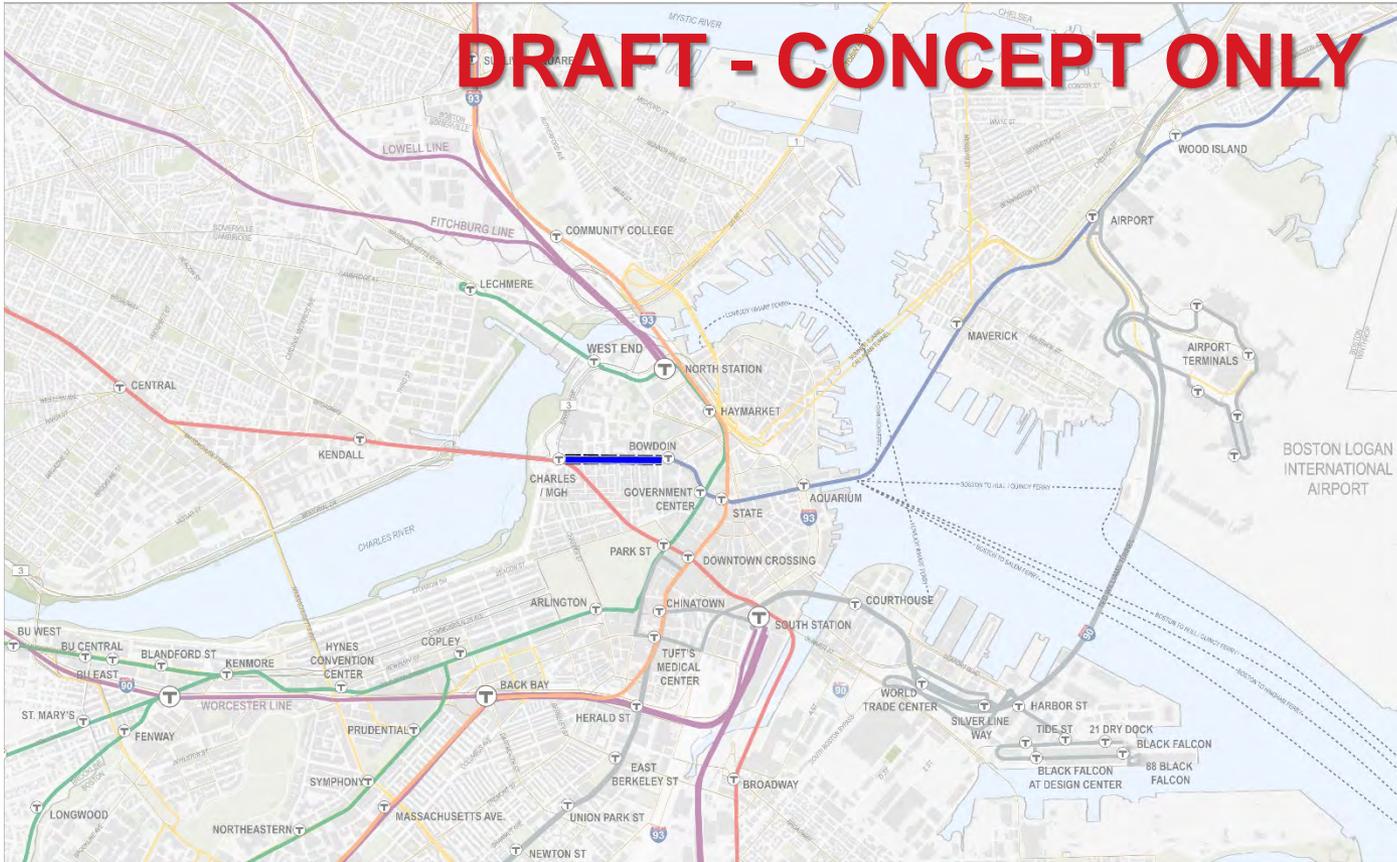


# Strategy: Red / Blue Line Connector



**DRAFT - CONCEPT ONLY**

### What It Does:

<b>EXPAND</b>	<b>58</b>
<b>RELY</b>	<b>100</b>
<b>RESPECT</b>	<b>83</b>
<b>EQUALIZE</b>	<b>33</b>
<b>TOTAL</b>	<b>274</b>

