

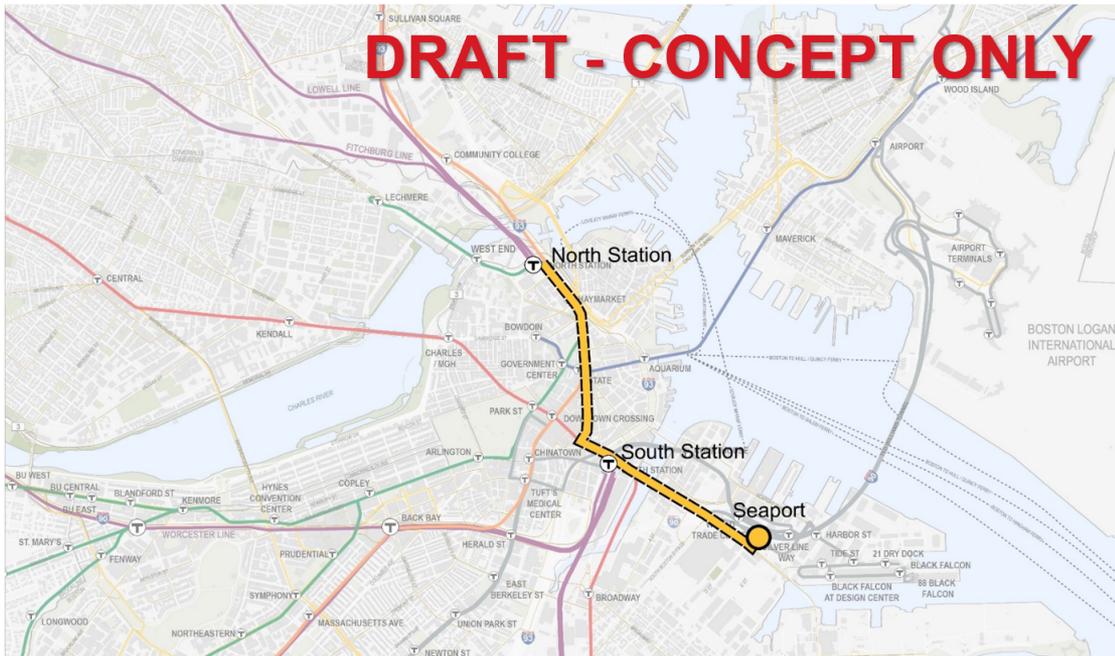
South Boston Seaport Strategic Transit Plan

Evaluation Example – North Station – South Station – South Boston Seaport Direct Bus or Shuttle Service (NC-16)

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

Strategy: North Station – South Station – South Boston Seaport Direct Bus or Shuttle Service

 Strategy ID: NC-16



What It Does:

EXPAND	73
RELY	33
RESPECT	17
EQUALIZE	61
TOTAL	184

What It Takes:

		
Low	Medium	High
		
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

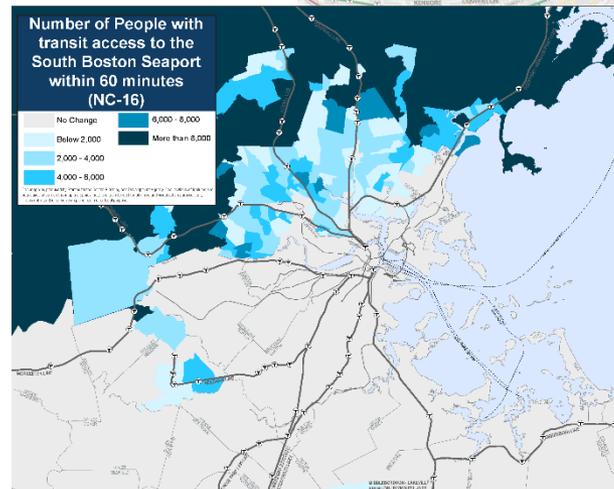
South Boston Seaport Strategic Transit Plan

*Evaluation Example – North Station – South Station – South Boston Seaport
Direct Bus or Shuttle Service (NC-16)*

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

Increase in the # of people / jobs accessible by transit in 30 / 45 / 60 minutes

Points awarded based on ranked model output showing change in # of people / jobs accessible



33 points for being in 33rd percentile of total change in number of people/jobs accessible by transit in 30/45/60 minutes

