Strategies for New Connections
**Strategy:** Extension of Silver Line to South Boston Neighborhood

**What It Does:**
- EXPAND
- RELY
- RESPECT
- EQUALIZE

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

**What It Is:**
- Extension of Silver Line or other BRT to South Boston residential neighborhood

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To be completed during evaluation process

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

**Strategy ID:** NC-01

DRAFT - CONCEPT ONLY
Strategy: Extension of Silver Line to Everett, Sullivan, and Kendall / Haymarket

What It Does:
- EXPAND
- RELY
- RESPECT
- EQUALIZE

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

What It Is:
- Extension of Silver Line through Chelsea to Sullivan Square via Everett (continue to Kendall Square or Haymarket Station)

Strategy ID: NC-02

Draft - Concept Only

To be completed during evaluation process
**Strategy:** Red / Blue Line Connector

**What It Does:**
- EXPAND
- RELY
- RESPECT
- EQUALIZE

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

**What It Is:**
- Tunnel and above ground connection to extend MBTA Blue Line to Charles MGH Station, connecting the Red and Blue Lines

---

*Draft - Concept Only*
Strategy: Essex Street Tunnel for Silver Line use

What It Does:
- EXPAND
- RELY
- RESPECT
- EQUALIZE

What It Takes:
- Low
- Medium
- High

What It Is:
- Implementation of Silver Line Phase 3 – an underground connection to bring the Silver Line 4 and 5 to the South Boston Seaport

To be completed during evaluation process

Strategy is a part of the universe of options being analyzed – at this point, no recommendations have been made.
**Strategy:** New Bus Route – Andrew Sq. to Seaport Blvd. via D St.

**What It Does:**
- EXPAND
- RELY
- RESPECT
- EQUALIZE

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

**What It Does:**
- EXPAND
- RELY
- RESPECT
- EQUALIZE

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

**What It Is:**
- A new bus route connecting Andrew Square to Seaport Boulevard via D Street

_DRAFT - CONCEPT ONLY_
**Strategy:** Extend Private Shuttlles on A St. to Broadway

**What It Does:**
- EXPAND
- RELY
- RESPECT
- EQUALIZE

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

**What It Is:**
- Extension of private shuttle service along A Street to Broadway Station

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

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

**What It Does:**
- EXPAND
- RELY
- RESPECT
- EQUALIZE

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

---

Strategy is a part of the universe of options being analyzed – at this point, no recommendations have been made.
**Strategy:** Direct Ferry Service and Fleet Expansion

**What It Does:**
- EXPAND
- RELY
- RESPECT
- EQUALIZE

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

**To be completed during evaluation process**

**What It Is:**
- New direct ferry service to Lynn, Hingham, Hull, and Salem
- More ferries for increased service

---

**DRAFT - CONCEPT ONLY**
**Strategy:** Gondola – South Station to South Boston Seaport

**What It Does:**
- EXPAND
- RELY
- RESPECT
- EQUALIZE

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

**What It Is:**
- Air gondola from South Station to South Boston Seaport

---

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

_DRAFT - CONCEPT ONLY_
Strategy: Monorail – South Boston Seaport

What It Does:
- EXPAND
- RELY
- RESPECT
- EQUALIZE

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

What It Is:
- Monorail through South Boston Seaport
**Strategy: South Boston Seaport Circulator**

**What It Does:**

- EXPAND
- RELY
- RESPECT
- EQUALIZE

**What It Takes:**

- Low
- Medium
- High

- Short Term
- Mid-term
- Long Term

**DRAFT - CONCEPT ONLY**

**What It Is:**

- Privately operated, publicly accessible circulating bus within South Boston Seaport
Strategy: Extend MBTA Express Services

What It Does:

EXPAND
RELY
RESPECT
EQUALIZE

What It Takes:

Low
Medium
High

Short Term
Mid-term
Long Term

DRAFT - CONCEPT ONLY

What It Is:

- Extension of MBTA express bus routes to South Boston Seaport
Strategy: Extend Regional Transit Express Services

What It Does:
- EXPAND
- RELY
- RESPECT
- EQUALIZE

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

What It Is:
- Extension of regional transit authority express bus routes to South Boston Seaport

Strategy ID: NC-13

To be completed during evaluation process

DRAFT - CONCEPT ONLY
**Strategy:** Extend Rt. 47 via A St.

**What It Is:**
- Extension of MBTA Route 47 to South Boston Seaport along A Street

**What It Does:**
- EXPAND
- RELY
- RESPECT
- EQUALIZE

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

To be completed during evaluation process
**Strategy:** South Boston Neighborhood – Marine Park Connection via D St.

