

# South Boston Seaport Strategic Transit Plan

Public Meeting  
June 18, 2019



# Agenda

- Open House
- Project Overview + Process
- Existing Conditions
- Challenges & Opportunities
- Q & A
- Breakout Discussions
  - Goal Prioritization
  - Critical Connections
- What's Next



**boston planning &  
development agency**



# Agenda

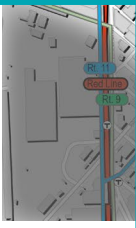
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# Project Overview

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).

# Strategic Transit Plan



# Project Overview

Past studies made recommendations for goals and strategies on how to improve transit in the neighborhood.

This Plan aims to **prioritize** those strategies and kick-start **implementation change, now.**

## South Boston Waterfront Sustainable Transportation Plan

Issue/Need	Immediate and Short-Term (0–3 yrs) Recommendations	Mid-Term (3–10 yrs) & Long-Term (10–20+ yrs) Recommendations for Consideration	
<b>IMPROVE REGIONAL ACCESS: IMPROVE TRANSIT CAPACITY</b>			
<b>Silver Line</b>	<ul style="list-style-type: none"> <li>The Silver Line is operating at or near capacity today.</li> <li>Capacity constraints in the short to medium-term are exacerbated by the lack of vehicles to expand services until new Silver Line vehicles are designed, procured and placed into service.</li> <li>A comprehensive and systematic set of improvements to expand the capacity and quality of operations on the Silver Line is the most important transit investment for the future of the Waterfront.</li> </ul>	<ul style="list-style-type: none"> <li>Extend Silver Line service to Chelsea (underway).</li> <li>Overhaul existing Silver Line vehicles to improve reliability (underway).</li> <li>Implement operational improvements to Silver Line (transit signal priority at D Street, enhanced peak period supervision, and pilot off-board fare collection).</li> <li>Improve quality of Silver Line service (traveler information system and new Seaport Square headhouse).</li> <li>Develop specifications and procurement documents for next generation Silver Line transit vehicles, sufficient to achieve average 45 second headways (a minimum of 60 vehicles based on current service plan).</li> </ul>	<ul style="list-style-type: none"> <li>Pending outcome of transit signal priority strategy, further evaluate and complete design, and, if needed to achieve target headways, construction of the extension of the Silver Line tunnel under D Street (and possibly build a new Silver Line Way Station).</li> <li>Procure a new fleet for the Silver Line serving the Waterfront (at least 60 vehicles).</li> <li>Explore restoring Silver Line Bus Route 3 and other Silver Line service enhancements enabled by new fleet.</li> </ul>
<b>South Station</b>	<ul style="list-style-type: none"> <li>Maintaining and expanding the capacity of South Station is critical to providing high quality transit access to the South Boston Waterfront in the future.</li> </ul>	<ul style="list-style-type: none"> <li>Complete permitting, design, and finance plan for the South Station Expansion.</li> </ul>	<ul style="list-style-type: none"> <li>Pending resolution of the design, permitting, and finance plan processes, build South Station Expansion.</li> </ul>
<b>IMPROVE REGIONAL ACCESS: EXPAND TRANSIT CONNECTIONS</b>			
<b>Connections to the North</b>	<ul style="list-style-type: none"> <li>Transit only captures 22 percent of Waterfront trips to/from the north as a result of limited connections and multi-seat rides. Future demand for transit connections from the north is expected to increase as employment in the district grows.</li> <li>Strengthening transit access to/from this underserved market represents a significant opportunity for the South Boston Waterfront.</li> <li>The proliferation of private shuttles operating to address this service gap yield inefficiencies related to redundant routes and contributes to roadway congestion and increased emissions, particularly curbside at both North and South Stations.</li> </ul>	<ul style="list-style-type: none"> <li>Consolidate private shuttles serving North Station (discussions underway).</li> <li>Initiate ferry service between Fan Pier and North Station (see below).</li> <li>Explore enhanced North Station to Waterfront bus service (or Bus Rapid Transit) along Merrimac/Congress Streets</li> </ul>	<ul style="list-style-type: none"> <li>Pending success of early actions, initiate service planning and design to evolve Congress/Merrimac Streets to a bus rapid transit corridor for enhanced bus services to/from North Station</li> </ul>

# Project Overview – Prioritization

## South Boston Seaport Strategic Transit Plan

### 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

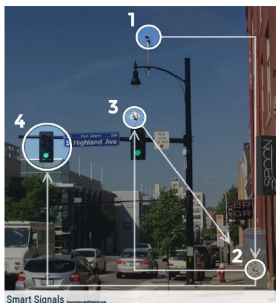
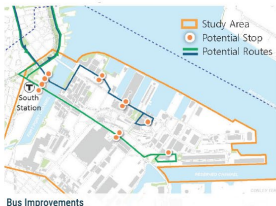
- Consolidate private shuttles to North Station and along A Street

- 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

	GOAL 1	GOAL 2	GOAL 3	TOTAL	PRIORITY
STRATEGY 1				<b>8</b>	<b>4</b>
STRATEGY 2				<b>14</b>	<b>2</b>
STRATEGY 3				<b>16</b>	<b>1</b>
STRATEGY 4				<b>4</b>	<b>5</b>
STRATEGY 5				<b>12</b>	<b>3</b>

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

# Project Overview

## City Team



## Consultant Team



## Agency Partners





# Transit-Related Projects – Completed

- 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
- 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



# Project Overview

## Timeline

### *Spring 2019*

- ▶ Plan Begins
- ▶ Background Research

### *Late Summer 2019*

- ▶ Identify Transit Strategies
- ▶ Confirm Regional Connections and Needs

### *Winter 2019-2020*

- ▶ Draft Strategic Transit Plan

### *Summer 2019*

- ▶ Build Transportation Models
- ▶ Identify Transportation Corridors and Desire Lines
- ▶ Confirm Goals

### *Fall 2019*

- ▶ Evaluate Strategies
- ▶ Ensure Completion

### *Late Winter 2020*

- ▶ Final Strategic Transit Plan



# South Boston Waterfront Sustainable Transportation Plan

- Improve Access and Mobility for All
- Support Economic Growth and Vitality
- Reinforce Sustainable Policies and Programs
- Enhance the Public Realm
- Contribute Environmental and Health Benefits
- Invest Smartly for the Future

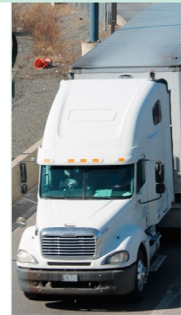
## VISION

The Plan seeks to realize the full transformation of the South Boston Waterfront to a distinct and vibrant neighborhood within the City of Boston that:

- Supports a broad cross-section of the region's economic drivers:
  - Traditional maritime and industrial trades
  - Innovative economy/incubator businesses
  - Financial, legal, and technology sectors
  - Convention and tourism business and related services
  - Arts and culture
- Provides residential space and quality of life for a diversity of Boston's residents.
- Is a world-renowned, memorable, and accessible destination for tourists, conventioners, and visitors, alike.

## South Boston Waterfront Sustainable Transportation Plan

JANUARY 2015



# Key Aspirational Targets

## Access

Every home in Boston within a 10 min walk of rail station or Key Bus Route, Hubway Station, *and* carshare

From **42%** of households to **100%**

## Safety

Eliminate traffic fatalities and severe injuries on our streets

From **28.8** minutes to **25.9**

## Mode Share Goals

Boston Commuters	Share Today	2030 Aspirational
<b>Public Transit</b>	<b>33%</b>	<b>Up by a third</b>
Walk	14.5%	Up by almost half
Bike	1.9%	Increases fourfold
Carpool	5.4%	Declines marginally
Drive Alone	40.6%	Down by half
Other, WFH	4.5%	Work From Home

# Northern Avenue Bridge

## BASIC



## RESTORE



## REINTERPRET



## CONTEXTUAL



POTENTIAL USE	WIDTH					
	12 FT	24 FT	30 FT	42 FT	56 FT	64 FT
1. Pedestrian & Bike Bridge	✓	✓	✓	✓	✓	✓
2. Emergency Access		✓	✓	✓	✓	✓
3. Emergency Evacuation			✓	✓	✓	✓
4. Placemaking on the Bridge				✓ or	✓ and/or	✓ and/or
5. Vehicular Lane				✓	✓	✓

✓ = Meets Potential Use

✓ = Can Accommodate Potential Use, But not Ideal



# Better Bus Project



Near-Term Changes  
Report  
May 2019

Better  
Bus  
Project



Better  
Bus  
Project

## Principles for Change

### Keep Proposals Cost Neutral

Consider route changes that improve bus service, without requiring additional resources to implement the proposal.

### Combine Similar Services

Combine routes that serve the same areas in slightly different ways to create a more reliable and frequent service that's easier for our customers to use.

### Minimize Route Variations

Reduce route variations that create customer confusion, serve few people, and do not impact vulnerable populations who do not have other alternatives. This creates faster and more reliable service for customers that's easier to understand.

### Shorten Unproductive Sections

Many routes are very long with sections that have little to no ridership, or have other service options. By shortening routes, we provide customers on the remaining service with increased frequency and reliability.

### Straighten Routes

The less a bus needs to turn or deviate from a straight path, the faster it will travel. This makes bus routes easier to understand while also provide faster and more reliable service for our customers.

\$=\$



- 4 Provide more reliable service on Route 4 by bypassing Northern Ave by staying on Seaport Blvd.
- 9 Provide a faster and more reliable Route 9 by straightening out Broadway Station routing to turn left on Dorchester Ave. in the in-bound direction
- SL2 Provide faster and more reliable service by removing a Silver Line 2 variant serving a bus stop at 88 Black Falcon

Expected Implementation: Fall 2019

Contact: Wes Edwards, MBTA ([betterbusproject@mbta.com](mailto:betterbusproject@mbta.com))

# Bus Network Redesign

## BUS NETWORK REDESIGN AT THE MBTA

- Builds on two years of work by the Better Bus Project
- Will be integrated with ongoing work to improve existing service and pilot modified/new service
- Not a planning process with no changes until it ends
- Better Bus Project team will lead efforts to:
  - Implement Fall 2019 route improvements
  - Partner with municipalities to build out corridor infrastructure improvements

## BUS NETWORK REDESIGN PROCESS



## APPROACH TO DEVELOPING METRICS

In order for bus service to be successful, the network should consider what makes transit:

### •competitive with other modes:

- › Trip time
- › Frequency
- › Cost
- › Reliability
- › First/Last Mile Connections: Coverage

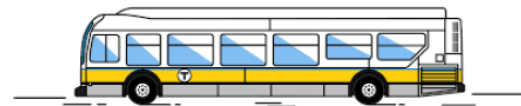
### •and what makes it competitive for:

#### Existing Riders

- › Riders that previously used the system but no longer do today
- › Environmental Justice communities
- › People with mobility issues

#### Potential Riders

- › People who do not use the system but could given proximity to MBTA
- › People whose tripmaking patterns are not served by MBTA



## Contact:

Caroline Vanasse, MassDOT  
[caroline.vanasse@state.ma.us](mailto:caroline.vanasse@state.ma.us)

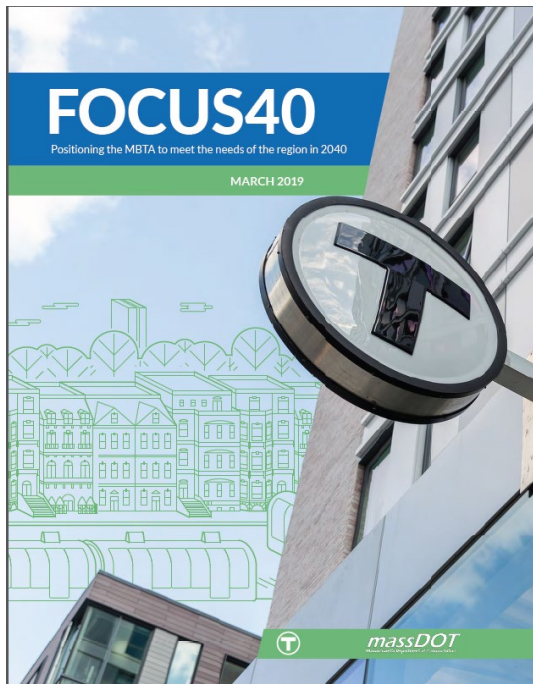
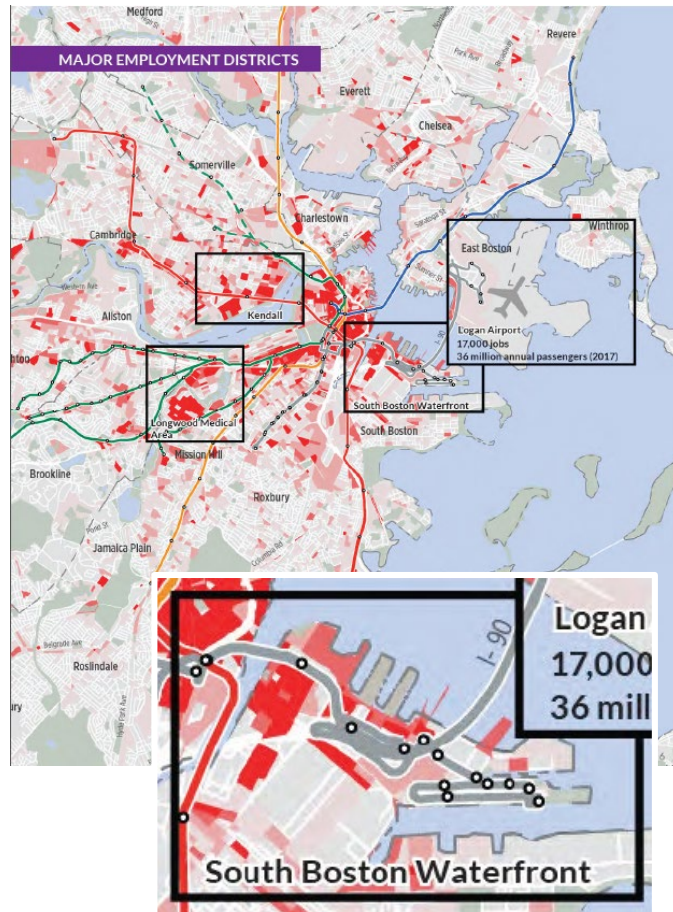
# Focus40

## PRIORITY PLACES

To ensure that the MBTA can be proactive about meeting the needs of the region in an uncertain future, Focus40 is attempting to shift the conversation around system expansion. Instead of starting with expansion project ideas, Focus40 seeks to identify places that need and can support higher quality transit – Priority Places – and then develop projects to serve those places.

### CHARACTERIZED BY:

- Growing business districts just beyond the densest part of the rapid transit network
- Longer than average transit commute times, often requiring one or more transfers
- Overloaded existing road networks and MBTA services
- The presence of multiple shuttle providers to compensate for insufficient MBTA service



# Coordinating with Other Projects

SEAPORT TMA

About Membership Commuter Programs Transportation & Area

The Seaport TMA is a nonprofit transportation management association in the South Boston Waterfront working to improve economic vitality in the district by supporting sustainable commute options through advocacy and commuter services.



