South Boston Seaport Strategic Transit Plan

Public Meeting #2
October 2, 2019
Strategic Transit Plan
Agenda

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

Q&A after each section
Agenda

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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
Previous Meeting Update

- Critical Connections focus on Downtown Boston

- Participants wanted to improve bus reliability, infrastructure, and service when asked how to improve transit.
Past Work and Plans Chapter

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

Read It Here:
http://www.bostonplans.org/planning/planning-initiatives/south-boston-seaport-strategic-transit-plan
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.

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, with connections from North Station and the Fairmount Line commuter rail, as key recommendations in the overall report.

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 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, aims to shift Boston’s primary mode of transportation away from private vehicles and towards active transportation and transit.

FOCUS 40 (2019, MBTA) is the MBTA’s 20-year investment plan. The plan is focused around four 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.

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-/ last-mile connections. The plan emphasizes the importance of the cyclist in transportation planning efforts throughout the state.

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 and nearby transit stops to encourage safe crossing when accessing transit. The plan emphasizes the importance of the pedestrian in transportation planning throughout the state.

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 the Conley Terminal, Fish Pier, and the Plympton Marine Park to I-93 and I-80 is critical to their competitiveness.

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.
Agenda

• Previous Meeting Update
  
  Goals and Objectives

• Existing Conditions
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Q&A after each section
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

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
<table>
<thead>
<tr>
<th>Individual Rankings (average of individual rank)</th>
<th>Group Rankings (sum of groups who ranked goal)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Provide greater and faster connectivity to the core transit network in Downtown (Subway, South Station, North Station, Back Bay)</td>
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</tr>
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</tr>
<tr>
<td>Ensure transit is competitive in price and time to driving and ride sharing</td>
<td>Provide better land connections to existing and future water ferry services</td>
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</tr>
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</tbody>
</table>
Goal Development

Access  EXPAND
Coverage
Reliable  RELY
Predictable
Safe  RESPECT
Convenient
Transit Priority
New Service  EQUALIZE
### Project Overview – Prioritization

#### 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

<table>
<thead>
<tr>
<th>Strategy</th>
<th>EXPAND</th>
<th>RELY</th>
<th>RESPECT</th>
<th>EQUALIZE</th>
<th>TOTAL</th>
<th>PRIORITY</th>
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<td>◯</td>
<td>○</td>
<td>○</td>
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<td>5</td>
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</tr>
<tr>
<td>D</td>
<td>○</td>
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<td>3</td>
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<td>○</td>
<td>○</td>
<td>3</td>
<td>1</td>
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Goals and Objectives

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

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

*Numbers represent number of jobs in South Boston Seaport*
Goals and Objectives

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

RELY: Transit is a reliable, predictable option for travel

Direct service to the South Boston Seaport
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

BASIC
Simple Bus Stop w/ Sign, No Shelter

GOOD
Bus Stop w/ Bus Shelter

BEST
Indoor Station w/ Real Time Arrival Data
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

EQUALIZE: Transit serves all people and places in the South Boston Seaport
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boston planning & development agency
Glossary

- **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
- All Trips to South Boston Seaport: 112,600 Total Trips
  - City of Boston Trips to South Boston Seaport: 72,500 Total Trips (64% of all trips to South Boston Seaport)

Downtown Boston
- All Trips To Downtown Boston: 869,700 Total Trips
  - City of Boston Trips to Downtown Boston: 529,000 Total Trips (61% of all trips to Downtown Boston)
All Trips to South Boston Seaport and Downtown Boston by Mode Share (2018)

**South Boston Seaport**
- **All Trips to South Boston Seaport**: 112,600 Total Trips
- **City of Boston Trips to South Boston Seaport**: 72,500 Total Trips
  - 64% of all trips to South Boston Seaport

**Downtown Boston**
- **All Trips To Downtown Boston**: 869,700 Total Trips
- **City of Boston Trips to Downtown Boston**: 529,000 Total Trips
  - 61% of all trips to Downtown Boston
AM Commute Trips to South Boston Seaport and Downtown Boston by Mode Share (2018)

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

Downtown Boston

- **All AM Commute Trips to Downtown Boston**
  - 160,100 Total Trips

- **City of Boston AM Commute Trips to Downtown Boston**
  - 55,000 Total Trips
  - 34% of All AM Commute Trips to Downtown Boston

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**Mode for Bostonian Commutes**