**What It Does:**
- EXPAND
- RELY
- RESPECT
- EQUALIZE

**What It Is:**
- A North / South Bus Service from Red Line / South Boston neighborhood / South Boston Seaport up D Street to Marine Park
- Circuit breaker for bus service on D Street between West 1st Street / West Second Street and West 9th Street / Old Colony Avenue

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**Strategy ID:** NC-15

To be completed during evaluation process

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

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DRAFT - CONCEPT ONLY
**Strategy:** North Station – South Station – South Boston Seaport Direct Service

**What It Does:**

- EXPAND
- RELY
- RESPECT
- EQUALIZE

**What It Takes:**

- Low
- Medium
- High

**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)

**Strategy ID:** NC-16

- **DRAFT - CONCEPT ONLY**

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

**To be completed during evaluation process.**
**What It Does:**

- EXPAND
- RELY
- RESPECT
- EQUALIZE

**What It Takes:**

- High
- Short
- Mid-term
- Long

**What It Is:**

- Direct bus and or ferry service to high volume regional destinations

**Strategy:** Direct Service to Regional Transportation Facilities

**Strategy ID:** NC-17

**DRAFT - CONCEPT ONLY**

To be completed during evaluation process
What It Does:
- EXPAND
- RELY
- RESPECT
- EQUALIZE

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

What It Is:
- Direct service from Dudley Square to South Boston Seaport via Broadway Station

Strategy: Dudley to South Boston Seaport Link via Broadway

Strategy ID: NC-18

Draft - Concept Only

To be completed during evaluation process

Strategy is a part of the universe of options being analyzed – at this point, no recommendations have been made.
Strategy: Rerouting SL4 to Serve South Boston Seaport

What It Does:
- EXPAND
- RELY
- RESPECT
- EQUALIZE

What It Takes:
- Low
- Medium
- High

What It Is:
- Connection from Dudley Square to South Boston Seaport

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

DRAFT - CONCEPT ONLY
**Strategy:** Regional Connections

**What It Does:**
- EXPAND
- RELY
- RESPECT
- EQUALIZE

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

**What It Is:**
- Connect to Lynn
- Connect to Waltham
- Connect to Arlington
- Connect to Malden
- Connect to Everett
- Connect to Union Square
- Connect to Central Square
- Connect to Andrew Square
- Connect to Jackson Square
- Connect to JFK/UMass
- Connect to LMA

---

*Draft - Concept Only*
Strategy: Connections to Downtown MBTA Transit

What It Does:

- EXPAND
- RELY
- RESPECT
- EQUALIZE

What It Takes:

- Low
- Medium
- High

Short Term
Mid-term
Long Term

What It Is:

- Transit connection along Summer and Winter Street to Orange and Green Line service at Downtown Crossing, Park Street, and Temple Place

Strategy is a part of the universe of options being analyzed – at this point, no recommendations have been made.
Strategy: Inner Harbor Ferry Service

What It Does:
- EXPAND
- RELY
- RESPECT
- EQUALIZE

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

To be completed during evaluation process

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

What It Is:
- Ferry service, like the proposed Inner Harbor Connector, to connect other Boston Harbor docks to the South Boston Seaport
**Strategy:** Red Line Spur to South Boston Seaport

**What It Does:**

- EXPAND
- RELY
- RESPECT
- EQUALIZE

**What It Takes:**

- Low
- Medium
- High

**What It Is:**

- Red Line service on existing and new rail lines to serve the South Boston Seaport
- New Red Line stations, including one at Neponset / Port Norfolk

To be completed during evaluation process.
Strategies for Improved Service (Existing Transit)
**Strategy**: More Service on A Street

**What It Does:**
- EXPAND
- RELY
- RESPECT
- EQUALIZE

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

**What It Is:**
- Increased service of MBTA bus routes and private shuttles on A Street

---

Strategic focus: A part of the universe of options being analyzed – at this point, no recommendations have been made.
Strategy: Improve Silver Line Service

What It Does:

EXPAND
RELY
RESPECT
EQUALIZE

What It Takes:

Low
Medium
High

Short Term
Mid-term
Long Term

DRAFT - CONCEPT ONLY

What It Is:

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

Strategy is a part of the universe of options being analyzed – at this point, no recommendations have been made.
**Strategy:** Improve Traffic Operations at Intersections

**What It Does:**
- EXPAND
- RELY
- RESPECT
- EQUALIZE

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

**To be completed during evaluation process**

**Strategy ID:** IS-03

**What It Is:**
- Monitoring and updating traffic signal timings throughout South Boston Seaport
- Installation of adaptive signals to adapt to real time traffic conditions and improve traffic flow
- Transit Signal Priority at intersections
- Queue Jumps to prioritize transit

---

DRAFT - CONCEPT ONLY
**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
**Strategy:** Consolidate Private Shuttles

**What It Is:**
- Consolidation of private shuttles offering service from North Station, South Station, and other downtown connections to the South Boston Seaport

<table>
<thead>
<tr>
<th>Service</th>
<th>Route</th>
</tr>
</thead>
<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>

