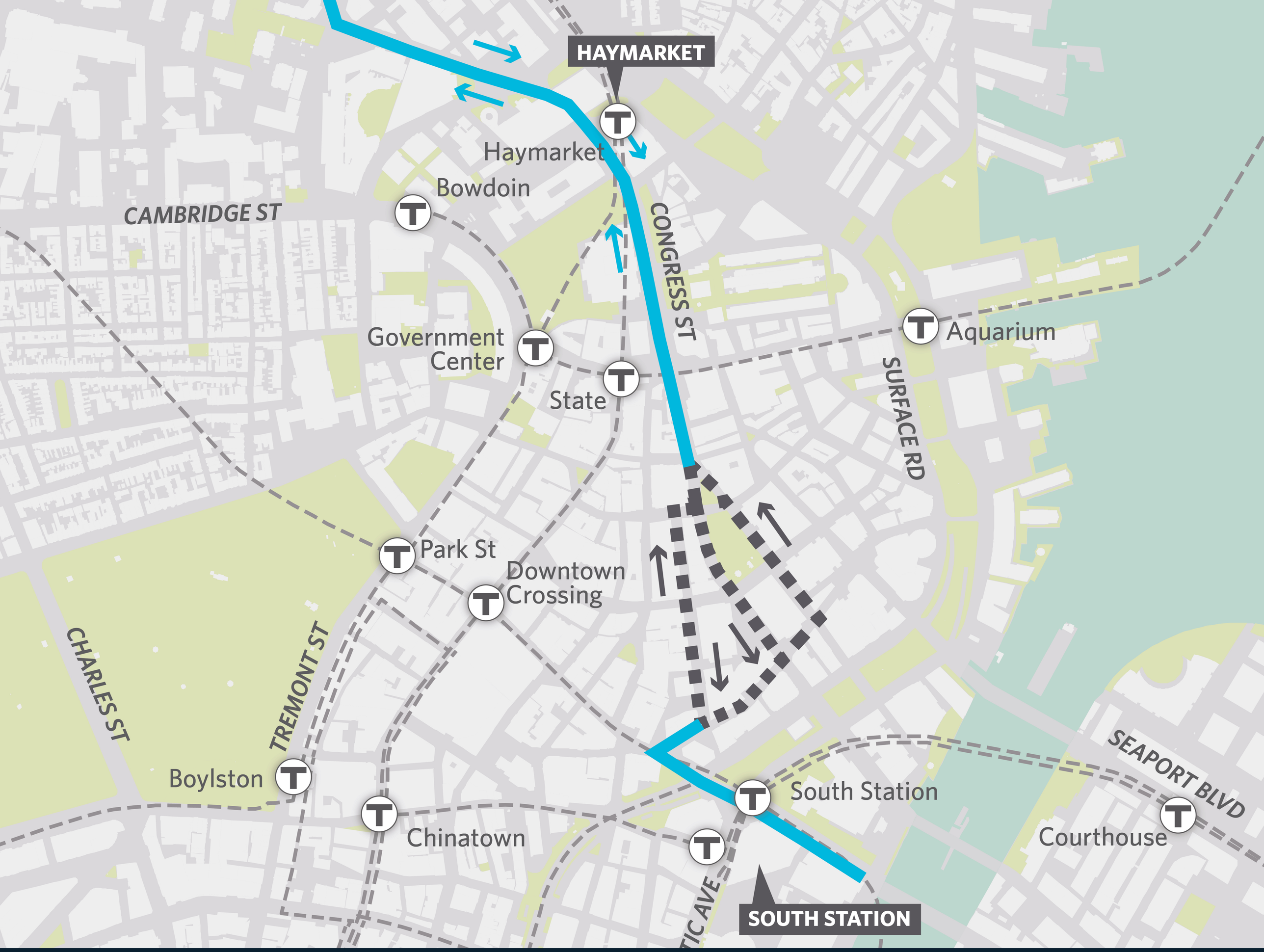


NORTH STATION TO SEAPORT MULTIMODAL CORRIDOR

OPEN HOUSE

PLEASE SIGN IN AT THE FRONT DESK.
THANK YOU FOR JOINING US TODAY!

