Agenda

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

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• What’s Next
The South Boston Seaport Strategic Transit Plan will identify specific recommendations to improve the operations, capacity, and connectivity of the transit network (MBTA buses, Red and Silver Line stations, shuttles, ferries, etc.) serving the neighborhood. The Plan will study current transit connections and recommend specific improvements in the short-term, as well as for the next 15 years and beyond. The plan is being undertaken by the City of Boston, led by Boston Planning and Development Agency (BPDA) with support from the Boston Transportation Department (BTD).

Project Overview
Strategic Transit Plan
Project Overview

Past studies made recommendations for goals and strategies on how to improve transit in the neighborhood. This Plan aims to prioritize those strategies and kick-start implementation change, now.
# Project Overview – Prioritization

## South Boston Seaport Strategic Transit Plan

### SEAPORT TRANSIT STRATEGIES

#### IMPROVED BUS SERVICE

- MBTA Better Bus Project
  - Recommendations for Routes 7 and 9
- New Bus Route between Andrew Square and the Seaport via D Street
- Consolidate private shuttles to North Station and along A Street
- Extend Private Shuttle Service along A Street to Broadway Station
- Rehabilitate and replace current bus / Silver Line fleet
- Automatic Door Openers at All Silver Line Stations
- Automatic Fare Collection (AFC 2.0)

#### SMART SIGNALS

- Monitor and update traffic signal timings throughout South Boston Seaport
- Improve traffic flow with traffic signals that adapt to real-time traffic conditions

### Table: SEAPORT TRANSIT STRATEGIES

<table>
<thead>
<tr>
<th>Strategy</th>
<th>Goal 1</th>
<th>Goal 2</th>
<th>Goal 3</th>
<th>Total</th>
<th>Priority</th>
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</thead>
<tbody>
<tr>
<td>Strategy 1</td>
<td>✔️</td>
<td>✔️</td>
<td>✔️</td>
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<td>4</td>
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<td>Strategy 2</td>
<td>✔️</td>
<td>✔️</td>
<td>✔️</td>
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<td>2</td>
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<td>Strategy 3</td>
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<td>✔️</td>
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<td>Strategy 4</td>
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<td>5</td>
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<td>Strategy 5</td>
<td>✔️</td>
<td>✔️</td>
<td></td>
<td>12</td>
<td>3</td>
</tr>
</tbody>
</table>

*All strategies identified are from previous plans completed in and around the South Boston Seaport.*
Project Overview

City Team

boston planning & development agency

Boston Transportation Department
Public Works Department
Office of Neighborhood Services

Consultant Team

Stantec

Agency Partners

mass DOT

SEAPORT

MCCA

boston planning & development agency
Transit-Related Projects – *Completed*

- Fan Pier / Lovejoy Water Ferry
- D Street Silver Line Signal Improvements
- Intelligent Transportation Systems Improvements
- Improved Signalization on Atlantic Ave
- City Point Bus Terminal
- South Boston Waterfront Transportation Center
Transit-Related Projects – Completed

- Consolidated Shuttle Bus Program
- Added 19 new peak hour trips on the MBTA Route 7 and 9
- Silver Line Bus Fleet Overhaul
- Seaport Blvd. Reconstruction
- Summer Street Phase 1
- Improved Pedestrian Experience by adding Wayfinding Signs
Transit-Related Projects – *In Progress*

- Silver Line Capacity Study
- Next Generation Silver Line Bus Vehicle Testing
- Red Line Vehicle Procurement
- MBTA Better Bus Project
- Improvements to MBTA Route 7 Bus service approaching South Station and Dewey Square
- Increasing frequency of off-peak service for MBTA Routes 7 and 9 Buses
Transit-Related Projects – *In Progress*

- Northern Avenue Bridge Design
- Summer Street Phase 2 Planning
- Designing Adaptive Traffic Signal Network
- BRT Lane on Albany Street, connecting Dudley Square to Broadway Station
- Courthouse Station Access
- South Station Expansion
Project Overview

**Timeline**

**Spring 2019**
- Plan Begins
- Background Research

**Late Summer 2019**
- Identify Transit Strategies
- Confirm Regional Connections and Needs

**Winter 2019-2020**
- Draft Strategic Transit Plan

**Summer 2019**
- Build Transportation Models
- Identify Transportation Corridors and Desire Lines
- Confirm Goals

**Fall 2019**
- Evaluate Strategies
- Ensure Completion

**Late Winter 2020**
- Final Strategic Transit Plan

Anticipated Engagement
South Boston Waterfront Sustainable Transportation Plan

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

VISION
The Plan seeks to realize the full transformation of the South Boston Waterfront to a distinct and vibrant neighborhood within the City of Boston that:
- Supports a broad cross-section of the region’s economic drivers:
  - Traditional maritime and industrial trades
  - Innovative economy/incubator businesses
  - Financial, legal, and technology sectors
  - Convention and tourism business and related services
  - Arts and culture
- Provides residential space and quality of life for a diversity of Boston’s residents.
- Is a world-renowned, memorable, and accessible destination for tourists, conventioneers, and visitors, alike.
Key Aspirational Targets