Representing 30,000 area commuters  
JOIN US



What is a TMA?  
LEARN MORE



Guarantee You won't FIND OUT LATER

## SOUTH BOSTON WATERFRONT DISTRICT MUNICIPAL HARBOR PLAN RENEWAL AND AMENDMENT



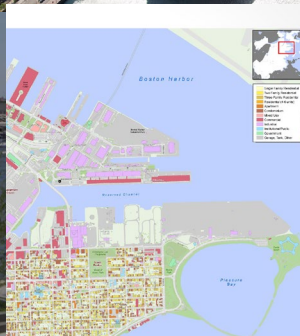
December 2017

## Raymond L. Flynn Marine Park Master Plan Update



## SEAPORT/NORTH STATION FERRY

SUSTAINABLE & DEPENDABLE



### Silver Line Capacity Study

South Boston Waterfront Land Use Report to City of Boston

### FACILITIES OF PUBLIC ACCOMMODATION COMMERCIAL RETAIL & RESTAURANT MARKET DEMAND AND SUPPLY ANALYSES

### WATER'S EDGE DISTRICTS BOSTON, MASSACHUSETTS

### east | west FIRST street planning

Charrette #2

May 8, 2010



# Agenda

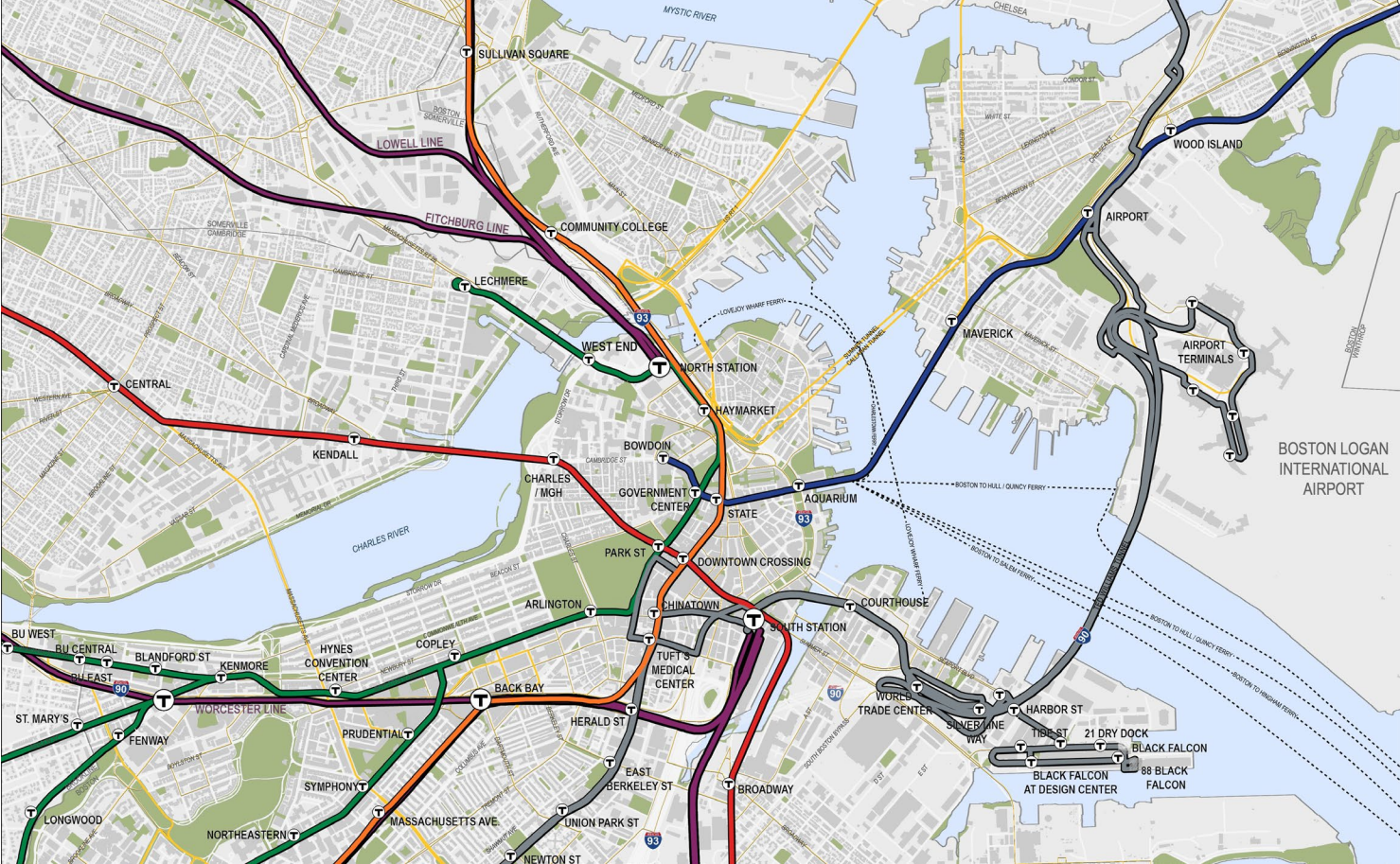
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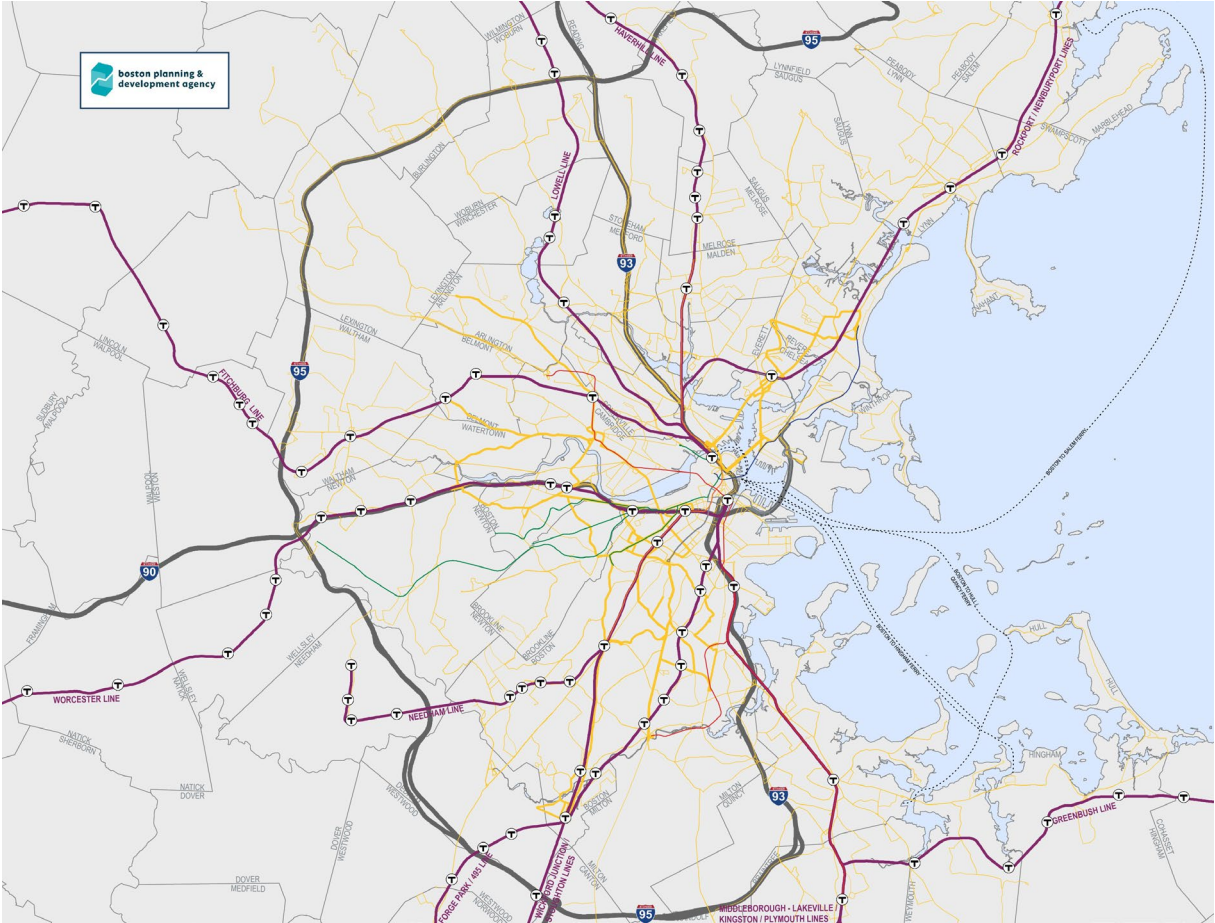
# Existing Conditions – Transit in South Boston Seaport



# Existing Conditions – Transit in Downtown Boston

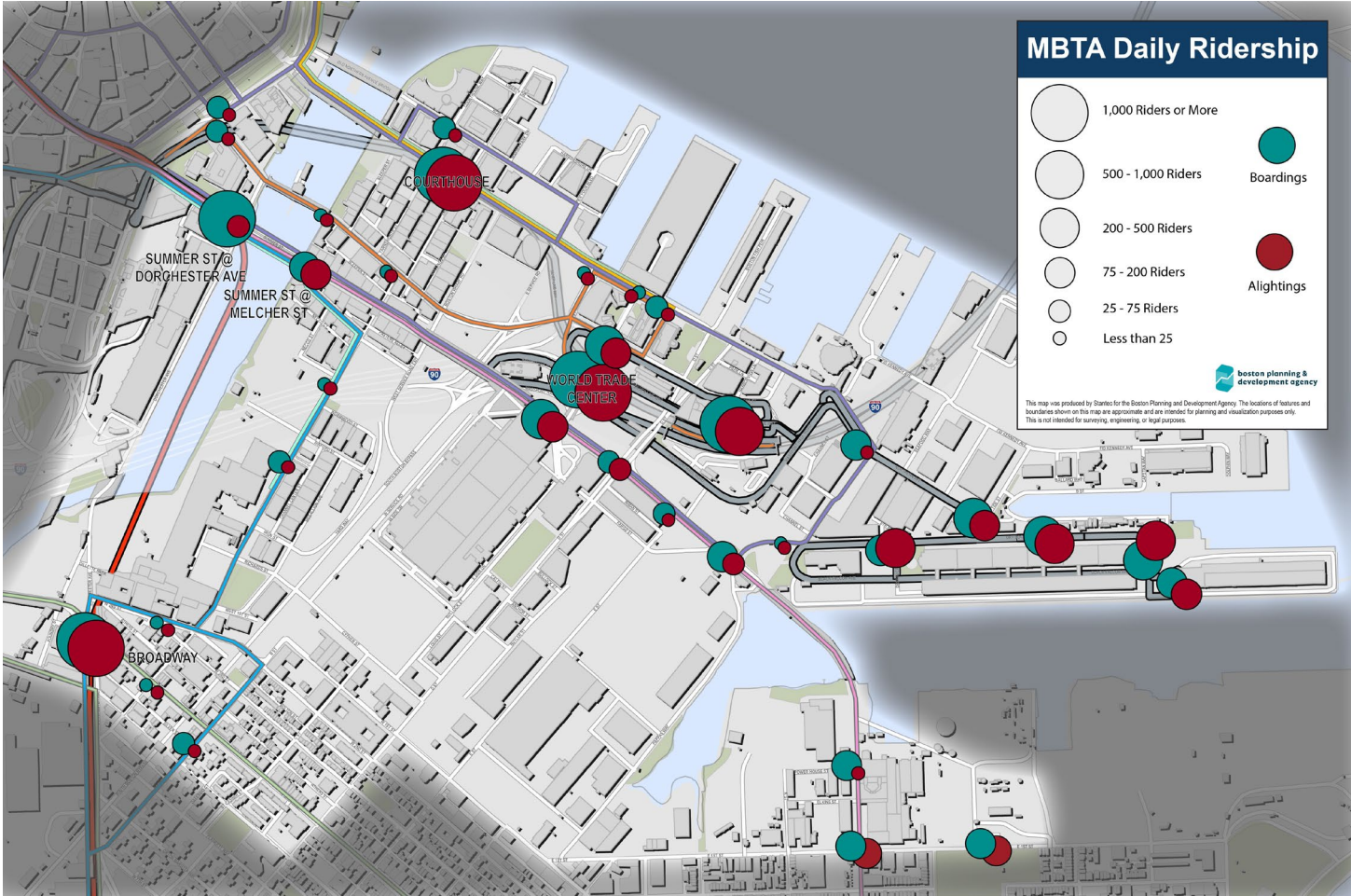


# Existing Conditions – Transit in Metro Boston

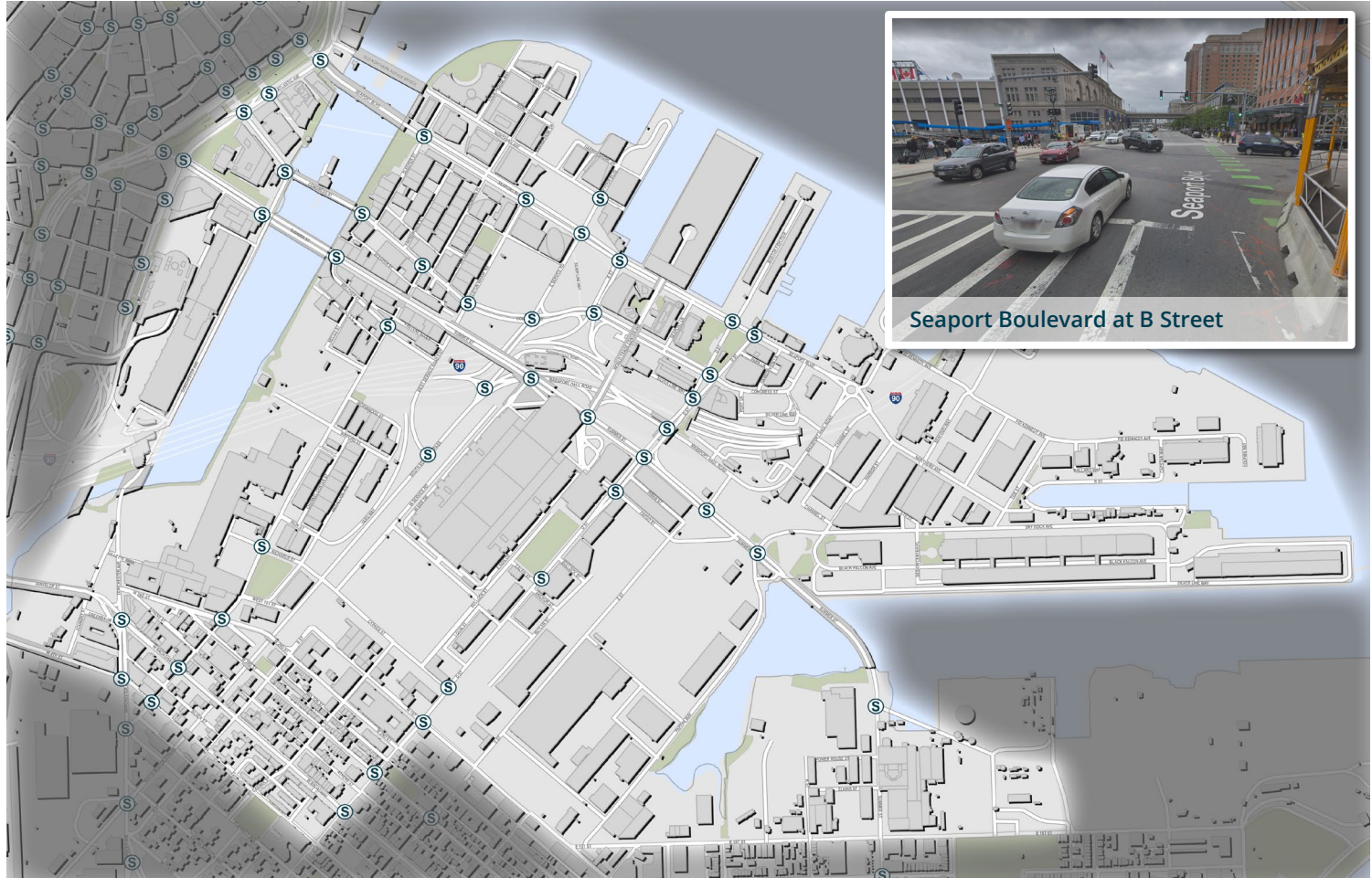




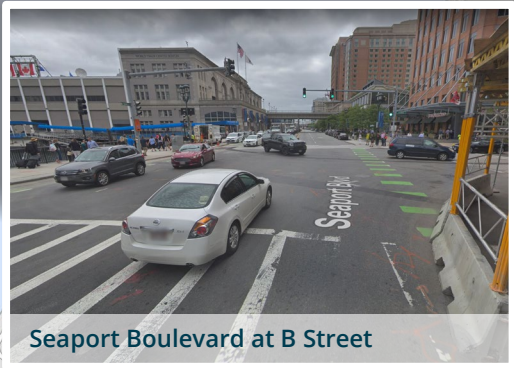
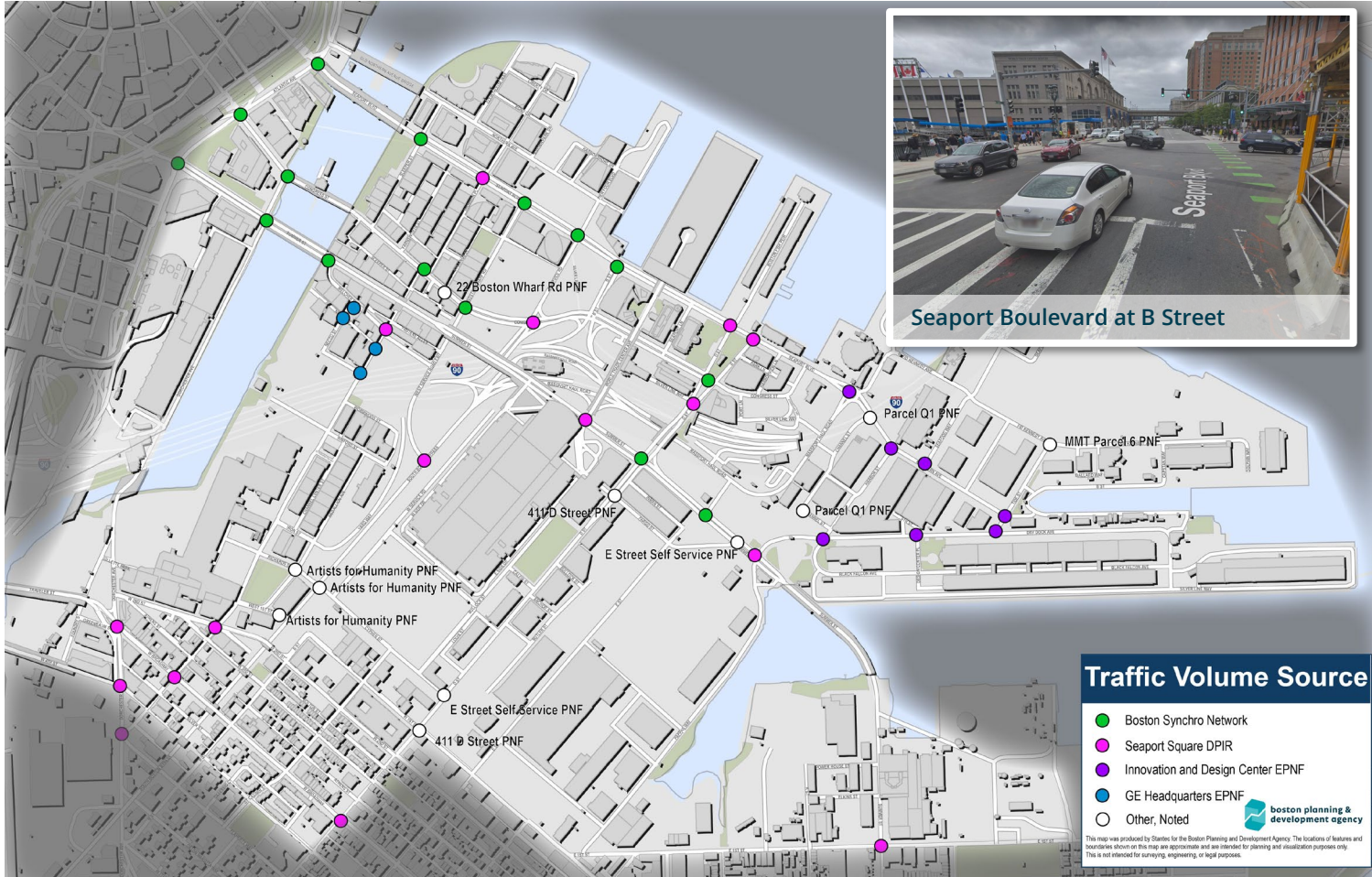
# Existing Conditions – MBTA Ridership by Stop



