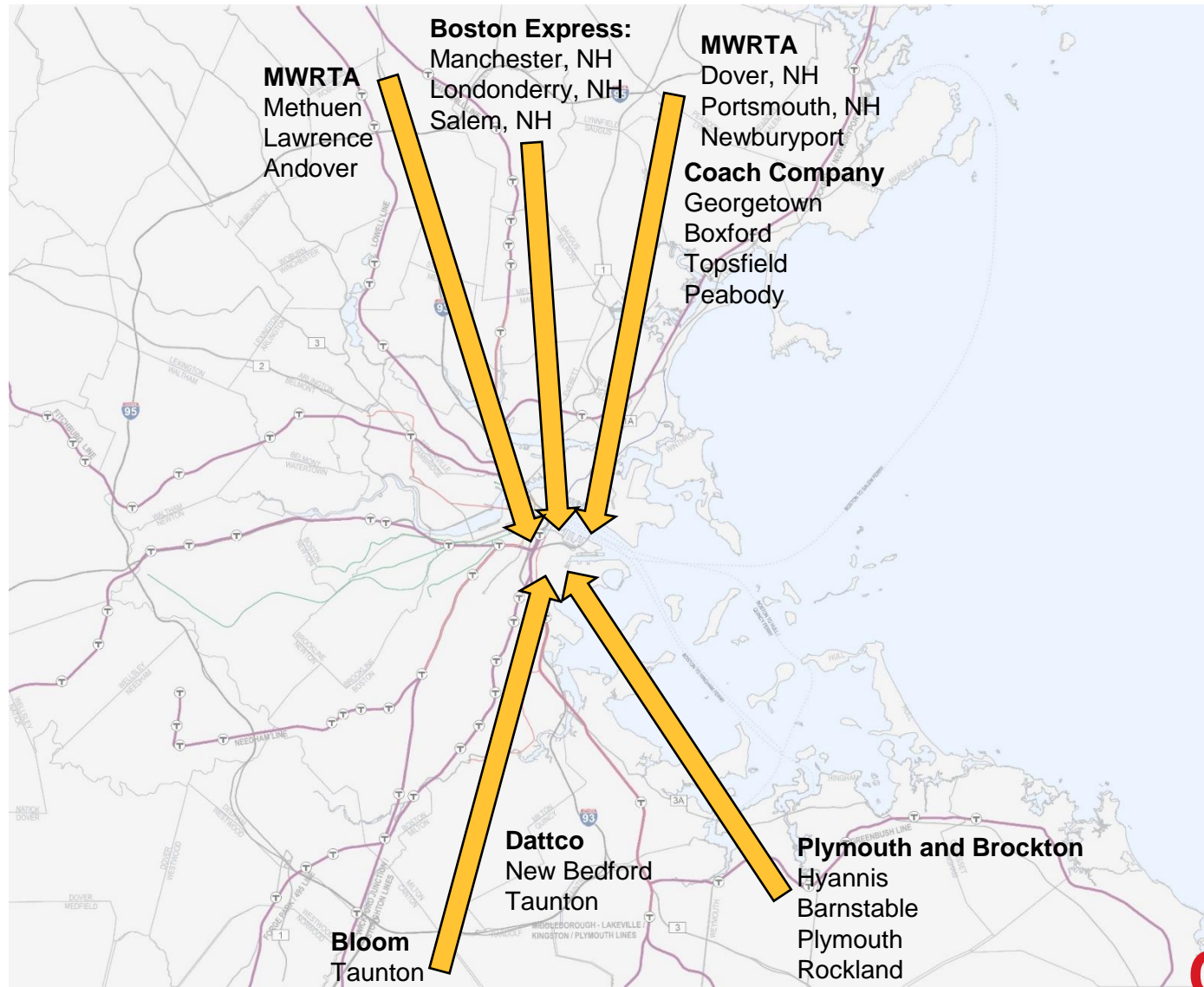
What It Is:

- Urban rail connection on Track 61 to connect existing stations and Fairmount rail line to the South Boston Seaport
- Urban rail connection on Track 61 to connect Back Bay Station to South Boston Seaport
- Urban rail connection from JFK / UMass Station to South Boston Seaport

DRAFT - CONCEPT ONLY

Strategy: Extend Regional Transit Express Services

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



What It Does:

EXPAND

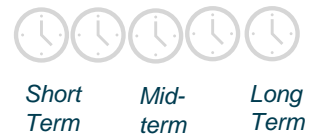
RELY

RESPECT

EQUALIZE

To be completed during evaluation process

What It Takes:



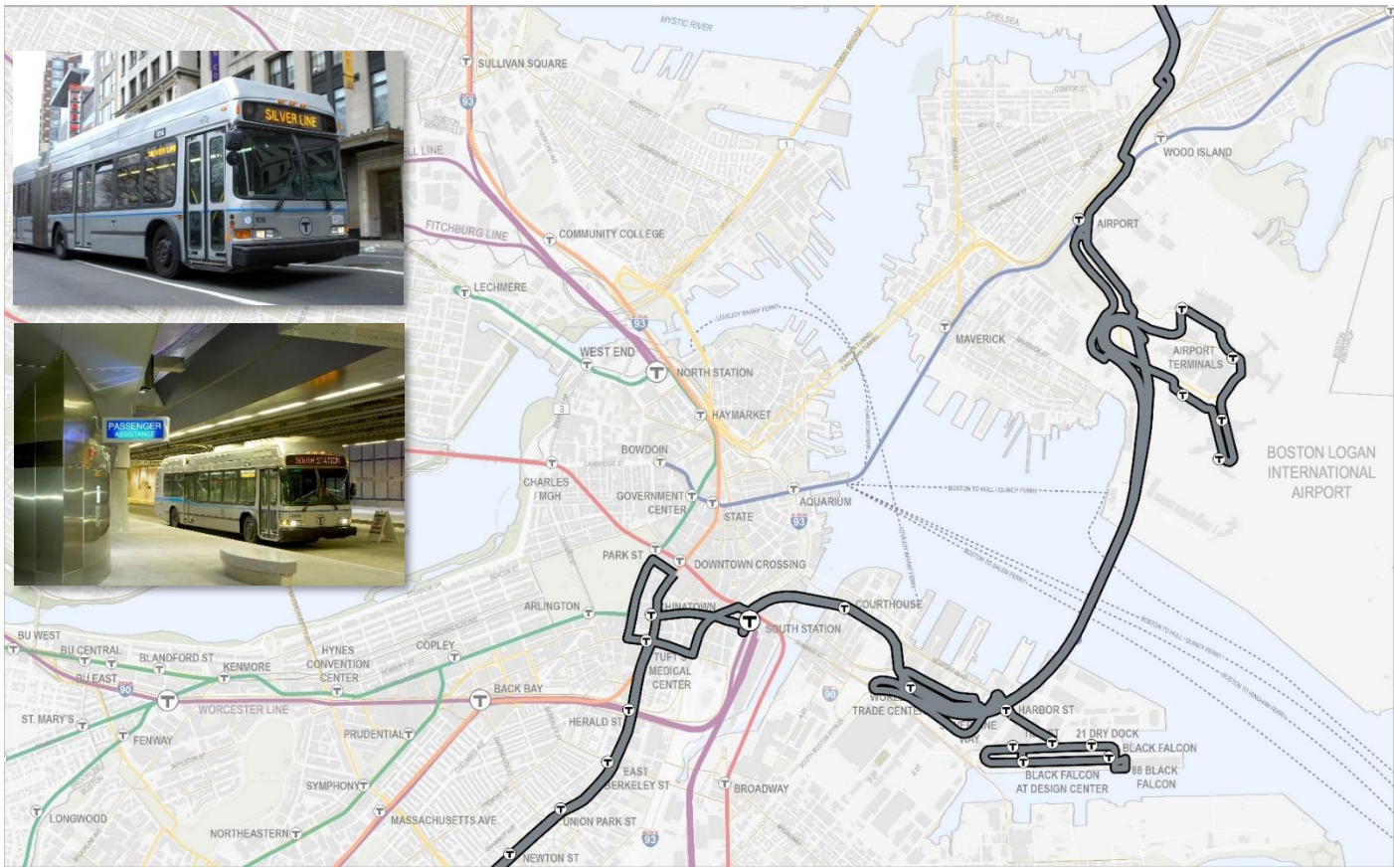
DRAFT - CONCEPT ONLY

What It Is:

- Extension of regional transit authority express bus routes to South Boston Seaport

Strategy: Improve Silver Line Service

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



What It Does:

- EXPAND**
- RELY**
- RESPECT**
- EQUALIZE**

To be completed during evaluation process

What It Takes:

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

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 Short Term Mid-term Long Term

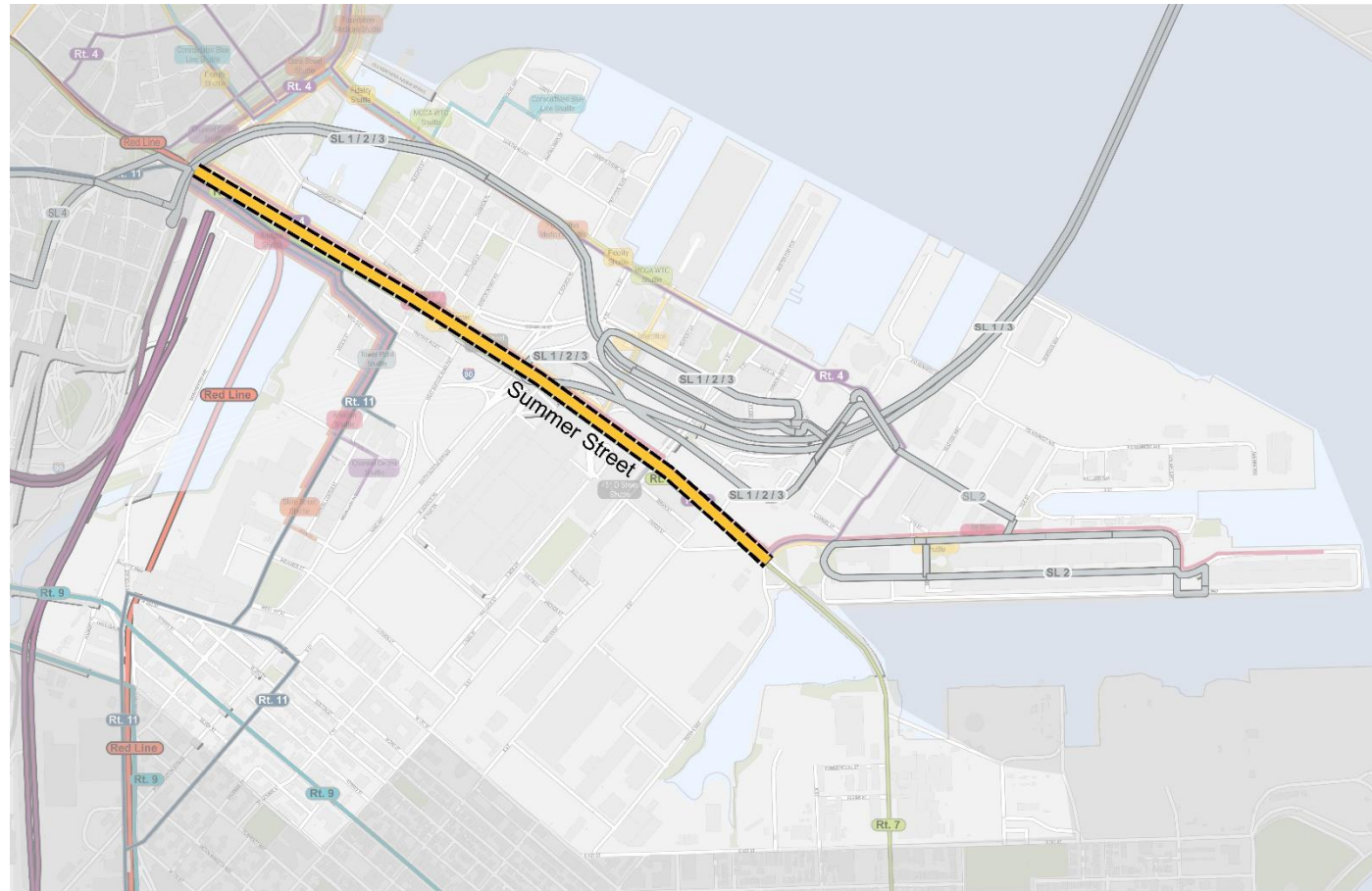
What It Is:

- Rehabilitation / replacement of bus / Silver Line fleet
- New buses and Silver Line vehicles
- Automatic door openers at all Silver Line Stations

**DRAFT -
CONCEPT
ONLY**

Strategy: Summer Street Bus Lanes

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



What It Does:

EXPAND

RELY

RESPECT

EQUALIZE

To be completed during evaluation process

What It Takes:

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

Short Term Mid-term Long Term

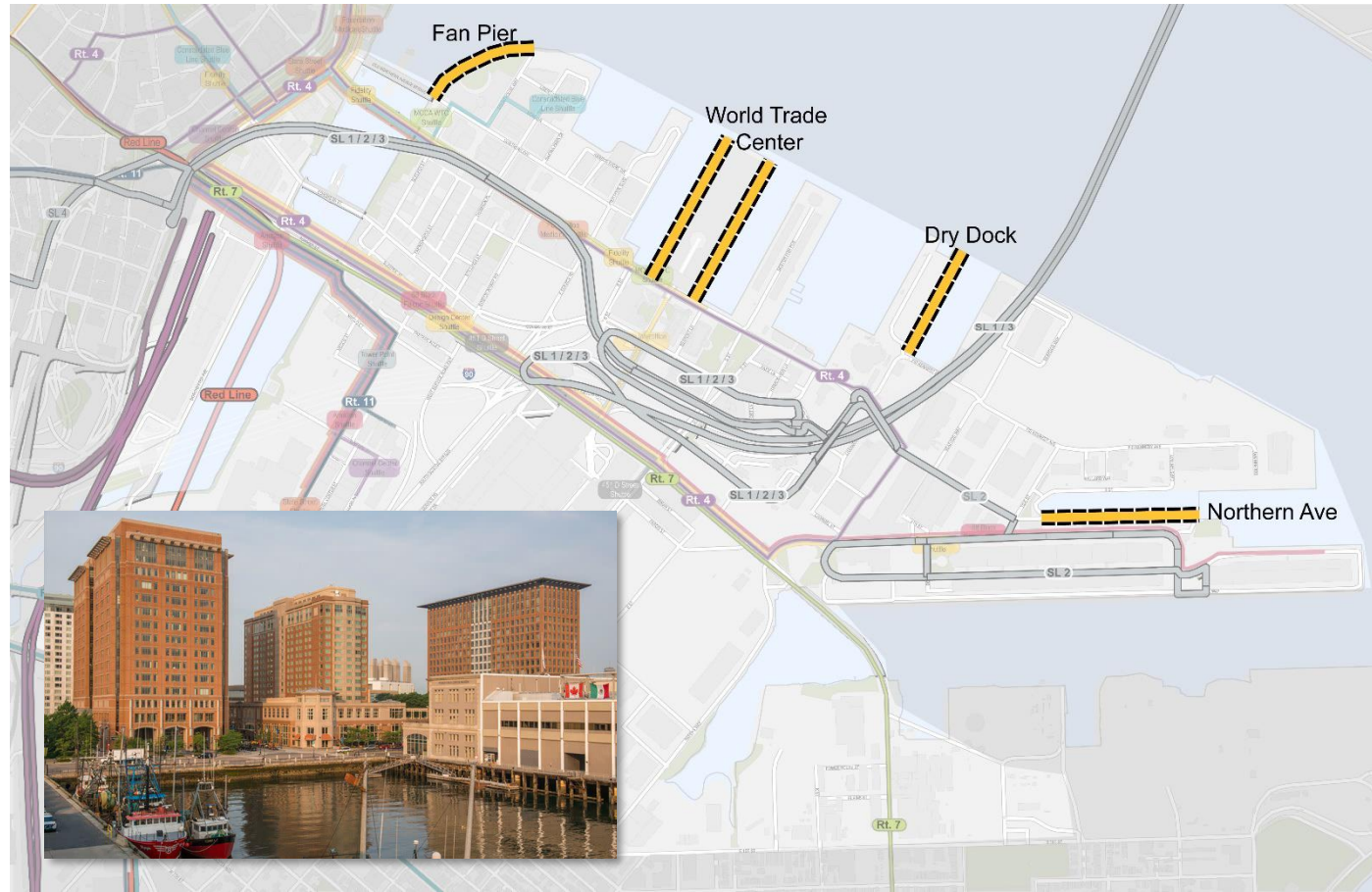
What It Is:

- Center median, protected bus lanes on Summer Street from Downtown to Reserve Channel with stops at South Station, Melcher St., BCEC, and Raymond L. Flynn Marine Industrial Park

DRAFT - CONCEPT ONLY

Strategy: Improve Ferry Terminals and Connections

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



What It Does:

EXPAND

RELY

RESPECT

EQUALIZE

To be completed during evaluation process

What It Takes:

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

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 Short Term Mid-term Long Term

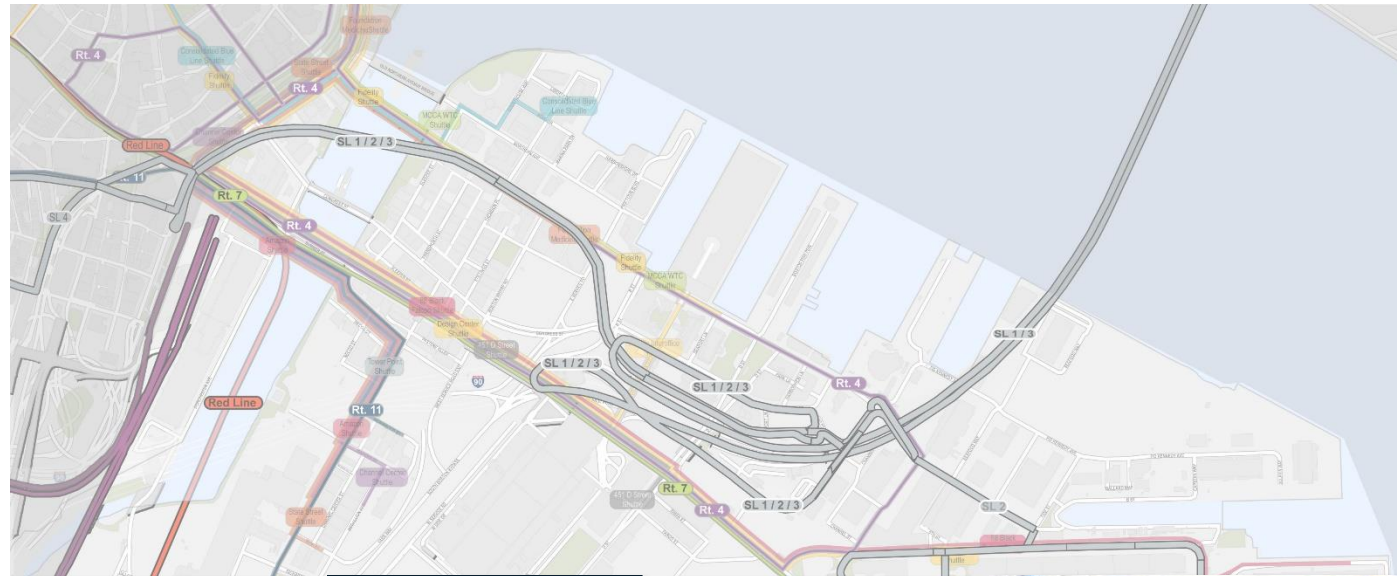
What It Is:

- Expansion of ferry terminals on both sides of WTC
- Layover berthing opportunities along Northern Avenue, World Trade Center, Fish Pier, Wharf 8
- Improved connections to ferry stops for pedestrians, bikes, and bus / shuttles, and mobility hubs

DRAFT - CONCEPT ONLY

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

RELY

RESPECT

EQUALIZE

To be completed during evaluation process

What It Takes:

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

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 Short Term Mid-term Long Term

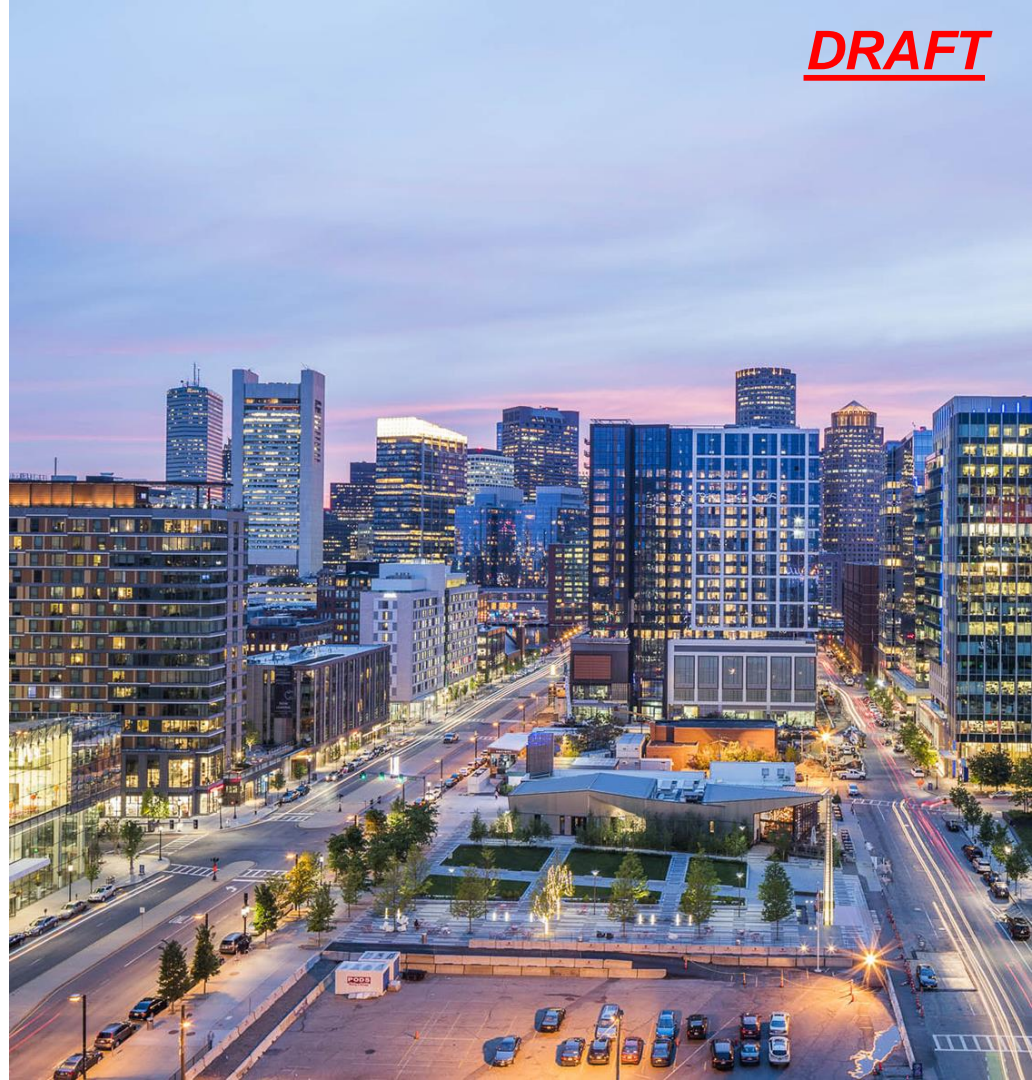
What It Is:

- Implementation and expansion of traveler information system
- Branding transit in the South Boston Seaport
- More wayfinding signage to Silver Line and other transit stops
- Service countdown clocks and public art at bus stops
- Expansion of transit information to off-peak commuters and non-commute trip users