Normalized metric score of 33/100

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

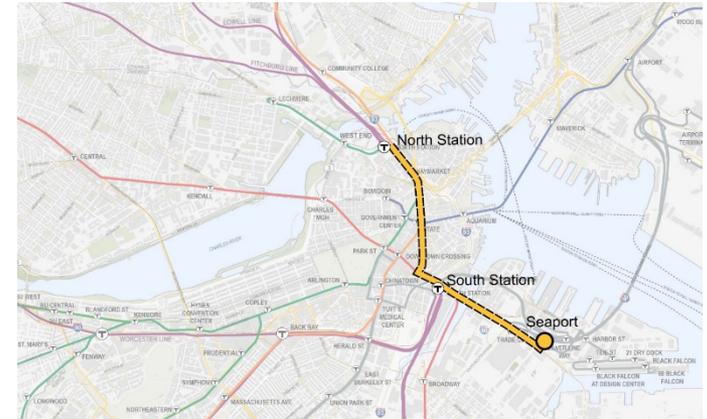
Improve competitiveness to major transit facilities downtown and others as determined

Points awarded 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

2 points for service to inner subway stops and regional transit centers

1 point for service to any other MBTA stop or Park and Ride lots



3 points for connecting to critical downtown transit hubs (North Station, South Station)

Normalized metric score of 100/100

South Boston Seaport Strategic Transit Plan

*Evaluation Example – North Station – South Station – South Boston Seaport
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EXPAND – Access to the region’s people and places is maximized

Add connections to currently un or underserved areas

Points awarded for connecting to underserved areas

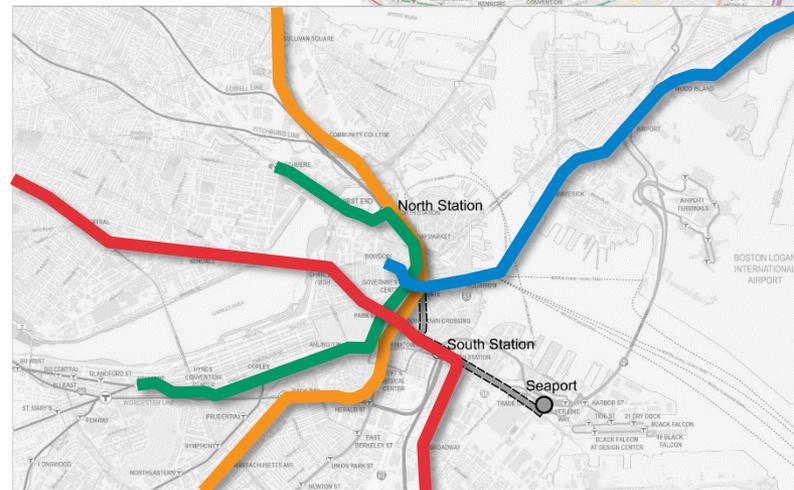
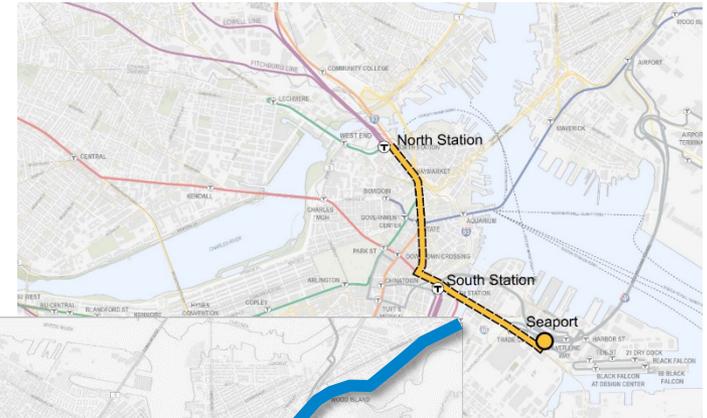
3 points for connecting to a community w/ local bus only

2 points for connecting to a community with express bus, Commuter Rail, ferry service, or local bus

1 point for connecting to a community with key bus service, SL service, or Green Line B/C/E branch service

