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Welcome to the Meeting! We will begin at 6:35.

North Station - Seaport Multimodal Corridor

Corridor Selection - May 3, 2022

Mayor Michelle Wu



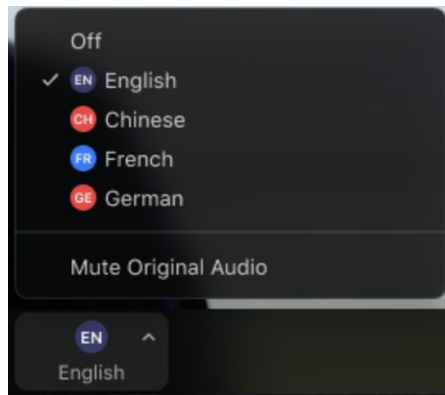
LANGUAGE INTERPRETATION

For those on a computer:

1. In your meeting/webinar controls, click **Interpretation**.



2. Click the language that you would like to hear.



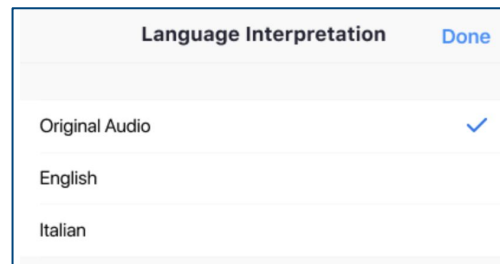
3. (Optional) To hear the interpreted language only, click **Mute Original Audio**.

For those on a mobile device:

1. In your meeting controls, tap the ellipses icon (...).



2. Tap **Language Interpretation**.
3. Tap the language you would like to hear.



4. (Optional) Tap the toggle to **Mute Original Audio**.



5. Click **Done**.

- This event will be recorded and posted on the North Station-Seaport Multimodal Corridor webpage on the Project Website for those who are unable to attend the Zoom event live. Breakout rooms will not be recorded, though notes may be taken on the discussion.
- Also, it is possible that participants may be recording the meeting with their phone cameras or other devices. If you do not wish to be recorded during the meeting, please turn off your microphone and camera.
- If your camera and microphone are off, you can still participate through the text chat feature by sending questions and comments to the staff member identified as a “Co-Host”.

ZOOM ETIQUETTE

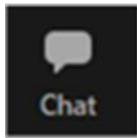
Welcome! Here are some tips on using Zoom for first-time users. Your controls are at the bottom of the screen:



You will be able to mute/unmute yourself in a breakout room. Participants will be muted during the presentation. The host will unmute you during discussion periods if you raise your hand.



Turns your video on/off in a breakout room.



Use the chat to type a comment or ask a question. Send messages to the staff member identified as "SUBMIT QUESTIONS & COMMENTS HERE".



To raise your hand, click on "Participants" at the bottom of your screen, and then choose the "Raise Hand" option in the participant box.

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AGENDA

- Study Context
- What **challenges** are we trying to solve?
- What is our **proposed bus corridor**?
- What would the **experience** be like riding this bus?
- What **street elements** would go into these routes?
- Next Steps & Timeline



NORTH STATION

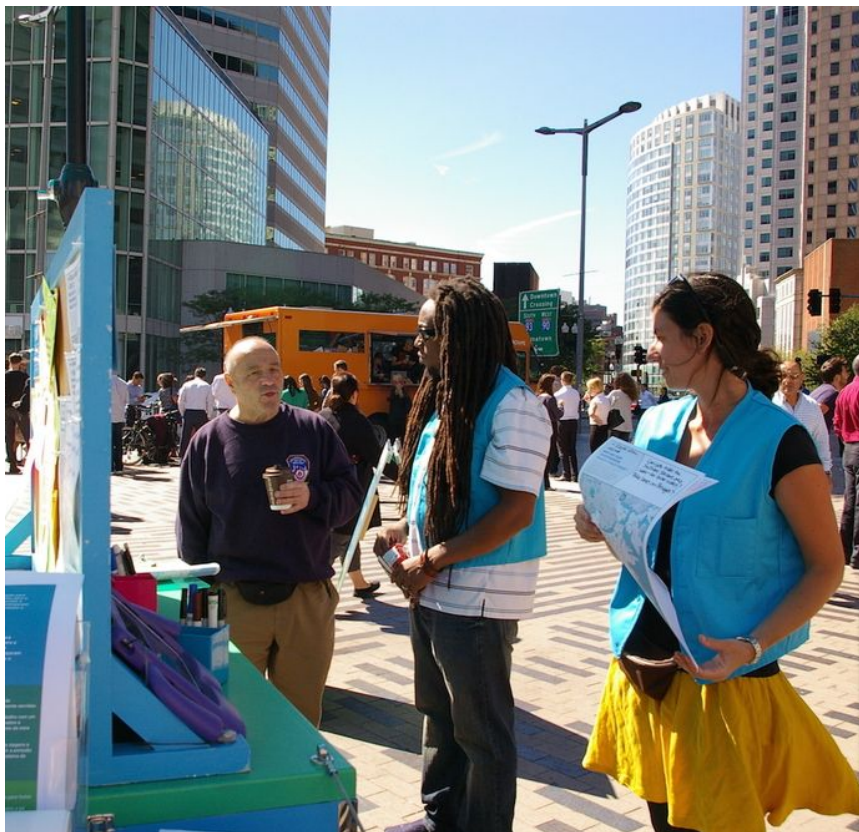
Study Context & Scope

Project Goals

- Prioritize transit and support active transportation
- Support residential and business growth in Downtown and the Seaport
- Center the needs of people who live, work, and gather here



Supported in City Planning Work



- Key Recommendation from **Go Boston 2030**
- Included in North Station Area Mobility Action Plan & South Boston Seaport Transit Plan
- Included in future PLAN Downtown

Coordination with Nearby Public Projects

- State Street Planning & Design
- Downtown Crossing Planning & Design
- Canal Street Planning
- MassDOT & MBTA Projects



Coordination with Nearby Development Projects



- Bulfinch Crossing Construction
- South Station Tower Construction
- Winthrop Square Tower Construction
- BPDA Development Review

Agency Collaboration



The **Boston Transportation Department** maintains physical features to manage movement along streets:

- Traffic Signals
- Street Widths
- Curb Regulations
- Lane Assignments

The **MBTA** operates and maintains bus facilities along the corridor, including:

- Routes
- Schedules
- Fares
- Fleet Size and Distribution
- Bus Operator Training

CITY DEPARTMENTS IN COLLABORATION

Though the **Boston Transportation Department** is leading this plan...