Access

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

From 42% of households to 100%

Safety

Eliminate traffic fatalities and severe injuries on our streets

From 28.8 minutes to 25.9

Mode Share Goals

<table>
<thead>
<tr>
<th>Boston Commuters</th>
<th>Share Today</th>
<th>2030 Aspirational</th>
</tr>
</thead>
<tbody>
<tr>
<td>Public Transit</td>
<td>33%</td>
<td>Up by a third</td>
</tr>
<tr>
<td>Walk</td>
<td>14.5%</td>
<td>Up by almost half</td>
</tr>
<tr>
<td>Bike</td>
<td>1.9%</td>
<td>Increases fourfold</td>
</tr>
<tr>
<td>Carpool</td>
<td>5.4%</td>
<td>Declines marginally</td>
</tr>
<tr>
<td>Drive Alone</td>
<td>40.6%</td>
<td>Down by half</td>
</tr>
<tr>
<td>Other, WFH</td>
<td>4.5%</td>
<td>Work From Home</td>
</tr>
</tbody>
</table>
# Northern Avenue Bridge

## Basic

## Restore

## Reinterpret

## Contextual

<table>
<thead>
<tr>
<th>POTENTIAL USE</th>
<th>WIDTH</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>12 FT</td>
</tr>
<tr>
<td>1. Pedestrian &amp; Bike Bridge</td>
<td>✔</td>
</tr>
<tr>
<td>2. Emergency Access</td>
<td>✔</td>
</tr>
<tr>
<td>3. Emergency Evacuation</td>
<td>✔</td>
</tr>
<tr>
<td>4. Placemaking on the Bridge</td>
<td>✔</td>
</tr>
<tr>
<td>5. Vehicular Lane</td>
<td>✔</td>
</tr>
</tbody>
</table>

✔ = Meets Potential Use

✓ = Can Accommodate Potential Use, But not Ideal

[Image of the bridge with different potential uses highlighted]
Better Bus Project

Near-Term Changes Report
May 2019

Expected Implementation: Fall 2019

Contact: Wes Edwards, MBTA (betterbusproject@mbta.com)
Bus Network Redesign

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

**BUS NETWORK REDESIGN PROCESS**
- Develop Goals and Metrics
- Analyze Region’s Travel Patterns
- Develop Network Alternatives
- Evaluate Network Alternatives
- Implementation Recommendation

**APPROACH TO DEVELOPING METRICS**
In order for bus service to be successful, the network should consider what makes transit:
- competitive with other modes:
  - Trip time
  - Frequency
  - Cost
  - Reliability
  - First/Last Mile Connections: Coverage
- and what makes it competitive for:
  - **Existing Riders**
    - Riders that previously used the system but no longer do today
    - Environmental Justice communities
    - People with mobility issues
  - **Potential Riders**
    - People who do not use the system but could given proximity to MBTA
    - People whose tripmaking patterns are not served by MBTA

Contact:
Caroline Vanasse, MassDOT
caroline.vanasse@state.ma.us
Focus40

PRIORITY PLACES

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

CHARACTERIZED BY:

- Growing business districts just beyond the densest part of the rapid transit network
- Longer than average transit commute times, often requiring one or more transfers
- Overloaded existing road networks and MBTA services
- The presence of multiple shuttle providers to compensate for insufficient MBTA service
Coordinating with Other Projects
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boston planning & development agency
Existing Conditions – Transit in South Boston Seaport
Existing Conditions – Transit in Metro Boston
Existing Conditions – South Boston Seaport

Seaport Boulevard at B Street

Traffic Volume Source
- Boston Synchro Network
- Seaport Square DPR
- Innovation and Design Center EPNF
- GE Headquarters EPNF
- Other: Noted
Existing Conditions – Bike Facilities in SB Seaport

Protected Bike Lanes on Summer St
Existing Conditions – Crosswalks in SB Seaport
South Boston Seaport in the Census

South Boston Seaport is 3 census tracts

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

**Percent Change in Population from 2017**

![Graph showing population growth from 1950 to 2010 for various neighborhoods.]

