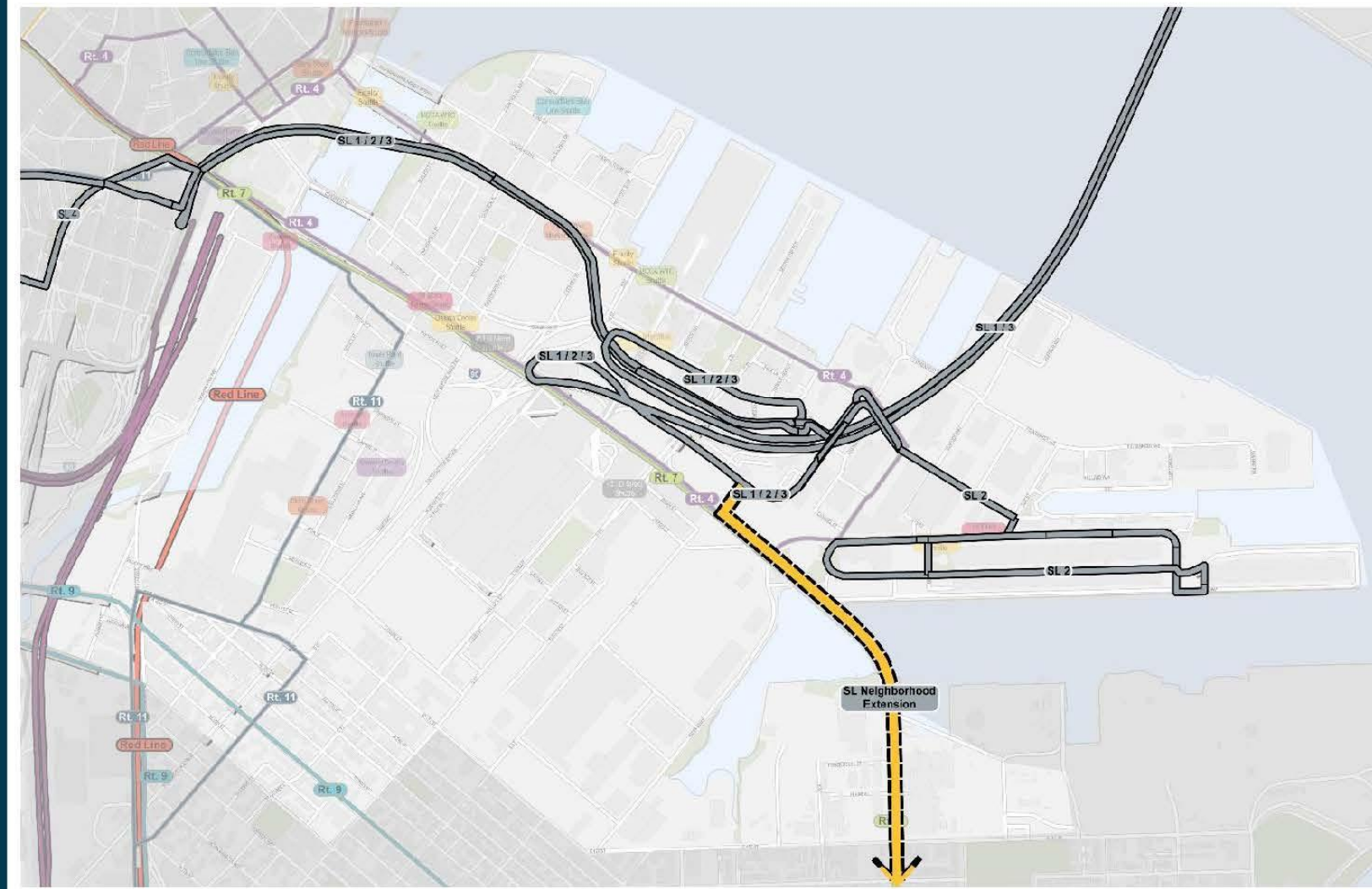


Strategies for New Connections

Strategy: Extension of Silver Line to South Boston Neighborhood

Strategy ID: NC-01



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

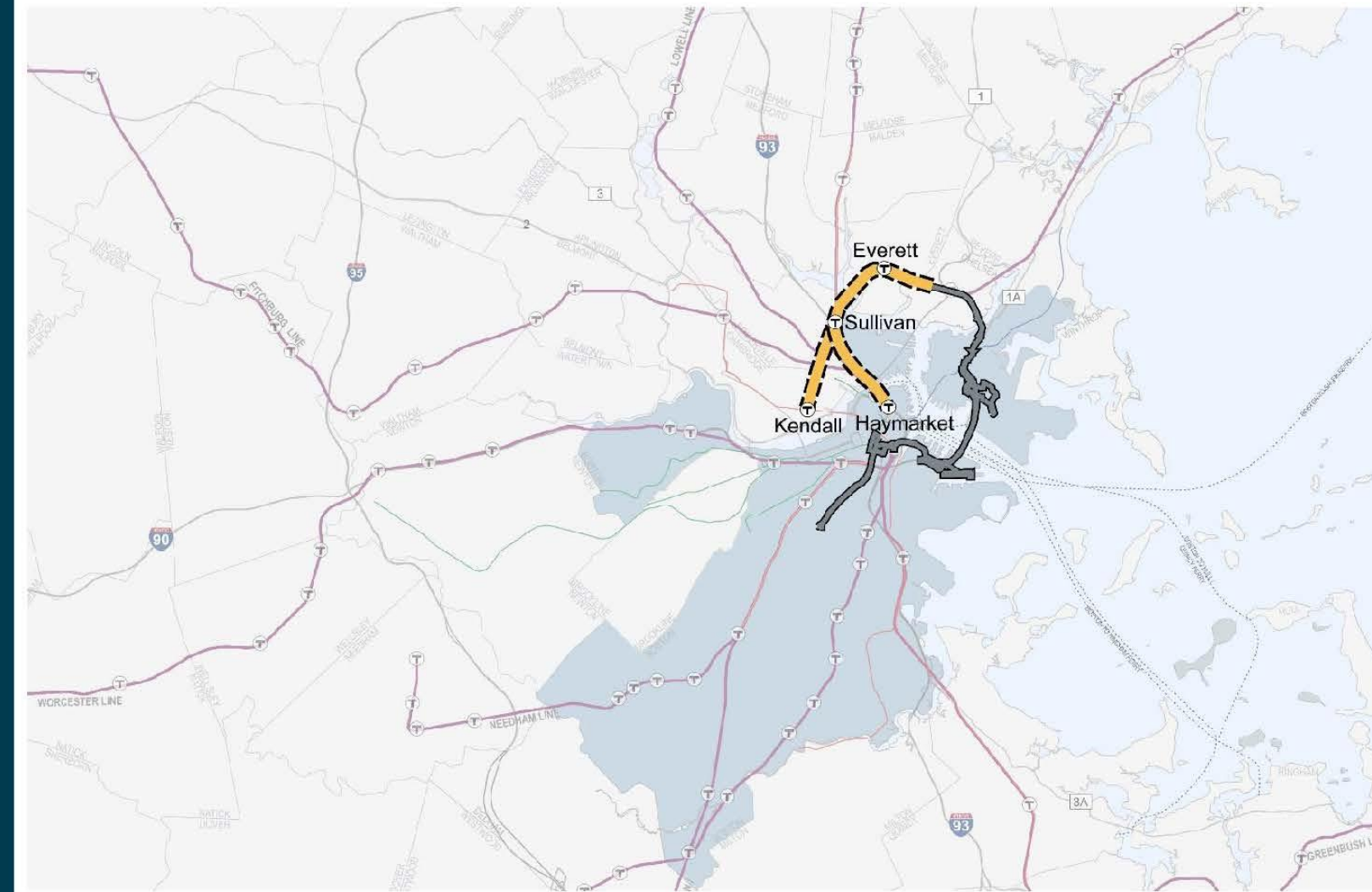
What It Is:

- 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

Strategy ID: NC-02



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

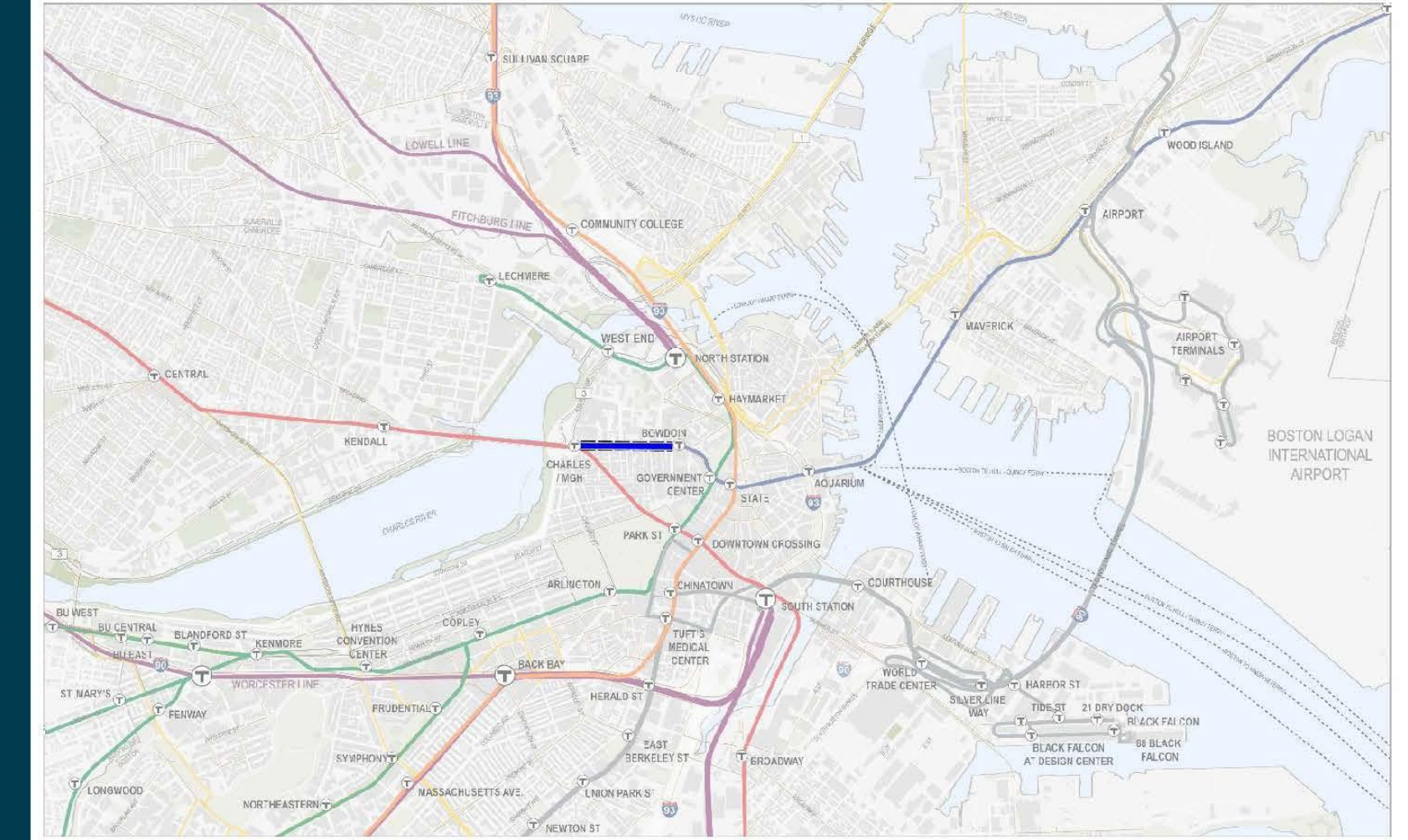
What It Is:

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

DRAFT - CONCEPT ONLY

Strategy: Red / Blue Line Connector

Strategy ID: NC-03



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

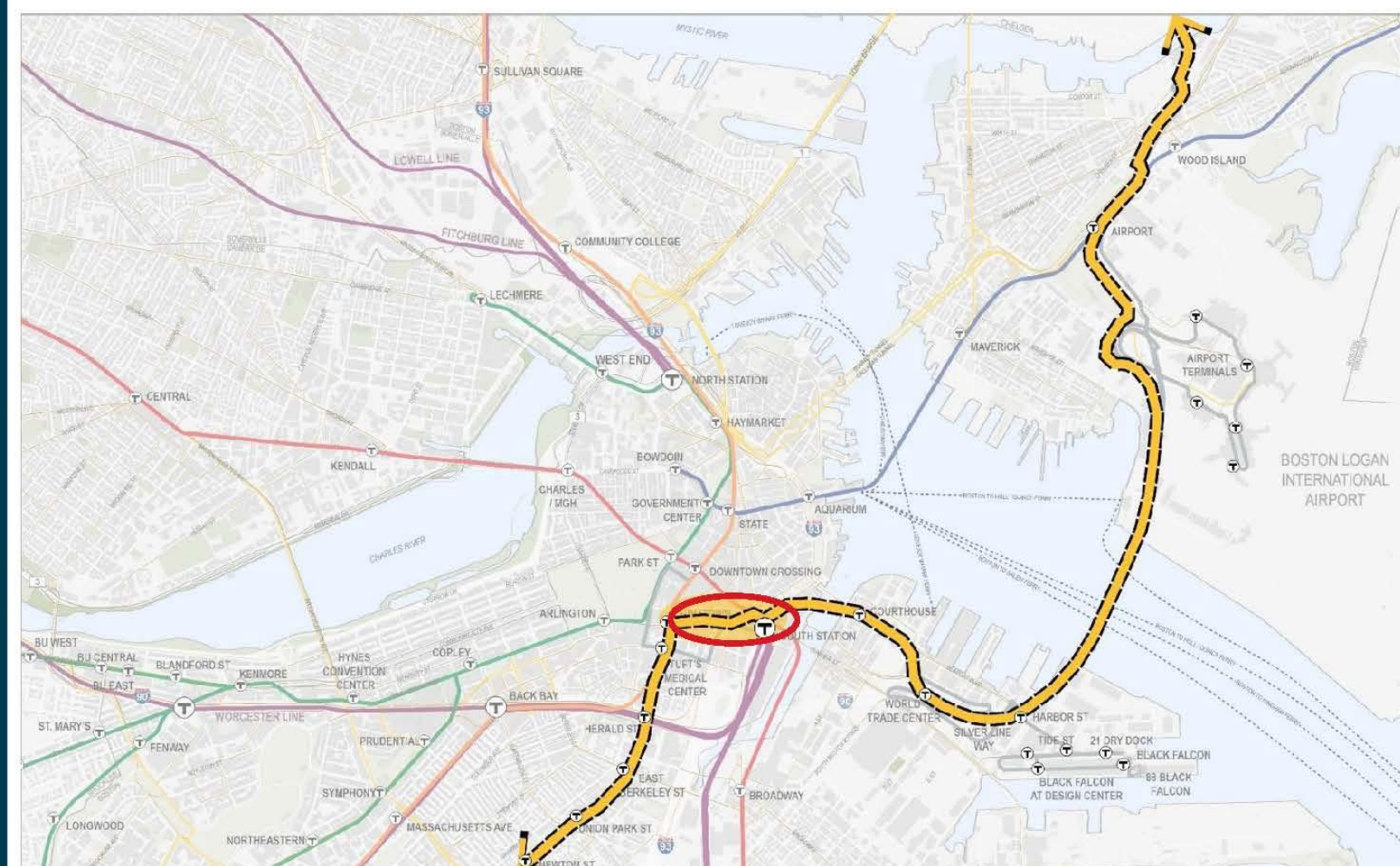
What It Is:

- 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 ID: NC-04



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

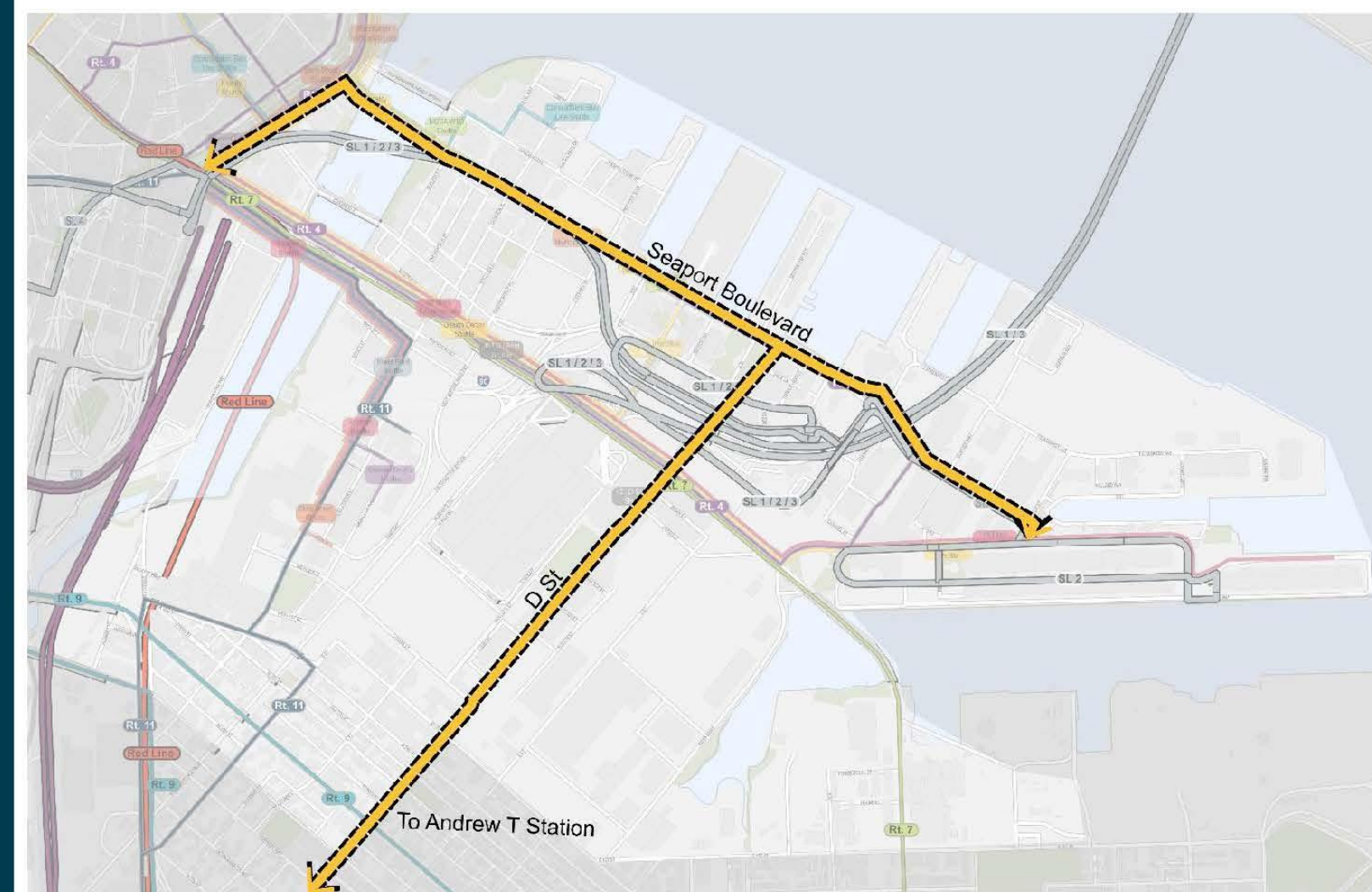
What It Is:

- Implementation 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 ID: NC-05



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

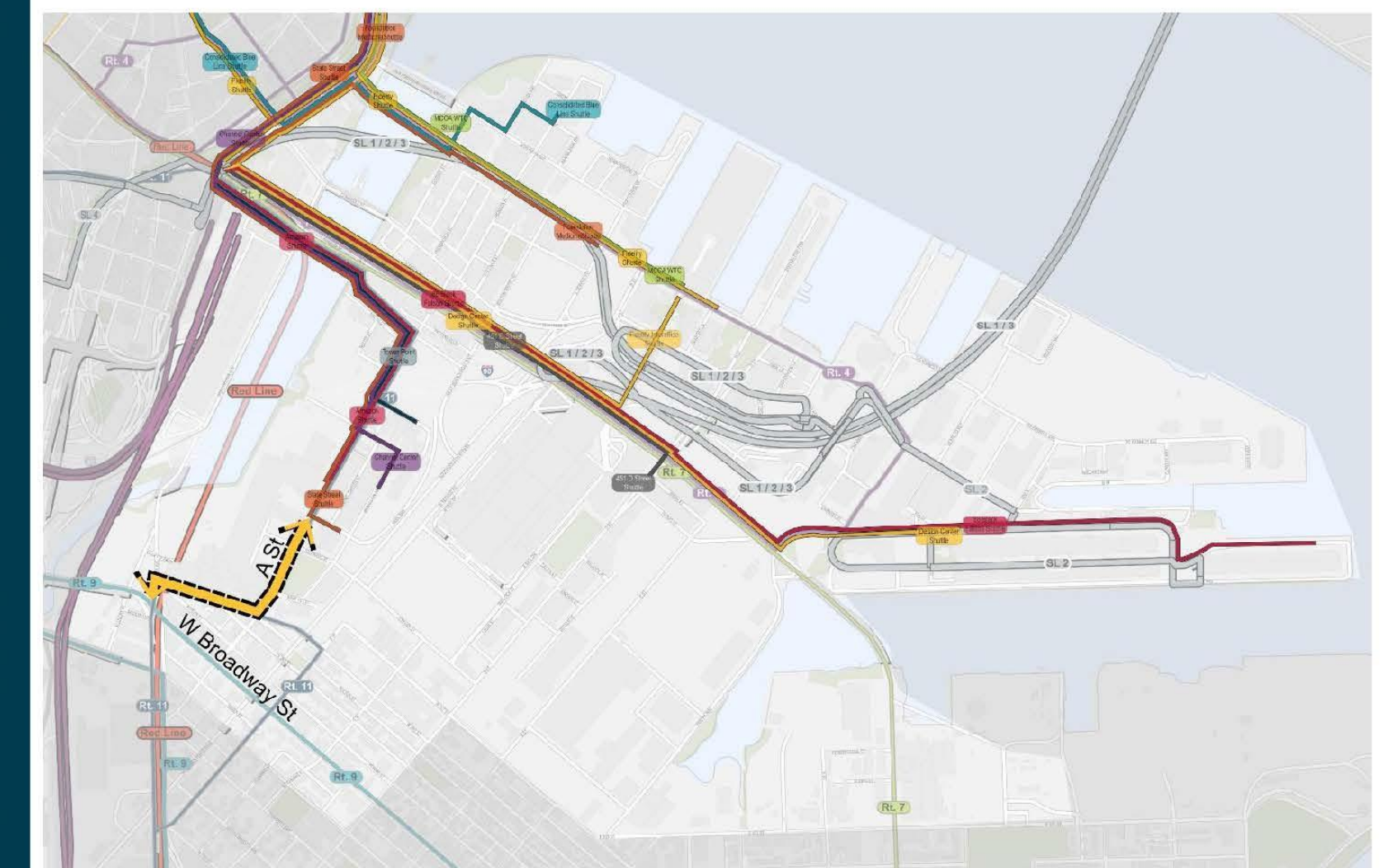
What It Is:

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

DRAFT - CONCEPT ONLY

Strategy: Extend Private Shuttles on A St. to Broadway

Strategy ID: NC-06



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:

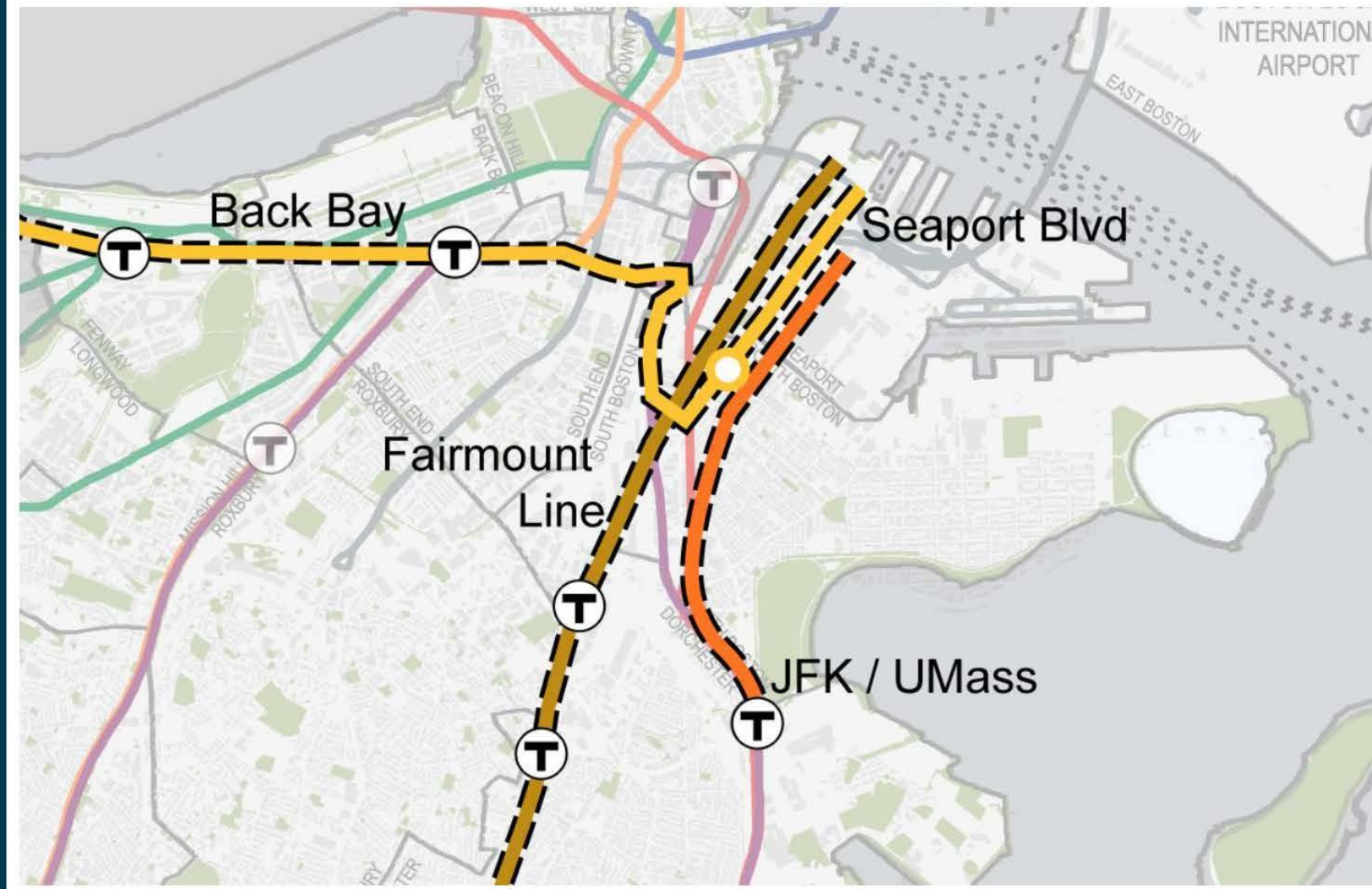
- Extension of private shuttle service along A Street to Broadway Station

DRAFT - CONCEPT ONLY

Strategies for New Connections

Strategy: Urban Rail Connections

Strategy ID: NC-07



What It Does:

- EXPAND
- RELY
- RESPECT
- EQUALIZE

What It Takes:

- To be completed during evaluation process
- \$ \$ \$ \$ \$
- Low Medium High
- Short Mid- 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 ID: NC-08



What It Does:

- EXPAND
- RELY
- RESPECT
- EQUALIZE

What It Takes:

- To be completed during evaluation process
- \$ \$ \$ \$ \$
- Low Medium High
- Short Mid- Long Term

What It Is:

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

**DRAFT -
CONCEPT
ONLY**

Strategy: Gondola – South Station to South Boston Seaport

Strategy ID: NC-09



What It Does:

- EXPAND
- RELY
- RESPECT
- EQUALIZE

What It Takes:

- To be completed during evaluation process
- \$ \$ \$ \$ \$
- Low Medium High
- Short Mid- Long Term

What It Is:

- Air gondola from South Station to South Boston Seaport

**DRAFT -
CONCEPT
ONLY**

Strategy: Monorail – South Boston Seaport

Strategy ID: NC-10



What It Does:

- EXPAND
- RELY
- RESPECT
- EQUALIZE

What It Takes:

- To be completed during evaluation process
- \$ \$ \$ \$ \$
- Low Medium High
- Short Mid- Long Term

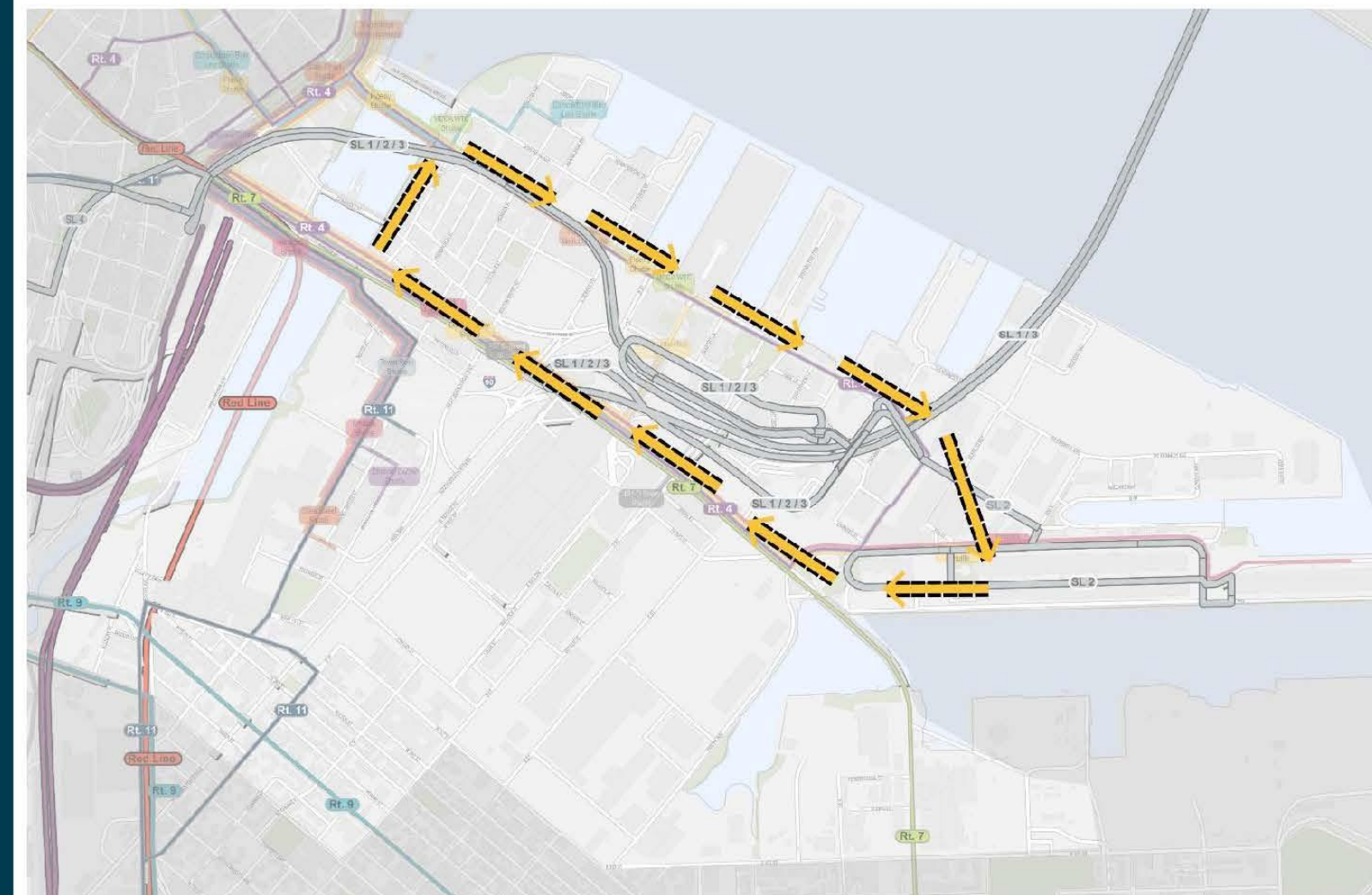
What It Is:

- Monorail through South Boston Seaport

**DRAFT -
CONCEPT
ONLY**

Strategy: South Boston Seaport Circulator

Strategy ID: NC-11



What It Does:

- EXPAND
- RELY
- RESPECT
- EQUALIZE

What It Takes:

- To be completed during evaluation process
- \$ \$ \$ \$ \$
- Low Medium High
- Short Mid- Long Term

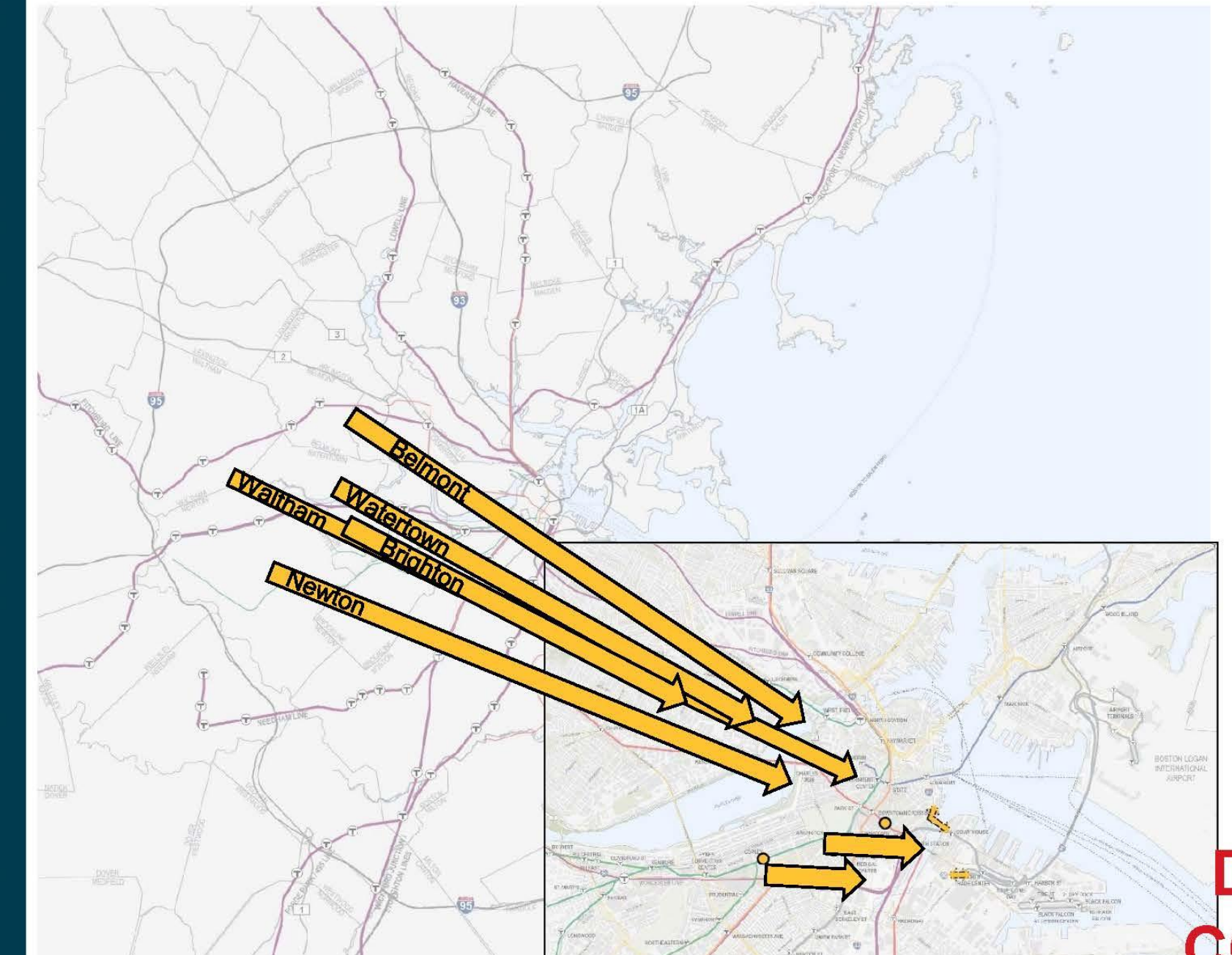
What It Is:

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

**DRAFT -
CONCEPT
ONLY**

Strategy: Extend MBTA Express Services

Strategy ID: NC-12



What It Does:

- EXPAND
- RELY
- RESPECT
- EQUALIZE

What It Takes:

- To be completed during evaluation process
- \$ \$ \$ \$ \$
- Low Medium High
- Short Mid- Long Term

What It Is:

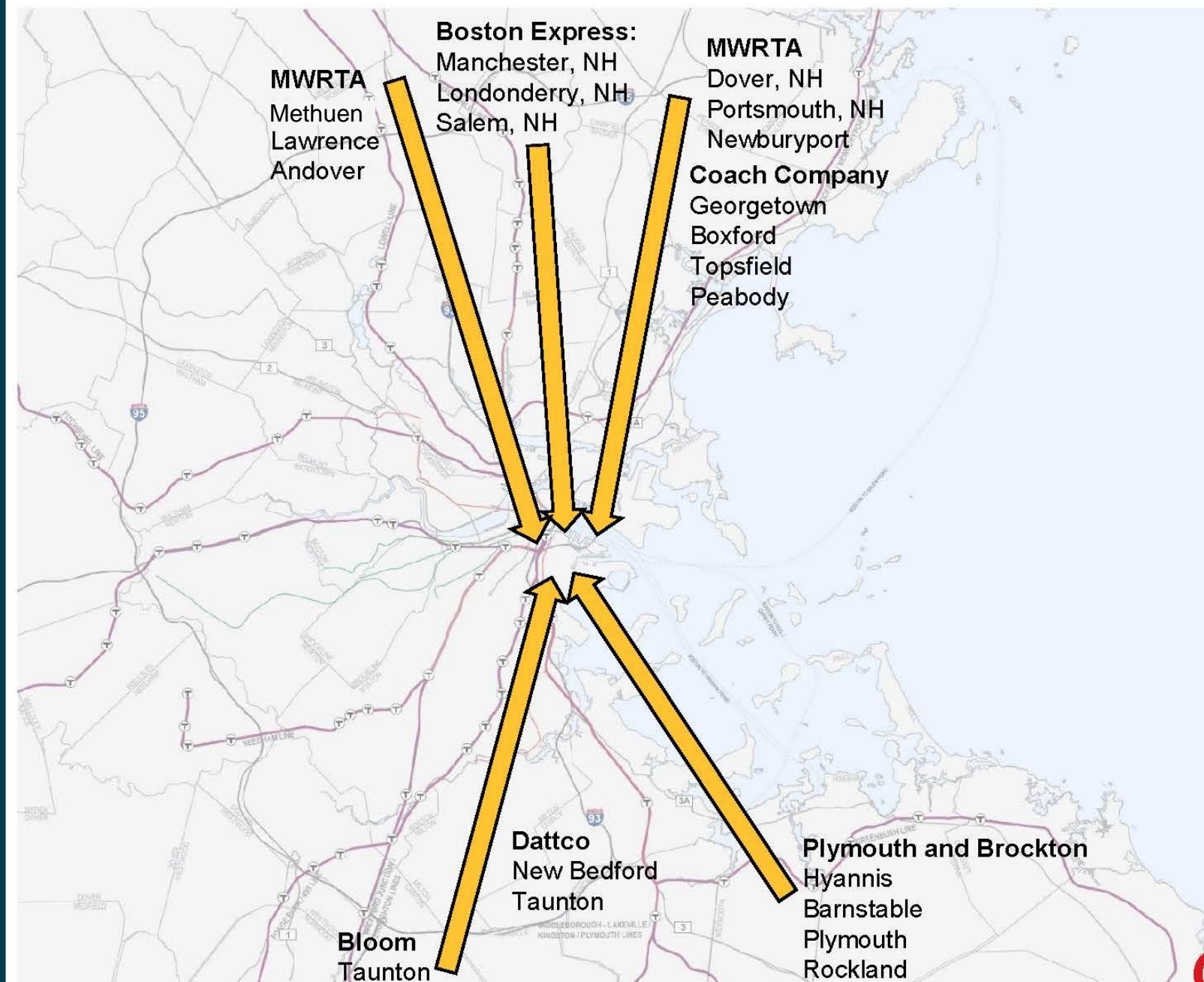
- Extension of MBTA express bus routes to South Boston Seaport

**DRAFT -
CONCEPT
ONLY**

Strategies for New Connections

Strategy: Extend Regional Transit Express Services

Strategy ID: NC-13



What It Does:

EXPAND
RELY
RESPECT
EQUALIZE

What It Takes:

To be completed during evaluation process
\$ \$ \$ \$ \$
Low Medium High
Short Mid- Long
Term term Term

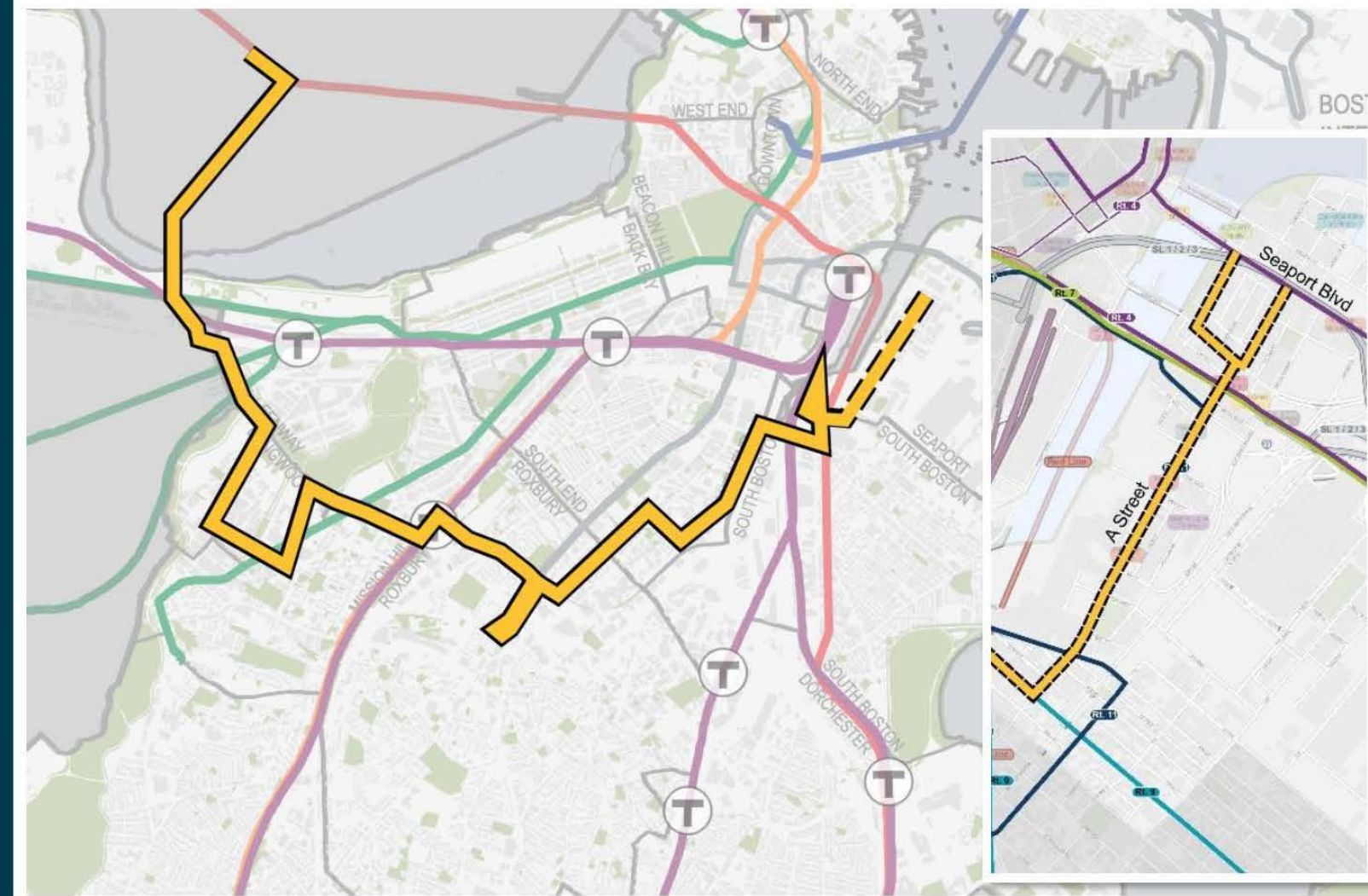
What It Is:

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

**DRAFT -
CONCEPT
ONLY**

Strategy: Extend Rt. 47 via A St.

Strategy ID: NC-14



What It Does:

EXPAND
RELY
RESPECT
EQUALIZE

What It Takes:

To be completed during evaluation process
\$ \$ \$ \$ \$
Low Medium High
Short Mid- Long
Term term 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 ID: NC-15



What It Does:

EXPAND
RELY
RESPECT
EQUALIZE

What It Takes:

To be completed during evaluation process
\$ \$ \$ \$ \$
Low Medium High
Short Mid- Long
Term term Term

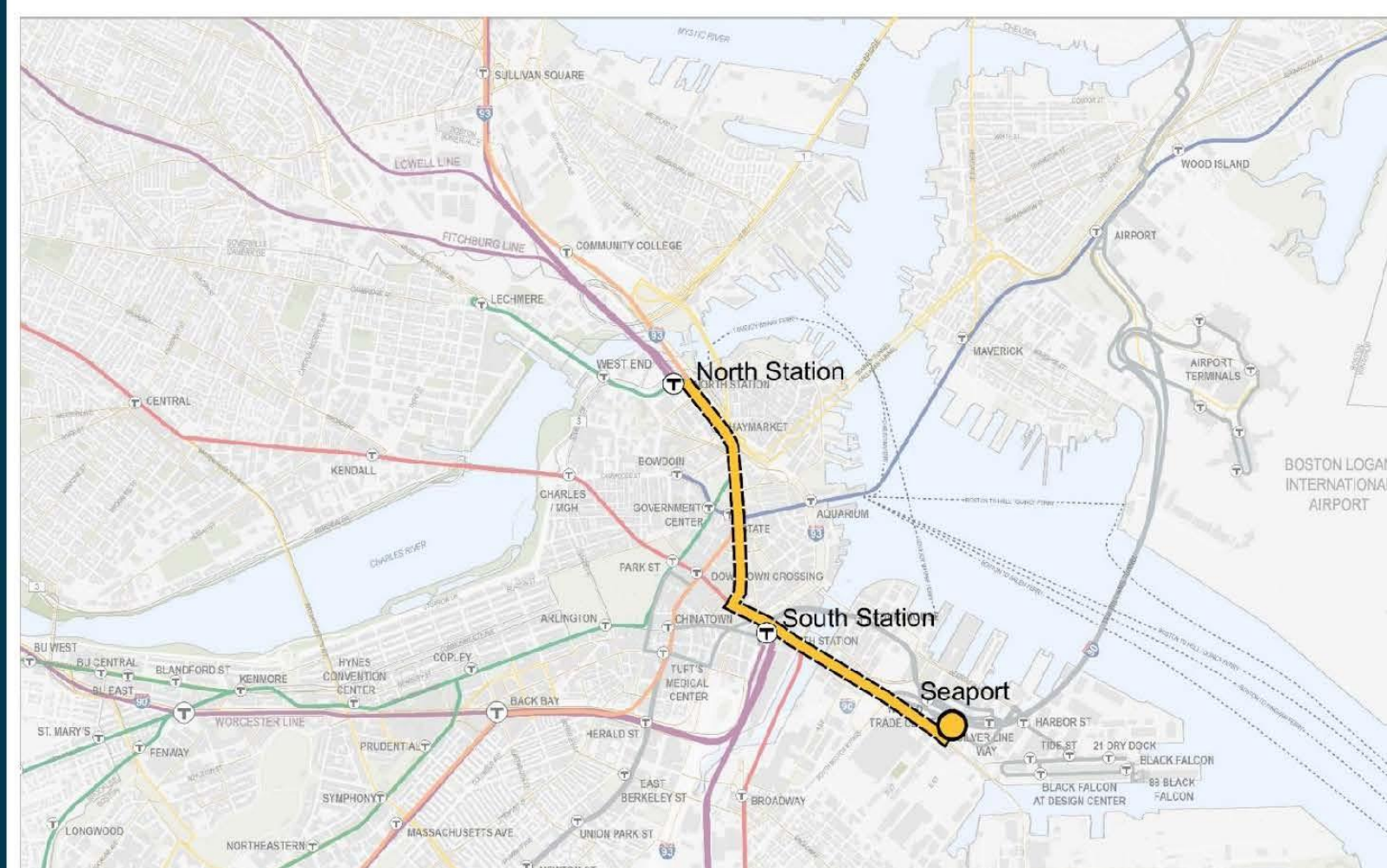
What It Is:

- 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 ID: NC-16



What It Does:

EXPAND
RELY
RESPECT
EQUALIZE

What It Takes:

To be completed during evaluation process
\$ \$ \$ \$ \$
Low Medium High
Short Mid- Long
Term term Term

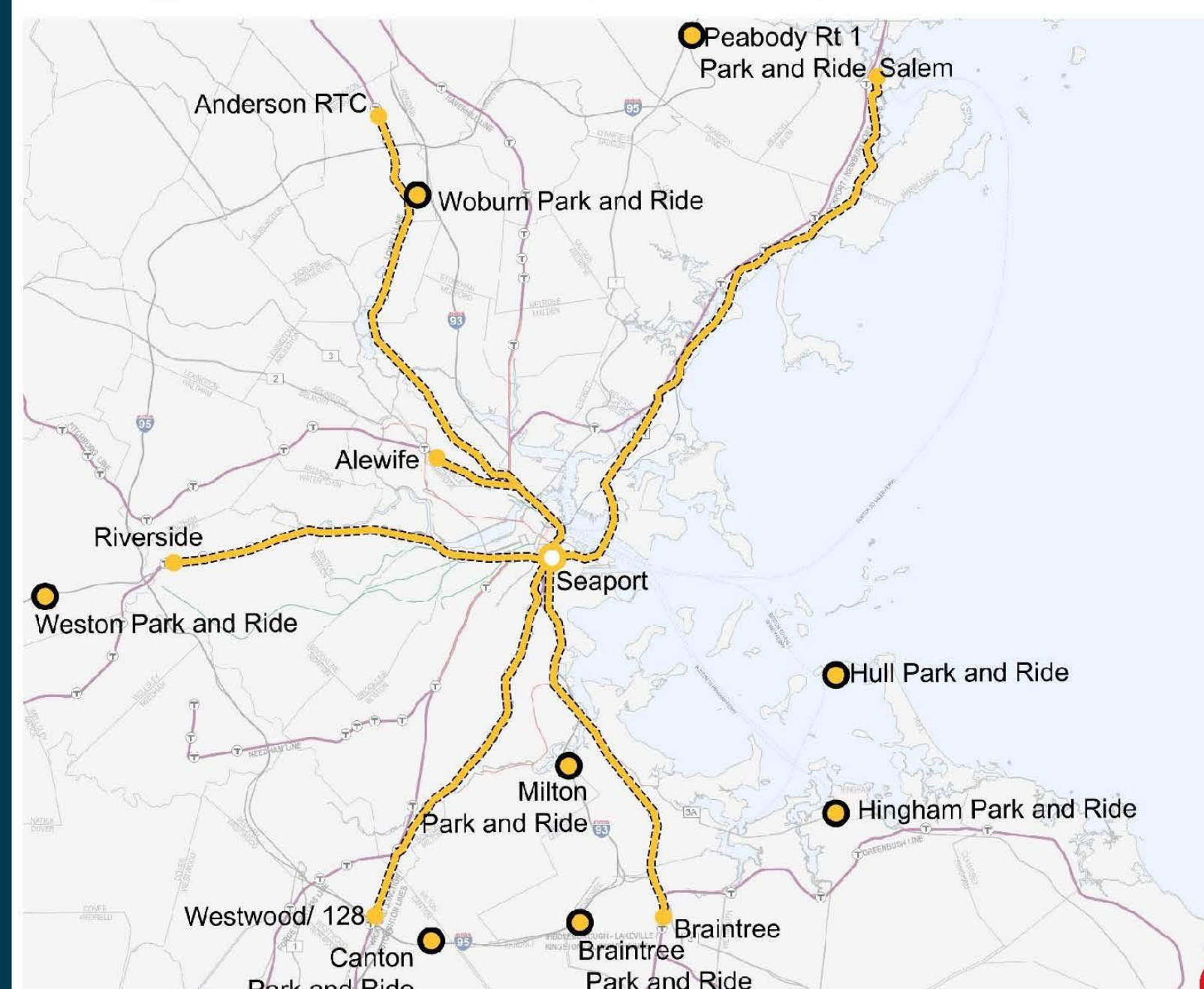
What It Is:

- 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 ID: NC-17



What It Does:

EXPAND
RELY
RESPECT
EQUALIZE

What It Takes:

To be completed during evaluation process
\$ \$ \$ \$ \$
Low Medium High
Short Mid- Long
Term term Term

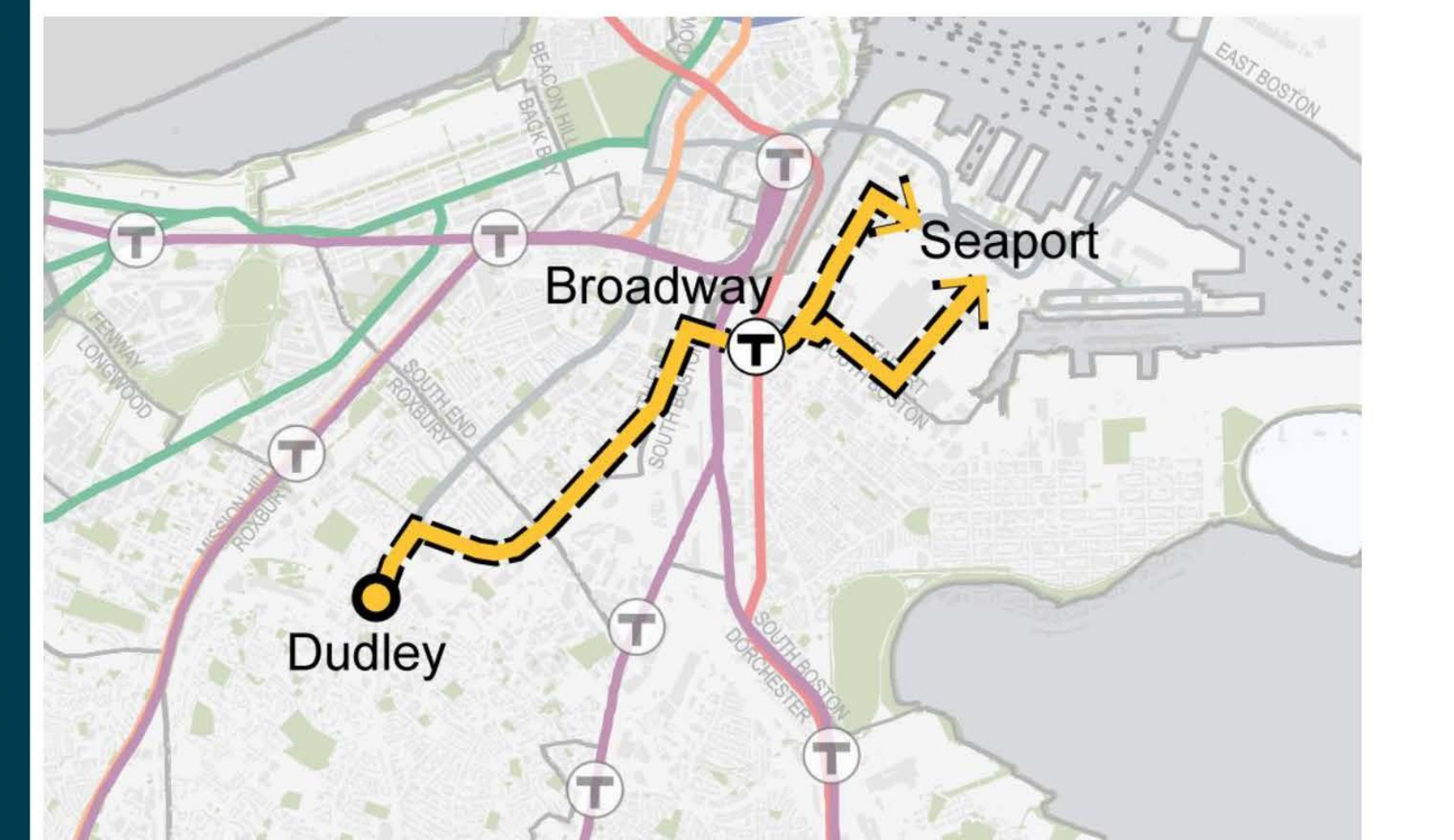
What It Is:

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

**DRAFT -
CONCEPT
ONLY**

Strategy: Dudley to South Boston Seaport Link via Broadway

Strategy ID: NC-18



What It Does:

EXPAND
RELY
RESPECT
EQUALIZE

What It Takes:

To be completed during evaluation process
\$ \$ \$ \$ \$
Low Medium High
Short Mid- Long
Term term Term

What It Is:

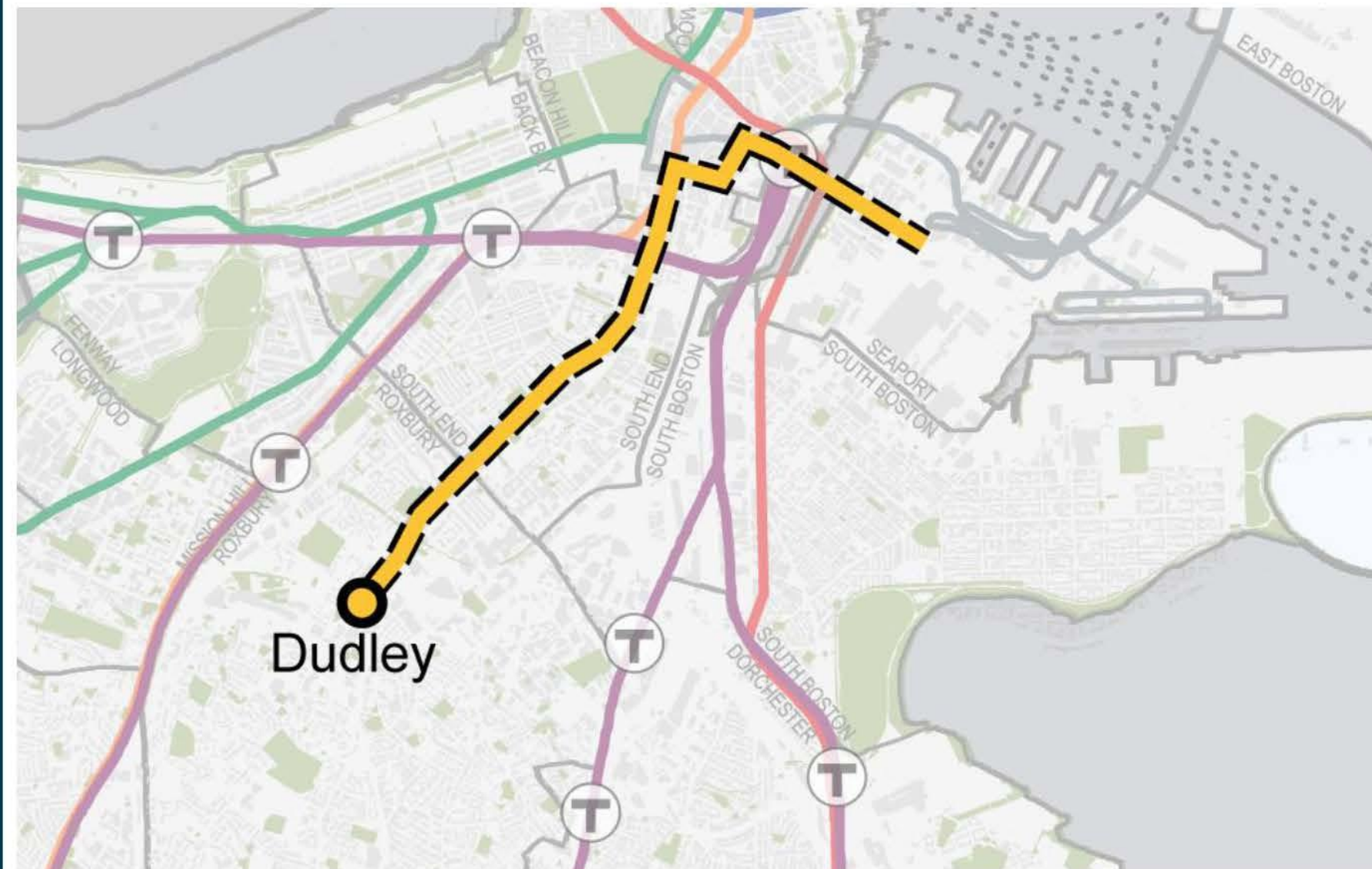
- Direct service from Dudley Square to South Boston Seaport via Broadway Station

**DRAFT -
CONCEPT
ONLY**

Strategies for New Connections

Strategy: Rerouting SL4 to Serve South Boston Seaport

Strategy ID: NC-19



What It Is:

- Connection from Dudley Square to South Boston Seaport

What It Does:

EXPAND

RELY

RESPECT

EQUALIZE

To be completed during evaluation process

What It Takes:

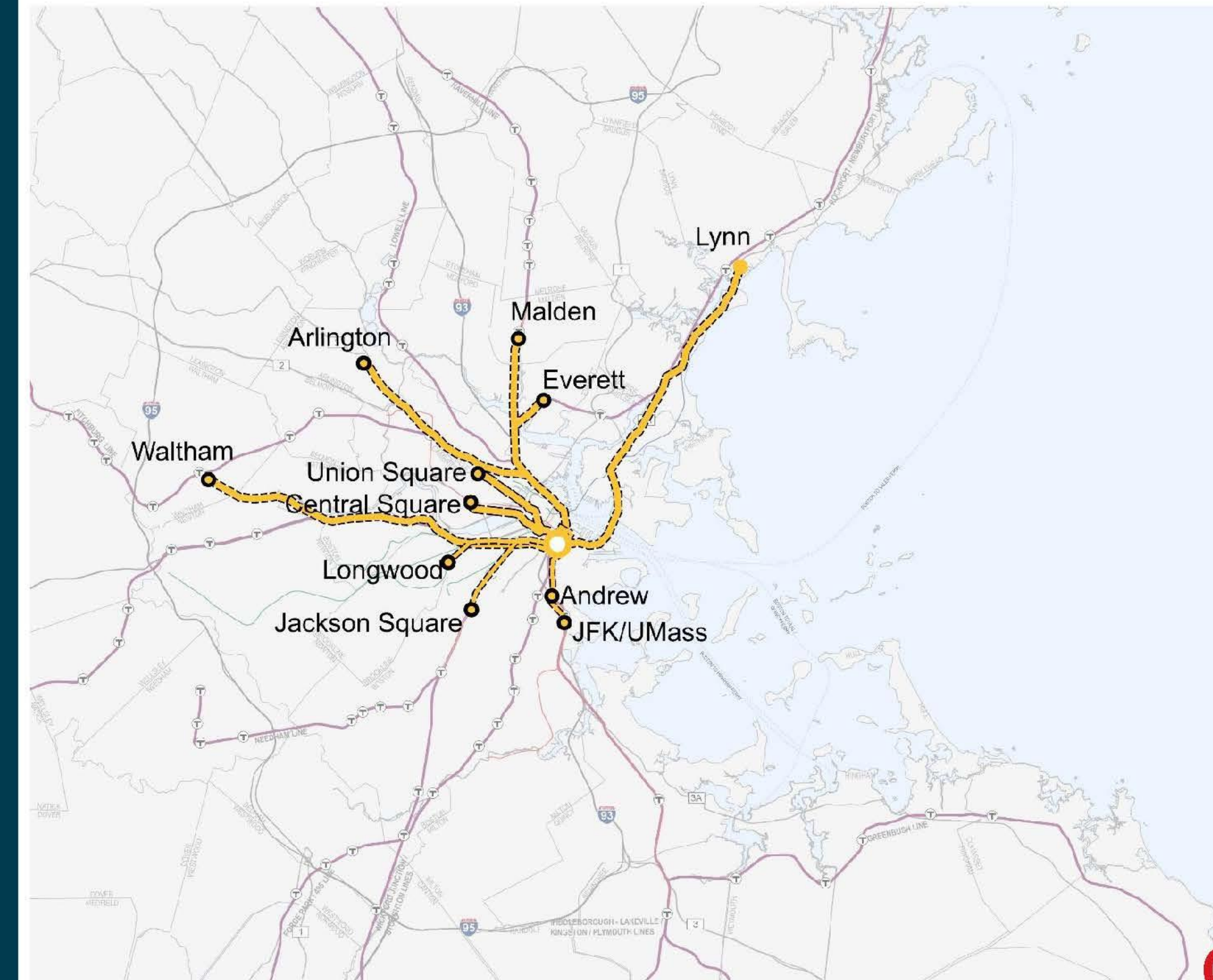
\$ \$ \$ \$ \$
Low Medium High

Short Term Mid-term Long Term

**DRAFT -
CONCEPT
ONLY**

Strategy: Regional Connections

Strategy ID: NC-20



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

What It Does:

EXPAND

RELY

RESPECT

EQUALIZE

To be completed during evaluation process

What It Takes:

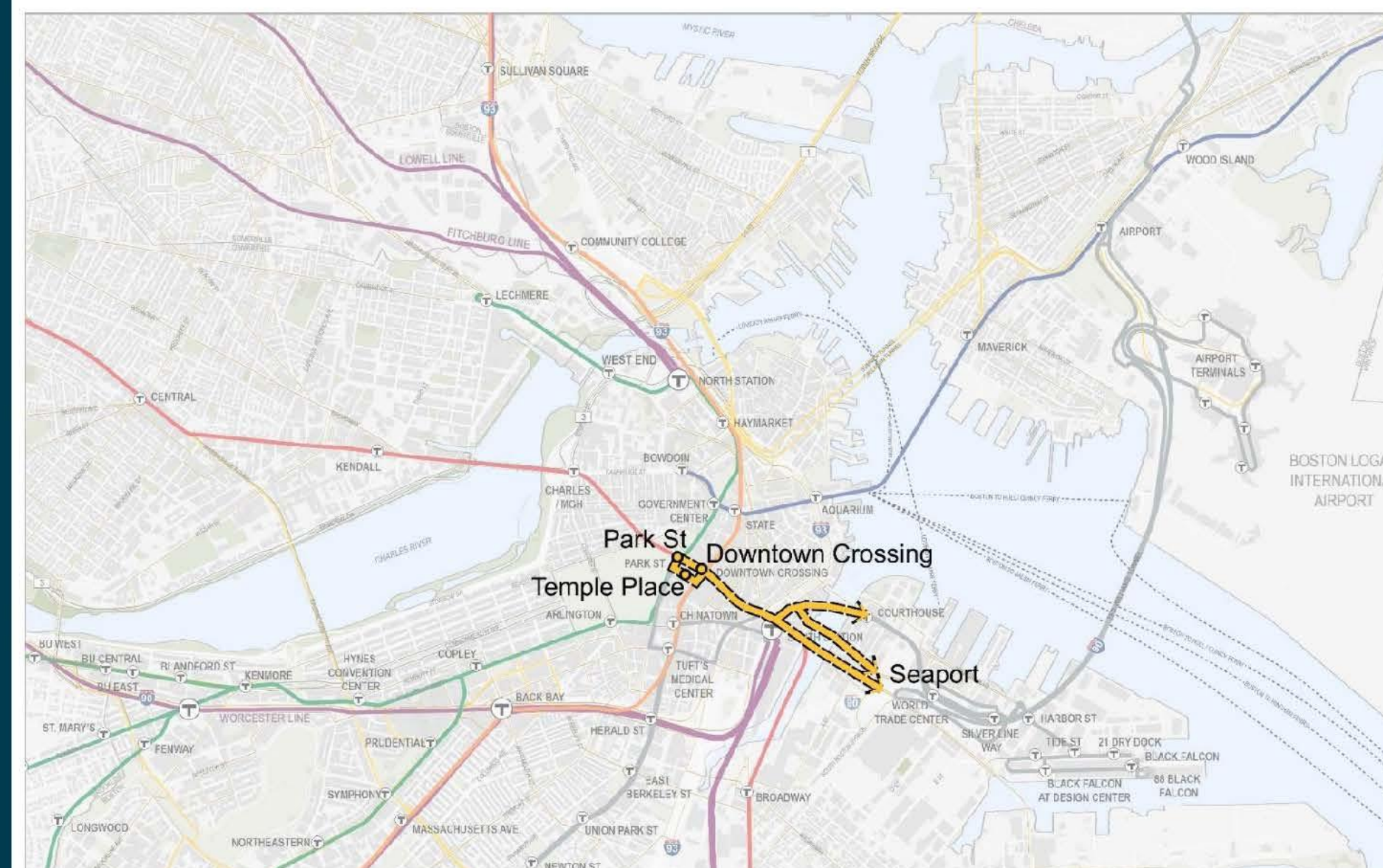
\$ \$ \$ \$ \$
Low Medium High

Short Term Mid-term Long Term

**DRAFT -
CONCEPT
ONLY**

Strategy: Connections to Downtown MBTA Transit

Strategy ID: NC-21



What It Is:

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

What It Does:

EXPAND

RELY

RESPECT

EQUALIZE

To be completed during evaluation process

What It Takes:

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

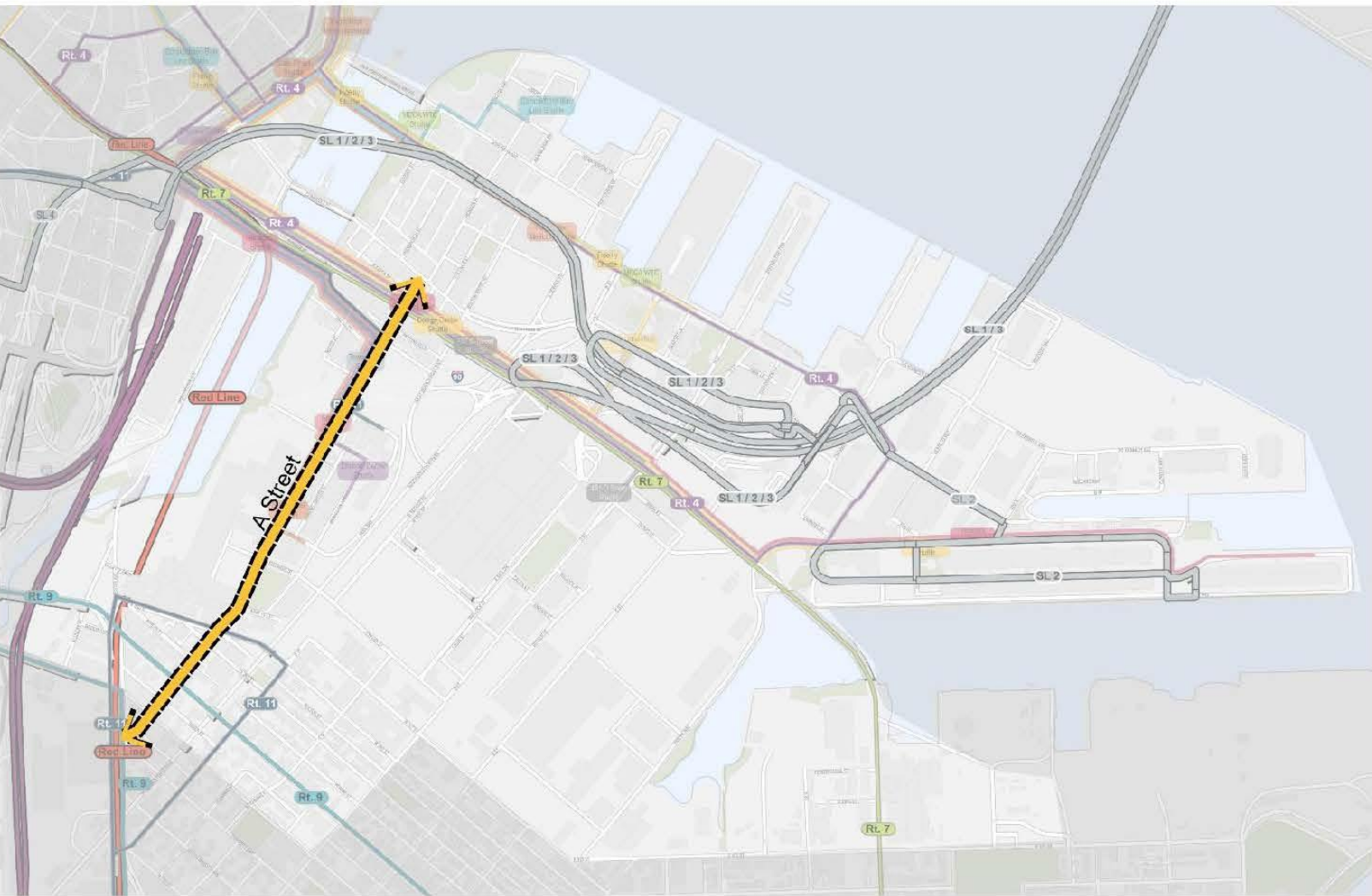
Short Term Mid-term Long Term

**DRAFT -
CONCEPT
ONLY**

Strategies for Improved Transit Service

Strategy ID: IS-01

Strategy: More Service on A Street



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

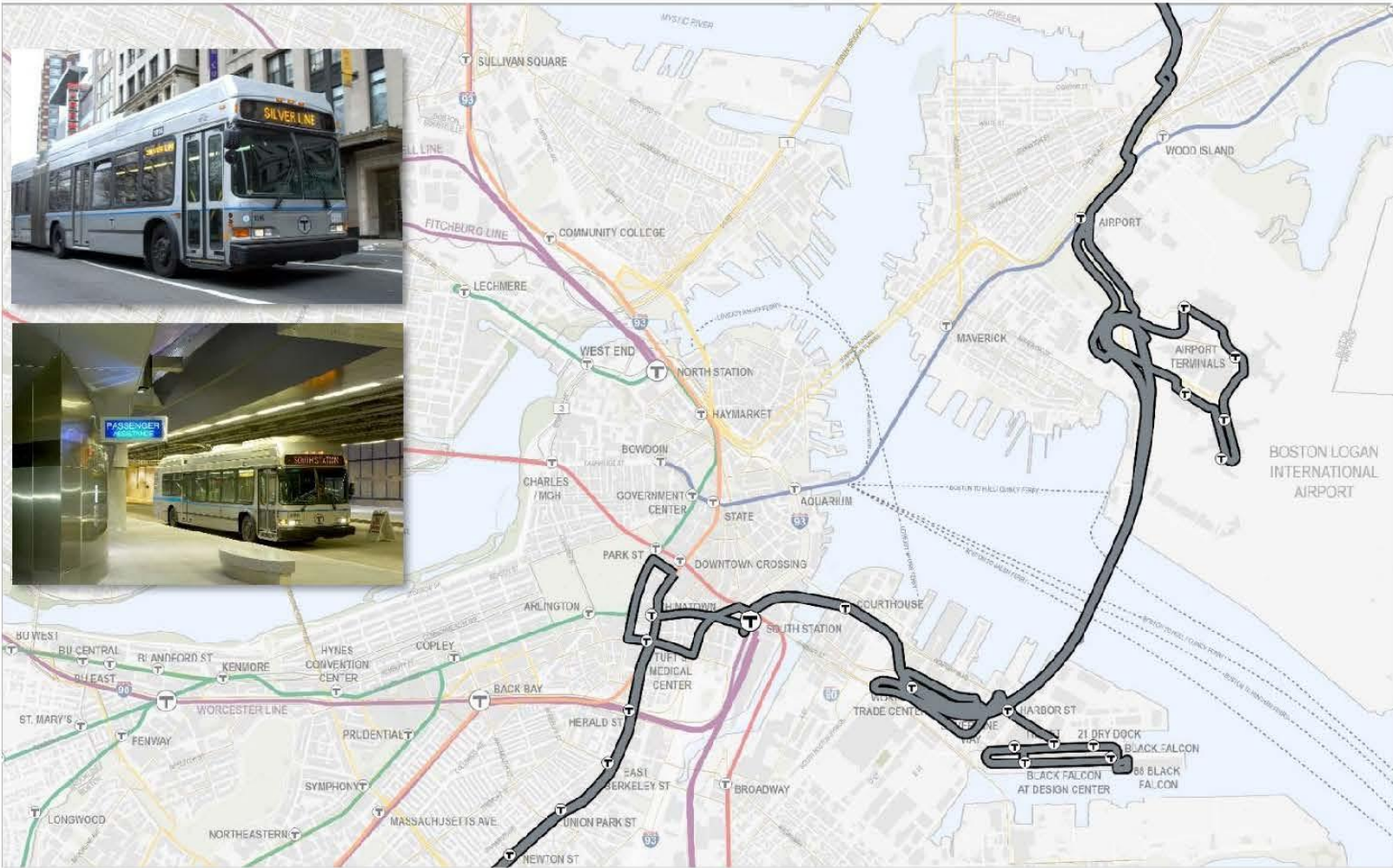
What It Is:

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

DRAFT - CONCEPT ONLY

Strategy ID: IS-02

Strategy: Improve Silver Line Service



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

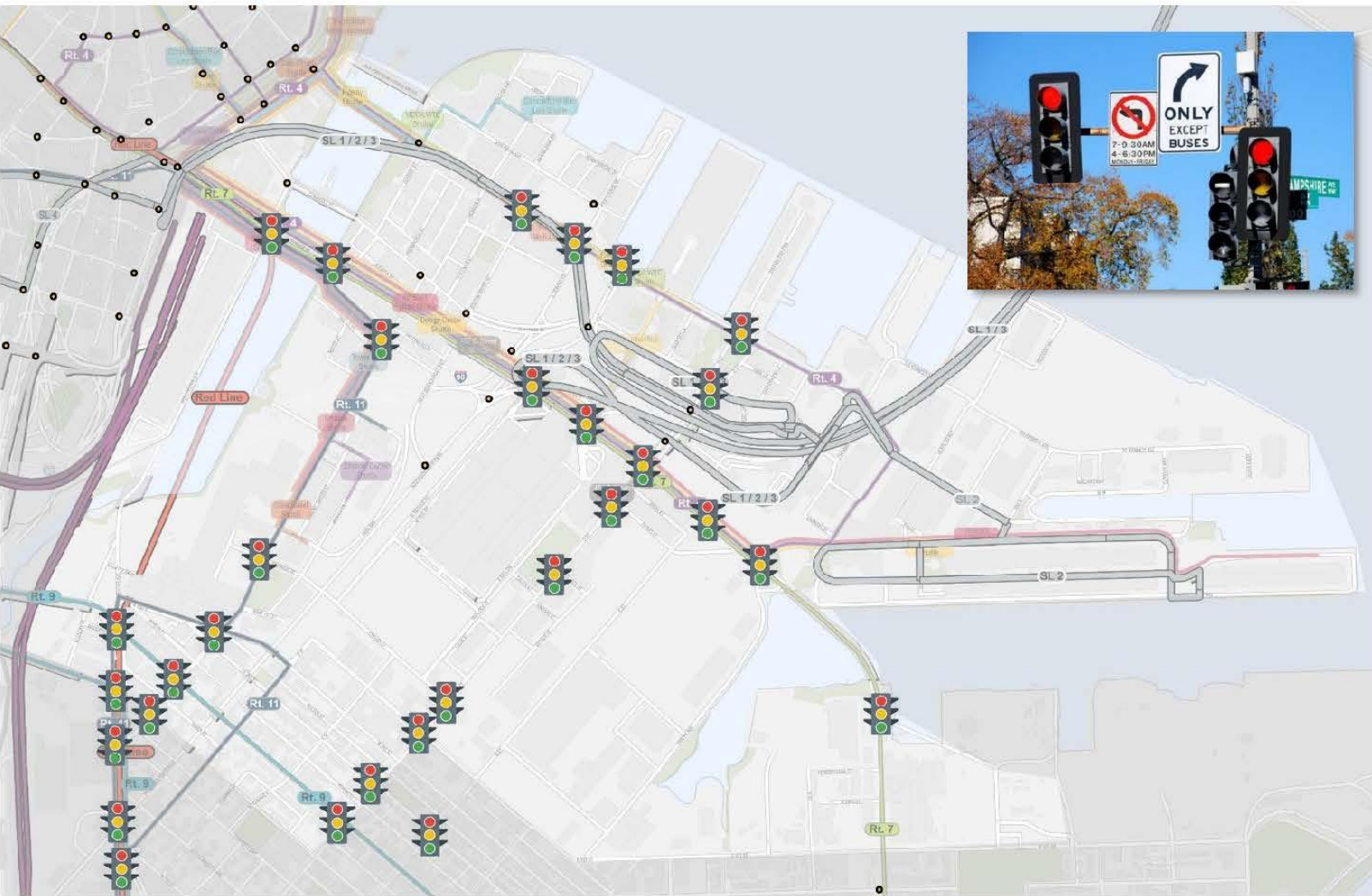
What It Is:

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 ID: IS-03

Strategy: Improve Traffic Operations at Intersections



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

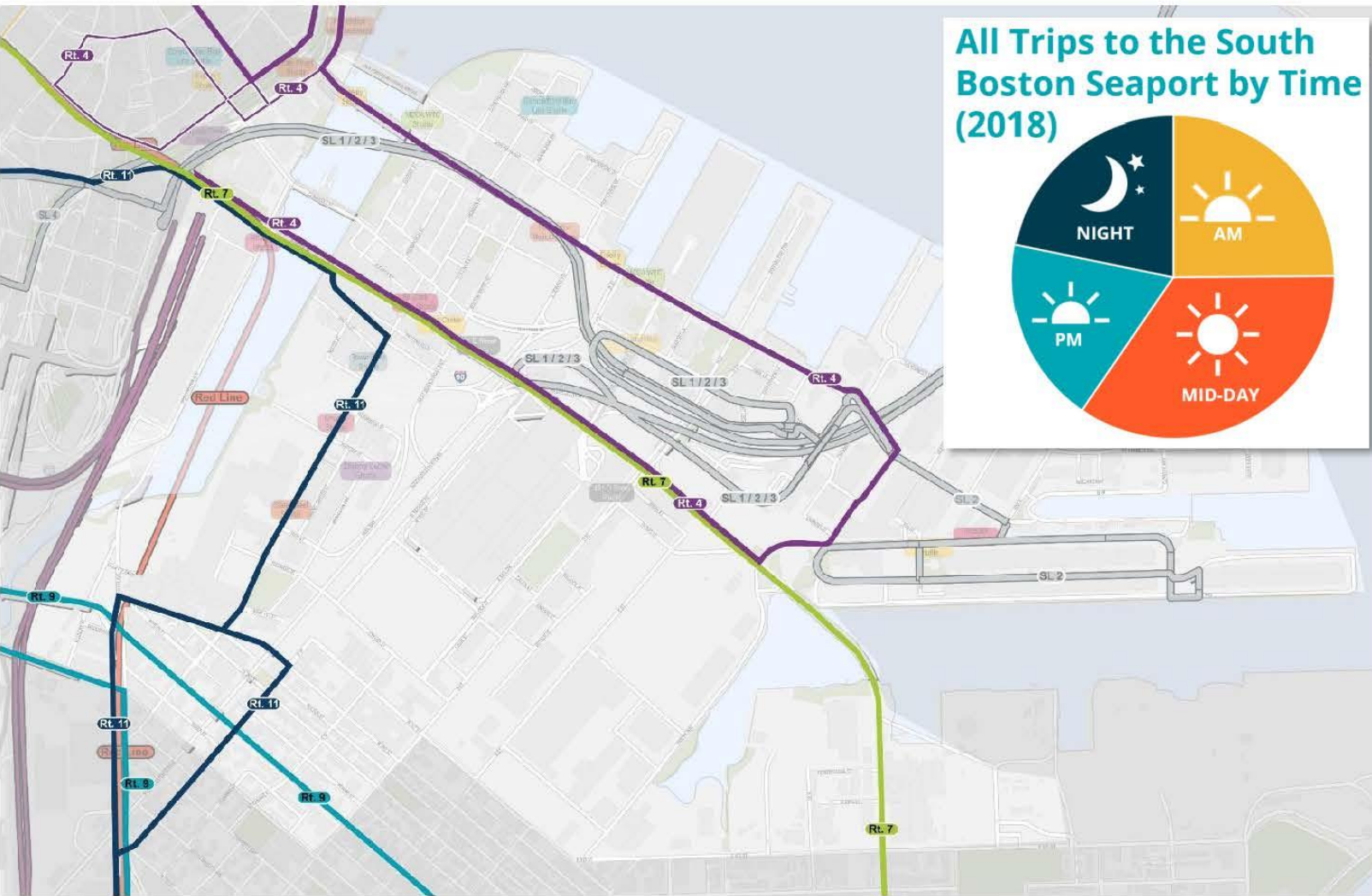
What It Is:

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 ID: IS-04

Strategy: Expand Off-Peak Transit Service



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

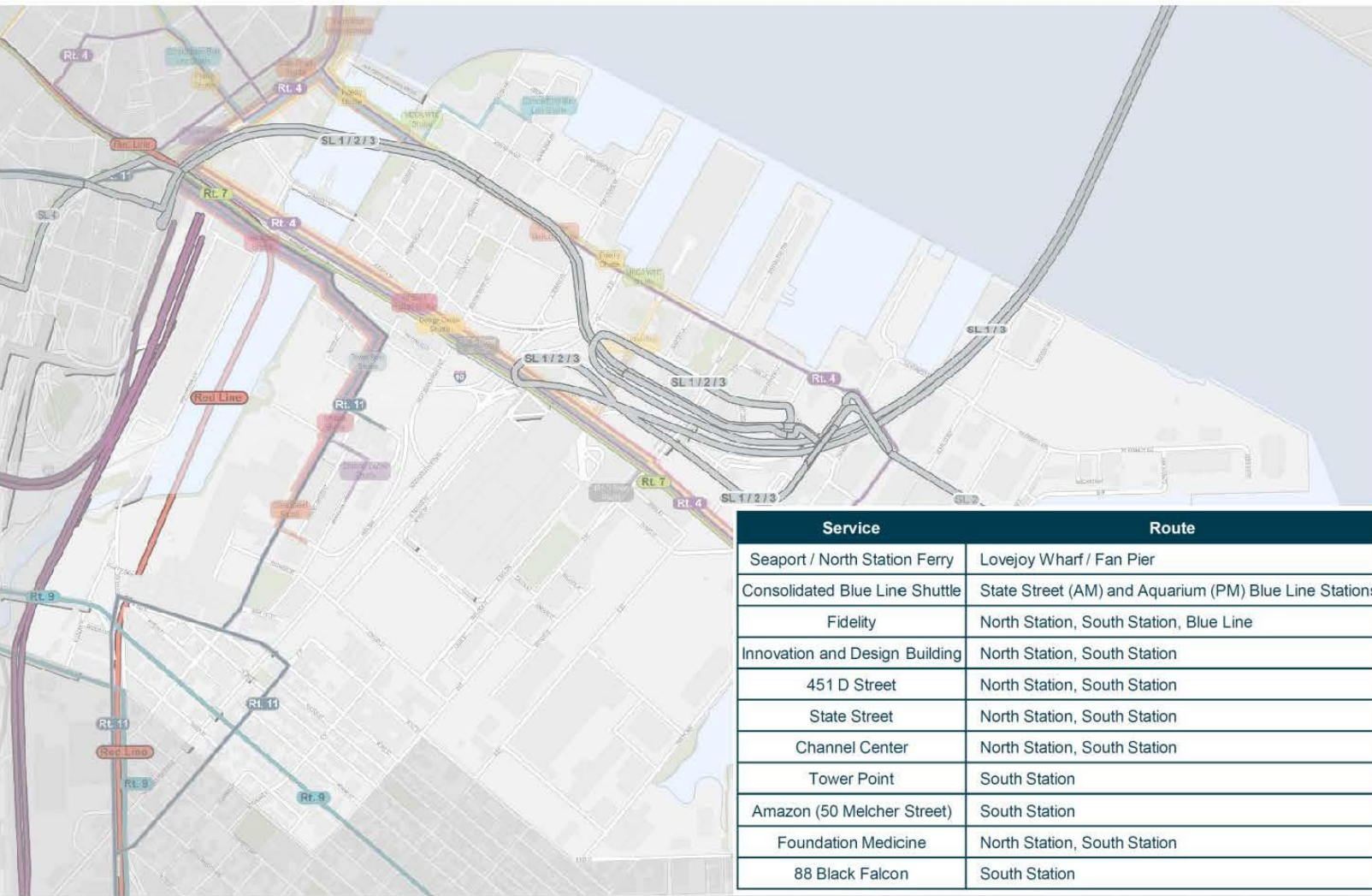
What It Is:

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 ID: IS-05

Strategy: Consolidate Private Shuttles



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:

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

DRAFT - CONCEPT ONLY

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

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

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

Strategies for Transit Infrastructure

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

Strategy: South Station Expansion

Strategy ID: TI-01



What It Is:

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

What It Does:

EXPAND
RELY
RESPECT
EQUALIZE

To be completed during evaluation process

What It Takes:

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

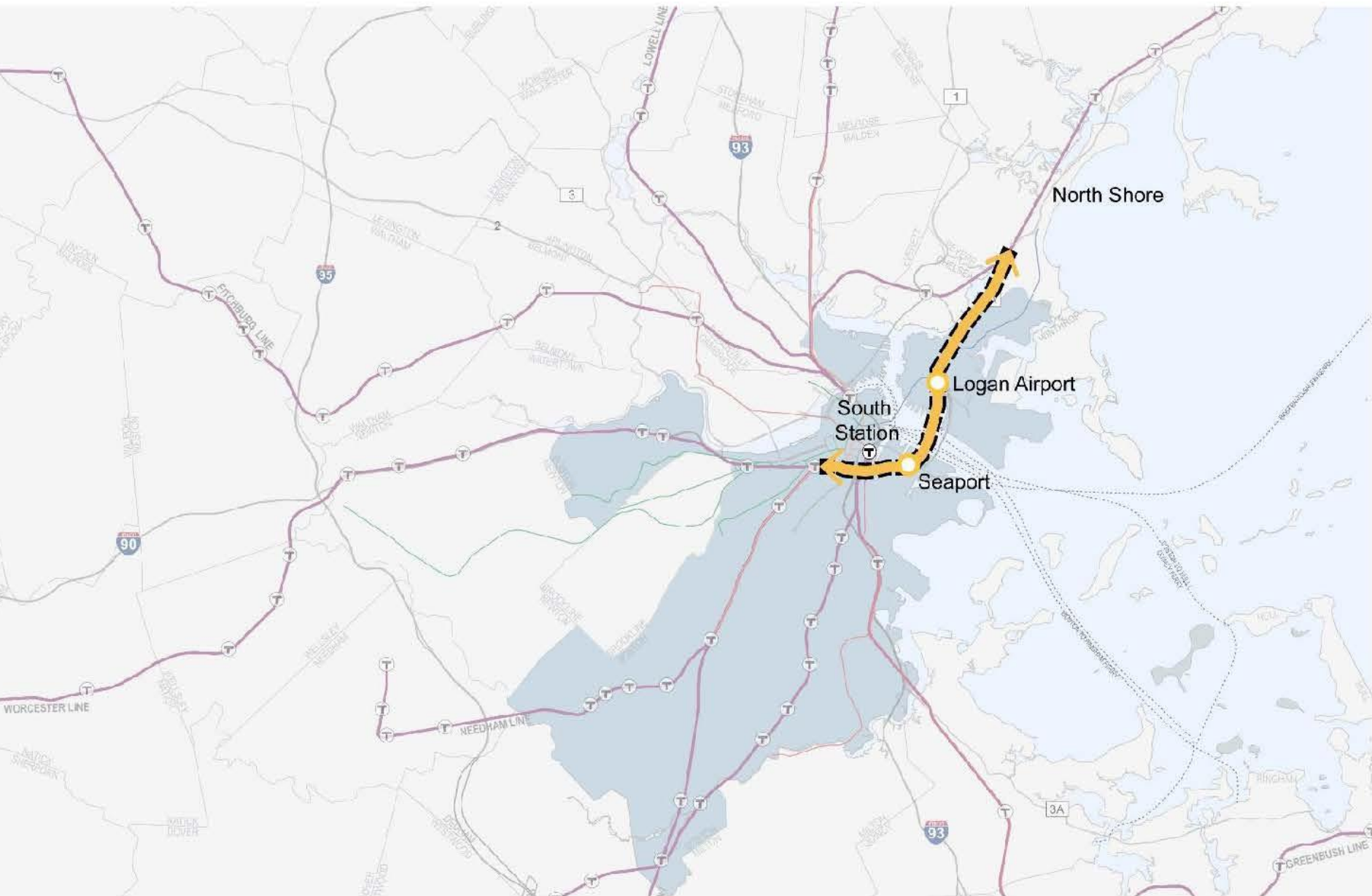
Short Mid- Long
Term term Term

**DRAFT -
CONCEPT
ONLY**

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

Strategy: Cross Harbor Link – New Rail Tunnel

Strategy ID: TI-02



What It Is:

- An improved connection from South Station/Seaport to Logan Airport. This would build a new tunnel for commuter trains to reach South Station/Seaport and Logan with continued service to the North Shore

What It Does:

EXPAND
RELY
RESPECT
EQUALIZE

To be completed during evaluation process

What It Takes:

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

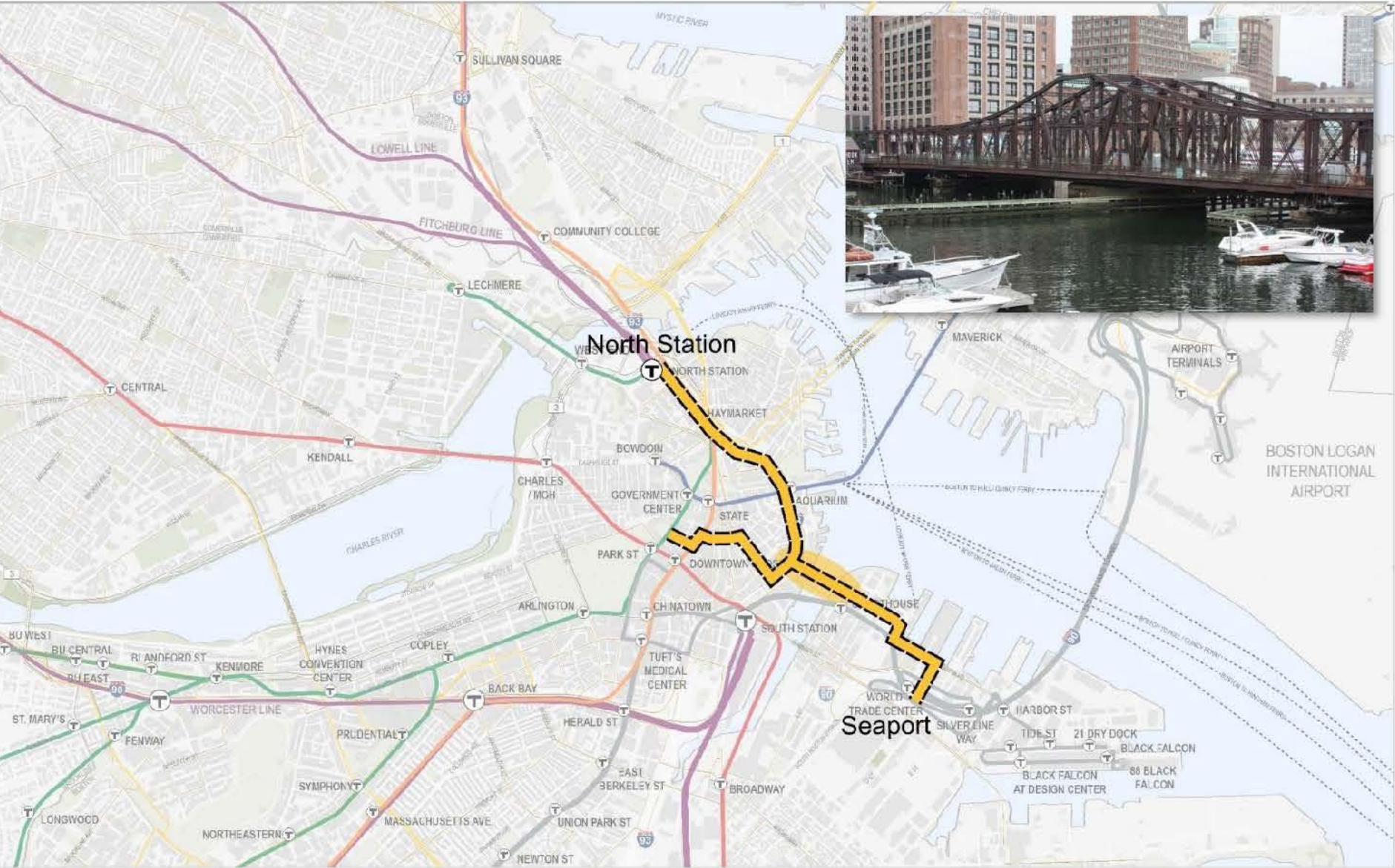
Short Mid- Long
Term term Term

**DRAFT -
CONCEPT
ONLY**

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

Strategy: Bus Access on Northern Avenue Bridge

Strategy ID: TI-03



What It Is:

- Bus access on Northern Avenue Bridge

What It Does:

EXPAND
RELY
RESPECT
EQUALIZE

To be completed during evaluation process

What It Takes:

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

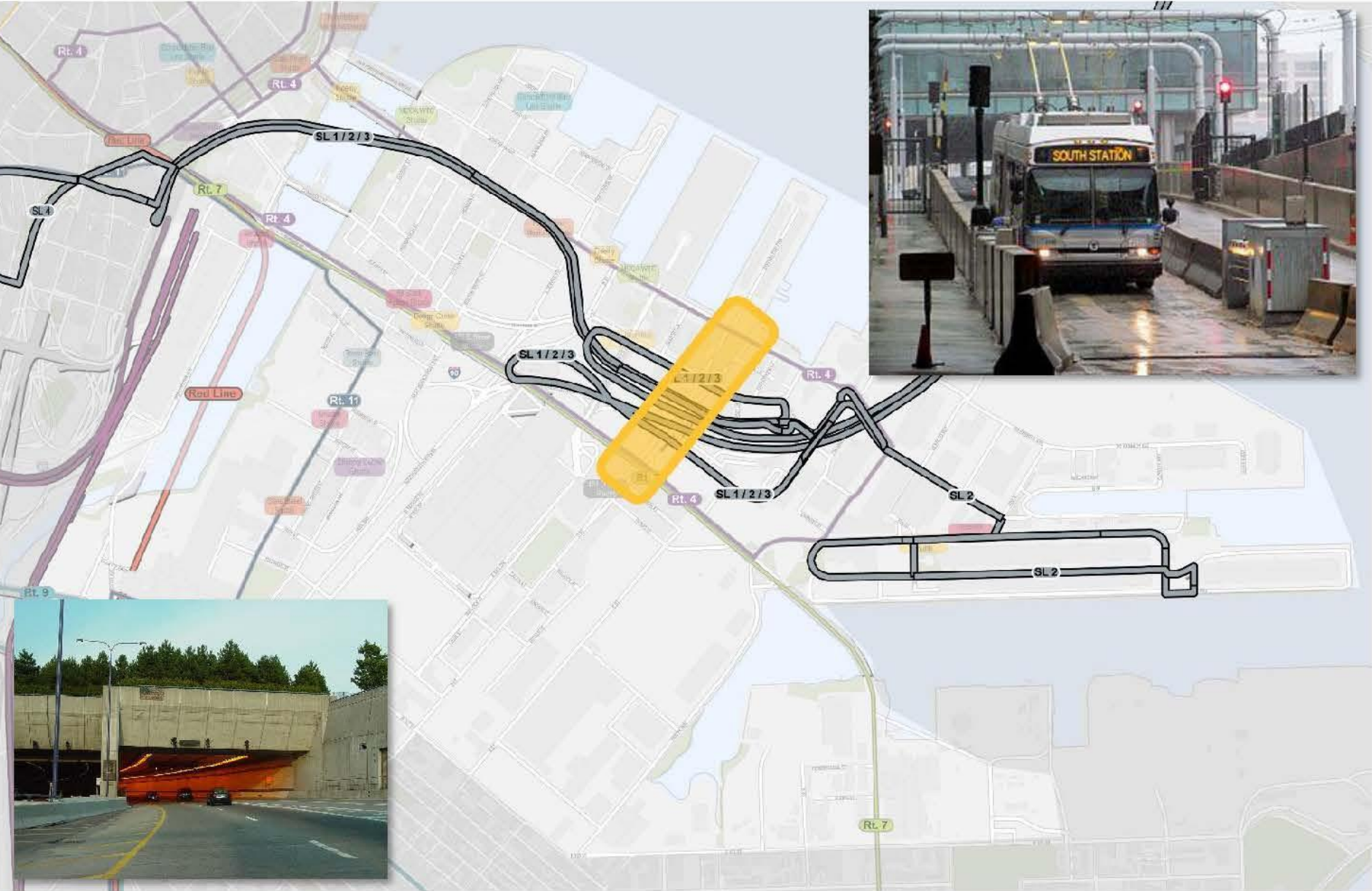
Short Mid- Long
Term term Term

**DRAFT -
CONCEPT
ONLY**

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

Strategy: Silver Line Connectivity Improvements

Strategy ID: TI-04



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)

What It Does:

EXPAND
RELY
RESPECT
EQUALIZE

To be completed during evaluation process

What It Takes:

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

Short Mid- Long
Term term Term

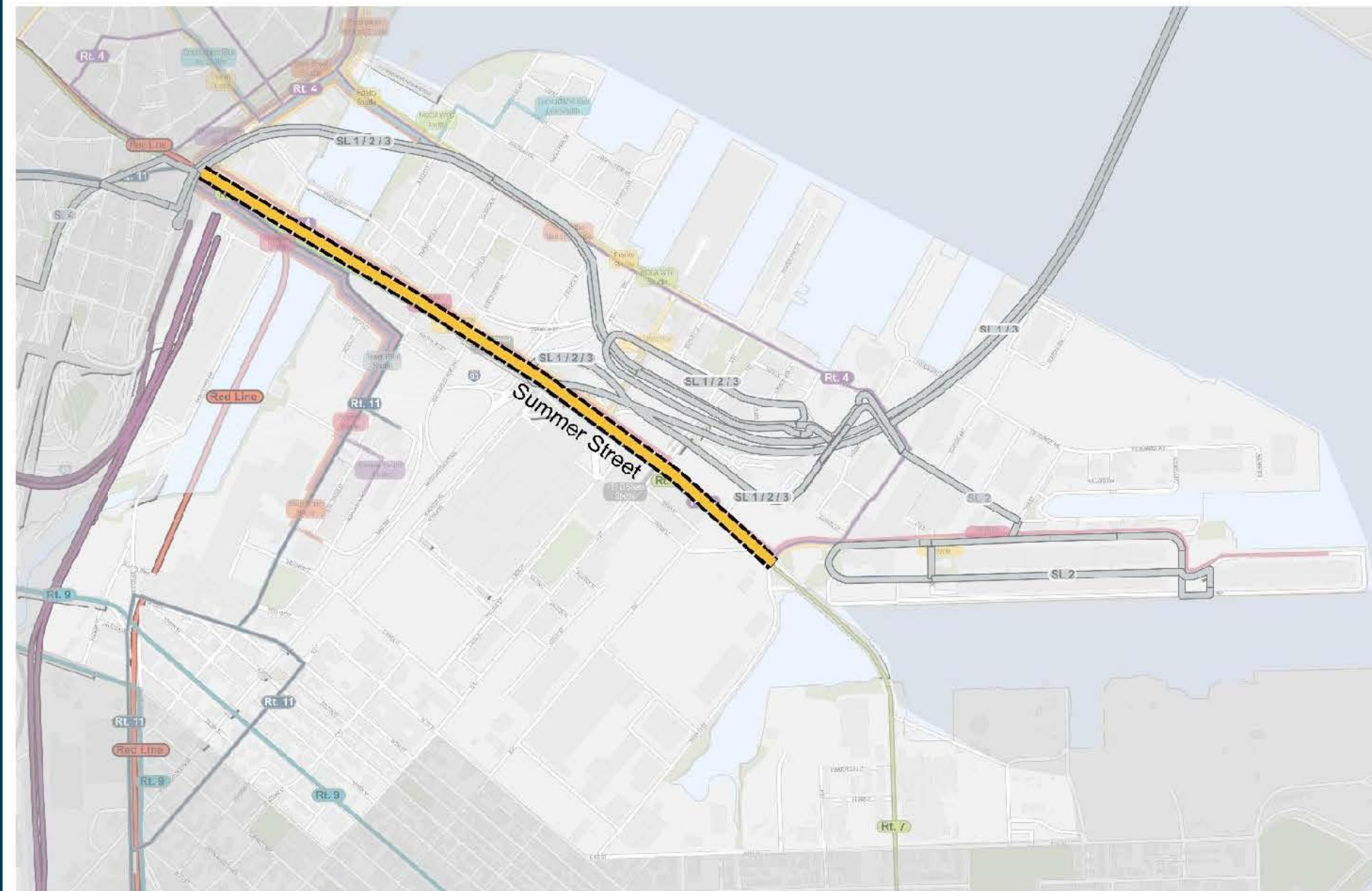
**DRAFT -
CONCEPT
ONLY**

Strategies for Transit Infrastructure

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

Strategy: Summer Street Bus Lanes

Strategy ID: TI-05



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

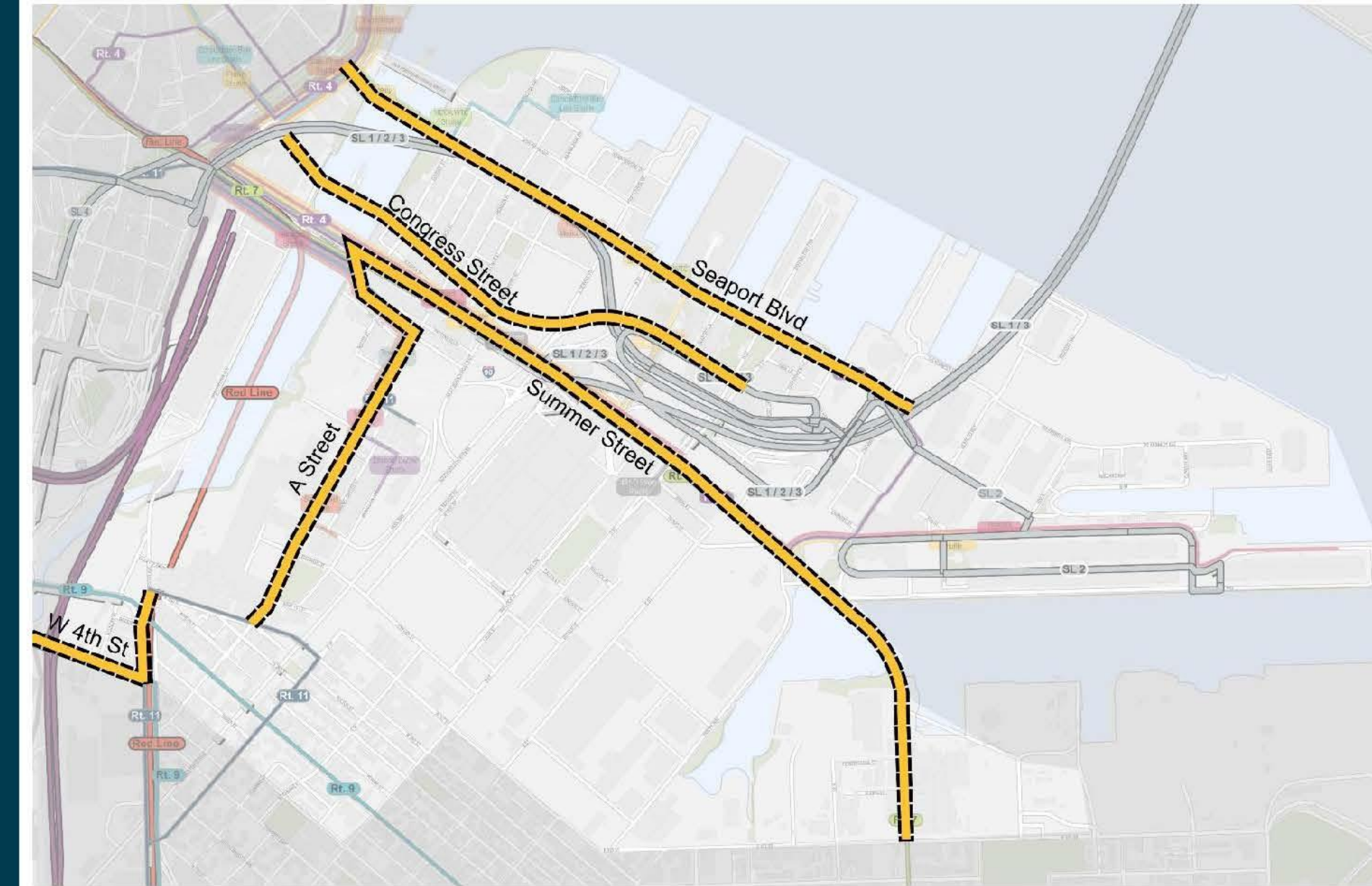
What It Is:

- 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 ID: TI-06



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:

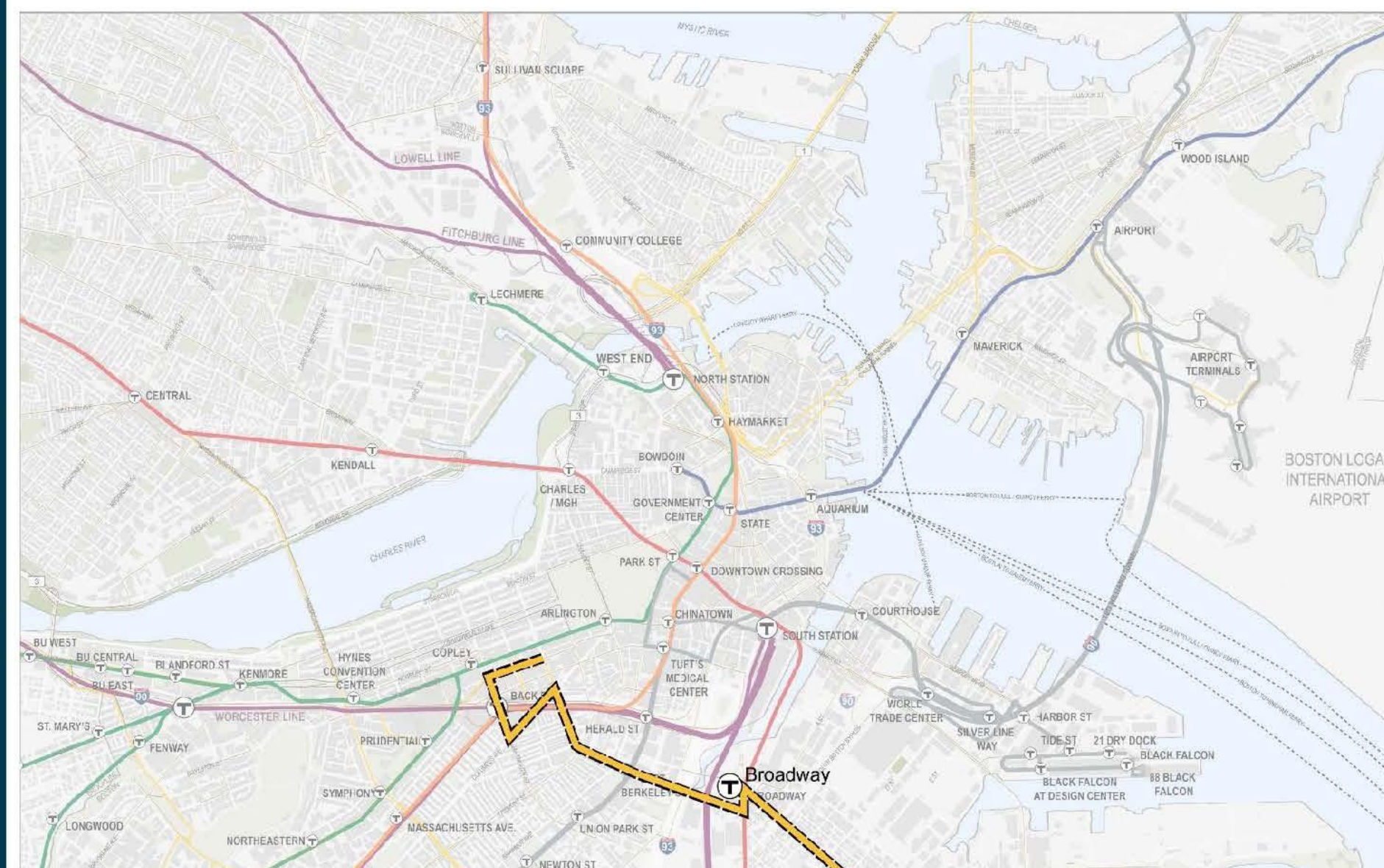
- Dedicated transit corridors along main thoroughfares and transitways in South Boston Seaport, including Seaport Boulevard, Summer Street, A Street, West 4th Street, and Dorchester Avenue
- Restriping the Reserve Channel bridge to allow bus-only lanes
- Bike and bus lanes on the West 4th Street Bridge

**DRAFT -
CONCEPT
ONLY**

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

Strategy: Broadway Station Upgrades

Strategy ID: TI-07



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:

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

**DRAFT -
CONCEPT
ONLY**

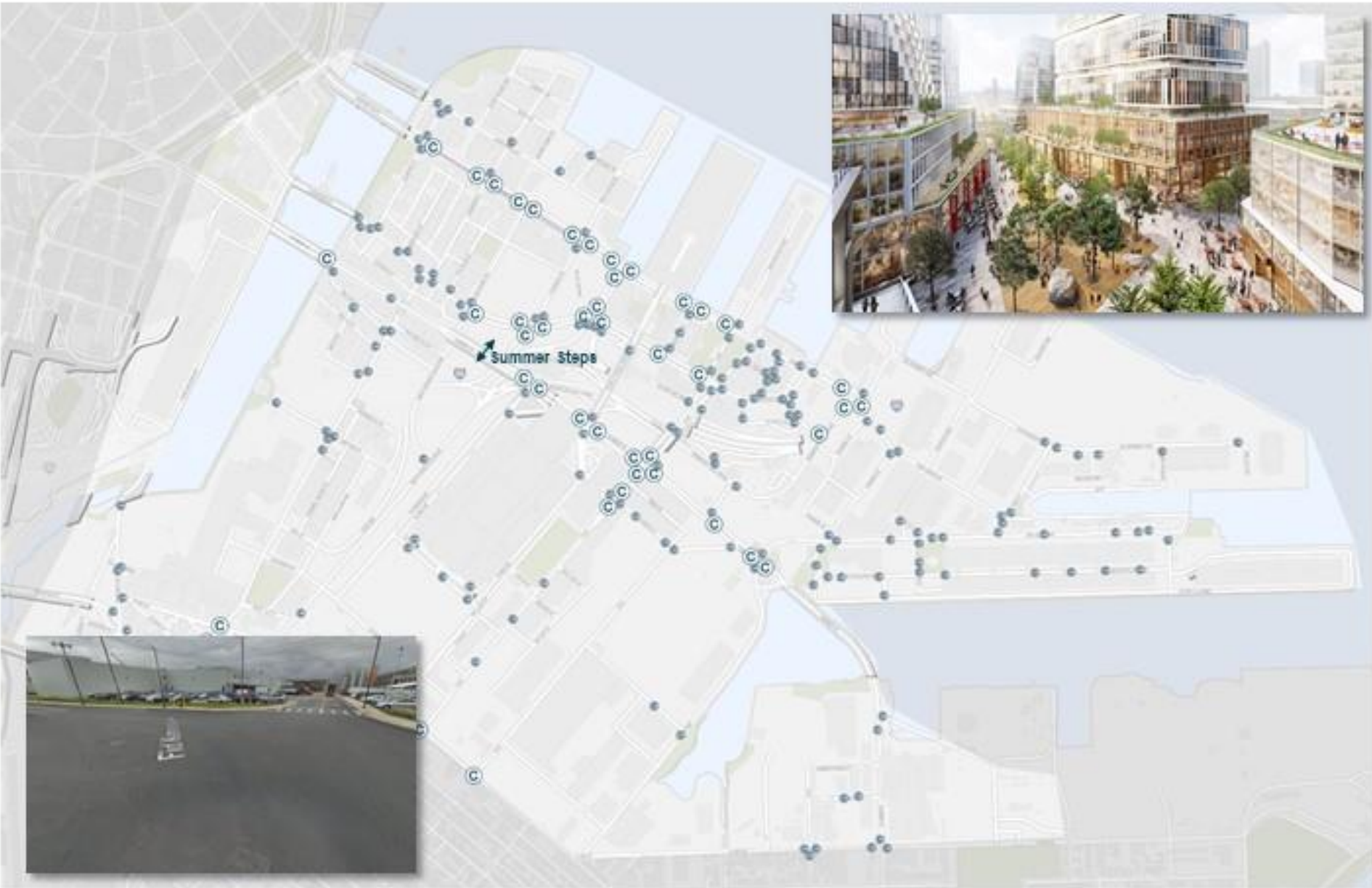
Strategy is a part of the universe of options being analyzed – at this point, no recommendations have been made

Strategies for Better Access to Transit

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

Strategy: Improve Pedestrian Connections

Strategy ID: **BA-01**



What It Does:

EXPAND

RELY

RESPECT

EQUALIZE

To be completed during evaluation process

What It Takes:

\$ \$ \$ \$ \$

Low Medium High

⌚ ⌚ ⌚ ⌚ ⌚

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

Strategy: Improve Bicycle Connections

Strategy ID: **BA-02**



What It Does:

EXPAND

RELY

RESPECT

EQUALIZE

To be completed during evaluation process

What It Takes:

\$ \$ \$ \$ \$

Low Medium High

⌚ ⌚ ⌚ ⌚ ⌚

Short Mid-term Long Term

What It Is:

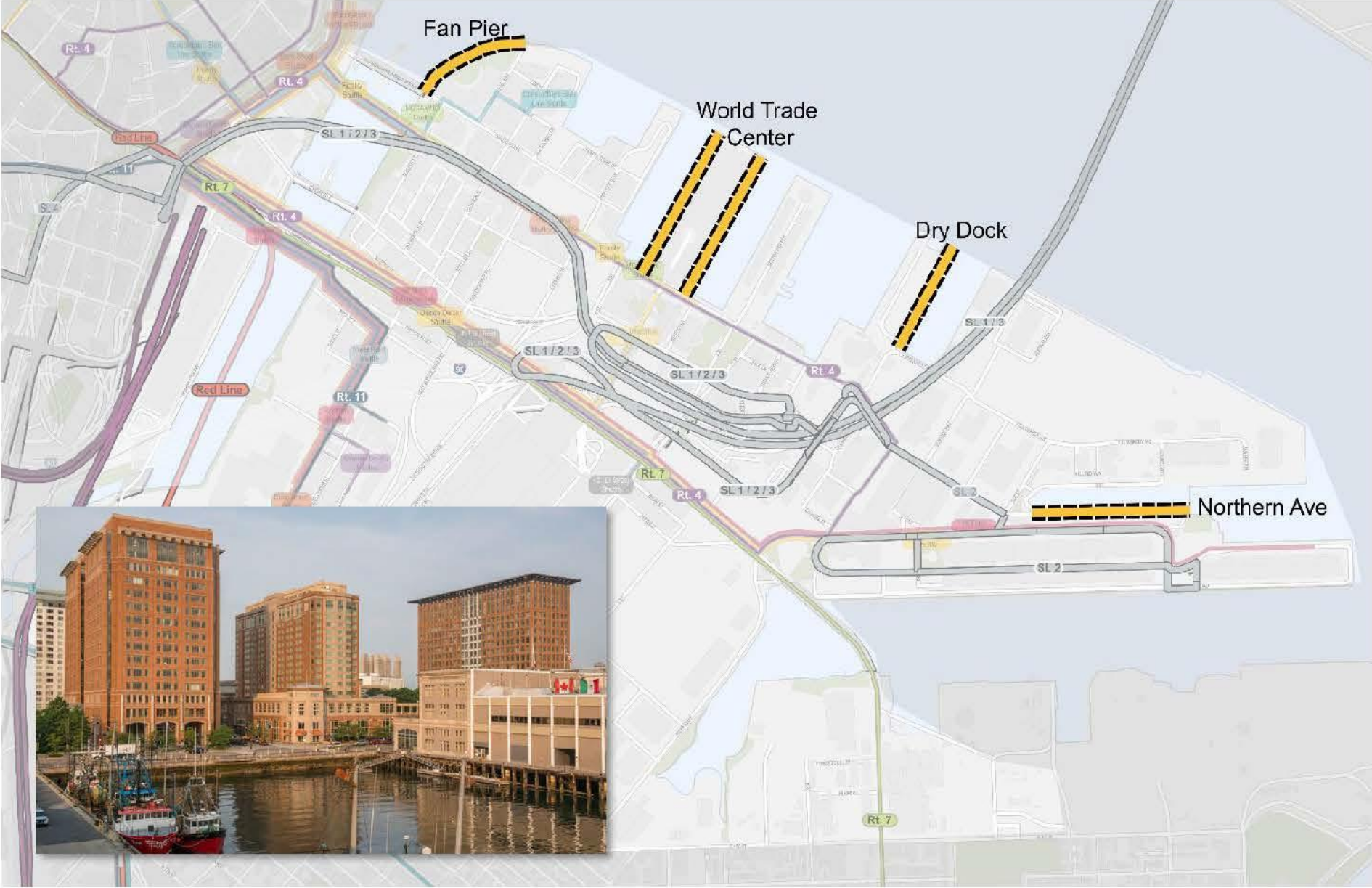
- Expansion of Boston bike network in South Boston Seaport and South Boston residential neighborhood
- Improvements for bike connections to and from transit stops
- Protected bike lanes on Summer Street
- Mobility hubs at bus stops
- Safe bike connections to North Station