**DRAFT -
 CONCEPT
 ONLY**

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EXPAND

Access to the region's people and places is maximized

RESPECT

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

RELY

Transit is a reliable, predictable option for travel

EQUALIZE

Transit serves all people and places in the South Boston Seaport

Goals and Objectives

DRAFT

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 and others as determined
- Add connections to currently un- or under-served areas
- Ability of Service to be implemented quickly

EXPAND – Access to the region’s people and places is maximized

Ability of Service to be implemented quickly

Points awarded (1-5) based on the cost of the project and project timeline with higher points being awarded to projects that can be implemented quickly and for low budget

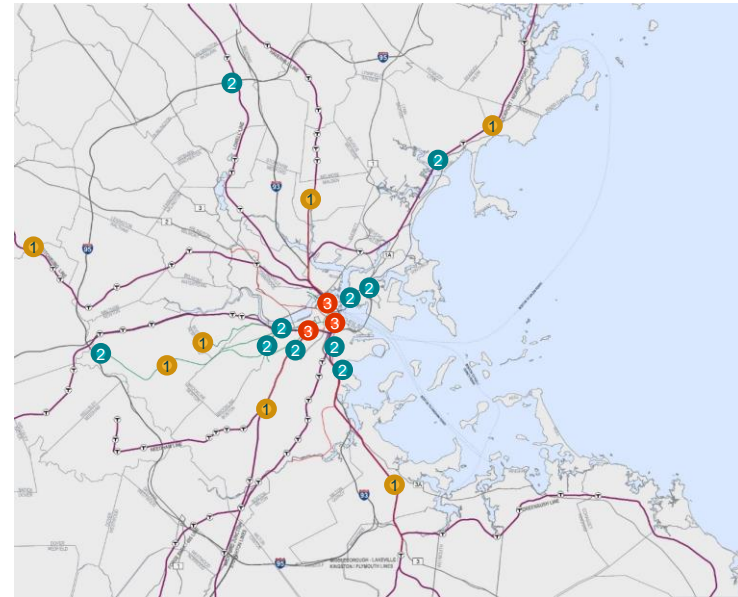


EXPAND – Access to the region’s people and places is maximized

Improve competitiveness to major transit facilities downtown and others as determined

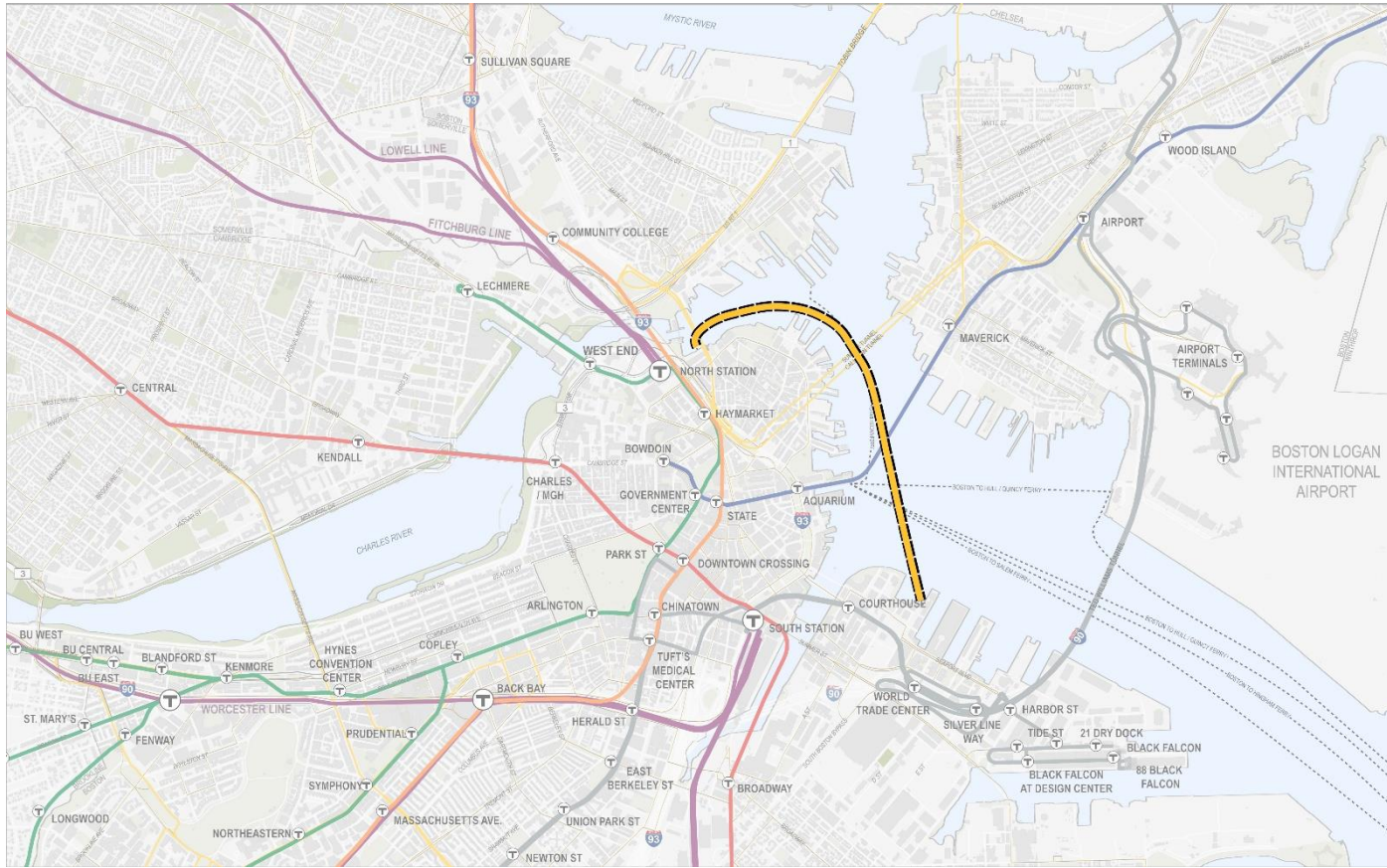
Points awarded (additively) for direct connections to transit facilities around the area, in order of proximity and service to South Boston Seaport

- *3 points for service to critical downtown transit hubs*
- *2 points for service to inner subway stops and regional transit centers*
- *1 point for service to any other MBTA stop or Park and Ride lots*



Strategy: Ferry from North Station to Fan Pier

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



What It Does:

- EXPAND**
- RELY**
- RESPECT**
- EQUALIZE**

To be completed during evaluation process

What It Takes:

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

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 Short Term Mid-term Long Term

What It Is:

- Private ferry service from Lovejoy Wharf at North Station to Fan Pier in the South Boston Seaport
- Ferry is available to select business community members in the South Boston Seaport for free, and the public if space available for a fee

DRAFT – EXAMPLE ONLY

Sample Evaluation

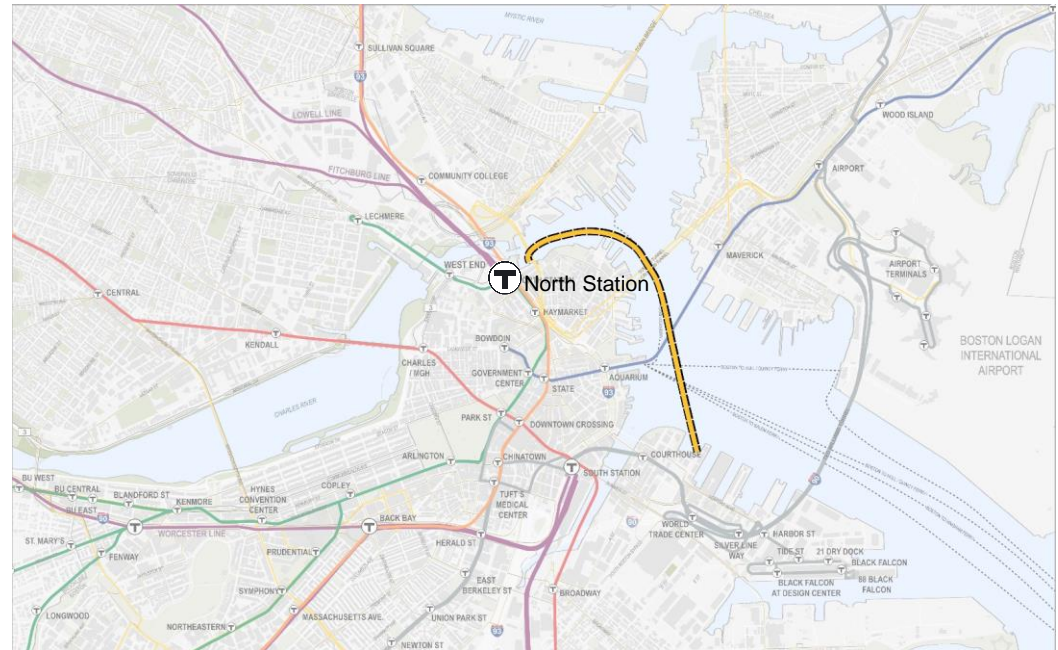
DRAFT

EXPAND – Access to the region’s people and places is maximized

Improve competitiveness to major transit facilities downtown and others as determined