# Existing Conditions – South Boston Seaport



# Existing Conditions – South Boston Seaport



Seaport Boulevard at B Street

## Traffic Volume Source

- Boston Synchro Network
- Seaport Square DPIR
- Innovation and Design Center EPNF
- GE Headquarters EPNF
- Other, Noted

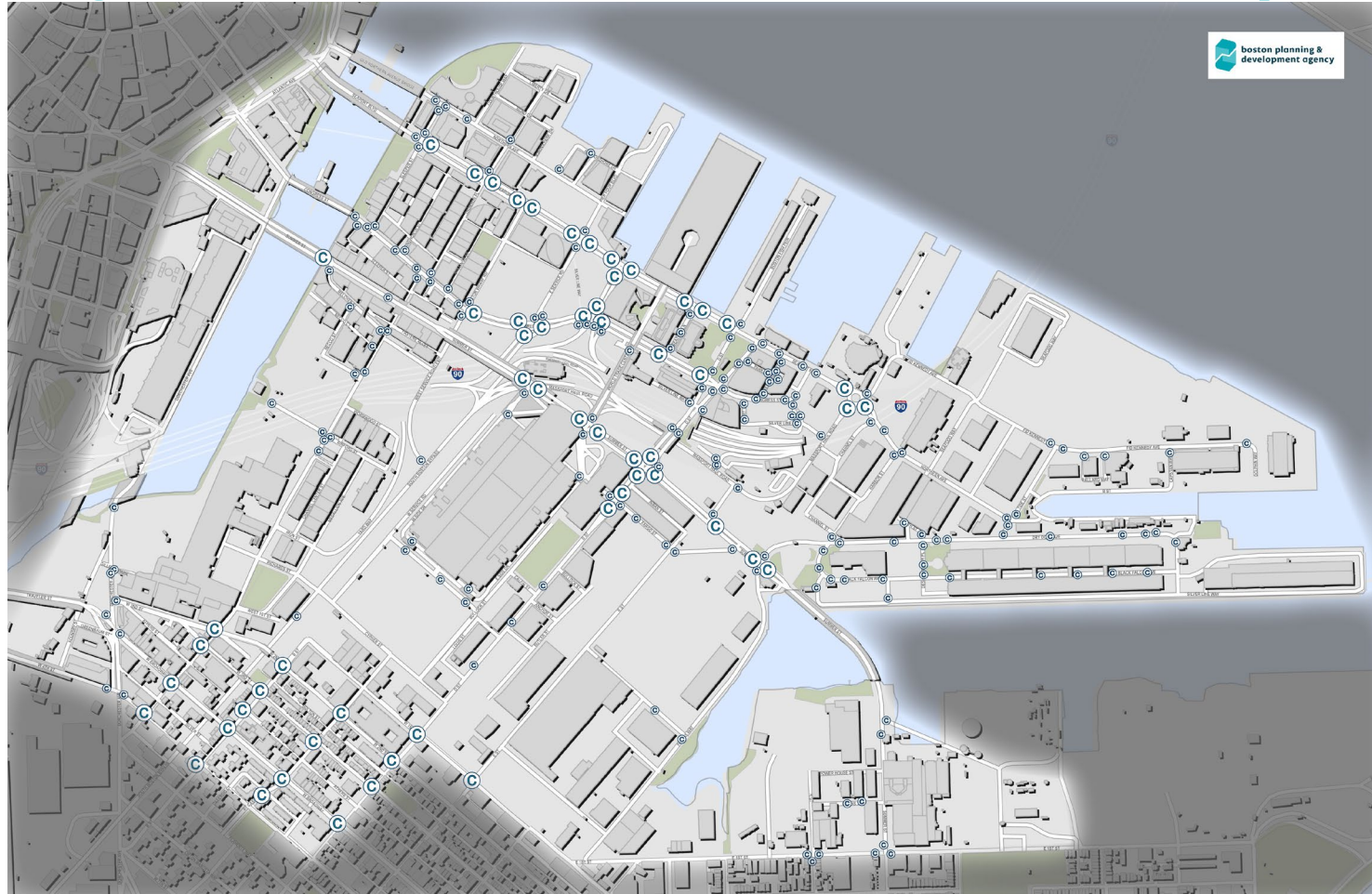
This map was produced by Statistik for the Boston Planning and Development Agency. The locations of features and boundaries shown on this map are approximate and are intended for planning and visualization purposes only. This is not intended for surveying, engineering, or legal purposes.



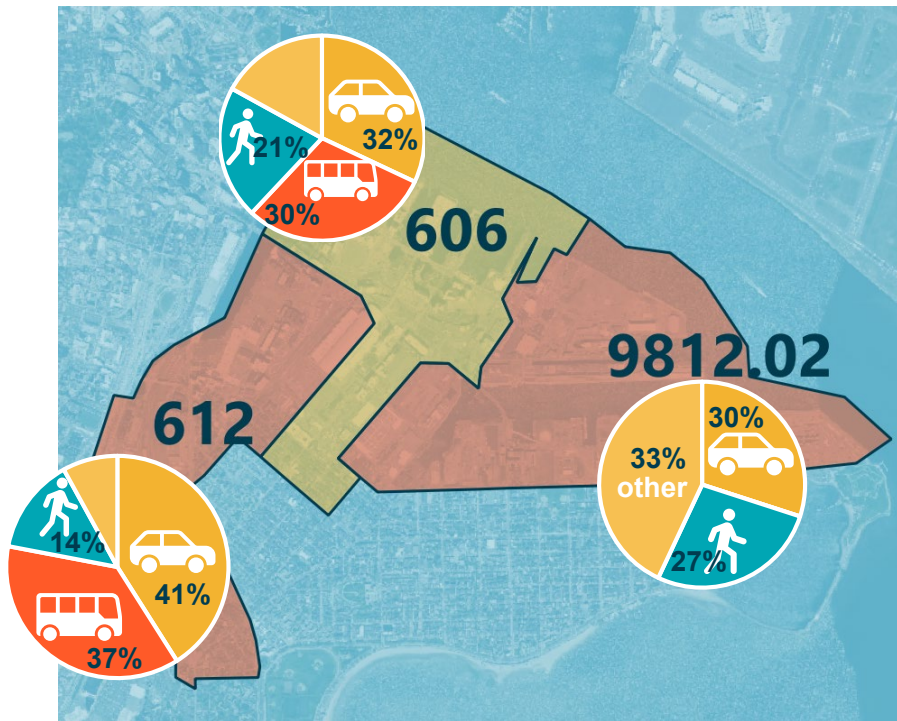
# Existing Conditions – Bike Facilities in SB Seaport



# Existing Conditions – Crosswalks in SB Seaport



# South Boston Seaport in the Census

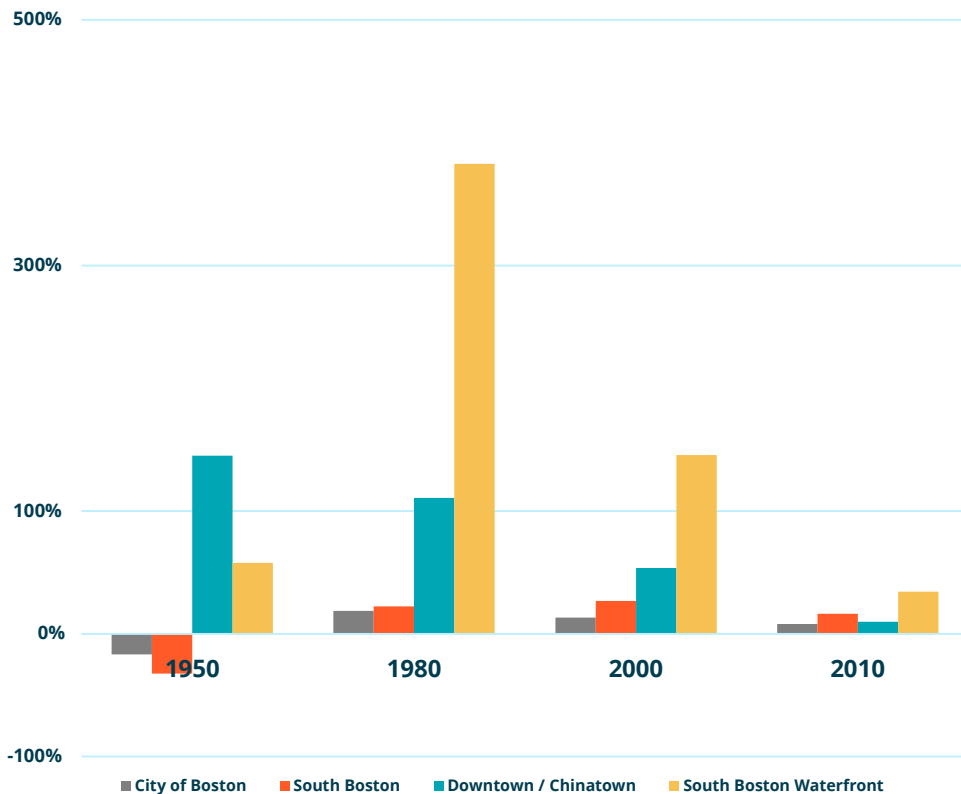


## South Boston Seaport is 3 census tracts

- 606 includes Fort Point, Fan Pier, Seaport Square, Massport lots, and D Street corridor
  - **6<sup>th</sup> largest census tract by number of employees in Massachusetts (24,163 in 2015)**
  - From 2011 to 2015, the tract employed 4,739 more employees
- 9812.02 includes Raymond Flynn Marine Park, Boston Design Center, 776 Summer Street site, and Conley Terminal
- 612 includes A Street corridor, Dorchester Avenue corridor from Broadway to Andrew Square

# Rapid Population Growth

## Percent Change in Population from 2017



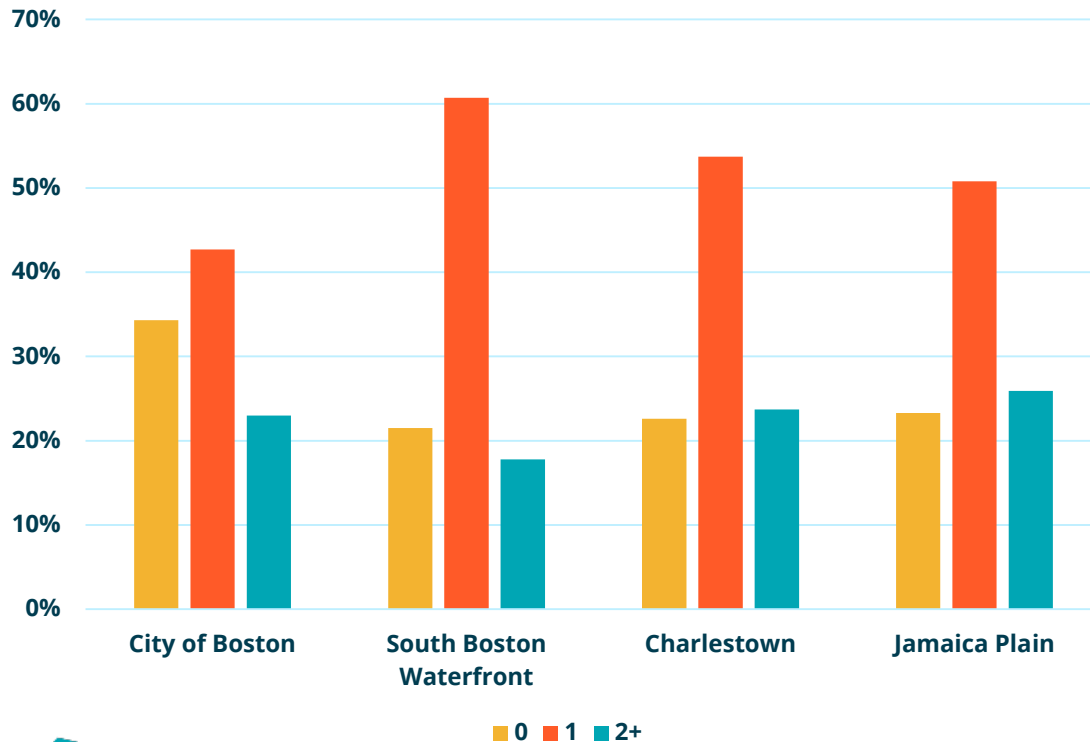
## Change in Population in Neighborhoods around the South Boston Waterfront

	1950	1980	2000	2010
<b>City of Boston</b>	<b>803,394</b>	<b>563,736</b>	<b>591,141</b>	<b>619,504</b>
South Boston Waterfront	2,183	713	1,401	2,564
Downtown / Chinatown	7,174	8,342	11,438	15,992
South Boston	53,463	29,607	28,537	31,110

## Neighborhoods with Largest Percent Change in Population

Since 1980	Since 2000	Since 2010
<b>South Boston Waterfront - 383%</b>	<b>South Boston Waterfront - 146%</b>	<b>South Boston Waterfront - 34%</b>
Downtown / Chinatown - 111%	Downtown / Chinatown - 54%	South Boston - 16%
Longwood Medical Area - 74%	Longwood Medical Area - 38%	East Boston - 15%
West End - 45%	West End - 34%	Charlestown - 15%
East Boston - 45%	South Boston - 27%	Hyde Park - 15%

# Relatively High Car Ownership



79% of households in the South Boston Waterfront own at least one car, while only 66% of households in the City of Boston own a car.



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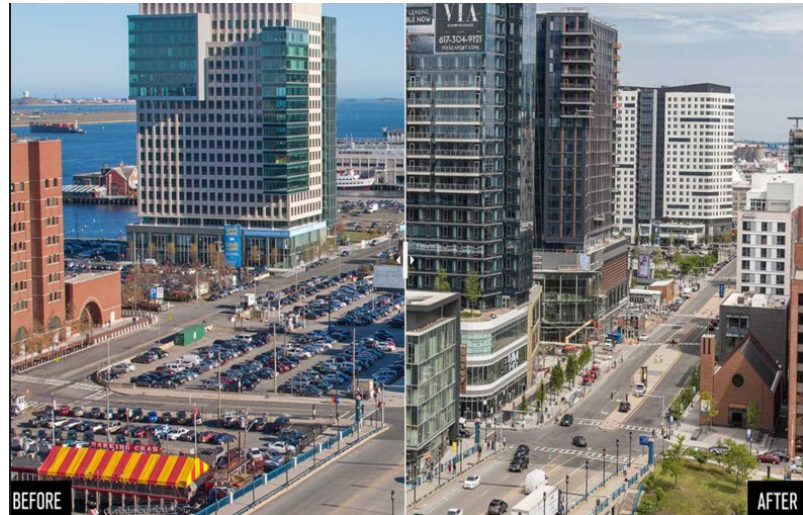


# Challenges and Opportunities

The Future has exceeded our expectations with more job and housing growth in the South Boston Seaport District overall than the Downtown Core overall.