**What It Does:**

- EXPAND
- RELY
- RESPECT
- EQUALIZE

**What It Takes:**

- Low
- Medium
- High

**Strategy ID:** IS-05

DRAFT - CONCEPT ONLY

To be completed during evaluation process
Strategies for Transit Infrastructure
**Strategy:** South Station Expansion

**What It Does:**
- EXPAND
- RELY
- RESPECT
- EQUALIZE

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

**What It Is:**
- Track and capacity expansion to South Station to facilitate additional Commuter Rail and Amtrak services

**Is This What South Station Could Look Like?**
MassDOT wants riders to take a survey to tell them what's important in a transit station.
**Strategy:** Cross Harbor Link – New Rail Tunnel

**What It Does:**
- EXPAND
- RELY
- RESPECT
- EQUALIZE

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

**What It Is:**
- New tunnel under Fort Point Channel and Boston Harbor to connect Needham / Wickford Junction – Stoughton Lines to the Rockport / Newburyport commuter lines
**Strategy:** Bus Access on Northern Avenue Bridge

**What It Is:**
- Bus access on Northern Avenue Bridge

**Strategy ID:** TI-03

**What It Does:**
- EXPAND
- RELY
- RESPECT
- EQUALIZE

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

- Short Term
- Mid-term
- Long Term

To be completed during evaluation process

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

DRAFT - CONCEPT ONLY
Strategy: Silver Line Connectivity Improvements

What It Does:
- EXPAND
- RELY
- RESPECT
- EQUALIZE

To be completed during evaluation process

What It Takes:
- Low
- Medium
- High

Short Term
- Mid-term
- Long Term

What It Is:
- Silver Line Tunnel Extension under D Street
- Continued Silver Line Access to Ted Williams Tunnel Ramp
- Dedicated lane for Silver Line from WTC on Congress Street – Silver Line Way
- Dedicated lane for Silver Line to Airport (bus or HOV lanes in Ted Williams Tunnel)

DRAFT - CONCEPT ONLY

Strategy ID: TI-04
Strategy: Summer Street Bus Lanes

What It Does:

EXPAND
RELY
RESPECT
EQUALIZE

What It Takes:

$ $ $ $ $
Low Medium High

Short Term Mid-term Long Term

What It Is:

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

DRAFT - CONCEPT ONLY
**Strategy:** Dedicated Transit Corridors

**What It Does:**
- EXPAND
- RELY
- RESPECT
- EQUALIZE

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

**What It Is:**
- Dedicated transit corridors along main thoroughfares and transitways in South Boston Seaport, including Seaport Boulevard, Summer Street, A Street, West 4th Street, and Dorchester Avenue.
- Restriping the Reserve Channel bridge to allow bus-only lanes.
- Bike and bus lanes on the West 4th Street Bridge.

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

*Draft - Concept Only*
**Strategy:** Broadway Station Upgrades

**What It Does:**

- EXPAND
- RELY
- RESPECT
- EQUALIZE

To be completed during evaluation process

**What It Takes:**

- Low
- Medium
- High

- Short Term
- Mid-term
- Long Term

**Strategy ID:** TI-07

**What It Is:**

- Rerouting of Route 9 to eliminate turn-around
- New headhouse
- Improved pedestrian accommodations

Strategy is a part of the universe of options being analyzed – at this point, no recommendations have been made.
Strategies for Better Access to Transit
**Strategy: Improve Pedestrian Connections**

**What It Does:**
- EXPAND
- RELY
- RESPECT
- EQUALIZE

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

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

**What It Is:**
- Improved pedestrian infrastructure around bus and Silver Line stops
- Continued public infrastructure through developments
- More tree lined streets
- Shorter blocks and pedestrian connections through developments
- Repairing sidewalks
- Adding sidewalks

To be completed during evaluation process

DRAFT - CONCEPT ONLY
**Strategy:** Improve Bicycle Connections

**What It Does:**
- EXPAND
- RELY
- RESPECT
- EQUALIZE

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

**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
- Safe bike connections to North Station

---

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

**DRAFT - CONCEPT ONLY**
**Strategy:** Improve Ferry Terminals and Connections

**What It Does:**
- EXPAND
- RELY
- RESPECT
- EQUALIZE

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

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

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

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*To be completed during evaluation process*

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*Draft - Concept Only*
**Strategy:** Improve Multimodal Transit Connections

**What It Does:**
- EXPAND
- RELY
- RESPECT
- EQUALIZE

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

**To be completed during evaluation process**

**What It Is:**
- Focused connectivity to South Boston Seaport areas with lower transit mode share
- Scooters and other micro-mobility
- More bus shelters at stops
- Mobility hubs