Lovejoy / Fan Pier Ferry = 3 points

Connection to North Station



Goals and Objectives

DRAFT

RELY – Transit is a reliable, predictable option for travel

- Destinations (regional coverage) with a reduction in number of excessive transfer
- Percent of travel on dedicated facilities or with improved priority
- Overall level of improvement on key congested travel paths (all modes), including the impact of transit on other modes

RELY – Transit is a reliable, predictable option for travel

Destinations (regional coverage) with a reduction in number of excessive transfer

Points awarded for a reduction in number of transfers

- *1 point for each transfer eliminated*
- *0 points for no change in transfer count*
- *-1 points for any additional transfer required*

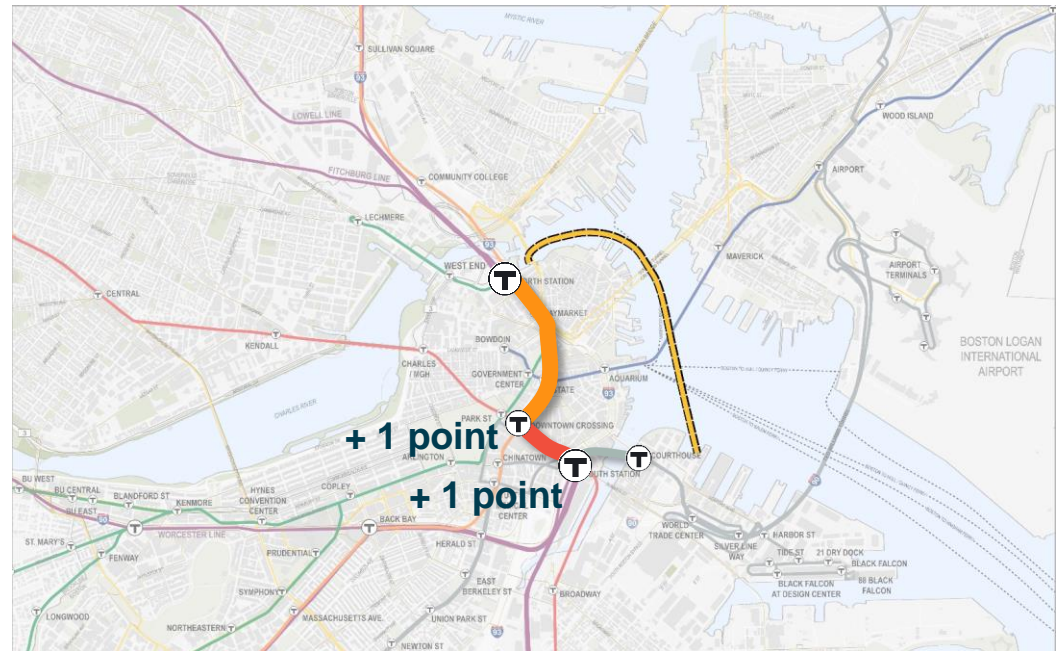
Sample Evaluation

DRAFT

RELY – Transit is a reliable, predictable option for travel

Destinations (regional coverage) with a reduction in number of excessive transfer

*Lovejoy / Fan Pier Ferry = 2 points
Ferry is a direct service, replacing MBTA rapid transit, requiring transfer @
Downtown Crossing and South Station*



Goals and Objectives

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

- Integrated and improved neighborhood access for better true walk coverage
- Level of enhancement to quality of transit stations / amenities
- Service / route level improvements in passenger experiences

Evaluation Methodology

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

Level of enhancement to quality of transit stations / amenities



- Sign
- No sheltering
- No information



- Covering
- System Map
- Wayfinding
- Lighting nearby



- Protected Bus Stop
- Indoor Station
- System Map and information available
- Real Time Info
- Lighting

Points distributed for class of station improvements and amenities added

- 0 points for no change
- 1 point for basic amenities
- 2 point for good amenities
- 3 points for great amenities

Evaluation Methodology

DRAFT

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

Level of enhancement to quality of transit stations / amenities

*Lovejoy / Fan Pier Ferry = 6 points
Ferry is a brand-new service*



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
- Provides consistency of service between peak and off-peak times

Evaluation Methodology

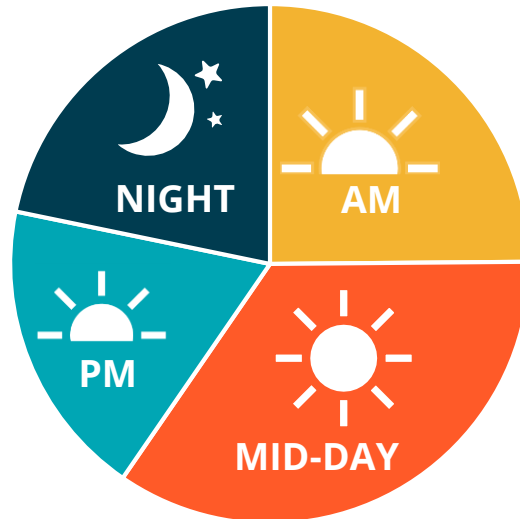
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EQUALIZE – Transit serves all people and places in the South Boston Seaport

Provides consistency of service between peak and off-peak times

Points awarded if transit schedules are consistent across all hours of the day

Double points if transit service operates between 3 and 6 am and / or 9 pm and 12 am



Evaluation Methodology

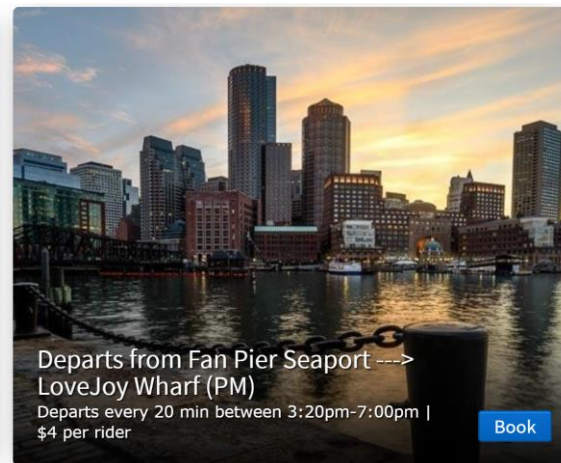
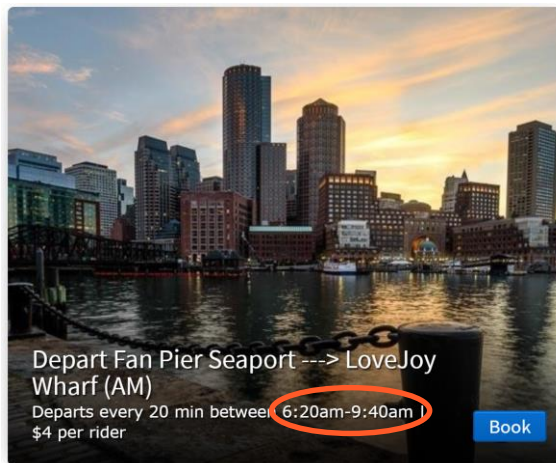
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EQUALIZE – Transit serves all people and places in the South Boston Seaport