Transportation

Project Background

North Station to Seaport Multimodal Corridor

- Key Recommendation from **Go Boston 2030**, the City's comprehensive transportation plan
- Included in North Station Area Mobility Action Plan & South Boston Seaport Transit Plan
- Included in future PLAN Downtown Study

- Interagency coordination between the City, MBTA & MassDOT, such as State Street planning
- Coordination with nearby development review & construction, such as South Station Air Rights & Bullfinch Crossing projects

Planning Context

North Station to Seaport Multimodal Corridor

Boston Complete Streets

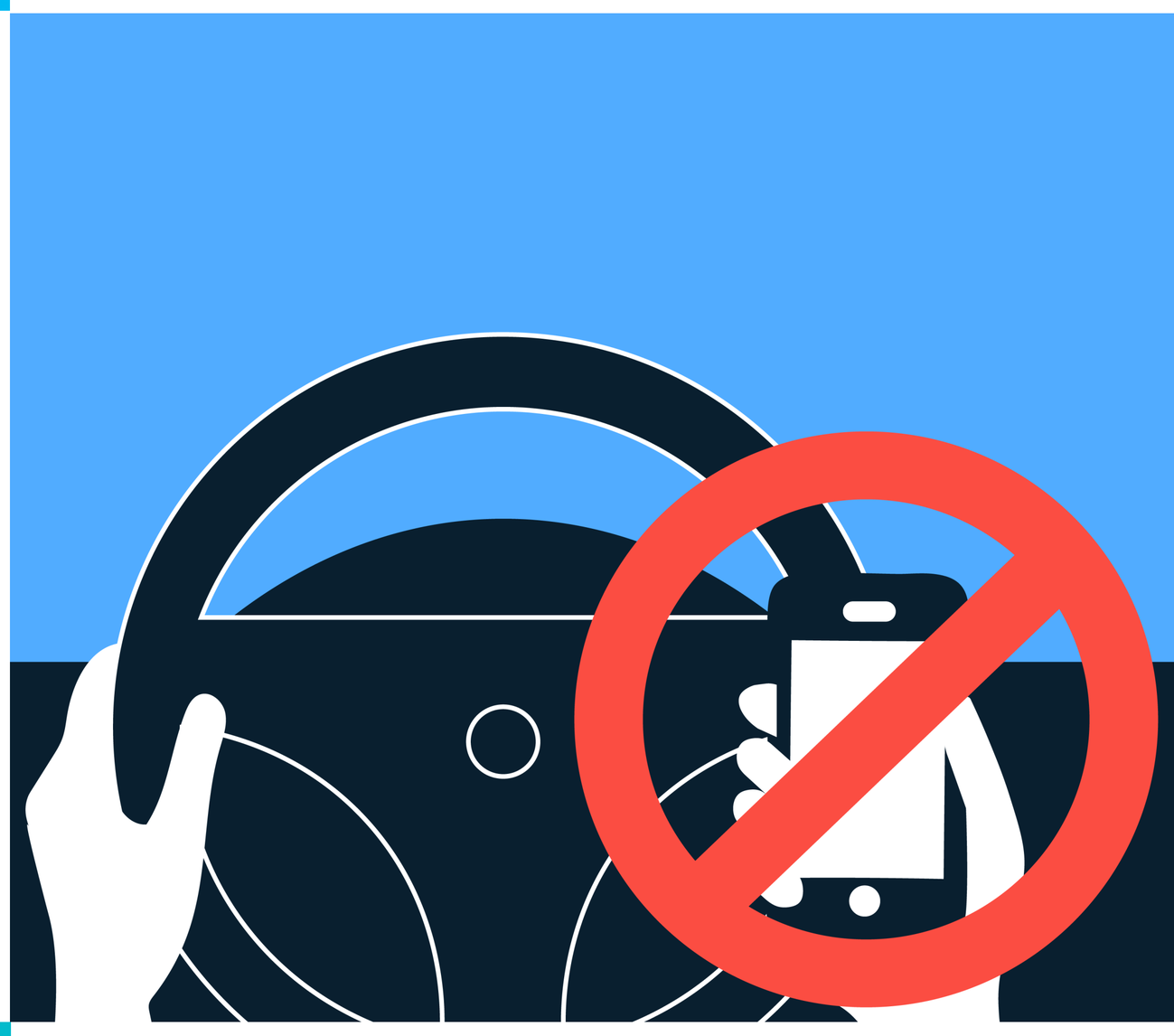
In 2010, The Boston Transportation Department introduced an approach to urban design, known as **Complete Streets**.