### What It Takes:

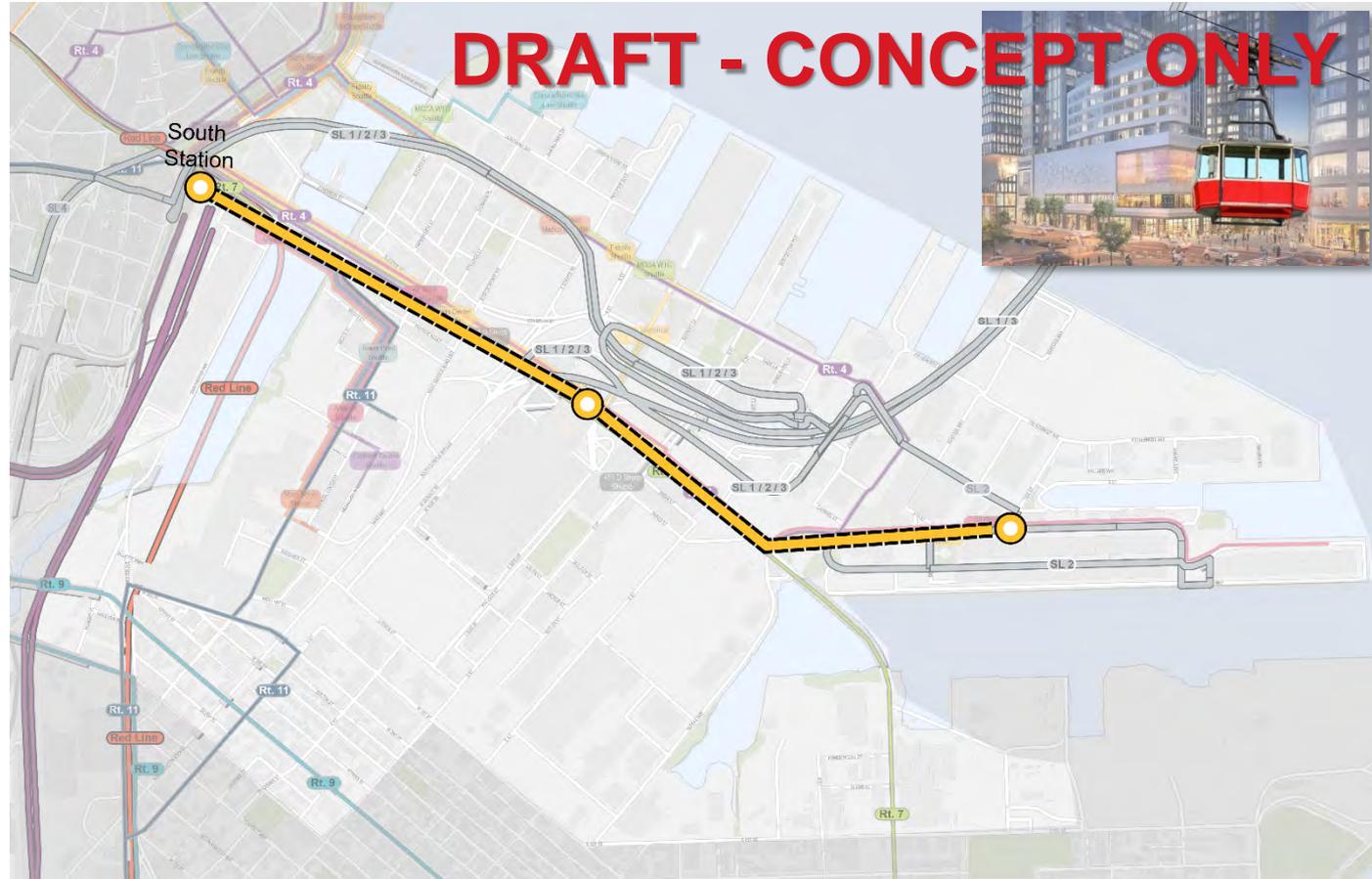
Low	Medium	High
Short Term	Mid-term	Long Term

