South Boston Seaport Strategic Transit Plan

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

**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:**

- **$**
  - Low
  - Medium
  - High
- **Travel time savings assumptions:**
  - 5-minute savings to North of Summer and RLFMIP

**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
**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

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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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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

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
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
South Boston Seaport Strategic Transit Plan

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

RELY – Transit is a reliable, predictable option for travel

Destinations with a reduction in number of excessive transfers
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 Direct Bus or Shuttle Service (NC-16)

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
South Boston Seaport Strategic Transit Plan

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

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 Direct Bus or Shuttle Service (NC-16)

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
South Boston Seaport Strategic Transit Plan

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

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

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

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

Normalized metric score of 50/100

3 points for expanding passenger capacity along corridor
South Boston Seaport Strategic Transit Plan

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

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

Transit to Highway Travel Time Ratio (2018) with NC-16

No Access
Low
Med
High
Extra 2x3
South Boston Seaport Strategic Transit Plan

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

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
**South Boston Seaport Strategic Transit Plan**

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

**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

<table>
<thead>
<tr>
<th>Weekday</th>
<th>Inbound</th>
<th></th>
<th>Outbound</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Leave N. Station</td>
<td>S. Station</td>
<td>SB Seaport</td>
<td>SB Seaport</td>
<td>N. Station</td>
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<tr>
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<td>5:18A</td>
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<tr>
<td>11:34A</td>
<td></td>
<td></td>
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<tr>
<td>11:51A</td>
<td></td>
<td></td>
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<td></td>
</tr>
<tr>
<td>12:02A</td>
<td></td>
<td></td>
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</tbody>
</table>

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

Normalized metric score of 100/100