

A stylized, light blue map of the South Boston Seaport area is the background. It shows street grids, several large rectangular buildings, and a network of transit lines. Several circular markers with the letter 'T' are placed along the transit lines, indicating station locations. Labels on the map include 'N. OF SUMMER', 'FORT POINT', 'RLE...', and 'SE SOUTH BOSTON SEAPORT'.

South Boston Seaport Strategic Transit Plan

November 2023

Acknowledgements

Thank you to the members of the Interagency Planning Group and the planning staff at the Boston Planning and Development Agency and Boston Transportation Department for their work in shaping the South Boston Strategic Transit Plan by providing a multimodal perspective of the strategies, evaluation, and recommendations throughout the process.

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Introduction

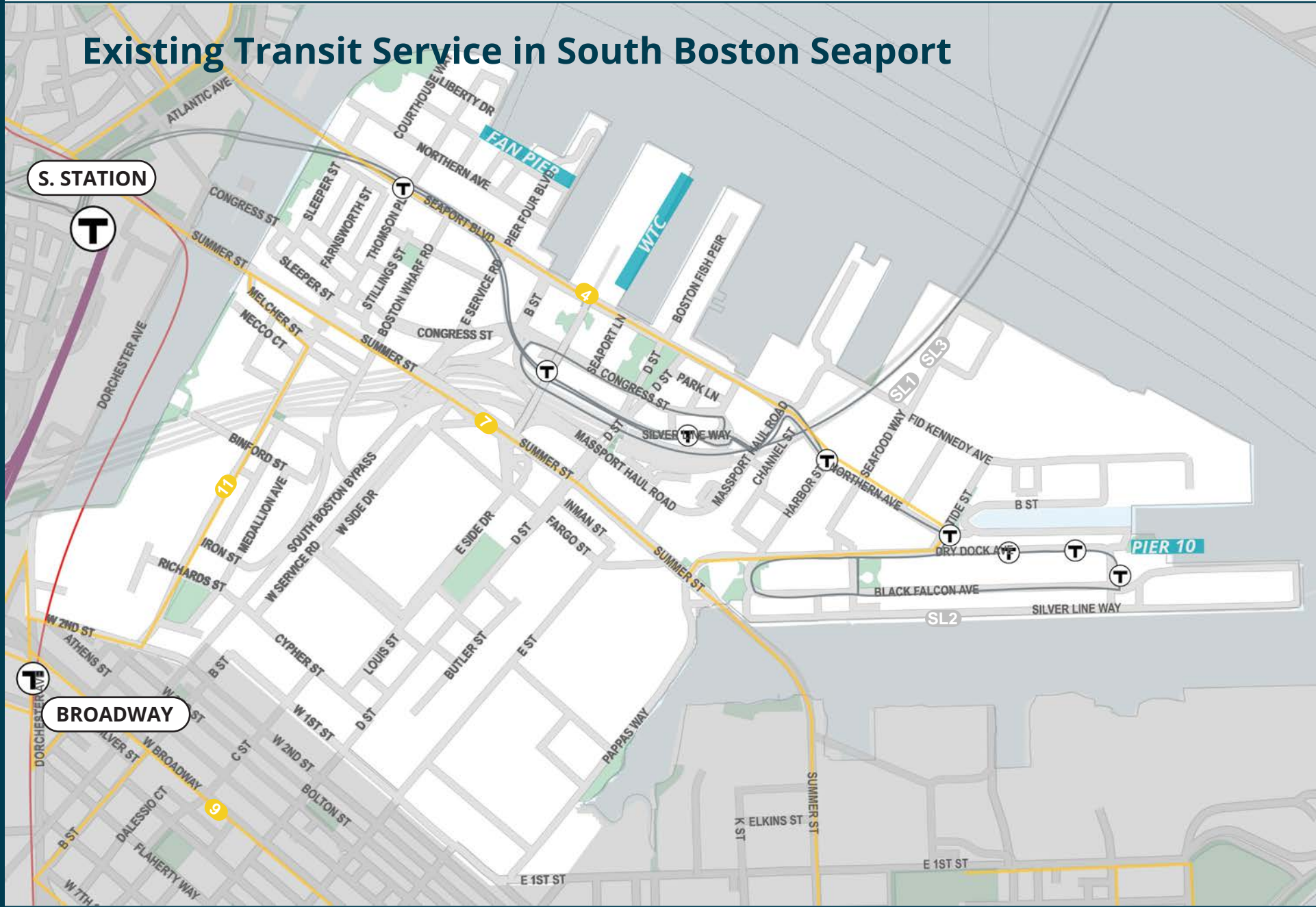
Thank you for taking time to learn more about the South Boston Seaport Strategic Transit Plan, which focuses on improvements to the neighborhood’s transit network - including buses, trains, shuttles, and ferries. This planning process involved the **comprehensive evaluation of dozens of transit concepts in the South Boston Seaport**. It included four in-person and virtual public meetings, ongoing virtual correspondence and information sharing, and coordination with transportation providers and major stakeholders in the neighborhood. We documented opportunities and constraints on the transit network in the South Boston Seaport, from Fan Pier to Fort Point to the Raymond L. Flynn Marine Industrial Park, and all areas in between, to inform a harmonized list of local, citywide, and regional solutions to facilitate improved transit services for South Boston Seaport residents, employees, and visitors. We are excited to share the Plan’s recommendations in this report.



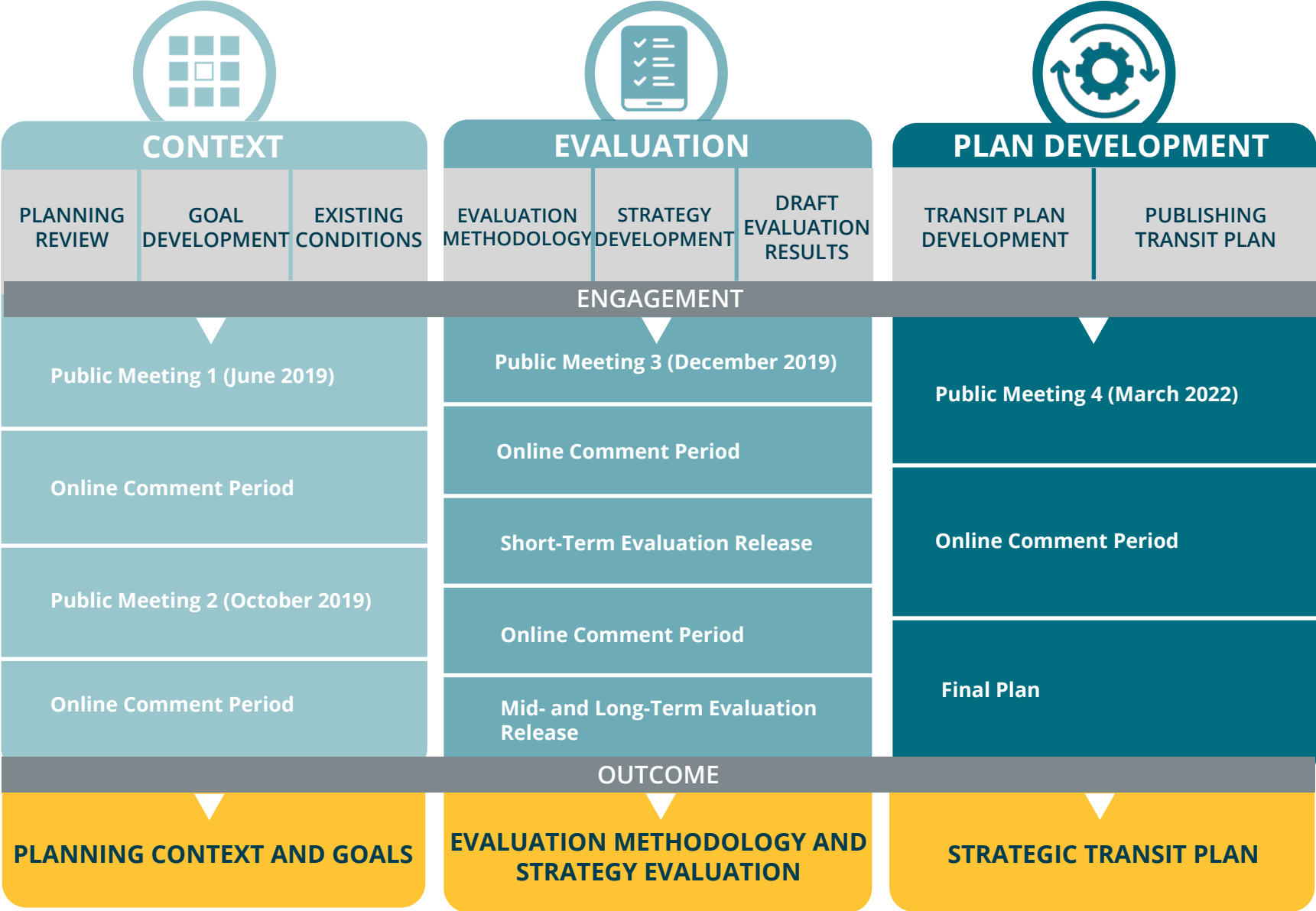
Specific recommendations detailed in this report seek to **improve the operations, capacity, and connectivity of the transit network serving the neighborhood**. This includes services currently present in the South Boston Seaport (Silver Line, ferries, local buses, and private shuttles), as well as services operating elsewhere in the City and region but not currently active in the South Boston Seaport neighborhood (Commuter Rail, circulator shuttles). Many of the recommendations build on today’s successful services by bolstering service quality or proposing new connections. Other recommendations concern policy solutions such as expanded off-peak services and improved wayfinding. Taken collectively, we propose a transformative reshaping of transit in the South Boston Seaport to best serve local, citywide, and regional travel over the coming decades.

This Plan was co-led by the Boston Planning & Development Agency (BPDA) and the Boston Transportation Department (BTD). The Plan builds upon previous planning efforts, such as the South Boston Waterfront Sustainable Transportation Plan, and is attuned to answering critical questions regarding anticipated future growth in the South Boston Seaport. At full build-out, the **South Boston Seaport is projected to nearly double the amount of square footage from 2018 levels**. Yet driving constitutes 62 percent of all trips to the South Boston Seaport, as compared to only 30 percent of trips to adjoining Downtown Boston. If the **City of Boston** is to meet its goal of reducing car usage, as identified in Go Boston 2030, it **must take strong steps to position transit options as a viable travel alternative to driving in the South Boston Seaport**. If the neighborhood is to mature into a destination with abundant weeknight and weekend activity, rather than a district to commute into and out of, the transit environment must reflect these needs. Our recommendations address these concerns and challenge the region to think critically on how the South Boston Seaport should evolve moving forward.

Existing Transit Service in South Boston Seaport



Plan Process





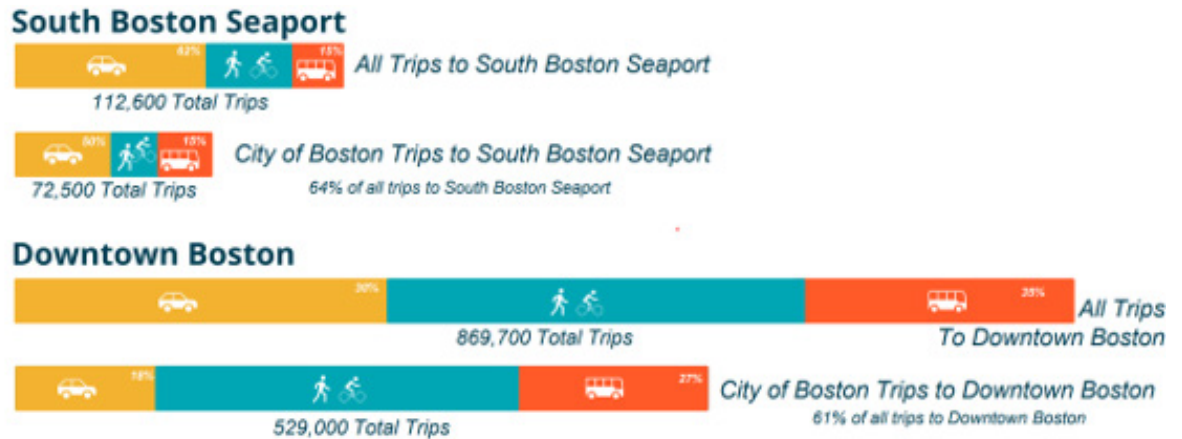
South Boston Seaport Transit in Context

The South Boston Seaport is roughly the same geographic size as Downtown Boston, but features rapidly emerging and larger context land uses with defined subdistricts. For instance, Fort Point is characterized by historic, mid-rise, densely-packed properties, whereas the Seaport Boulevard corridor is increasingly fronted by high-rise commercial, residential, and hotel projects. The Boston Convention & Exhibition Center district provides over two million square feet of gathering space, while land uses by the Reserved Channel and within the Raymond L. Flynn Marine Industrial Park are manufacturing and industrial-based. Taken together, over 28 million square feet of development is anticipated to be added to the existing 32 million square feet of the South Boston Seaport once all developable parcels have been built upon. This will add significant travel demand to the current 110,000 daily trips to the area.

The neighborhood’s transit system has simply not kept up with this recent pace of growth, either in connecting regionally with transit hubs in Downtown Boston or in supporting travel entirely within the South Boston Seaport. As a leading employment district, many associate travel in the neighborhood with commuting trips, but these account for only 36 percent of all daily trips in the South Boston Seaport. The neighborhood is also a 24-hour hub of industrial activity, retail, dining and entertainment, recreation, conventions and exhibitions, as well as housing.

Go Boston 2030, the City of Boston’s comprehensive transportation plan, committed to increasing the transit commute mode by Boston residents by 33 percent and reducing the drive alone rate by 50 percent.

Improving these rates for both commute and non-commute trips is imperative in the South Boston Seaport. In 2018, less than 38 percent of daily trips to the South Boston Seaport were made via transit, bicycle, or on foot. In contrast, 70 percent of trips to Downtown Boston were made via transit, bicycle, or on foot.



(Source: South Boston Seaport Strategic Transit Plan, Public Meeting #2, October 2019)

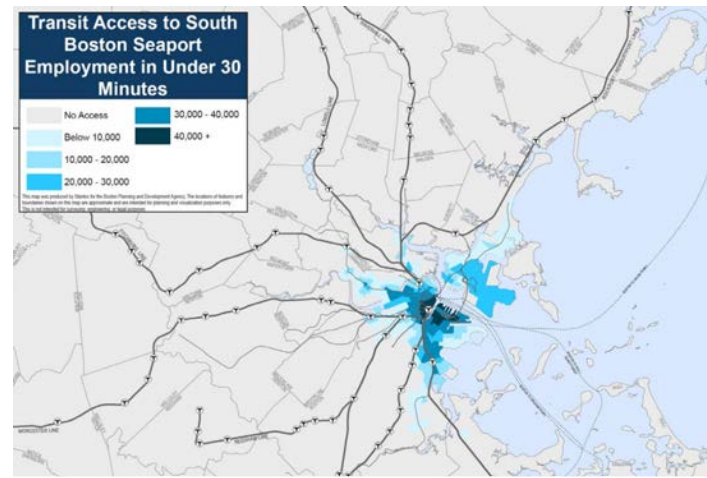
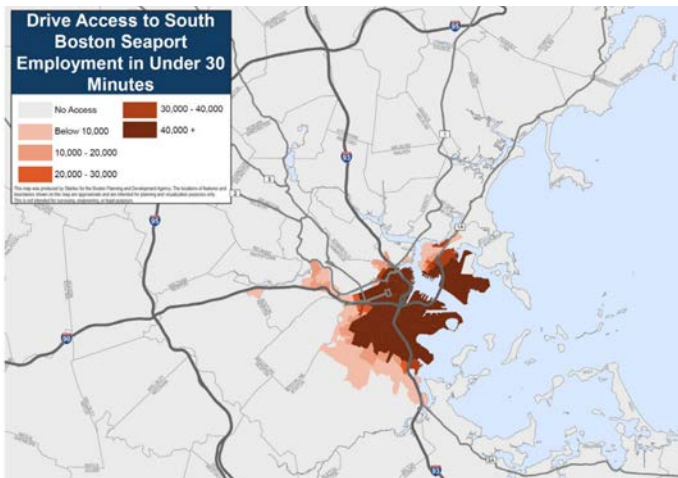
This discrepancy results from many factors. Two primary bus services—the Silver Line and MBTA Bus Route 7—serve critical corridors in the South Boston Seaport but operate quite differently. The Silver Line operates in a dedicated right-of-way lane tied closely to the Seaport Boulevard corridor. While this area has been subject to intensive growth in recent years, the Silver Line is still not accessible from most parts of the South Boston Seaport, and is already at or nearing capacity.

Meanwhile, Route 7 bus service operates along Summer Street, bisecting several key destinations in the South Boston Seaport. Unlike the Silver Line, this service operates in mixed traffic and requires an above-ground walking transfer to services at South Station. Many peak hour trips on the Route 7 bus are crowded with through commuters from the residential South Boston neighborhood.

