Strategy: Wayfinding

What It Does:

<table>
<thead>
<tr>
<th>EXPAND</th>
<th>6</th>
</tr>
</thead>
<tbody>
<tr>
<td>RELY</td>
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<tr>
<td>RESPECT</td>
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</tr>
<tr>
<td>EQUALIZE</td>
<td>55</td>
</tr>
<tr>
<td>TOTAL</td>
<td>167</td>
</tr>
</tbody>
</table>

What It Takes:

- **EXPAND**: 6
- **RELY**: 50
- **RESPECT**: 56
- **EQUALIZE**: 55
- **TOTAL**: 167

What It Is:

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

Strategy Definition and Assumptions

Travel time savings assumptions:

1-minute transit savings throughout South Boston Seaport
Strategies for New Connections
Strategy: New Bus Route – Andrew Sq. to Seaport Blvd. & Marine Park via South Boston Neighborhood and D St.

What It Does:

What It Takes:

High
Short
Term
Mid-
term
Long
Term
Low
Medium
High

Strategy ID: NC-05

What It Is:

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

Travel time savings assumptions:

5-minute savings from south to RLFMIP and Design Center
**Strategy: Extend Private / Consolidated Shuttles on A St. to Broadway**

**What It Does:**

EXPAND: 100
RELY: 17
RESPECT: 0
EQUALIZE: -3
TOTAL: 114

**What It Takes:**

Low: $\quad$ Medium: $\quad$ High: $

Short Term: $
Mid-term: $
Long Term: $

**What It Is:**

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

**Travel time savings assumptions:**

8-minute savings from south; 10-minute increase for other users.
**What It Does:**

- EXPAND: 27
- RELY: 0
- RESPECT: 28
- EQUALIZE: 40
- TOTAL: 95

**What It Takes:**

- Low: $\quad$ $\quad$ $\quad$
- Medium: $\quad$ $\quad$ $\quad$
- High: $\quad$ $\quad$ $\quad$

- Short Term: $\quad$ $\quad$ $\quad$
- Mid-term: $\quad$ $\quad$ $\quad$
- Long Term: $\quad$ $\quad$ $\quad$

**Strategy ID:** NC-11

**Strategy:** South Boston Seaport Circulator

**What It Is:**

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

**Travel time savings assumptions:**

- 10-minute savings for trips within route
Strategy: Extend MBTA Express Bus Service

What It Does:
- EXPAND: 55*
- RELY: 17
- RESPECT: 0
- EQUALIZE: 5
- TOTAL: 77

What It Takes:
- Low
- Medium
- High
- Short Term
- Mid-term
- Long Term

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

Travel time savings assumptions:
- 5-minute savings to Congress St area; 10-minute savings to RLFMIP
Strategy: Extend MBTA Express Bus Service

**What It Does:**
- EXPAND: 55*
- RELY: 17
- RESPECT: 0
- EQUALIZE: 5
- **TOTAL:** 77

**What It Takes:**
- $ $ $ ($ $ $)
- Low Medium High
- Short Term Mid-term Long Term

**Travel time savings assumptions:**
- 5-minute savings to Congress St area; 10-minute savings to RLFMIP
Strategy: Extend Regional Transit Express Bus Services

What It Does:
- EXPAND: 42*
- RELY: 24*
- RESPECT: 0
- EQUALIZE: 5
- TOTAL: 71

What It Takes:
- No travel time savings assumed

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

What It Does:
- EXPAND: 42*
- RELY: 24*
- RESPECT: 0
- EQUALIZE: 5
- TOTAL: 71

What It Takes:
- Low
- Medium
- High
- Short Term
- Mid-term
- Long Term

No travel time savings assumed

Strategy ID: NC-13

ID | Strategy      | EXPAND | RELY | RESPECT | EQUALIZE | TOTAL |
---|---------------|--------|------|---------|----------|-------|
NC13.1| Coach Company | 37     | 33   | 0       | 5        | 75    |
NC13.2| C+J           | 37     | 17   | 0       | 5        | 58    |
NC13.3| Boston Express | 37    | 17   | 0       | 5        | 58    |
NC13.4| MVRTA         | 55     | 50   | 0       | 5        | 110   |
NC13.5| Bloom         | 37     | 17   | 0       | 5        | 58    |
NC13.6| Dattco        | 55     | 17   | 0       | 5        | 77    |
NC13.7| P&B           | 37     | 17   | 0       | 5        | 58    |

**Note:** The table indicates that EXPAND, RELY, RESPECT, and EQUALIZE values are based on some form of grading or scoring system, but without further context, the exact criteria for these values are not clear.