0 points for connecting to a community with rapid rail transit

Double points for adding connection to a marginalized community



0 points for connecting with community with rapid rail transit

Normalized metric score of 0/100

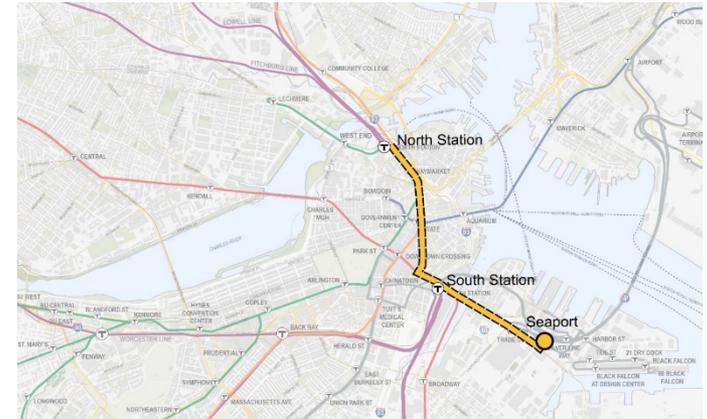
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**RELY – Transit is a reliable,
predictable option for travel**

**Destinations with a reduction in
number of excessive transfer**

*1 point awarded for each transfer
reduced (negative points awarded if
an additional transfer is required).*



**0 points for no reduction in transfers
(Rt 4 and Lovejoy Ferry provides existing service)**

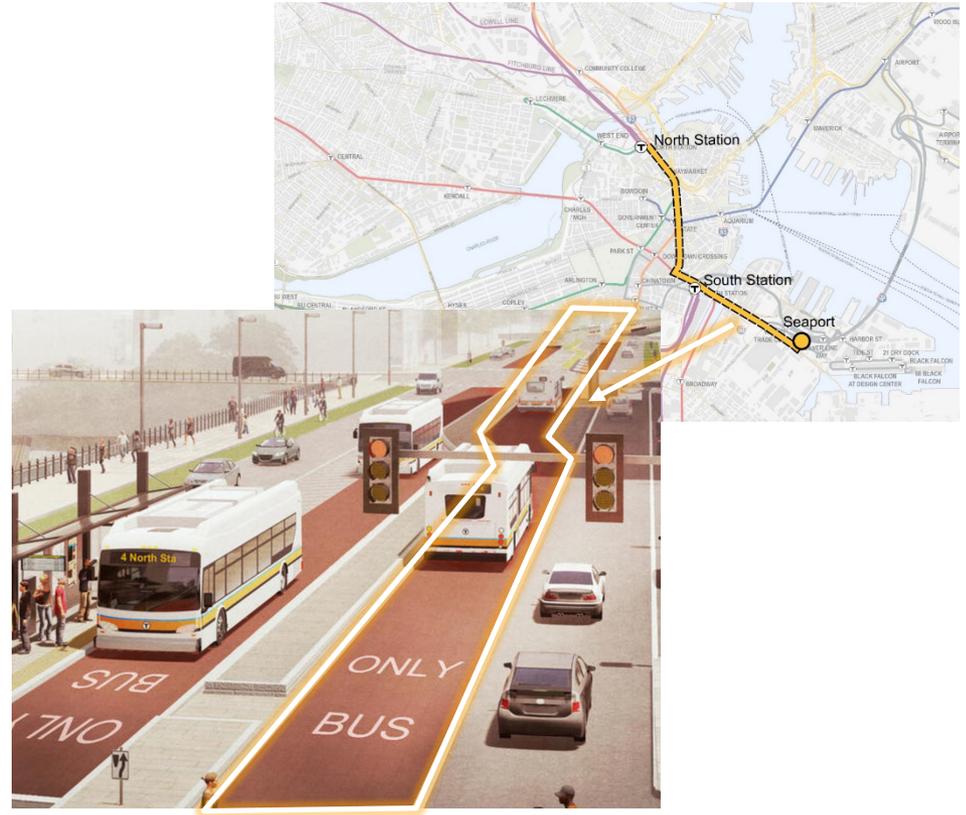
Normalized metric score of 0/100

South Boston Seaport Strategic Transit Plan

*Evaluation Example – North Station – South Station – South Boston Seaport
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**RELY – Transit is a reliable,
predictable option for travel**

**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 strategy
improved priority only (TSP / curbside /
etc)*



**100 points for 100%
of service in dedicated facility**
Normalized metric score of 100/100

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**RELY – Transit is a reliable,
predictable option for travel**

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

*Points awarded for level of operational
impact on cars, freight, bikes, pedestrians,
and streetscape, in South Boston Seaport,
post-construction*