DRAFT - CONCEPT ONLY

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

Strategy: Improve Ferry Terminals and Connections

Strategy ID: **BA-03**



What It Does:

EXPAND

RELY

RESPECT

EQUALIZE

To be completed during evaluation process

What It Takes:

\$ \$ \$ \$ \$

Low Medium High

⌚ ⌚ ⌚ ⌚ ⌚

Short 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, Fish Pier, Wharf 8
- Improved connections to ferry stops for pedestrians, bikes, and bus / shuttles, and mobility hubs

DRAFT - CONCEPT ONLY

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

Strategy: Improve Multimodal Transit Connections

Strategy ID: **BA-04**



What It Does:

EXPAND

RELY

RESPECT

EQUALIZE

To be completed during evaluation process

What It Takes:

\$ \$ \$ \$ \$

Low Medium High

⌚ ⌚ ⌚ ⌚ ⌚

Short 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

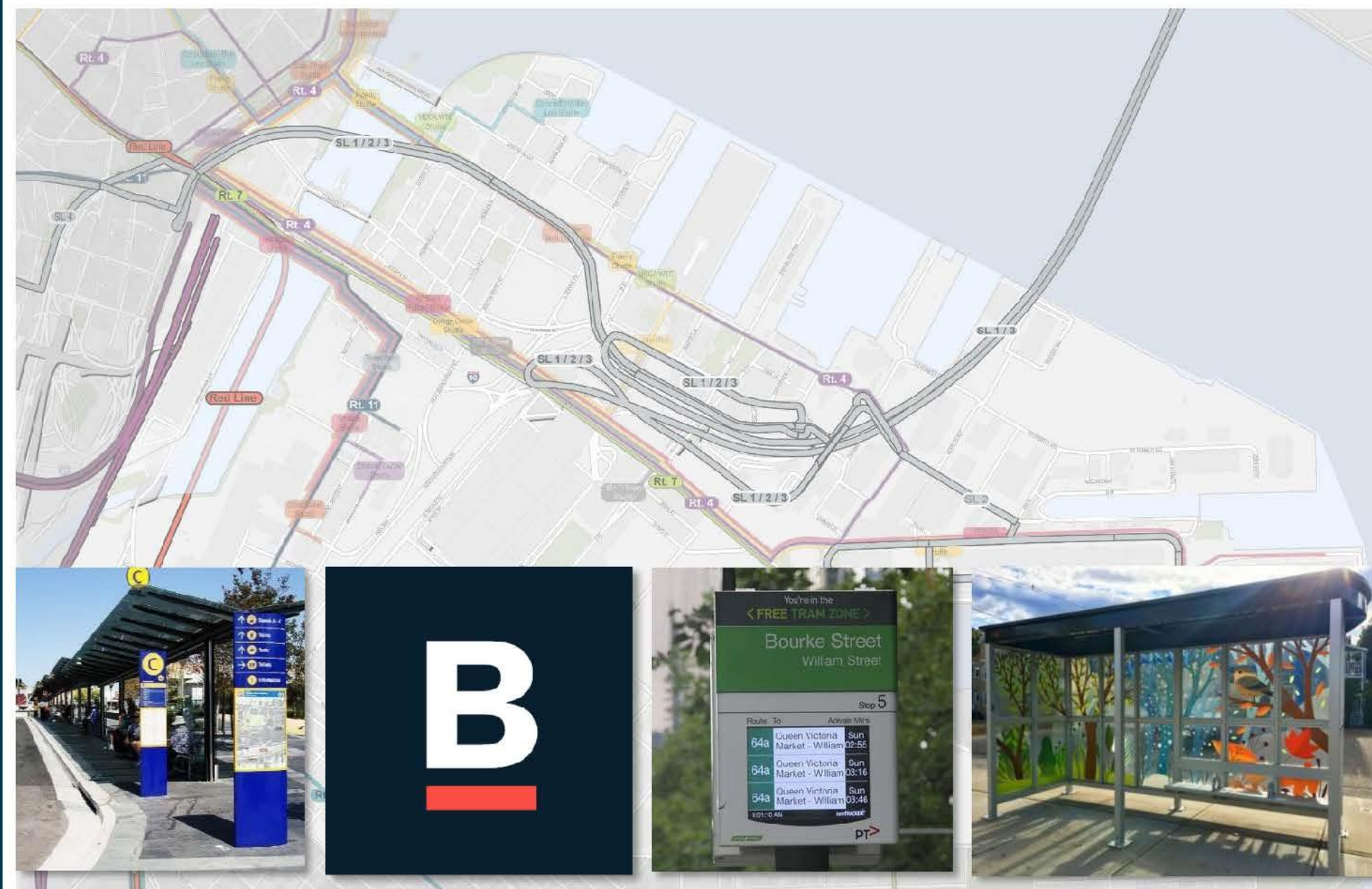
DRAFT - CONCEPT ONLY

Strategies for Policy and Information

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

Strategy: Wayfinding

Strategy ID: PI-01



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:

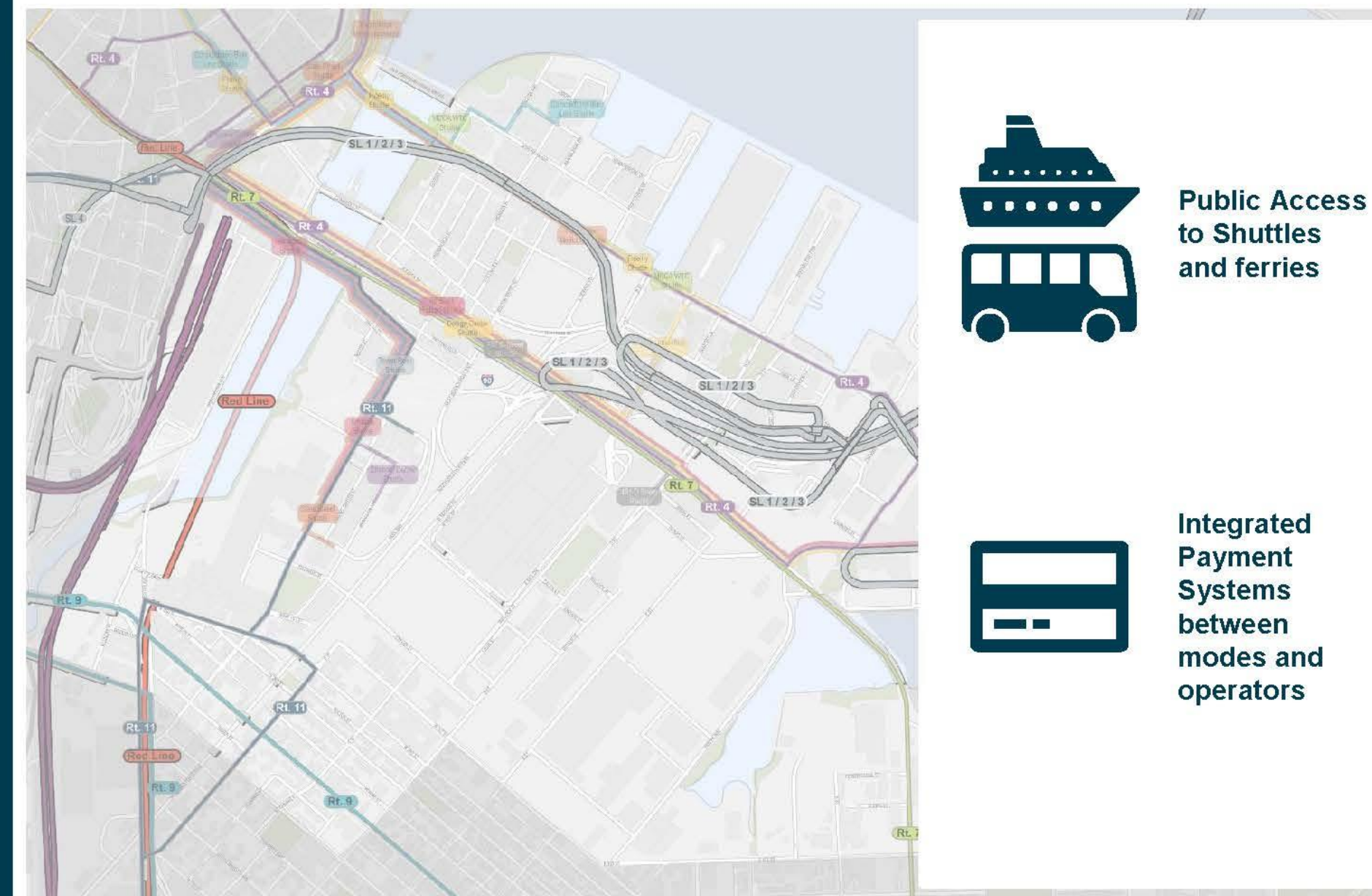
- Implementation and expansion of traveler information system
- Branding transit in the South Boston Seaport
- More wayfinding signage to Silver Line and other transit stops
- Service countdown clocks and public art at bus stops
- Expansion of transit information to off-peak commuters and non-commute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

**DRAFT -
CONCEPT
ONLY**

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

Strategy: Integrated Services

Strategy ID: PI-02



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:

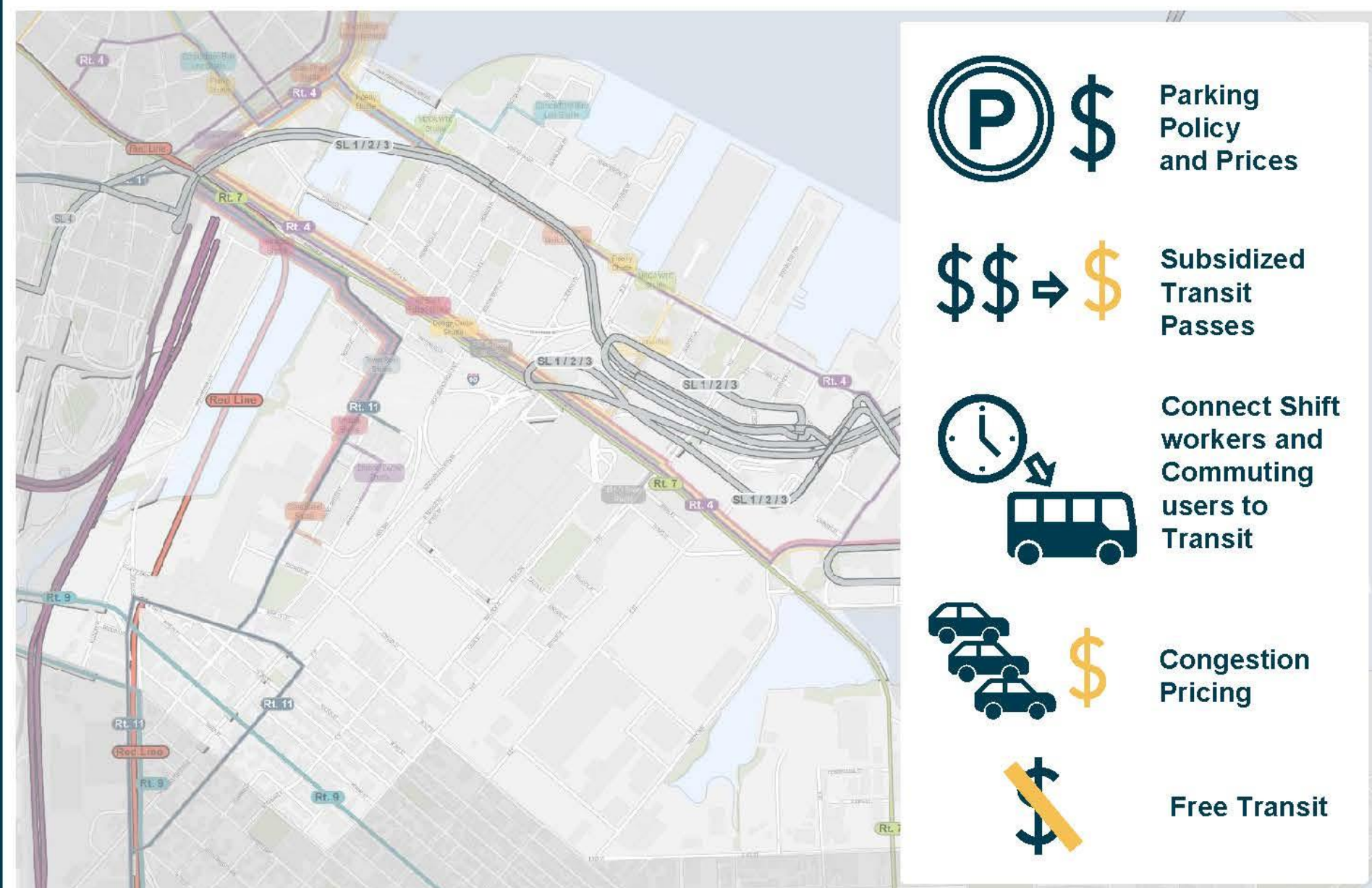
- Greater public access to private shuttles and ferries
- Integrated service between modes and operators, including fares and fare cards

**DRAFT -
CONCEPT
ONLY**

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

Strategy: Transportation Demand Management

Strategy ID: PI-03



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:

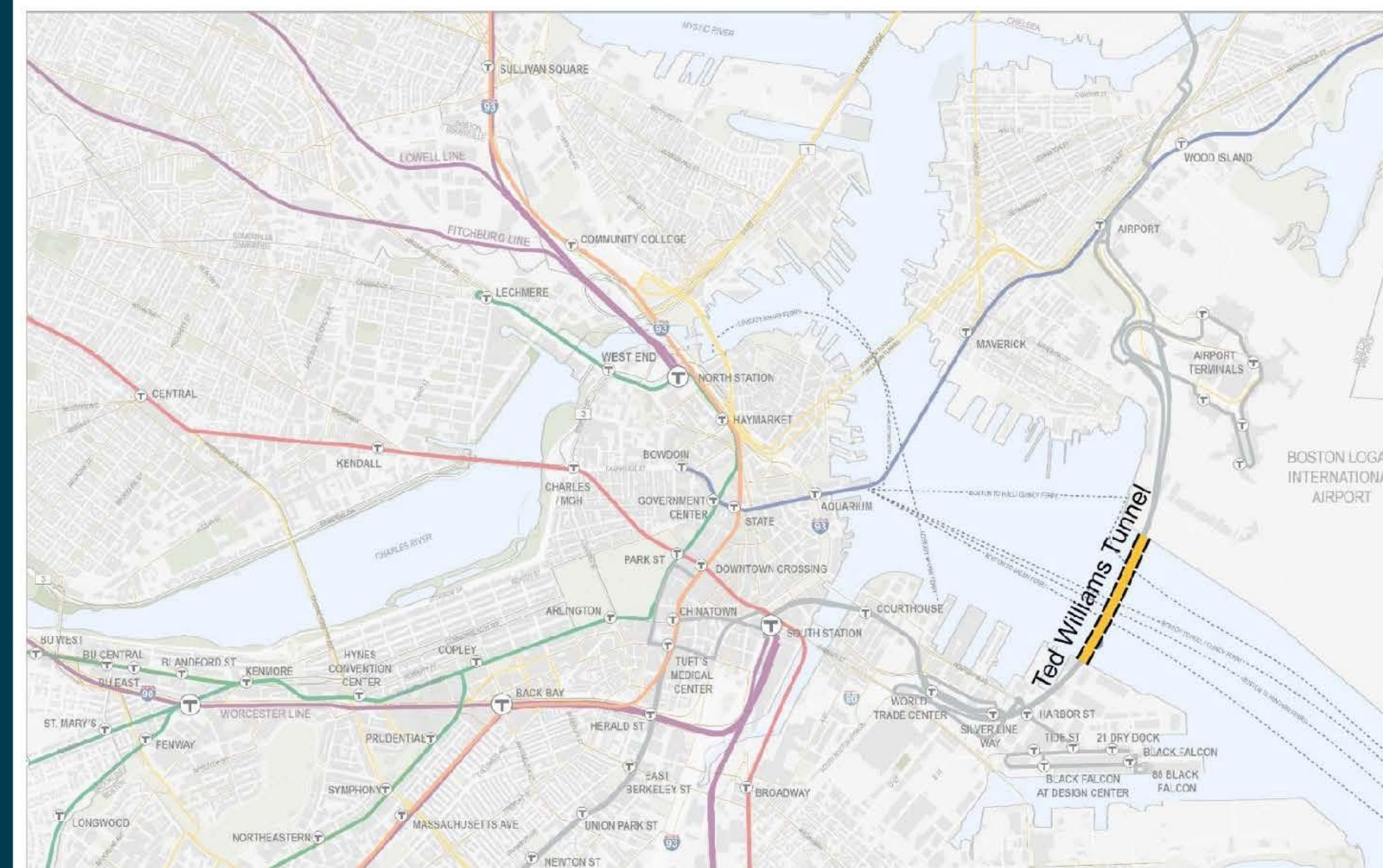
- Parking policy and prices
- Subsidized Transit Passes
- Connecting shift workers and non-commuting users to transit (retail, restaurant / nightlife, industrial)
- Congestion Pricing
- Free Transit Fares

**DRAFT -
CONCEPT
ONLY**

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

Strategy: Ted Williams Tunnel Improvements

Strategy ID: PI-04



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:

- 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
- Baintree, 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

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