### What It Is:

- The Red-Blue connector proposes to extend the Blue Line to the Charles/MGH Red Line Station – closing Bowdoin Station
- A minimum of 5 years will be required to construct the connection
- Streetscape enhancements along the length of Cambridge Street are assumed as part of construction
- No service changes to Blue Line, Red Line, or Green Line service is assumed
- The Red / Blue Line connector will relieve pressure on the Silver Line, giving Red Line passengers direct connection to the Airport

# Strategy: Gondola – South Station to South Boston Seaport

**DRAFT - CONCEPT ONLY**



**What It Does:**

<b>EXPAND</b>	<b>43</b>
<b>RELY</b>	<b>34</b>
<b>RESPECT</b>	<b>67</b>
<b>EQUALIZE</b>	<b>69</b>
<b>TOTAL</b>	<b>213</b>

**What It Takes:**

\$     \$     \$  
 Low     Medium     High

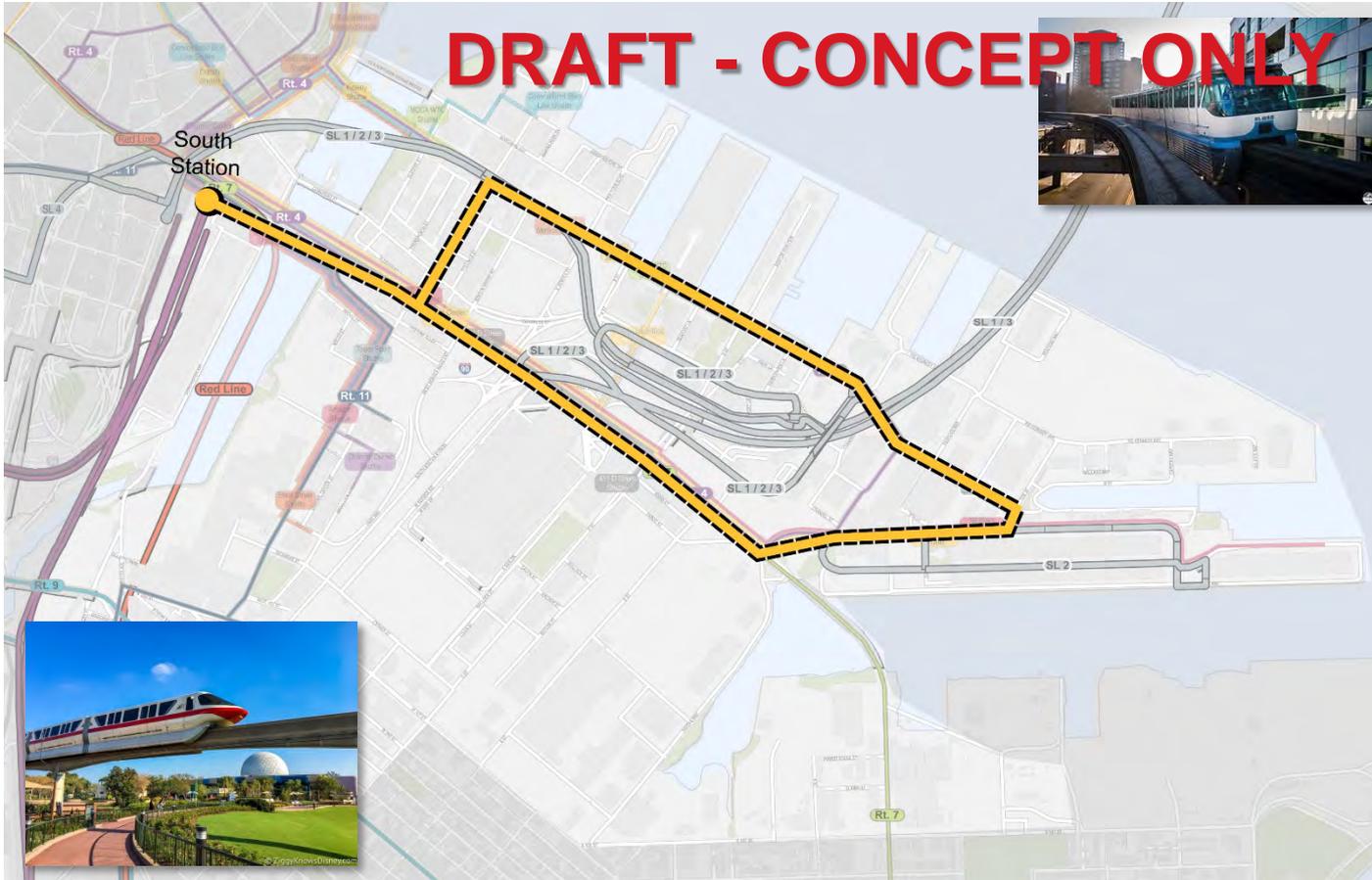
            
 Short Term     Mid-term     Long Term

**What It Is:**

- 70-car air gondola from South Station to the Raymond L. Flynn Marine Industrial Park, via Summer Street near BCEC
- Travel time is expected to be just under 7 minutes, 30 seconds and headways would be a consistent 9 seconds from 6 am to 12:30 am
- Fares are expected at around \$2 per ride

# Strategy: Monorail – 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**

**What It Does:**

<b>EXPAND</b>	<b>44</b>
<b>RELY</b>	<b>34</b>
<b>RESPECT</b>	<b>67</b>
<b>EQUALIZE</b>	<b>71</b>
<b>TOTAL</b>	<b>216</b>

**What It Takes:**

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

**What It Is:**

- Creating of a monorail to serve South Station to the Design Center, via elevated service along Summer Street
- Trains expected to come every 5 minutes
- Passengers would pay \$12 fare to ride service (private companies may subsidize ride similar to Lovejoy Wharf Ferry)
- Headways would be a consistent 9 seconds from 6 am to 12:30 am
- Requires maintenance facility

# Strategy: Red Line Spur 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**

**What It Does:**

<b>EXPAND</b>	<b>79</b>
<b>RELY</b>	<b>100</b>
<b>RESPECT</b>	<b>100</b>
<b>EQUALIZE</b>	<b>83</b>
<b>TOTAL</b>	<b>361</b>