... we are working closely with many other City departments.



Transportation



Neighborhood Services



Boston Bikes



Age Strong



Disabilities Commission



Public Works

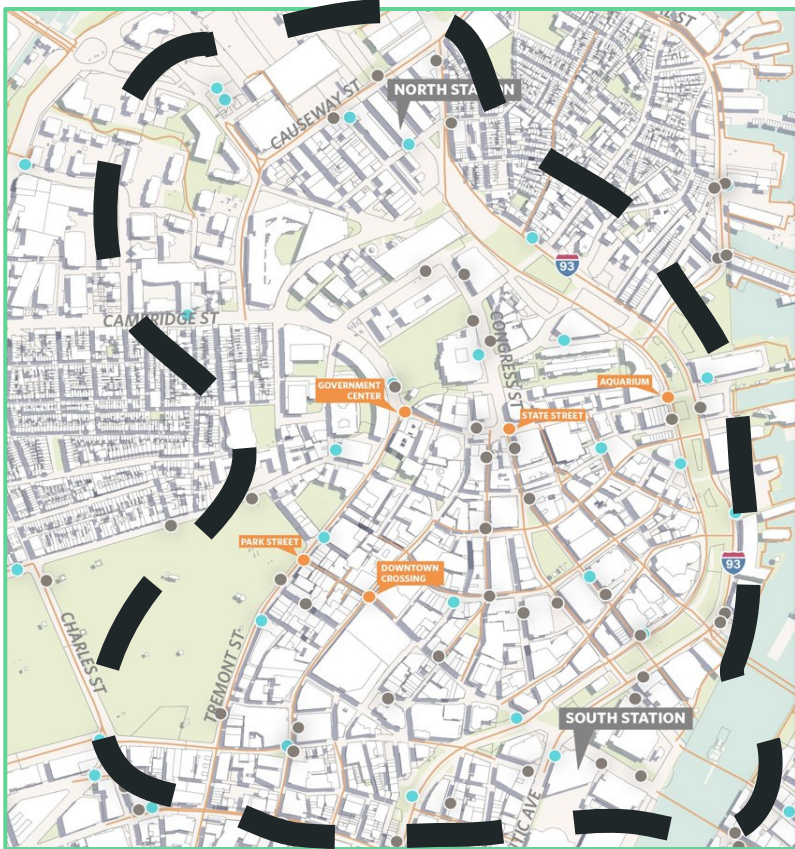


Boston Planning &
Development Agency

North Station - Seaport Process Timeline

- 
- Go Boston 2030 & Other Planning Work
 - *We heard you wanted better transit connections between North Station and Seaport. We also heard you wanted better biking connections, pedestrian facilities, and public realm in Downtown.*
 - **Corridor Alignment Decision - we are here**
 - ***Community conversation about proposed streets and key infrastructure elements***
 - Concept Design
 - *Community conversation around design and transportation analysis*
 - Detailed Design
 - *Detailed design with community & stakeholder discussions*
 - **Construction**

What's the Project Scope?



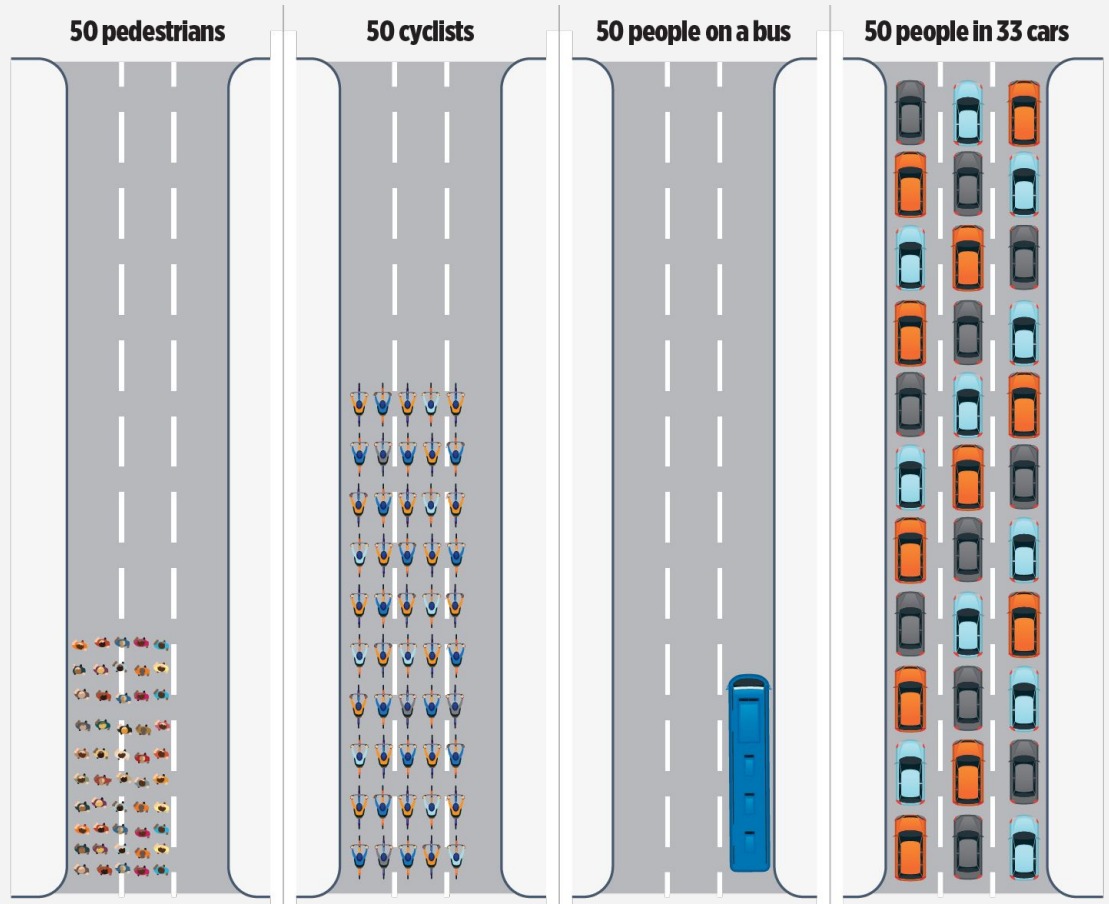
Our focus is on **infrastructure improvements** between North Station and South Station via key transfer points in Downtown Boston.