Dense urban areas—like Downtown Boston and the South Boston Seaport—thrive when people choose to use transit and other modes over driving. Yet from most parts of the region, driving to the South Boston Seaport is the more convenient choice to access the neighborhood. With the neighborhood’s access to I-90 and I-93, driving is likely to remain a competitive alternative to transit moving forward. However, this Plan aims to expand the areas from which transit is a competitive mode choice for South Boston Seaport workers, residents, and visitors.

Strategies which continue to encourage transit use—such as direct connections within the neighborhood, connections between the district and adjacent neighborhoods, service changes to improve travel times and frequencies, and regionally-focused solutions to support alternative access from more parts of Greater Boston—are each part of the recommendations this Plan puts forward. At the center of this plan is an expansive outlook which recognizes the geographic, temporal, and equitable aspects of robust transit networks.

Access to South Boston Seaport Employment in Under 30 Minutes by Car or Transit



(Source: South Boston Seaport Strategic Transit Plan, Public Meeting #2, October 2019)

Strategic Transit Planning Process

The South Boston Seaport Strategic Transit Plan is the first plan of its kind to look exclusively at transit, including public transit and private shuttles, expanding transit service, new and improved transit infrastructure, improved access to transit, and transit-first policies.

Past Planning Review

Over the last few decades, the South Boston Seaport/ South Boston Waterfront neighborhood has been planned, evaluated, and reviewed to manage the impacts of new development and growth. Most recently, the South Boston Waterfront Sustainable Transportation Plan (published in 2015) included a series of recommendations for transportation improvements and greater transit service within the neighborhood.

The Project Team reviewed the South Boston Waterfront Sustainable Transportation Plan, as well as other planning documents relevant to the South Boston Seaport, including GoBoston 2030, Focus 40, and many other reports.

A summary of the findings of this past-planning effort review was published in Summer 2019 and is available for review online, [here](#).



Goals and Objectives

Building on results of previous efforts, the Project Team identified draft goals which were presented at the first public meeting in June 2019. In small groups, meeting attendees identified the most important goals for the South Boston Seaport Strategic Transit Plan.

The South Boston Seaport Strategic Transit Plan strives to:

EXPAND TRANSIT "EXPAND"

Ensuring access to the region's people and places is maximized

IMPROVE RELIABILITY "RELY"

Therefore transit is a reliable, predictable option for travel

RESPECT TRANSIT USERS "RESPECT"

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

EQUALIZE SERVICE "EQUALIZE"

So transit serves all people and places in the South Boston Seaport

Evaluation Methodology

With goals of the Strategic Transit Plan defined, the Project team developed a series of metrics to score and rank potential recommendations - the strategies of the Strategic Transit Plan. Each metric provides an assessment of how well a strategy realizes the goal. The metrics defined are:

EXPAND

- Increase in the number of people and jobs accessible by transit in 30, 45, or 60 minutes
- Improve competitiveness to major transit facilities downtown
- Add connections to unserved and underserved areas

RELY

- Destinations with a reduction in number of excessive transfers
- Percent of travel on dedicated facilities or with improved priority
- Overall level of improvement on key congested travel paths, including impact of transit on other modes

RESPECT

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

EQUALIZE

- Transit is competitive in access, time, and price to vehicle travel
- Provide service coverage throughout the South Boston Seaport
- Provide consistency of service between peak and off-peak times

A comprehensive look at the evaluation methodology was released with the Short-Term Strategy evaluation in Summer 2020 and is available for viewing on the Project website, [here](#).



Transit Strategies Evaluation

The Project Team identified **44 strategies** to evaluate for inclusion in the Strategic Transit Plan. Strategies were developed to a level of detail sufficient to be evaluated against the metrics and to inform agency, stakeholder, and community concerns.

Not every strategy evaluated was included in the recommended transit plan, and additional strategies evolved throughout the Strategic Transit Plan development process. The complete list of strategies evaluated in the transit planning process are shown below. Individual sheets were developed for each strategy and included a map, definition, expected time and cost for implementation, and the evaluation scores. These sheets were released in February 2022 and can be viewed by clicking 'Short-Term' on this page, or 'Mid-Term' and 'Long-Term' on the following page.

Short-Term

- *New Bus Route - Andrew Square to Seaport Boulevard and RLFMP via South Boston*
- *Extend Private/Consolidated Shuttles on A Street to Broadway*
- *South Boston Seaport Circulator*
- *Bus or Shuttle Connection from Central Square to South Boston Seaport via LMA and Nubian Square*
- *Bus or Shuttle Connection from South Boston Neighborhood to Marine Park Connection via D Street*
- *North Station - South Station - South Boston Seaport Direct Bus or Shuttle Service*
- *Bus or Shuttle Connection from Nubian Square to South Boston Seaport via Broadway*
- *More Bus and Shuttle Service on A Street*
- *Expand Off-Peak Service*
- *Consolidate Private Shuttles*
- *Summer Street Bus Lanes*
- *Broadway Station Upgrades*
- *Improve Pedestrian Connections*
- *Improve Bicycle Connections*
- *Improve Multimodal Transit Connections*
- *Wayfinding*
- *Extend MBTA Express Bus Service*
- *Extend Regional Transit Express Bus Service*
- *Direct Bus or Shuttle Service to Regional Transportation Facilities*
- *Regional Bus or Shuttle Connections*
- *Dedicated Transit Corridors*

**Elements or all of italicized strategies are recommended in the Strategic Transit Plan*

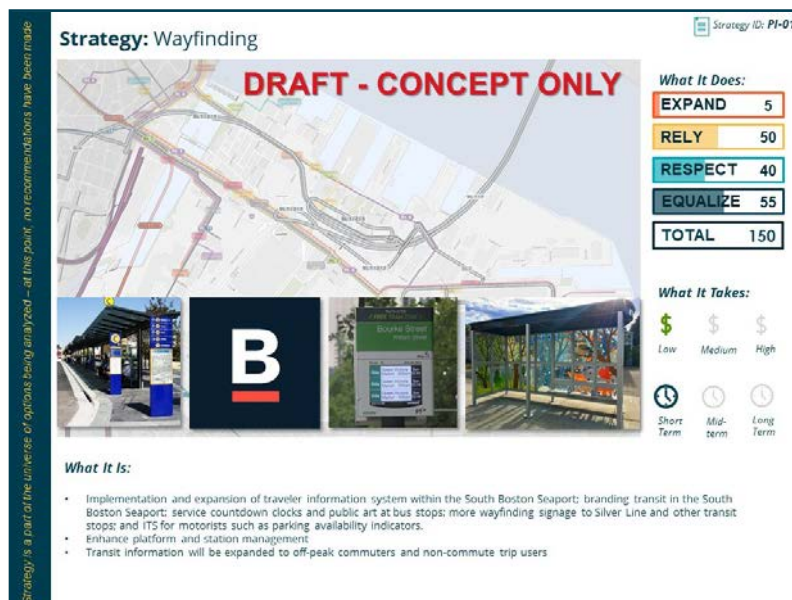
Mid-Term

- *Extension of Silver Line to South Boston Neighborhood*
- *Extension of Silver Line to Everett, Sullivan, and Kendall/Haymarket*
- *Urban Rail Connection to Fairmount Line*
- *Urban Rail Connection to JFK/UMass*
- *Direct Ferry Service to Salem, Lynn, Hull, and Hingham and Fleet Expansion*
- *Inner Harbor Ferry Service*
- *Improve Silver Line (Mid-Term)*
- *Improve Ferry Terminals and Connections*
- *Transportation Demand Management*

- Urban Rail Connection to Back Bay
- Rerouting Silver Line 4 to serve South Boston Seaport
- Connections to Downtown MBTA Transit
- Improve Traffic Operations at Intersections
- Bus Access on Northern Avenue Bridge
- Silver Line Bus Connectivity Improvements
- Ted Williams Tunnel Improvements
- Integrated Services

Long-Term

- *Red-Blue Line Connector*
- *Improve Silver Line Service (Long-Term)*
- *South Station Expansion*
- *Cross Harbor Link - New Rail Tunnel*
- *Essex Street Tunnel for Silver Line Use*
- Gondola from South Station to South Boston Seaport
- Monorail
- Red Line Spur to South Boston Seaport



Strategy sheets tell what a strategy is, what it does, and what it takes for implementation. Each strategy has an individual sheet.

*Elements or all of italicized strategies are recommended in the Strategic Transit Plan



Recommendations

No single project, policy, agency, or department can “fix” transit in the South Boston Seaport. The Plan was developed to address the challenges with **real solutions** that can be **implemented over the course of many years, with some changes already underway**. These ideas are not a final design. The Project Team will work closely in the coming years to ensure community and stakeholder buy-in that will shape the final details of the improvements.

The Strategic Transit Plan offers a unique opportunity to rethink transit in the South Boston Seaport and recommend changes that would meet the goals of the Plan and City of Boston. Recommendations seek to maximize access to the region’s people and places and ensure that transit is a reliable and predictable option for travel, convenient and integrated into all aspects of the South Boston Seaport, and serves all people and places.



The Recommendations are mapped on the following pages, organized by their geographic impact at the following levels:



LOCAL TRANSIT RECOMMENDATIONS:

Improved travel for trips within the South Boston Seaport, including bicycle and pedestrian improvements



CROSTOWN TRANSIT RECOMMENDATIONS:

Improved connections between the South Boston Seaport and the rest of Boston



REGIONAL TRANSIT RECOMMENDATIONS:

Improved access to the South Boston Seaport from throughout Greater Boston

LOCAL TRANSIT RECOMMENDATIONS:

- Neighborhood Bus/Shuttle Links
- Summer Street Multimodal Corridor
- Broadway Station Upgrades
- Bidirectional Service from A Street to Broadway
- Service Upgrades: Silver Line Fleet Expansion and Platooning
- Infrastructure Upgrades: T Under D and Essex Street Tunnel
- Improve Multimodal Transit Connections
- Ferry Terminal Improvements and Connections
- Priority Pedestrian Recommendations
- Bicycle Recommendations
- Expand Off-Peak Service
- Wayfinding
- Continued Consolidation of Private Shuttles
- Transportation Demand Management (TDM)

CROSTOWN TRANSIT RECOMMENDATIONS:

- North Station to Seaport Rapid Bus
- Charlestown to South Boston BRT Link via South Boston Seaport
- Red-Blue Line Connector
- Bus Rapid Transit Service To South Boston Neighborhood
- Nubian Square To RLFMP Link via Andrew Square
- Support Permanent Ferry Connection to East Boston
- Ferry Connections to Downtown and Charlestown

REGIONAL TRANSIT RECOMMENDATIONS:

- Cross Harbor Rail Link Tunnel
- Urban Rail Connection from Old Colony Commuter Rail Line
- Urban Rail Connection from Fairmount Commuter Rail Line
- Direct Ferry Service To Lynn, Salem, Hingham, and Hull
- Silver Line Extension to Everett, Sullivan Square, and Kendall Square
- South Station Expansion



LOCAL TRANSIT RECOMMENDATIONS

The local transit recommendations included in the South Boston Seaport Strategic Transit Plan are mapped on page 17 and listed below (mapped recommendations noted with coordinating circle and number). Details for each recommendation can be found on the following pages.

1. Neighborhood Bus/Shuttle Links

- O** South Station to RLFMP via Summer Street and Seaport Boulevard
- N** RLFMP to Nubian Square via Broadway Station
- A** Fan Pier to Broadway Station via A Street
- D** Fan Pier to UMass Boston and Columbia Point via D Street
- L** Fan Pier to City Point via L Street

2. Summer Street Multimodal Corridor

3. Bidirectional Service from A Street to Broadway

4. Service Upgrades: Silver Line Fleet Expansion and Platooning

5. Infrastructure Upgrades: T Under D and Essex Street Tunnel

6. Ferry Terminal Improvements and Connections

Not Shown on Map:

7. Broadway Station Upgrades

8. Improve Multimodal Transit Connections

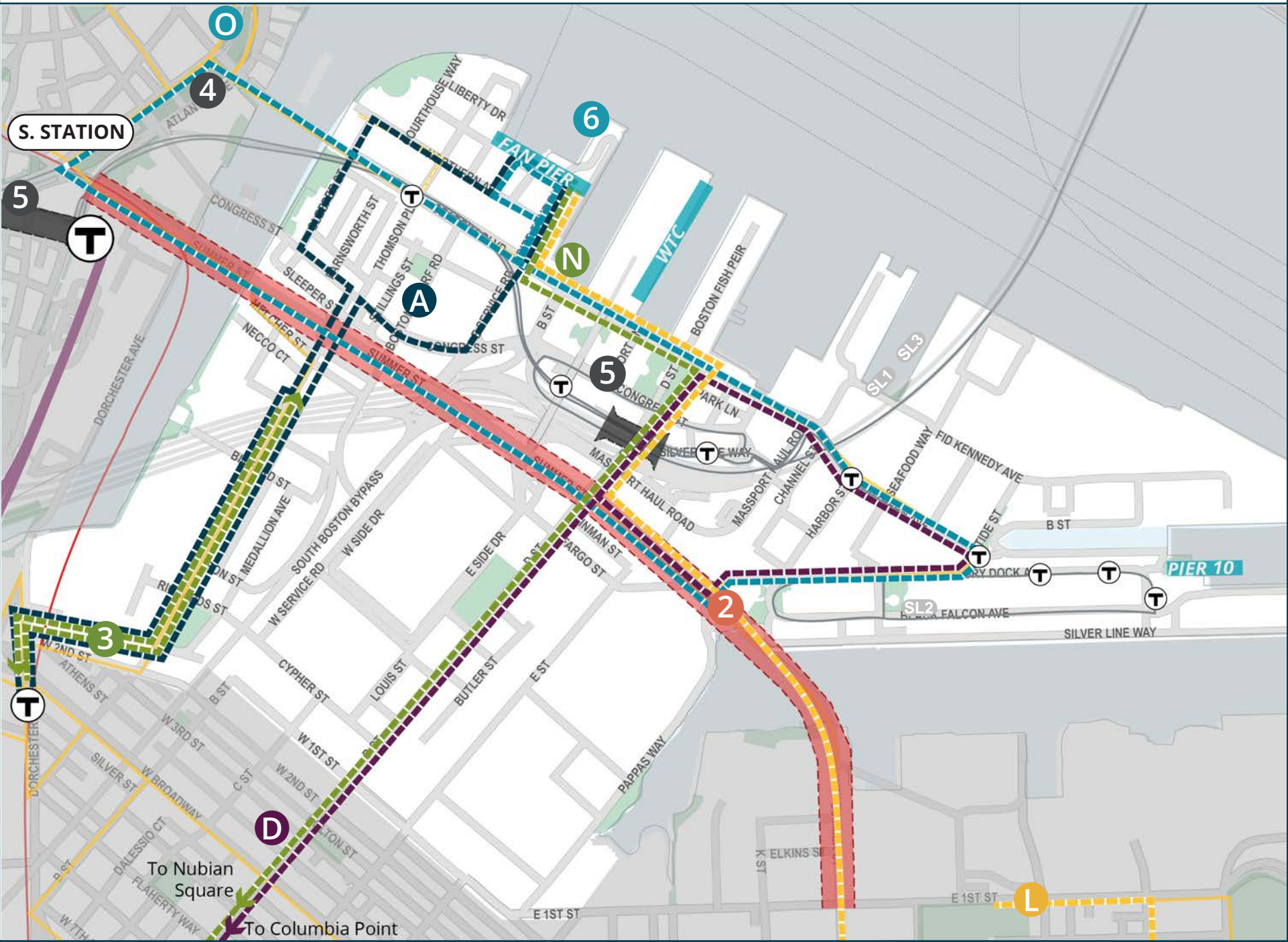
9. Priority Pedestrian Recommendations

10. Bicycle Recommendations

11. Expand Off-Peak Service

12. Continued Consolidation of Private Shuttles

13. Transportation Demand Management (TDM)



Neighborhood Bus/Shuttle Links

TIMELINE: *Near-Term*

COST: \$

STATUS: *2 of 5 Routes Need Funding; 3 of 5 Routes in Concept Planning*

RECOMMENDATION DETAILS

A new first-mile/last-mile focused bus system serving the South Boston Seaport and surrounding neighborhoods. This would be operated as part of a public-private partnership.

Routes with Service Plan Developed, in need of funding

- O** Route O: South Station to RLFMP, via Summer Street and Seaport Boulevard
- N** Route N: RLFMP to Nubian Square, via Broadway Station

Routes in Concept Planning

- A** Route A: Fan Pier to Broadway Station, via A Street
- D** Route D: Fan Pier to UMass Boston and Columbia Point, via D Street
- L** Route L: Fan Pier to City Point, via L Street

RELATED RECOMMENDATIONS

- Support Permanent Ferry Connection to East Boston
- Ferry Connections to Downtown and Charlestown
- Direct Ferry Service To Lynn, Salem, Hingham, Hull, Winthrop, and Quincy
- Broadway Station Upgrades
- Summer Street Multimodal Corridor

PROJECT BENEFITS

Provides internal bus connections within the South Boston Seaport, including to Ferry services and other transit nodes such as South Station, Broadway Station, Silver Line Stations, and connecting bus services.

Provides one-seat ride connections from Nubian Square, Roxbury, the South End, and the D Street corridor.