Provides consistency of service between peak and off-peak times

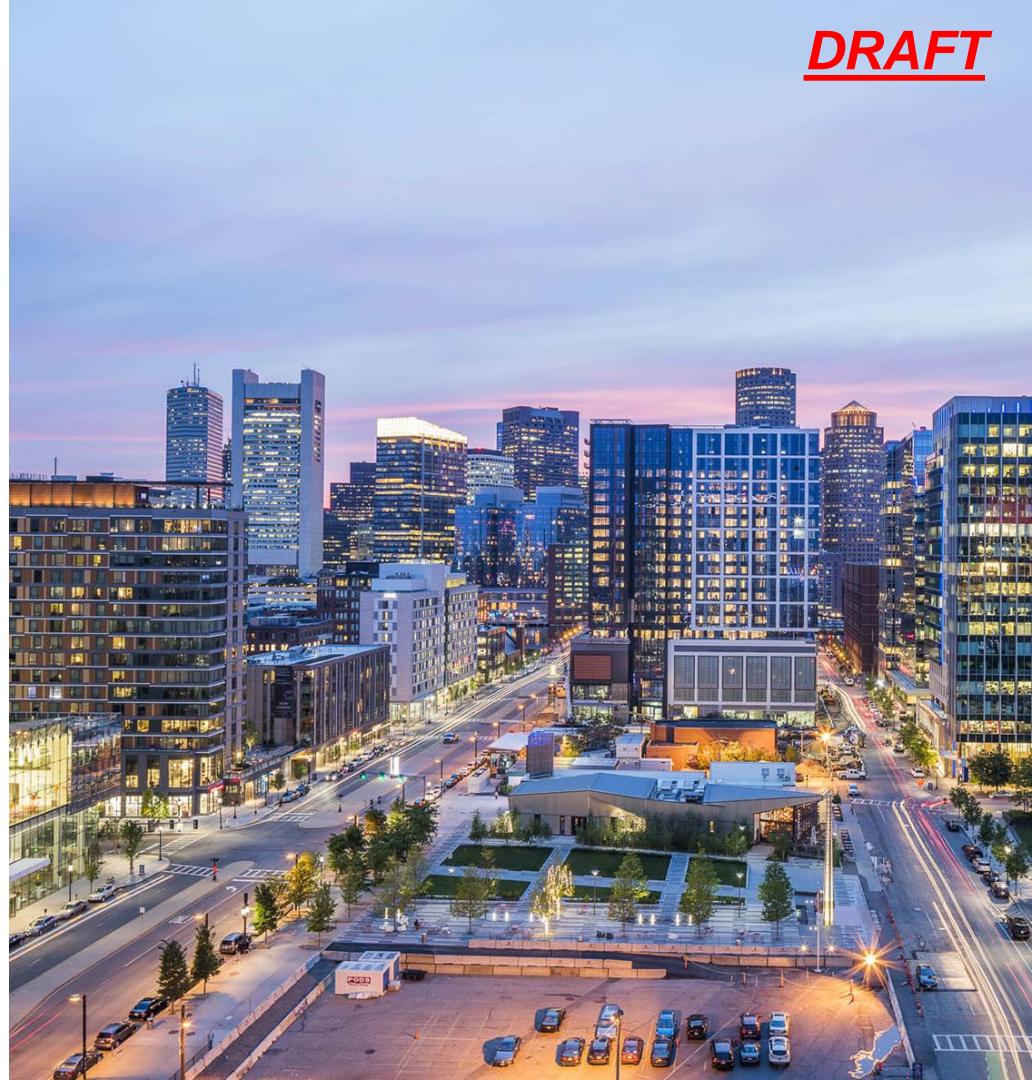
Lovejoy / Fan Pier Ferry = 0 points

Peak hour service only



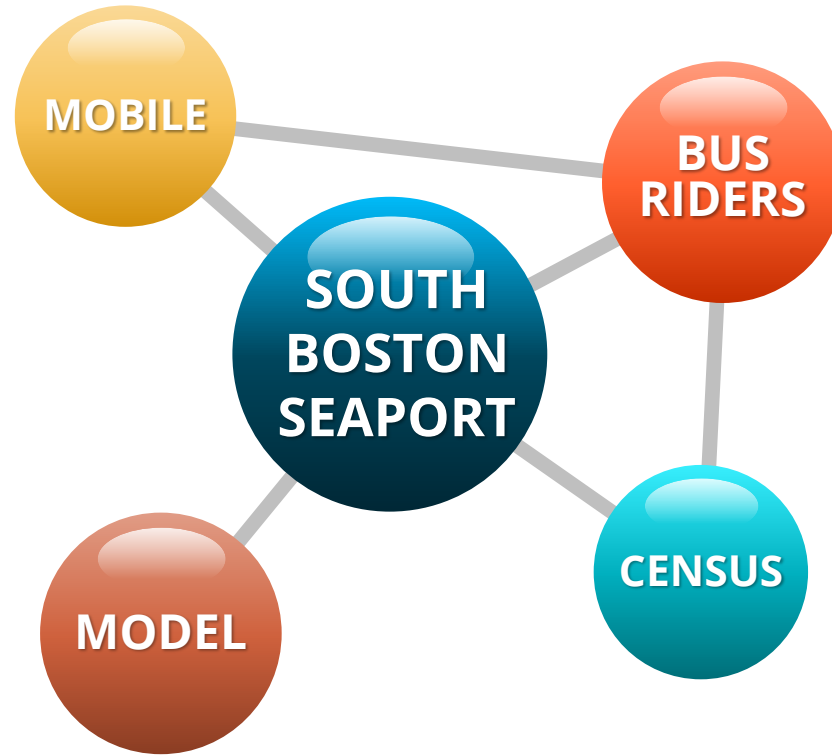
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How Do / Will People Travel to, from, and around the South Boston Seaport?

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Anonymous data from location-based service (LBS) from smartphone apps – users have enabled location-based services