We are coordinating with the MBTA's Bus Network Redesign effort in how service will operate and other area plans.

Why a Focus on Transit?

We only have so much available space on our roads - and transit, biking, and walking use this space more efficiently than cars.

This graphic compares how much roadway space 50 people take up as pedestrians, cyclists, on a bus, and in cars.





Challenges



Challenge Identification - how did we identify these issues?

- In Depth Review of Available Data
- Review of Past Plans, Policies, and Programs
- Past Community Engagement
- Stakeholder Discussions



Key Challenges Identified



- Missing Crosstown Connections
- Transit Service Reliability and Legibility
- Neighborhood Characteristics
- ADA Accessibility

Missing Connections: North Station to Seaport



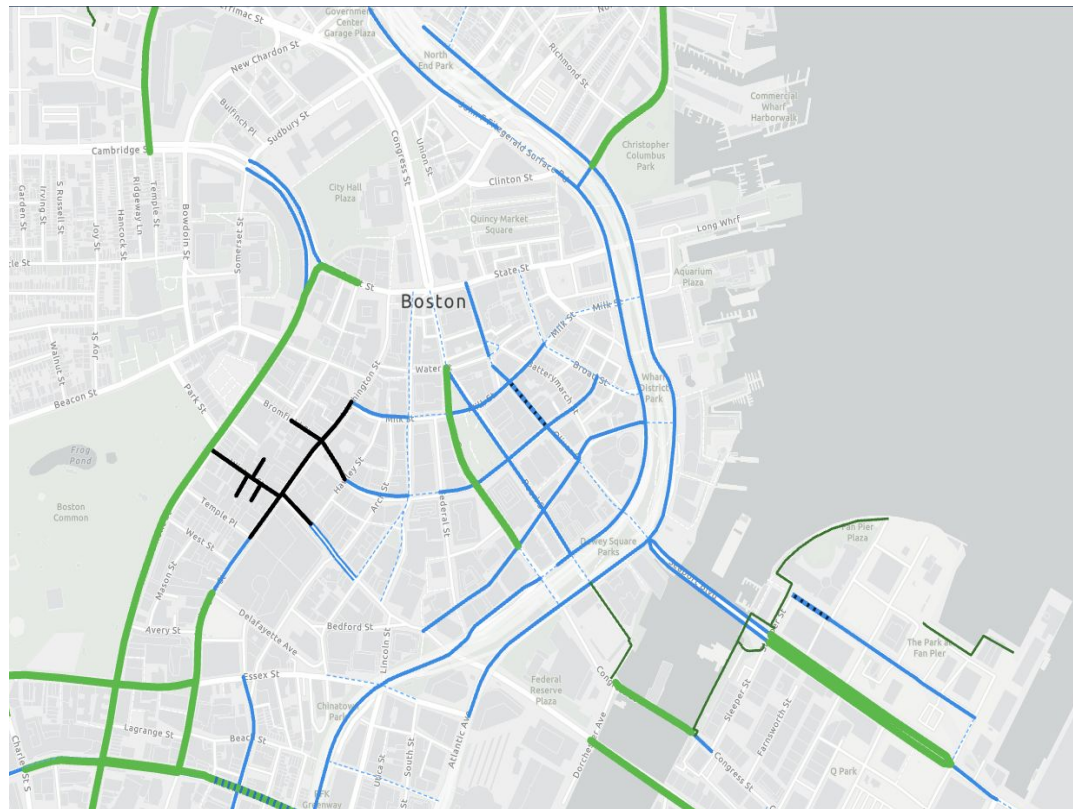
2 Miles takes 26 Minutes

A peak-period transit trip from North Station to Seaport is time consuming usually requires 2 transfers with current transit service

- Trips between North Station, Post Office Square, South Station, and Seaport are indirect and time consuming for short distances.
- Connections to key Transit Hubs require multiple transfers, which adds time, frequently leads to delays, and makes trips less reliable - including North Station, Haymarket, and State Street.