A "Complete Street" is designed to balance safety, convenience, and comfort for people across transportation modes.

Vision Zero

Vision Zero is a commitment to eliminate fatal and serious traffic collisions by **2030**.

Bus lanes, better pedestrian conditions, and expanded bike lanes would increase safety, convenience, and comfort in Downtown Boston.



Go Boston 2030

Go Boston 2030 envisions a bold transportation future for a more sustainable Boston.

North Station to Seaport Rapid Bus, a project named specifically in the Go Boston plan, would allow transit to avoid congestion. The plan calls for bus lanes in both directions and new bus service.

Project Background: Goals & Need

North Station to Seaport Multimodal Corridor

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

Project Needs

- Missing crosstown connections for transit between North Station, Seaport, and points in Downtown
- Transit service reliability and legibility in Downtown
- Job & employment growth in Downtown & Seaport District
- Citywide mobility goals to shift trips to sustainable modes
- Enhance Downtown streets for better transit, bike, pedestrian & emergency access

City of Boston & MBTA

North Station to Seaport Multimodal Corridor

The **Boston Transportation Department** maintains street infrastructure that influences movement along streets. These include:

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

The **Massachusetts Bay Transportation Authority** maintains operations and facilities throughout the system. These include:

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

Transportation

Current Transit Conditions

North Station to Seaport Multimodal Corridor

2 Miles takes
26 Minutes

Missing Connections

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

Some trips within Downtown are also indirect, such as North Station to Post Office Square or to South Station.

