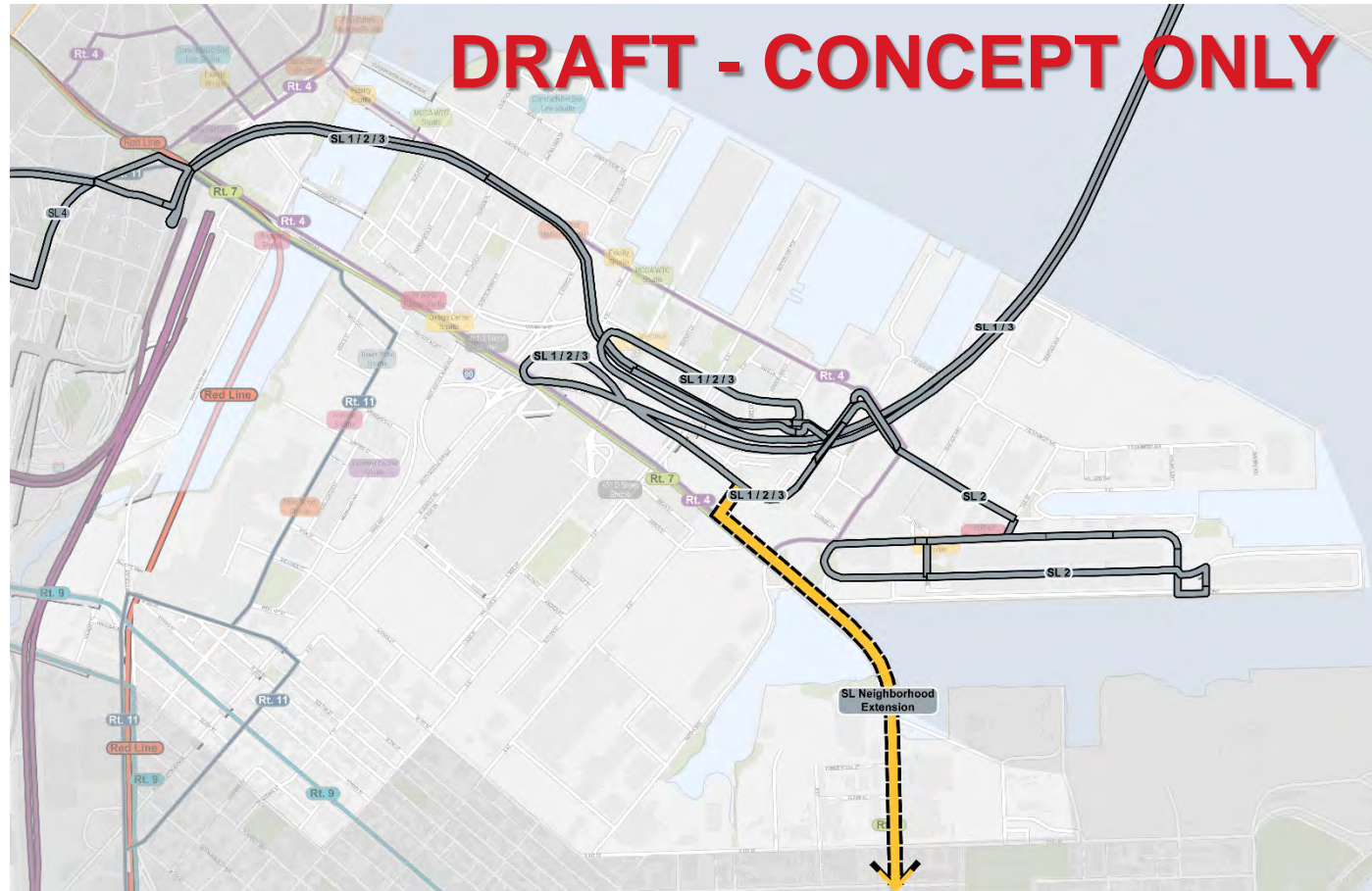


Strategy: Extension of Silver Line to South Boston Neighborhood



DRAFT - CONCEPT ONLY

What It Does:

EXPAND	32
RELY	21
RESPECT	39
EQUALIZE	54
TOTAL	147

What It Takes:

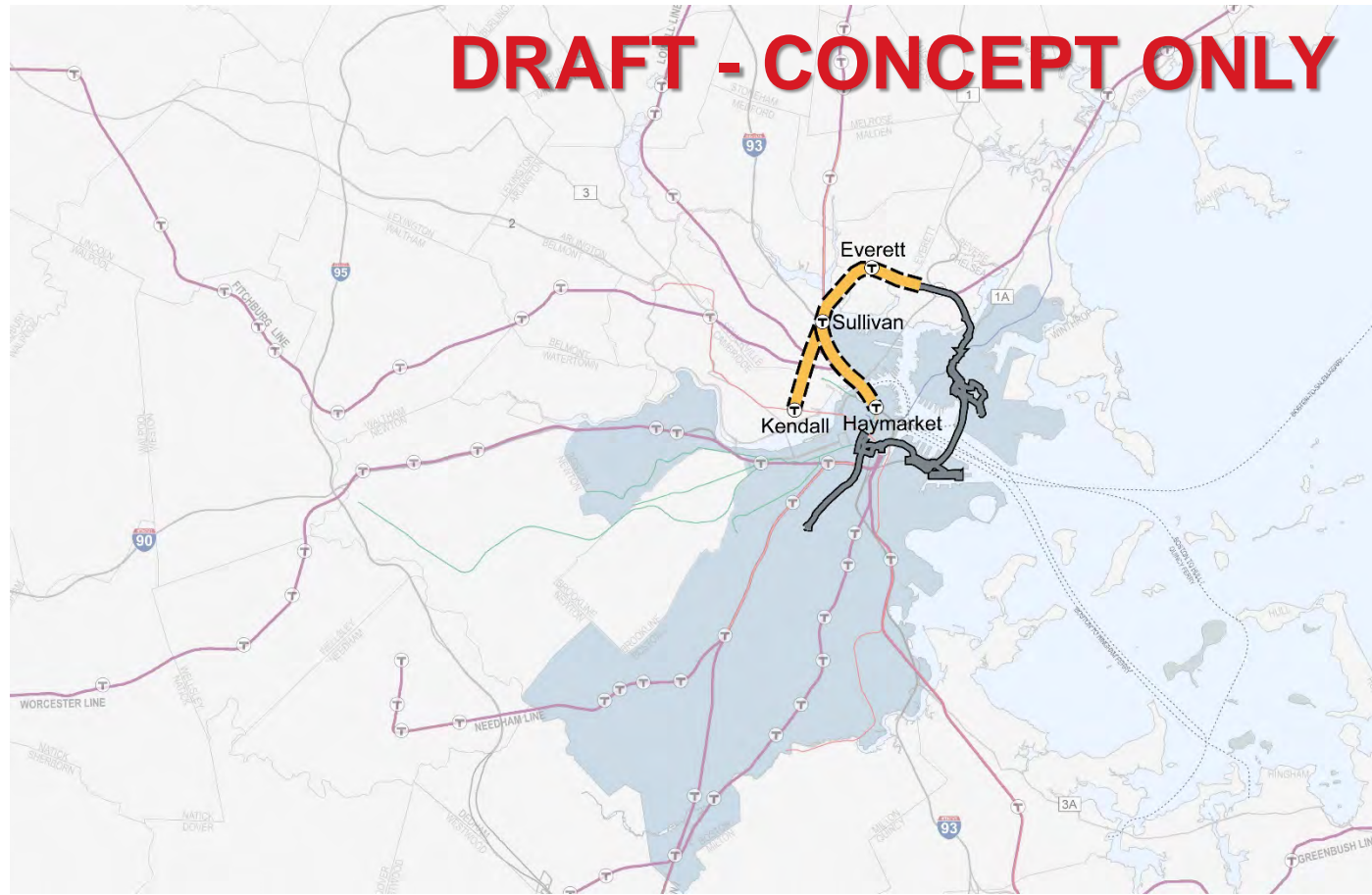
\$	\$	\$
Low	Medium	High
🕒	🕒	🕒
Short Term	Mid-term	Long Term