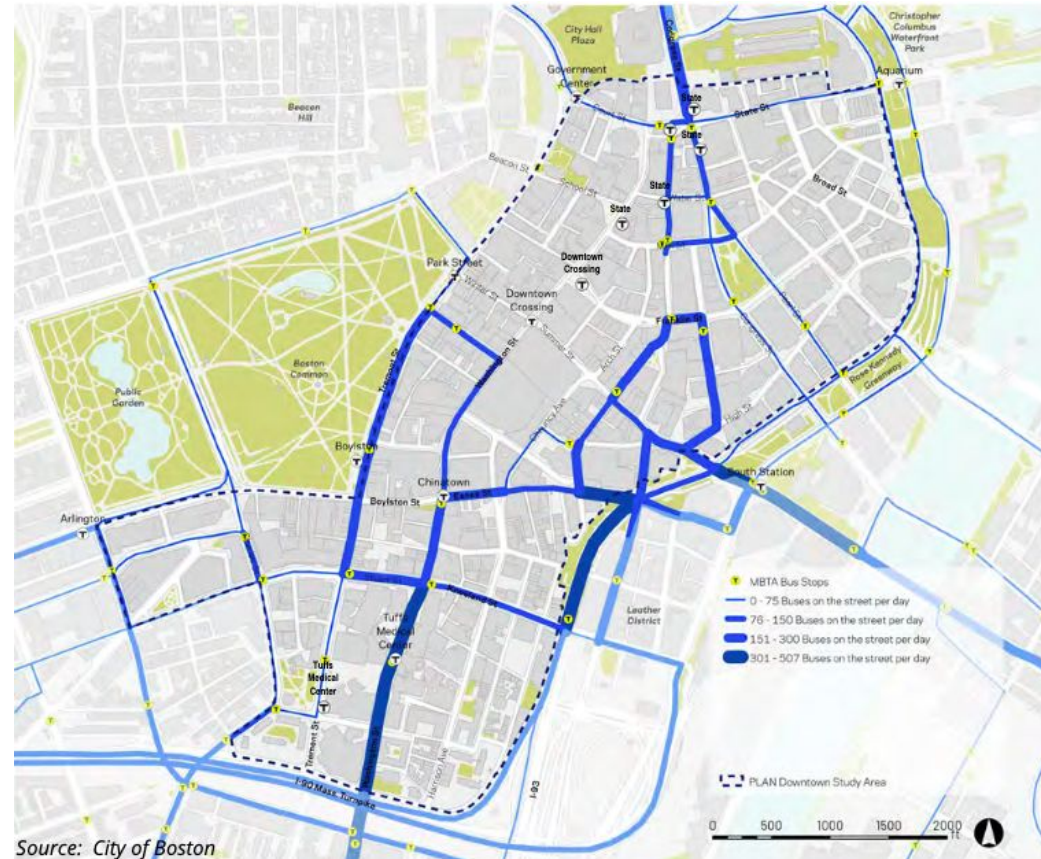
Missing Connections: Bikes

- **Crosstown Bike routes are not comfortable for most riders** - it's difficult for many riders to reach key Downtown and Seaport Destinations
- Demand for Downtown Bluebikes stations oftentimes outstrips the supply



Transit Service Issues: Downtown Bus Network

- **Traffic Congestion** leads to a lack of reliability for the bus system.
- The Downtown bus network **is hard to understand** - stops are scattered throughout the neighborhood and few routes go north-south.
- Bus services only act as feeder routes to the subway system.

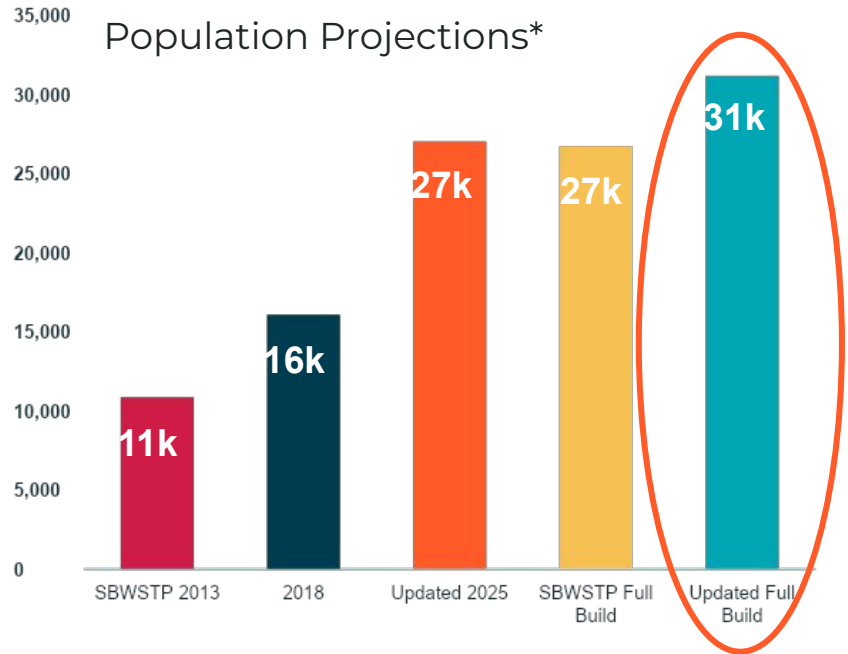


Source: City of Boston

Neighborhood Characteristics: Growth

By 2030, the neighborhood (including portions of the West Broadway area and the E. First St Corridor) will have roughly 31,000 residents. This is significantly ahead of projections from past planning work.

This population size is larger than Allston, Roslindale, Back Bay, or Mattapan.



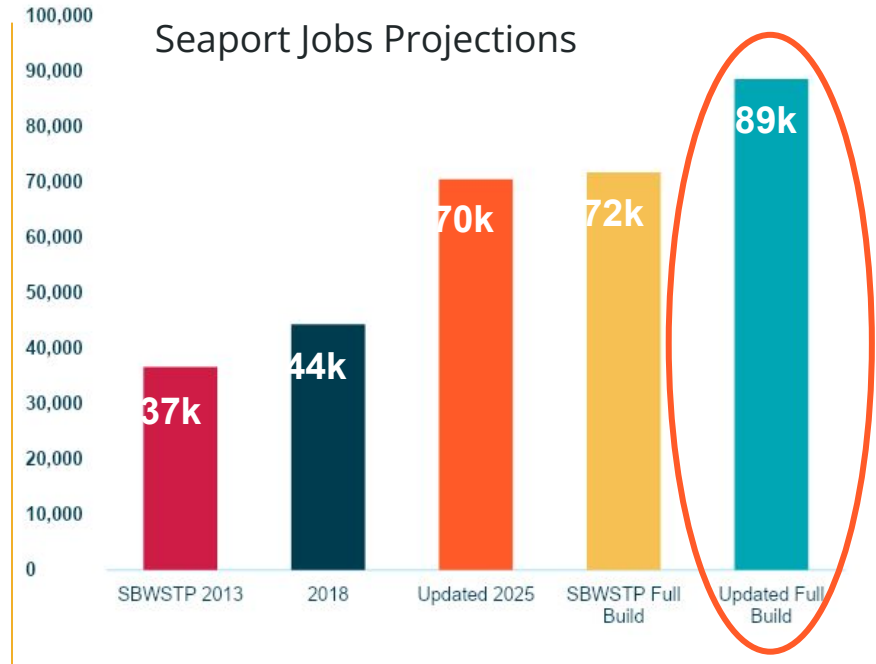
* Including the West Broadway area and the East First St corridor

Neighborhood Characteristics: Growth

By 2030, the neighborhood will have roughly 89,000 jobs, **becoming Boston's second largest employment hub** after Downtown Boston and ahead of the Back Bay.