Delays

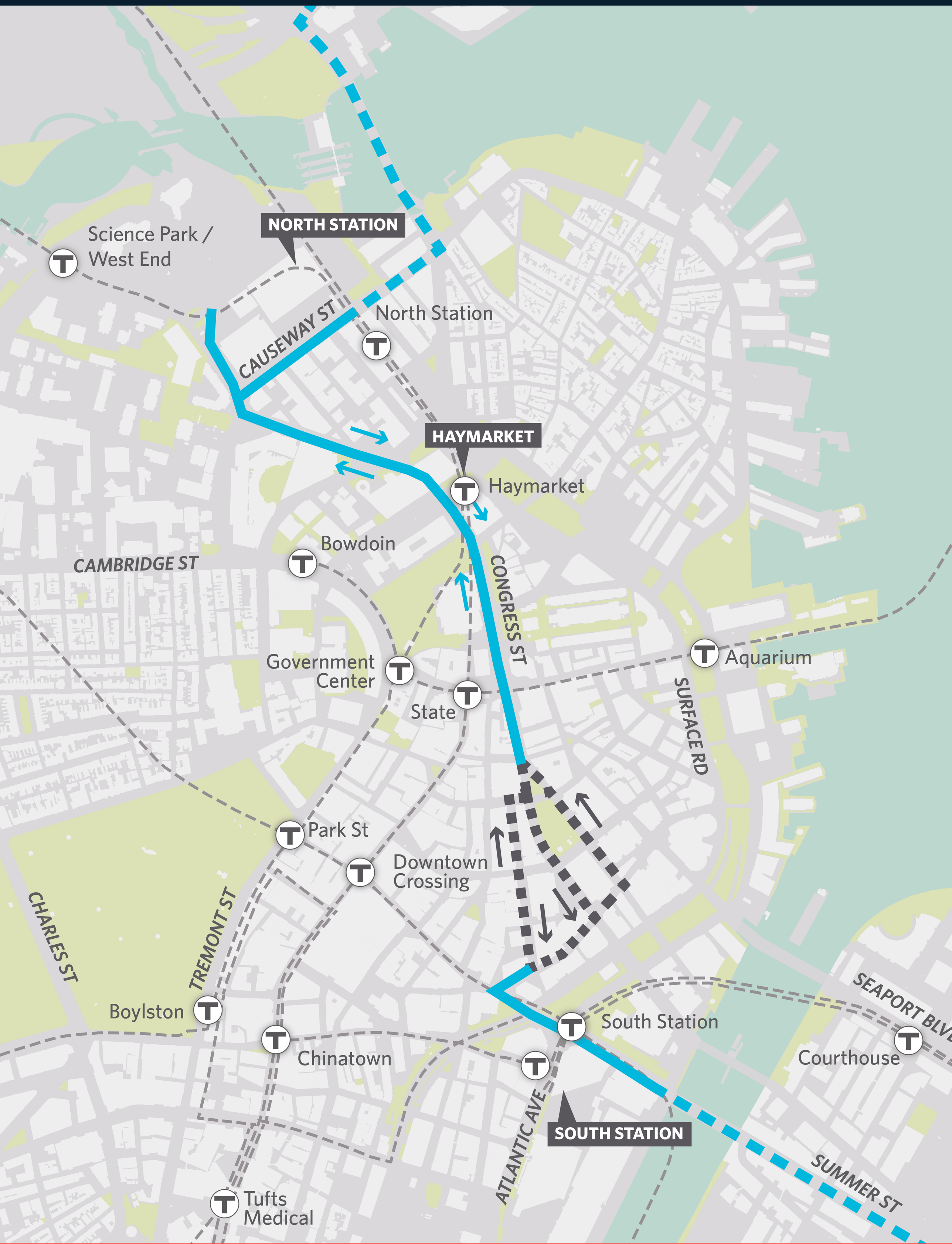
Current Downtown transit services are frequently delayed due to heavy traffic, blocked bus stops, and high ridership.

ADA Accessibility

Downtown transit stops are frequently blocked by double parked cars and lack other accessibility features.