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

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

**Percent Change in Population from 2017**

- City of Boston: 803,394 - 563,736 = 239,658
- South Boston Waterfront: 2,183 - 713 = 1,470
- Downtown / Chinatown: 7,174 - 8,342 = -1,168
- South Boston: 53,463 - 29,607 = 23,856

**Neighborhoods with Largest Percent Change in Population**

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

Relatively High Car Ownership

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

Source: US Census Bureau, 2013-2017 American Community Survey 5-year Estimates; BPDA Research Division
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Challenges and Opportunities

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

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

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

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

Although the South Boston Seaport is almost the same size as Downtown, there are far less one-seat transit connections to the district.
Transit Access levels differ by sub-neighborhood.
Challenges & Opportunities

Transit Access levels differ by sub-neighborhood
Opportunities – Capitalize on Short Distances

**Commute Trips**
- Short Distance: 8% of all trips, 5% transit market share
- Long Distance: 8% of all trips, 9% transit market share

**Other Trips**
- Short Distance: 60% of all trips, 2% transit market share
- Long Distance: 24% of all trips, 4% transit market share
Opportunities – Capitalize on Short Distances

**Short Distance**
- Frequency
- 8% of all trips
- 5% transit market share

**Long Distance**
- Speed
- We are successful here and should continue to focus on this travel market.

**Commute Trips**
- Peak Hour
- 8% of all trips
- 5% transit market share

**Other Trips**
- All Day
- We are not competing well in our biggest potential market and need to rethink our service to better capture short trips.

- 24% of all trips
- 4% transit market share
Opportunities – Travel Time Comparison with Auto
### Trip Distribution – Employees

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

<table>
<thead>
<tr>
<th>Distance from Home Tract</th>
<th>Share (%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less than 10 miles</td>
<td>53%</td>
</tr>
<tr>
<td>10 to 24 miles</td>
<td>27%</td>
</tr>
<tr>
<td>25 to 50 miles</td>
<td>25%</td>
</tr>
<tr>
<td>Greater than 50 miles</td>
<td>5%</td>
</tr>
</tbody>
</table>

#### Job Counts by Distance / Direction in 2015

Source: US Census Bureau, OnTheMap

[Map of South Boston Seaport with distance markers and job distribution](#)
Trip Distribution – Employees

Place of Residence for South Boston Seaport Employees

Regional Population Density

Source: US Census Bureau, OnTheMap
Source: BetterBusProject
Commute to South Boston Seaport - Allston

Place of Residence for South Boston Seaport Employees

Source: US Census Bureau, OnTheMap

Regional Population Density

Source: BetterBusProject
Commute Allston to South Boston Seaport

Seaport Hotel
Distance: ~ 6 miles

Transit: 42-56 min.
Transfers: 2-3
Commute Allston to South Boston Seaport

Seaport Hotel
Distance: ~ 6 miles

Transit: 42-56 min.
Transfers: 2-3

Drive Time
12-22 min.
Commuting Allston to South Boston Seaport

**Design Center**
Distance: ~ 6 miles

**Transit:**
50-60 min.
Transfers: 2-3
Commute Allston to South Boston Seaport

Design Center
Distance: ~ 6 miles

Transit:
- Time: 50-60 min.
- Transfers: 2-3

Drive Time:
- Time: 12–20 min.
Mobility is more than commute time

- Convenience
- Weather
- Ease
- Effort
- Reliability
- Cost

Parking Cost in South Boston Seaport - $29 - $40
MBTA Transit Fare - $2 / $2.75 (bus / rapid transit)
Trip Distribution – Residents Commuting

Share of Resident Jobs by Distance from South Boston Seaport

<table>
<thead>
<tr>
<th>Distance from South Boston Seaport</th>
<th>Share</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less than 10 miles</td>
<td>78%</td>
</tr>
<tr>
<td>10 to 24 miles</td>
<td>17%</td>
</tr>
<tr>
<td>25 to 50 miles</td>
<td>3%</td>
</tr>
<tr>
<td>Greater than 50 miles</td>
<td>2%</td>
</tr>
</tbody>
</table>

Source: US Census Bureau, OnTheMap

Job Counts by Distance / Direction in 2015
Trip Distribution – Residents Commuting

Place of Employment for South Boston Seaport Residents

Regional Job Density

Source: US Census Bureau, OnTheMap

Source: BetterBusProject
South Boston Seaport Residents to Kendall

Place of Employment for South Boston Seaport Residents

Regional Job Density

Source: US Census Bureau, OnTheMap
Source: BetterBusProject
South Boston Seaport Residents to Kendall

Watermark Seaport Apts
Distance: 5.9 miles
Transit: 23-26 min.
Transfers: 2
South Boston Seaport Residents to Kendall

**Watermark Seaport Apts**
Distance: 5.9 miles

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

**Drive Time**
9-20 min.
South Boston Seaport Residents to LMA

Place of Employment for South Boston Seaport Residents

Regional Job Density

Source: US Census Bureau, OnTheMap
Source: BetterBusProject
South Boston Seaport Residents to LMA