Provides new connections to residential areas which currently do not have direct service to South Boston Seaport, specifically the Mary Ellen McCormack and Old Colony Boston Housing Authority residences and the Harbor Point Apartments, improving equitable access to the South Boston Seaport.

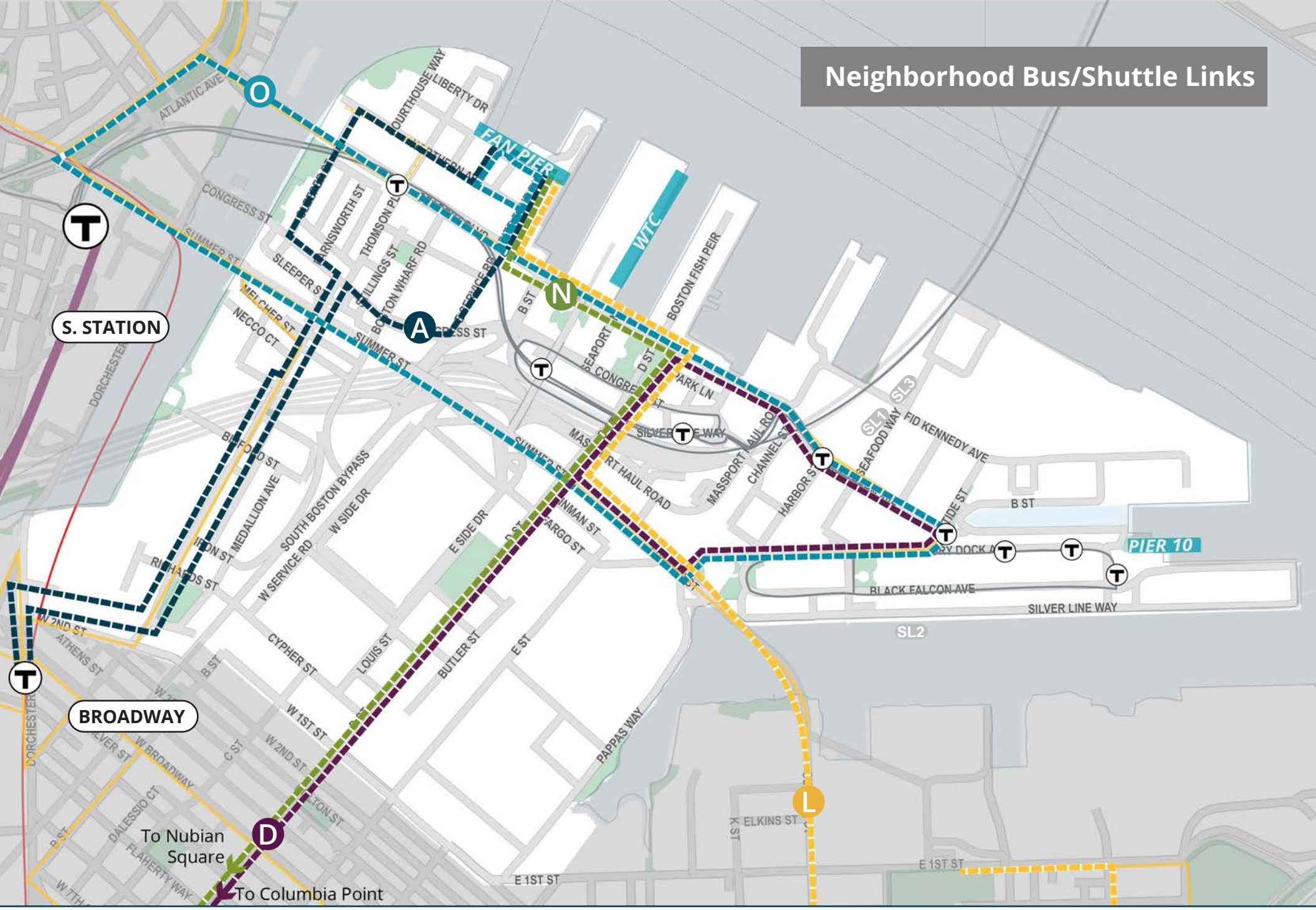
Improves access to UMass Boston campus, Boston College High School, and emerging Columbia Point development from the South Boston neighborhood.

NEXT STEPS

Work with Seaport TMA and private sector partners to identify funding opportunities.

Create a cohesive branding, payment, and funding plan for service.

Neighborhood Bus/Shuttle Links



2 Summer Street Multimodal Corridor

TIMELINE: *Near/Mid-Term* **COST:** *\$\$-\$* **STATUS:** *Concept Planning*

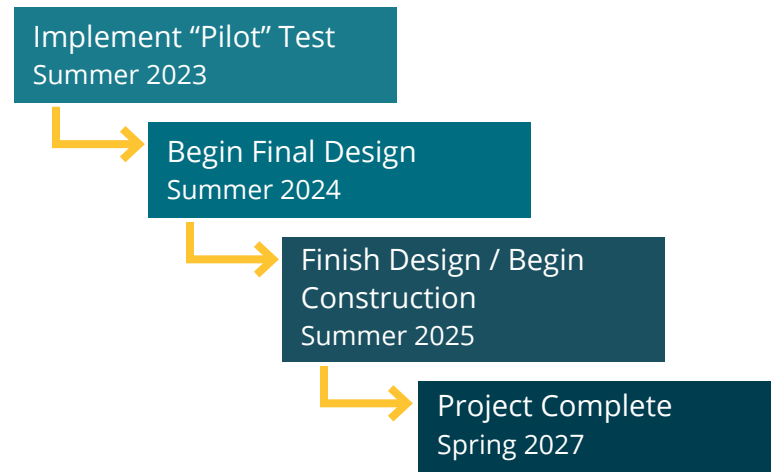
RECOMMENDATION DETAILS

The addition of bus/truck lanes and protected bicycle accommodations on Summer Street from Melcher Street (meeting the North Station/South Boston Seaport Corridor) to the Reserve Channel Bridge. Bus lanes would be designed to accommodate freight trucks in order to maintain access to Boston’s port facilities. This program could be installed in two phases: a near-term roadway striping/signage project and a mid-term capital construction project.

RELATED RECOMMENDATIONS

- North Station to Seaport Rapid Bus
- Neighborhood Bus/Shuttle Links

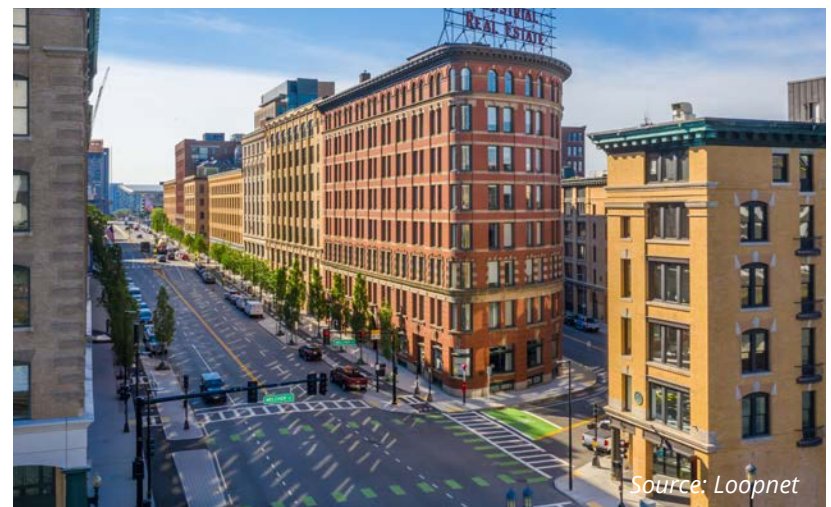
NEXT STEPS



PROJECT BENEFITS

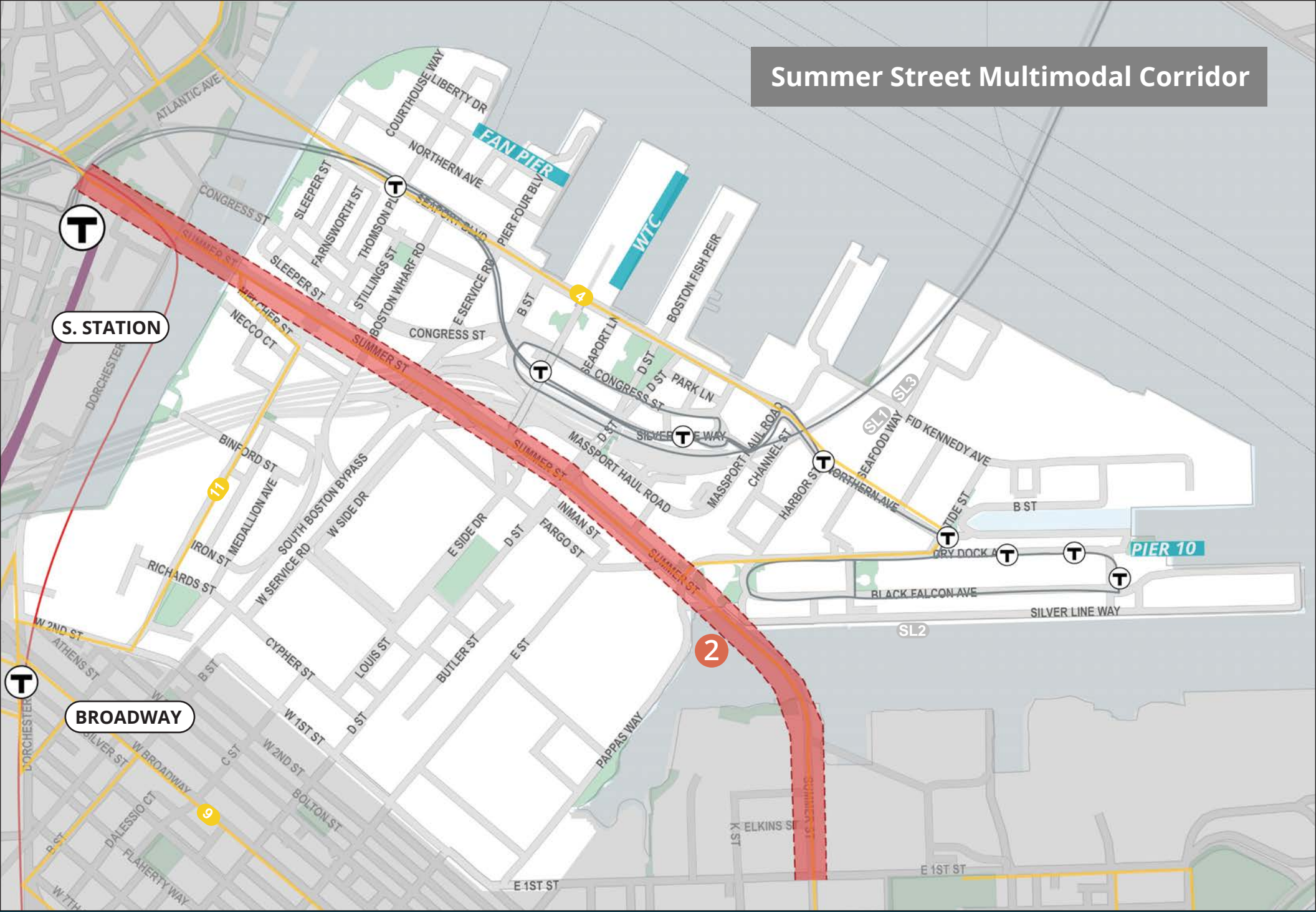
Summer Street is a critical connection from the South Boston neighborhood to Downtown Boston and serves an emerging housing, employment, and entertainment district in the South Boston Seaport. In the coming years, there will be more than 10 million square feet of anticipated growth along the Summer Street corridor, which will dramatically transform this key corridor. Better planning of bicycles, buses, and pedestrians is imperative as the area prepares for this growth.

Dedicated bus and bicycle lanes on Summer Street will aid rebounding bus ridership today, support future growth, and improve safety. Dedicated bus lanes are known to reduce travel times and improve bus reliability as development progresses in this area. Additionally, bus lanes will improve access to Boston port facilities by accommodating port-bound trucks, thus ensuring reliability for the freight system.



Source: Loopnet

Summer Street Multimodal Corridor



Broadway Station Upgrades

TIMELINE: Near/Mid-Term **COST:** \$-\$\$ **STATUS:** Some routing improvements completed, others planned. Design underway for new headhouses. Conceptual design for pedestrian improvements.

RECOMMENDATION DETAILS

Simplify the routing of buses that serve the station. Expand pedestrian areas and bus stops and increase access and accessibility at the station with new headhouses at the south end of the platform on Dorchester Avenue.

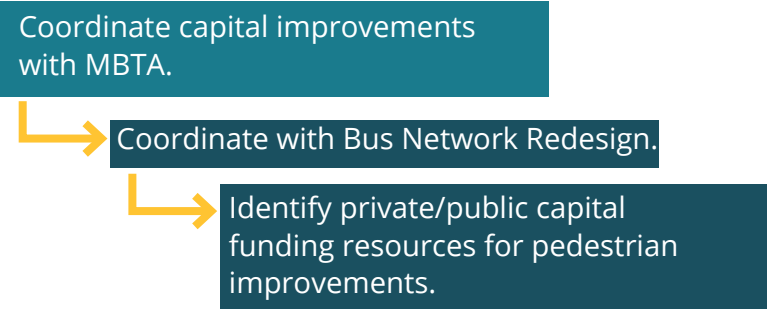
RELATED RECOMMENDATIONS

- Bidirectional Service from A Street to Broadway
- Nubian Square To RLFMP Link via Andrew Square
- Neighborhood Bus/Shuttle Links

PROJECT BENEFITS

Upgrades will improve travel time for buses, expand access to the station, and enhance safe pedestrian access to transit.

NEXT STEPS



Source: Wikimedia

3 Bidirectional Service from A Street to Broadway

TIMELINE: *Near-Term*

COST: \$

STATUS: *Route Planning*

RECOMMENDATION DETAILS

Provide additional bidirectional and extended bus service on A Street.

RELATED RECOMMENDATIONS

Broadway Station Upgrades

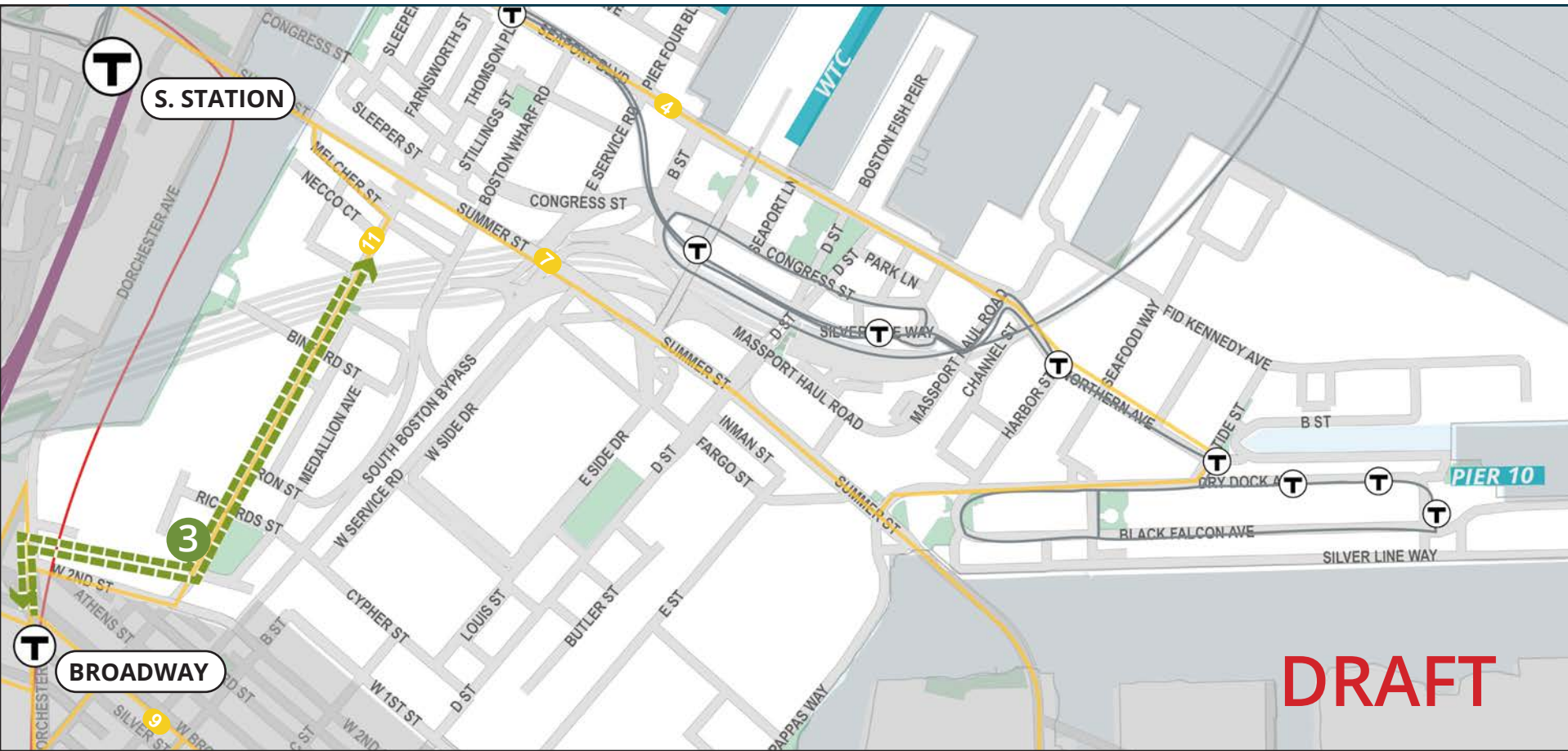
PROJECT BENEFITS

Additional service will provide new connections to Broadway Station from the A Street corridor and Fort Point neighborhood.