What It Is:

- Extension of Silver Line to South Boston residential neighborhood
 - Service continues on L Street towards L Street Beach
- Service characteristics similar to existing SL2 service:
 - Serves all existing South Boston Seaport stops
 - Operates in traditional travel lanes
 - All-day service (5:40A to 12:50A)
 - 6-minute peak and 15-minute off-peak headways

Strategy: Extension of Silver Line to Everett, Sullivan, and Kendall / Haymarket

DRAFT - CONCEPT ONLY



What It Does:

EXPAND	88
RELY	67
RESPECT	39
EQUALIZE	46
TOTAL	240

What It Takes:



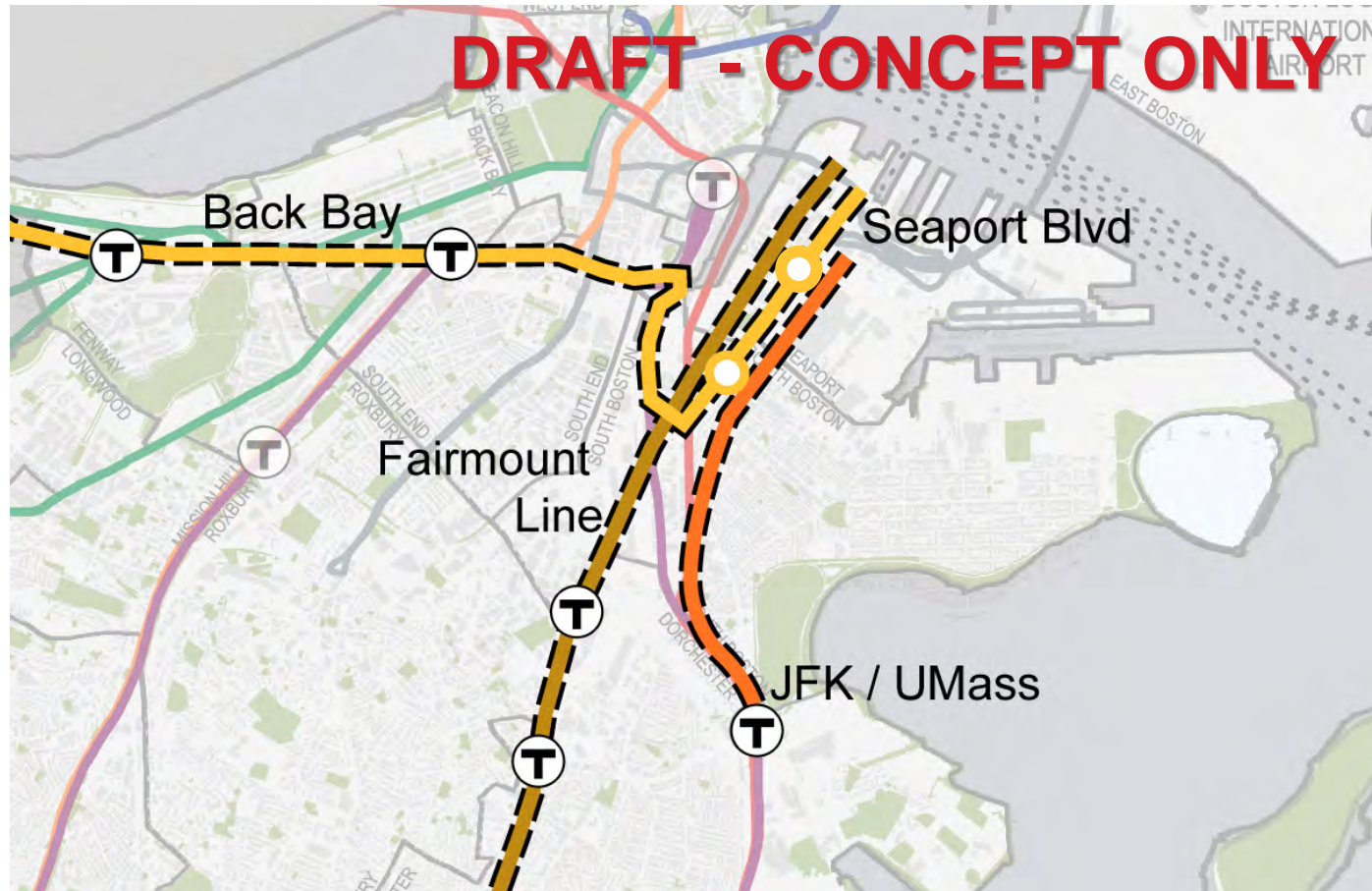
What It Is:

- Extension of Silver Line past Chelsea Station to Sullivan Square via Everett, with continuing service to Kendall Square or Haymarket Station (non-circumferential)
- Service characteristics, similar to existing SL3 service:
 - Serves all existing South Boston Seaport, East Boston, and Chelsea stops (excludes Logan Airport terminals)
 - All-day service (4:20A to 1:05A)
 - 8-minute peak and 10-minute off-peak headways
- Provide buses with advance notice of Chelsea Street Bridge lift to allow for improved travel decision-making by riders
- Requires additional vehicles to provide service
- *Incorporates DRAFT priority enhancements from Silver Line Capacity Study*

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

Strategy: Urban Rail Connections

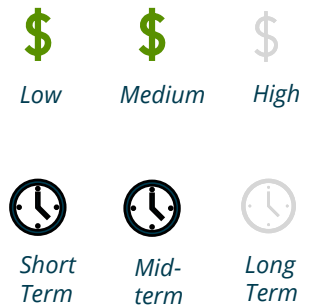
DRAFT - CONCEPT ONLY



What It Does:

EXPAND	72
RELY	100
RESPECT	100
EQUALIZE	37
TOTAL	309

What It Takes:



What It Is:

- Urban rail connections are envisioned using the Track 61 rail line from Back Bay, Newmarket, and JFK/UMass stations
- Three stations will be along the route, near the intersection with Dorchester Avenue (with pedestrian access from Dorchester Avenue) near the intersection of West Service Road Ext. and S. Boston Bypass Rd (with pedestrian access available from Summer Street), and near the intersection of Summer Street and Drydock Avenue. All stations will be built with new sidewalks, ADA-accessibility, and passenger amenities.
- 30-min. headways are assumed from each direction, meaning one inbound or outbound train will serve each station every ten minutes, over existing Commuter Rail span of service.
- No transfer penalty assumed at any of these stations. Although services along these three lines will likely operate to South Station and along Track 61, new riders are assumed to be on services destined for Seaport.
- Assumes new pedestrian connection at Convention Center

Strategy: Direct Ferry Service and Fleet Expansion

DRAFT - CONCEPT ONLY



What It Does:

EXPAND	56
RELY	57
RESPECT	100
EQUALIZE	17
TOTAL	230

What It Takes:

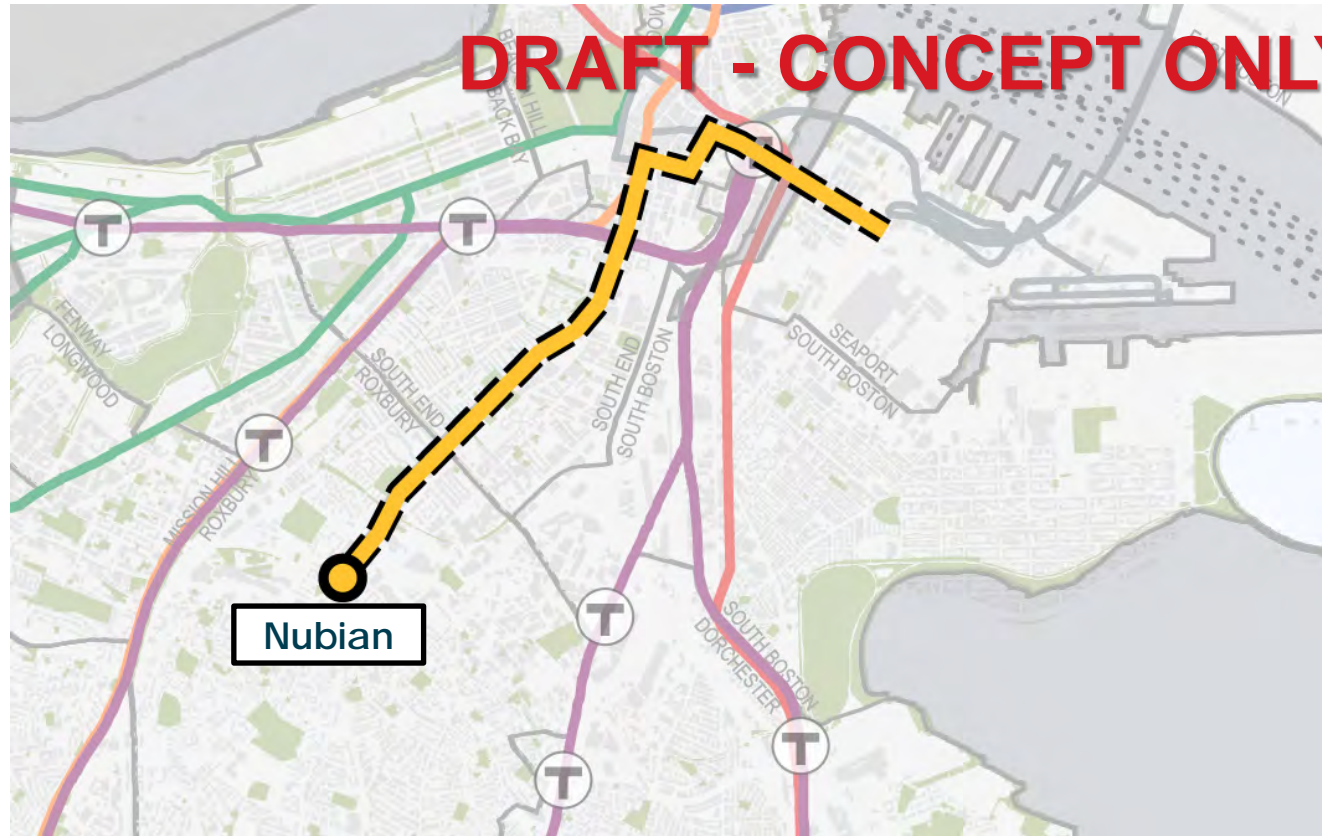
\$	\$	\$
Low	Medium	High
🕒	🕒	🕒
Short Term	Mid-term	Long Term

What It Is:

- New direct ferry service would be provided from Salem, Lynn, Hull, and Hingham to the South Boston Seaport
- An investment in more ferries will be made to increase service
- Services will operate throughout the course of the year
- Services will operate every 30 minutes during peak periods and every 45 minutes during non-peak periods
- Services will operate out of Fan Pier, which will see an expansion of operating facilities improvements to passenger amenities

Strategy: Rerouting SL4 to Serve South Boston Seaport

DRAFT - CONCEPT ONLY



What It Does:

EXPAND	75
RELY	25
RESPECT	17
EQUALIZE	61
TOTAL	178

What It Takes:

\$ \$ \$
 Low Medium High

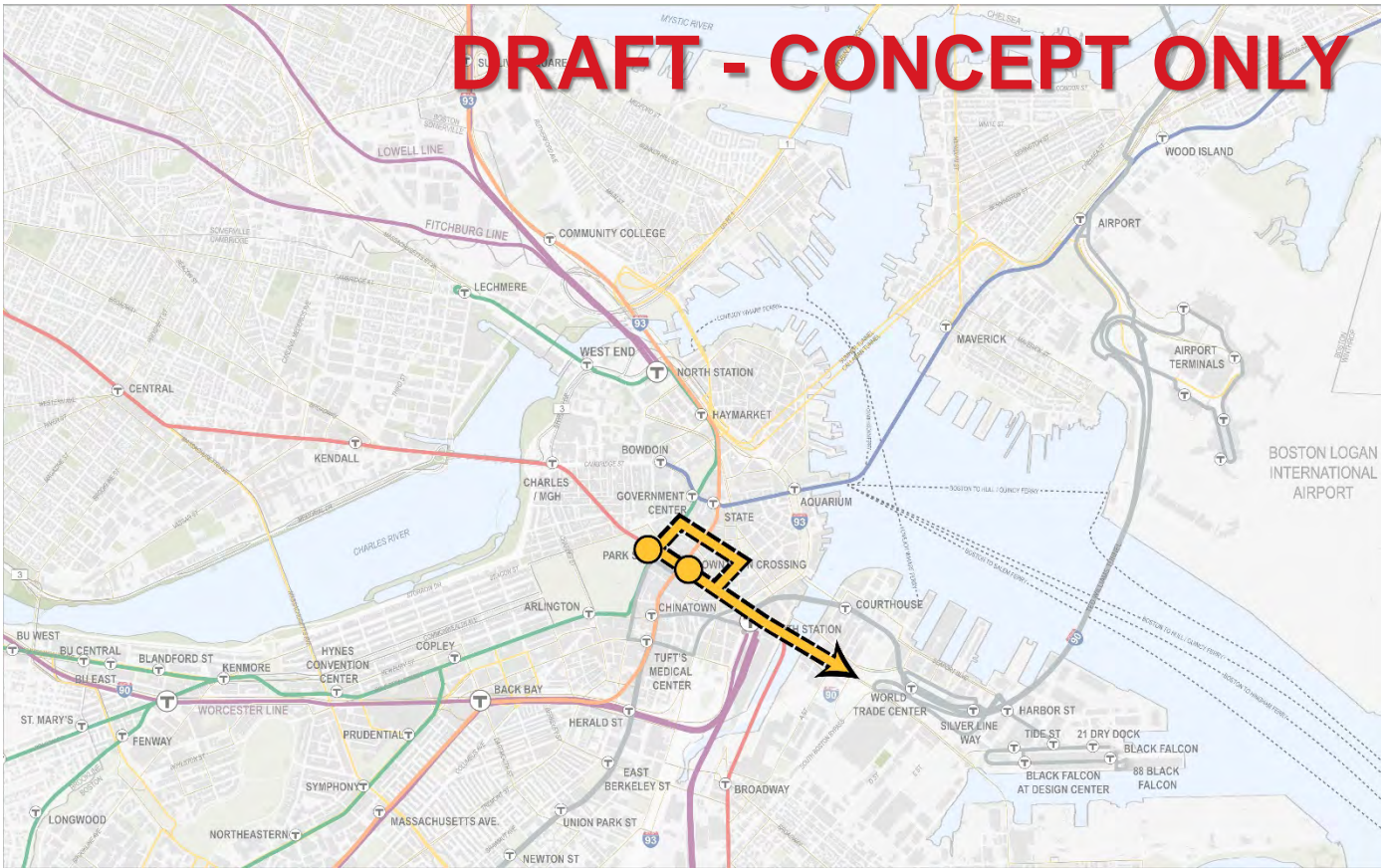
🕒 🕒 🕒
 Short-term Mid-term Long-term

What It Is:

- Extension of SL4 service from South Station down Summer Street to the RLFMP
- Summer Street service terminates at BCEC and serves all existing stops along Summer Street
- Service characteristics similar to existing SL4 service:
 - All-day service (5:20A to 12:40A)
 - 8-minute peak and 10-minute off-peak headways
- No new stops between Tufts Medical Center and South Station

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

Strategy: Connections to Downtown MBTA Transit



DRAFT - CONCEPT ONLY

What It Does:

EXPAND	36
RELY	-4
RESPECT	17
EQUALIZE	20
TOTAL	68

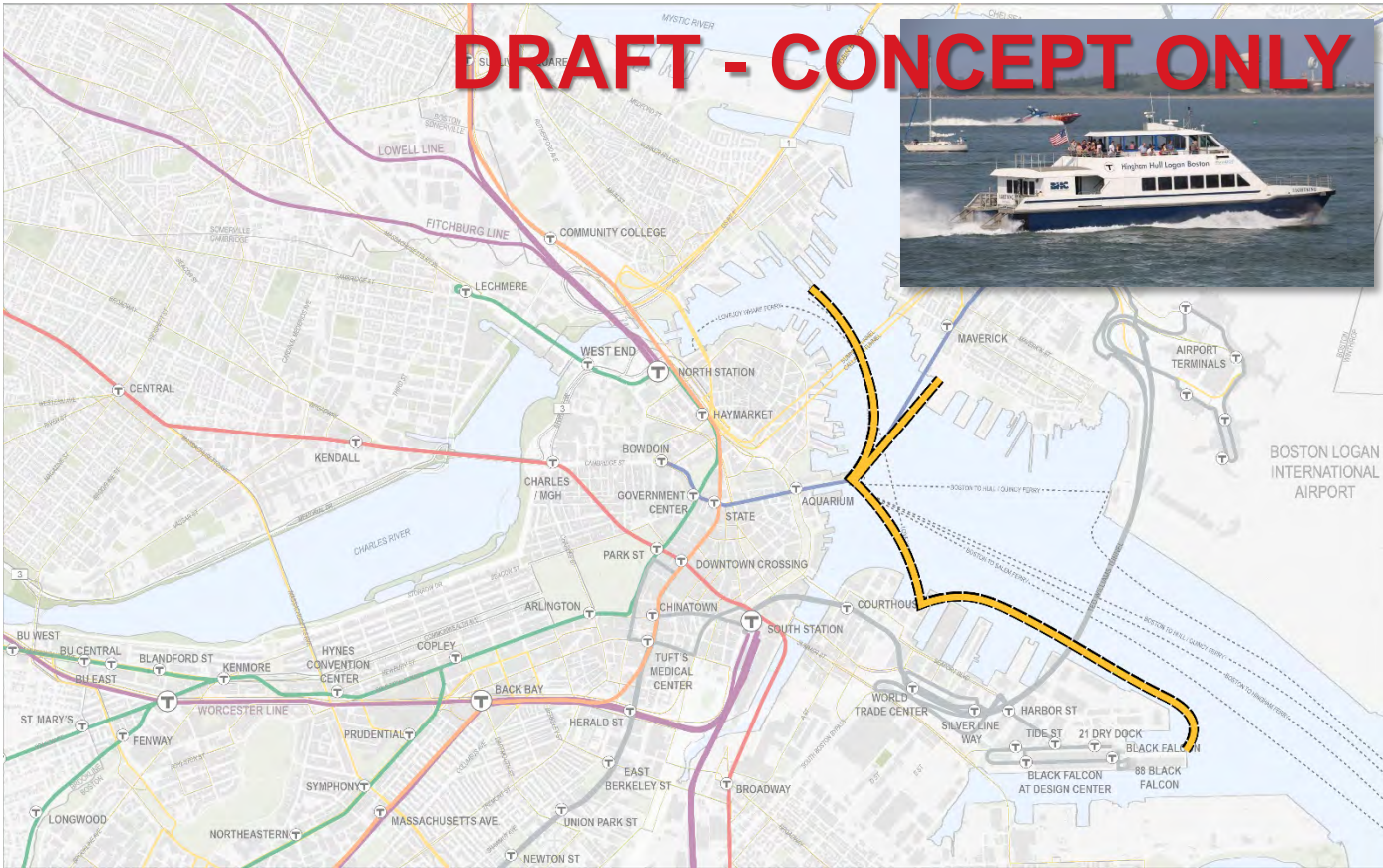
What It Takes:

\$	\$	\$
Low	Medium	High
🕒	🕒	🕒
Short Term	Mid-term	Long Term

What It Is:

- MBTA Route 7 service would be modified to remove the Otis Street component and implement:
 - Continuing service on Franklin Street and Bromfield Street to Tremont Street
 - Service on Tremont Street between Bromfield Street and Winter Street, including a stop at the Park Street station
 - Service on Winter Street and Summer Street, including a stop at the Downtown Crossing Station, meeting up with the existing route on Summer Street
- Buses would be permitted in the pedestrian zones along the new route variation at a speed of ten miles per hour
- Service characteristics of the Route 7 service would remain intact

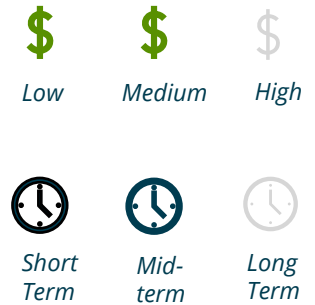
Strategy: Inner Harbor Ferry Service



What It Does:

EXPAND	14
RELY	67
RESPECT	100
EQUALIZE	19
TOTAL	200

What It Takes:

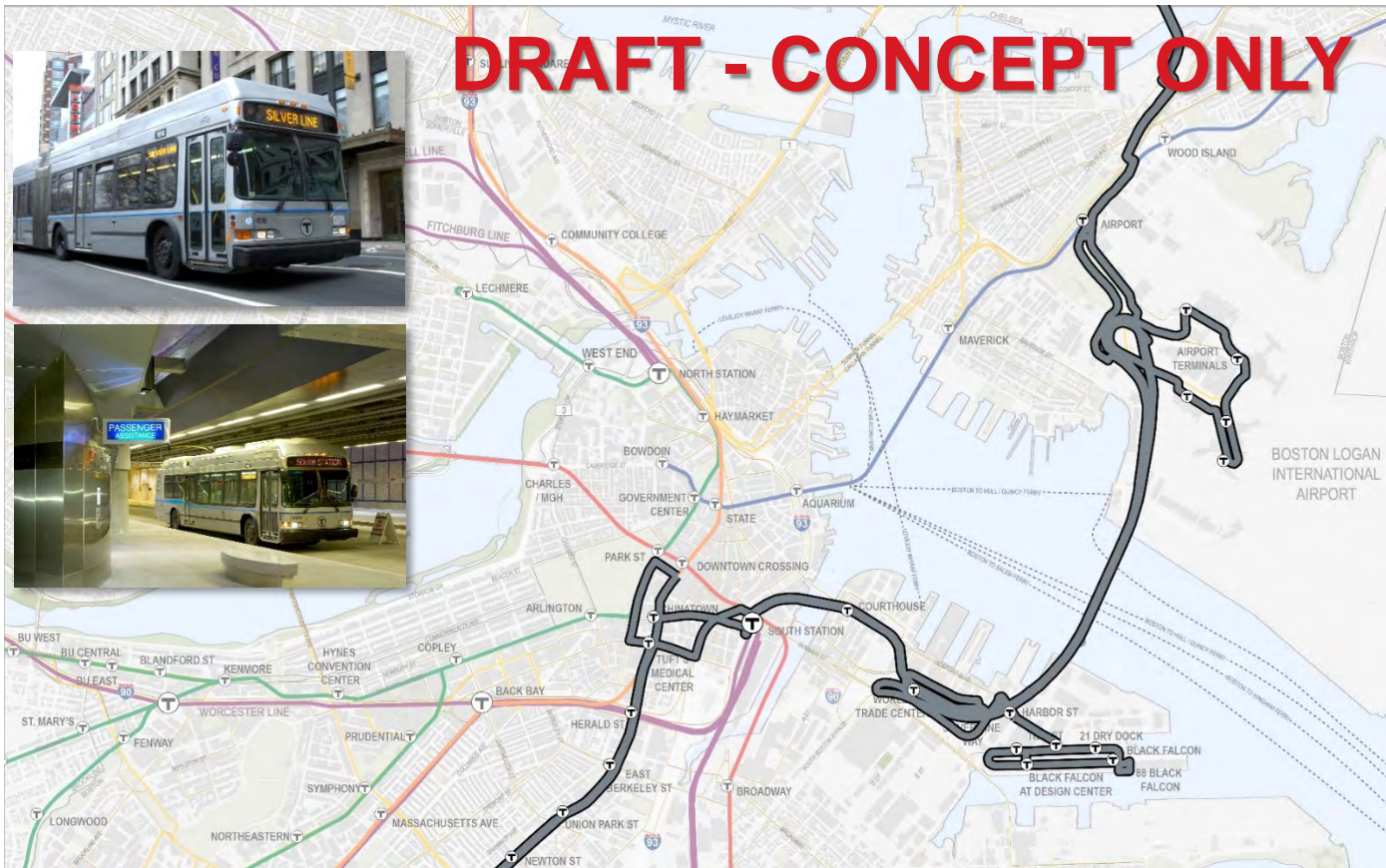


What It Is:

- Direct ferry service proposed from Long Wharf to Navy Yard Pier 4 in Charlestown, Lewis Mall in East Boston, and Fan Pier and Pier 10 in the South Boston Seaport, as proposed by Boston Harbor Now's 2019 Water Transportation Study
- From Fan Pier and Pier 10, peak hour service would operate every 45 minutes and off-peak service every 60 minutes
- Improvements to Fan Pier and Pier 10 would be rolled out with the introduction of service, including passenger waiting areas, weather-protected shelters, and passenger information features such as signage and a ticket machine; no new vessels are expected
- Travel time from Long Wharf to Fan Pier and Long Wharf to East Boston are assumed to be five minutes, from Long Wharf to Charlestown is assumed to be ten minutes, and from Long Wharf to Pier 10 is assumed to be 15 minutes.

Strategy: Improve Silver Line Service – Mid-Term

DRAFT - CONCEPT ONLY



What It Does:

EXPAND	48
RELY	43
RESPECT	67
EQUALIZE	100
TOTAL	258

What It Takes:

Low	Medium	High
Short Term	Mid-term	Long Term

What It Is:

- Expand trunk capacity in medium-term by:
 - Completely replacing fleet
 - Allowing bus platooning
 - Installing TSP or half-cycle during peak times at Transitway/D Street intersection
 - Better enforcing illegal vehicle use of Transitway/D Street intersection cut-through
 - Removing median barriers to allow buses to pass one another in trunk
 - Providing alternative layover locations
 - Expanding Southamptn bus maintenance facility and/or finding other locations for vehicle maintenance/storage
 - Instituting more efficient platform/station management for faster boarding
- Allows up to 72 buses to operate in peak hour in trunk
- 2-minute peak and 5-minute off-peak headways assumed for SL1, SL2, and SL3 services
- Incorporates DRAFT prerequisite and priority enhancements from Silver Line Capacity Study

Strategy: Improve Traffic Operations at Intersections

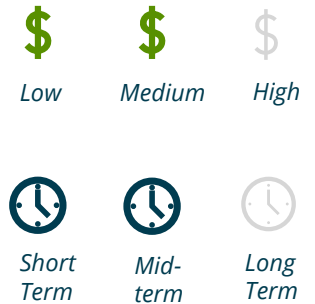
Strategy is a part of the universe of options being analyzed – at this point, no recommendations have been made



What It Does:

EXPAND	0
RELY	46
RESPECT	22
EQUALIZE	42
TOTAL	110

What It Takes:



What It Is:

- Traffic signal timings and adaptive signals will be operated in a coordinated, dynamic way to ensure optimization of traffic operations throughout the study area, by time of day and day of week
- Transit signal priority and transit queue jump lanes would be installed at intersections, to the extent practicable; intersections would be determined by BTS in coordination with local stakeholders, such as Massport
- No service improvements would be implemented alongside this proposal
- All existing MBTA and private shuttle services operating along these corridors are assumed to see travel time improvements as a result of alternative implementation
- Improvements will accommodate for bicycle and pedestrian standards



Strategy: Bus Access on Northern Avenue Bridge



DRAFT - CONCEPT ONLY

What It Does:

EXPAND	2
RELY	55
RESPECT	28
EQUALIZE	3
TOTAL	88

What It Takes:

Low	Medium	High
Short Term	Mid-term	Long Term

What It Is:

- Westbound high-occupancy vehicle lane, including bus access, on reconstructed Northern Avenue Bridge
- Assumes existing private shuttle and MBTA service from North Station will use the bridge, rather than Seaport Boulevard



Strategy: Silver Line Bus Connectivity Improvements



DRAFT - CONCEPT ONLY

What It Does:

EXPAND	12
RELY	31
RESPECT	17
EQUALIZE	65
TOTAL	124

What It Takes:

\$	\$	\$
Low	Medium	High

🕒	🕒	🕒
Short Term	Mid-term	Long Term

What It Is:

- Extend Silver Line tunnel under D Street to eliminate at-grade intersection
- Use emergency access ramp during periods of congestion to Ted Williams Tunnel
- Dedicated lane for Silver Line from on Congress Street from World Trade Center to Silver Line Way
- Dedicated lane for Silver Line to Airport (bus or HOV lanes in Ted Williams Tunnel)
- *Incorporates DRAFT Prerequisite and Priority enhancements from Silver Line Capacity Study*

Strategy: Improve Ferry Terminals and Connections



DRAFT - CONCEPT ONLY

What It Does:

EXPAND	12
RELY	43
RESPECT	100
EQUALIZE	0
TOTAL	155

What It Takes:

\$	\$	\$
Low	Medium	High

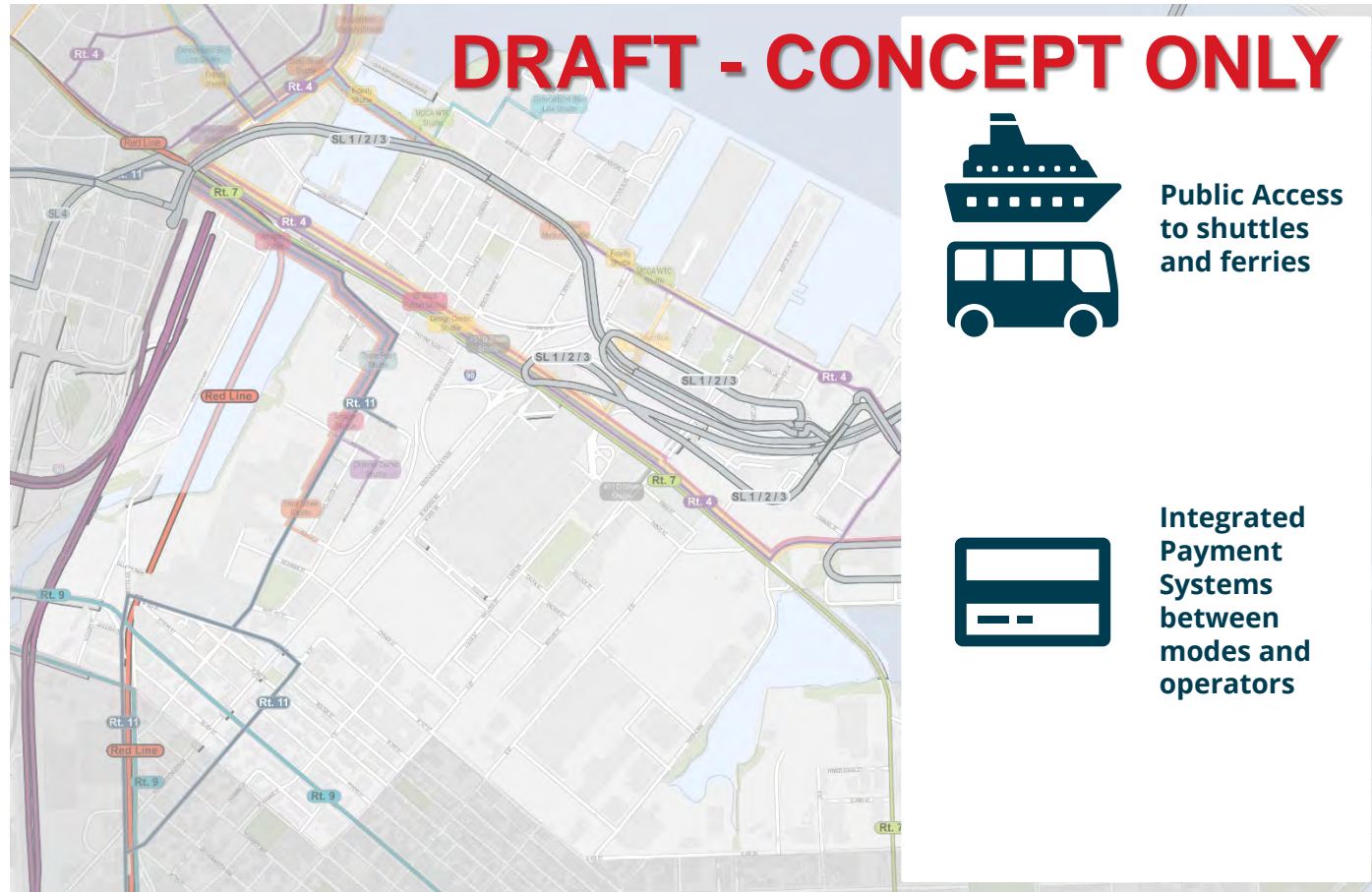
🕒	🕒	🕒
Short Term	Mid-term	Long Term

What It Is:

- Improved water transportation infrastructure and connections within the South Boston Seaport to allow for expanded service, and service throughout the South Boston Seaport
- Improvements include expansion of ferry terminals and layover berthing opportunities at WTC, Dry Dock and Pier 10
- Improvements to ferry terminals would not preclude option for marine industrial uses
- Allows for the opportunity to increase ferry service to new parts of the South Boston Seaport

Strategy: Integrated Services

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



Public Access to shuttles and ferries



Integrated Payment Systems between modes and operators

What It Does:

EXPAND	0
RELY	0
RESPECT	17
EQUALIZE	43
TOTAL	60

What It Takes:

\$ \$ \$
 Low Medium High

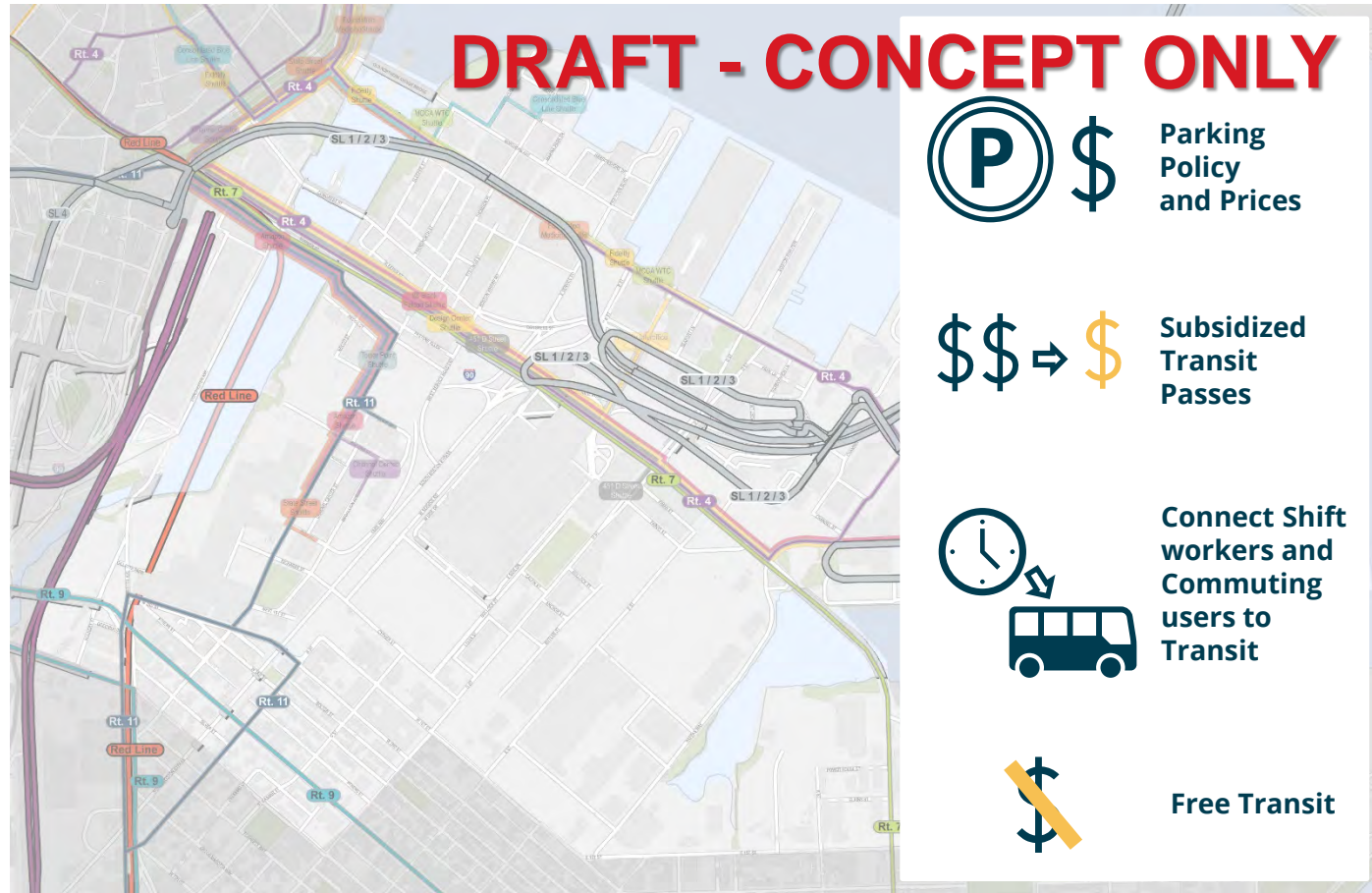
Short Term Mid-term Long Term

What It Is:

- Greater public access to private shuttles and ferries
- Integrated service between modes and operators, including fares and fare cards

Strategy: Transportation Demand Management (TDM)

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



DRAFT - CONCEPT ONLY

P \$ Parking Policy and Prices

\$\$ → \$ Subsidized Transit Passes

Connect Shift workers and Commuting users to Transit

Free Transit

What It Does:

EXPAND	0
RELY	0
RESPECT	0
EQUALIZE	43
TOTAL	43

What It Takes:

Low	Medium	High

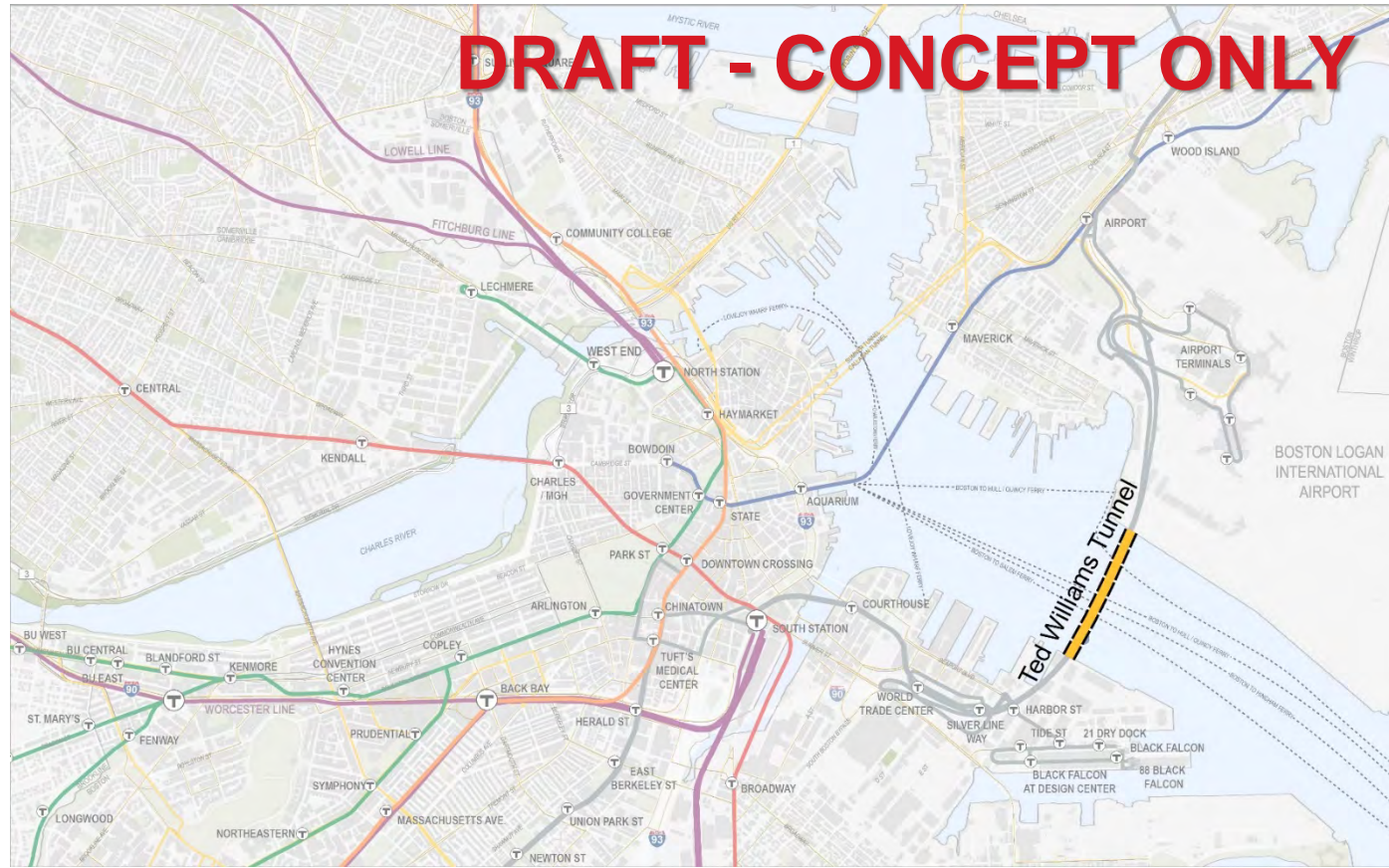
Short Term	Mid-term	Long Term

What It Is:

- Working with employers and landowners to evaluate TDM measures offered throughout the South Boston Seaport, including offering half-price subsidized transit passes (or free transit), and providing information about transit to non-commuters and shift workers.
- Assumes existing transit network and operating times remain the same
- Transit fare remains as is (\$90-\$416 / month), is subsidized (\$45-\$208 / month) or is free (\$0).
- Assume parking will be at downtown market rates

Strategy: Ted Williams Tunnel Improvements

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



What It Does:

EXPAND	21
RELY	31
RESPECT	17
EQUALIZE	6
TOTAL	74

What It Takes:

Low	Medium	High
Short Term	Mid-term	Long Term

What It Is:

- Roadway modifications and restrictions in the Ted Williams tunnel to control traffic volumes, including HOV lanes, peak period pricing, changes to signage and marking, introducing variable speeds, and increasing number of lanes in the tunnel.
- Riders of the SL1 and SL2 would experience the improved travel times, while drivers will be faced with reduced lane capacity, vehicle volume restrictions, and fares for driving in the tunnel (\$2.00 at peak hour)
- *Incorporates DRAFT Prerequisite and Priority enhancements from Silver Line Capacity Study*