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

**Transit:**
41-49 min.
Transfers: 2-3
South Boston Seaport Residents to LMA

Watermark Seaport Apts
Distance: ~5 miles
Transit: 41-49 min.
Transfers: 2-3
Drive Time: 16-40 min.
South Boston Seaport is more than a Workplace
Opportunities – What we can do now

- BRT Pilots
- Consolidate Shuttles
- Transit First Policies
- Better Bus Recommendations
- Roadway Infrastructure Changes
How do people travel to, from, and around the South Boston Seaport?
When and where are we missing transit connections?
What might change in the future?

- Shared Mobility
- Electric Vehicles
- Autonomous Vehicles
- Population
- Development
What do we do about it?

Partner Engagement

Better Bus Project

Silver Line Capacity

Reports & Studies

Public Comment
Next Steps

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

Timeline

- **Spring 2019**
  - Plan Begins
  - Background Research

- **Summer 2019**
  - Build Transportation Models
  - Identify Transportation Corridors and Desire Lines
  - Confirm Goals

- **Late Summer 2019**
  - Identify Transit Strategies
  - Confirm Regional Connections and Needs

- **Fall 2019**
  - Evaluate Strategies
  - Ensure Completion

- **Late Winter 2020**
  - Final Strategic Transit Plan

- **Winter 2019-2020**
  - Draft Strategic Transit Plan

Anticipated Engagement
What’s Next


Contact us @ james.fitzgerald@boston.gov

Stay Tuned for Next Public Meeting in Fall 2019
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• Open House
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• Challenges & Opportunities

Q & A

• Breakout Discussions
  • Goal Prioritization
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Breakout Discussions
  • Goal Prioritization
  • Critical Connections

• What’s Next
Goal Prioritization Exercise

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

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

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

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

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

Once all connections are drawn, the group should discuss the most critical transit connections and identify the three (3) most important transit connections.
MEETING ATTENDEES WERE ASKED TO LIST THE MOST IMPORTANT SOUTH BOSTON SEAPORT TRANSIT IMPROVEMENTS THEY WANTED TO SEE

HERE IS WHAT THEY SAID
DEDICATED, PROTECTED BUS LANES
MORE FREQUENT AND RELIABLE SERVICE ON MBTA ROUTE 7 BUS
MASTER PLAN FOR MAJOR CORRIDORS
(CONSIDER DEVELOPMENT POTENTIAL AND NEEDS)
BETTER AND MORE SHUTTLES
SILVER LINE ACCESS TO POLICE RAMP
ACCESS TO NORTH STATION
PROTECTED BIKE LANES
SUBWAY
FASTER
FLEXIBILITY

NO GONDALA
BETTER ACCESS TO DOWNTOWN BOSTON
PARKING FOR S.BOSTON RESIDENTS AT EDISON PLANT MONORAIL
MAKE SL3 FASTER THAN WALKING
MORE PARKING
SUNDAY TRANSIT SERVICE
ACCESS TO CAMBRIDGE CARPOOL
UBER / LYFT DROP OFF LANES
TRAFFIC CALMING
LESS TRAFFIC

RAISE NON-RESIDENTIAL PARKING PRICES → USE REVENUE FOR TRANSIT
BUS PRIORITY ACCESS ON NORTHERN AVENUE BRIDGE
Goals for Discussion

Make every home and job in the South Boston Seaport within a 10-minute walk of a rail station or a key bus route

Prioritize transit on South Boston Seaport roadways

Ensure transit in and through the South Boston Seaport is reliable and predictable

Make transit stations/bus stops pleasant and comfortable, with transit service and wayfinding information provided

Expand transit service to the South Boston Seaport with more reliable, convenient connections.

Prioritize transit improvements that will improve key congestion points or minimize South Boston neighborhood impacts

Ensure transit is competitive in price and time to driving and ride sharing

Ensure adequate transit coverage and access to all areas of the South Boston Seaport

Expand the transit service in off-peak periods (mid-day, evenings, weekends) to support all potential users

Access to transit (sidewalks, bicycle facilities, wayfinding) is safe, convenient, and well marked

Provide greater and faster connectivity to the core transit network in Downtown (Subway, South Station, North Station)

Prioritize transit improvements that will improve key congestion points or minimize South Boston neighborhood impacts

Create new transit services in corridors with no (or limited) existing service

Explore new technologies to create new transit services

Explore opportunities to create new services in transit exclusive corridors
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What’s Next
What’s Next


Contact us @ james.fitzgerald@boston.gov

Stay Tuned for Next Public Meeting in Fall 2019