**What It Takes:**

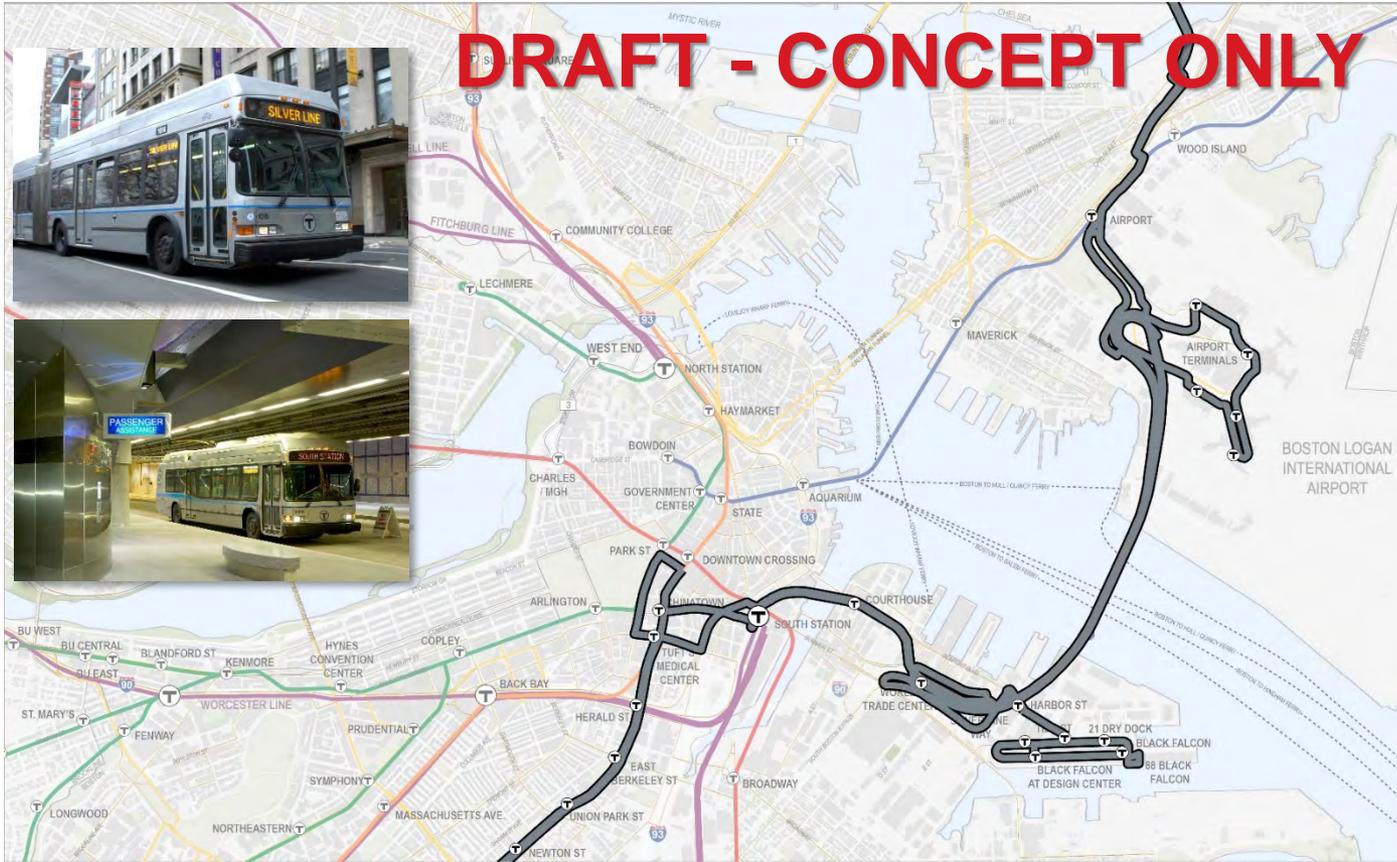


**What It Is:**

- Existing Braintree Branch Red Line service to serve the South Boston Seaport on existing and new rail lines extending from JFK/UMass to Design Center, via Mass Haul Road/Track 61, with new Red Line stations at intersection of Summer Street and West Side Drive and Design Center. New station will also be added in the Neponset section of Dorchester. All stations will be built with new sidewalks, ADA-accessibility, and passenger amenities.
- Assumes same Red Line headways and passenger fare to remain the same
- Transit times from JFK/UMass to Summer/West Side Station assumed at 8 minutes and from JFK/UMass to Design Center assumed at 11 minutes. No transfer penalty assumed at JFK/UMass.
- New riders are assumed to be on services destined for Seaport.