*Numbers with an asterisk are indicative of a low travel time savings assumption.
**Strategy:** Bus or Shuttle Connection from Central Square to South Boston Seaport via LMA and Nubian Square

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

**What It Takes:**
- High Short Term
- Mid-term
- Long Term

**What It Does:**
- EXPAND 99
- RELY 36
- RESPECT 11
- EQUALIZE 58
- TOTAL 204

**Travel time savings assumptions:**
- From Nubian Square
  - Broadway | -5m
  - Fort Point | -7.5m
  - Congress St/Courthouse | -10m
**Strategy:** Bus or Shuttle Connection from South Boston Neighborhood – Marine Park Connection via D St.

**What It Does:**

- EXPAND 27
- RELY 10
- RESPECT 28
- EQUALIZE 10
- TOTAL 76

**What It Takes:**

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

**What It Does:**

- High
- Short
- Mid-term
- Long Term

**What It Takes:**

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

**What It Is:**

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

**Travel time savings assumptions:**

- 5-minute savings to North of Summer and 7.5 min savings to RLFMIP
**Strategy:** North Station – South Station – South Boston Seaport Direct Bus or Shuttle Service

**What It Does:**

- EXPAND 73
- RELY 33
- RESPECT 17
- EQUALIZE 61
- TOTAL 184

**What It Takes:**

- Short Term
- Mid-term
- Long Term

**What It Is:**

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

**Travel time savings assumptions:**

5-minute savings to North of Summer and RLFMIP
Strategy: Direct Bus or Shuttle Service to Regional Transportation Facilities

What It Does:
- EXPAND: 45*
- RELY: 15*
- RESPECT: 33
- EQUALIZE: 6*
- TOTAL: 100

What It Takes:
- Low
- Medium
- High
- Short Term
- Mid-term
- Long Term

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

Travel time savings assumptions:
- 5-minute savings to North of Summer and RLFMIP
**Strategy:** Bus or Shuttle Connection from Nubian Square to South Boston Seaport Link via Broadway

**What It Does:**
- EXPAND: 95
- RELY: 36
- RESPECT: 0
- EQUALIZE: 60
- TOTAL: 190

**What It Takes:**
- Low
- Medium
- High
- Short Term
- Mid-term
- Long Term

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

**Travel time savings assumptions:**
- From Nubian Square
  - Broadway: -5m
  - Fort Point: -8m
Strategy: Regional Bus or Shuttle Connections

What It Does:
- EXPAND 51*
- RELY 28*
- RESPECT 17
- EQUALIZE 5
- TOTAL 101

What It Takes:
- Short Term
- Mid-term
- Long Term

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

Strategy is a part of the universe of options being analyzed – at this point, no recommendations have been made
Strategy: Regional Bus or Shuttle Connections

What It Does:
- **EXPAND**: 51*
- **RELY**: 28*
- **RESPECT**: 17
- **EQUALIZE**: 5
- **TOTAL**: 101

What It Takes:
- No travel time savings assumed

<table>
<thead>
<tr>
<th>ID</th>
<th>Strategy</th>
<th>EXPAND</th>
<th>RELY</th>
<th>RESPECT</th>
<th>EQUALIZE</th>
<th>TOTAL</th>
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<tr>
<td>NC20.1</td>
<td>Lynn Service</td>
<td>73</td>
<td>17</td>
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<td>NC20.2</td>
<td>Malden/Everett Service</td>
<td>37</td>
<td>33</td>
<td>17</td>
<td>5</td>
<td>92</td>
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<td>NC20.3</td>
<td>Arlington Service</td>
<td>55</td>
<td>33</td>
<td>17</td>
<td>5</td>
<td>110</td>
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<td>NC20.4</td>
<td>Union Square Service</td>
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<td>NC20.5</td>
<td>Central Square Service</td>
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<td>Waltham Service</td>
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<td>17</td>
<td>5</td>
<td>93</td>
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<tr>
<td>NC20.7</td>
<td>Longwood Service</td>
<td>37</td>
<td>33</td>
<td>17</td>
<td>5</td>
<td>92</td>
</tr>
</tbody>
</table>