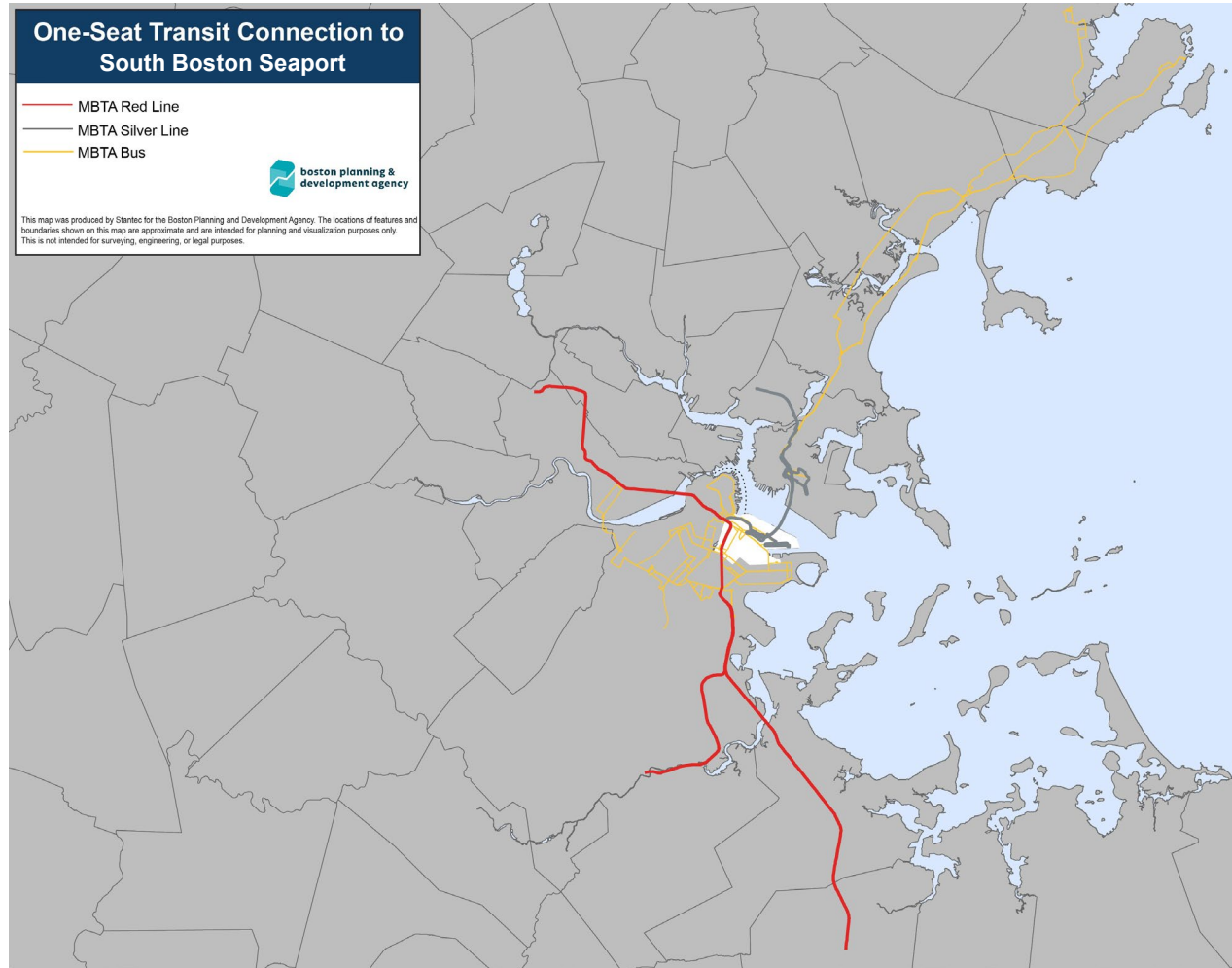
Employment in the South Boston Seaport increased by 36% between 2011 and 2015. Overall, its' share of jobs in the Downtown Boston Core market rose from 11% to 15% in this period.

Since 2010, the South Boston Seaport has seen an 80% increase in housing units. In comparison, the rest of the Downtown Boston Core market saw a 10% increase in units during the same time.



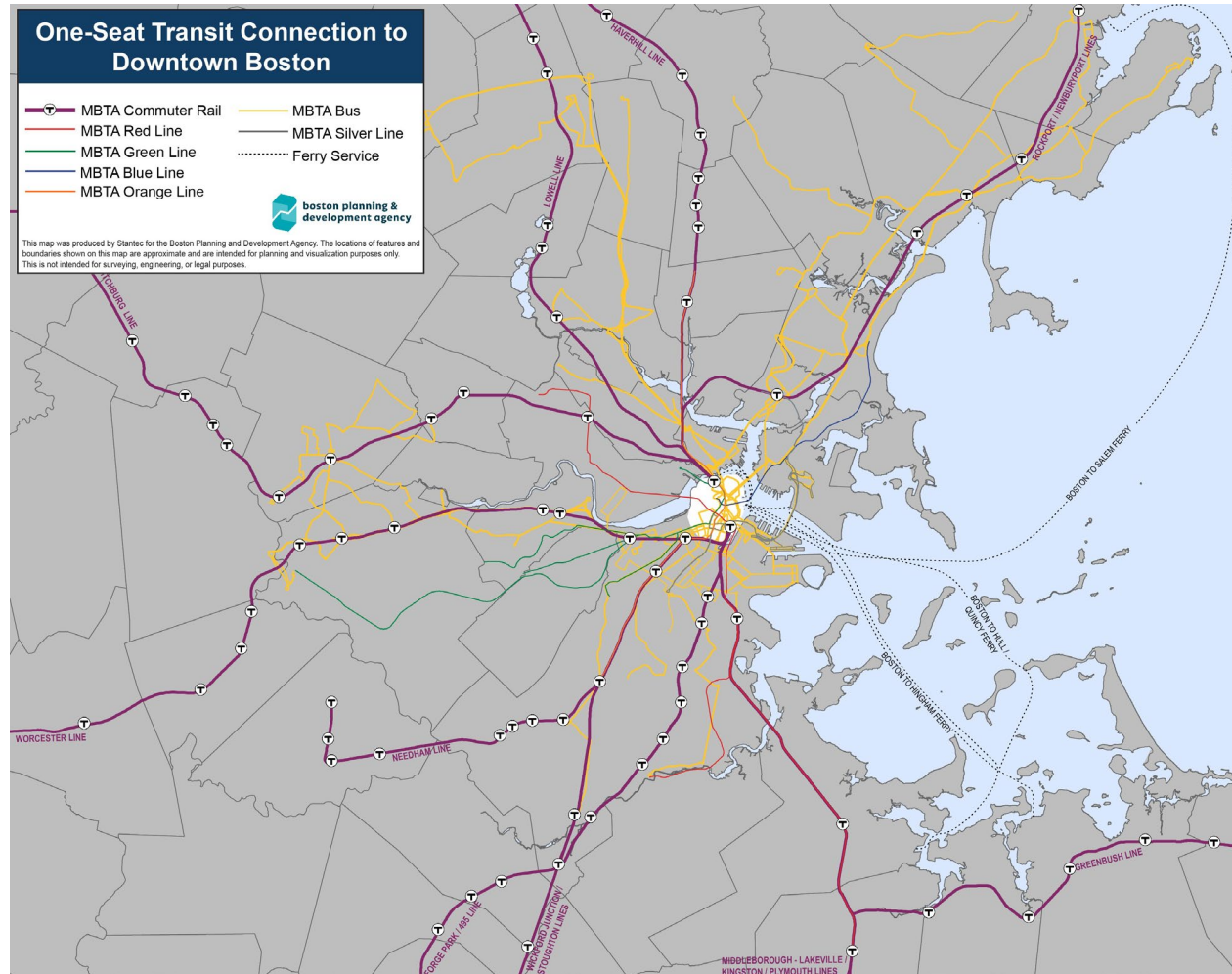
# Challenges & Opportunities

Although the South Boston Seaport is almost the same size as Downtown, there are far less one-seat transit connections to the district.



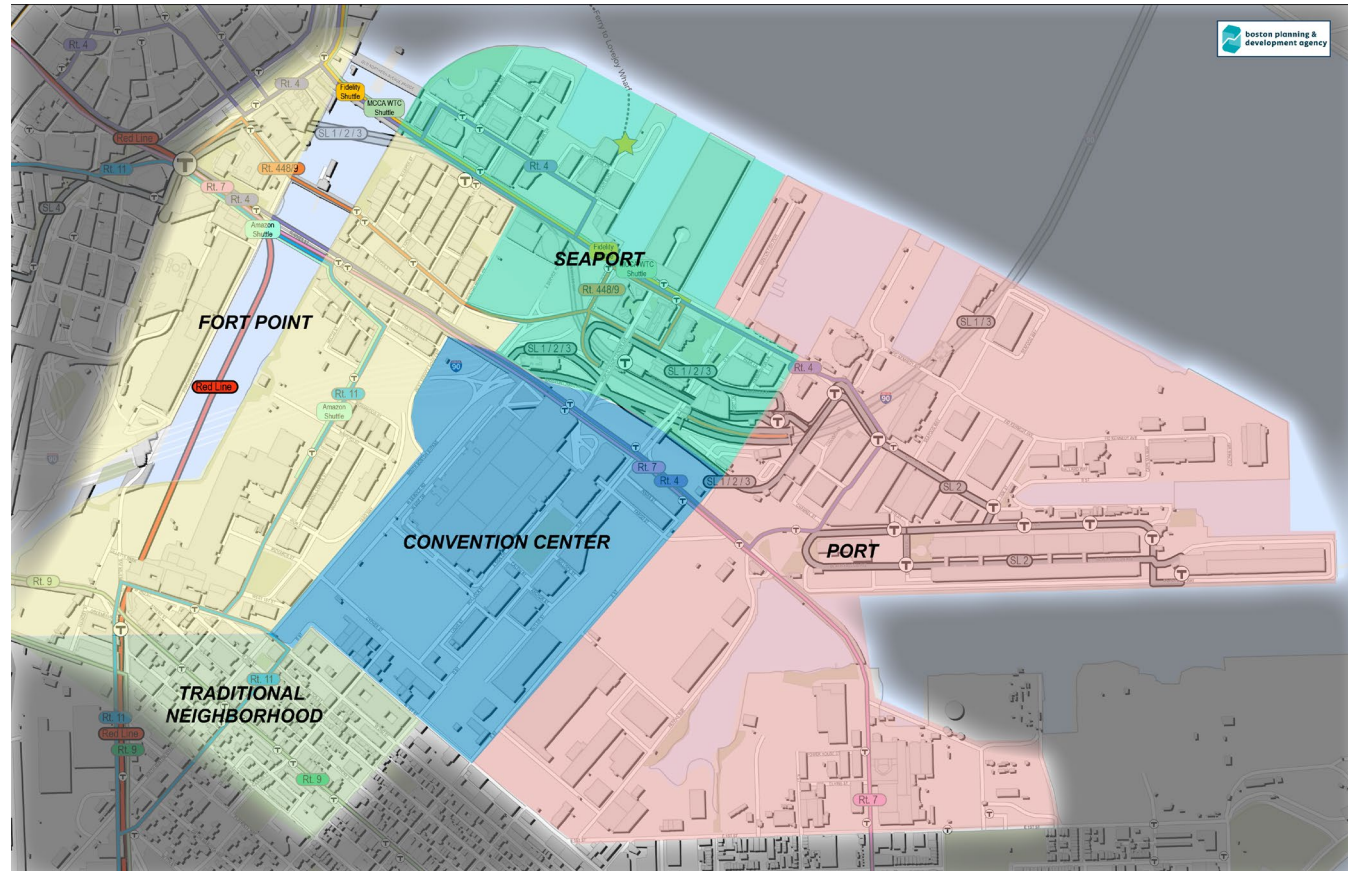
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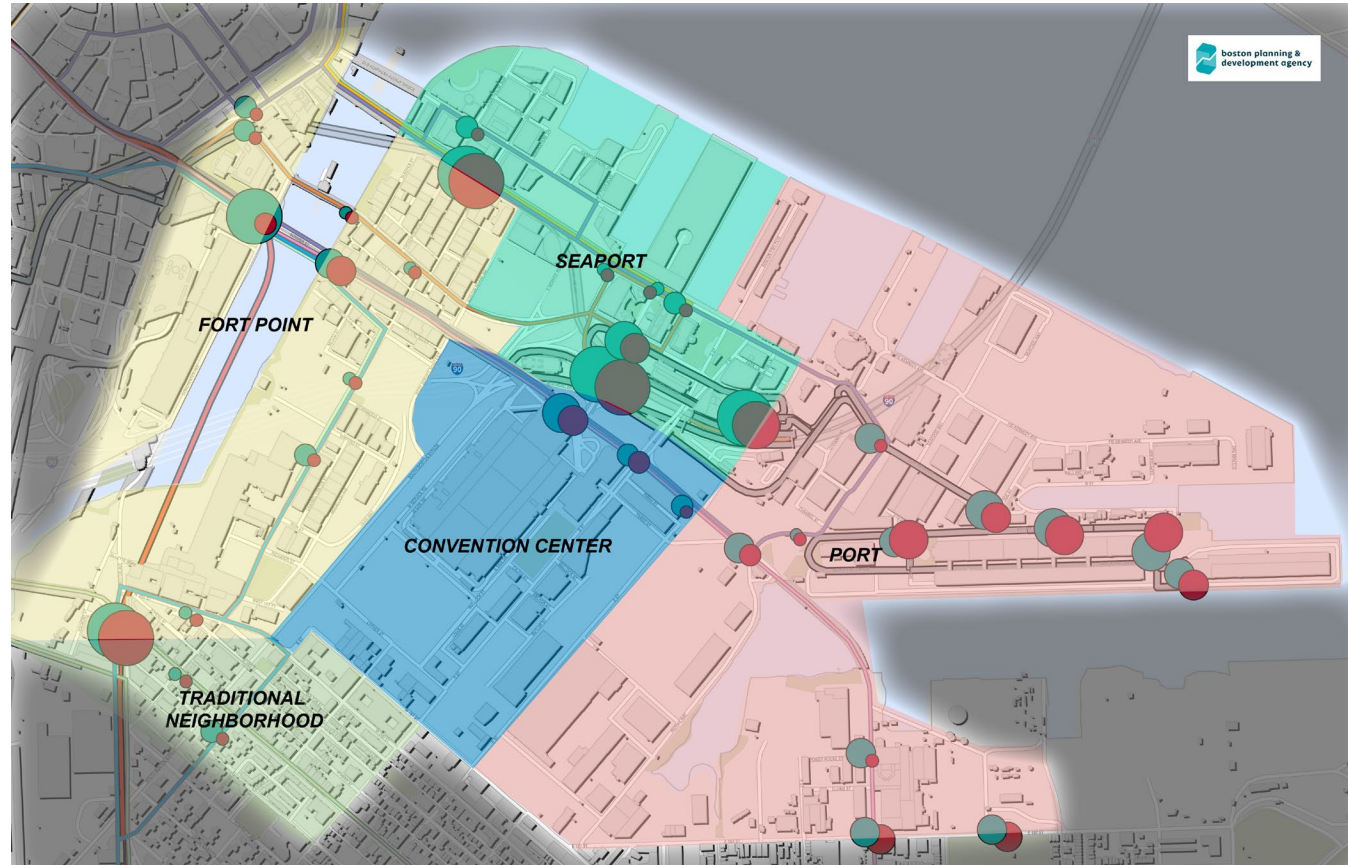
# Challenges & Opportunities

Transit Access levels differ by sub-neighborhood

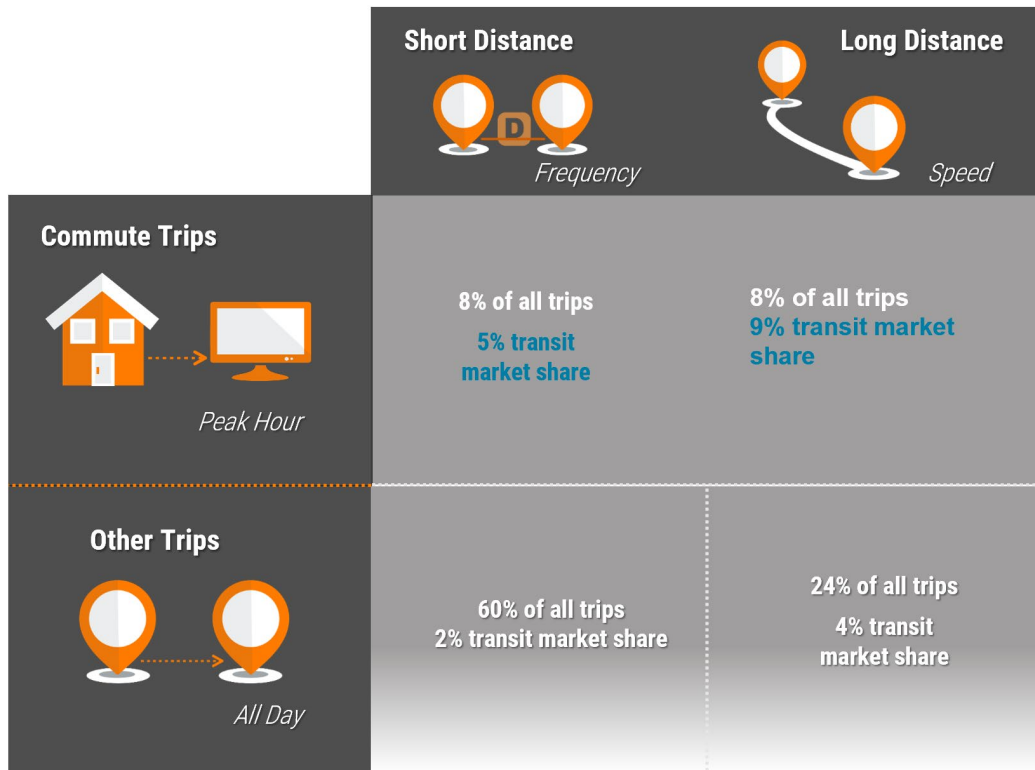


# Challenges & Opportunities

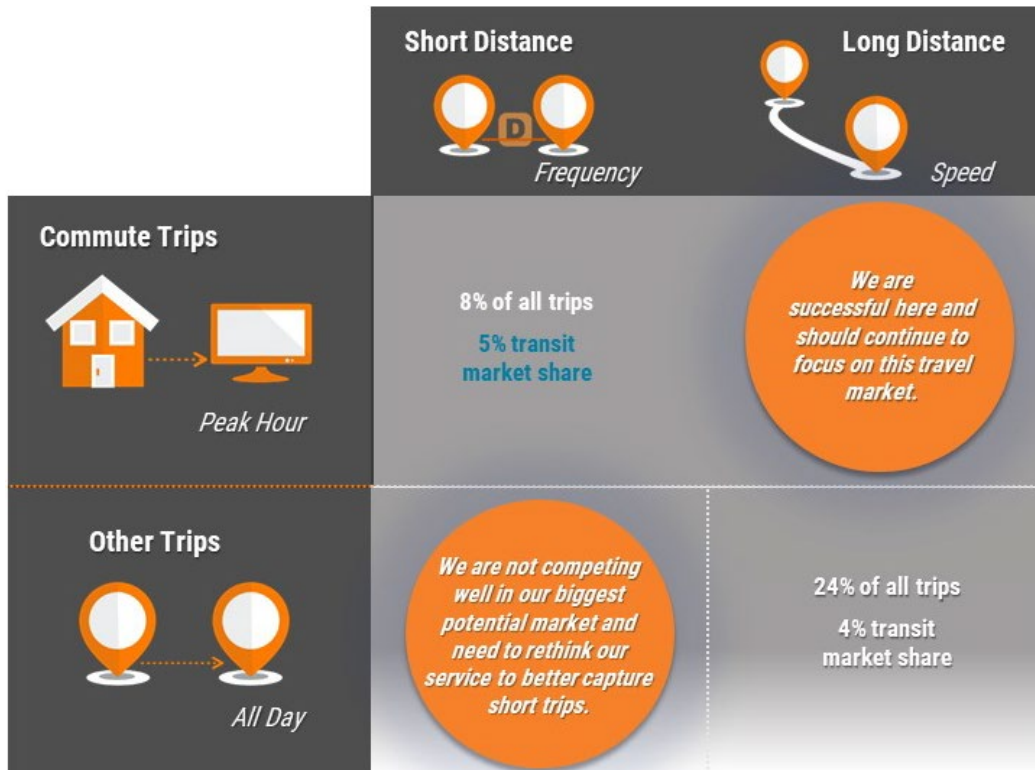
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# Opportunities – Capitalize on Short Distances