Proposed Corridor

North Station to Seaport Multimodal Corridor



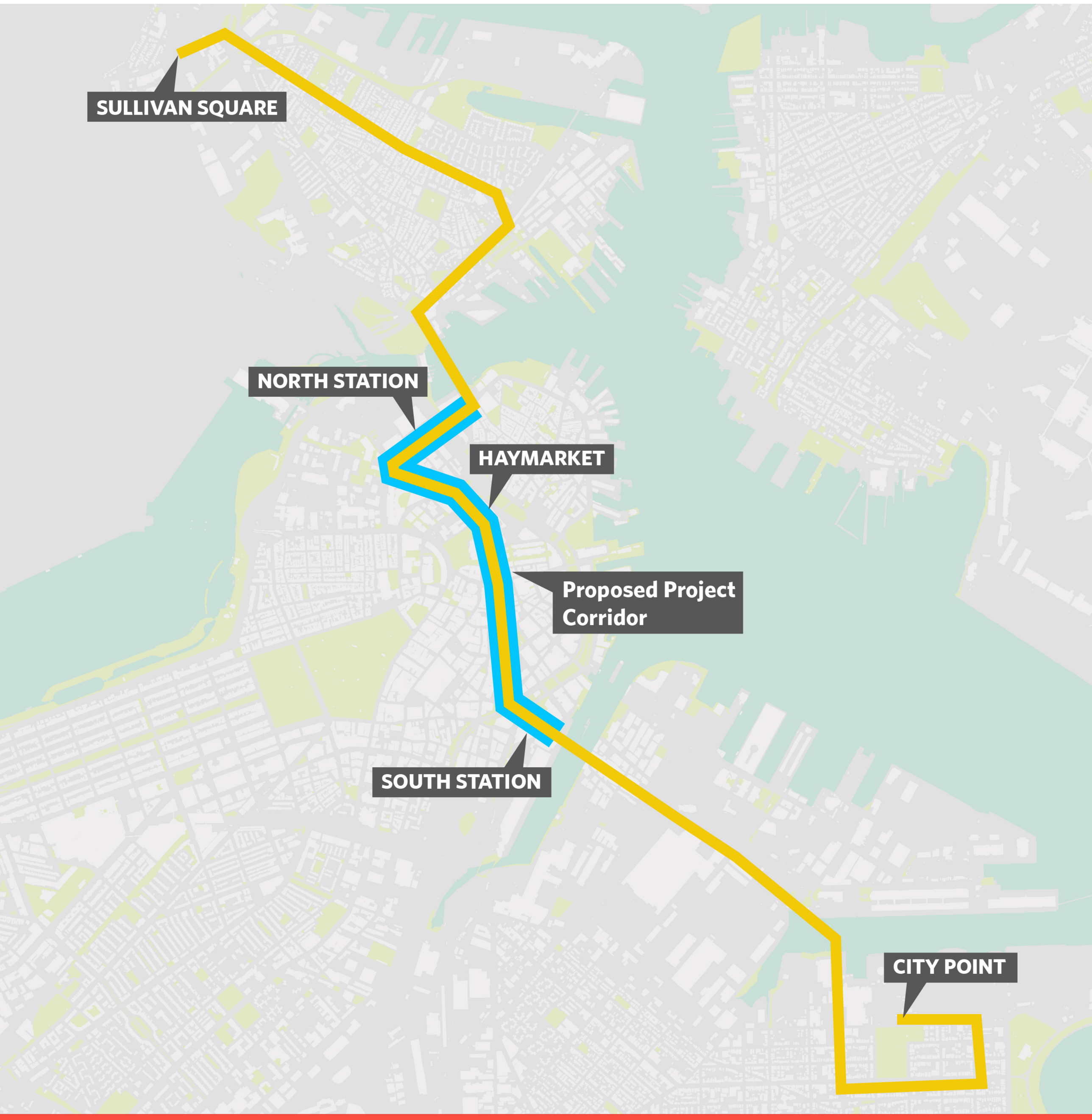
Transportation

MBTA Bus Network Redesign

North Station to Seaport Multimodal Corridor

The City of Boston is working in close coordination with the MBTA's Bus Network Redesign project.

By 2023, the MBTA is proposing to operate a new **High Frequency Bus Route** that will connect Sullivan Square in Charlestown to City Point in South Boston through Downtown and the Seaport.



Transportation

How Do We Get Here?