For comparison, Downtown has 178K jobs and Back Bay has 52K jobs.

This growth is above projections from past planning work and double the number for 2018.



Neighborhood Characteristics: Street Design

- Private vehicles are prioritized over transit, biking, and walking.
- Safety is a key concern among residents and stakeholders - especially for bikes and pedestrians.
- Traffic is unpredictable and curbside regulations don't meet current needs
- Some neighborhood pedestrian connections lack accessible facilities and public realm features such as street trees.



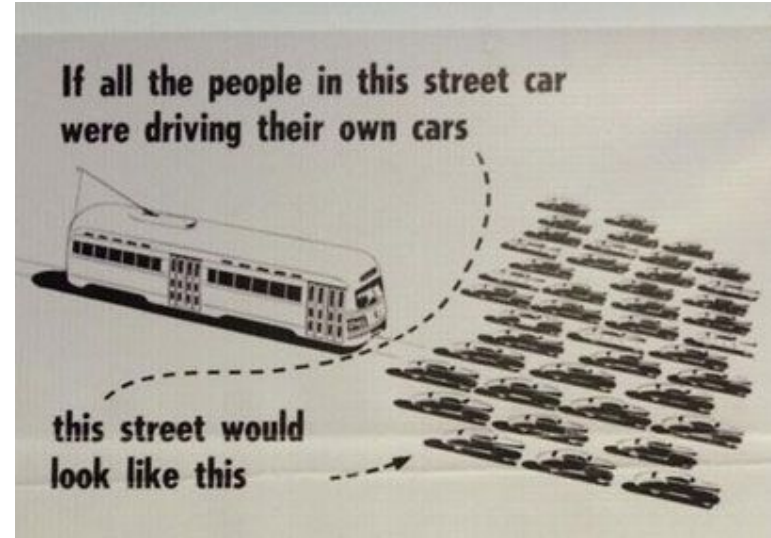
Key Challenges Identified



Guided by Go Boston, the goal is to increase commuting to work by transit by a third and reduce drive-alone rates by half.

“Business As Usual” Approach Does Not Work

- **Existing transportation infrastructure will not handle future demand caused by population and job growth if we do nothing.**
- Approaching transportation with a “business as usual” approach will negatively impact residents, employment competitiveness, and the functionality of the Port of Boston as traffic increases over the coming years. This traffic will also spill over into surrounding neighborhoods as commuters seek alternative routes.