0 points for no impact

+ 1 point for small, positive impact

+ 2 points for medium, positive impact

+ 3 points for large, positive impact

Negative impacts scored as -1



**1 points for negative impact on cars due
to dedicated bus lanes**

Normalized metric score of -33/100

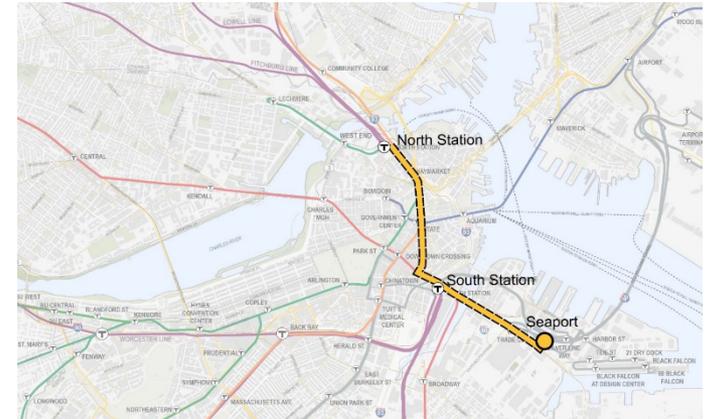
South Boston Seaport Strategic Transit Plan

*Evaluation Example – North Station – South Station – South Boston Seaport
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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

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



0 points for not providing walking improvements

Normalized metric score of 0/100

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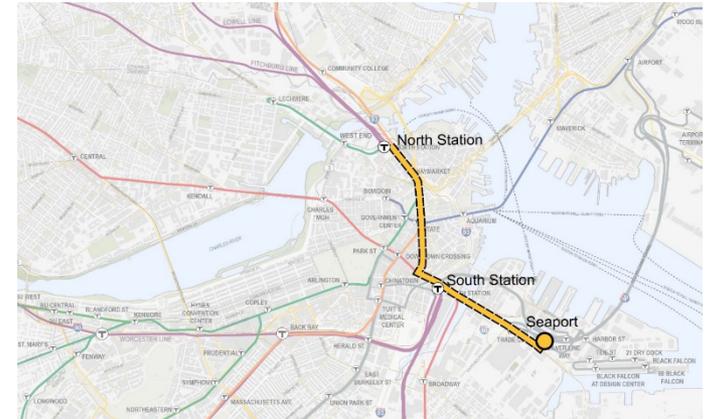
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RESPECT – Transit access is convenient and integrated into all aspects of the South Boston Seaport

Level of enhancement to quality of transit stations / amenities

Points distributed for class of station improvements and amenities added

- 0 for no change
- 1 for basic amenities
- 2 for good amenities
- 3 for great amenities



0 points for no change to stations

Normalized metric score of 0/100

South Boston Seaport Strategic Transit Plan

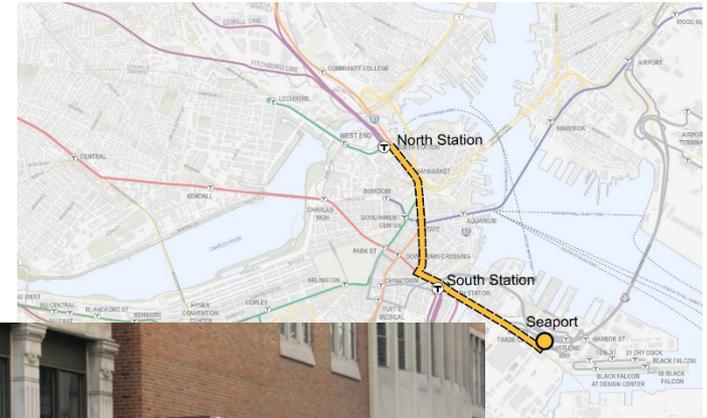
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RESPECT – Transit access is convenient and integrated into all aspects of the South Boston Seaport

Service / route level improvements in passenger experiences

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

- 0 points for no improvement
- 1 point for choice amenities (WiFi)
- 2 points for improving essential amenities (stop notifications, handrails)
- 3 points for expanding capacity