# Strategy: Improve Silver Line Service – Long-Term

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



### What It Does:

<b>EXPAND</b>	<b>51</b>
<b>RELY</b>	<b>40</b>
<b>RESPECT</b>	<b>100</b>
<b>EQUALIZE</b>	<b>100</b>
<b>TOTAL</b>	<b>291</b>

### What It Takes:

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

### What It Is:

- Expand trunk capacity in long-term by:
  - Constructing light rail transit to replace BRT service, or
  - Implementing three-bus platoons
- Assumes improvement project will provide similar level of service for SL1, SL2, and SL3 to all non-trunk station areas in South Boston Seaport, Logan Airport, East Boston, and Chelsea
  - No transfer required
- 2-minute peak and 5-minute off-peak headways assumed for SL1, SL2, and SL3 services
- Services will travel at same speed as existing BRT services
- Improvement in vehicle capacity and passenger comfort
- Incorporates DRAFT enhancements for further study from Silver Line Capacity Study



# Strategy: South Station Expansion

**DRAFT - CONCEPT ONLY**



**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.



**What It Does:**

<b>EXPAND</b>	<b>58</b>
<b>RELY</b>	<b>0</b>
<b>RESPECT</b>	<b>100</b>
<b>EQUALIZE</b>	<b>21</b>
<b>TOTAL</b>	<b>179</b>