NEXT STEPS

Coordinate with MBTA Bus Network Redesign on service parameters and South Boston stakeholders on improvements to bus infrastructure in South Boston Neighborhood.

Enter design phase.



4 Service Upgrades: Silver Line Fleet Expansion and Platooning

TIMELINE: *Mid-Term*

COST: \$\$

STATUS: *Concept Planning*

RECOMMENDATION DETAILS

Expand Silver Line bus fleet and operate service in a two-bus platoon to increase service levels in the Silver Line transitway segment.

RELATED RECOMMENDATIONS

Infrastructure Upgrades: T Under D and Essex Street Tunnel

PROJECT BENEFITS

Service upgrades will maximize Silver Line capacity.

NEXT STEPS

Work with MBTA/Massport to refine operating details and funding.



Enter design phase.

5 Infrastructure Upgrades: T Under D and Essex Street Tunnel

TIMELINE: *Long-Term*

COST: \$\$\$

STATUS: *Concept Design*

RECOMMENDATION DETAILS

Provide grade separation of the Silver Line under D Street and extend the Silver Line tunnel from South Station to connect to the Washington Street/Nubian Square Service.

RELATED RECOMMENDATIONS

Service Upgrades: Silver Line Fleet Expansion and Platooning

PROJECT BENEFITS

This project will improve Silver Line operations and create a one-seat ride connection from Roxbury to the South Boston Seaport, airport, and beyond.

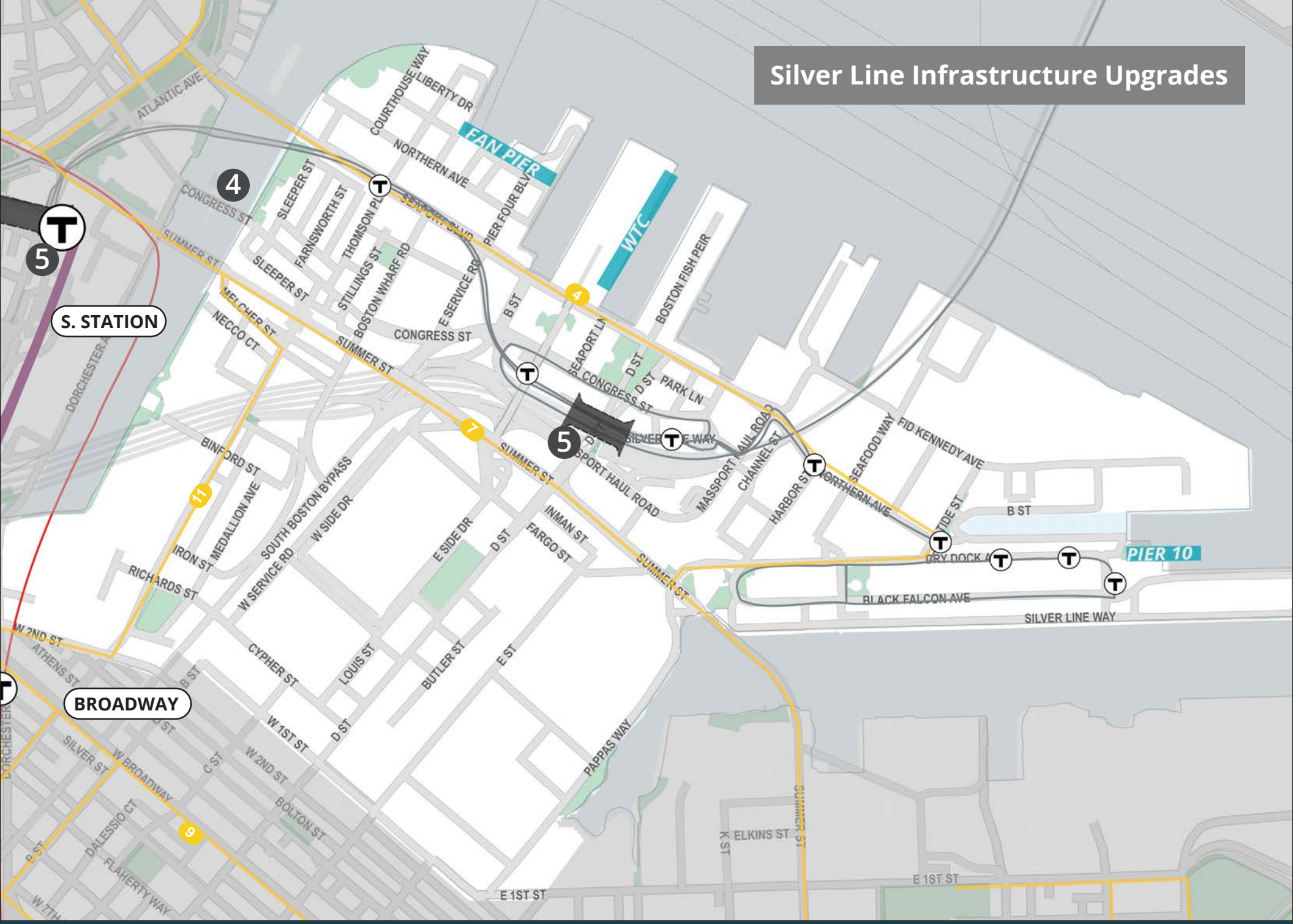
NEXT STEPS

Work with MBTA/MassDOT to advance design and funding options.



Enter design phase.

Silver Line Infrastructure Upgrades



Improve Multimodal Transit Connections

TIMELINE: *Near-Term*

COST: \$

STATUS: *Planning*

RECOMMENDATION DETAILS

Support the expansion of alternative connecting modes including the bikeshare, pedestrian and bicycle network while integrating the fare system among all networks (ferries, bikeshare, etc.).

RELATED RECOMMENDATIONS

- Bicycle Recommendations, Priority Pedestrian Recommendations
- Ferry Terminal Improvements and Connections
- Support Permanent Ferry Connection to East Boston
- Ferry Connections to Downtown and Charlestown
- Direct Ferry Service To Lynn, Salem, Hingham, and Hull

PROJECT BENEFITS

Easier and safer transfers between modes from different service providers.

NEXT STEPS

Work with service providers and agency partners to integrate fare systems and expand networks.



Enter design phase.



Source: Bluebicycles

6 Ferry Terminal Improvements and Connections

TIMELINE: *Mid-Term*

COST: \$\$

STATUS: *Ongoing*

RECOMMENDATION DETAILS

Creation of additional ferry connections (Pier 10 and Commonwealth Pier) and improvements to existing terminals (Fan Pier). Terminals will be fully accessible and include charging infrastructure for electric/hybrid ferries.

RELATED RECOMMENDATIONS

Neighborhood Bus/Shuttle Links

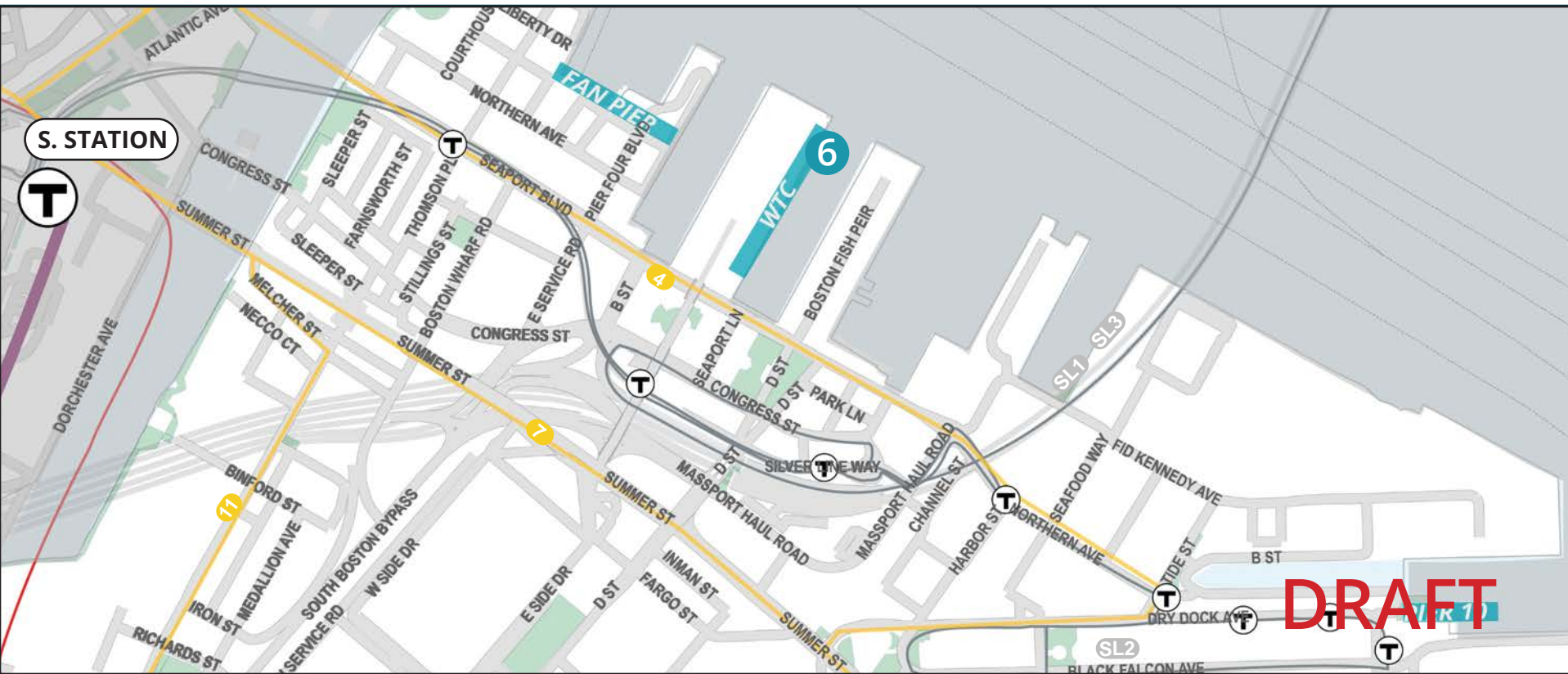
PROJECT BENEFITS

Improve ferry operations and enhance accessibility for riders.

NEXT STEPS

Work with Seaport TMA/MCCA/Boston Harbor Now/Private Sector/State/Massport to advance improvements and expand services.

Enter design phase.



Priority Pedestrian Recommendations

TIMELINE: *Near-Term*

COST: \$

STATUS: *Ongoing*

RECOMMENDATION DETAILS

Improve pedestrian infrastructure, particularly locations that provide access to transit services and address accessibility issues.

RELATED RECOMMENDATIONS

- Improve Multimodal Transit Connections
- Wayfinding

PROJECT BENEFITS

These recommendations will create a safe, connected, and accessible pedestrian network critical for mobility and transit access.

NEXT STEPS

Continue to work with agency partners and private development to make pedestrian network improvements, particularly at critical locations in the Fort Point area.

Support and advance ongoing design processes for improvements to Summer St, Congress St, Sleeper St, and Melcher St to implement capital improvements in the next few years.

Begin an Accessibility Study to understand key barriers for accessibility in the South Boston Seaport.

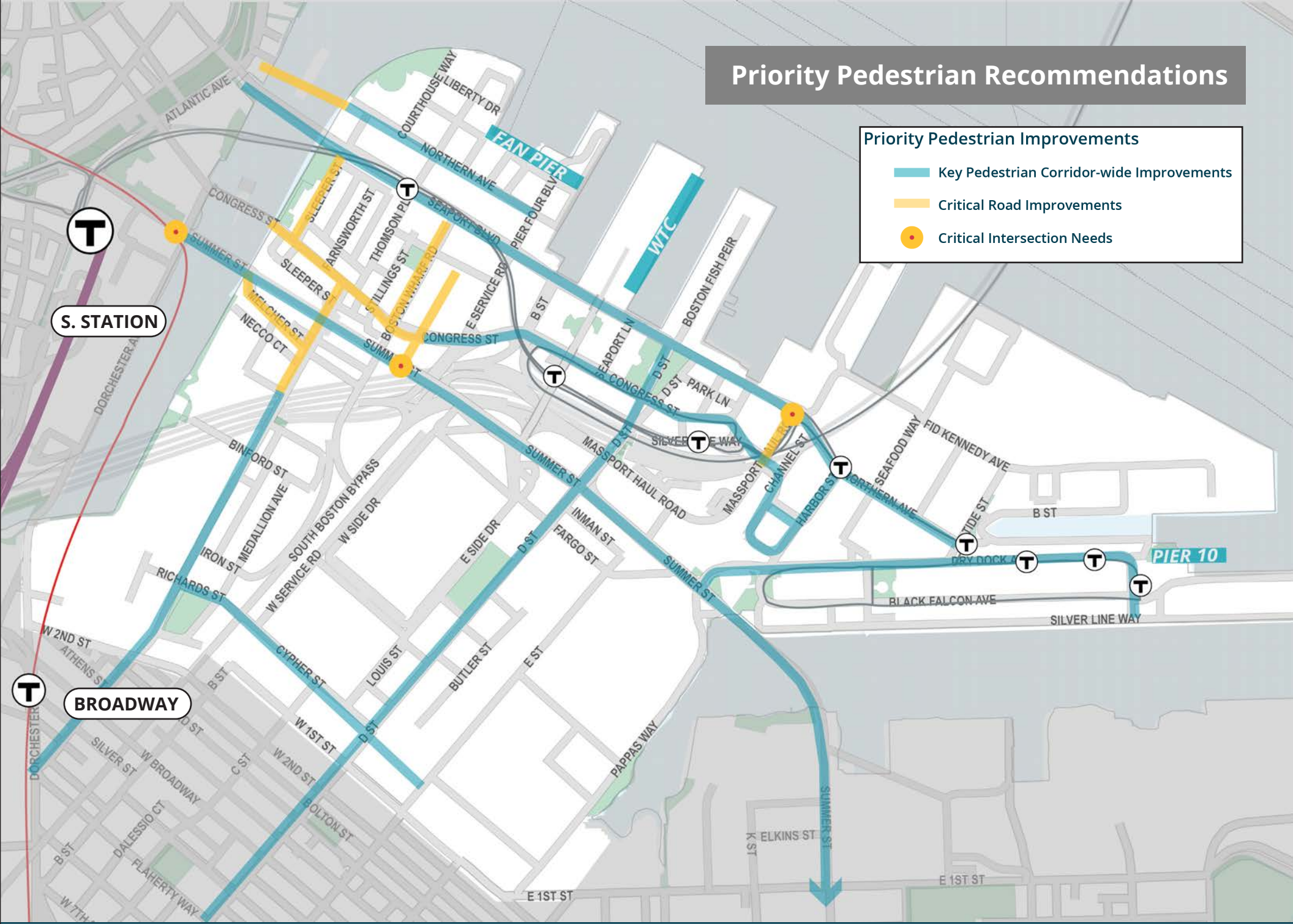


Source: Soofa

Priority Pedestrian Recommendations

Priority Pedestrian Improvements

- Key Pedestrian Corridor-wide Improvements
- Critical Road Improvements
- Critical Intersection Needs



Bicycle Recommendations

TIMELINE: *Near-Term* COST: \$\$ STATUS: *Ongoing*

RECOMMENDATION DETAILS

Expansion of the South Boston Seaport bicycle network, particularly connections to and from transit stops.

RELATED RECOMMENDATIONS

- Summer Street Multimodal Corridor
- Improve Multimodal Transit Connections
- Wayfinding

PROJECT BENEFITS

A safe and connected bicycle network is critical for mobility and accessing transit.

NEXT STEPS

Implement bicycle improvements designed for the Summer St pilot project, and Boston Wharf Rd and Cypher St improvement projects.

Continue to work with agency partners and private development to make bicycle network improvements.