Movements between locations are **trips**

Trip purpose, time period, and report area

MassDOT shared summary data from the Bus Network Redesign effort

Updating the Baseline

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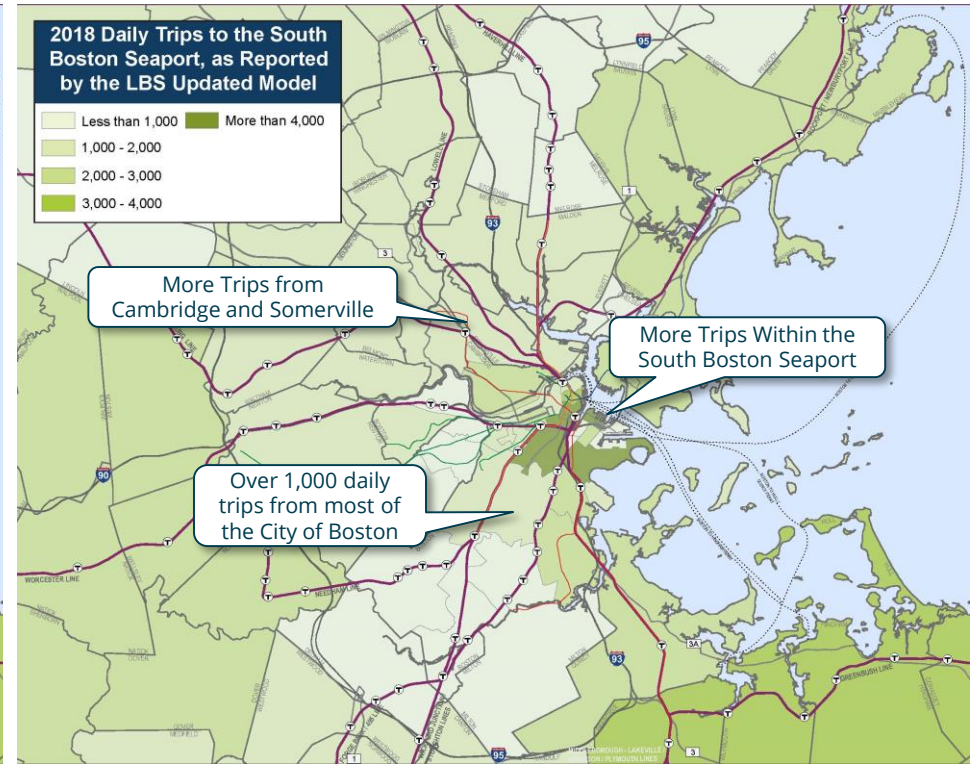
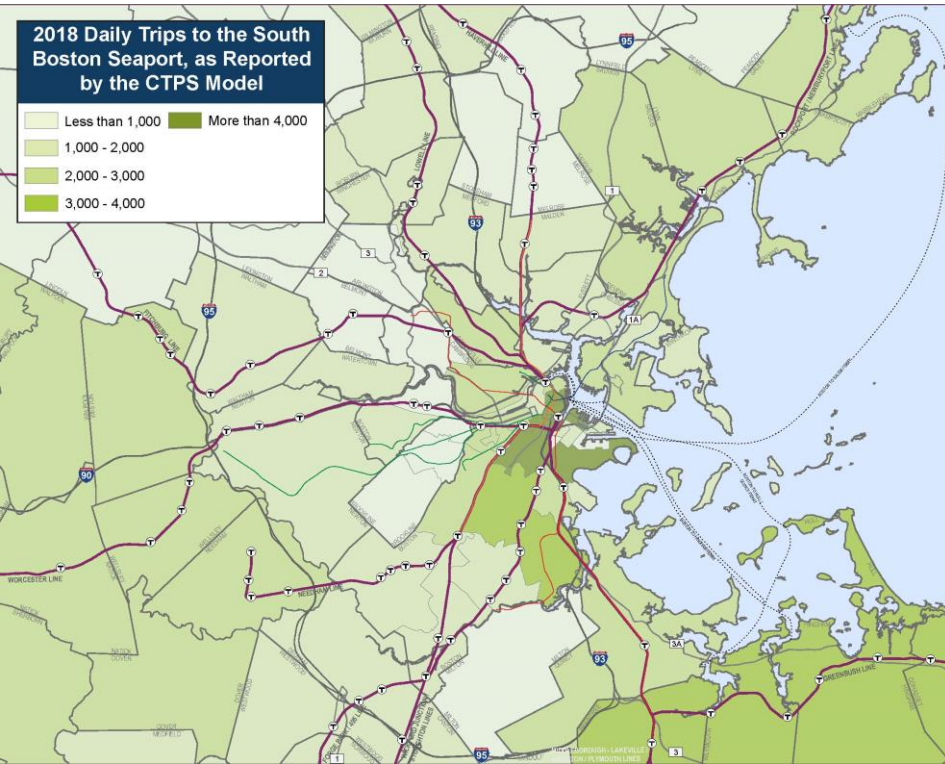
Adjust 2018 and 2040 trip tables from CTPS

- Update trip totals based on Silver Line Capacity Study analysis
- Scale LBS and CTPS trip tables to updated trip totals for commute, other work, and other trips

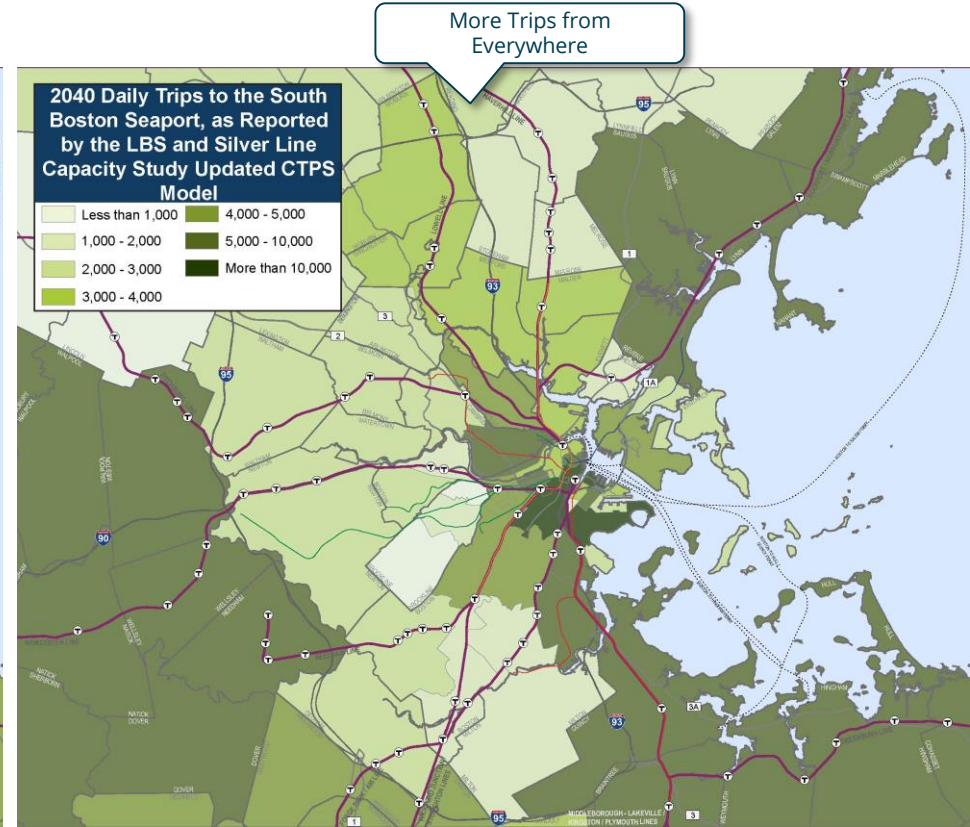
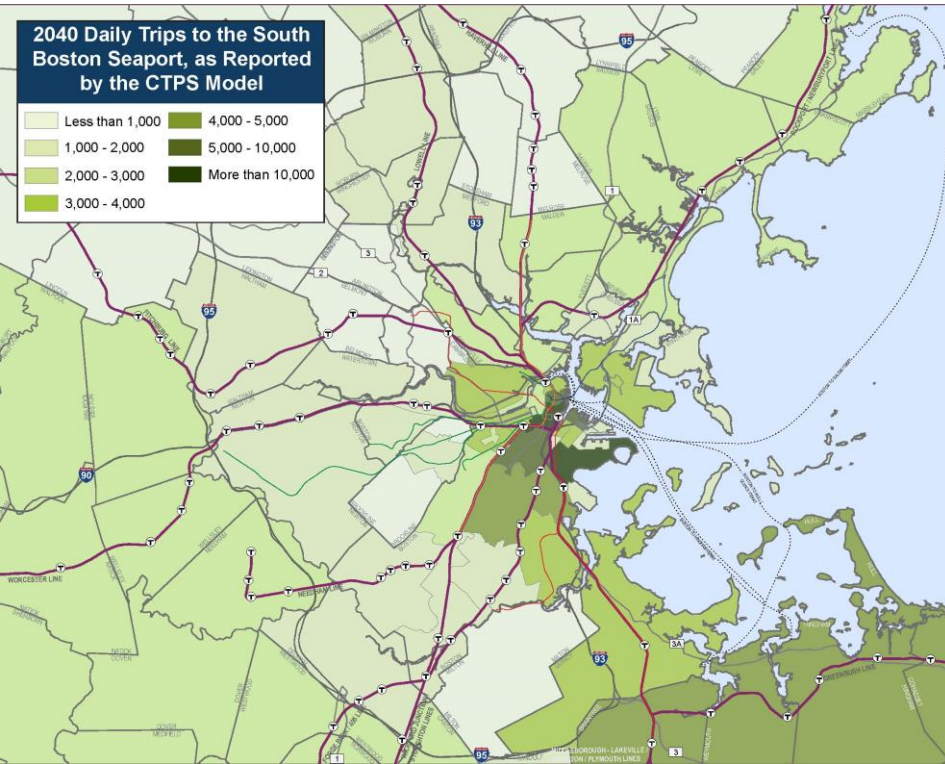
Recalibrate CTPS mode choice model with 2018 Seaport mode shares