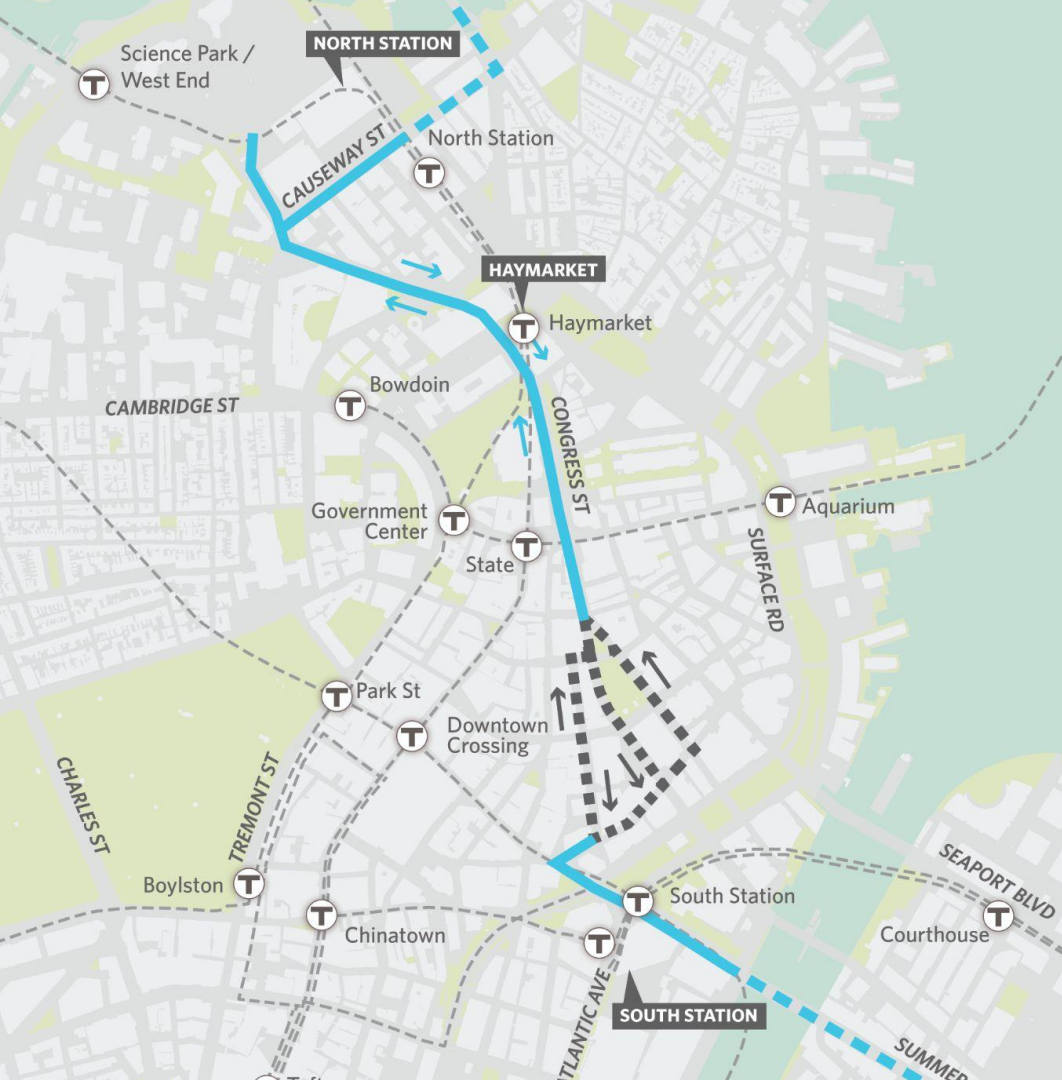


1940s-era transit poster



Proposed Corridor





Corridor Concept

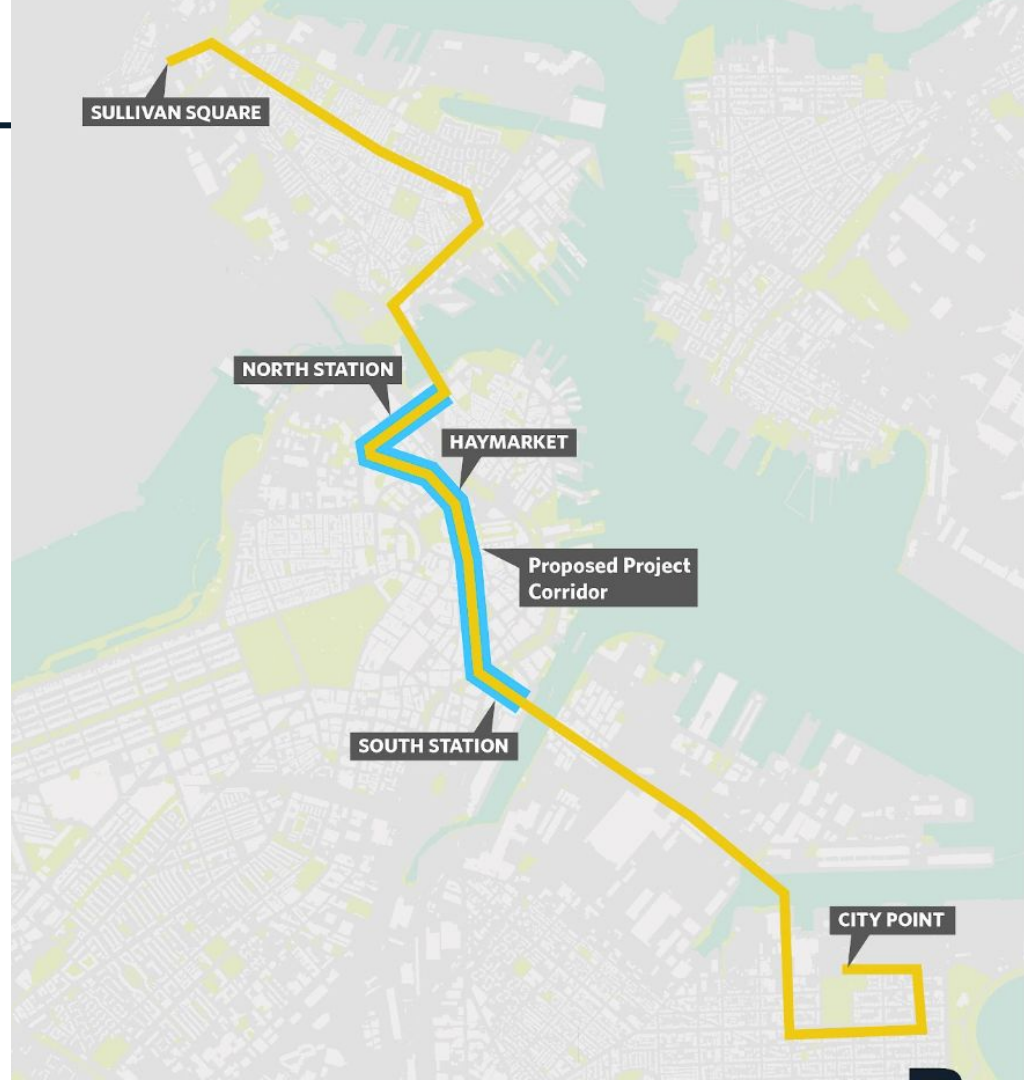
- Connects to Key Transit Hubs:
 - North Station
 - Haymarket
 - State Station
 - South Station
- Access to Major Employment Destinations in Downtown Boston, such as Post Office Sq
- Enables 10-12 Minute Trip from North to South Station

What's the Future Service?

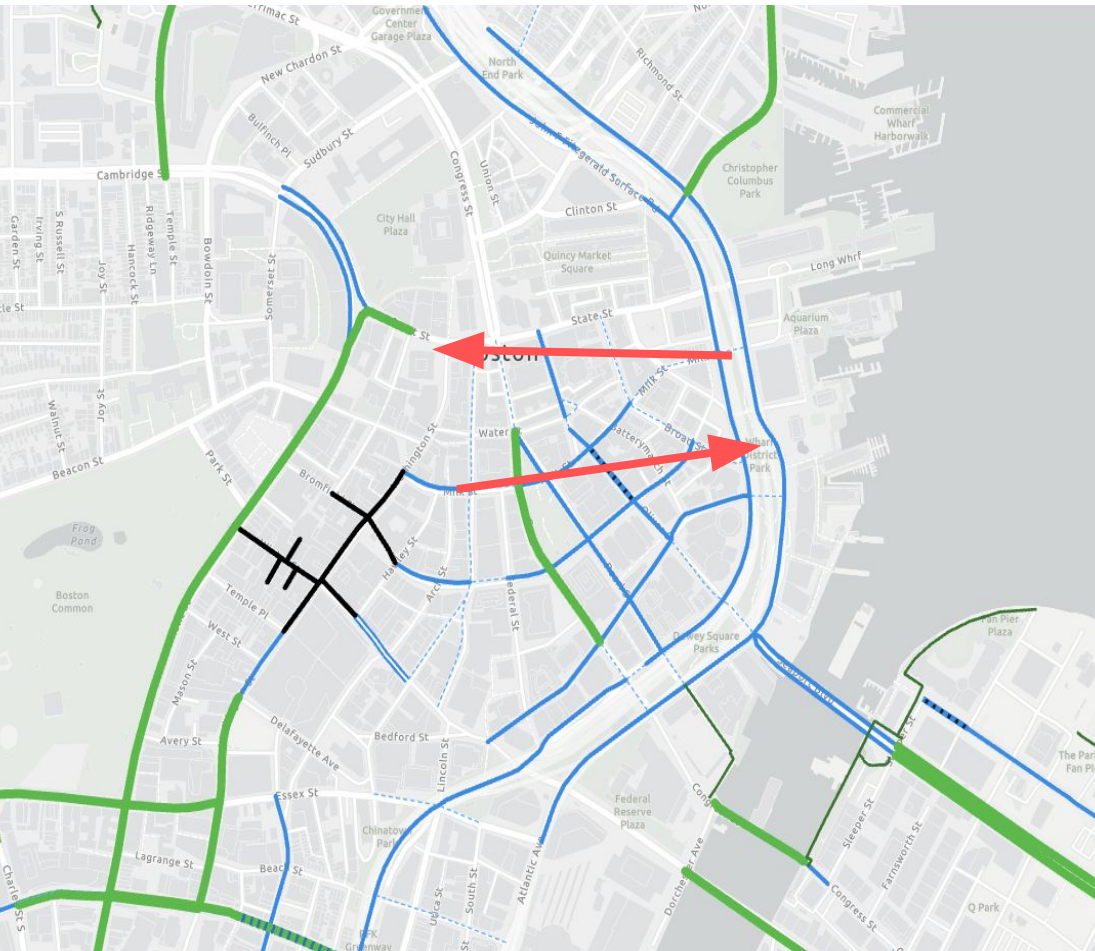
MBTA's Bus Network Redesign will potentially launch a new Sullivan Square to City Point **High Frequency Bus** Route in 2023.