North Station to Seaport Multimodal Corridor

Adaptive Signals

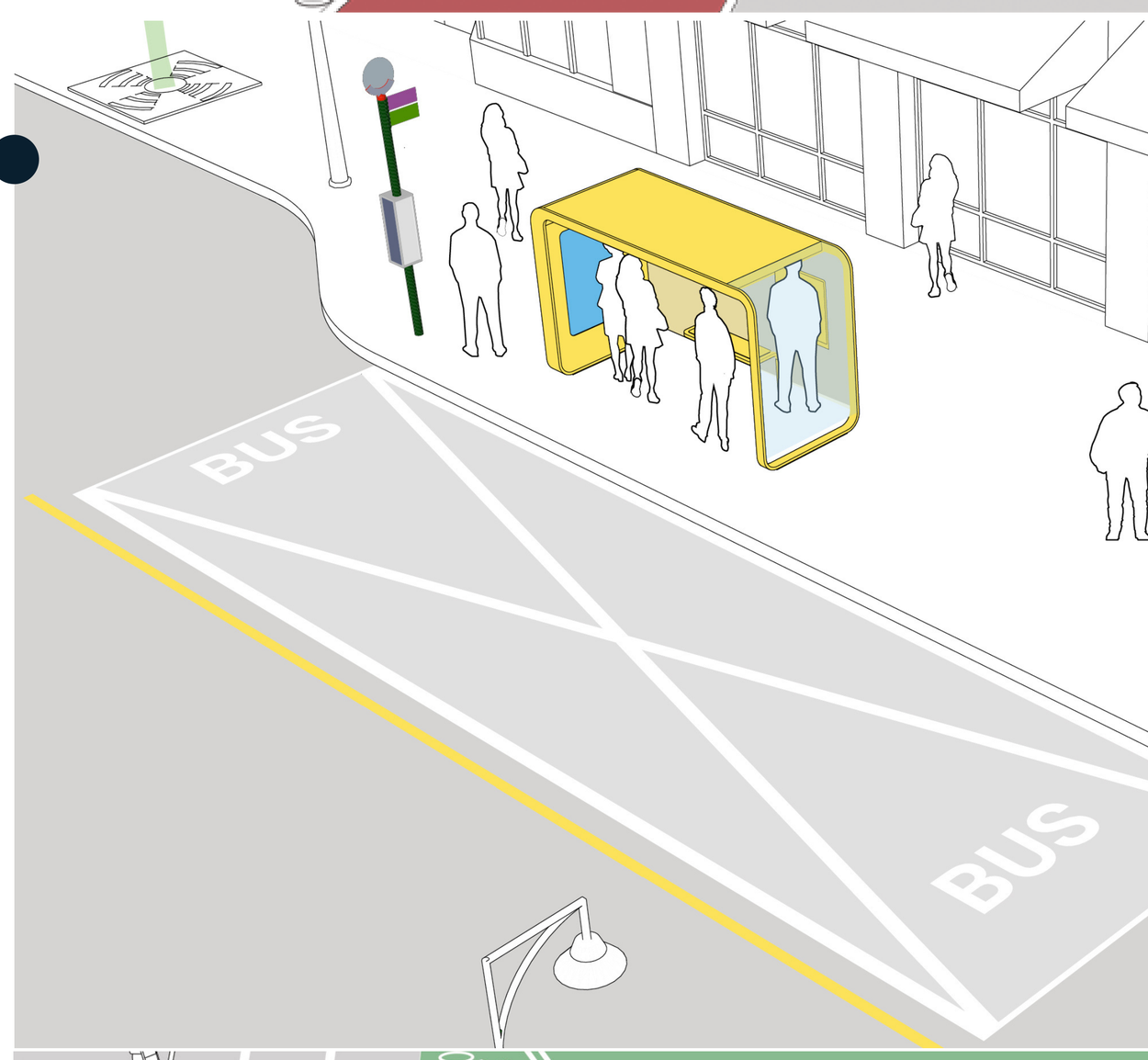
Adaptive Signals change traffic signal cycles depending on congestion throughout the day. These signals can also give buses **Transit Priority**.

Bus Lanes

Dedicated Bus Lanes can increase transit speeds and ultimately improve reliability.

Bus Stations

Enhanced amenities, including countdown timers and benches, can improve the user experience. Platforms that provide buses with space along curbs can also minimize disruptions to surroundings.