# Opportunities – Capitalize on Short Distances

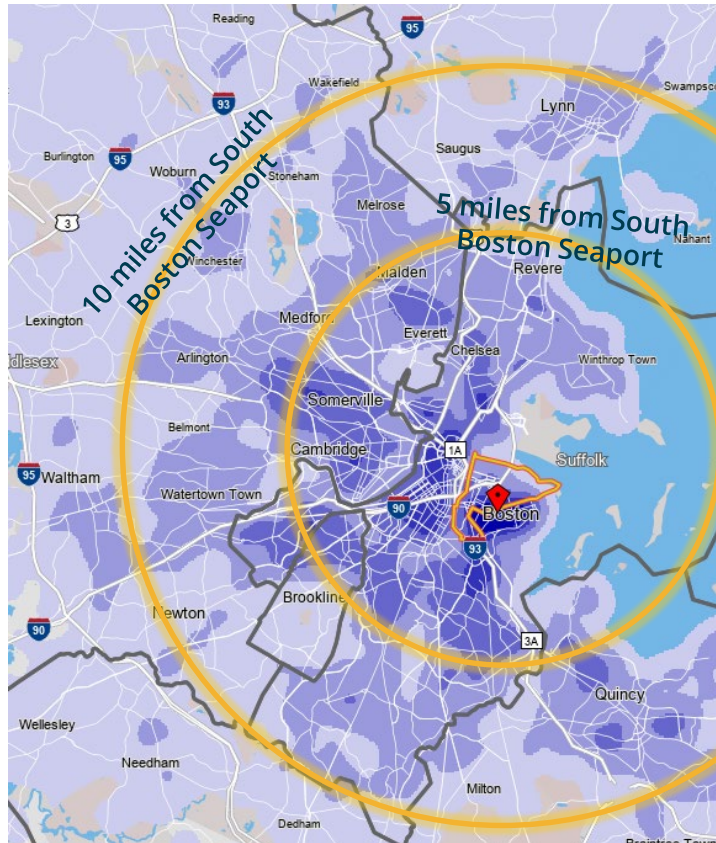




# Opportunities – Travel Time Comparison with Auto

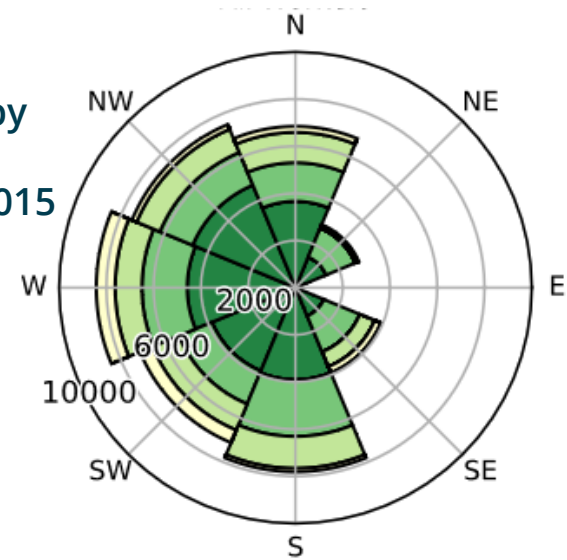


# Trip Distribution - Employees



Source: US Census Bureau, OnTheMap

## Job Counts by Distance / Direction in 2015

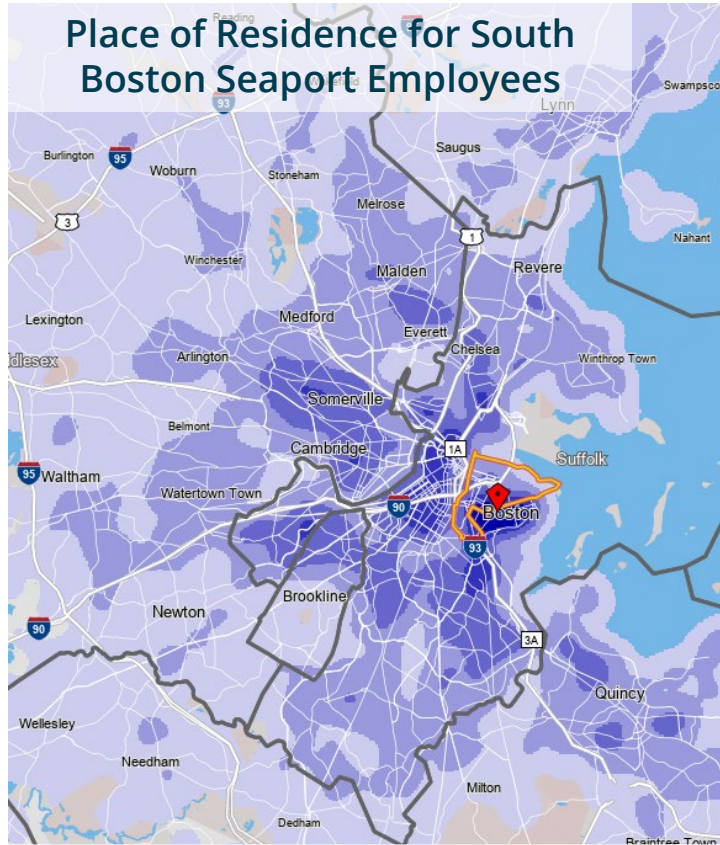


## Share of Jobs in South Boston Seaport by Distance from Home Tract

Less than 10 miles	53%
10 to 24 miles	27%
25 to 50 miles	25%
Greater than 50 miles	5%

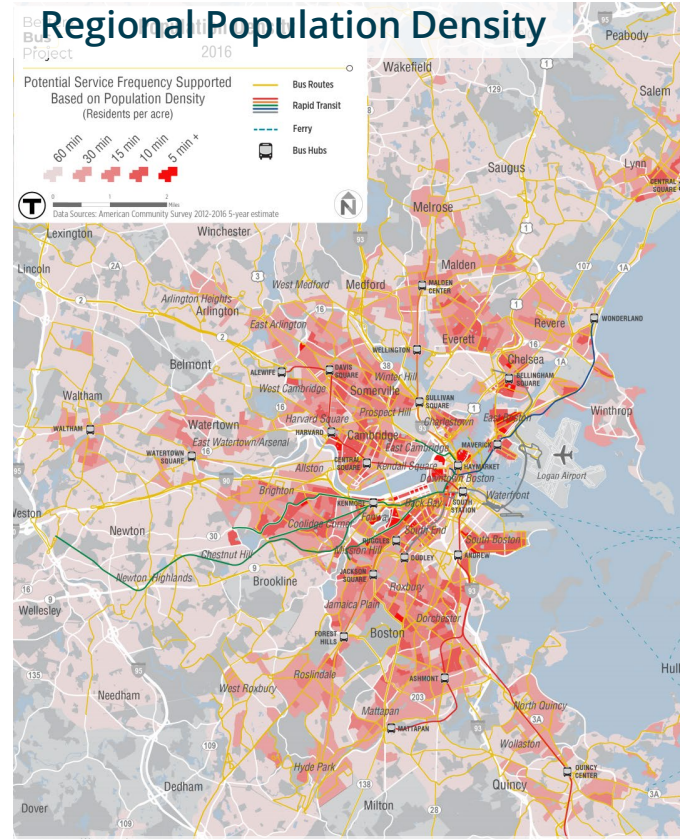
# Trip Distribution - Employees

## Place of Residence for South Boston Seaport Employees



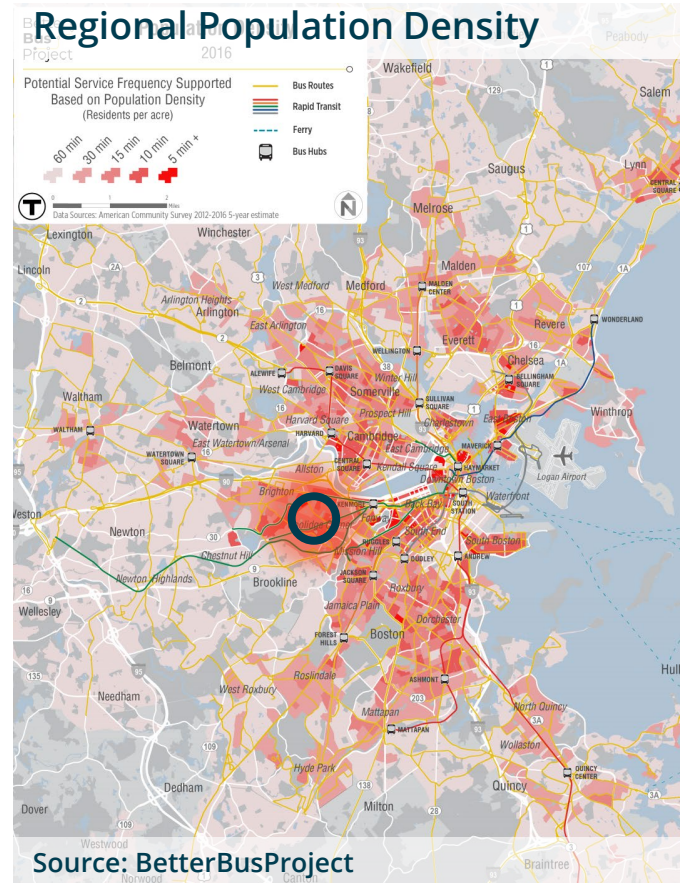
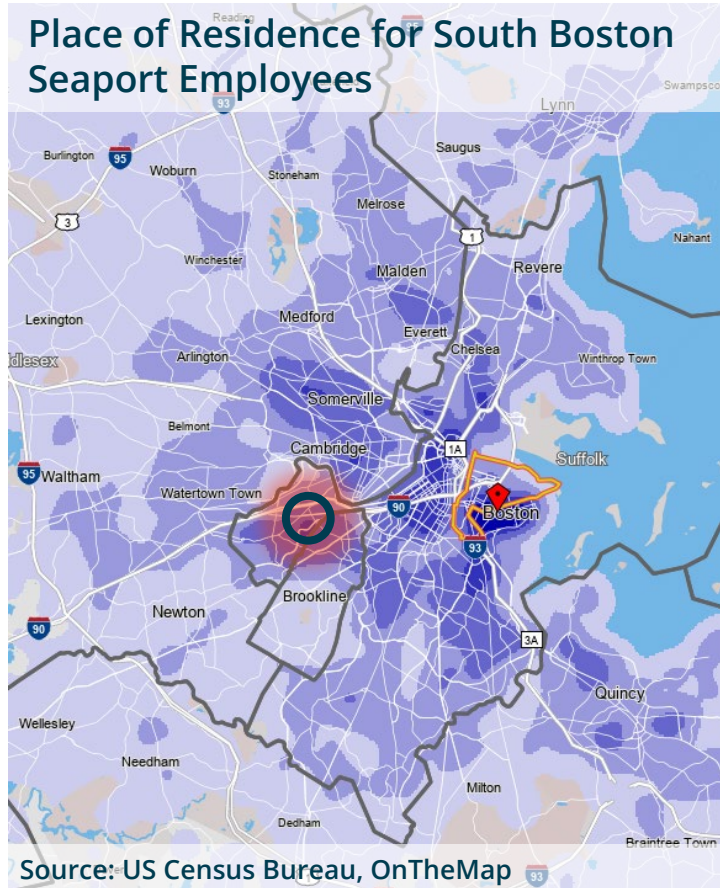
Source: US Census Bureau, OnTheMap

## Regional Population Density



Source: BetterBusProject

# Commute to South Boston Seaport - Allston



# Commute Allston to South Boston Seaport

**Seaport Hotel**

Distance: ~ 6 miles

**Transit: 42-56 min.**

**Transfers: 2-3**

Map navigation icons: Home, Car, Bus, Train, Walk, Bike, Plane, Close.

Allston, Boston, MA 02134

Seaport Hotel, 1 Seaport Ln, Boston, MA

Depart at: 8:05 AM, Mon, Jun 17

OPTIONS

Send directions to your phone

8:16 AM – 8:58 AM, 42 min

Walking > Bus > Framingham/Worcester Line > Silver Line Way - South Station > Walking

8:30 AM from Boston Landing

Walking 20 min

DETAILS

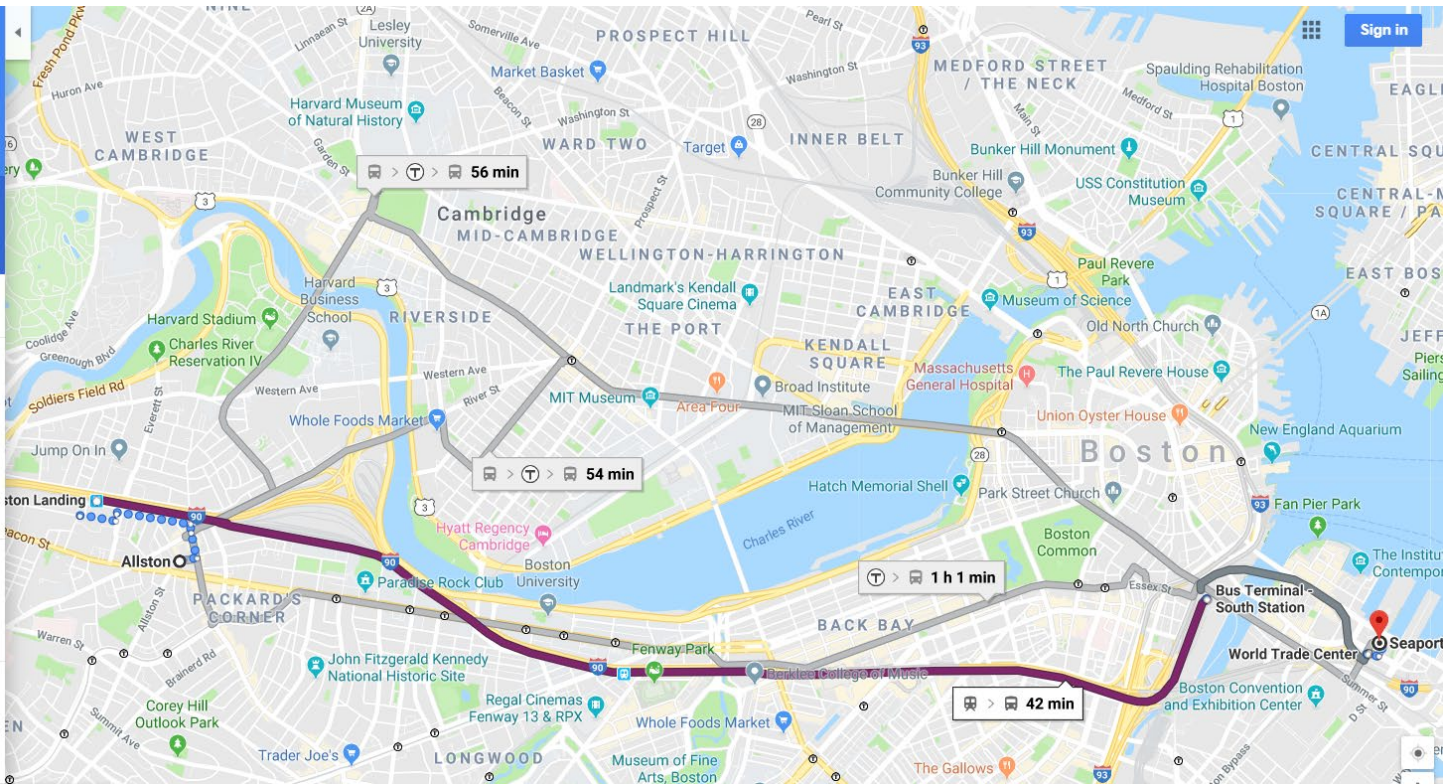
8:09 AM – 9:05 AM, 56 min

Walking > Bus 66 > Red Line > SL1 > Walking

8:16 AM – 9:10 AM, 54 min

Walking > Bus 64 > Red Line > Bus > Walking

Silver Line Way - South Station > Walking



# Commute Allston to South Boston Seaport

**Seaport Hotel**

Distance: ~ 6 miles

Transit: 42-56 min.