Source: City of Boston

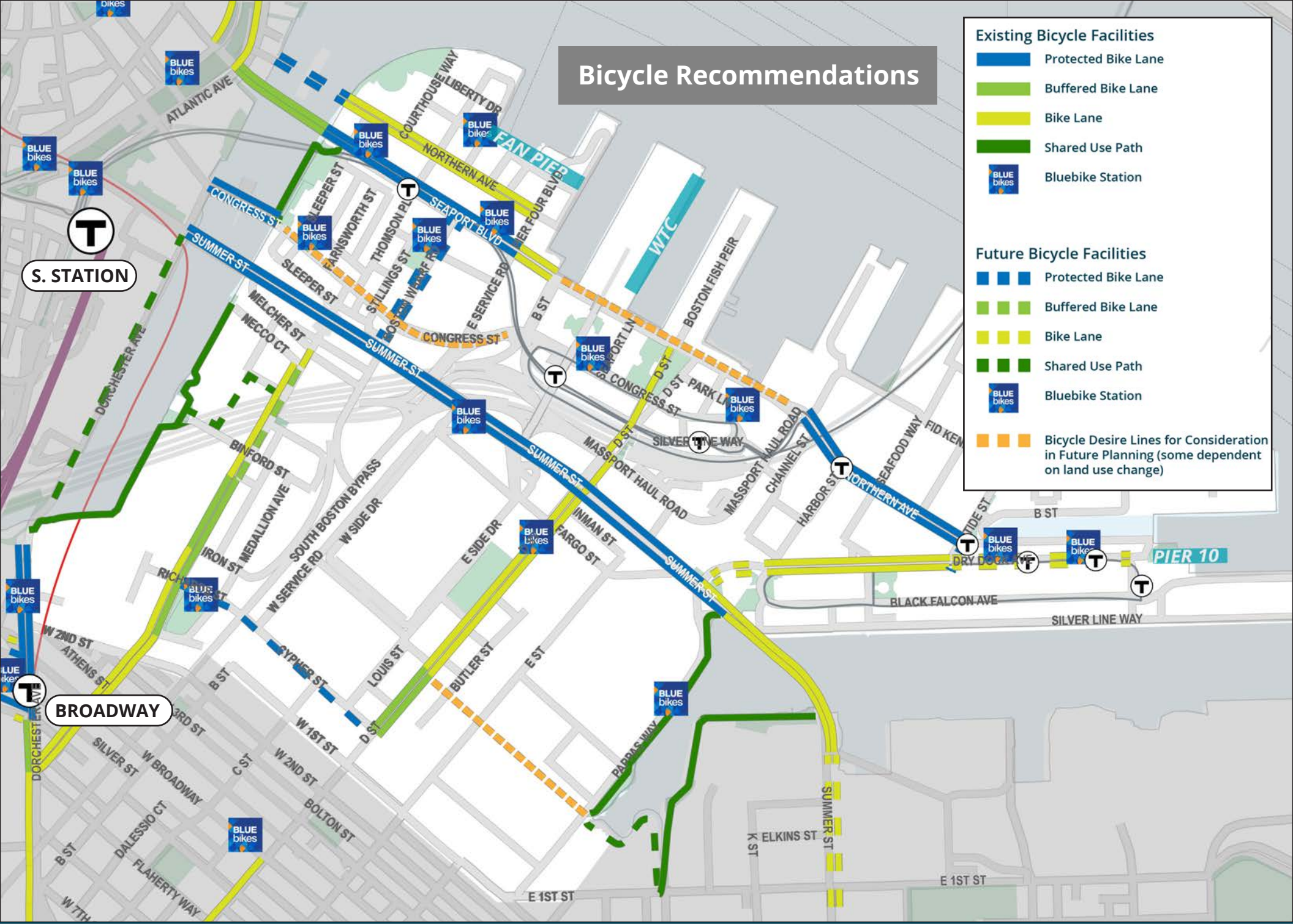
Bicycle Recommendations

Existing Bicycle Facilities

- Protected Bike Lane
- Buffered Bike Lane
- Bike Lane
- Shared Use Path
- Bluebike Station

Future Bicycle Facilities

- Protected Bike Lane
- Buffered Bike Lane
- Bike Lane
- Shared Use Path
- Bluebike Station
- Bicycle Desire Lines for Consideration in Future Planning (some dependent on land use change)



Expand Off-Peak Service

TIMELINE: *Near-Term* COST: \$ STATUS: *Planning*

RECOMMENDATION DETAILS

Expansion of all transit service during midday and night hours, as well as weekend service.

PROJECT BENEFITS

The South Boston Seaport is a 24/7 neighborhood with employees, residents, and visitors needing to travel to and within the neighborhood at all times of day. Increasing the span of service from 5 AM to 1 AM will allow Marine Park employees, service industry employees, and evening visitors to travel by transit.

NEXT STEPS

Work with MBTA and operators of private transit/shuttle services (Seaport TMA/MCA) to expand and increase service at off-peak times.



Source: Boston Globe

Wayfinding

TIMELINE: *Near-Term* COST: \$\$ STATUS: *Planning*

RECOMMENDATION DETAILS

Improve wayfinding to transit stations and bus stops and provide more comprehensive real time information on services.

RELATED RECOMMENDATIONS

- Improve Multimodal Transit Connections
- Priority Pedestrian Recommendations

PROJECT BENEFITS

Wayfinding improvements will enhance and promote transit services to grow and maintain ridership.

NEXT STEPS

Work with agency partners to improve information at stops and develop a comprehensive wayfinding plan.

Continued Consolidation of Private Shuttles

TIMELINE: *Near-Term*

COST: \$

STATUS: *Ongoing*

RECOMMENDATION DETAILS

Consolidation of private shuttles offering service from North Station, South Station, and other downtown connections to the South Boston Seaport.

RELATED RECOMMENDATIONS

- Transportation Demand Management (TDM)
- Neighborhood Bus/Shuttle Links

PROJECT BENEFITS

Streamlining private shuttle service will allow more frequent service and decrease redundant service causing congestion on roadways.

NEXT STEPS

Continue to work with private sector and development teams to ensure existing and future shuttle services are part of the consolidated network managed by Seaport TMA and MCCA.

Transportation Demand Management (TDM)

TIMELINE: *Near-Term*

COST: \$

STATUS: *Ongoing*

RECOMMENDATION DETAILS

Support and promote transportation demand management (TDM) initiatives including the City's new TDM Point System and commitments through development review.

PROJECT BENEFITS

TDM projects will promote and incentivize transit as a mode choice.

NEXT STEPS

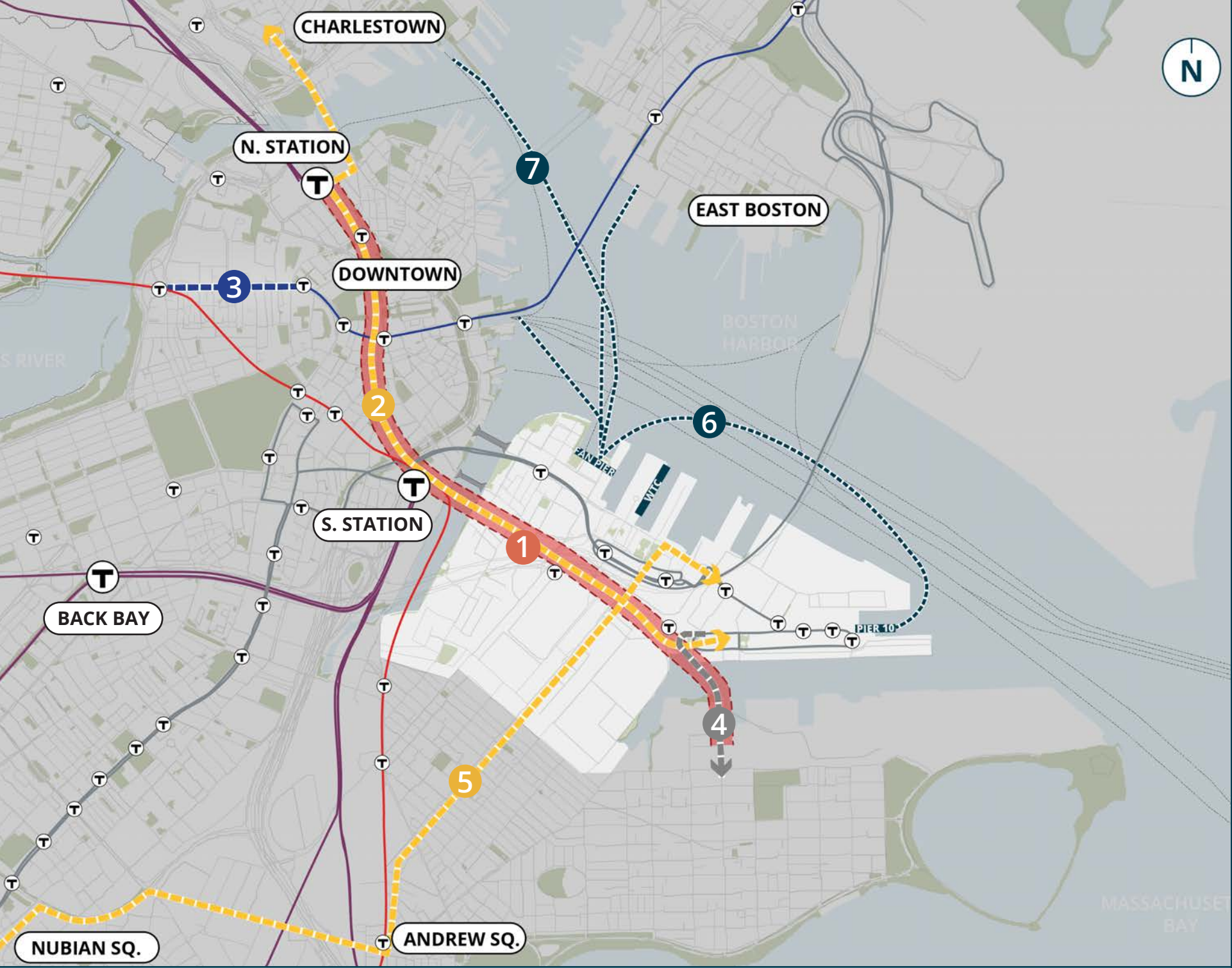
Continue to work with private sector and Seaport TMA on TDM initiative commitments and implementation.



CROSTOWN TRANSIT RECOMMENDATIONS

The crosstown transit recommendations included in the South Boston Seaport Strategic Transit Plan are mapped on page 35 and listed below. Details for each recommendation can be found on the following pages.

- 1 [North Station to Seaport Rapid Bus](#)
- 2 [Charlestown to South Boston BRT Link via South Boston Seaport](#)
- 3 [Red-Blue Line Connector](#)
- 4 [Bus Rapid Transit Service To South Boston Neighborhood](#)
- 5 [Nubian Square To RLFMP Link via Andrew Square](#)
- 6 [Support Permanent Ferry Connection to East Boston](#)
- 7 [Ferry Connections to Downtown and Charlestown](#)



1 North Station to Seaport Rapid Bus

TIMELINE: *Near-Term*

COST: \$

STATUS: *Planning/Design*

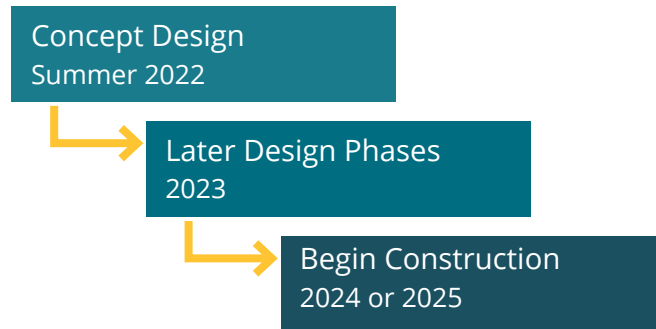
RECOMMENDATION DETAILS

Creation of a rapid bus corridor from North Station to the South Boston Seaport with stops Downtown at Haymarket, State Street, Post Office Square, and South Station.

RELATED RECOMMENDATIONS

- Charlestown to South Boston BRT Link via South Boston Seaport
- Summer Street Multimodal Corridor

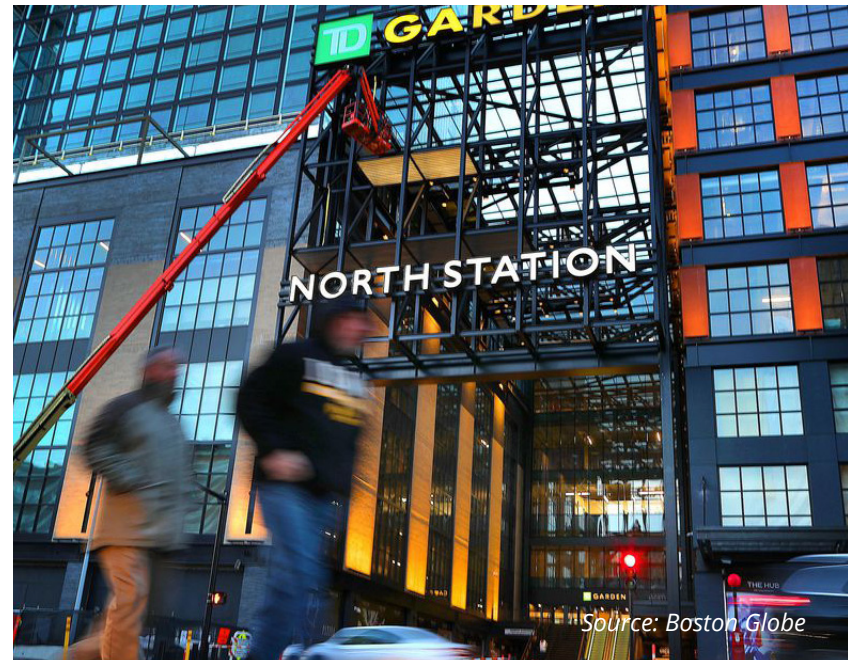
NEXT STEPS



PROJECT BENEFITS

Go Boston 2030 identified the need for a crosstown connection for passengers on North Station Commuter Rail trains, passengers on the Orange, Blue, and Green Lines, and other travelers in Downtown Boston to employment, entertainment, and housing in the South Boston Seaport. Right now, some transit passengers must make multiple transfers to reach the South Boston Seaport, hurting the district’s long-term competitiveness and inevitably creating worse congestion as some riders opt to use rideshare services or single occupancy vehicles instead of transit, biking, or walking.

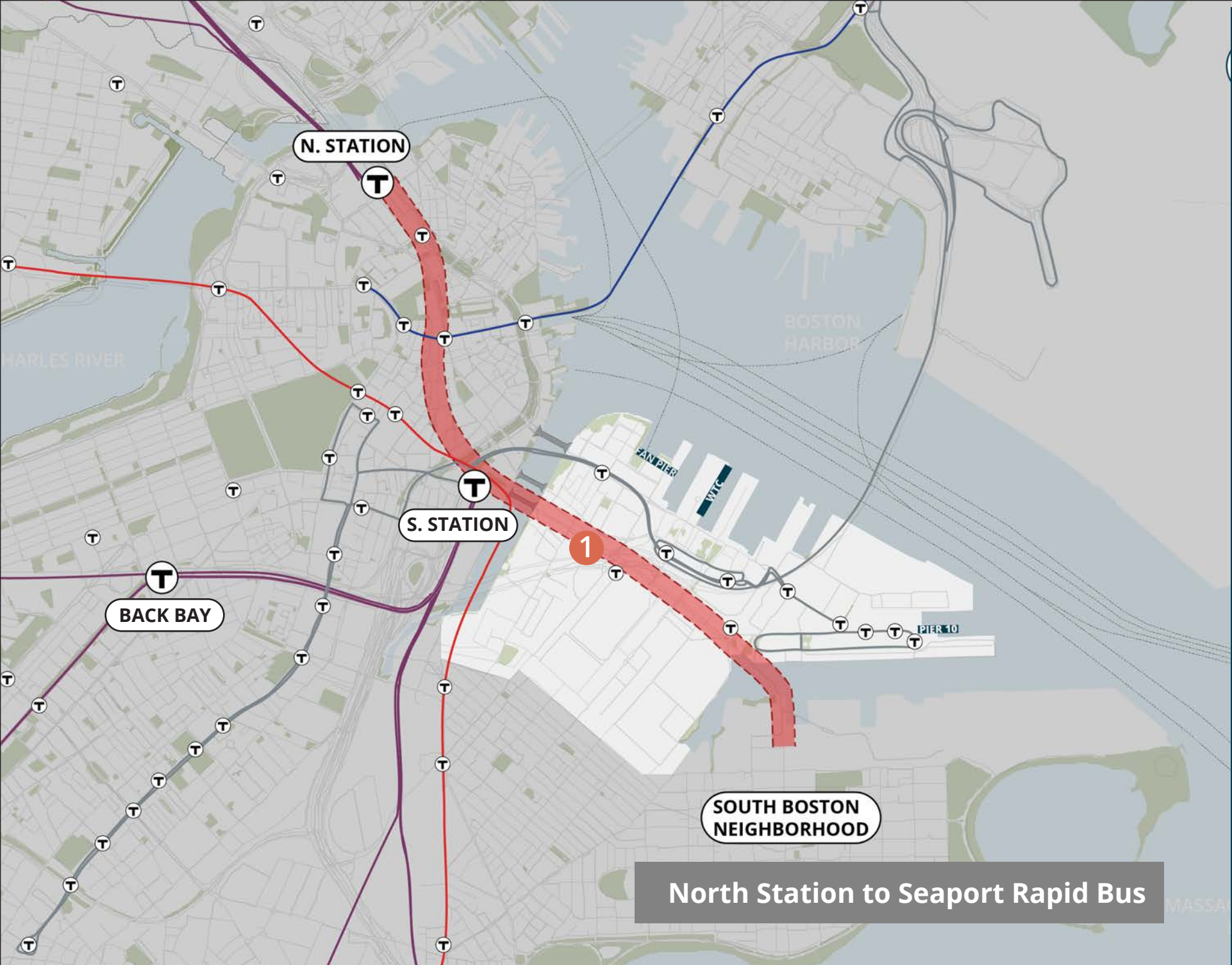
The City is currently working on a concept design and service plan.