<table>
<thead>
<tr>
<th>Mode</th>
<th>Today</th>
<th>2030 Aspirational Goal</th>
</tr>
</thead>
<tbody>
<tr>
<td>Public Transit</td>
<td>34%</td>
<td>Up by a third</td>
</tr>
<tr>
<td>Walk</td>
<td>14%</td>
<td>Up by almost a half</td>
</tr>
<tr>
<td>Bike</td>
<td>2%</td>
<td>Increases fourfold</td>
</tr>
<tr>
<td>Carpool</td>
<td>6%</td>
<td>Declines marginally</td>
</tr>
<tr>
<td>Drive Alone</td>
<td>39%</td>
<td>Down by half</td>
</tr>
</tbody>
</table>

*2014 ACS 1-year estimates
All Trips to the South Boston Seaport by Time (2018)

<table>
<thead>
<tr>
<th>Time</th>
<th>AM 6a–9a</th>
<th>Mid-Day 9a–3p</th>
<th>PM 3p–6p</th>
<th>Night 6p–6a</th>
<th>Daily All Day</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number</td>
<td>28,000</td>
<td>39,100</td>
<td>21,000</td>
<td>24,500</td>
<td>112,600</td>
</tr>
<tr>
<td>Percentage</td>
<td>25%</td>
<td>35%</td>
<td>19%</td>
<td>21%</td>
<td>100%</td>
</tr>
</tbody>
</table>
All Trips to the South Boston Seaport by Mode (2018)

<table>
<thead>
<tr>
<th>Mode</th>
<th>Count</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Drive</td>
<td>70,300</td>
<td>62%</td>
</tr>
<tr>
<td>Transit</td>
<td>17,300</td>
<td>15%</td>
</tr>
<tr>
<td>Bike</td>
<td>3,500</td>
<td>3%</td>
</tr>
<tr>
<td>Walk</td>
<td>21,500</td>
<td>20%</td>
</tr>
<tr>
<td>All</td>
<td>112,600</td>
<td>100%</td>
</tr>
</tbody>
</table>
All Trips to the South Boston Seaport by Purpose (2018)

<table>
<thead>
<tr>
<th></th>
<th>Commute Trips</th>
<th>Other Work Trips</th>
<th>Other Trips</th>
<th>All</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number</td>
<td>40,500</td>
<td>11,900</td>
<td>60,200</td>
<td>112,600</td>
</tr>
<tr>
<td>Percentage</td>
<td>36%</td>
<td>11%</td>
<td>53%</td>
<td>100%</td>
</tr>
</tbody>
</table>
All Trips to the South Boston Seaport by Origin (2018)

<table>
<thead>
<tr>
<th></th>
<th>Within</th>
<th>Inner</th>
<th>Outer</th>
<th>All</th>
</tr>
</thead>
<tbody>
<tr>
<td>Count</td>
<td>9,900</td>
<td>72,500</td>
<td>30,200</td>
<td>112,600</td>
</tr>
<tr>
<td>Percent</td>
<td>9%</td>
<td>64%</td>
<td>27%</td>
<td>100%</td>
</tr>
</tbody>
</table>
AM Commute Trips by Mode
Share to South Boston Seaport
Report Areas

Fort Point
North of Summer
BCEC Area
Southeast South Boston Seaport
Raymond L. Flynn Marine Industrial Park

46%
35%
14%
33%
45%
25%
50%
33%
61%
68%
25%
61%
80%
14%

Not to Scale
Commute Trips by Time of Day to South Boston Seaport Report Areas

- AM
- MID-DAY
- PM
- NIGHT

Not to Scale
### AM Commute Trips to Seaport – By Origin (2018)