Transfers: 2-3

**Drive Time**

**12-22 min.**

Menu

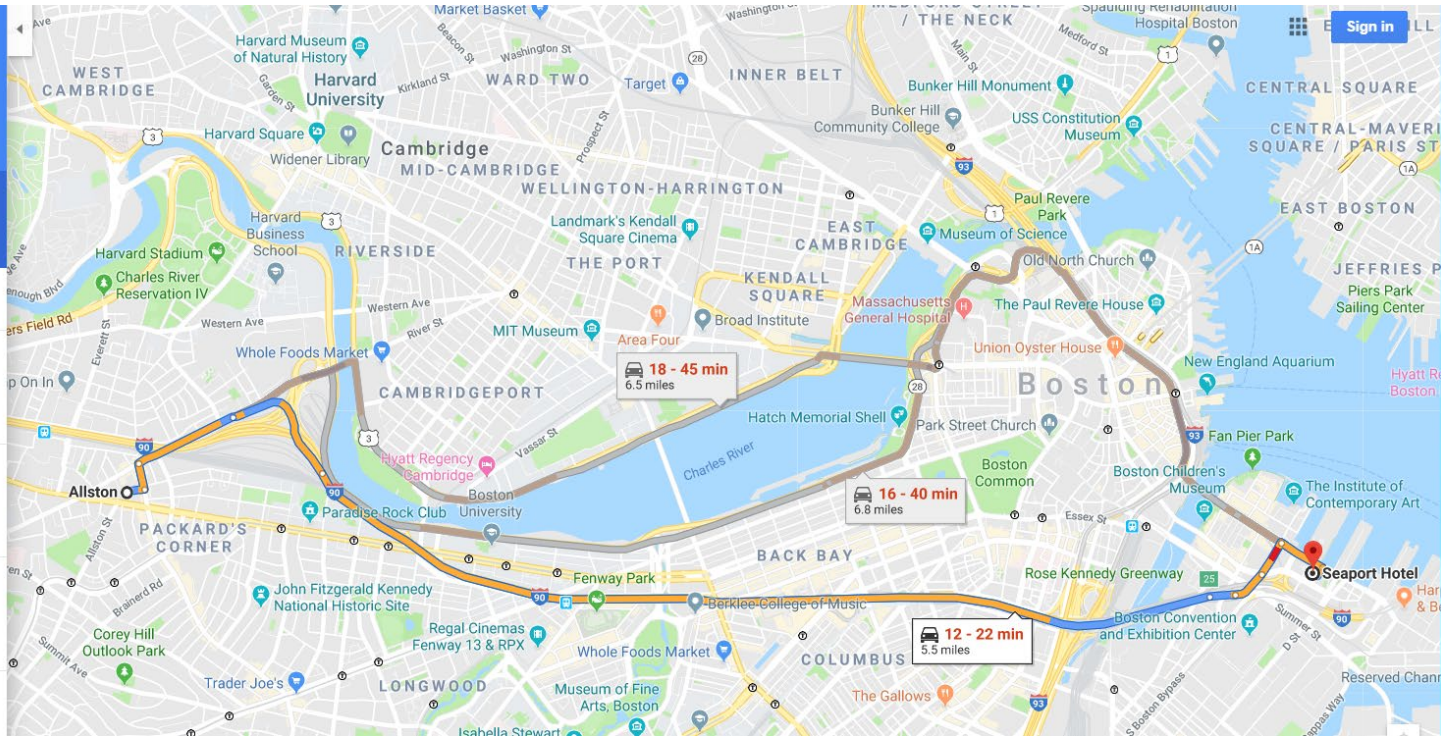
Allston, Boston, MA 02134

Seaport Hotel, 1 Seaport Ln, Boston, MA

Depart at 8:05 AM Mon, Jun 17

OPTIONS

- via I-90 E  
typically 12 - 22 min  
Arrive around 8:27 AM  
5.5 miles
- via Storrow Dr  
typically 16 - 40 min  
Arrive around 8:45 AM  
6.8 miles
- via Memorial Dr  
typically 18 - 45 min  
Arrive around 8:50 AM  
6.5 miles



# Commute Allston to South Boston Seaport

**Design Center**

Distance: ~ 6 miles

**Transit: 50-60 min.**

**Transfers: 2-3**

The screenshot shows a transit app interface with a blue header and a map view. The header includes a menu icon, a search bar with 'Allston, Boston, MA 02134' and 'Design Center Pl, Boston, MA 02210', a 'Depart at' dropdown set to '8:05 AM' on 'Mon, Jun 17', and a 'Send directions to your phone' button. Below the header, four transit route options are listed, each with a train icon, a time range, a duration, and a list of transit lines. The map view shows a route from Allston to Design Center Place, with callouts indicating transit lines and durations for different segments of the journey.

**Route 1:** 8:16 AM–9:07 AM, 51 min. Framingham/Worcester Line > SL2. 8:30 AM from Boston Landing, 18 min.

**Route 2:** 8:16 AM–9:05 AM, 49 min. Framingham/Worcester Line > 7.

**Route 3:** 8:08 AM–9:11 AM, 1 h 3 min. B > 7.

**Map Callouts:** 1 h 3 min (T > B), 1 h 3 min (T > B), 51 min (B > SL2), 49 min (B > SL2).

# Commute Allston to South Boston Seaport

**Design Center**

Distance: ~ 6 miles

Transit: 50-60 min.

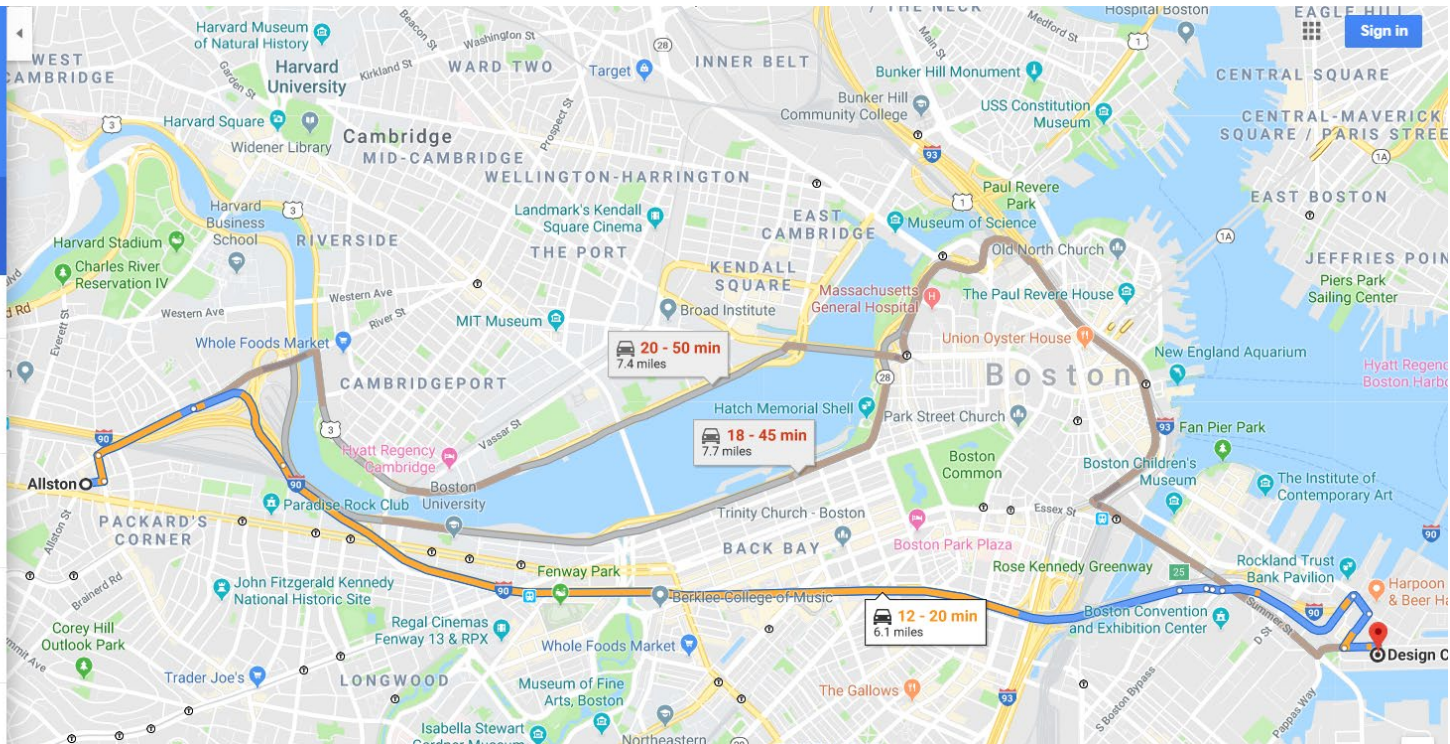
Transfers: 2-3

**Drive Time**

**12-20 min.**

Navigation app interface showing route options from Allston, Boston, MA 02134 to Design Center Pl, Boston, MA 02210. The interface includes a search bar, departure time (8:05 AM), date (Mon, Jun 17), and three route options:

- via I-90 E**: typically 12 - 20 min, Arrive around 8:25 AM, 6.1 miles
- via Storrow Dr**: typically 18 - 45 min, Arrive around 8:50 AM, 7.7 miles
- via Memorial Dr**: typically 20 - 50 min, Arrive around 8:55 AM, 7.4 miles



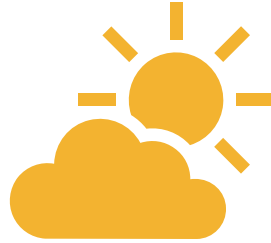


# Mobility is more than commute time

Convenience



Weather



Ease



Effort



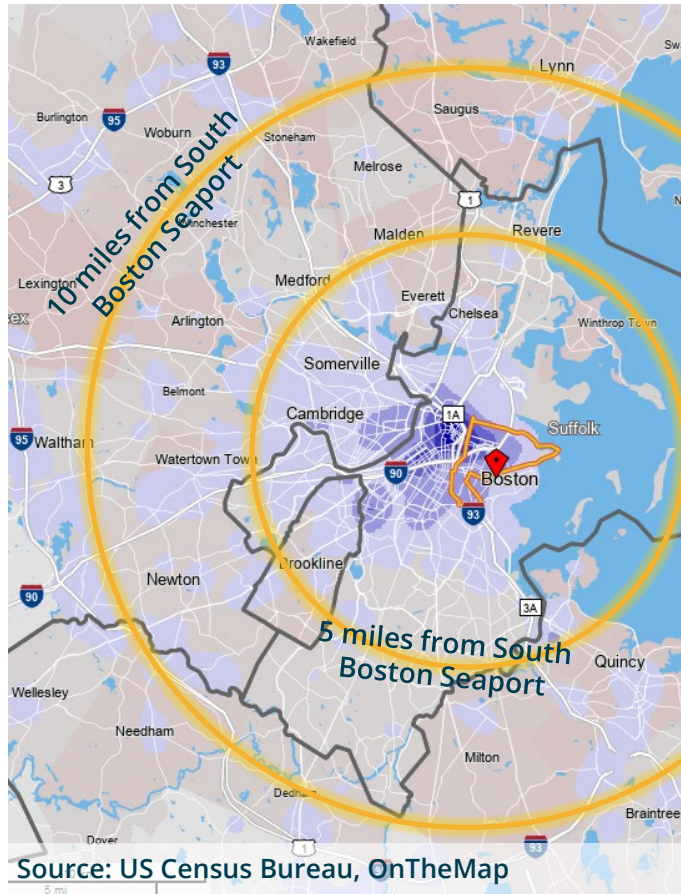
Reliability



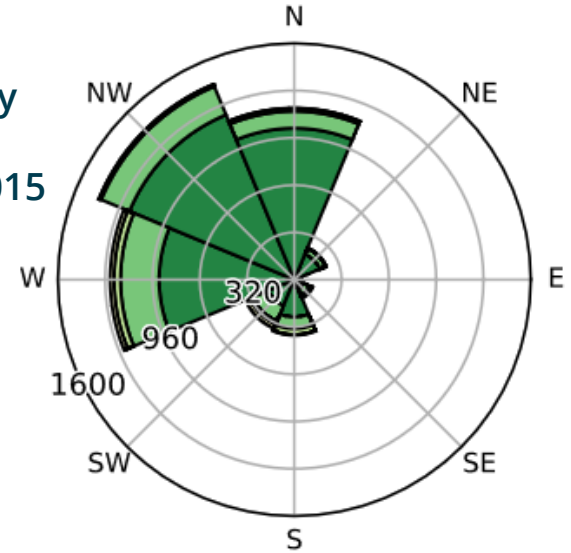
Cost



# Trip Distribution – Residents Commuting



Job Counts by Distance / Direction in 2015

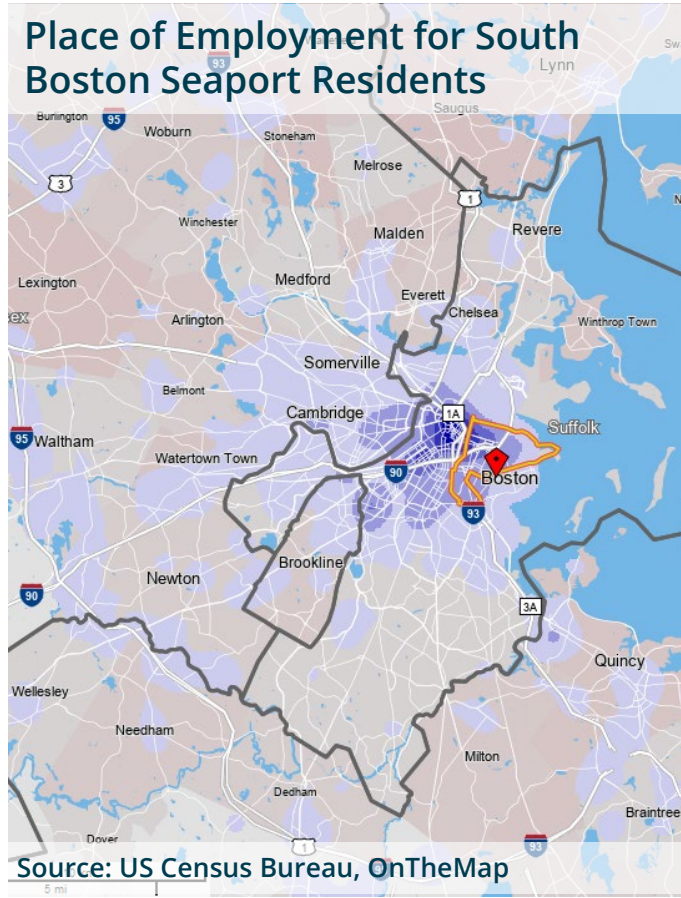


Share of Resident Jobs by Distance from South Boston Seaport

Less than 10 miles	78%
10 to 24 miles	17%
25 to 50 miles	3%
Greater than 50 miles	2%

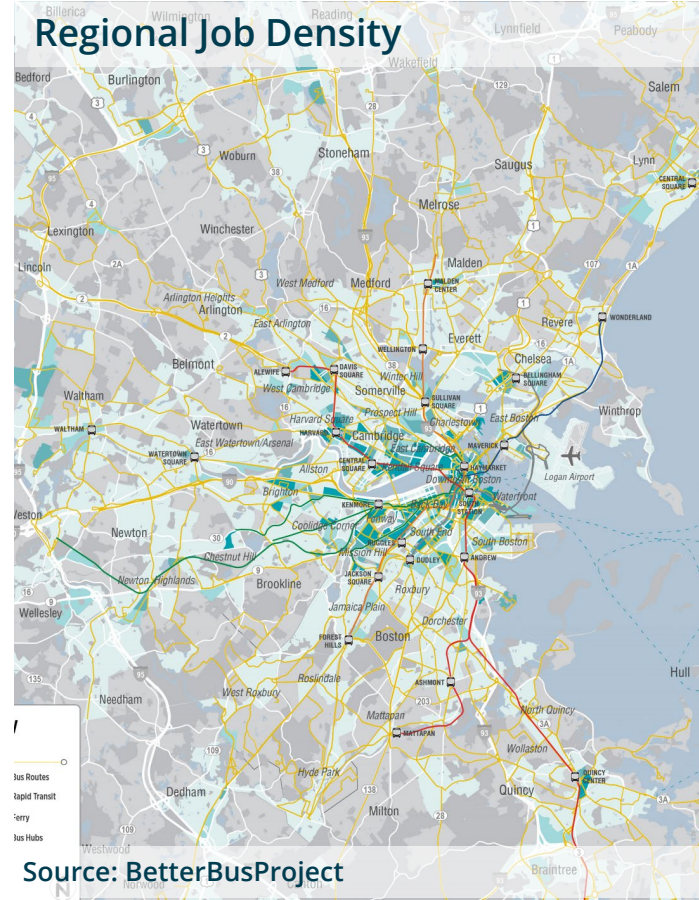
# Trip Distribution – Residents Commuting