Run model with updated assumptions

2018 Trips to the South Boston Seaport

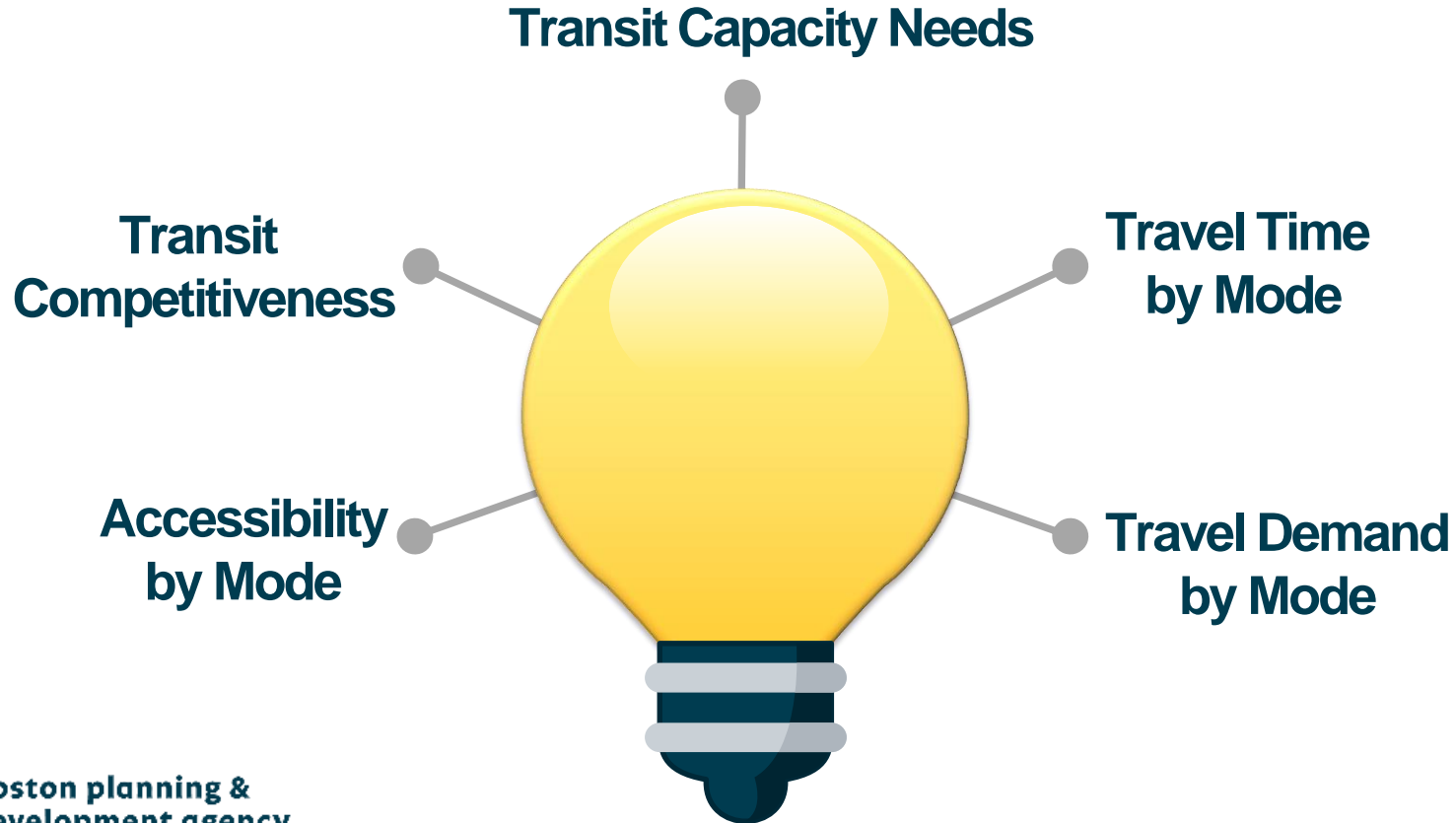


2040 Trips to the South Boston Seaport



What Will We Get from the Analysis?

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Analysis Takeaways and Modeling Next Steps DRAFT

The model is now calibrated

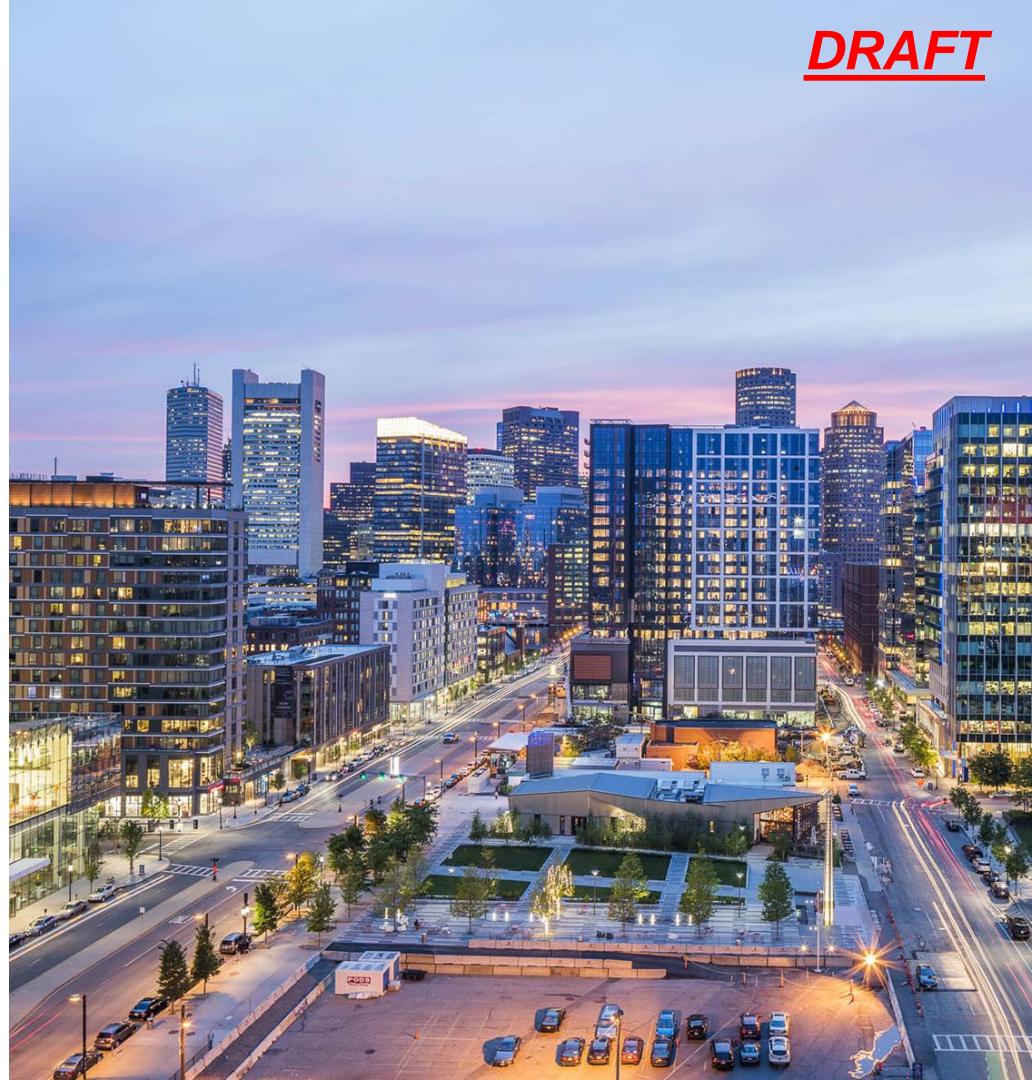
- Trip production and distribution from the LBS data
- Future growth potential of the South Boston Seaport

It highlights gaps/new strategic questions to solve

- Why are people not traveling from Boston neighborhoods to the South Boston Seaport? How can we support them?
- Why is it that so many people take transit from north of the City, even when it is not great?

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Next Steps

- Strategies and metrics open for comment until **December 31, 2019**
- Evaluation begins **January 1, 2019**
- Next meeting will report out initial evaluation

Send feedback to

southbostonseaporttransit@boston.gov

or post on the website:

<http://bit.ly/SeaportTransit>

Timeline