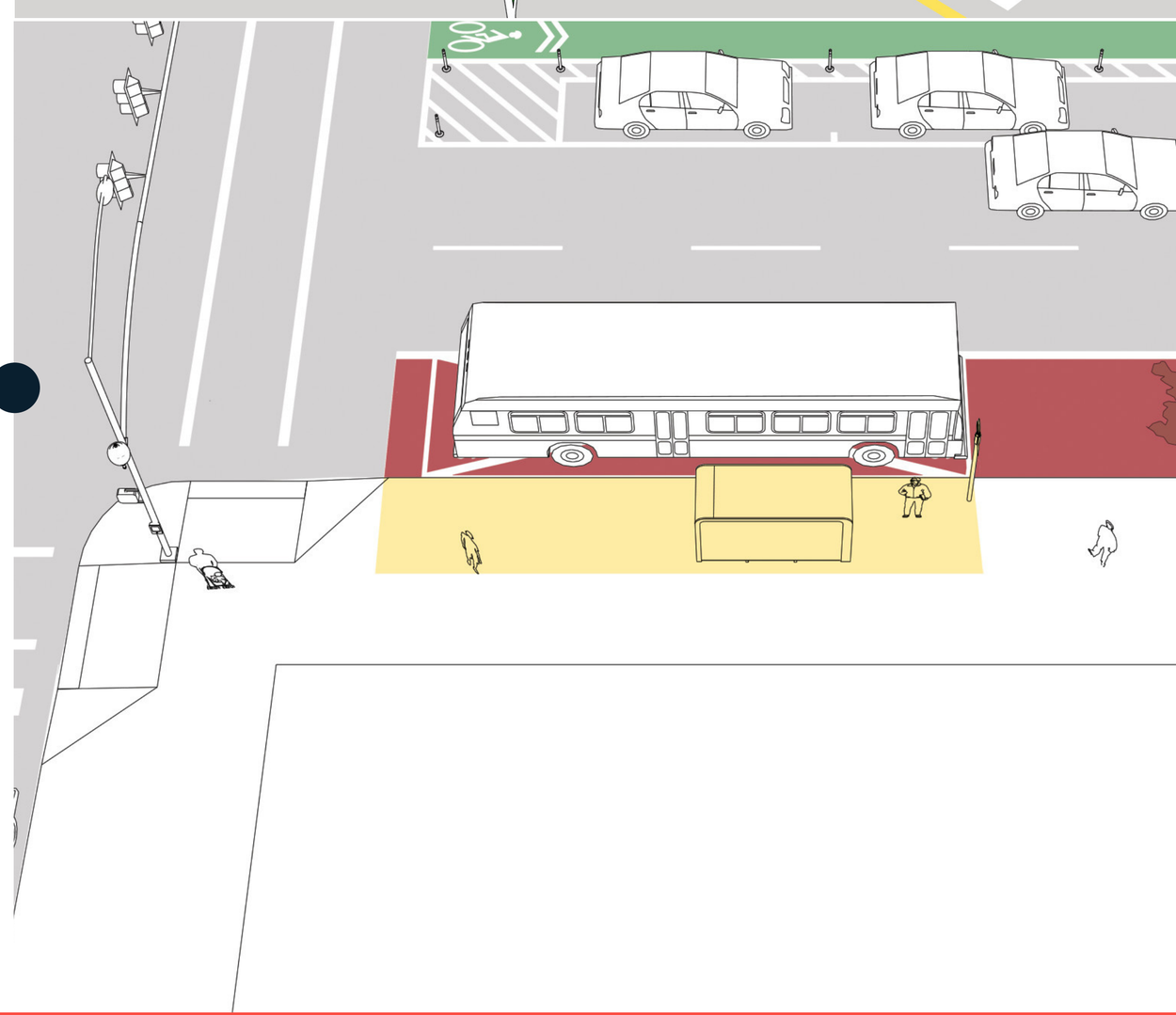


Signage

Wayfinding, including signage and mobile apps, can improve user experience by informing users about their transit options.

Station Access

The quality of streets around transit stations can be enhanced to provide comfortable and convenient access for various transportation modes.



Bike Lanes

Bike Lanes enable cyclists to travel without interference from prevailing conditions on the street. These lanes also facilitate more predictable behaviors between cyclists and motorists.