Service assumed to be provided on MBTA or like bus

3 points for expanding passenger capacity along corridor

Normalized metric score of 50/100

10

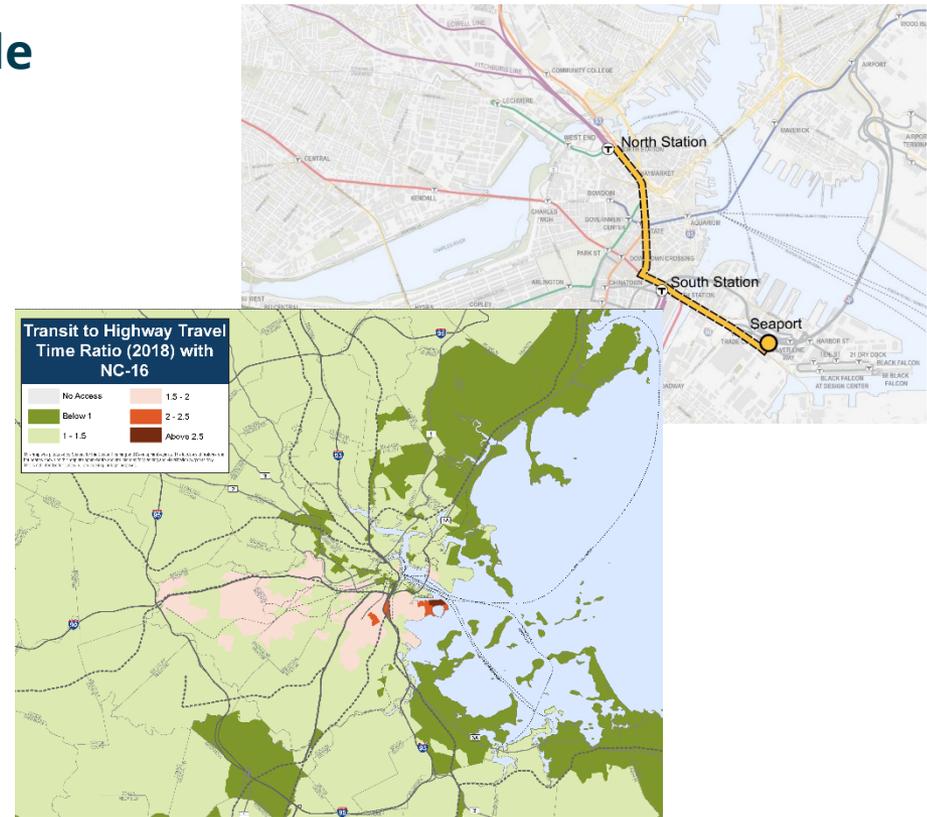
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EQUALIZE – Transit serves all people and places in the South Boston Seaport

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 as reported by model



0.02 points for 2% increase in time/cost competitiveness of transit over vehicle travel

Normalized metric score of 12/100

South Boston Seaport Strategic Transit Plan

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

Provides service coverage throughout the South Boston Seaport

Points awarded determined by % 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 / Southeast Seaport / BCEC Area are accessible by transit



20 points for 20% of South Boston Seaport accessible to service by three-minute, protected walk

Normalized metric score of 10/100

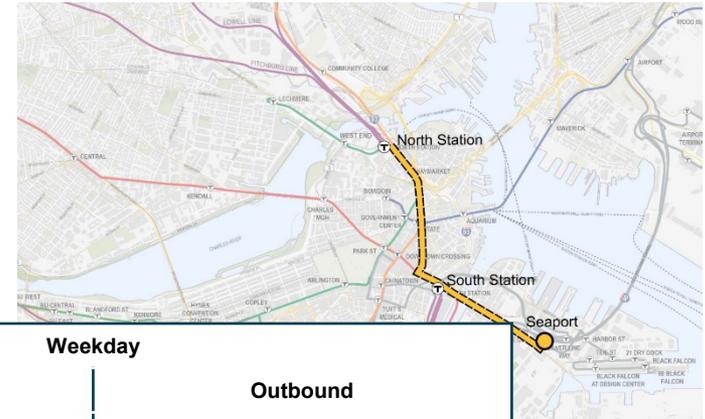
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EQUALIZE – Transit serves all people and places in the South Boston Seaport

Provides consistency of service between peak and off-peak times
Points awarded if transit schedule is consistent across all hours of the day.

- 1 point for all day operation (6A-9P)
- 1 point for regular headways (<20 mins throughout day)
- Double points if transit service operates from beginning (5A) through end (12-1A) of service



Weekday					
Leave N. Station	Inbound		Outbound		
	S. Station	SB Seaport	SB Seaport	S. Station	N. Station
5:01A					
5:18A					
...
11:34A					
11:51A					
...
11:45P	11:51P	11:53P	11:55P	11:57P	12:02A

CONCEPT ONLY – NOT PROPOSED TIMETABLE

4 points for all-day service with sub 20-minute frequencies and early morning/late night service 13

Normalized metric score of 100/100