Source: Boston Globe

**Recommendation consistent with Go Boston 2030

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North Station to Seaport Rapid Bus

2 Charlestown to South Boston BRT Link via South Boston Seaport

TIMELINE: *Mid-Term*

COST: \$\$

STATUS: *Included in Bus Network Redesign (T7); Priority Treatments: Concept Design*

RECOMMENDATION DETAILS

Establish a high frequency and reliable bus link between Charlestown and South Boston, with stops in Downtown and the South Boston Seaport.

RELATED RECOMMENDATIONS

- North Station to Seaport Rapid Bus
- Bus Rapid Transit Service To South Boston Neighborhood
- Summer Street Multimodal Corridor

PROJECT BENEFITS

One-seat ride to/from South Boston through Charlestown and connections to Government Center and North Station.

NEXT STEPS

Support implementation of MBTA's proposed T7 service with Bus Network Redesign.



Continue to advance bus priority treatments by city-led projects that service this route.

3 Red-Blue Line Connector

TIMELINE: *Near-Term*

COST: \$

STATUS: *Concept Design*

RECOMMENDATION DETAILS

Extend the Blue Line tunnel to connect to the Red Line at Charles/MGH Station.

RELATED RECOMMENDATIONS

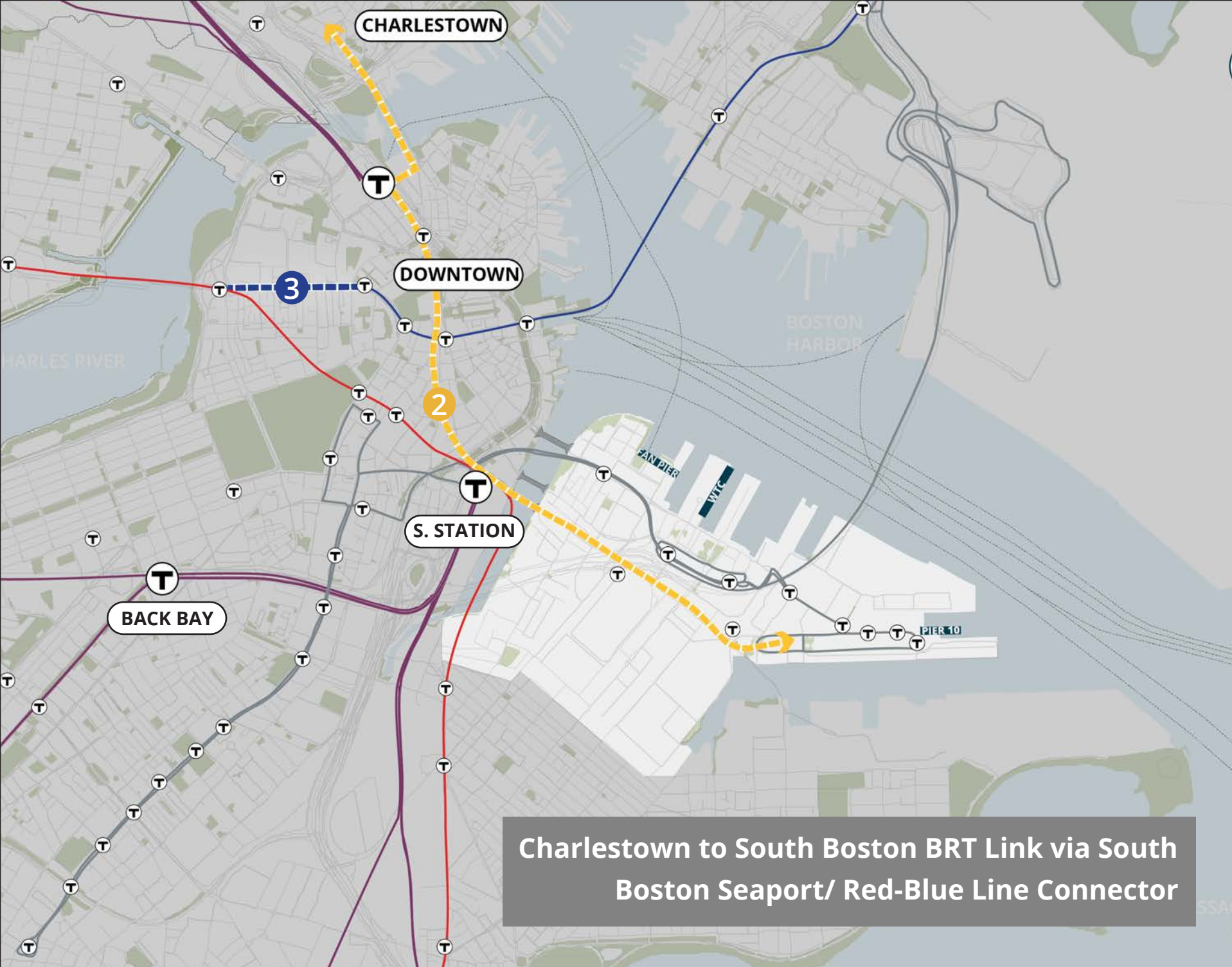
North Station to Seaport Rapid Bus

PROJECT BENEFITS

The connector will provide direct connection between two major rail lines, benefiting the South Boston Seaport by diverting Red Line riders destined for Airport and other destinations from using the Silver Line, thereby providing more Silver Line capacity.

NEXT STEPS

Continue to work with MBTA/MassDOT on advancing the design and engineering.



Charlestown to South Boston BRT Link via South Boston Seaport/ Red-Blue Line Connector

4 Bus Rapid Transit Service To South Boston Neighborhood

TIMELINE: *Near-Term*

COST: \$

STATUS: *Included in Bus Network Redesign (T7)*

RECOMMENDATION DETAILS

Provide higher frequency and more reliable bus service from City Point in South Boston to Downtown via Summer Street.

RELATED RECOMMENDATIONS

- Summer Street Multimodal Corridor
- North Station to Seaport Rapid Bus

PROJECT BENEFITS

This project would enable residents from South Boston to quickly access jobs, recreation, and transit connections in Downtown Boston and the South Boston Seaport District.

NEXT STEPS

Coordinate with MBTA Bus Network Redesign on service parameters and South Boston stakeholders on improvements to bus infrastructure in South Boston Neighborhood.

Enter design phase.



5 Nubian Square To RLFMP Link via Andrew Square

TIMELINE: *Near-Term*

COST: \$

STATUS: *Planning*

RECOMMENDATION DETAILS

One seat ride connection to/from Nubian Square/ Roxbury/Newmarket, Andrew Square Station and D Street corridor.

RELATED RECOMMENDATIONS

Neighborhood Bus/Shuttle Links

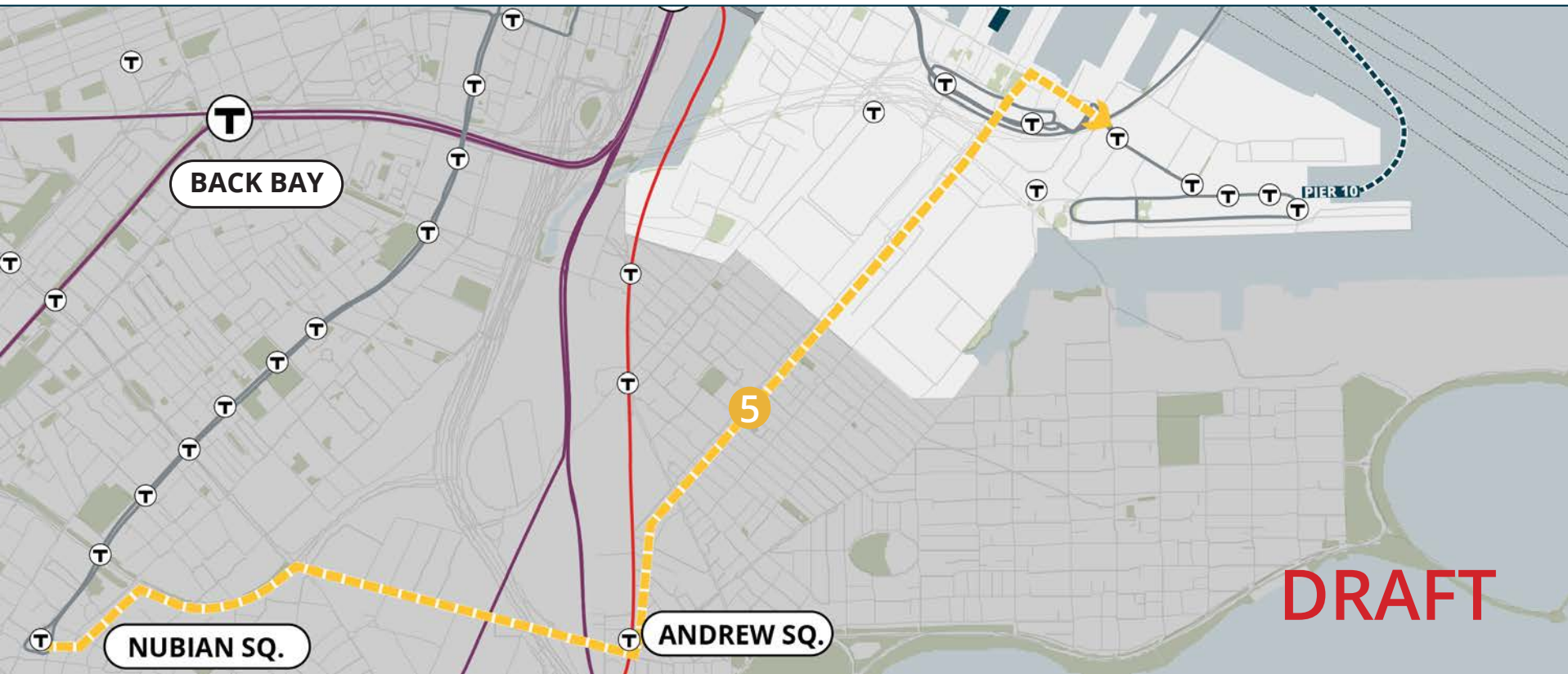
PROJECT BENEFITS

One seat ride connection to/from Nubian Square/ Roxbury/South End and D Street corridor.

NEXT STEPS

Coordinate with MBTA Bus Network Redesign on service parameters and stakeholders on improvements to bus infrastructure in Nubian Square/Roxbury/South End and D Street corridor.

Enter design phase.



6 Support Permanent Ferry Connection to East Boston

TIMELINE: *Near-Term*

COST: \$\$

STATUS: *Pilot underway; Needs long-term funding*

RECOMMENDATION DETAILS

Support existing pilot service from South Boston Seaport to East Boston and eventual permanent ferry service.

RELATED RECOMMENDATIONS

Neighborhood Bus/Shuttle Links

PROJECT BENEFITS

This project will provide a direct ferry connection to East Boston.

NEXT STEPS

Work with Seaport TMA/MCCA/Boston Harbor Now/Private Sector/State to explore funding for expanded service.



7 Ferry Connections to Downtown and Charlestown

TIMELINE: *Mid-Term*

COST: \$\$

STATUS: *Concepts Developed; Need Funding*

RECOMMENDATION DETAILS

Direct ferry service to Downtown and Charlestown via Long Wharf and Charlestown Navy Yard.

RELATED RECOMMENDATIONS

- Neighborhood Bus/Shuttle Links
- Ferry Terminal Improvements and Connections

PROJECT BENEFITS

Direct ferry connection to Downtown, Charlestown and points north.

NEXT STEPS

Work with Seaport TMA/MCCA/Boston Harbor Now/Private Sector/State to explore service.



Source: Kenney Development

CHARLESTOWN

Support Permanent Ferry Connection to East Boston/
Ferry Connections to Downtown and Charlestown