Curb Extensions

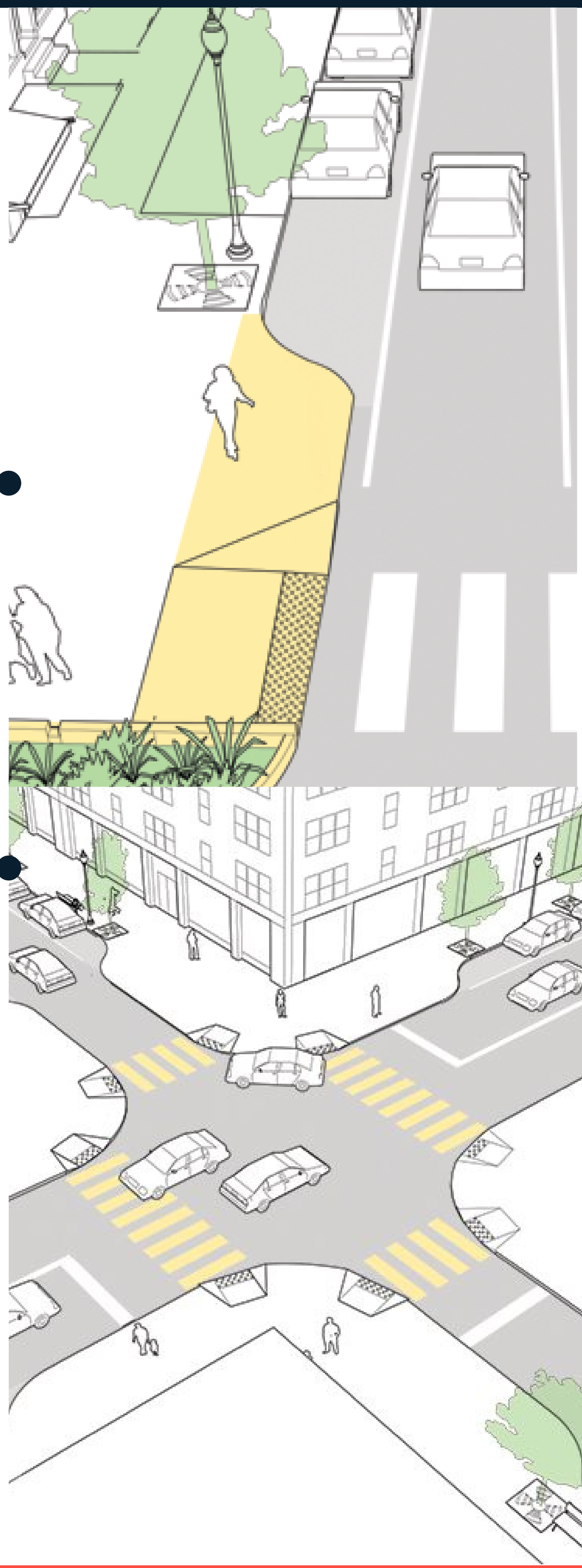
Curb Extensions can visually and physically narrow the street, creating safer and shorter crossings for pedestrians, while increasing space for other elements, such as signage and planting.

Improved Crosswalks

Crosswalks, with appropriate safety measures, can lead to fewer dangerous pedestrian crossings.

Pedestrian Signal Improvements

Improvements to pedestrian crossings include better traffic signals designed to prioritize pedestrians.



Next Steps

North Station to Seaport Multimodal Corridor

Engagement

- Virtual meeting on Zoom on May 3rd at 6:30 PM
- Pop-up events
- Civic association meetings
- Fall 2022 - discussion of Concept Plan

Design

- Confirm corridor through public & stakeholder discussions
- Spring/Summer 2022 - begin Concept Design
- Fall 2022 / Early 2023 - advance design into 25% and later stages

New Service

- Coordinate with MBTA on Bus Network Redesign
- MBTA potentially launches service in early 2023

Feedback Board

North Station to Seaport Multimodal Corridor

We want to hear from you!

Share your ideas on this Board.