**What It Takes:**

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

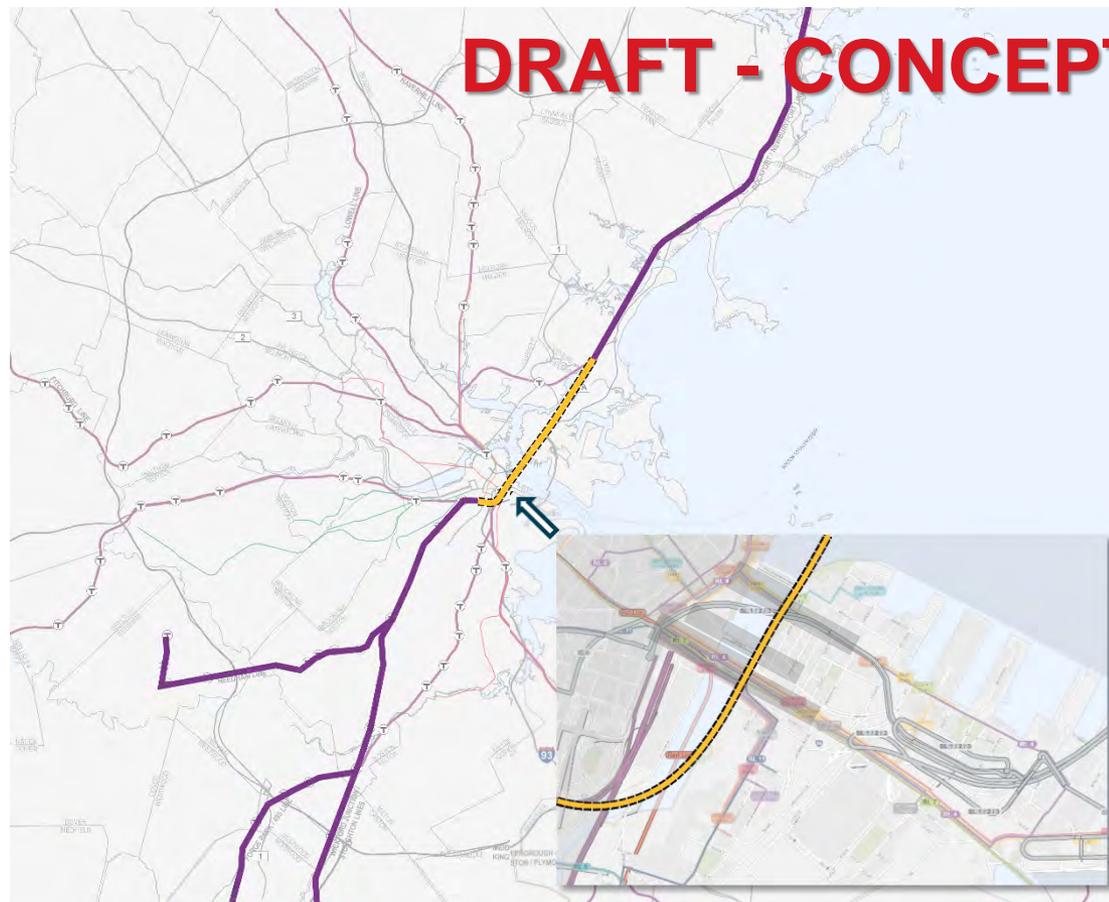
**What It Is:**

- Seven new tracks and four platforms will be added to the facility, resulting in a total of 20 tracks and 11 platforms
- Several existing tracks and platforms will be reconfigured, with existing rail infrastructure upgraded, the headhouse expanded, and a mid-platform elevated concourse added
- The expansion project is assumed to result in a general improvement in service quality for Commuter Rail services