**DRAFT - CONCEPT ONLY**

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

Strategy ID: BA-04
Strategies for Policy and Information
Strategy: Wayfinding

What It Does:
- EXPAND
- RELY
- RESPECT
- EQUALIZE

What It Takes:
- Low
- Medium
- High

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

Strategy ID: PI-01

DRAFT - CONCEPT ONLY

To be completed during evaluation process
**Strategy:** Integrated Services

**What It Does:**
- Public Access to Shuttles and ferries

**What It Takes:**
- Integrated Payment Systems between modes and operators

**What It Is:**
- Greater public access to private shuttles and ferries
- Integrated service between modes and operators, including fares and fare cards

Strategy ID: PI-02

DRAFT - CONCEPT ONLY
Strategy: Transportation Demand Management

What It Does:

- Parking Policy and Prices
- Subsidized Transit Passes
- Connect Shift workers and Commuting users to Transit
- Congestion Pricing
- Free Transit

What It Takes:

EXPAND
RELY
RESPECT
EQUALIZE

What It Is:

- Parking policy and prices
- Subsidized Transit Passes
- Connecting shift workers and non-commuting users to transit (retail, restaurant / nightlife, industrial)
- Congestion Pricing
- Free Transit Fares

DRAFT - CONCEPT ONLY
Strategy: Ted Williams Tunnel Improvements

What It Does:
- EXPAND
- RELY
- RESPECT
- EQUALIZE

What It Takes:
- Low
- Medium
- High

What It Is:
- Flexible pricing for vehicles to reduce congestion (similar to I-66 in Virginia)
- HOV lanes
- Peak hour restrictions

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

DRAFT - CONCEPT ONLY
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

Ranked model output showing change in the number of people/jobs accessible. Results will be scaled.

Improve competitiveness to major transit facilities downtown and others as determined

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

- 3 points for service to critical downtown transit hubs:
  - Back Bay, South Station, North Station, Green Line stations between Copley and North Station, and Orange Line stations between Back Bay and North Station
- 2 points for service to inner subway stops and regional transit centers
- Ruggles, Maverick and Airport stations on the Blue Line, Green Line stations between Longwood and Hynes Convention Center, Broadway / Andrew / JFK UMass Stations on the Red Line, Massachusetts Avenue Station on the Orange Line, and any station on the SL4 and SL5
- Braintree, Route 128, Alewife, Anderson RTC, Lynn, Riverside, Logan Express lots
- 1 point for service to any other MBTA stop (including Commuter Rail) or Park & Ride

Add connections to currently un- or under-served areas

Points awarded for connecting to underserved areas

- 4 points for connecting to a community with no existing transit
- 3 points for connecting to a community with local / express bus or ferry service only
- 2 points for connecting to a community with key bus service or SL service only
- 1 point for connecting to a community with rail transit
- Double points for adding connection to an Environmental Justice community (see map)

Ability of Service to be implemented quickly

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

RELY – Transit is a reliable, predictable option for travel

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

Points awarded for a reduction in number of transfers

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

Percent of travel on dedicated facilities or with improved priority

Points awarded based on percentage of route/service in dedicated facility

- Half points awarded if improved priority only

Overall level of improvement on key congested travel paths (all modes), including the impact of transit on other modes

Points awarded for level of impact per mode

- 0 points for no impact
- 1 point for small, positive impact
  - 0 point for small, negative impact
- 2 points for medium, positive impact
  - 0 point for medium, negative impact
- 3 points for large, positive impact
  - 0 point for large, negative impact

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

Integrated and improved neighborhood access for better true walk coverage

Points awarded for improvements to walking network in South Boston Seaport

- 6 points for no improvements
- 1 point for improving existing facilities
- 2 points for adding crosswalks or widening sidewalks
- 3 points for adding connections (through sidewalks/buildings) or building sidewalks

Level of enhancement to quality of transit stations / amenities

Points distributed for class of station improvements and amenities added

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

Service / route level improvements in passenger experiences

Points awarded based on strategy’s ability to improve passenger experience on transit

Note all may apply

- 6 points for no improvement
- 1 point for increasing capacity
- 2 points for improving existing amenities (stop notifications, handrails)
- 3 points for new amenities (plush seats, WIFI access)

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

Transit is competitive in access, time, and price to vehicle travel

Points awarded for % of time and cost transit has the competitive edge over vehicle travel

- 3 points for decreasing transit competitiveness
- 1 point for <0% increase
- 2 points 10-50% increase
- 3 points for >50% increase

Provides service coverage throughout the South Boston Seaport

Points awarded determined by the increase of the % of the South Boston Seaport accessible by transit service and a 3-minute, protected walk

Double points if over 50% of the Marine Industrial Park / South East Seaport / BCEC Area are accessible by service

Provides consistency of service between peak and off-peak times

Points awarded if transit schedules are consistent across all hours of the day
Double points if transit service operates between 3 and 6 am and / or 9 pm and 12 am