Strategy is a part of the universe of options being analyzed – at this point, no recommendations have been made.
Strategies for Improved Service (Existing Transit)
**Strategy:** More Bus and Shuttle Service on A Street

**What It Does:**
- EXPAND 59
- RELY 17
- RESPECT 17
- EQUALIZE 30
- TOTAL 123

**What It Takes:**
- Low
- Medium
- High
- Short Term
- Mid-term
- Long Term

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

**Travel time savings assumptions:**
1-minute savings to Fort Point and Broadway; 30-second increase for motorists
**What It Is:**

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

**Strategy:** Expand Off-Peak Transit Service

**What It Does:**

- EXPAND: 0
- RELY: 0
- RESPECT: 17
- EQUALIZE: 100
- TOTAL: 117

**What It Takes:**

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

**No travel time savings assumed**
**Strategy:** Consolidate Private Shuttles

**What It Does:**
- EXPAND 8
- RELY 17
- RESPECT 0
- EQUALIZE 11
- TOTAL 36

**What It Takes:**
- $  
- $  
- $  
- Low Medium High
- Short Term Mid-term Long Term

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

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

**Travel time savings assumptions:**
2-minute savings to North of Summer, Broadway, and RLFMIP for transit and motorists
Strategies for Transit Infrastructure
**Strategy:** Summer Street Bus Lanes

**What It Does:**
- EXPAND: 55
- RELY: 33
- RESPECT: 50
- EQUALIZE: 51
- TOTAL: 189

**What It Takes:**
- Low
- Medium
- High

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

**Travel time savings assumptions:**
- 8-minute savings throughout South Boston Seaport; 10-minute savings to RLFMIP
Strategy: Dedicated Transit Corridors

**What It Does:**

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

**What It Takes:**

<table>
<thead>
<tr>
<th>Category</th>
<th>Low</th>
<th>Medium</th>
<th>High</th>
</tr>
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<tbody>
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<td>Total</td>
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<tr>
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</tr>
<tr>
<td>EQUALIZE</td>
<td>70</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**What It Is:**

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

**Travel time savings assumptions:**

8-minute savings for transit (10-minutes to RLFMIP) and 2-minute increase for motorists throughout South Boston Seaport.
Strategy: Broadway Station Upgrades

What It Does:

EXPAND: 0
RELY: 17
RESPECT: 67
EQUALIZE: 5
TOTAL: 88

What It Takes:

Low  Medium  High

Short Term  Mid-term  Long Term

Travel time savings assumptions:

2-minute savings to Broadway from Route 9 report area inbound

What It Is:

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

**What It Does:**
- **EXPAND:** 0
- **RELY:** 100
- **RESPECT:** 100
- **EQUALIZE:** 50
- **TOTAL:** 250

**What It Takes:**
- **Low**
- **Medium**
- **High**
- **Short Term**
- **Mid-term**
- **Long Term**

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

*Summer Steps*

No travel time savings assumed
**What It Does:**

- EXPAND: 0
- RELY: 100
- RESPECT: 0
- EQUALIZE: 50
- TOTAL: 150

**What It Takes:**

- Low
- Medium
- High

- Short Term
- Mid-term
- Long Term

**Strategy ID:** BA-02

---

**What It Is:**

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

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*No travel time savings assumed*
**Strategy: Improve Multimodal Transit Connections**

**What It Does:**
- EXPAND: 27
- RELY: 33
- RESPECT: 39
- EQUALIZE: 50
- TOTAL: 150

**What It Takes:**
- Low
- Medium
- High
- Short Term
- Mid-term
- Long Term

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

**No travel time savings assumed**
Strategies for Policy and Information

DRAFT - CONCEPTS ONLY
Strategy: Wayfinding

What It Does:
- EXPAND: 6
- RELY: 50
- RESPECT: 56
- EQUALIZE: 55
- TOTAL: 167

What It Takes:
- Low
- Medium
- High
- Short Term
- Mid-term
- Long Term

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

Travel time savings assumptions:
1-minute transit savings throughout South Boston Seaport