## Place of Employment for South Boston Seaport Residents



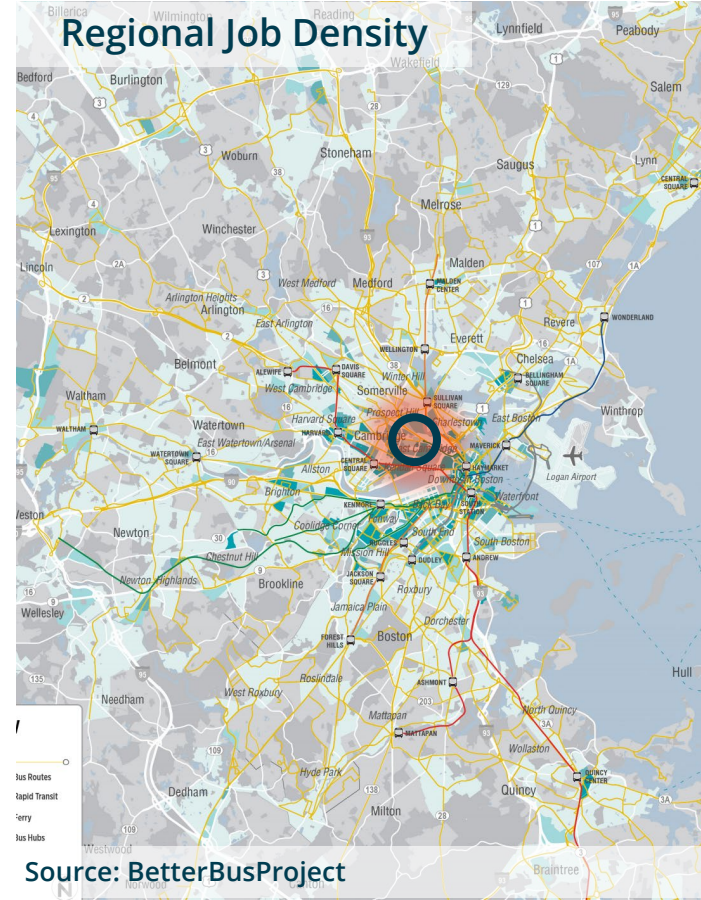
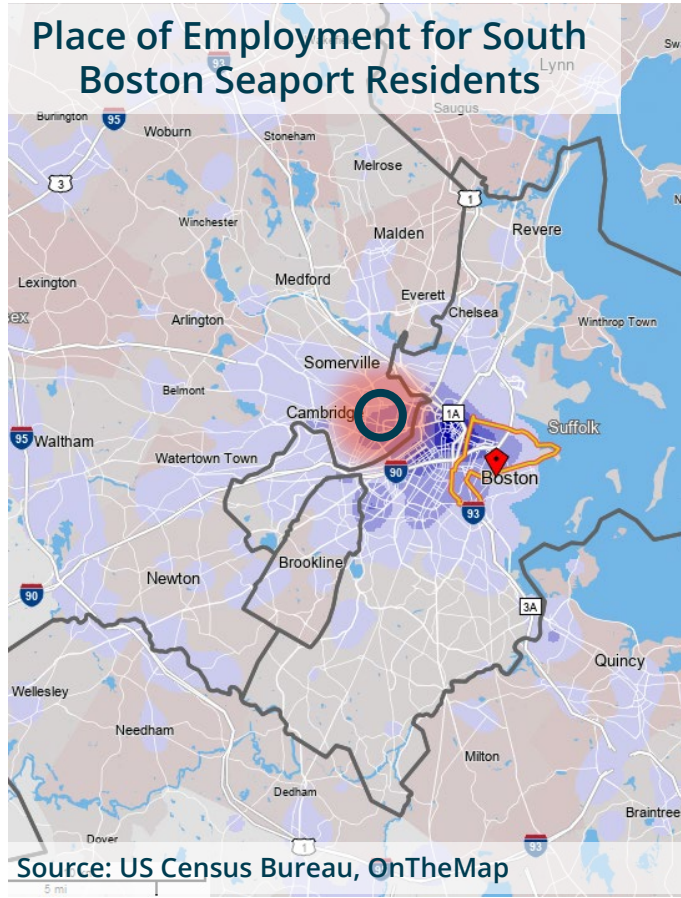
Source: US Census Bureau, OnTheMap

## Regional Job Density



Source: BetterBusProject

# South Boston Seaport Residents to Kendall



# South Boston Seaport Residents to Kendall

**Watermark Seaport Apts**  
Distance: 5.9 miles

**Transit: 23-26 min.**  
**Transfers: 2**

**Watermark Seaport Apartments, 85 Seaport Blvd**  
**Kendall Square, Cambridge, MA**

Depart at: 8:00 AM, Mon, Jun 17

Send directions to your phone

Route	Time	Transfers
8:05 AM—8:28 AM SL2 > Red Line	23 min	1
8:07 AM—8:32 AM Silver Line Way - South Station > Red Line	25 min	1
8:10 AM—8:36 AM SL2 > Red Line	26 min	1

The map shows the following route details:  
- **Blue route (23 min):** Watermark Seaport Apartments to Kendall Square via the Silver Line.  
- **Red route (24 min):** Watermark Seaport Apartments to Downtown Crossing via the Silver Line, then transfer to the Red Line to Kendall Square.  
- **Grey route (25 min):** Watermark Seaport Apartments to Courthouse Station via the Silver Line, then transfer to the Red Line to Kendall Square.

# South Boston Seaport Residents to Kendall

**Watermark Seaport Apts**

Distance: 5.9 miles

Transit: 23-26 min.

Transfers: 2

**Drive Time**

**9-20 min.**

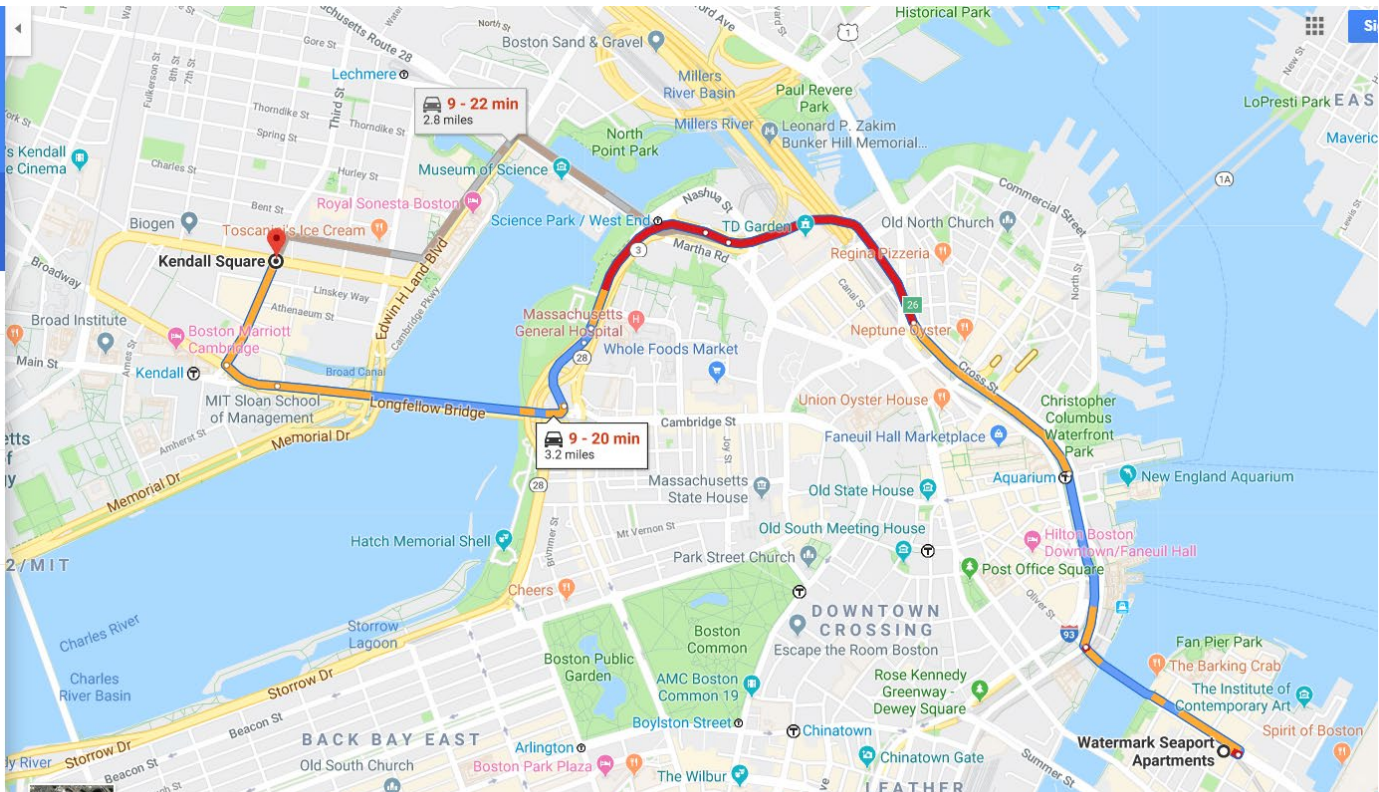
Watermark Seaport Apartments, 85 Seaport Blvd  
Kendall Square, Cambridge, MA

Depart at 8:00 AM Mon, Jun 17

Send directions to your phone

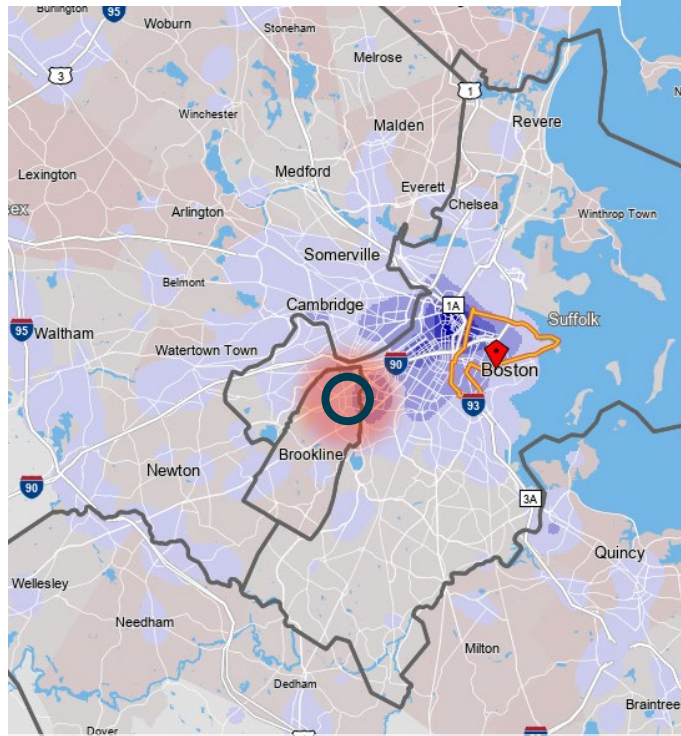
via MA-3 S typically 9 - 20 min  
Arrive around 8:20 AM  
3.2 miles

via I-93 N typically 9 - 22 min  
Arrive around 8:22 AM  
2.8 miles



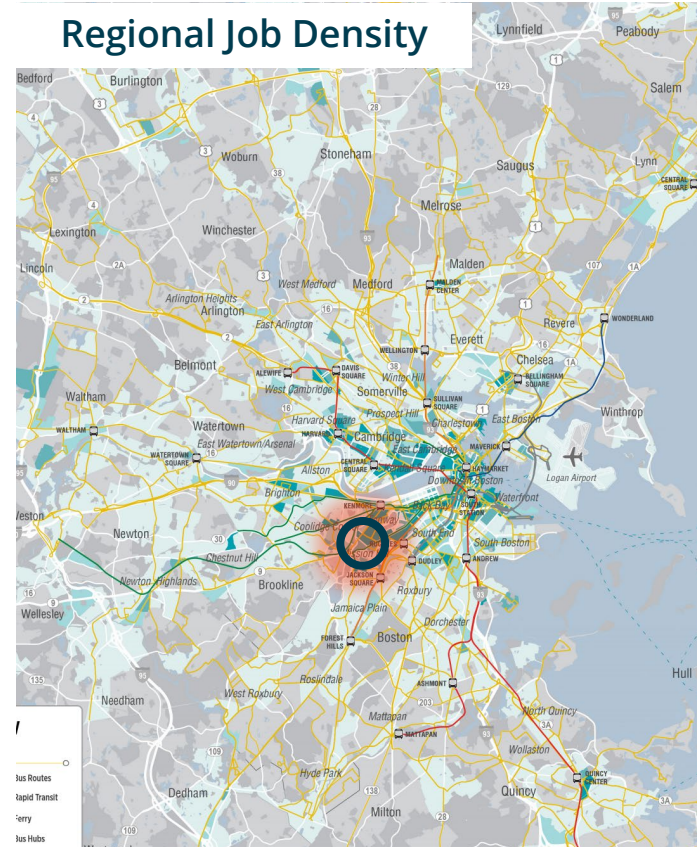
# South Boston Seaport Residents to LMA

## Place of Employment for South Boston Seaport Residents



Source: US Census Bureau, OnTheMap

## Regional Job Density



Source: BetterBusProject

# South Boston Seaport Residents to LMA

**Watermark Seaport Apts**  
Distance: ~5 miles

**Transit: 41-49 min.**  
**Transfers: 2-3**

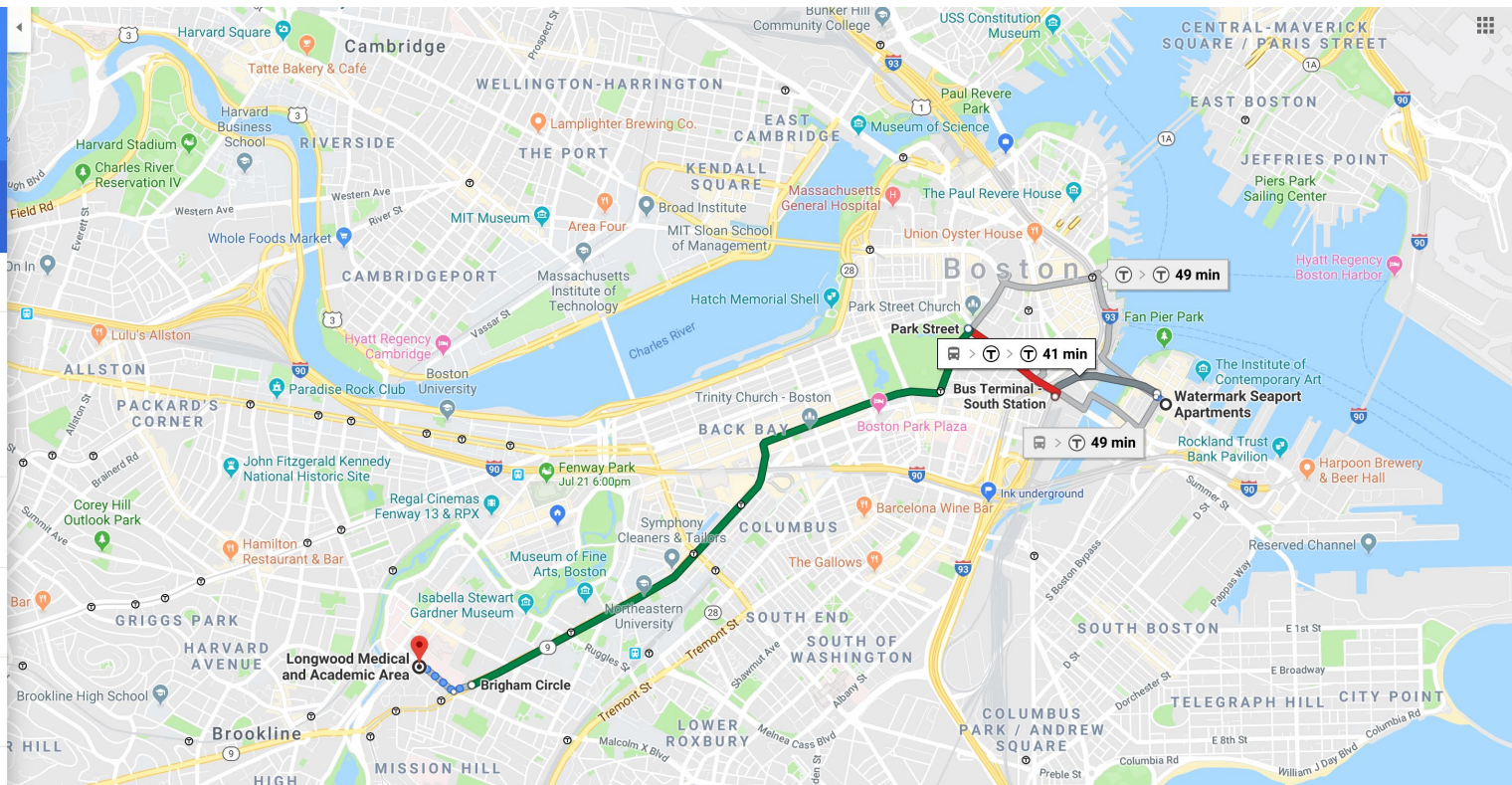
Watermark Seaport Apartments, 85 Seaport Blvd  
Longwood Medical and Academic Area

Depart at 8:00 AM Tue, Jun 18

Send directions to your phone

8:05 AM–8:46 AM	41 min
8:08 AM from Courthouse Station	9 min
8:10 AM–8:52 AM	42 min
8:03 AM–8:52 AM	49 min
8:09 AM–8:58 AM	49 min

