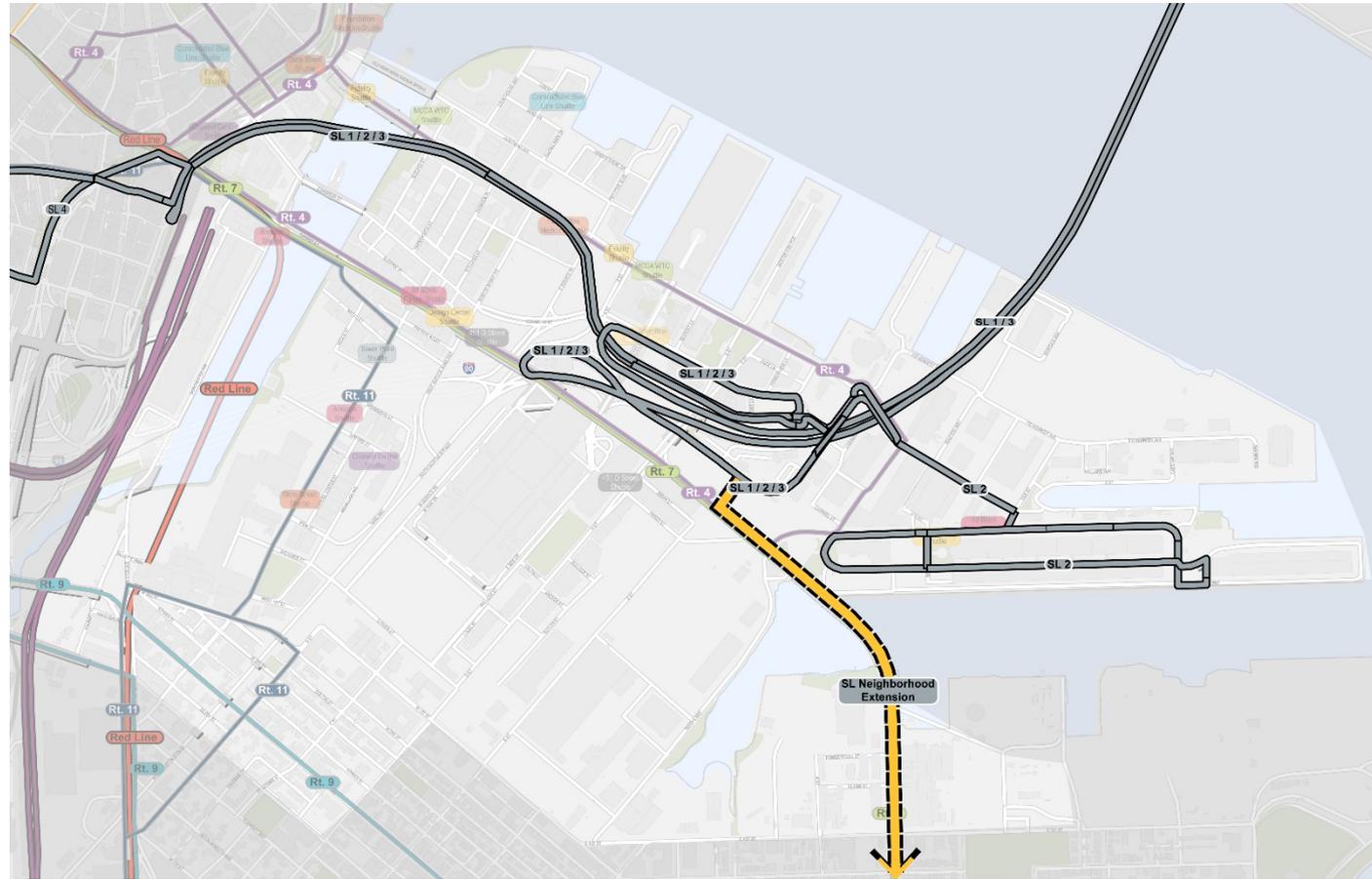


Strategies for New Connections

**DRAFT -
CONCEPT
ONLY**

Strategy: Extension of Silver Line to South Boston Neighborhood

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



What It Does:

EXPAND

RELY

RESPECT

EQUALIZE

To be completed during evaluation process

What It Takes:

\$ \$ \$ \$ \$
 Low Medium High

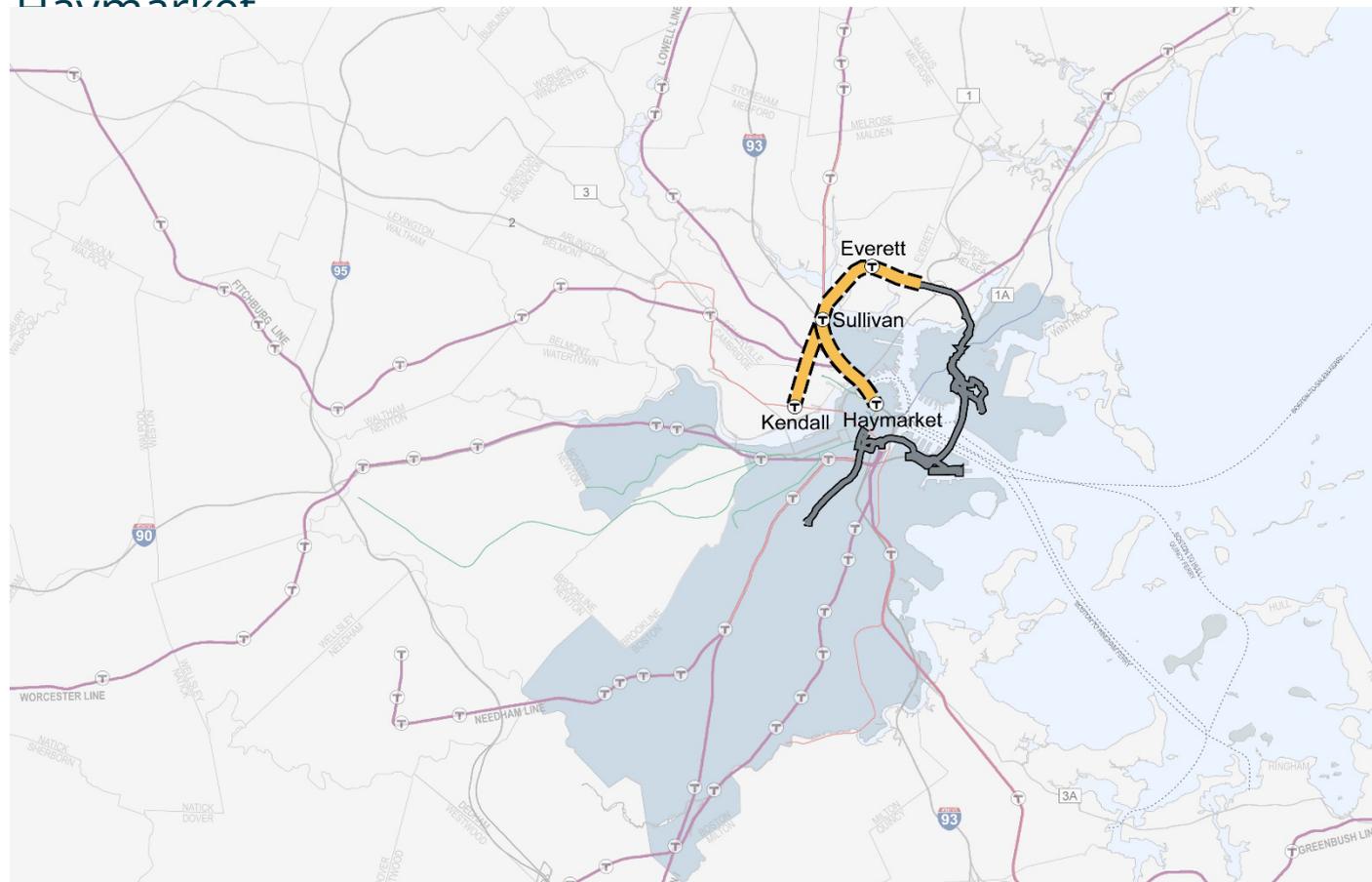
Short Term Mid-term Long Term

What It Is:

- Extension of Silver Line or other BRT to South Boston residential neighborhood

**DRAFT -
CONCEPT
ONLY**

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



What It Does:

EXPAND

RELY

RESPECT

EQUALIZE

To be completed during evaluation process

What It Takes:

\$ \$ \$ \$ \$
 Low Medium High

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 Short Term Mid-term Long Term

What It Is:

- Extension of Silver Line through Chelsea to Sullivan Square via Everett (continue to Kendall Square or Haymarket Station)

**DRAFT -
CONCEPT
ONLY**

Strategy: Red / Blue Line Connector

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



What It Does:

EXPAND

RELY

RESPECT

EQUALIZE

To be completed during evaluation process

What It Takes:

\$ \$ \$ \$ \$
 Low Medium High

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 Short Term Mid-term Long Term

What It Is:

- Tunnel and above ground connection to extend MBTA Blue Line to Charles MGH Station, connecting the Red and Blue Lines

**DRAFT -
CONCEPT
ONLY**

Strategy: Essex Street Tunnel for Silver Line use

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



What It Does:

EXPAND

RELY

RESPECT

EQUALIZE

To be completed during evaluation process

What It Takes:

\$ \$ \$ \$ \$
 Low Medium High

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 Short Term Mid-term Long Term

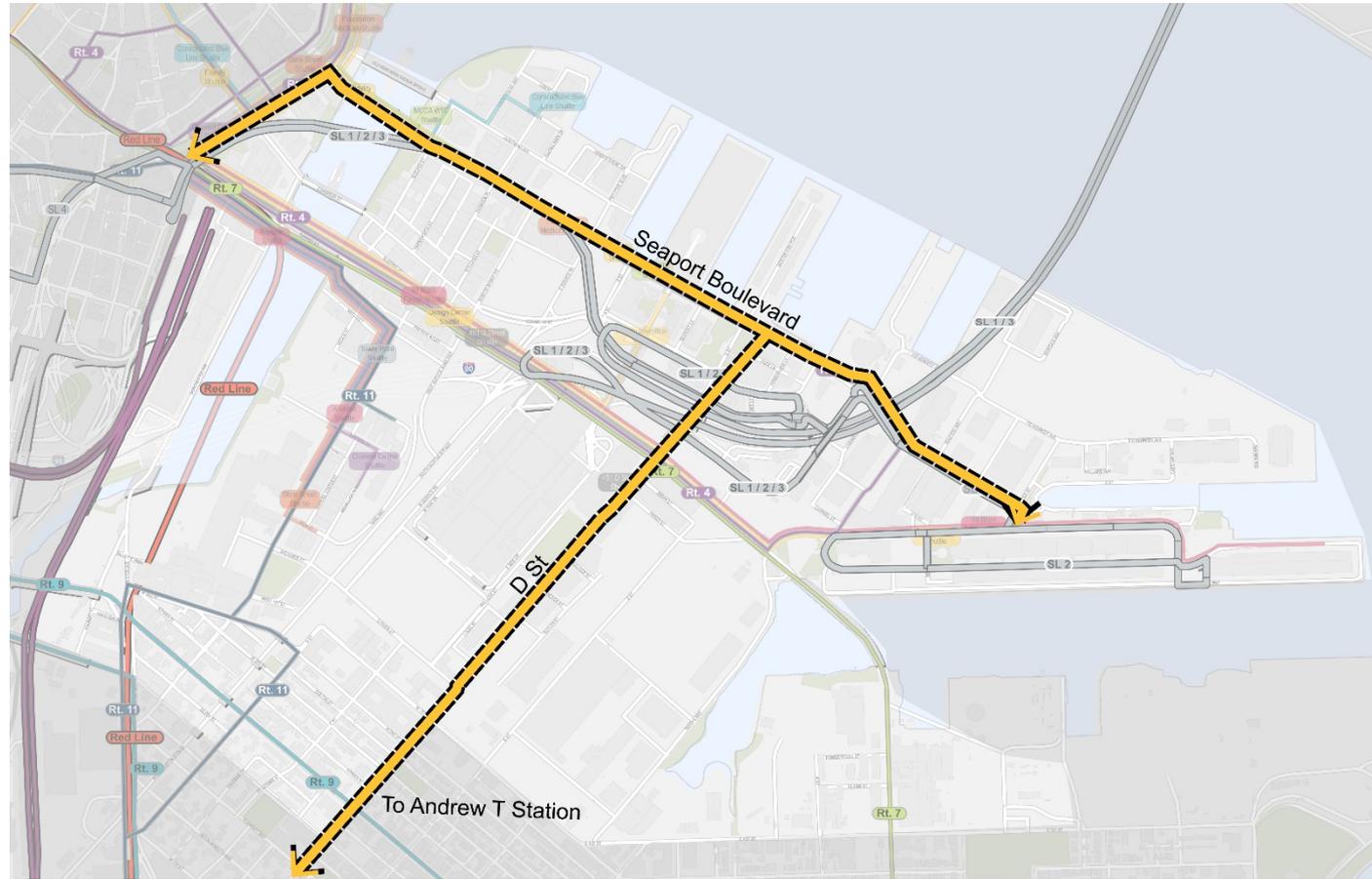
What It Is:

- Implementation of Silver Line Phase 3 – an underground connection to bring the Silver Line 4 and 5 to the South Boston Seaport

**DRAFT -
CONCEPT
ONLY**

Strategy: New Bus Route – Andrew Sq. to Seaport Blvd. via D St.

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



What It Does:

EXPAND

RELY

RESPECT

EQUALIZE

To be completed during evaluation process

What It Takes:

\$ \$ \$ \$ \$
 Low Medium High

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 Short Term Mid-term Long Term

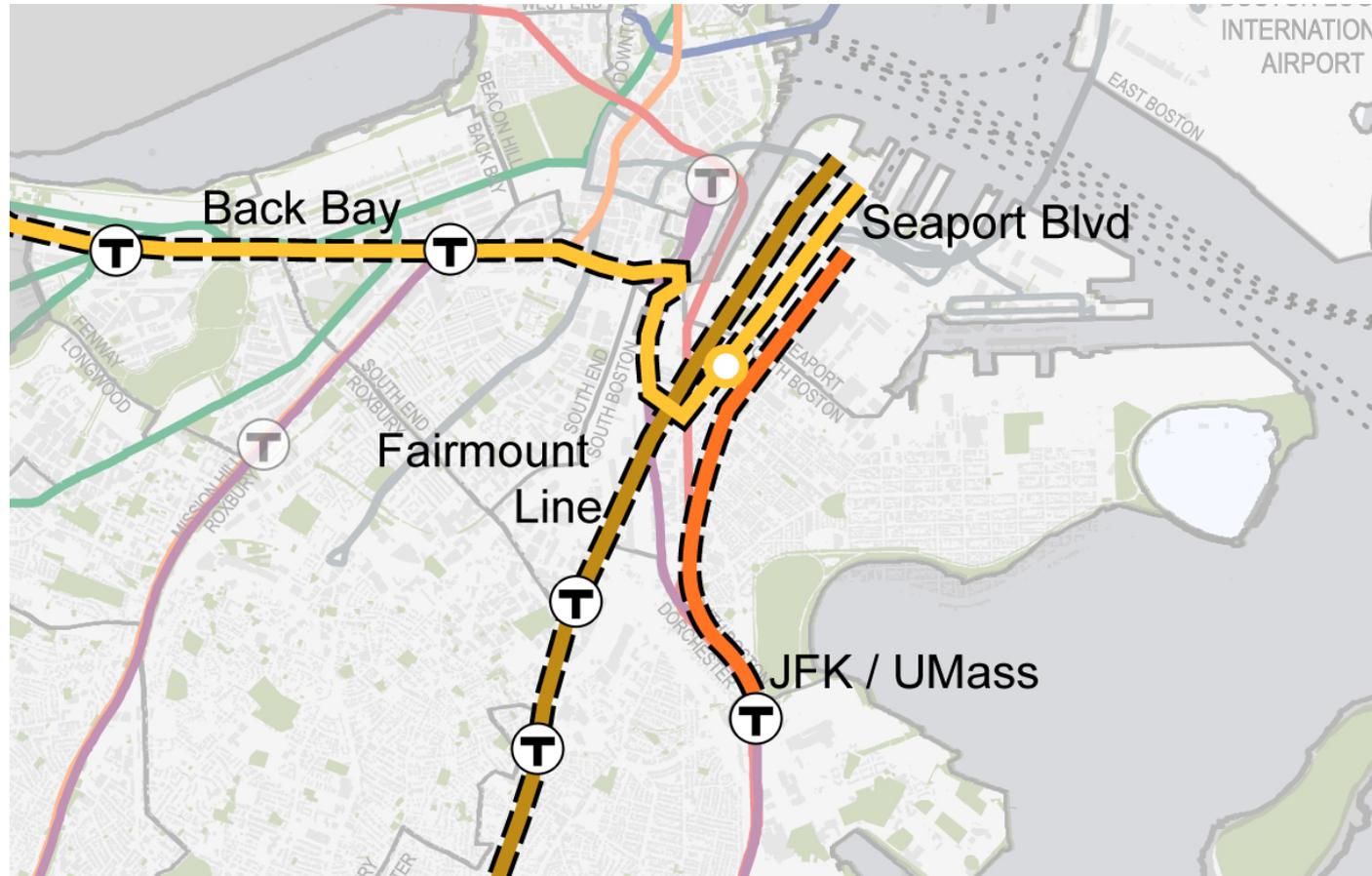
What It Is:

- A new bus route connecting Andrew Square to Seaport Boulevard via D Street

**DRAFT -
CONCEPT
ONLY**

Strategy: Urban Rail Connections

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



What It Does:

- EXPAND**
- RELY**
- RESPECT**
- EQUALIZE**

To be completed during evaluation process

What It Takes:

\$ \$ \$ \$ \$
Low Medium High

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Short Term Mid-term Long Term

What It Is:

- Urban rail connection on Track 61 to connect existing stations and Fairmount rail line to the South Boston Seaport
- Urban rail connection on Track 61 to connect Back Bay Station to South Boston Seaport
- Urban rail connection from JFK / UMass Station to South Boston Seaport

DRAFT -
CONCEPT
ONLY

Strategy: Direct Ferry Service and Fleet Expansion

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



What It Does:

EXPAND

RELY

RESPECT

EQUALIZE

To be completed during evaluation process

What It Takes:



**DRAFT -
CONCEPT
ONLY**

What It Is:

- New direct ferry service to Lynn, Hingham, Hull, and Salem
- More ferries for increased service

Strategy: Gondola – South Station to South Boston Seaport

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



What It Does:

- EXPAND**
- RELY**
- RESPECT**
- EQUALIZE**

To be completed during evaluation process

What It Takes:

\$ \$ \$ \$ \$
 Low Medium High

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 Short Term Mid-term Long Term

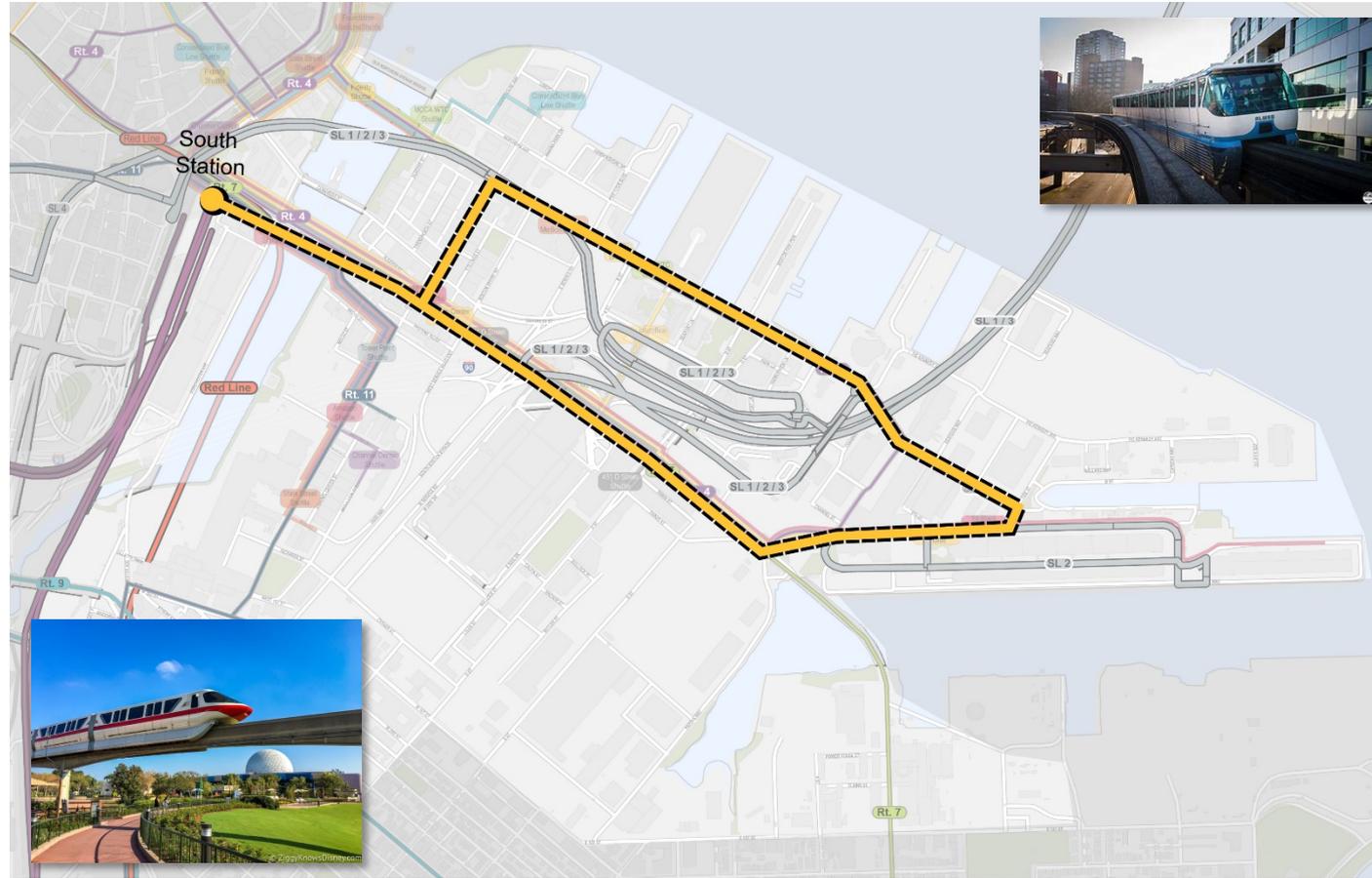
What It Is:

- Air gondola from South Station to South Boston Seaport

**DRAFT -
CONCEPT
ONLY**

Strategy: Monorail – South Boston Seaport

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



What It Does:

EXPAND

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RESPECT

EQUALIZE

To be completed during evaluation process

What It Takes:

\$ \$ \$ \$ \$
 Low Medium High

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 Short Term Mid-term Long Term

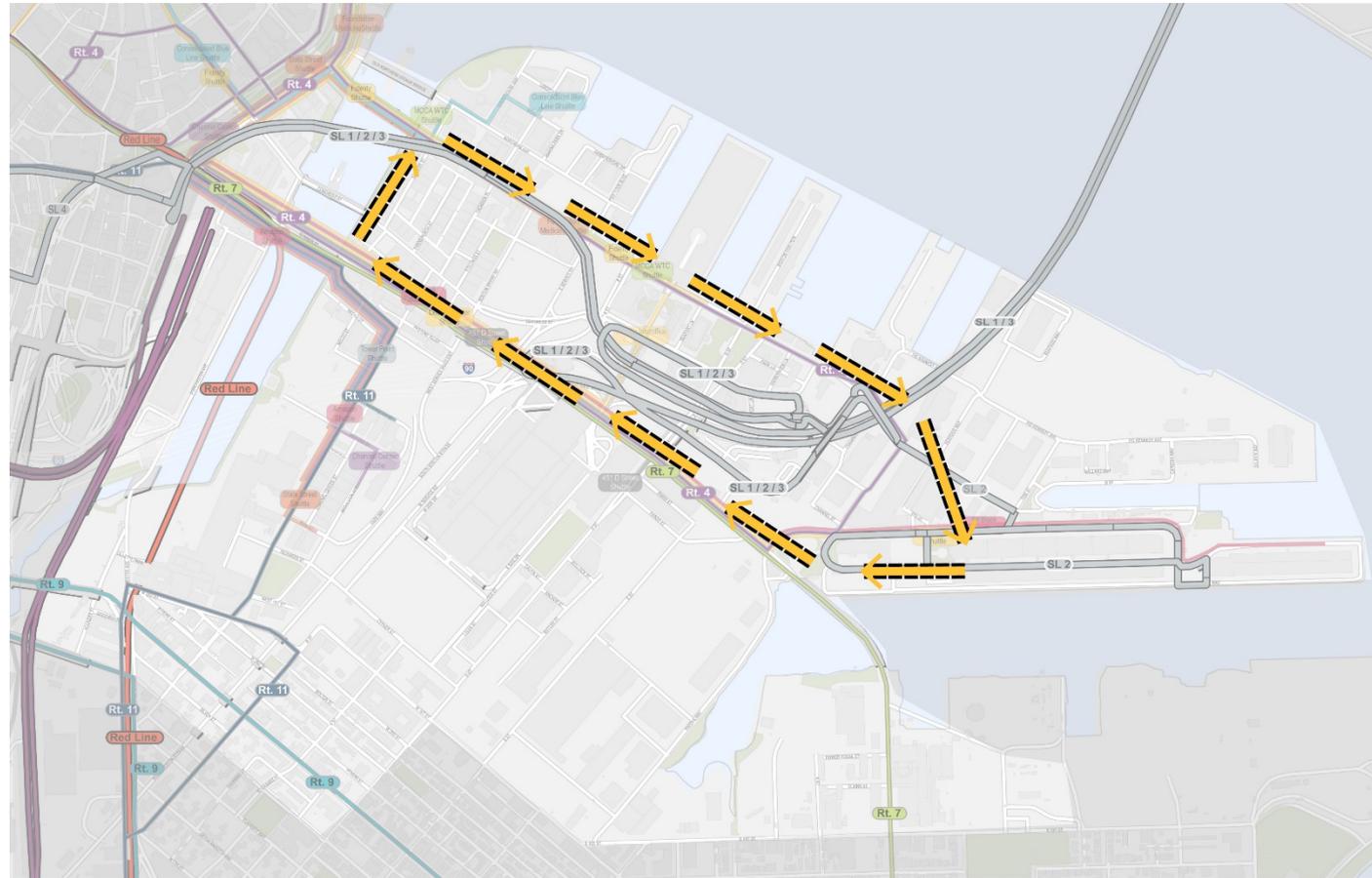
What It Is:

- Monorail through South Boston Seaport

**DRAFT -
CONCEPT
ONLY**

Strategy: South Boston Seaport Circulator

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



What It Does:

EXPAND

RELY

RESPECT

EQUALIZE

To be completed during evaluation process

What It Takes:

\$ \$ \$ \$ \$
 Low Medium High

Short Term Mid-term Long Term

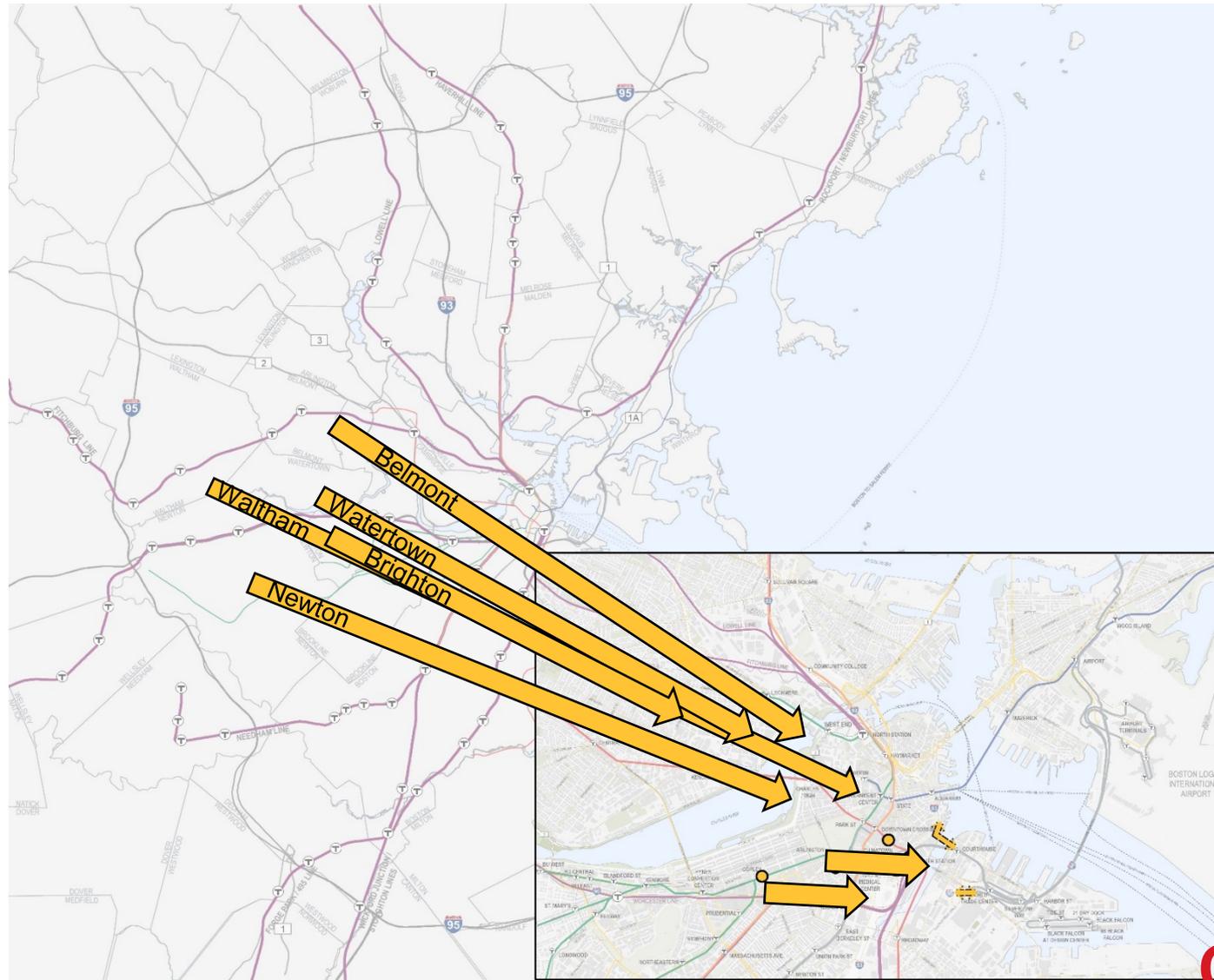
What It Is:

- Privately operated, publicly accessible circulating bus within South Boston Seaport

**DRAFT -
CONCEPT
ONLY**

Strategy: Extend MBTA Express Services

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



What It Does:

EXPAND

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RESPECT

EQUALIZE

To be completed during evaluation process

What It Takes:



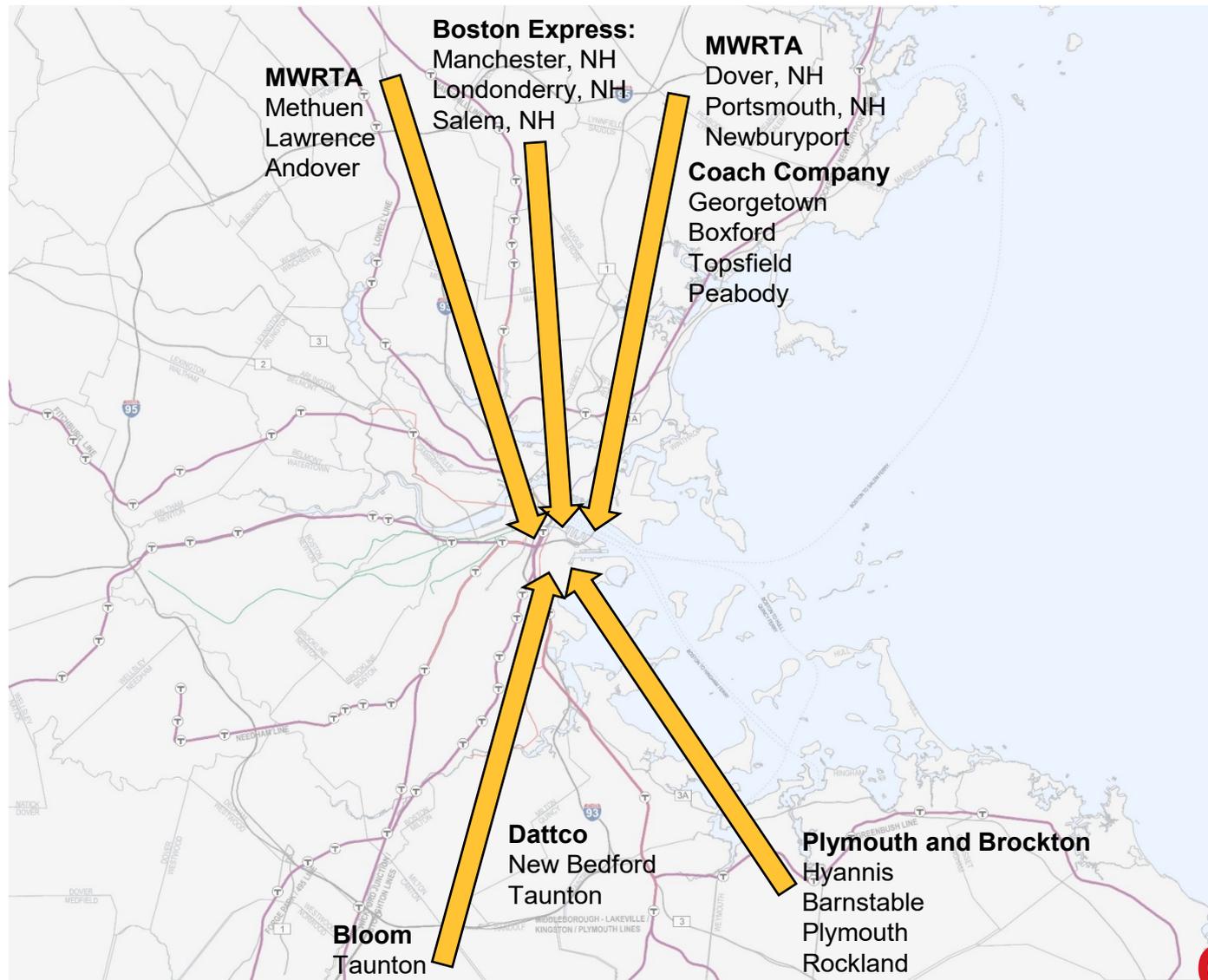
DRAFT - CONCEPT ONLY

What It Is:

- Extension of MBTA express bus routes to South Boston Seaport

Strategy: Extend Regional Transit Express Services

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



What It Does:

- EXPAND**
- RELY**
- RESPECT**
- EQUALIZE**

To be completed during evaluation process

What It Takes:



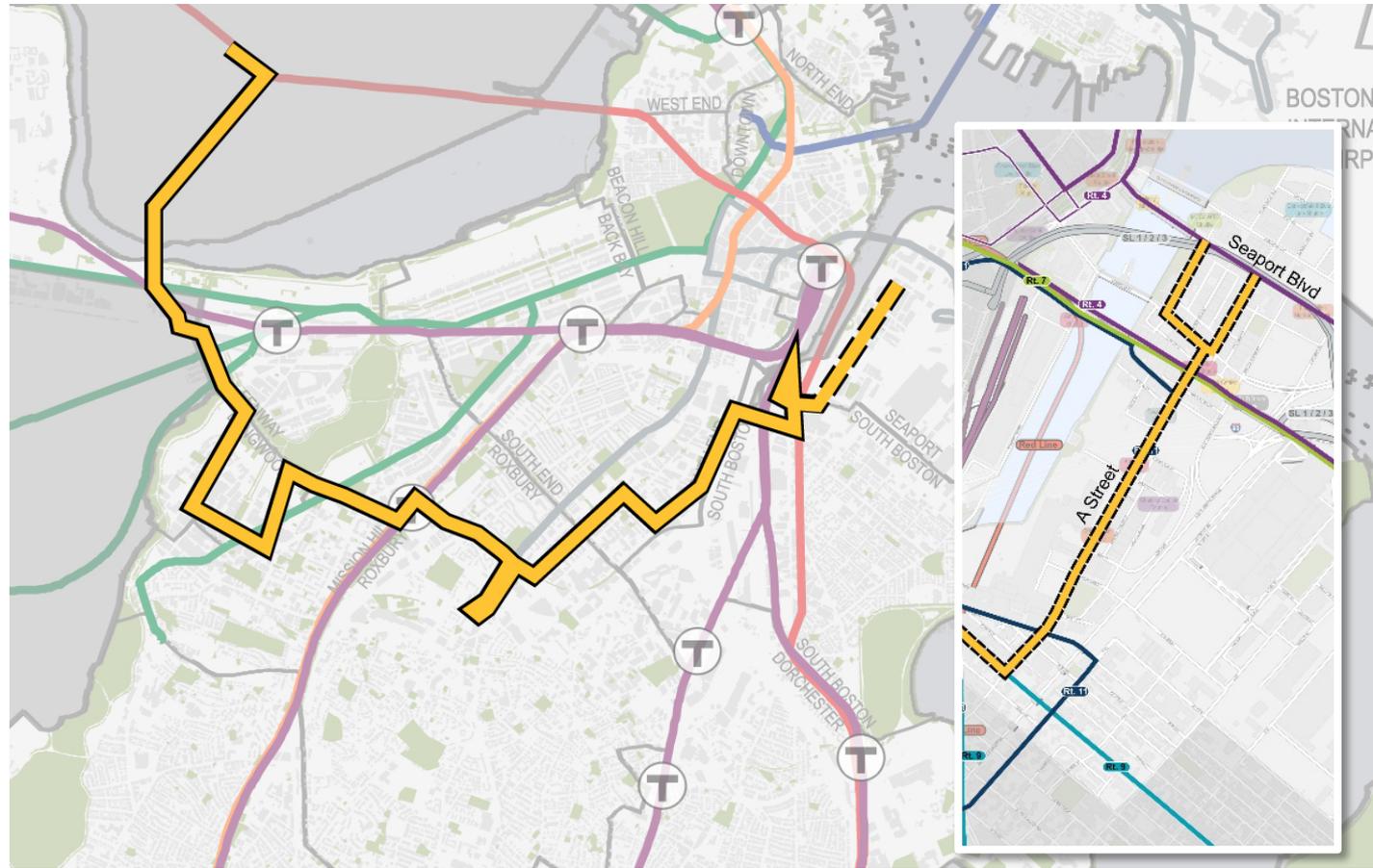
**DRAFT -
CONCEPT
ONLY**

What It Is:

- Extension of regional transit authority express bus routes to South Boston Seaport

Strategy: Extend Rt. 47 via A St.

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



What It Does:

EXPAND

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RESPECT

EQUALIZE

To be completed during evaluation process

What It Takes:

\$ \$ \$ \$ \$
 Low Medium High

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 Short Term Mid-term Long Term

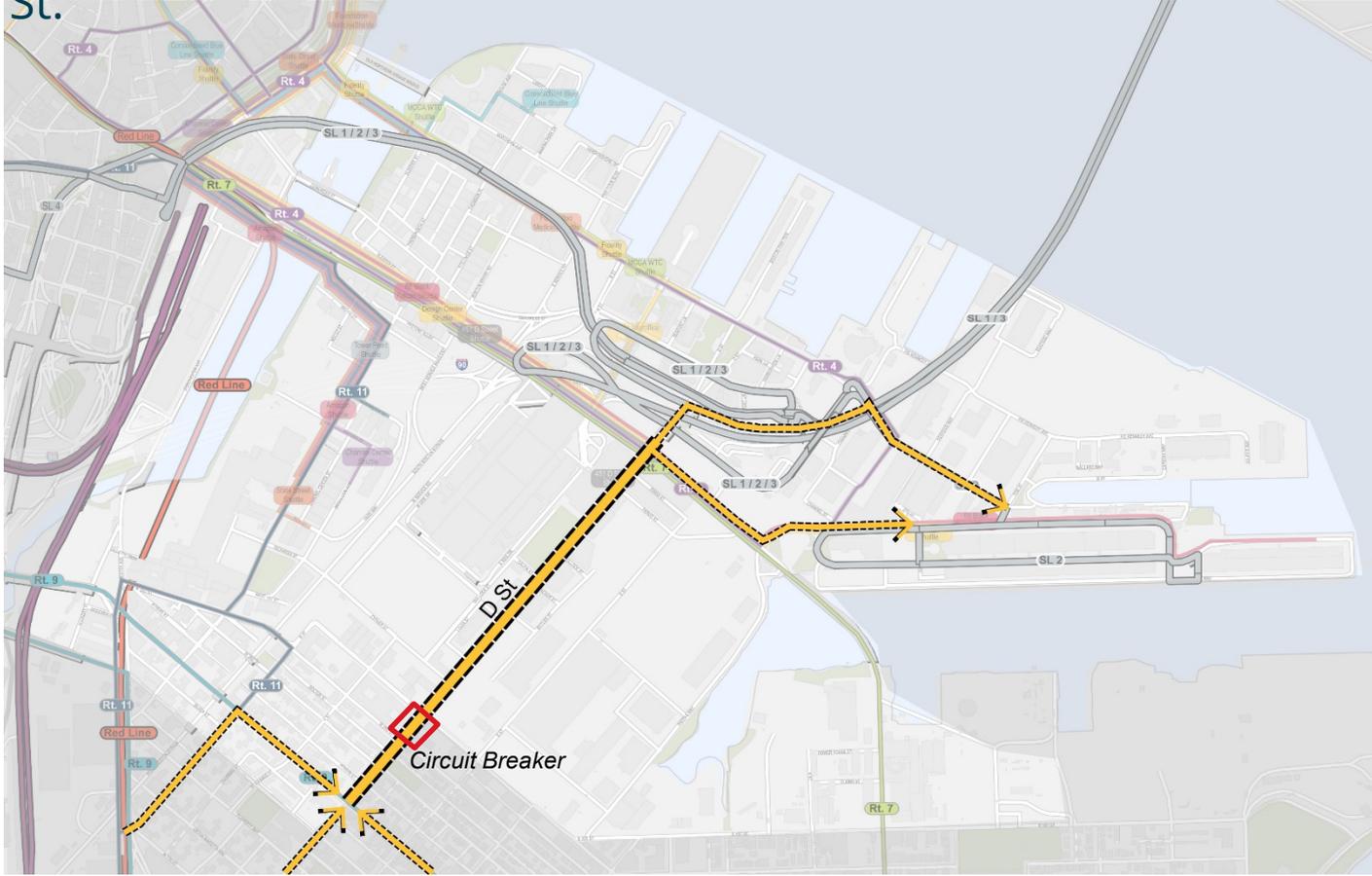
What It Is:

- Extension of MBTA Route 47 to South Boston Seaport along A Street

**DRAFT -
CONCEPT
ONLY**

Strategy: South Boston Neighborhood – Marine Park Connection via D St.

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



What It Does:

- EXPAND**
- RELY**
- RESPECT**
- EQUALIZE**

To be completed during evaluation process

What It Takes:

\$ \$ \$ \$ \$
 Low Medium High

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 Short Term Mid-term Long Term

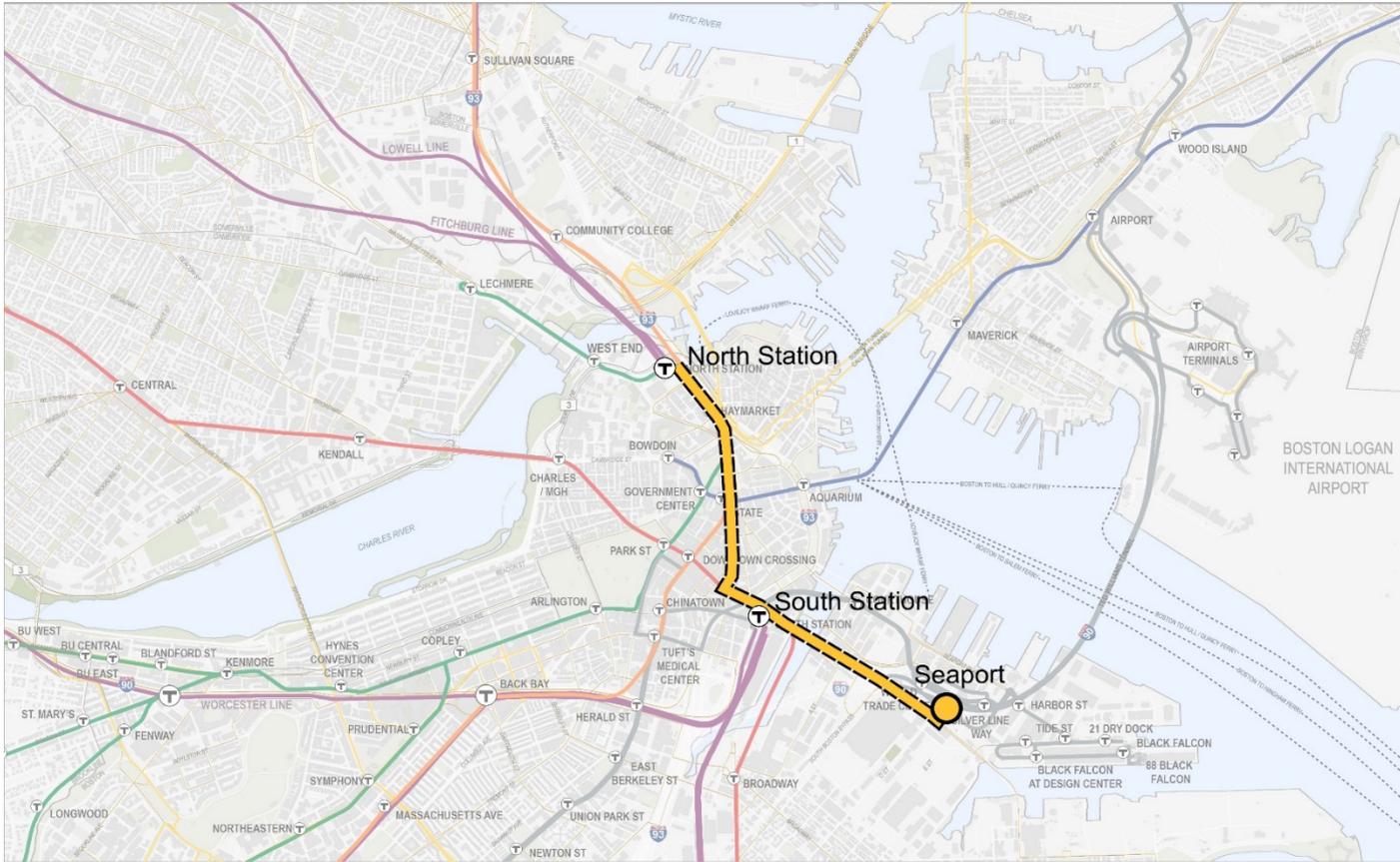
What It Is:

- A North / South Bus Service from Red Line / South Boston neighborhood / South Boston Seaport up D Street to Marine Park
- Circuit breaker for bus service on D Street between West 1st Street / West Second Street and West 9th Street / Old Colony Avenue

**DRAFT -
CONCEPT
ONLY**

Strategy: North Station – South Station – South Boston Seaport Direct Service

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



What It Does:

EXPAND

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RESPECT

EQUALIZE

To be completed during evaluation process

What It Takes:

\$ \$ \$ \$ \$
 Low Medium High

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 Short Term Mid-term Long Term

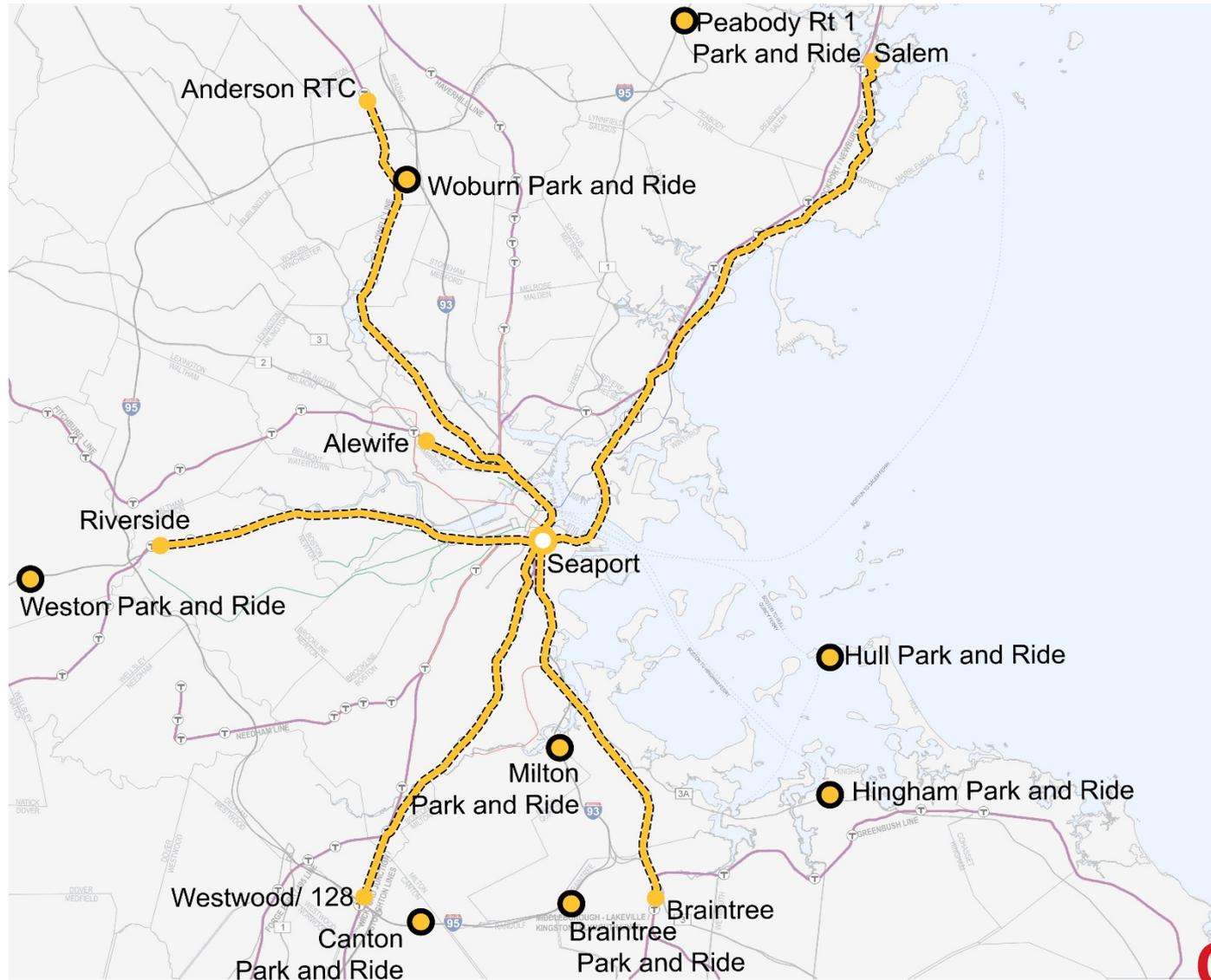
What It Is:

- 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)

**DRAFT -
CONCEPT
ONLY**

Strategy: Direct Service to Regional Transportation Facilities

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



What It Does:

EXPAND

RELY

RESPECT

EQUALIZE

To be completed during evaluation process

What It Takes:

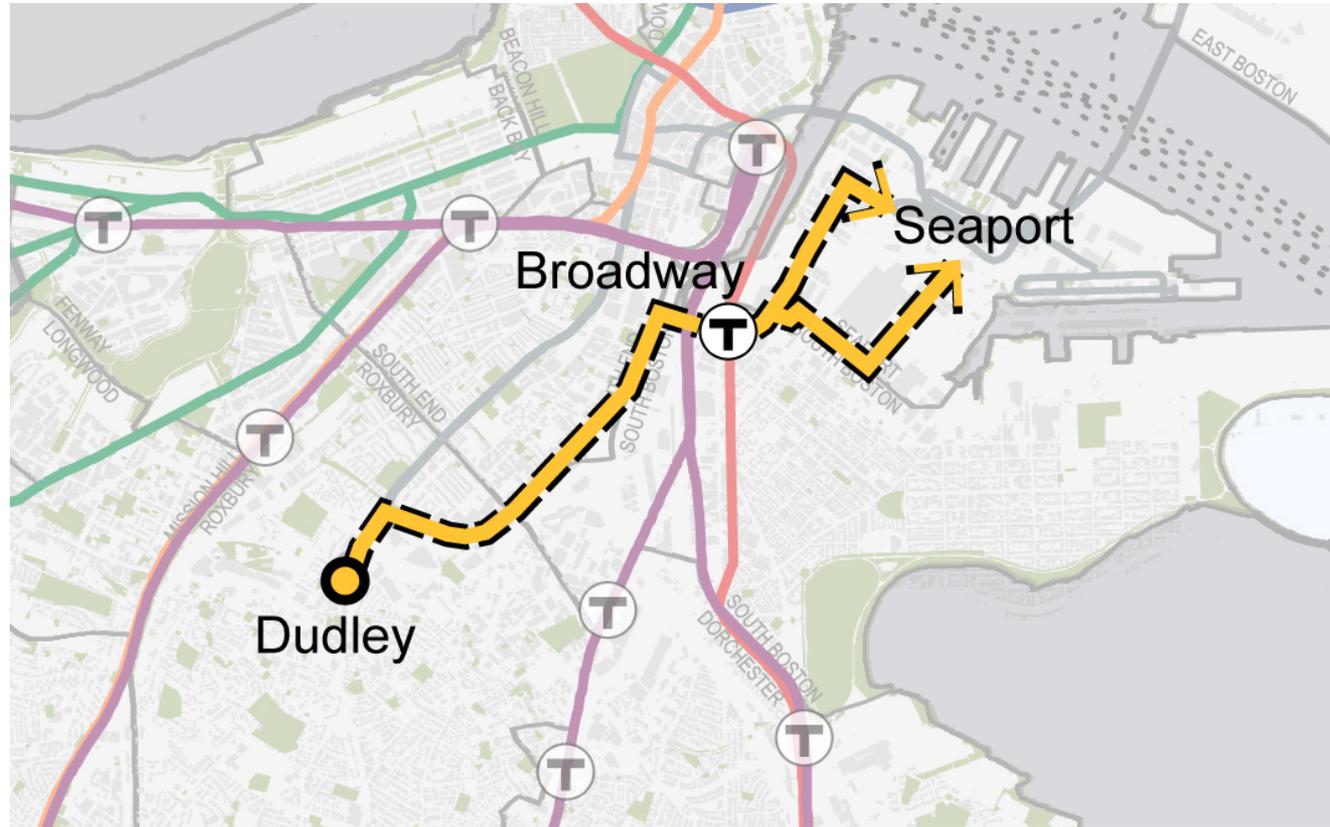


**DRAFT -
CONCEPT
ONLY**

What It Is:

- Direct bus and or ferry service to high volume regional destinations

Strategy: Dudley to South Boston Seaport Link via Broadway



What It Does:

- EXPAND**
- RELY**
- RESPECT**
- EQUALIZE**

To be completed during evaluation process

What It Takes:



What It Is:

- Direct service from Dudley Square to South Boston Seaport via Broadway Station

**DRAFT -
CONCEPT
ONLY**

Strategy: Rerouting SL4 to Serve South Boston Seaport

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



What It Does:

EXPAND

RELY

RESPECT

EQUALIZE

To be completed during evaluation process

What It Takes:

\$ \$ \$ \$ \$
 Low Medium High

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 Short Term Mid-term Long Term

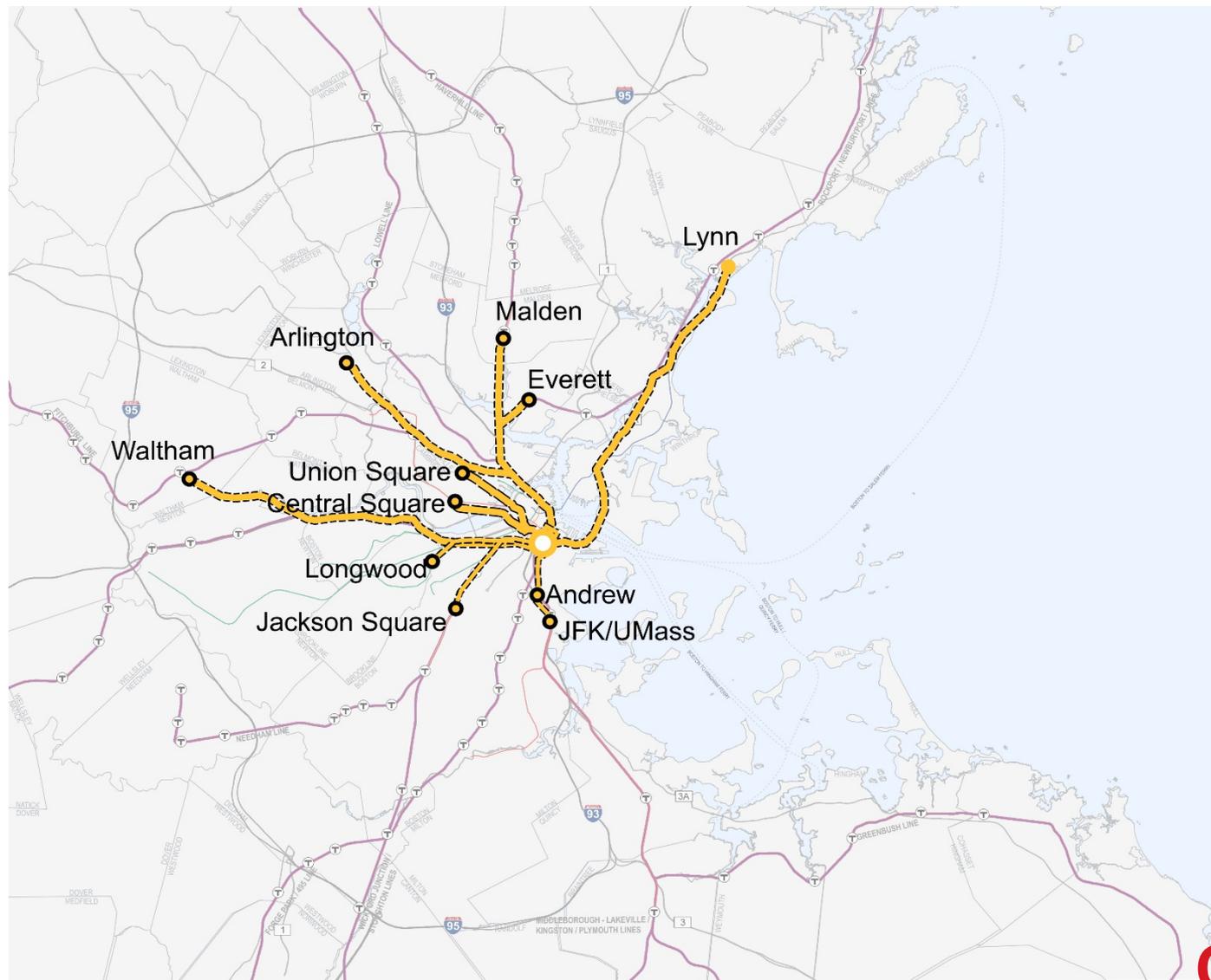
What It Is:

- Connection from Dudley Square to South Boston Seaport

**DRAFT -
CONCEPT
ONLY**

Strategy: Regional Connections

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



What It Does:

- EXPAND**
- RELY**
- RESPECT**
- EQUALIZE**

To be completed during evaluation process

What It Takes:



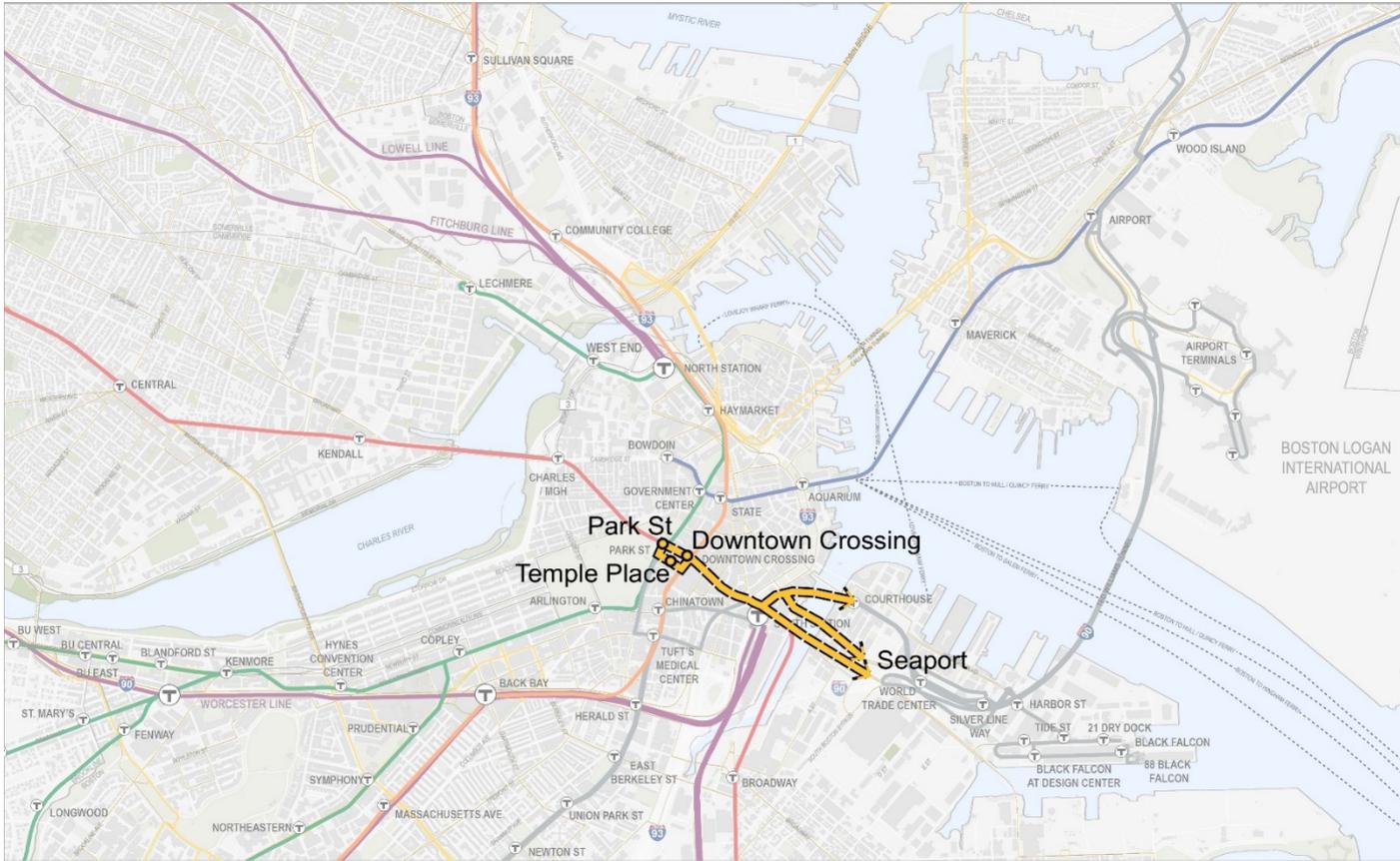
DRAFT - CONCEPT ONLY

What It Is:

- Connect to Lynn
- Connect to Malden
- Connect to Waltham
- Connect to Everett
- Connect to Arlington
- Connect to Union Square
- Connect to Central Square
- Connect to Andrew Square
- Connect to Jackson Square
- Connect to JFK/UMass
- Connect to LMA

Strategy: Connections to Downtown MBTA Transit

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



What It Does:

EXPAND

RELY

RESPECT

EQUALIZE

To be completed during evaluation process

What It Takes:

\$ \$ \$ \$ \$
 Low Medium High

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 Short Term Mid-term Long Term

What It Is:

- Transit connection along Summer and Winter Street to Orange and Green Line service at Downtown Crossing, Park Street, and Temple Place

**DRAFT -
CONCEPT
ONLY**

Strategy: Inner Harbor Ferry Service

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



What It Does:

EXPAND

RELY

RESPECT

EQUALIZE

To be completed during evaluation process

What It Takes:



What It Is:

- Ferry service, like the proposed Inner Harbor Connector, to connect other Boston Harbor docks to the South Boston Seaport

**DRAFT -
CONCEPT
ONLY**

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



What It Does:

- EXPAND**
- RELY**
- RESPECT**
- EQUALIZE**

To be completed during evaluation process

What It Takes:

\$ \$ \$ \$ \$
 Low Medium High

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 Short Term Mid-term Long Term

What It Is:

- Red Line service on existing and new rail lines to serve the South Boston Seaport
- New Red Line stations, including one at Neponset / Port Norfolk