- A 50% improvement of train trips for each Amtrak and Commuter Rail lines serving South Station will be assumed
- No improvements will be assumed for rapid transit, local bus, or intercity bus services
- No efficiencies in service, such as a reduction in delays or improvement in on-time performance, will be assumed



# Strategy: Cross Harbor Link – New Rail Tunnel

**DRAFT - CONCEPT ONLY**



**What It Does:**

<b>EXPAND</b>	<b>100</b>
<b>RELY</b>	<b>100</b>
<b>RESPECT</b>	<b>100</b>
<b>EQUALIZE</b>	<b>43</b>
<b>TOTAL</b>	<b>343</b>

**What It Takes:**

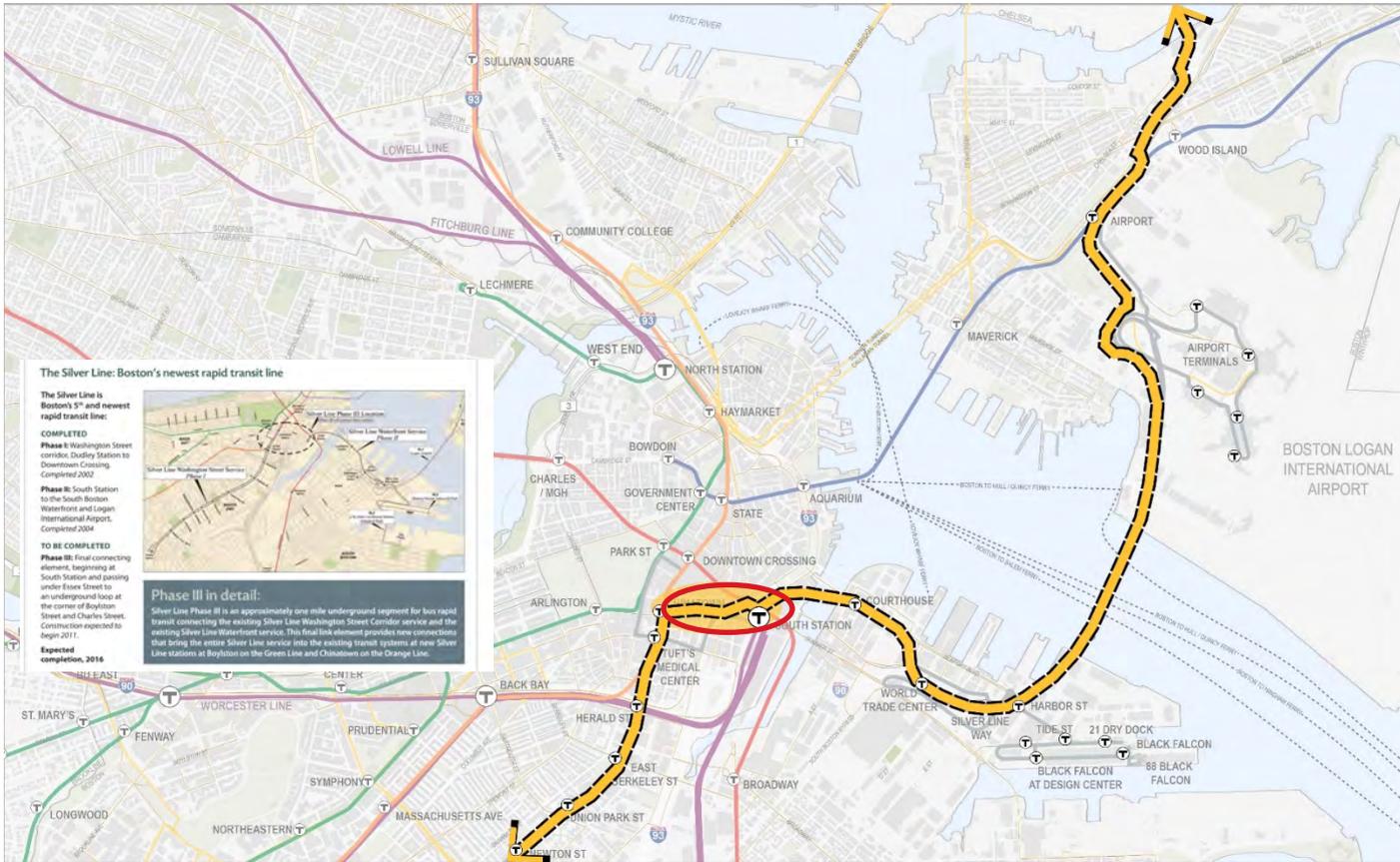
Low	Medium	High
Short Term	Mid-term	Long Term