<table>
<thead>
<tr>
<th>Origin</th>
<th># of Trips</th>
<th>Share</th>
</tr>
</thead>
<tbody>
<tr>
<td>Allston</td>
<td>180</td>
<td>49%</td>
</tr>
<tr>
<td>Brighton</td>
<td>568</td>
<td>48%</td>
</tr>
<tr>
<td>Brookline North</td>
<td>125</td>
<td>48%</td>
</tr>
<tr>
<td>Brookline South</td>
<td>74</td>
<td>41%</td>
</tr>
<tr>
<td>Charleston</td>
<td>219</td>
<td>36%</td>
</tr>
<tr>
<td>Chelsea</td>
<td>188</td>
<td>43%</td>
</tr>
<tr>
<td>Chinatown</td>
<td>256</td>
<td>48%</td>
</tr>
<tr>
<td>Downtown</td>
<td>117</td>
<td>45%</td>
</tr>
<tr>
<td>Fenway</td>
<td>295</td>
<td>47%</td>
</tr>
<tr>
<td>Hyde Park</td>
<td>176</td>
<td>46%</td>
</tr>
<tr>
<td>Jamaica Pond</td>
<td>478</td>
<td>49%</td>
</tr>
<tr>
<td>Mattapan</td>
<td>346</td>
<td>44%</td>
</tr>
<tr>
<td>North Dorchester</td>
<td>293</td>
<td>49%</td>
</tr>
<tr>
<td>NorthWestEnd</td>
<td>176</td>
<td>46%</td>
</tr>
<tr>
<td>OtherSouthBoston</td>
<td>494</td>
<td>37%</td>
</tr>
<tr>
<td>Roxbury</td>
<td>556</td>
<td>46%</td>
</tr>
<tr>
<td>South End</td>
<td>479</td>
<td>45%</td>
</tr>
<tr>
<td>South Station</td>
<td>8</td>
<td>38%</td>
</tr>
<tr>
<td>UMass Boston</td>
<td>39</td>
<td>44%</td>
</tr>
<tr>
<td>Winthrop</td>
<td>243</td>
<td>35%</td>
</tr>
</tbody>
</table>

**Note:** Area names represent aggregated transportation zones rather than Boston neighborhoods.
AM Commute Trips and Transit Share to Seaport – By Origin (2018)
AM Commute Trips to Seaport – By Origin (2018)
AM Commute Trips and Transit Share to Seaport – By Origin (2018)
### AM Commute Trips by Origin, Destination, and Mode

#### Inner Origins

<table>
<thead>
<tr>
<th>South Boston Seaport (ALL)</th>
<th>North of Summer St</th>
<th>Fort Point</th>
<th>Raymond L. Flynn Marine Park</th>
</tr>
</thead>
<tbody>
<tr>
<td>Brighton</td>
<td>48%</td>
<td>53%</td>
<td>50%</td>
</tr>
<tr>
<td>Roxbury</td>
<td>46%</td>
<td>52%</td>
<td>54%</td>
</tr>
<tr>
<td>Somerville</td>
<td>48%</td>
<td>53%</td>
<td>50%</td>
</tr>
</tbody>
</table>

#### Outer Origins

<table>
<thead>
<tr>
<th>South Boston Seaport (ALL)</th>
<th>North of Summer St</th>
<th>Fort Point</th>
<th>Raymond L. Flynn Marine Park</th>
</tr>
</thead>
<tbody>
<tr>
<td>Route 3 South Side</td>
<td>37%</td>
<td>44%</td>
<td>41%</td>
</tr>
<tr>
<td>Inner North East</td>
<td>35%</td>
<td>42%</td>
<td>37%</td>
</tr>
<tr>
<td>Route 93 North</td>
<td>22%</td>
<td>25%</td>
<td>29%</td>
</tr>
</tbody>
</table>

- **Transit Mode Share**
  - 48% (Brighton)
  - 34% (Roxbury)
  - 38% (Somerville)
  - 28% (Route 3 South Side)
  - 28% (Inner North East)
  - 16% (Route 93 North)
Where Are Commuters Coming From to Work 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)

Average Ratio = 8.5x
Where Are Commuters Coming From to Work 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)

Average Ratio = 9.31x
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?

**Deviation Between Transit Mode Share to South Boston Seaport and Other Destinations (2018)**

- **Positive**: Travelers in this area are more likely to take transit into the South Boston Seaport than to other destinations.
- **Negative**: Travelers in this area are less likely to take transit into the South Boston Seaport. This includes travelers who may have poor transit access into the Seaport, or are biking/walking if the distance allows.
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

Total Square Footage

- SBWSTP 2013: 24 M
- 2018: 32 M
- Updated 2025: 49 M
- SBWSTP Full Build: 51 M
- Updated Full Build: 60 M

Source: Silver Line Capacity Study
**Build Out**

**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

*Source: Silver Line Capacity Study*
New Build Out Projections

- 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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Q&A after each section
Potential New Strategies

**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
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  Modeling Process

- Next Steps

  Q&A after each section
How Do People Travel to, from, and around the South Boston Seaport?
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?

- Shared Mobility
- Electric Vehicles
- Autonomous Vehicles
- Population
- Development
How Will People Travel to, from, and around the South Boston Seaport?

- 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?

- 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?

Transit Capacity Needs

Transit Competitiveness

Accessibility by Mode

Travel Time by Mode

Travel Demand by Mode
Goals and Objectives

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

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Next Steps

Q&A after each section
Next Steps

- 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

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