EAST BOSTON

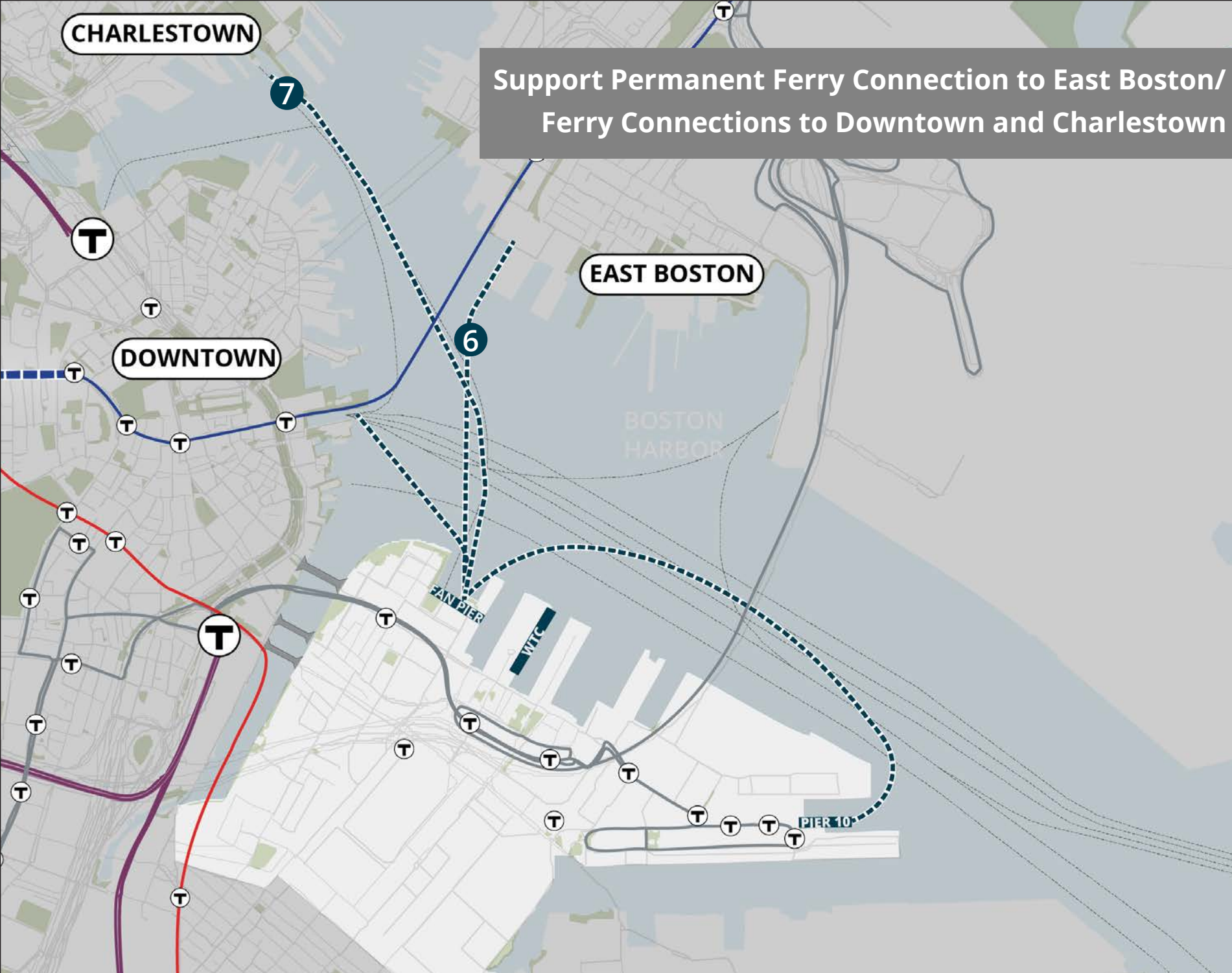
DOWNTOWN

BOSTON HARBOR

FAN PIER

WTC

PIER 10



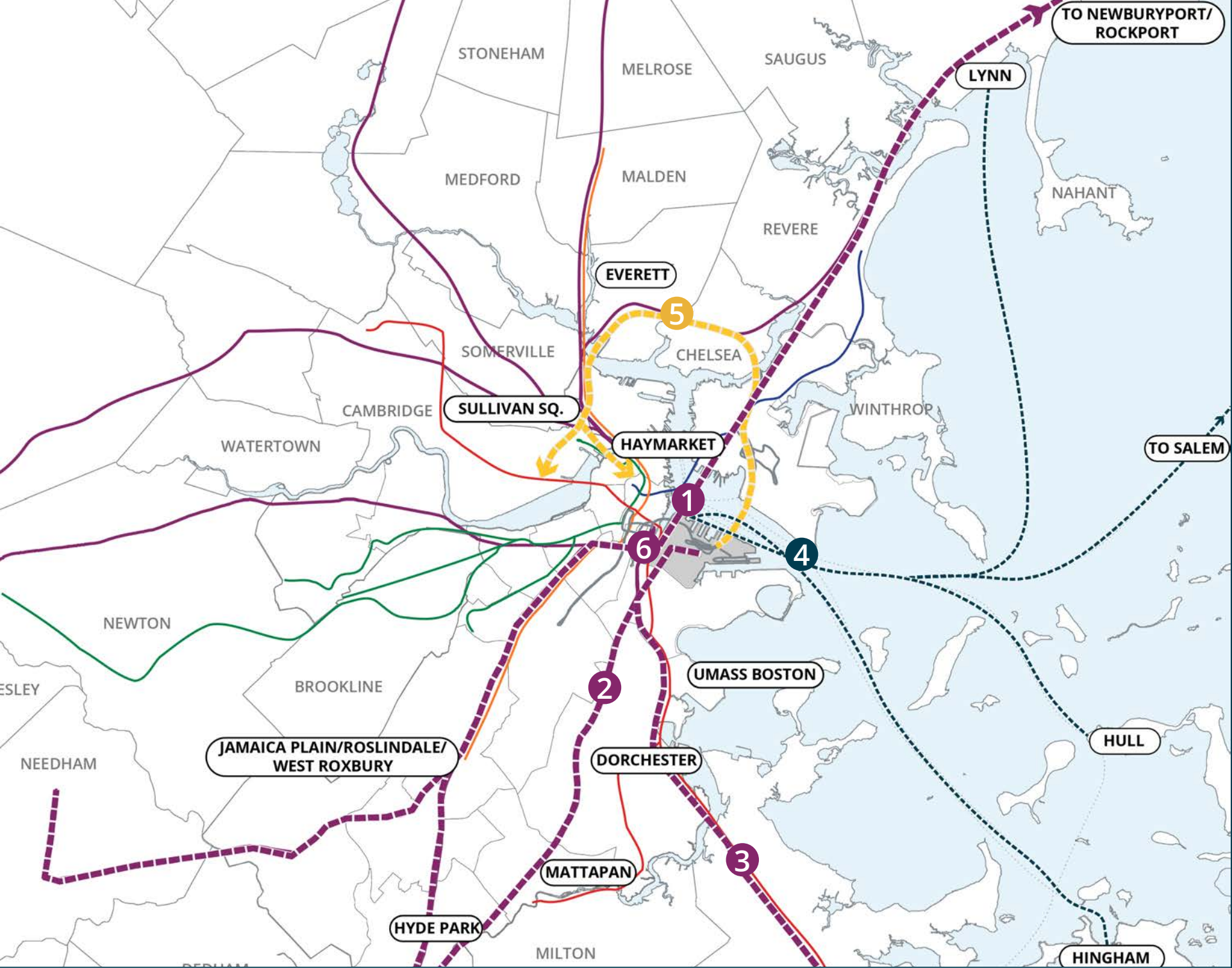
CROSSLAND TRANSIT RECOMMENDATIONS
FERRY SERVICE IMPROVEMENTS



REGIONAL TRANSIT RECOMMENDATIONS

The regional transit recommendations included in the South Boston Seaport Strategic Transit Plan are mapped on page 45 and listed below. Details for each recommendation can be found on the following pages.

- 1 [Cross Harbor Rail Link Tunnel](#)
- 2 [Urban Rail Connection from Old Colony Line](#)
- 3 [Urban Rail Connection from Fairmount Line](#)
- 4 [Direct Ferry Service To Lynn, Salem, Hingham, and Hull](#)
- 5 [Silver Line Extension to Everett, Sullivan Square, and Kendall Square](#)
- 6 [South Station Expansion](#)



1 Cross Harbor Rail Link Tunnel

TIMELINE: *Long-Term*

COST: \$\$\$

STATUS: *Concept Development*

RECOMMENDATION DETAILS

Create a new tunnel under Boston Harbor to connect the southside rail network to Logan Airport and the North Shore. This would also entail a new station to serve South Station/South Boston Seaport (in the vicinity of the Fort Point Channel), Logan Airport, and Suffolk Downs. This project would not preclude the North-South Rail Link in Downtown Boston; this could be designed in tandem/to accommodate this connection.

RELATED RECOMMENDATIONS

- North Station to Seaport Rapid Bus
- Summer Street Multimodal Corridor
- Neighborhood Bus/Shuttle Links

NEXT STEPS

Planning Study to evaluate this project in the context of other rail projects in Boston and in coordination with the North South Rail Link.



Enter design phase.

PROJECT BENEFITS

This tunnel and new station stops would provide a direct connection to the South Boston Seaport from points around the Boston region, improve connections to Logan Airport, and provide more capacity for the rail network. Direct connections are provided from inner core communities, North Shore, South Shore, and MetroWest destinations, reducing travel times and transit demand elsewhere.

It would better connect the region with emerging jobs center at the South Boston Seaport, established job centers in Downtown, Back Bay, and the LMA, and air travel at Logan Airport. This connectivity and congestion relief would improve regional competitiveness, reduce travel times, and improve mobility across the region.

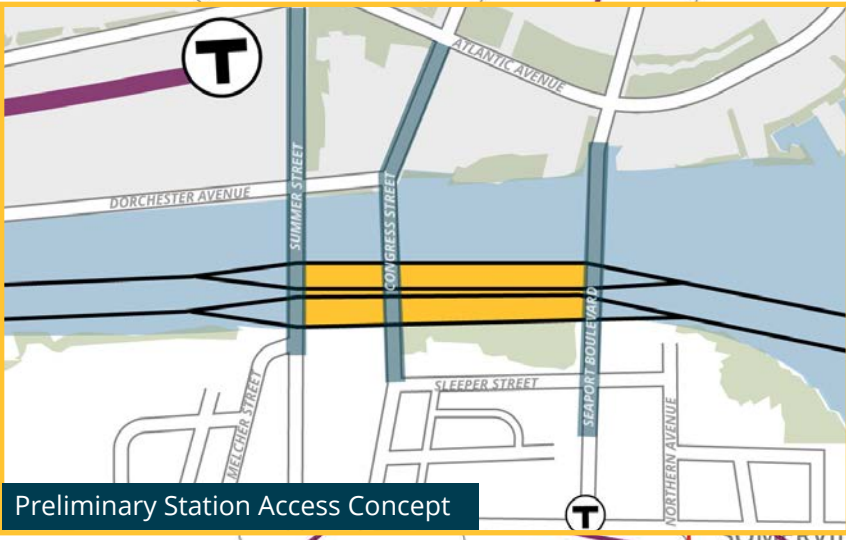
The tunnel would also help to relieve congestion on the rail network by reducing the need of commuters to reach first-mile/last-mile destinations in Downtown, the South Boston Seaport, and Logan Airport from the two existing train terminals. It would reduce congestion on regional highways by diverting travelers from cars and buses to trains. Specifically, access to the South Boston Seaport and Logan Airport on I-90 would benefit from this new link due to this enhanced rail connection.

Enhanced pedestrian and bicycle connections around new station stops designed in tandem with station structures will support access to station stops and facilitate multimodal transportation around stations.

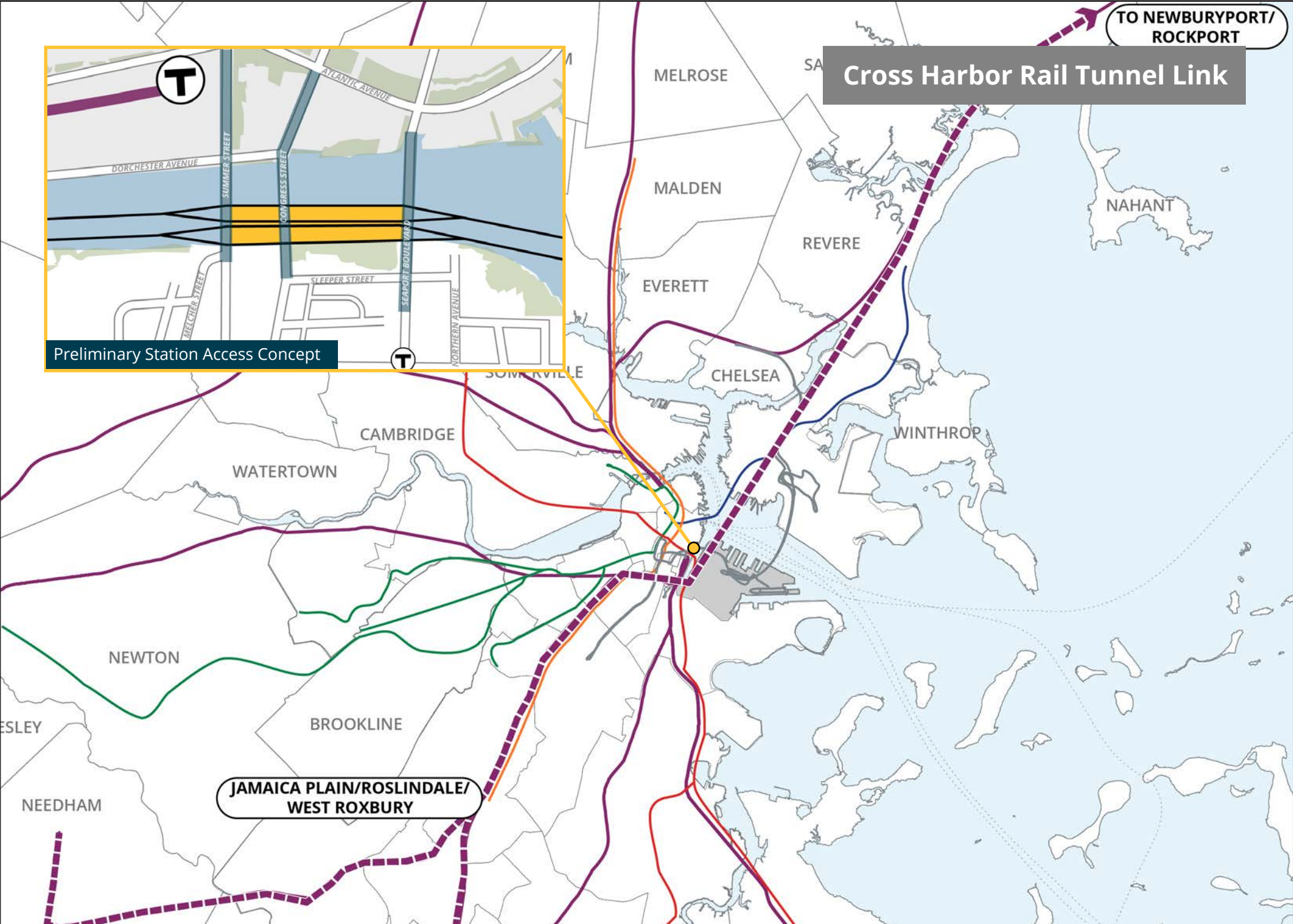
Public realm improvements near stations with a robust public art, landscape design, and pedestrian realm program will improve the visitor experience.

TO NEWBURYPORT/
ROCKPORT

Cross Harbor Rail Tunnel Link



Preliminary Station Access Concept



JAMAICA PLAIN/ROSLINDALE/
WEST ROXBURY

2 Urban Rail Connection from Old Colony Line

TIMELINE: *Mid-Term*

COST: \$\$\$

STATUS: *Concept/Needs Funding*

RECOMMENDATION DETAILS

Extend Old Colony Line service to South Boston Seaport via Track 61 and upgrade Track 61 infrastructure through the construction of new passenger stations and a track connection on the Old Colony Line.

RELATED RECOMMENDATIONS

- Urban Rail Connection from Fairmount Line
- Neighborhood Bus/Shuttle Links

PROJECT BENEFITS

This project provides one-seat ride rail service from Dorchester (at JFK/UMass Station) and the South Shore to the South Boston Seaport.

NEXT STEPS

Work with MBTA/MassDOT/MCCA/Massport to advance design and funding options.



Enter design phase.



3 Urban Rail Connection from Fairmount Line

TIMELINE: *Mid-Term*

COST: \$\$\$

STATUS: *Concept/Needs Funding*

RECOMMENDATION DETAILS

Extend Fairmount Line service to South Boston Seaport via Track 61 and upgrade Track 61 infrastructure through the construction of new passenger stations and a track connection on the Fairmount Line.

RELATED RECOMMENDATIONS

- Urban Rail Connection from Old Colony Line
- Neighborhood Bus/Shuttle Links

PROJECT BENEFITS

This project provides one-seat ride rail service from Roxbury, Dorchester, and Hyde Park to the South Boston Seaport.

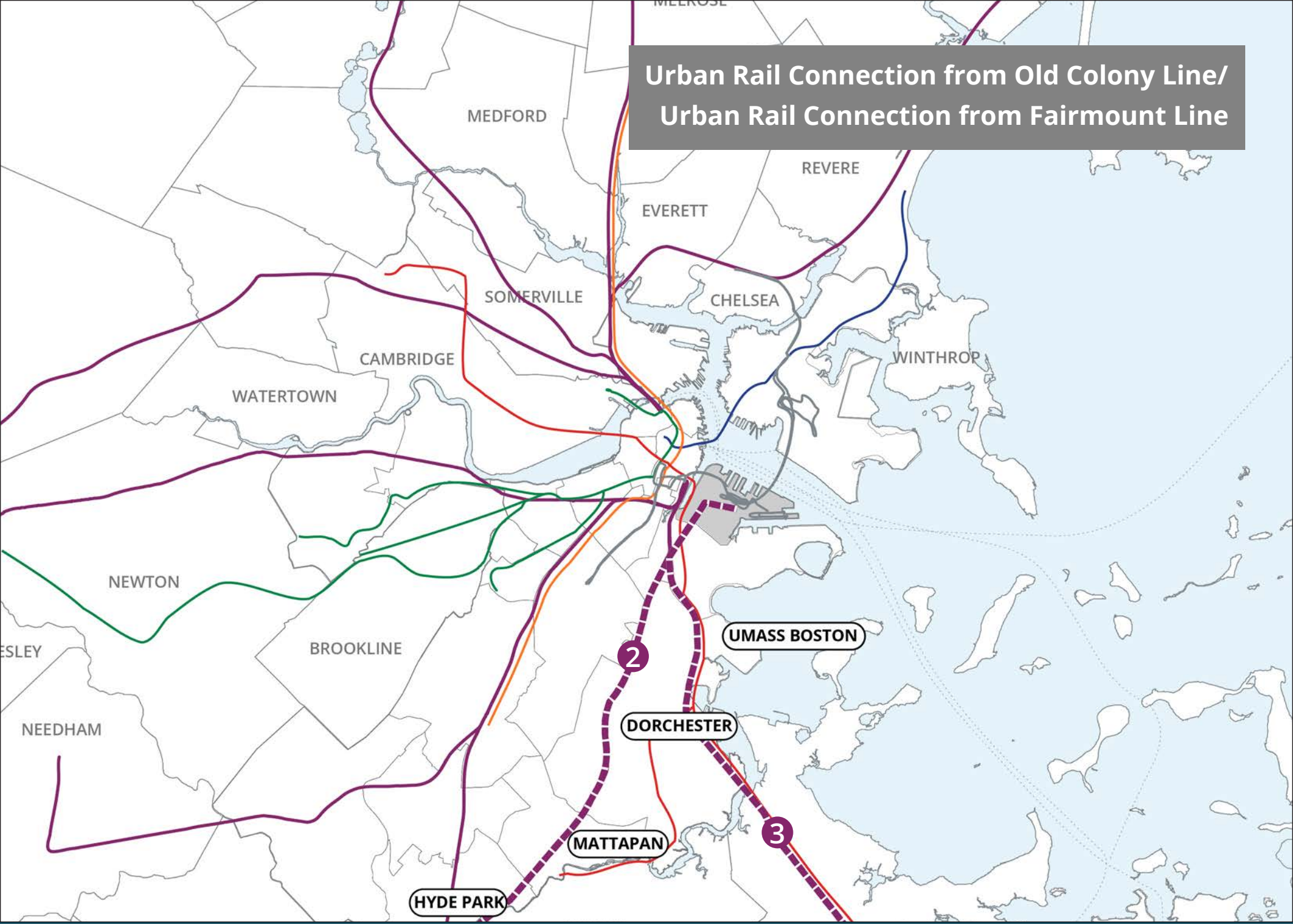
NEXT STEPS

Work with MBTA/MassDOT/MCCA/Massport to advance design and funding options.



Enter design phase.

Urban Rail Connection from Old Colony Line/
Urban Rail Connection from Fairmount Line



4 Direct Ferry Service To Lynn, Salem, Hingham, and Hull

TIMELINE: *Mid-Term*

COST: \$\$

STATUS: *Concept/Needs Funding*

RECOMMENDATION DETAILS

Extend ferry service to regional areas of Lynn, Salem, Hingham, and Hull.

RELATED RECOMMENDATIONS

- Ferry Terminal Improvements and Connections
- Neighborhood Bus/Shuttle Links

PROJECT BENEFITS

Direct ferry service to Lynn, Salem, Hingham, and Hull.