This new route will offer a robust connection through Downtown and the Seaport.

Additional Bus Routes will be incorporated into the plan - such as express buses and other local services



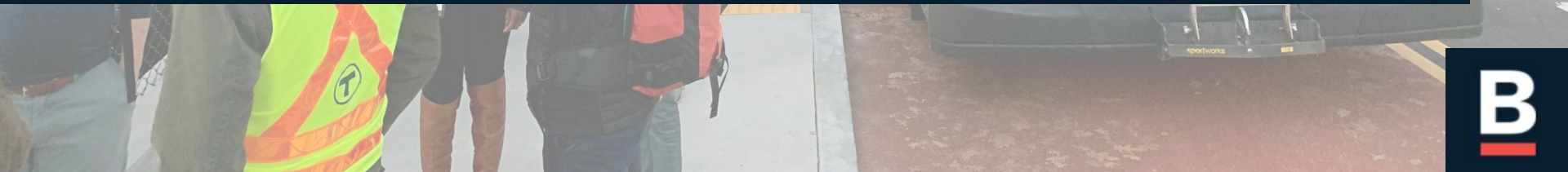
Corridor Concept & Biking Connections



- Coordination with BTDA Active Transportation Team on Improvements to Crosstown Bike Connections
- Improvements will include better Crosstown Bike routes to Connect Cambridge/Tremont St Corridor and Washington Street to Greenway and Seaport



What's the Experience like on this Bus corridor?



Experience Walking to the Bus Stop



Experience Waiting for a Bus



Experience Riding the Bus





How Do We Get There?



Key Study Infrastructure Elements

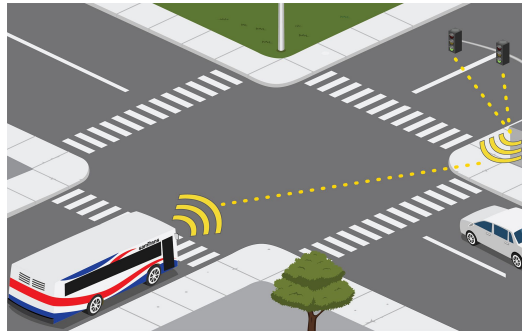
- Bus Priority Elements
- Transit Stops & Transfer Points
- Enhancing Downtown's Bike Network
- Improving Downtown's Pedestrian Connections
- Coordination with Freight/Deliveries
- Maintenance



Bus Priority on City Streets

Ensure that bus service is reliable and consistent for all trips - even during rush hour. Our tool kit includes:

- Bus Lanes
- Queue Jumps
- Street Directionality
- Transit Signal Priority



Transit Stops

Improved comfort, accessibility, & safety at new bus stops:

- Shelters & Seating
- Signage
- Enhanced Lighting
- Countdown Clocks
- Emergency Call Box



New Bus Stops on Columbus Ave in JP/Roxbury

Transfer Points

Easy Transfers to Subways, Commuter Rail, and other Bus Routes

- Bus Stops Designed for Passenger Connections
- Wayfinding Signage
- Covered and Well Lit Walkways
- Real Time Arrival Screens
- ADA Accessible

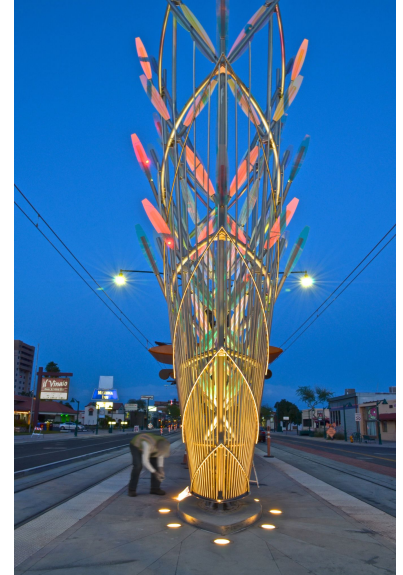


*Kenmore Square
and Pentagon Bus
Transfer Points*

Stop Design, Art & Placemaking

Design will be at the forefront of new transit stops:

- Coordination with Landscape Architects on Environmental and Climate Features
- Public Art and other Placemaking Features in close coordination with area stakeholders
- Historic markers and interpretive elements