SCHEDULE EXPLORER





# South Boston Seaport Residents to LMA

**Watermark Seaport Apts**  
Distance: ~5 miles

Transit: 41-49 min.  
Transfers: 2-3

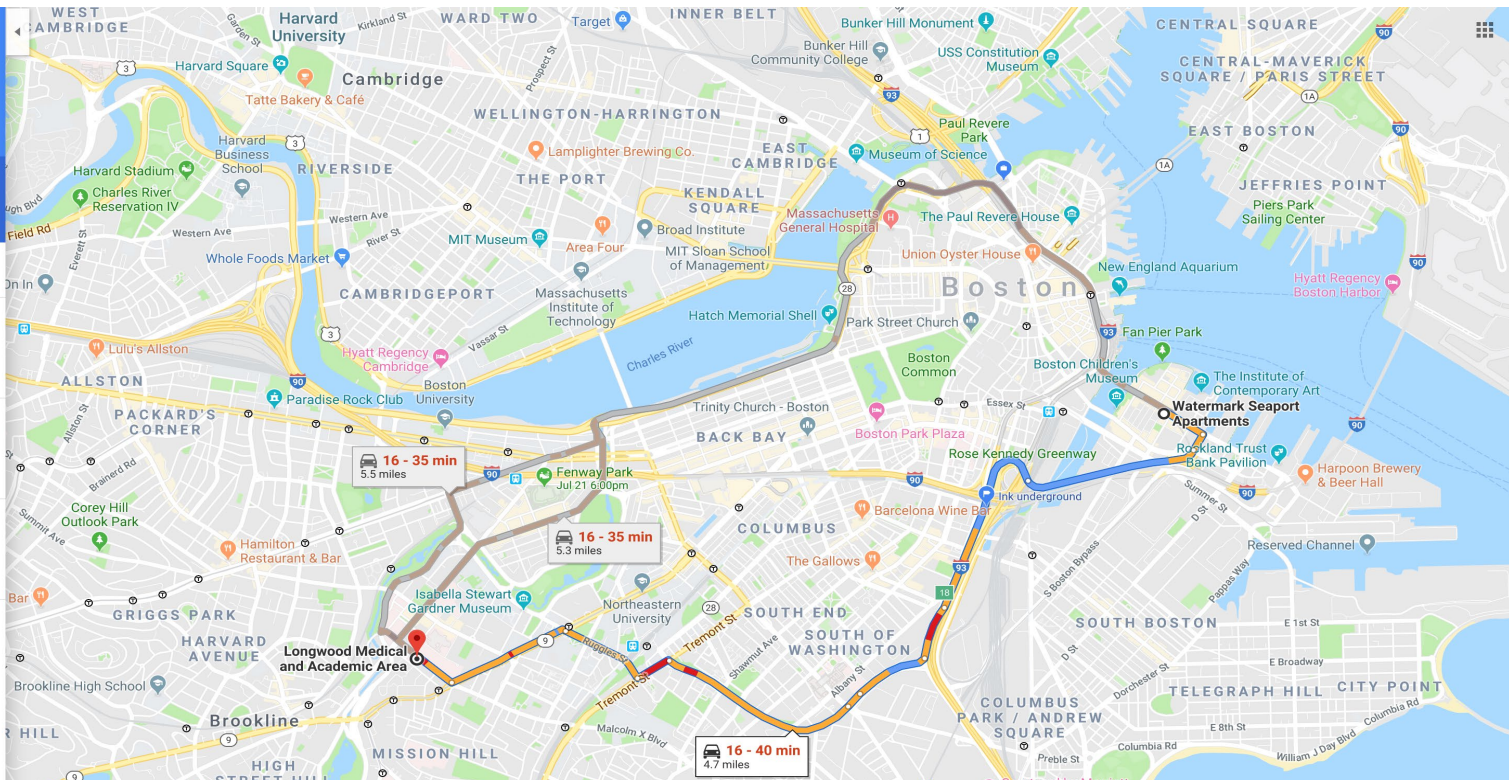
**Drive Time**  
**16-40 min.**

Watermark Seaport Apartments, 85 Seaport Blvd  
Longwood Medical and Academic Area

Depart at 8:00 AM Tue, Jun 18

Send directions to your phone

- via Melnea Cass Blvd  
typically 16 - 40 min  
Arrive around 8:40 AM  
4.7 miles
- via Storrow Dr  
typically 16 - 35 min  
Arrive around 8:35 AM  
5.3 miles
- via Storrow Dr and Beacon St  
typically 16 - 35 min  
Arrive around 8:35 AM  
5.5 miles



# South Boston Seaport is more than a Workplace

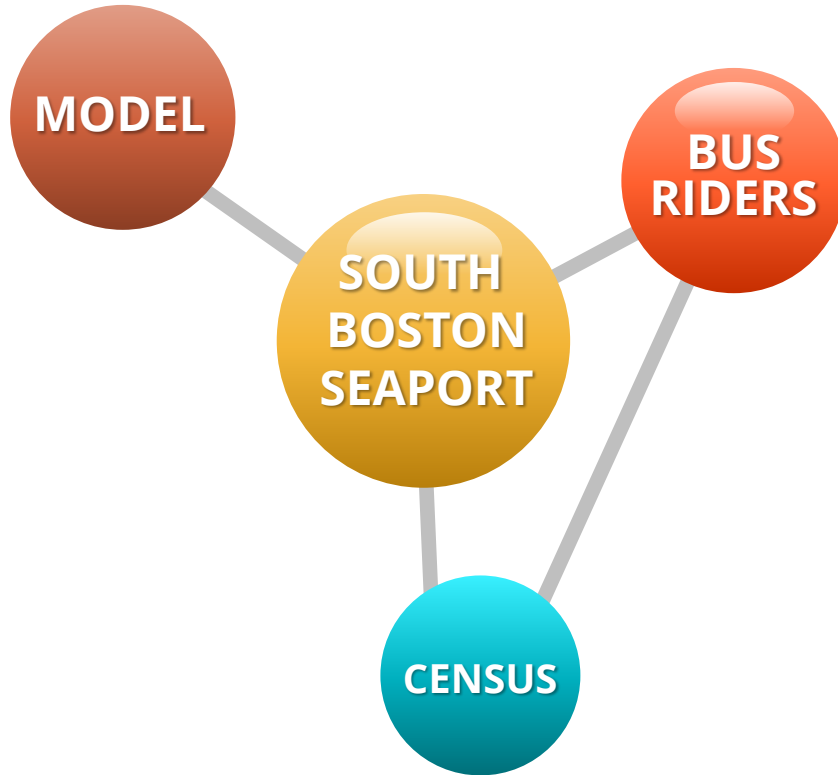


# Opportunities – What we can do now

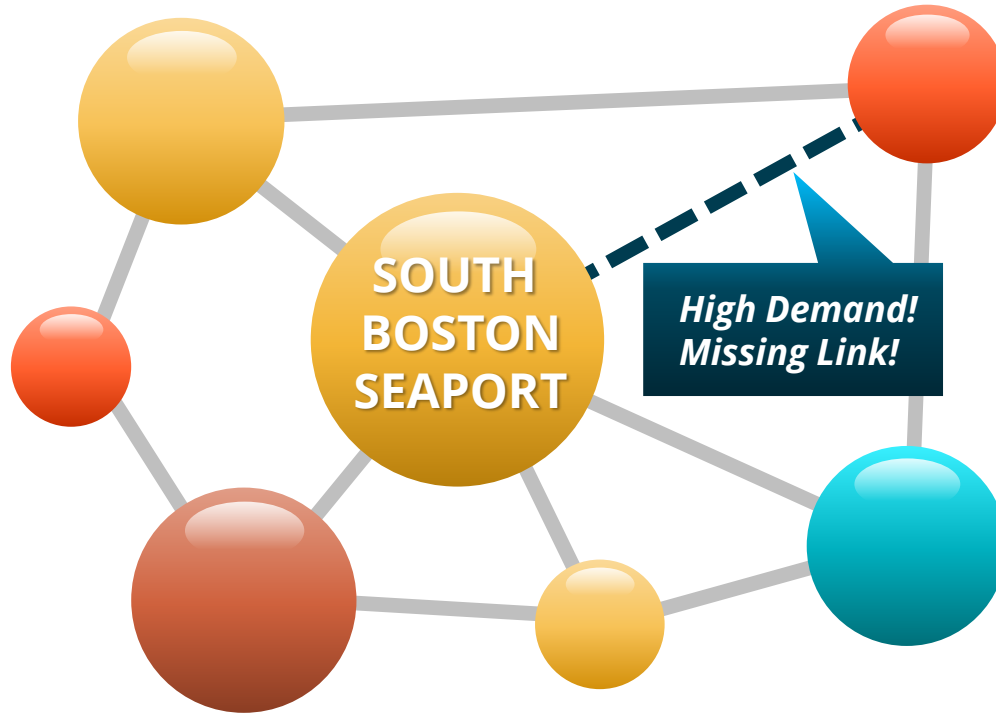
- BRT Pilots
- Consolidate Shuttles
- Transit First Policies
- Better Bus Recommendations
- Roadway Infrastructure Changes



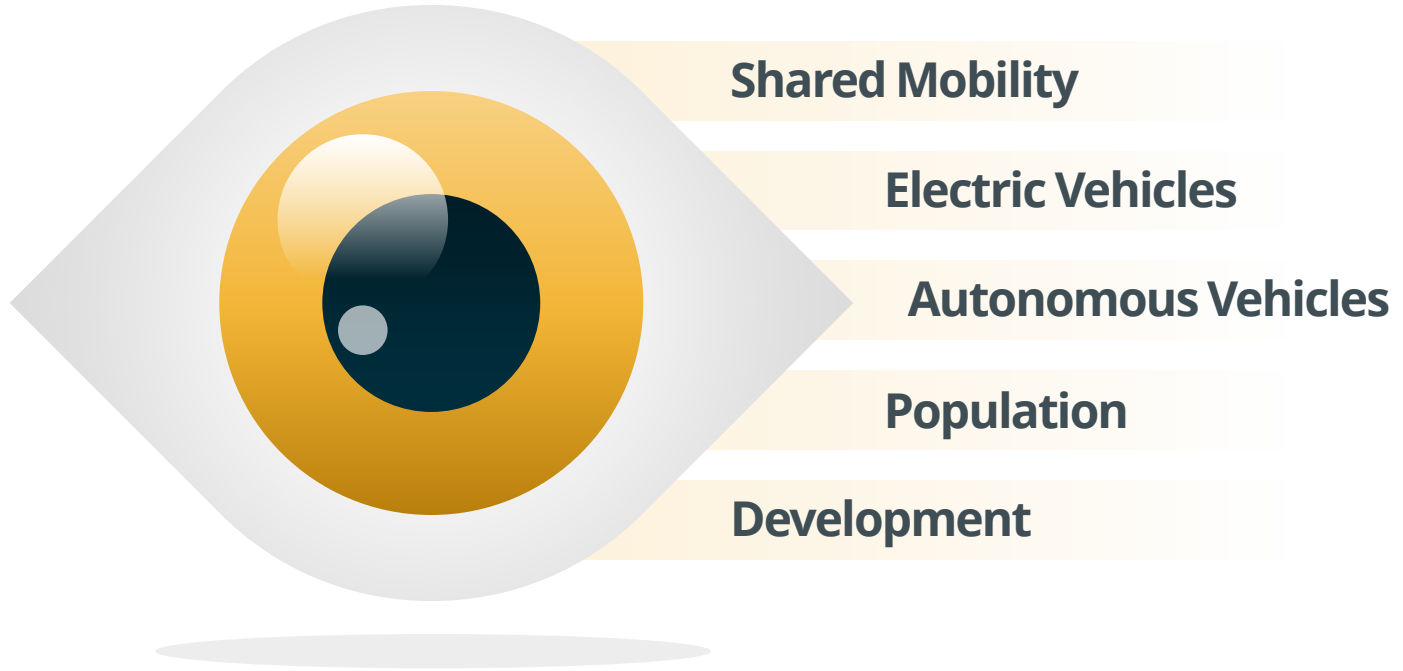
# How do people travel to, from, and around the South Boston Seaport?



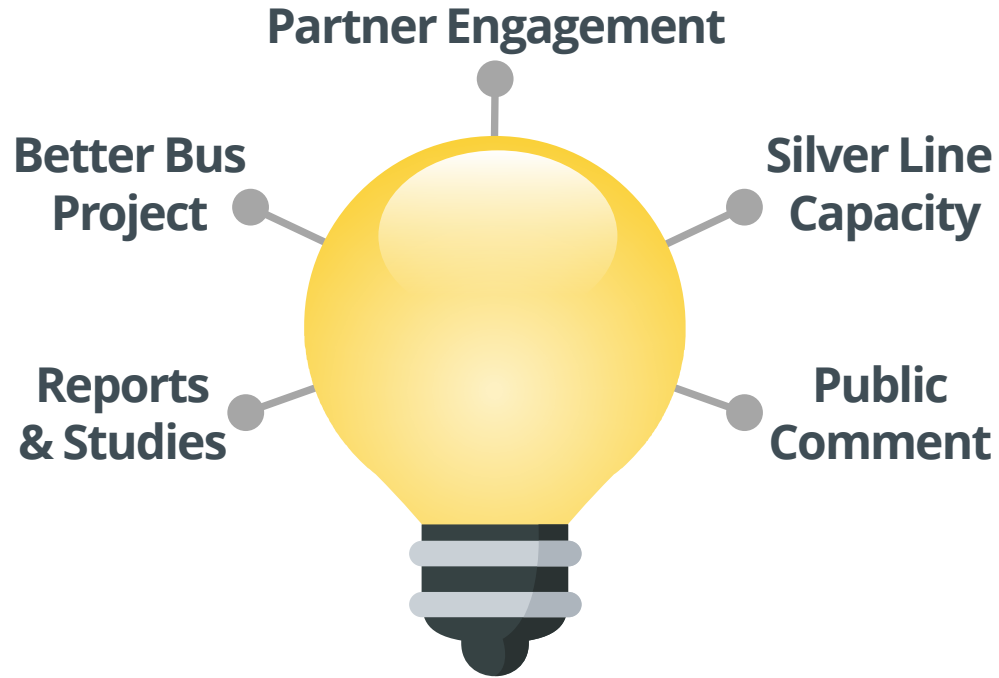
# When and where are we missing transit connections?



# What might change in the future?



# What do we do about it?



# Next Steps

- Formalize goals
- Complete list of transit strategies
- Identify transportation corridors/desire lines
- Build transportation models
- Confirm regional connections and needs

## Timeline

### *Spring 2019*

- ▶ Plan Begins
- ▶ Background Research

### *Late Summer 2019*

- ▶ Identify Transit Strategies
- ▶ Confirm Regional Connections and Needs

### *Winter 2019-2020*

- ▶ Draft Strategic Transit Plan

### *Summer 2019*

- ▶ Build Transportation Models
- ▶ Identify Transportation Corridors and Desire Lines
- ▶ Confirm Goals

### *Fall 2019*

- ▶ Evaluate Strategies
- ▶ Ensure Completion

### *Late Winter 2020*

- ▶ Final Strategic Transit Plan



*Anticipated Engagement*



# What's Next

Keep informed at

<http://bit.ly/SeaportTransit>

Contact us @

[james.fitzgerald@boston.gov](mailto:james.fitzgerald@boston.gov)

**Stay Tuned for Next Public Meeting in Fall 2019**

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# Agenda

- Open House
- Project Overview + Process
- Existing Conditions
- Challenges & Opportunities
- Q & A
- Breakout Discussions
  - Goal Prioritization
  - Critical Connections
- What's Next



# Agenda

- Open House
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## Breakout Discussions

- Goal Prioritization
- Critical Connections

- What's Next



# Goal Prioritization Exercise

The group received a list of goals that were adopted from past planning and transportation studies in the City of Boston and the South Boston Seaport District.

Each person in the group should rank the goals individually, including writing their own if desired.

Then, the group should come together to select and rank their top five (5) goals as a group.

# Critical Connections Exercise

The group received two (2) maps: a regional map and a downtown Boston map.

Instruct your group to draw all the transit connections to the Seaport they think are important. There is no limit to the number of connections the group can draw.

Once all connections are drawn, the group should discuss the most critical transit connections and identify the three (3) most important transit connections.

**DEDICATED, PROTECTED BUS LANES**  
**MORE FREQUENT AND RELIABLE SERVICE ON THIS ROUTE / BUS**

**MEETING ATTENDEES WERE ASKED TO LIST THE MOST IMPORTANT SOUTH BOSTON SEAPORT TRANSIT IMPROVEMENTS THEY WANTED TO SEE**

**HERE IS WHAT THEY SAID**

**LESS TRAFFIC**  
**WALKING AND BICYCLING PATHS → USE THE BRIDGE FOR TRAVELING**  
**BUS PRIORITY ACCESS ON HOUSTON AVENUE BRIDGE**

# DEDICATED, PROTECTED BUS LANES

MORE FREQUENT AND RELIABLE SERVICE ON MBTA ROUTE 7 BUS

NO GONDALA

MASTER PLAN FOR MAJOR CORRIDORS  
(CONSIDER DEVELOPMENT POTENTIAL  
AND NEEDS)

BETTER ACCESS TO  
DOWNTOWN BOSTON

PARKING FOR S.BOSTON

RESIDENTS AT EDISON PLANT

MONORAIL

BETTER AND MORE SHUTTLES

MAKE SL3 FASTER THAN WALKING

MORE PARKING

SILVER LINE ACCESS TO POLICE RAMP

SUNDAY TRANSIT SERVICE

ACCESS TO NORTH STATION

ACCESS TO CAMBRIDGE

PROTECTED BIKE LANES

CARPPOOL

SUBWAY

UBER / LYFT DROP OFF LANES

FASTER

TRAFFIC CALMING

FLEXIBILITY

LESS TRAFFIC

RAISE NON-RESIDENTIAL PARKING PRICES → USE REVENUE FOR TRANSIT

BUS PRIORITY ACCESS ON NORTHERN AVENUE BRIDGE

# Goals for Discussion

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



# Agenda

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  - Critical Connections

What's Next



**boston planning &  
development agency**



# What's Next

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