**What It Is:**

- A new direct connection from the North Shore to the South Boston Seaport via a tunnel under the Fort Point Channel, Boston Harbor, and East Boston, using existing rail tracks north of East Boston
- Assumes new station stops at Route 1A/Tomasello Drive intersection, Logan Airport, and new platforms along Fort Point Channel, where connections to existing transit at South Station (Red Line, Silver Line, Route 7) are facilitated. All stations will be built with new sidewalks, ADA-accessibility, and passenger amenities.
- Direct access to Silver Line at Courthouse Station via concourse and connection to South Station via concourse
- Assumes the following service characteristics:
  - All Newburyport/Rockport trains operate through to Route 128 Station
  - All Providence/Stoughton, Needham, and Franklin trains operate through to Lynn
  - Supplemental Route 128 to Lynn service with 15-minute headways
  - Span of service between 4:30 AM and 1:30 AM
  - Some Amtrak Northeast Regional trains route to Lynn
- Fares will be equal to those of zone 1A



# Strategy: Essex Street Tunnel for Silver Line use



**The Silver Line: Boston's newest rapid transit line**

The Silver Line is Boston's 5<sup>th</sup> and newest rapid transit line:

**COMPLETED**  
 Phase II Washington Street corridor: Dudley Station to Downtown Crossing. Completed 2002.

**Phase II:** South Station to the South Boston Waterfront and Logan International Airport. Completed 2004.

**TO BE COMPLETED**  
 Phase III: Final connecting element, beginning at South Station and passing under Essex Street to an underground loop at the corner of Boylston Street and Charles Street. Construction expected to begin 2011.

**Expected completion, 2016**

**Phase III in detail:**  
 Silver Line Phase III is an approximately one mile underground segment for bus rapid transit connecting the existing Silver Line Washington Street Corridor service and the existing Silver Line Waterfront service. This final link element provides new connections that bring the entire Silver Line service into the existing transit systems at new Silver Line stations at Boylston on the Green Line and Chinatown on the Orange Line.

**What It Does:**

<b>EXPAND</b>	<b>69</b>
<b>RELY</b>	<b>86</b>
<b>RESPECT</b>	<b>83</b>
<b>EQUALIZE</b>	<b>72</b>
<b>TOTAL</b>	<b>311</b>

**What It Takes:**

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

**What It Is:**

- Implementation of Silver Line Phase 3 by constructing tunnel underneath Essex Street
- Tunnel operates along Essex Street and connects Boylston Green Line/Silver Line Station and Chinatown Silver Line/Orange Line Station to South Station
- SL4 continues to offer surface connection between Chinatown and South Station