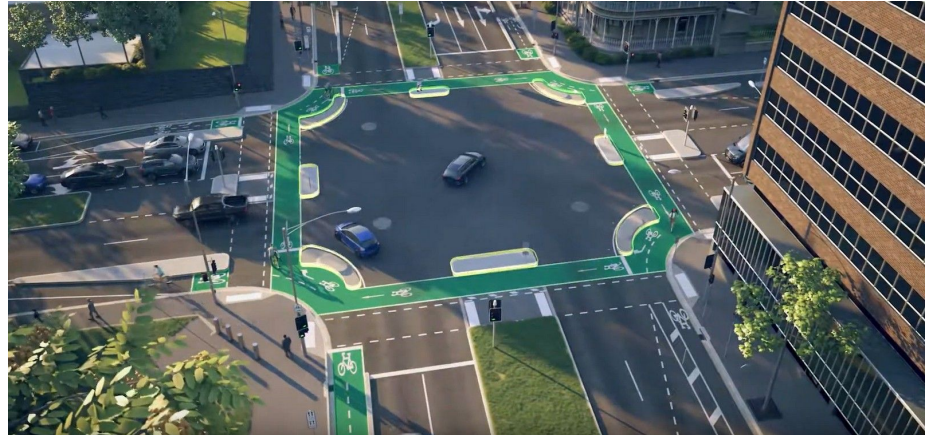


*Phoenix Light Rail
Public Art Example*

Enhancing Downtown's Bike Network

Bike Priority Infrastructure in Downtown to ensure safe and accessible connections:

- Locations for Bluebike Stations
- Protected Bike Lanes and Intersections to ensure a connected network



Pedestrian Improvements & Public Realm

Pedestrian Infrastructure Improvements in Downtown to ensure safe and accessible connections:

- ADA Accessibility
- Wider sidewalks with Street Trees, Landscaping, and Environmental Design
- Benches, Public Art, Placemaking, and other Street Furniture
- Enhancements to the Freedom Trail



Loading and Deliveries

Deliveries and loading (aka Urban Freight) is a key consideration for older buildings without loading docks and for quick access:

- Determine key loading needs and locations in collaboration with building owners and stakeholders
- Designate shared parking
- Consider flexible curb hours and restrictions



Maintenance

Maintenance of facilities will be key to success. This includes:

- Consider an independent maintenance contract
- Ensure shoveling and snow is cleared
- Ensure public art and public realm is maintained
- Coordinate with stakeholders around emerging needs





Next Steps



Next Steps

- **May**
 - *Continued Stakeholder Engagement*
 - *Pop-Up Events at North Station and South Station*
 - *Confirm Corridor with City Leadership*
- **Spring / Summer**
 - *Develop Concept Plans for Selected Corridor - including architecture, high-level civil engineering, and transportation analysis*
- **Fall**
 - *Stakeholder Discussions and Public Meeting around Concept Plan*
- **Late 2022/Early 2023**
 - *Develop 25% Plans and Funding Strategy*
 - *Public Engagement around additional design elements*
- **Later 2023**
 - *Advance Plans into Later Stages of Design*

Thank You!



Discussion Topics

- How do you travel in this area today?
- What do you think are the biggest challenges to Downtown transportation today?
- What improvements would make traveling in this area easier for you?
- What do you think about the proposed bus corridor and other multimodal enhancements?

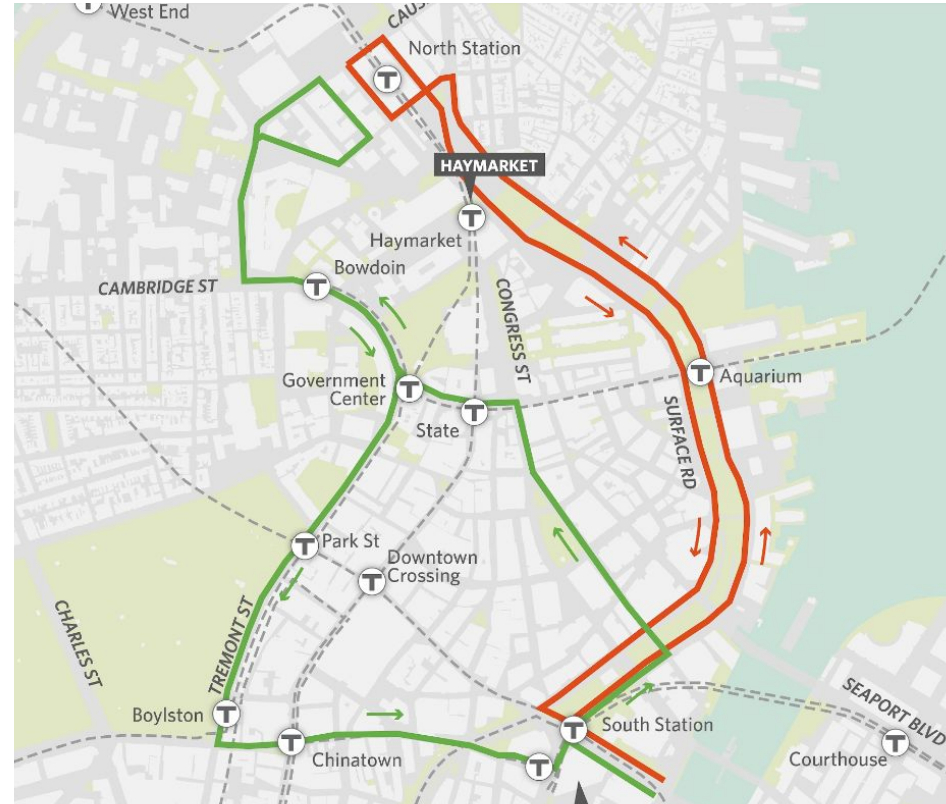
Additional Context Slides



Other Corridor Alternatives

Other Bus Corridor Routes Identified

- Tremont Street Focus
- Greenway Focus
- Dynamic Route (GPS Based)



Why focus on transit?

Community Conversations

- Community desire for better transit service in the Seaport District - *along with other multimodal street improvements*

Fits with City Goals

- Works with existing streets and utilizes existing infrastructure more effectively
- Reduces transit delay, improves reliability, increases person throughput & improves safety on city streets

Design Context

- Works with other multimodal improvements - like better bike infrastructure, pedestrian facilities, and open space
- Similar transit improvements have worked in other American and Canadian Cities