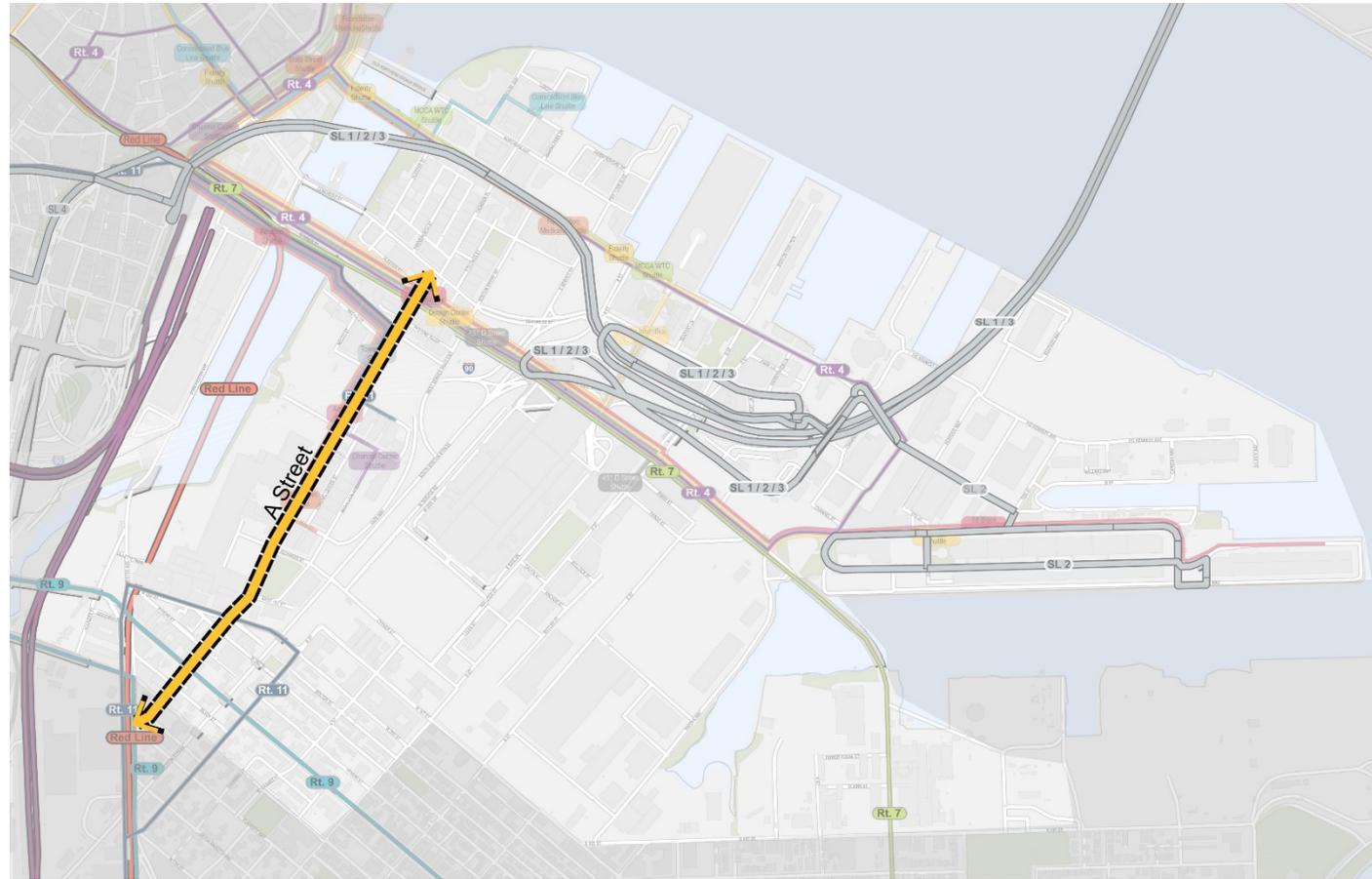
**DRAFT -
CONCEPT
ONLY**

Strategies for Improved Service (Existing Transit)

**DRAFT -
CONCEPT
ONLY**

Strategy: More Service on A Street

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



What It Does:

EXPAND

RELY

RESPECT

EQUALIZE

To be completed during evaluation process

What It Takes:

\$ \$ \$ \$ \$
 Low Medium High

Short Term Mid-term Long Term

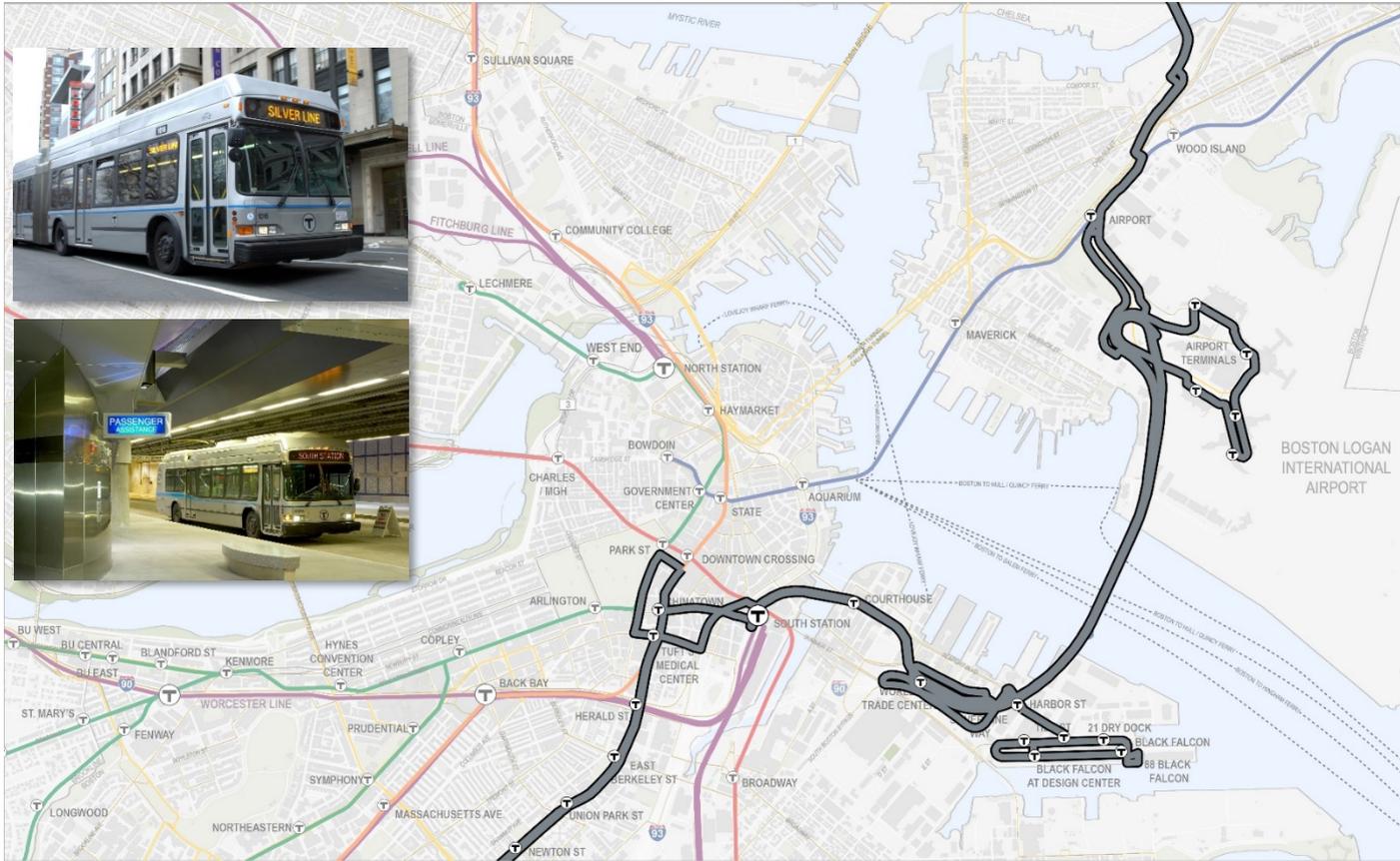
What It Is:

- Increased service of MBTA bus routes and private shuttles on A Street

DRAFT - CONCEPT ONLY

Strategy: Improve Silver Line Service

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



What It Does:

EXPAND

RELY

RESPECT

EQUALIZE

To be completed during evaluation process

What It Takes:



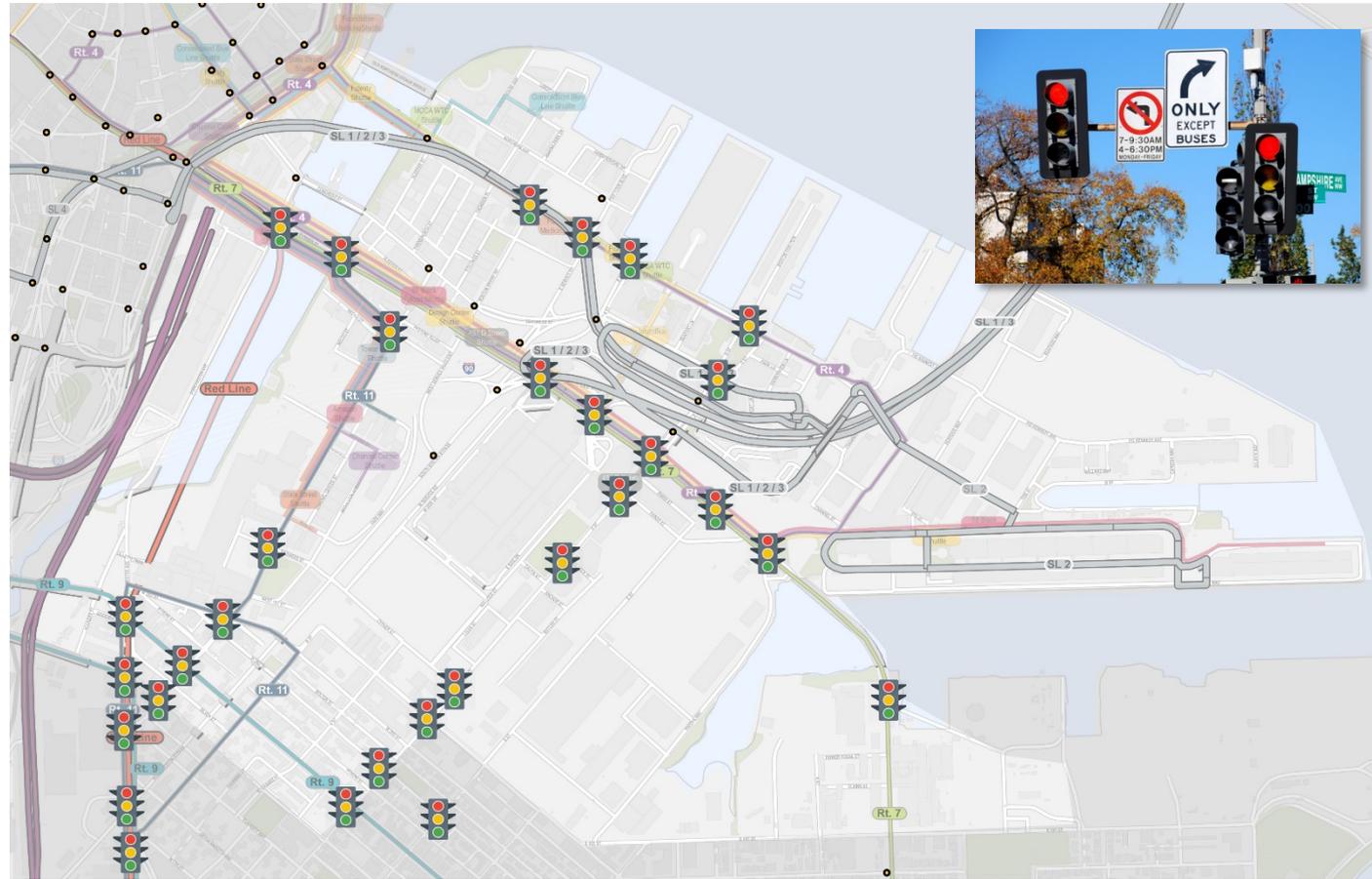
What It Is:

- Rehabilitation / replacement of bus / Silver Line fleet
- New buses and Silver Line vehicles
- Automatic door openers at all Silver Line Stations

DRAFT - CONCEPT ONLY

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**
- RELY**
- RESPECT**
- EQUALIZE**

To be completed during evaluation process

What It Takes:

\$ \$ \$ \$ \$
 Low Medium High

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 Short Term Mid-term Long Term

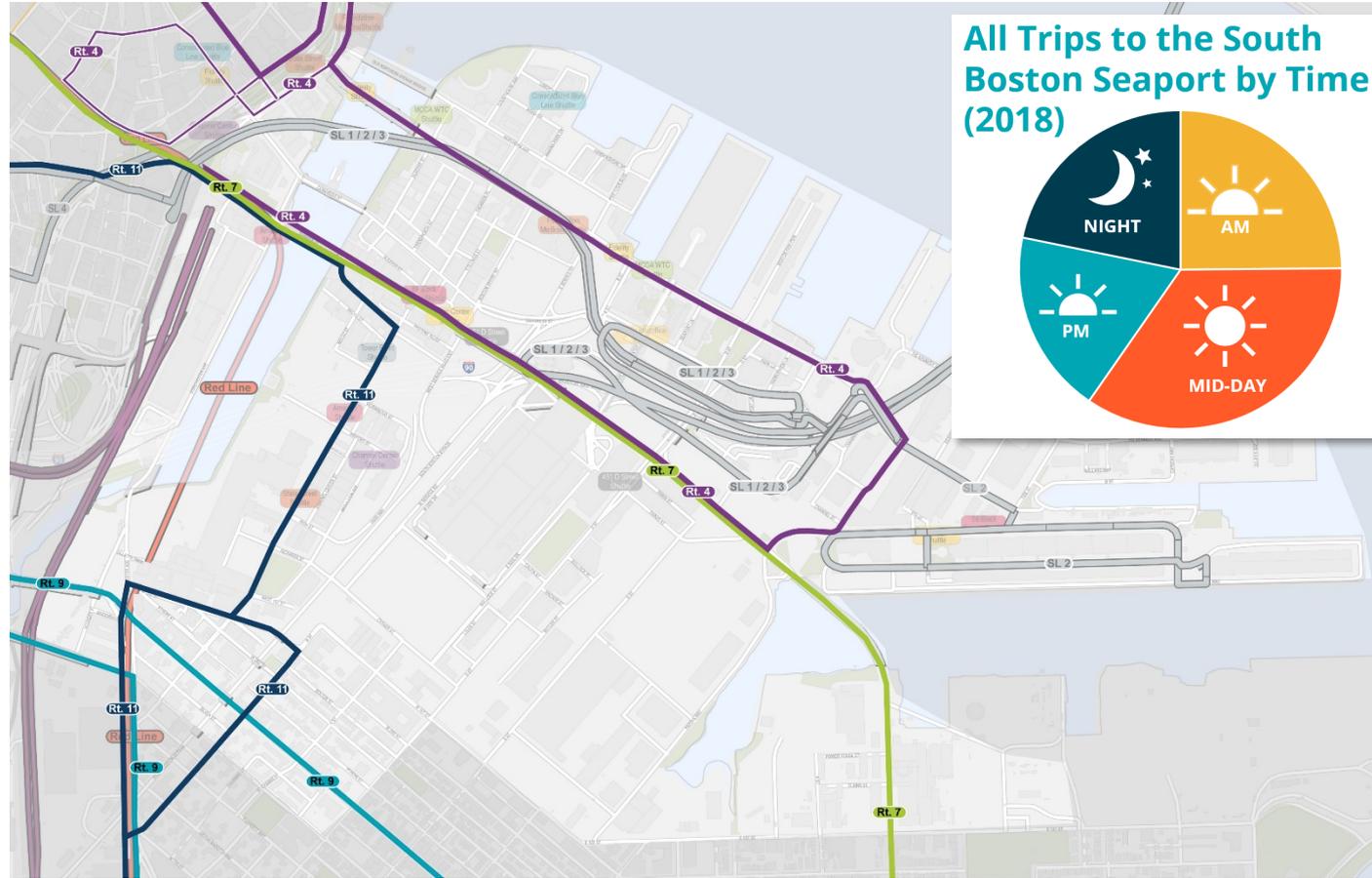
What It Is:

- Monitoring and updating traffic signal timings throughout South Boston Seaport
- Installation of adaptive signals to adapt to real time traffic conditions and improve traffic flow
- Transit Signal Priority at intersections
- Queue Jumps to prioritize transit

**DRAFT -
CONCEPT
ONLY**

Strategy: Expand Off-Peak Transit Service

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



What It Does:

- EXPAND**
- RELY**
- RESPECT**
- EQUALIZE**

To be completed during evaluation process

What It Takes:



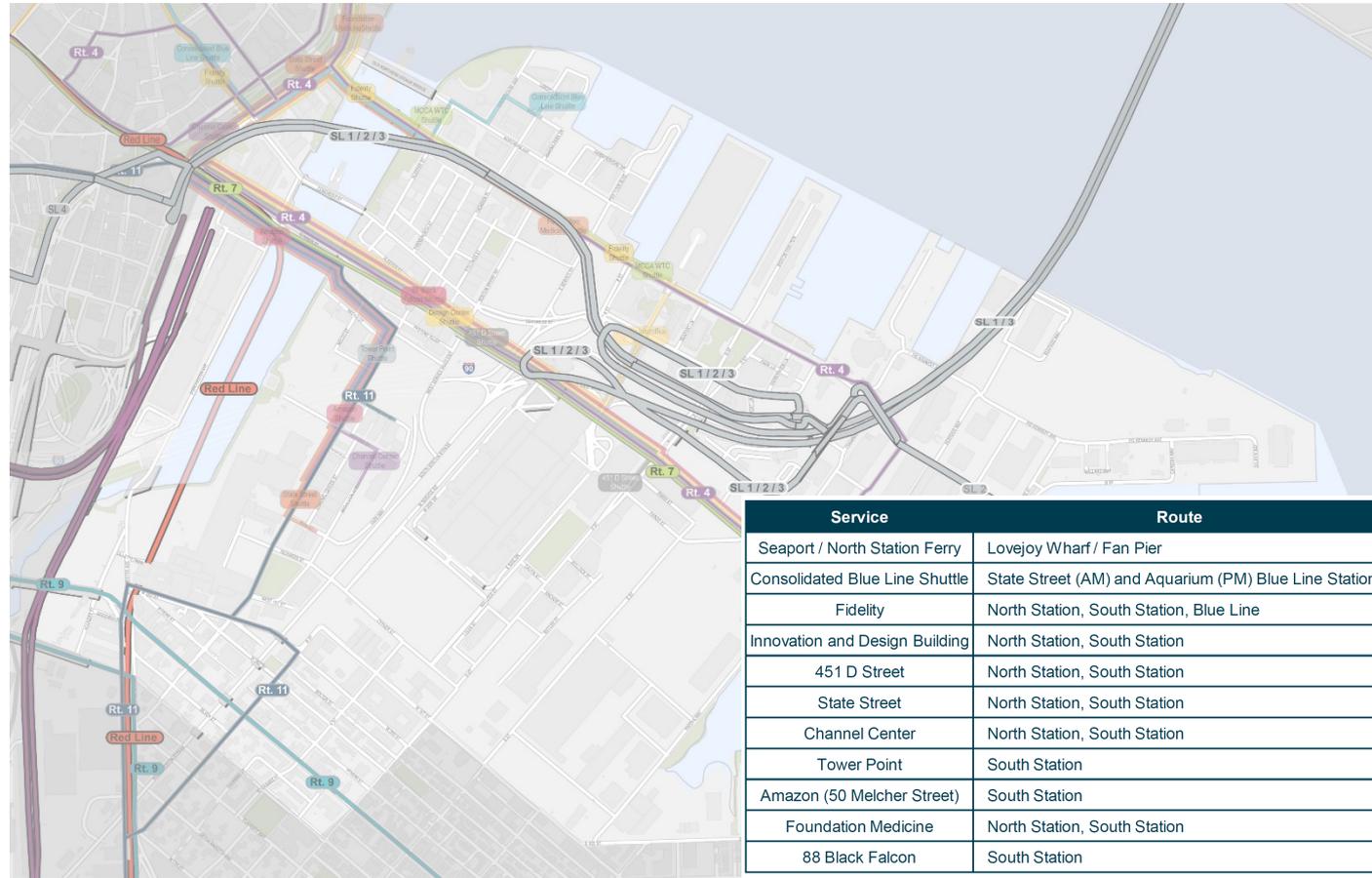
What It Is:

- Expansion of service of all transit during mid-day and night hours, as well as weekend service, to meet the needs of all South Boston Seaport employees and users

DRAFT - CONCEPT ONLY

Strategy: Consolidate Private Shuttles

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



What It Does:

- EXPAND
- RELY
- RESPECT
- EQUALIZE

To be completed during evaluation process

What It Takes:



What It Is:

- Consolidation of private shuttles offering service from North Station, South Station, and other downtown connections to the South Boston Seaport

**DRAFT -
CONCEPT
ONLY**

Strategies for Transit Infrastructure

**DRAFT -
CONCEPT
ONLY**

Strategy: South Station Expansion

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



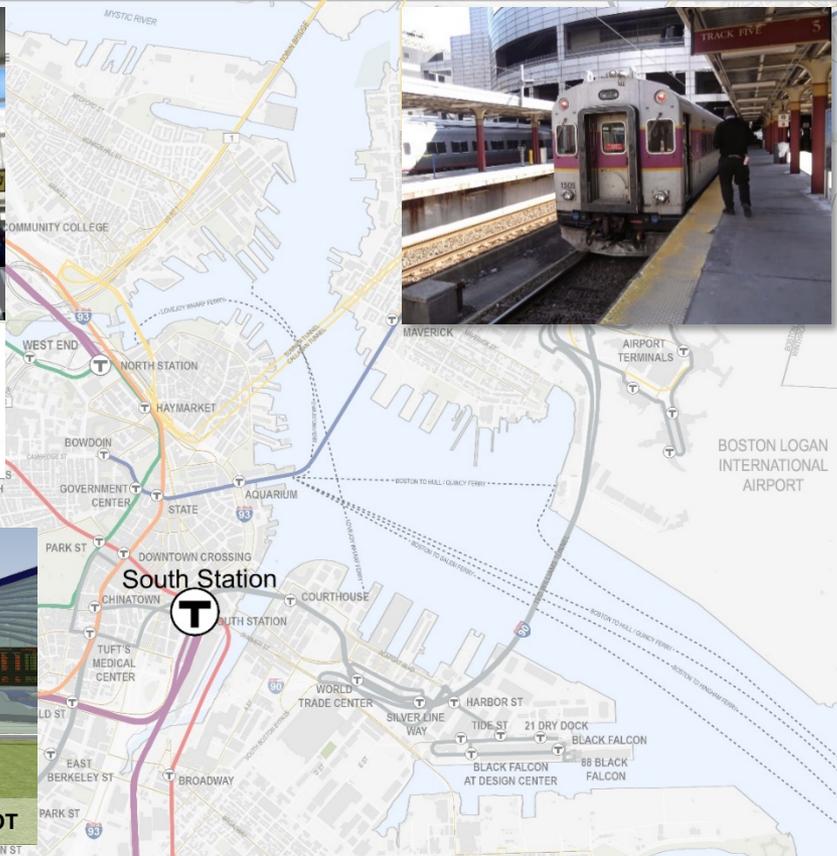
Boston Globe

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.



MassDOT



What It Does:

EXPAND

RELY

RESPECT

EQUALIZE

To be completed during evaluation process

What It Takes:

Cost indicators: \$ \$ \$ \$ \$
Low Medium High

Time indicators: Short Term Mid-term Long Term

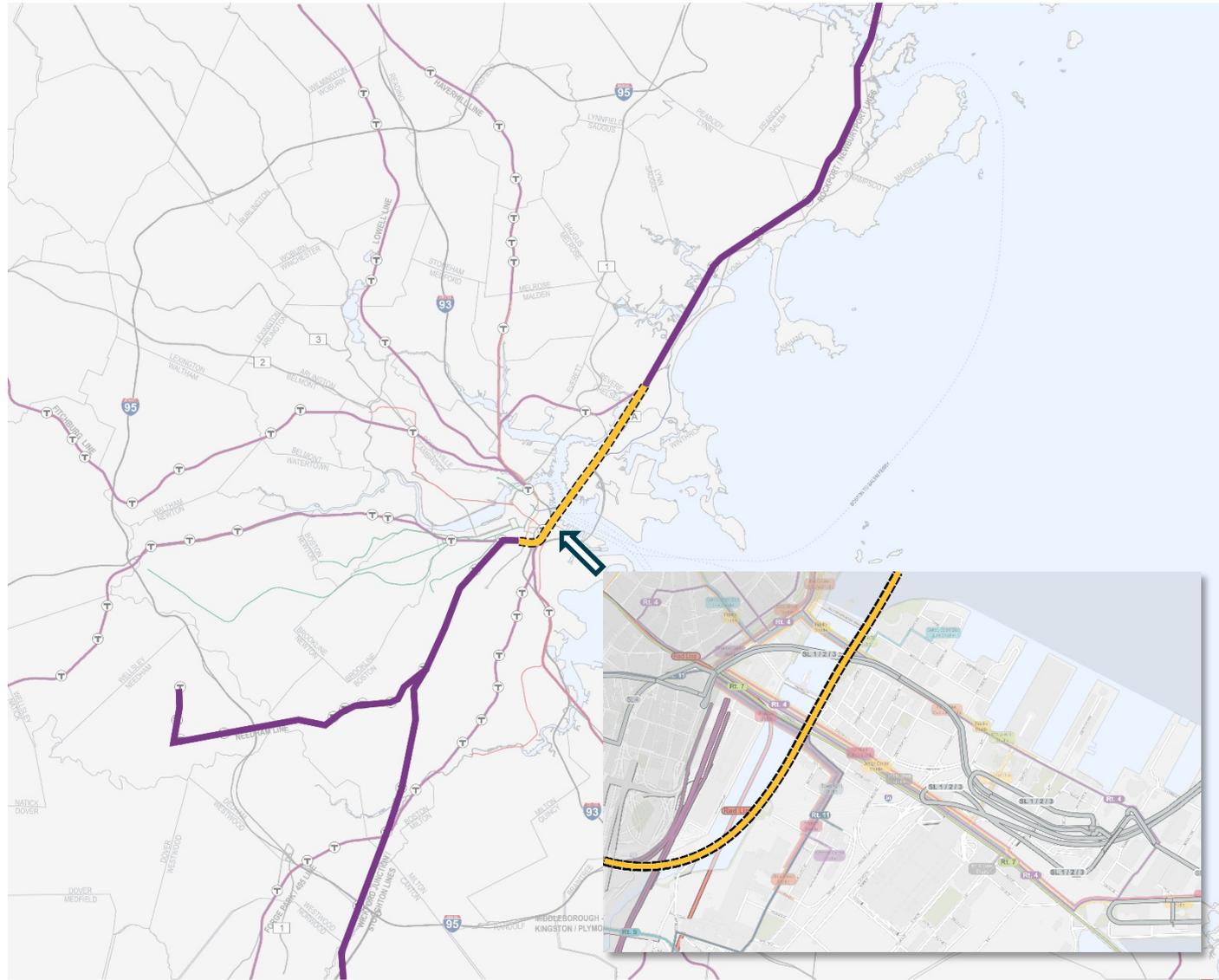
What It Is:

- Track and capacity expansion to South Station to facilitate additional Commuter Rail and Amtrak services

DRAFT - CONCEPT ONLY

Strategy: Cross Harbor Link – New Rail Tunnel

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



What It Does:

EXPAND

RELY

RESPECT

EQUALIZE

To be completed during evaluation process

What It Takes:



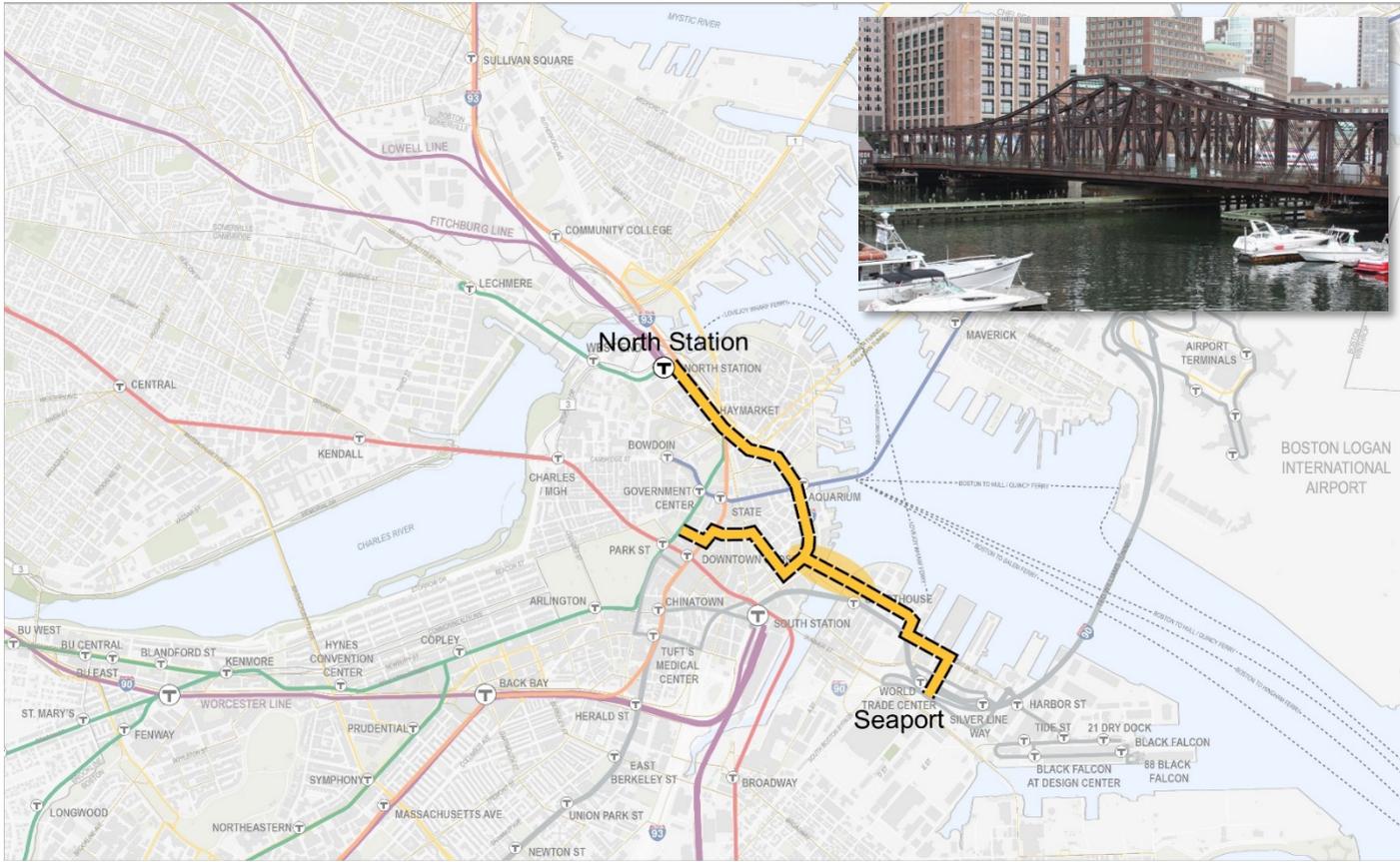
DRAFT - CONCEPT ONLY

What It Is:

- New tunnel under Fort Point Channel and Boston Harbor to connect Needham / Wickford Junction – Stoughton Lines to the Rockport / Newburyport commuter lines

Strategy: Bus Access on Northern Avenue Bridge

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



What It Does:

EXPAND

RELY

RESPECT

EQUALIZE

To be completed during evaluation process

What It Takes:

\$ \$ \$ \$ \$
 Low Medium High

Short Term Mid-term Long Term

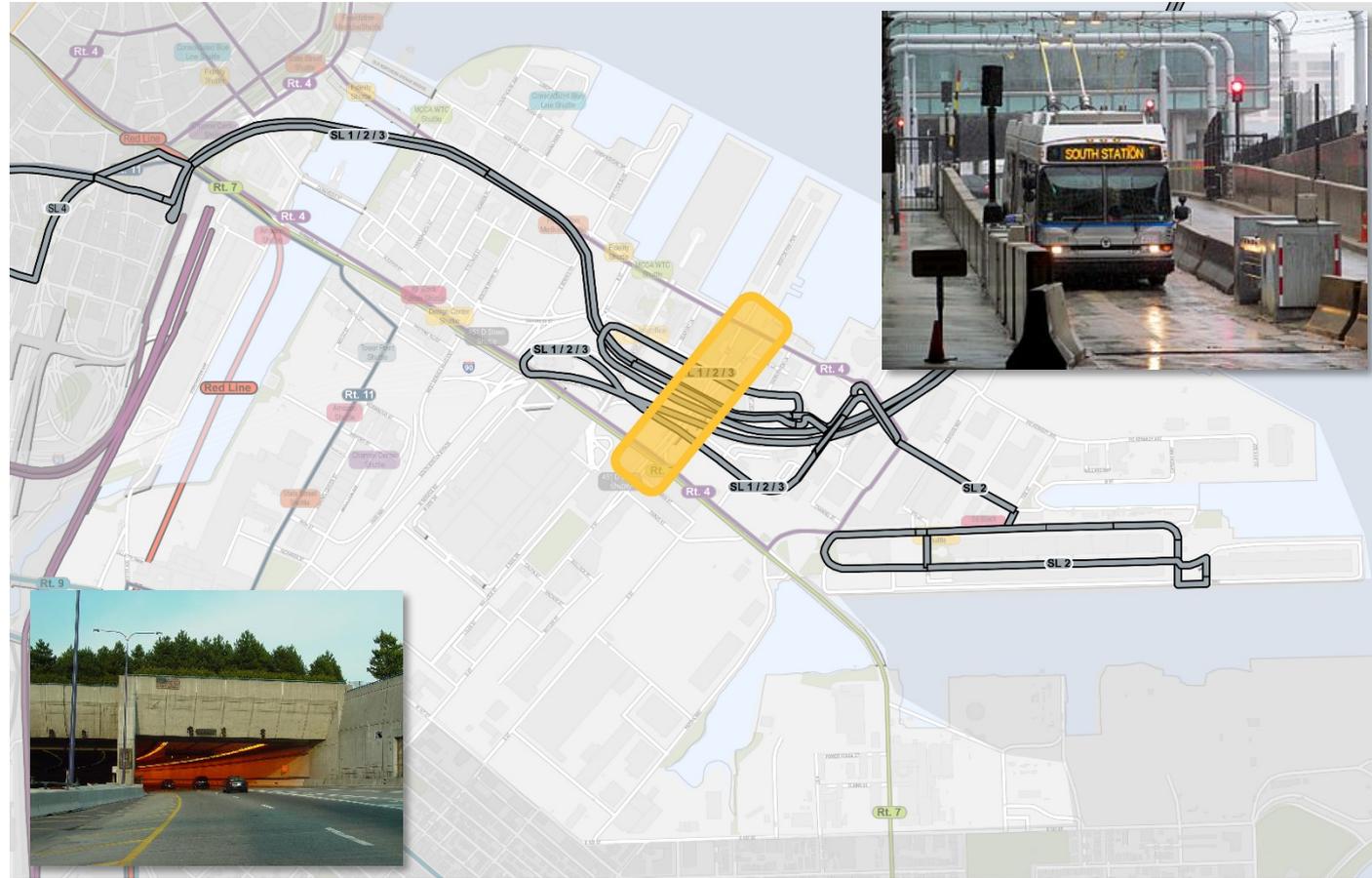
What It Is:

- Bus access on Northern Avenue Bridge

DRAFT - CONCEPT ONLY

Strategy: Silver Line Connectivity Improvements

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



What It Does:

EXPAND

RELY

RESPECT

EQUALIZE

To be completed during evaluation process

What It Takes:

\$ \$ \$ \$ \$
 Low Medium High

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 Short Term Mid-term Long Term

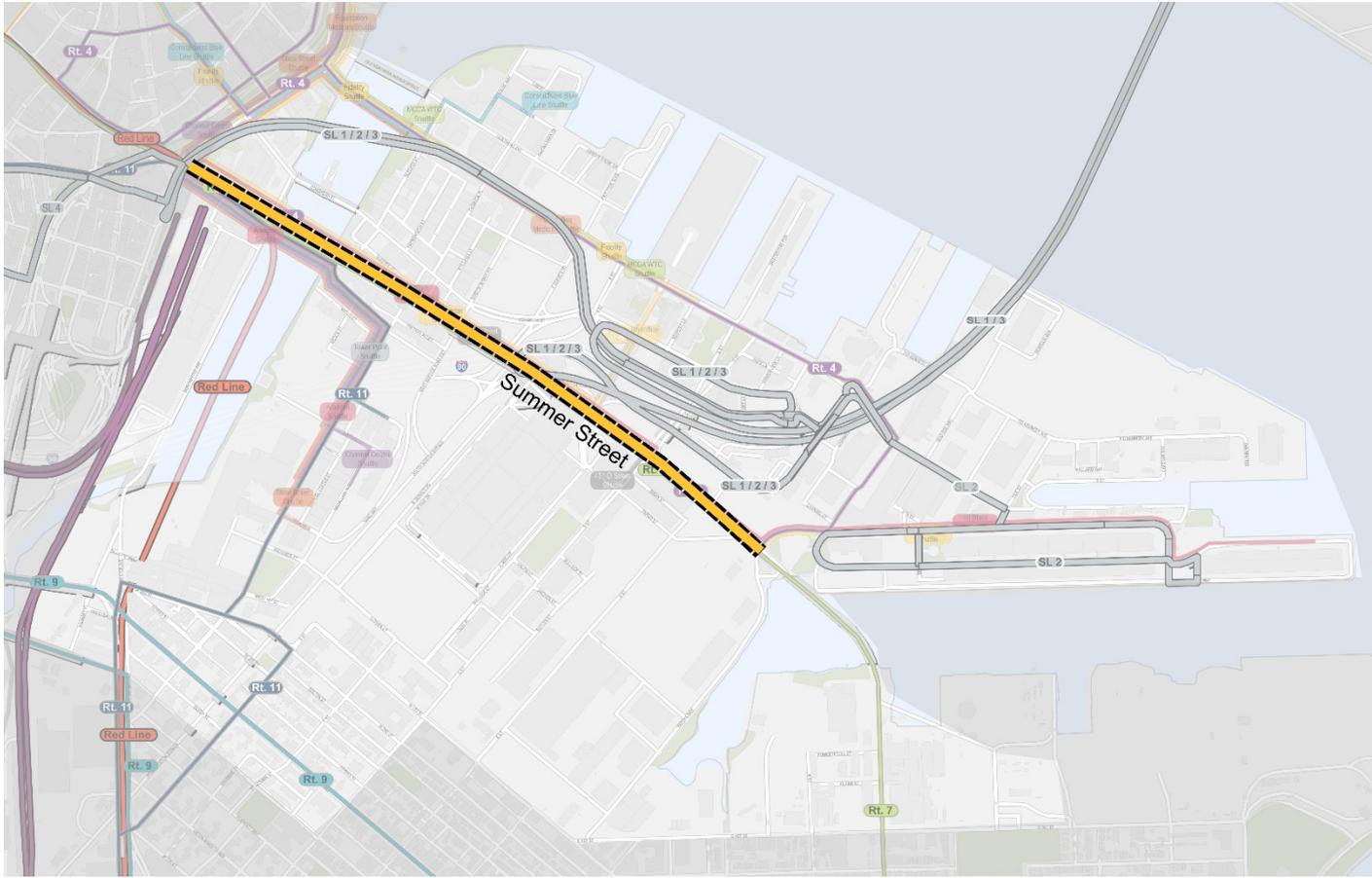
What It Is:

- Silver Line Tunnel Extension under D Street
- Continued Silver Line Access to Ted Williams Tunnel Ramp
- Dedicated lane for Silver Line from WTC on Congress Street – Silver Line Way
- Dedicated lane for Silver Line to Airport (bus or HOV lanes in Ted Williams Tunnel)

**DRAFT -
CONCEPT
ONLY**

Strategy: Summer Street Bus Lanes

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



What It Does:

EXPAND

RELY

RESPECT

EQUALIZE

To be completed during evaluation process

What It Takes:

\$ \$ \$ \$ \$
 Low Medium High

Short Term Mid-term Long Term

What It Is:

- Center median, protected bus lanes on Summer Street from Downtown to Reserve Channel with stops at South Station, Melcher St., BCEC, and Raymond L. Flynn Marine Industrial Park

DRAFT - CONCEPT ONLY

Strategy: Dedicated Transit Corridors

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



What It Does:

EXPAND

RELY

RESPECT

EQUALIZE

To be completed during evaluation process

What It Takes:

\$ \$ \$ \$ \$
 Low Medium High

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 Short Term Mid-term Long Term

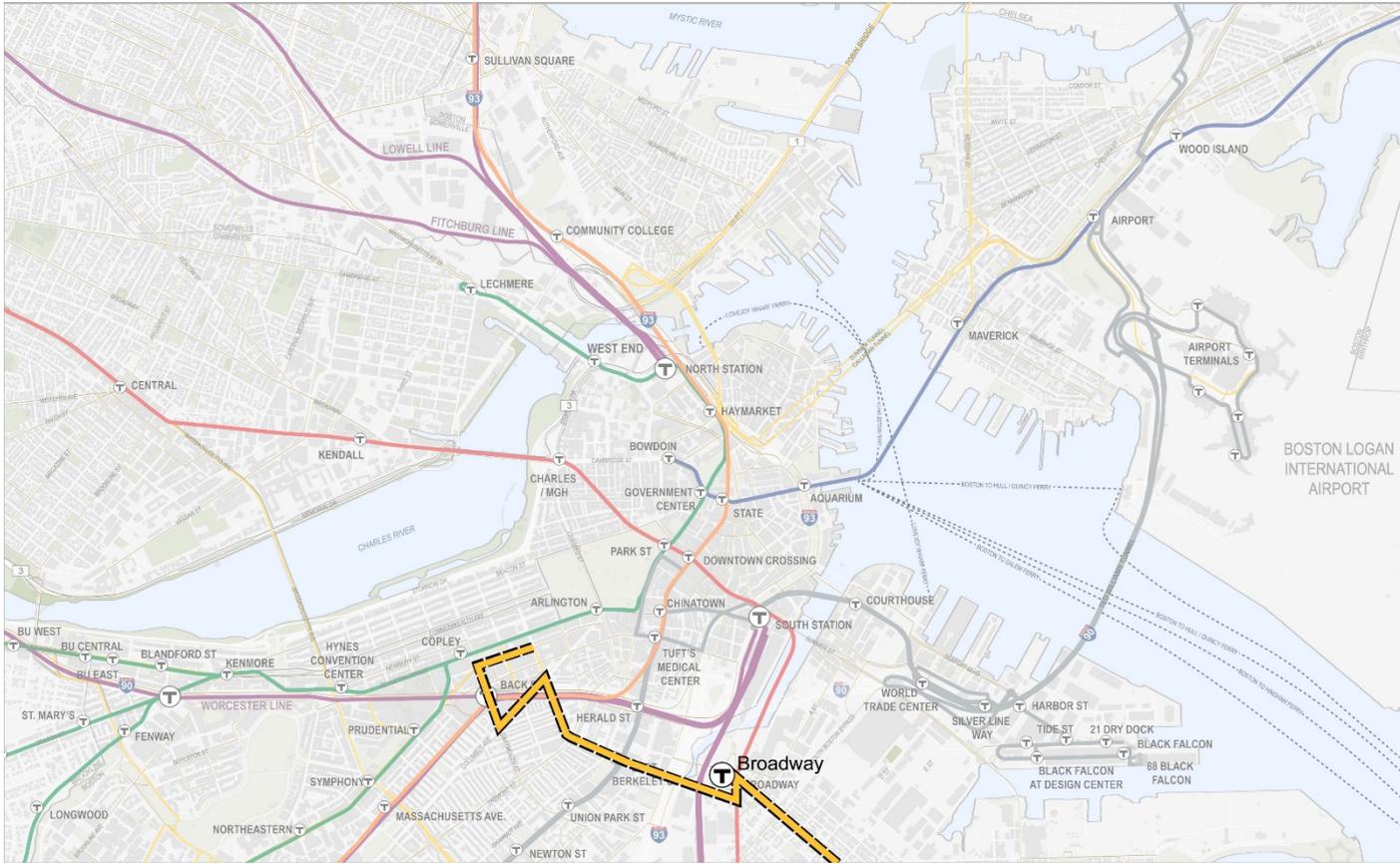
What It Is:

- Dedicated transit corridors along main thoroughfares and transitways in South Boston Seaport, including Seaport Boulevard, Summer Street, A Street, West 4th Street, and Dorchester Avenue
- Restriping the Reserve Channel bridge to allow bus-only lanes
- Bike and bus lanes on the West 4th Street Bridge

**DRAFT -
CONCEPT
ONLY**

Strategy: Broadway Station Upgrades

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



What It Does:

- EXPAND**
- RELY**
- RESPECT**
- EQUALIZE**

To be completed during evaluation process

What It Takes:

\$ \$ \$ \$ \$
 Low Medium High

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 Short Term Mid-term Long Term

What It Is:

- Rerouting of Route 9 to eliminate turn-around
- New headhouse
- Improved pedestrian accommodations

**DRAFT -
CONCEPT
ONLY**

Strategies for Better Access to Transit

**DRAFT -
CONCEPT
ONLY**

Strategy: Improve Pedestrian Connections

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



What It Does:

EXPAND

RELY

RESPECT

EQUALIZE

To be completed during evaluation process

What It Takes:

\$ \$ \$ \$ \$
 Low Medium High

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 Short Term Mid-term Long Term

What It Is:

- Improved pedestrian infrastructure around bus and Silver Line stops
- Continued public infrastructure through developments
- More tree lined streets
- Shorter blocks and pedestrian connections through developments
- Repairing sidewalks
- Adding sidewalks

**DRAFT -
 CONCEPT
 ONLY**

Strategy: Improve Bicycle Connections

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



What It Does:

- EXPAND**
- RELY**
- RESPECT**
- EQUALIZE**

To be completed during evaluation process

What It Takes:

\$ \$ \$ \$ \$
 Low Medium High

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 Short Term Mid-term Long Term

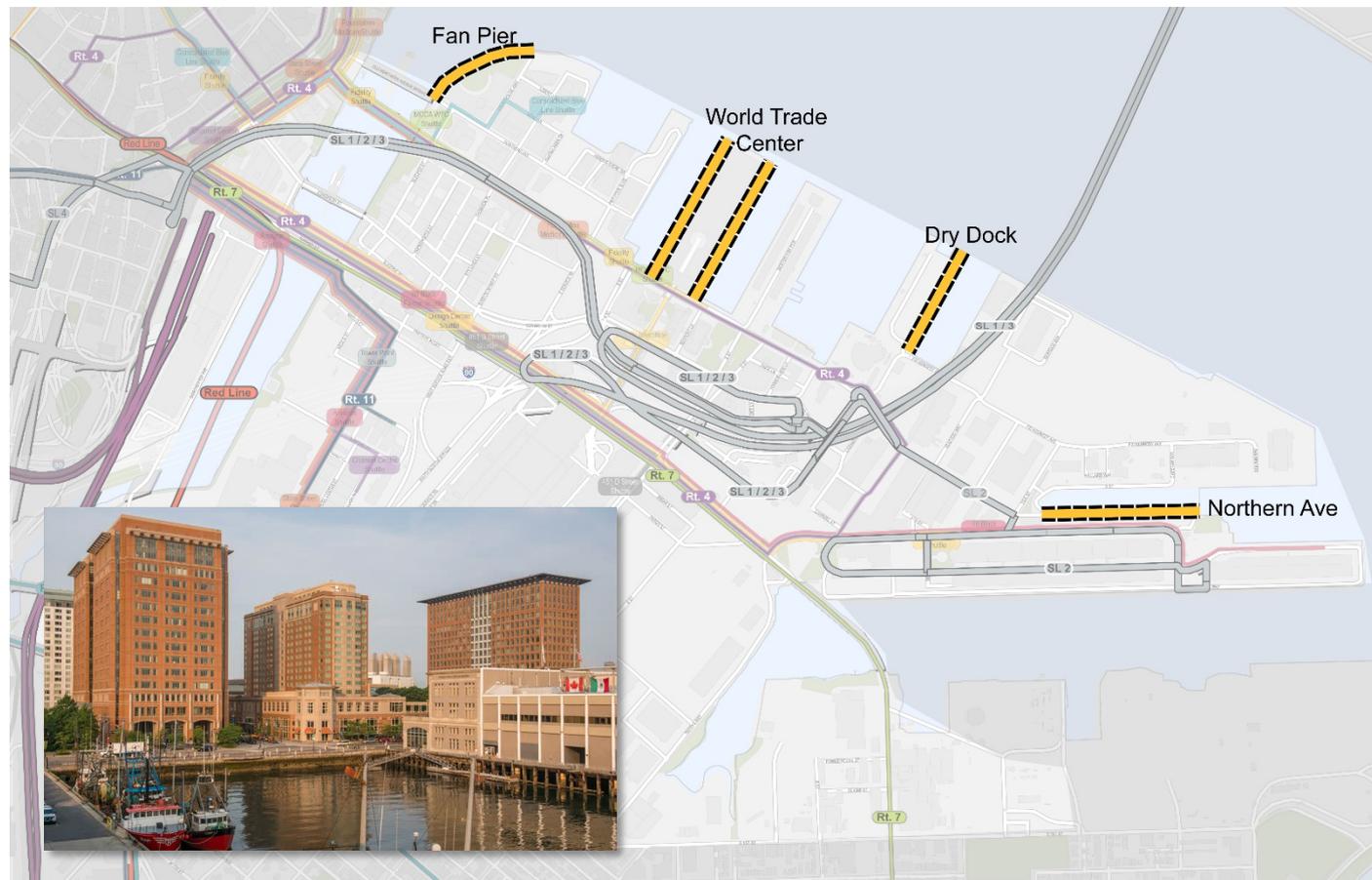
What It Is:

- Expansion of Boston bike network in South Boston Seaport and South Boston residential neighborhood
- Improvements for bike connections to and from transit stops
- Protected bike lanes on Summer Street
- Mobility hubs at bus stops
- Safe bike connections to North Station

DRAFT -
CONCEPT
ONLY

Strategy: Improve Ferry Terminals and Connections

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



What It Does:

EXPAND

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RESPECT

EQUALIZE

To be completed during evaluation process

What It Takes:

\$ \$ \$ \$ \$
 Low Medium High

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 Short Term Mid-term Long Term

What It Is:

- Expansion of ferry terminals on both sides of WTC
- Layover berthing opportunities along Northern Avenue, World Trade Center, Wharf 8
- Improved connections to ferry stops for pedestrians, bikes, and bus / shuttles, and mobility hubs

**DRAFT -
CONCEPT
ONLY**

Strategy: Improve Multimodal Transit Connections

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



What It Does:

- EXPAND
- RELY
- RESPECT
- EQUALIZE

To be completed during evaluation process

What It Takes:

\$ \$ \$ \$ \$
 Low Medium High

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 Short Term Mid-term Long Term

What It Is:

- Focused connectivity to South Boston Seaport areas with lower transit mode share
- Scooters and other micro-mobility
- More bus shelters at stops
- Mobility hubs

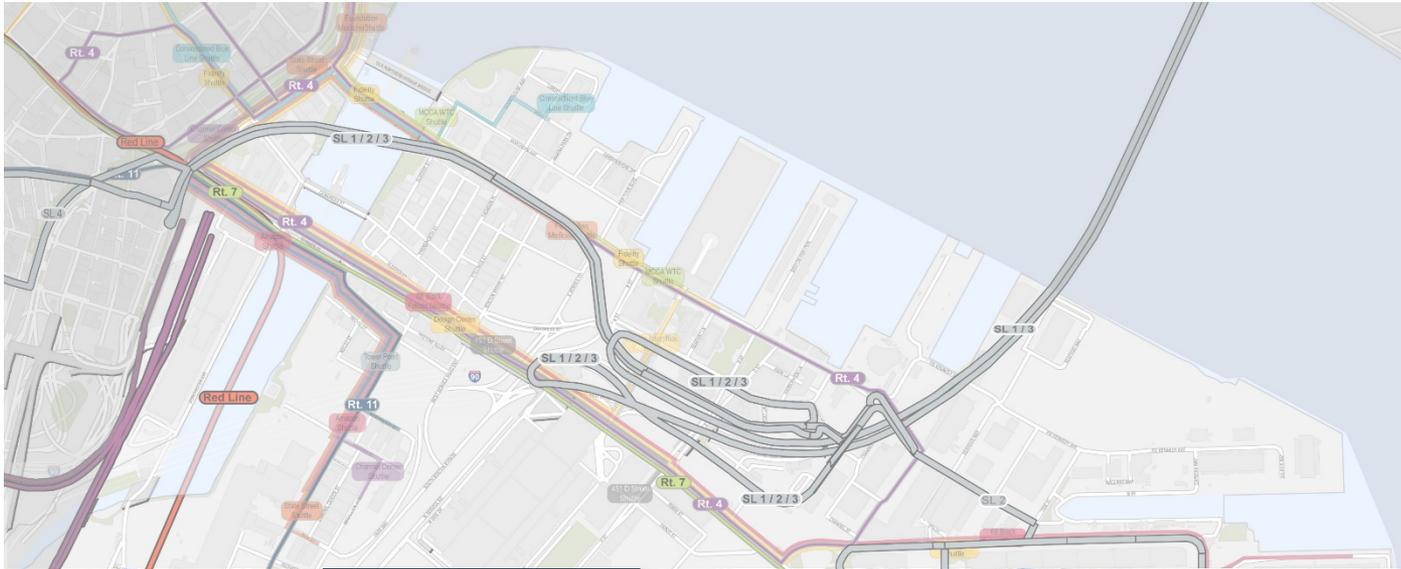
**DRAFT -
 CONCEPT
 ONLY**

Strategies for Policy and Information

**DRAFT -
CONCEPT
ONLY**

Strategy: Wayfinding

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



What It Does:

EXPAND

RELY

RESPECT

EQUALIZE

To be completed during evaluation process

What It Takes:

\$ \$ \$ \$ \$
Low Medium High

⌚ ⌚ ⌚ ⌚ ⌚
Short Term Mid-term Long Term

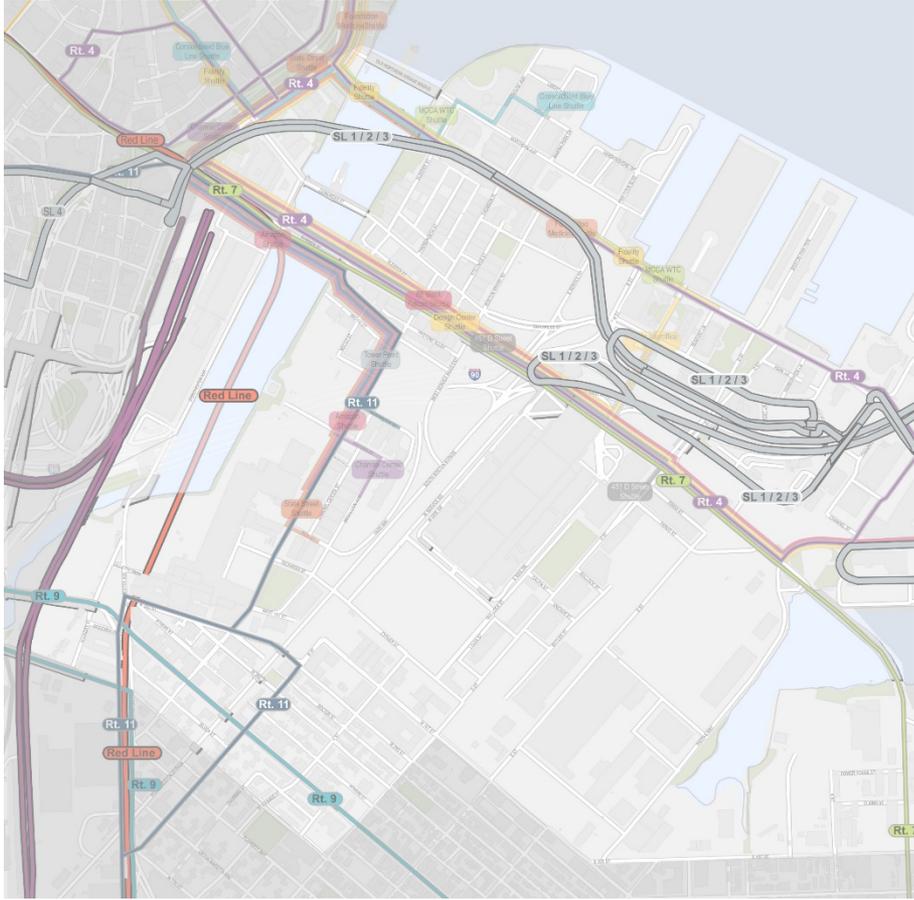
What It Is:

- Implementation and expansion of traveler information system
- Branding transit in the South Boston Seaport
- More wayfinding signage to Silver Line and other transit stops
- Service countdown clocks and public art at bus stops
- Expansion of transit information to off-peak commuters and non-commute trip users

**DRAFT -
CONCEPT
ONLY**

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**
- RELY**
- RESPECT**
- EQUALIZE**

To be completed during evaluation process

What It Takes:



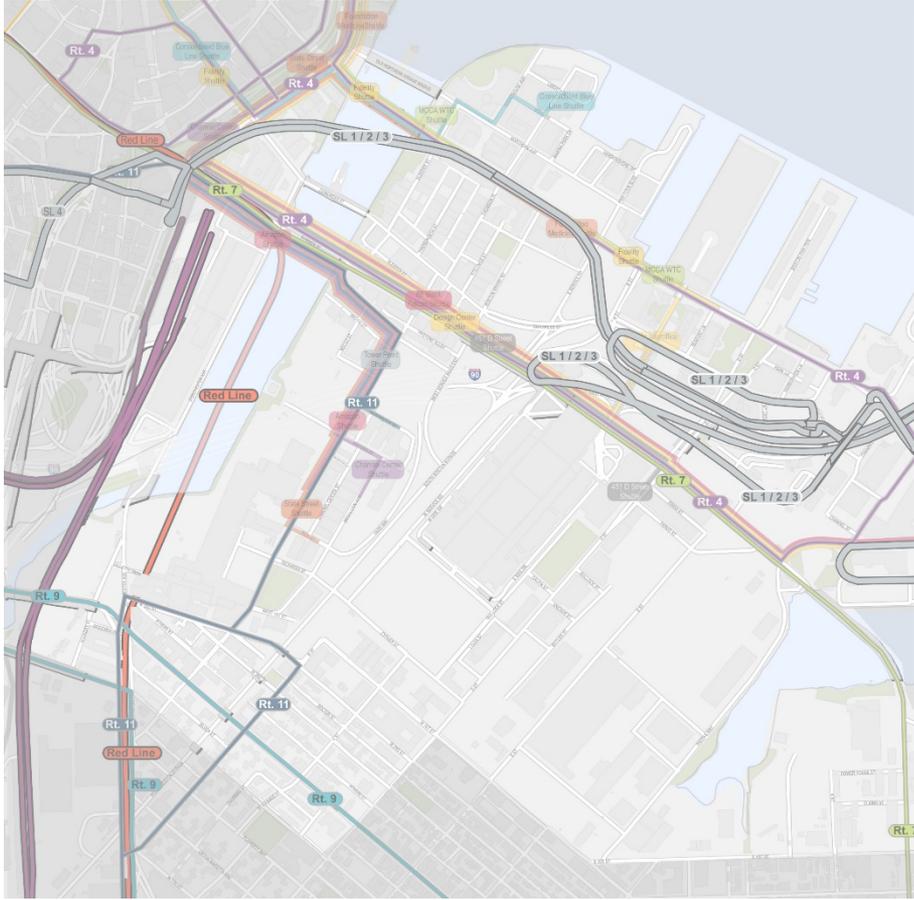
What It Is:

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

DRAFT - CONCEPT ONLY

Strategy: Transportation Demand Management

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



- Parking Policy and Prices
- Subsidized Transit Passes
- Connect Shift workers and Commuting users to Transit
- Congestion Pricing
- Free Transit

What It Does:

- EXPAND
- RELY
- RESPECT
- EQUALIZE

To be completed during evaluation process

What It Takes:

Low Medium High

Short Term Mid-term Long Term

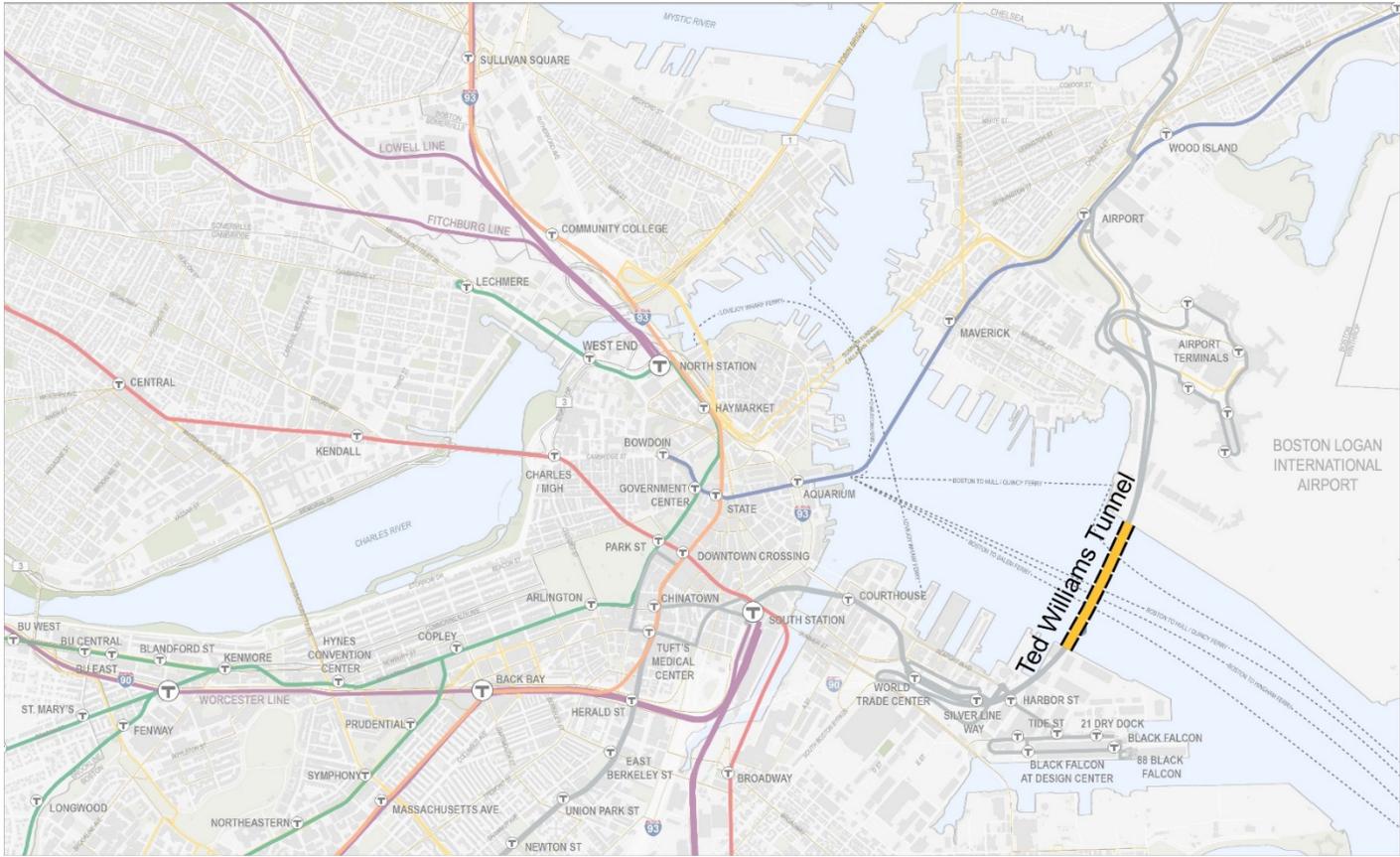
What It Is:

- Parking policy and prices
- Subsidized Transit Passes
- Connecting shift workers and non-commuting users to transit (retail, restaurant / nightlife, industrial)
- Congestion Pricing
- Free Transit Fares

DRAFT - CONCEPT ONLY

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**
- RELY**
- RESPECT**
- EQUALIZE**

To be completed during evaluation process

What It Takes:



What It Is:

- Flexible pricing for vehicles to reduce congestion (similar to I-66 in Virginia)
- HOV lanes
- Peak hour restrictions

DRAFT - CONCEPT ONLY

South Boston Seaport Strategic Transit Plan – Goals, Objectives and Metrics

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

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

Ranked model output showing change in the number of people/jobs accessible. Results will be scaled.

Improve competitiveness to major transit facilities downtown and others as determined

Points awarded (additively) 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:
- Back Bay, South Station, North Station, Green Line stations between Copley and North Station, and Orange Line stations between Back Bay and North Station
- 2 points for service to inner subway stops and regional transit centers
- Ruggles, Maverick and Airport stations on the Blue Line, Green Line stations between Longwood and Hynes Convention Center, Broadway / Andrew / JFK UMass Stations on the Red Line, Massachusetts Avenue Station on the Orange Line, and any station on the SL4 and SL5
- Braintree, Route 128, Alewife, Anderson RTC, Lynn, Riverside, Logan Express lots
- 1 point for service to any other MBTA stop (including Commuter Rail) or Park & Ride

Add connections to currently un- or under-served areas

Points awarded for connecting to underserved areas

- 4 points for connecting to a community with no existing transit
- 3 points for connecting to a community with local / express bus or ferry service only
- 2 point for connecting to a community with key bus service or SL service only
- 1 point for connecting to a community with rail transit
 - Double points for adding connection to an Environmental Justice community (see map)

Ability of Service to be implemented quickly

Points awarded (1-5) based on the cost of the project and project timeline with higher points being awarded to projects that can be implemented quickly and for low budget

RELY – Transit is a reliable, predictable option for travel

Destinations (regional coverage) with a reduction in number of excessive transfers

Points awarded for a reduction in number of transfers

- 1 point for each transfer eliminated
- 0 points for no change in transfer count
- -1 points for any additional transfer required

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 improved priority only

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

Points awarded for level of impact per mode

- 0 points for no impact
- 1 point for small, positive impact
 - -1 point for small, negative impact
- 2 points for medium, positive impact
 - -2 point for medium, negative impact
- 3 points for large, positive impact
 - -3 point for large, negative impact

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

Points awarded for improvements to walking network in South Boston Seaport

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

Level of enhancement to quality of transit stations / amenities

Points distributed for class of station improvements and amenities added

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

Service / route level improvements in passenger experiences

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

Note all may apply

- 0 points for no improvement
- 1 point for increasing capacity
- 2 points for improving existing amenities (stop notifications, handrails)
- 3 points for new amenities (plush seats, WIFI access)

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

- -3 points for decreasing transit competitiveness
- 1 point for <10% increase
- 2 points 10-50% increase
- 3 points for >50% increase

Provides service coverage throughout the South Boston Seaport

- Points awarded determined by the increase of the % 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 / South East Seaport / BCEC Area are accessible by service

Provides consistency of service between peak and off-peak times

- Points awarded if transit schedules are consistent across all hours of the day
- Double points if transit service operates between 3 and 6 am and / or 9 pm and 12 am

DRAFT