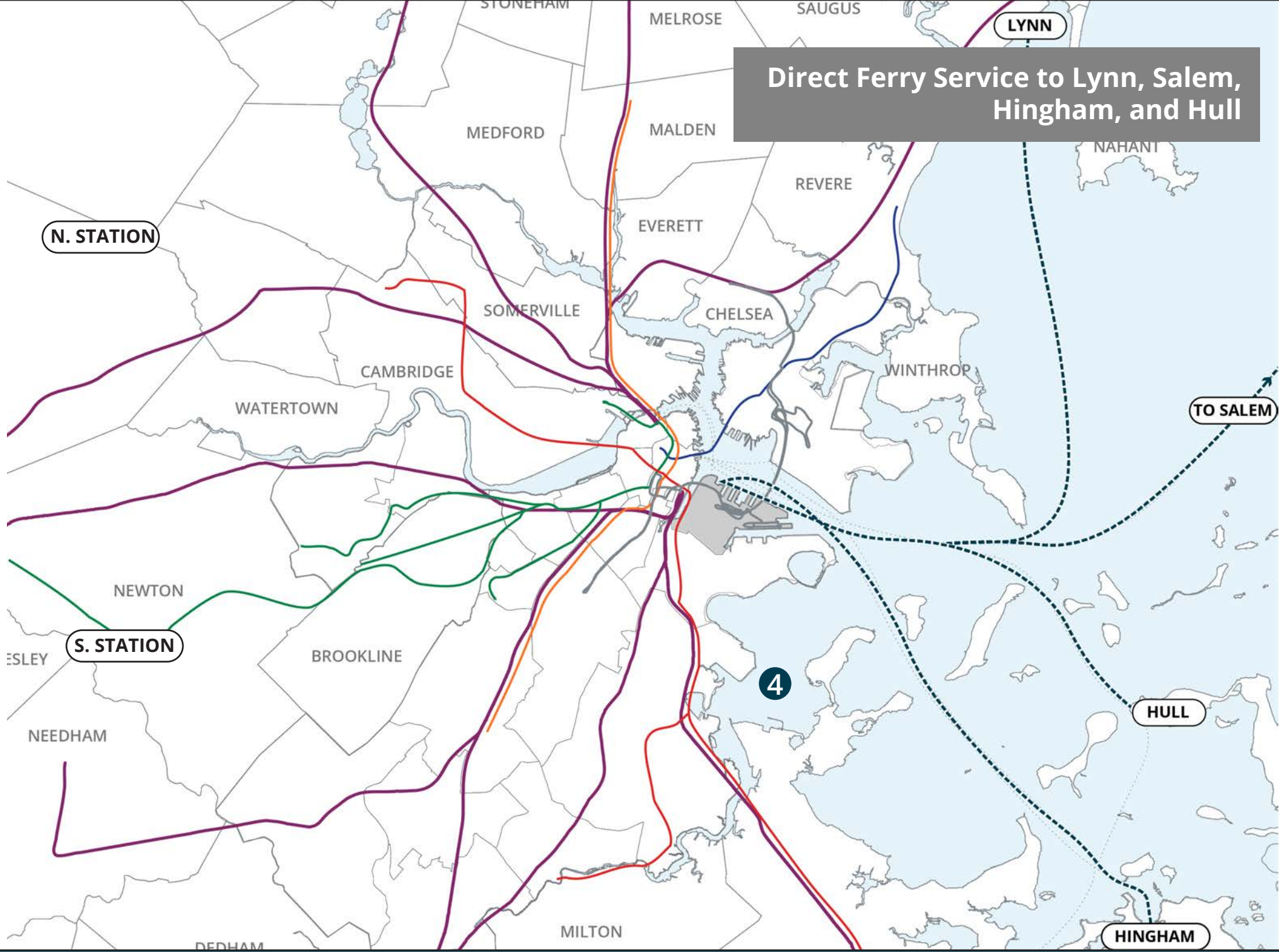
NEXT STEPS

Work with Boston Harbor Now/Private Sector/State/Partner Municipalities to explore funding for new and expanded service.



Source: Boston Globe

Direct Ferry Service to Lynn, Salem, Hingham, and Hull



5 Silver Line Extension to Everett, Sullivan Square, and Kendall Square

TIMELINE: *Mid-Term*

COST: \$\$\$

STATUS: *Route and Service Planning*

RECOMMENDATION DETAILS

Extend the Silver Line to Chelsea (SL3) service to Everett, Sullivan Square, and Kendall Square while providing bus priority throughout the recommended route.

RELATED RECOMMENDATIONS

- Service Upgrades: Silver Line Fleet Expansion and Platooning
- Neighborhood Bus/Shuttle Links

PROJECT BENEFITS

This project will extend high frequency and direct rapid bus service to the South Boston Seaport from Everett, Charlestown, and Cambridge.

NEXT STEPS

Continue to work with MassDOT/MBTA on the ongoing Silver Line Extension Alternatives Analysis.



Support funding for implementation.



6 South Station Expansion

TIMELINE: *Long-Term*

COST: \$\$\$

STATUS: *Design/Engineering and Environmental Permitting*

RECOMMENDATION DETAILS

Expand layover tracks at South Station to allow expansion of regional commuter rail service.

RELATED RECOMMENDATIONS

- Service Upgrades: Silver Line Fleet Expansion and Platooning
- North Station to Seaport Rapid Bus

PROJECT BENEFITS

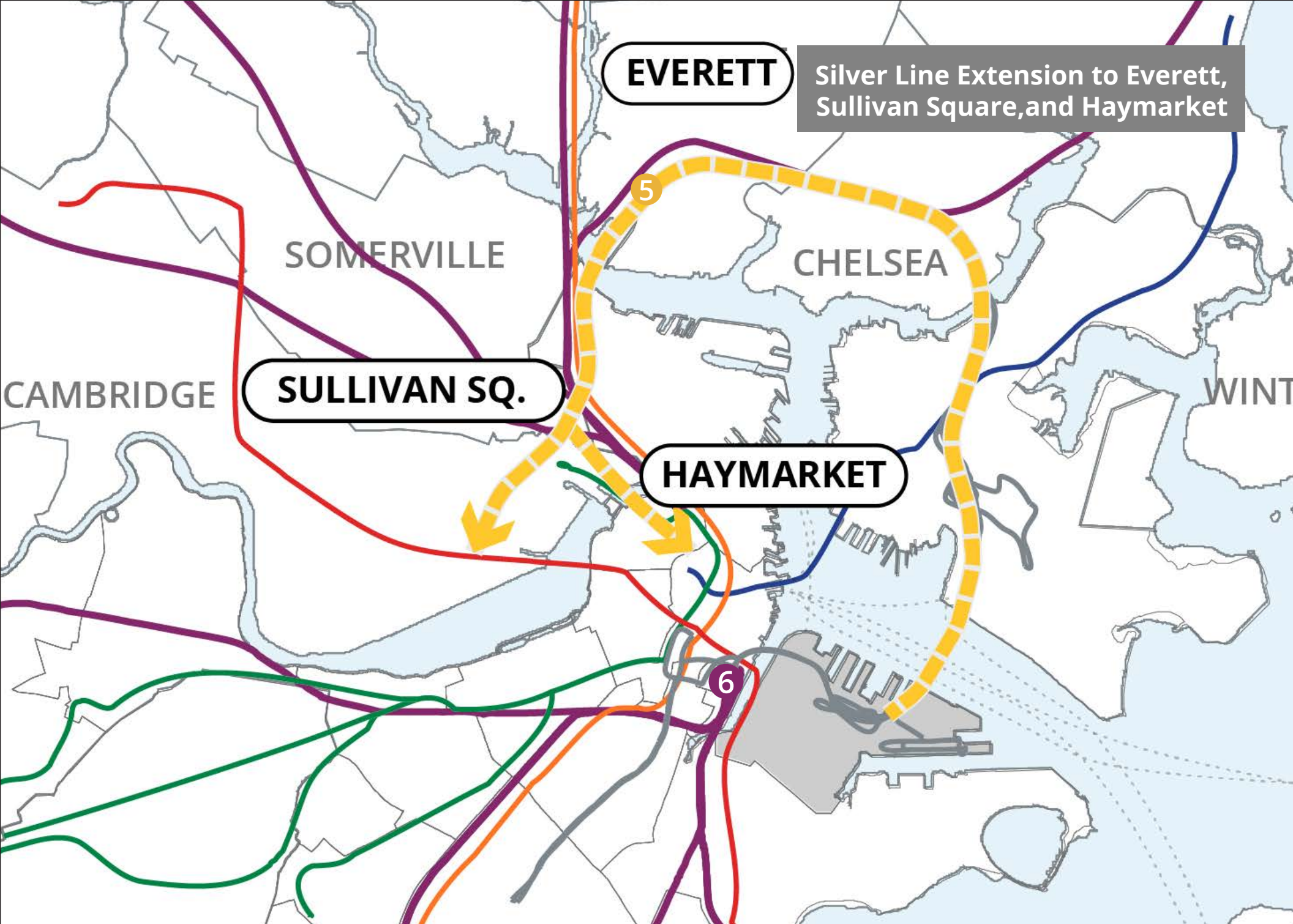
This project allows for additional commuter rail service on existing lines, addition of new rail lines (Fall River/ New Bedford), and expansion of inter-city rail service.

NEXT STEPS

Continue to work with MassDOT/MBTA and support advancement of design/engineering/permitting.



Enter design phase.



EVERETT

Silver Line Extension to Everett, Sullivan Square, and Haymarket

SULLIVAN SQ.

HAYMARKET



DRAFT



Implementation

The South Boston Seaport Strategic Transit Plan is intended to be an actionable document, and requires a defined and intentional path towards the pursuit and achievement of the recommendations outlined.

The implementation matrices on the following pages help identify at a high level the critical components of recommendations for each targeted mode (i.e. Bus + Shuttle, Rail, Ferry, and Multimodal).

Cost- The projects recommended range between those which are lower cost (such as additional links) to high cost efforts (such as infrastructure upgrades and significant capital/construction costs). This will allow BPDA and the City to best plan for future budget allocations.

Impact Area- The geographic area of impact may be a factor in determining how and when to prioritize recommendations, as well as provide an opportunity to “bundle” projects in a similar area to build momentum and visible impact.

Timeline- The full completion of recommendations proposed would take years to achieve, and future unknown factors may influence the realistic timeline for various sub-tasks within a recommendation. However, there are several recommendations which can be pursued in the shorter-term which will be critical in catalyzing some longer-term recommendations.

Status- The BPDA and the City have made advancements in several areas towards improving transit that can be furthered through recommendations in this plan. It may be optimal to pair some recommendations that are of a similar status level, or at least improve coordinated discussions between the partners involved wherever there may be overlap.

Partners- The partners identified for each recommendation are those which should be responsible for coordinating and advancing recommendations, and for working with the community and pulling in other partners, as needed.

Next Steps- While each recommendation will ultimately require a series of steps to be achieved, this plan highlights the next critical step necessary to either initiate or continue progress.

While the implementation matrix will be an essential tool to aid discussions and planning between BPDA and the City of Boston going forward, it should be considered as a living resource that is adjusted and updated as progress made, or as priorities change.

Implementation Matrix

	RECOMMENDATION	COST	IMPACT AREA	TIMELINE	STATUS	PARTNERS						NEXT STEPS
BUS + SHUTTLE	Neighborhood Bus/Shuttle Links	\$	LOCAL	Near-Term	Development/ Concept Planning	CITY	MASS DOT	MBTA	MASS PORT	SEAPORT TMA	MCCA	Identify funding opportunities
	Bidirectional Service from A Street to Broadway	\$	LOCAL	Near-Term	Route Planning	CITY	MASS DOT	MBTA	MASS PORT	SEAPORT TMA	MCCA	
	Service Upgrades: Silver Line Fleet Expansion and Platooning	\$\$	LOCAL	Mid-Term	Concept Planning	CITY	MASS DOT	MBTA	MASS PORT	TMA	MCCA	Refine operating details and funding
	Expand Off-Peak Service	\$	LOCAL	Near-Term	Planning	CITY	MASS DOT	MBTA	MASS PORT	SEAPORT TMA	MCCA	Expand and increase service at off-peak times
	Continued Consolidation of Private Shuttles	\$	LOCAL	Near-Term	Ongoing	CITY	MASS DOT	MBTA	MASS PORT	SEAPORT TMA	MCCA	Ensure existing and future shuttles are part of the consolidated network
	Charlestown to South Boston BRT Link via South Boston Seaport	\$\$	CROSSTOWN	Mid-Term	Concept Design	CITY	MASS DOT	MBTA	MASS PORT	SEAPORT TMA	MCCA	Support implementation of BNRD T7 service
	Bus Rapid Transit Service To South Boston Neighborhood	\$	CROSSTOWN	Near-Term	Included in BNRD	CITY	MASS DOT	MBTA	MASS PORT	SEAPORT TMA	MCCA	Coordinate with BNRD team on service and infrastructure updates
	Nubian Square To RLFMP Link via Andrew Square	\$	CROSSTOWN	Near-Term	Planning	CITY	MASS DOT	MBTA	MASS PORT	SEAPORT TMA	MCCA	
	Silver Line Extension to Everett, Sullivan Square, and Kendall Square	\$\$\$	REGIONAL	Mid-Term	Route/Service Planning	CITY	MASS DOT	MBTA	MASS PORT	SEAPORT TMA	MCCA	Work with MassDOT/MBTA on SL Extension Alternatives Analysis
	Summer Street Multimodal Corridor	\$\$	LOCAL	Mid-Term	Concept Planning	CITY	MASS DOT	MBTA	MASS PORT	SEAPORT TMA	MCCA	Implement “pilot” test
	Broadway Station Upgrades	\$\$	LOCAL	Mid-Term	Concept Design	CITY	MASS DOT	MBTA	MASS PORT	SEAPORT TMA	MCCA	Coordinate capital improvements with MBTA
	Infrastructure Upgrades: T Under D and Essex Street Tunnel	\$\$\$	LOCAL	Long-Term	Concept Design	CITY	MASS DOT	MBTA	MASS PORT	SEAPORT TMA	MCCA	Advance design and funding options
	North Station to Seaport Rapid Bus	\$	CROSSTOWN	Near-Term	Planning/Design	CITY	MASS DOT	MBTA	MASS PORT	SEAPORT TMA	MCCA	Concept design

	RECOMMENDATION	COST	IMPACT AREA	TIMELINE	STATUS	PARTNERS						NEXT STEPS
RAIL	Red-Blue Line Connector	\$	CROSTOWN	Near-Term	Concept Design	CITY	MASS DOT	MBTA	MASS PORT	SEAPORT TMA	MCCA	Advance design and engineering
	Cross Harbor Rail Link Tunnel	\$\$\$	REGIONAL	Long-Term	Concept Development	CITY	MASS DOT	MBTA	MASS PORT	SEAPORT TMA	MCCA	Planning study to evaluate the project in context of other rail projects
	Urban Rail Connection from Old Colony Line	\$\$\$	REGIONAL	Mid-Term	Concept/Needs Funding	CITY	MASS DOT	MBTA	MASS PORT	SEAPORT TMA	MCCA	Advance design and funding options
	Urban Rail Connection from Fairmount Line	\$\$\$	REGIONAL	Mid-Term	Concept/Needs Funding	CITY	MASS DOT	MBTA	MASS PORT	SEAPORT TMA	MCCA	Advance design and funding options
	South Station Expansion	\$\$\$	REGIONAL	Long-Term	Design/ Engineering/ Environmental Permitting	CITY	MASS DOT	MBTA	MASS PORT	SEAPORT TMA	MCCA	Support advancement of design/engineering/ permitting
FERRY	Ferry Terminal Improvements and Connections	\$\$	LOCAL	Mid-Term	Ongoing	CITY	MASS DOT	MBTA	MASS PORT	SEAPORT TMA	MCCA	Work with Boston Harbor Now to advance improvements and expand services
	Support Permanent Ferry Connection to East Boston	\$\$	REGIONAL	Near-Term	Pilot Underway/ Needs Funding	CITY	MASS DOT	MBTA	MASS PORT	SEAPORT TMA	MCCA	Work with Boston Harbor Now to explore funding for expanded service
	Ferry Connections to Downtown and Charlestown	\$\$	REGIONAL	Mid-Term	Concept/Needs Funding	CITY	MASS DOT	MBTA	MASS PORT	SEAPORT TMA	MCCA	Work with Boston Harbor Now to explore service
	Direct Ferry Service To Lynn, Salem, Hingham, and Hull	\$\$	REGIONAL	Mid-Term	Concept/Needs Funding	CITY	MASS DOT	MBTA	MASS PORT	SEAPORT TMA	MCCA	Work with Boston Harbor Now to explore funding for new/expanded service
MULTIMODAL	Improve Multimodal Transit Connections	\$	LOCAL	Near-Term	Planning	CITY	MASS DOT	MBTA	MASS PORT	SEAPORT TMA	MCCA	Integrate fare systems and expand networks
	Priority Pedestrian Recommendations	\$	LOCAL	Near-Term	Ongoing	CITY	MASS DOT	MBTA	MASS PORT	SEAPORT TMA	MCCA	Make improvements at critical locations, particularly in the Fort Point area
	Bicycle Recommendations	\$\$	LOCAL	Near-Term	Ongoing	CITY	MASS DOT	MBTA	MASS PORT	SEAPORT TMA	MCCA	Implement improvements designed for pilot projects
	Wayfinding	\$\$	LOCAL	Near-Term	Planning	CITY	MASS DOT	MBTA	MASS PORT	SEAPORT TMA	MCCA	Improve information at stops and develop a comprehensive wayfinding plan
	Transportation Demand Management (TDM)	\$	LOCAL	Near-Term	Ongoing	CITY	MASS DOT	MBTA	MASS PORT	SEAPORT TMA	MCCA	Work on initiative commitments and implementation

DRAFT