



Summary of GoBoston2030 Policies and Projects that directly impact the South Boston Waterfront

Sourced directly from [GoBoston 2030 Plan](#)

Policy: Development-Financed Funds for Multimodal Transportation

What it does: Incentivize more non-auto travel and infrastructure as part of new land developments

Policy Description: Creates a mitigation fund from large developers that would be pooled to comprehensively improve sustainable transportation choices in a neighborhood, district, or corridor could support more substantive investments in employer-based demand management programs, transit related improvements, protected bike facilities, walkability improvements, etc., than any single developer can provide independently.

Policy: Expanded Demand Management Program and TDM Office

What it does: Enhance Boston's capacity to introduce programs that reduce driving

Policy Description: Working in collaboration with existing Transportation Management Associations (TMAs), The City will expand upon best practices already in place through BTD's Transportation Access Plan Agreement (TAPA) review process to mandate that all new employers, developers, institutions, and transportation operators participate in or create new programs and incentives to help meet Go Boston 2030's mode shift and other targets.

Project: Bikeshare Network Expansion

What it does: Increase the number of bikes and stations to reach more Bostonians

Project Description: By the end of 2022, Boston aims to grow its part of the system 137 new stations, for a total of 268 stations in the city. The growth includes additional stations within the busiest areas of the system and broader access in all densely-populated neighborhoods

Project: Smart Signal Districts

What it does: Traffic lights talk to each other to facilitate movement in congested parts of the city

Project Description: Traffic signals would communicate with one another as vehicle traffic backs up onto short blocks when drivers wait to turn or as crossing walkers surge from trains or buses unloading nearby. Signals would then adjust their timing to alleviate temporary delays and avoid intermittent conflicts. District-wide, automated responses to traffic, bike, and walk flows would have traffic signals work together as a single network, and adjustments in one section would be sensitive to impacts in another.

Project: Consolidated Smart Shuttle System

What it does: Eliminate redundant service with responsive vehicle requests

Project Description: An on-demand shuttle service would provide circulation between major rail stations and large employers in congested commercial districts. This would build upon similar efforts by the Boston Convention and Exhibition Center (BCEC), BTB, and Massport to improve access to the South Boston Waterfront, as well as the current system of MASCO and EZRide shuttles which connect North Station to the LMA and Kendall Square. Rather than running separate shuttles for individual buildings or employers, a consolidated fleet could run at higher frequencies with lower overall cost. A system designed to request vehicles electronically via the web and mobile devices could also allow for an ebb and flow of shuttles that is responsive to demand. While preserving preference for employees, allowing the public to use these shuttles for a nominal fare can better integrate this supplemental service into the existing transit system.

Project: Summer Street Protected Bike Lane

What it does: Protected bicycle facilities through the South Boston Waterfront

Project description: The City of Boston will commence with the reconstruction of Summer Street in the spring of 2018. The reconstruction effort will pursue the highest level of protected bike lanes all the way from South Boston into Downtown. The initial phase of the reconstruction effort will start at Fort Point Channel and continue to West Service Road. The second phase will extend from West Service Road to the Wharf District and the Boston Convention and Exhibition Center (BCEC) and then on to the Reserve Channel.

Project: Smart Signal Corridors

What it does: Traffic signals that talk to each other

Project Description: Building off of and sometimes connecting to more localized Smart Signals Districts (p163), these Smart Signal Corridors would allow BTB to better manage traffic flow for those walking, biking, riding transit, and driving on some of the City's most congested corridors. Today, staff at the City's Traffic Management Center monitor traffic cameras and manually adjust signal timing to improve driving conditions. Smart signal corridors would go one step farther by automatically adjusting signals in ways that respond better to the primary direction and desired speed of traffic flows. State-of-the-art signals would improve the capacity of the City to give green lights to arriving transit and emergency vehicles, calculate green wave patterns that allow people biking and driving to stop less frequently, communicate with autonomous cars, and give more walk time at crossings when sidewalk crowding is an issue.

Project: Seaport to Dorchester/ Widett Urban Rail

What it does: Create new connections from Dorchester at Newmarket using Track 61

Project Description: The South Boston Waterfront contains a rail right-of-way running parallel to the South Boston Bypass Road/Massport Haul Road, which was used in the past for single track freight rail shipments from the rail system at Widett Circle out to the Marine Industrial Park. This line, known as Track 61, does not currently connect to Boston's transit system. To bring essential new transit capacity into this growing district, urban rail running from Fairmount (p179) can use Track 61 for direct access from Dorchester. Alternatively, the Fairmount Line could use a new tunnel connecting to the Silver Line. This service could directly serve the Convention Center, a new station at D Street, and potentially a new Broadway or Dorchester Ave station in South Boston. Integrated into the ground floor of the planned South Boston Waterfront Transportation Center, direct connections between the Silver Line, commuter rail, and consolidated shuttles (p169) would make transit the primary mode of access to the Seaport. The line could also serve a future rail station at Widett Circle with appropriate rail or passenger connections. Concepts and designs would be developed in coordination with the community.

Project: Inner Harbor Ferry Expansion

What it does: Lovejoy Wharf to Fan Pier and other new local ferry routes

Project Description: MassDOT, through guidance by the Water Transportation Advisory Council, is partnering with Boston Harbor Now to develop a water transportation feasibility and business plan to look at passenger demand, locations for ferry terminals, and service routes around Boston's Inner Harbor. The Seaport Transportation Management Association and the Boston Convention and Exhibition Center (BCEC) are also partnering to develop a business plan for ferry service between Fan Pier in South Boston and Lovejoy Wharf at North Station to replace or augment land-based shuttle service. Recent and pending additions of water transportation terminals including at Fan Pier, Lovejoy Wharf, and Lewis Mall will offer direct connections between waterfront neighborhoods where direct access is limited or non-existent, including East Boston and North Station to the South Boston Waterfront. Other proposed connections include East Boston to Charlestown.

Project: North Station to South Boston Waterfront Rapid Bus

What it does: Direct bus service between northern commuter rail lines and the Seaport in tandem with ferry service

Project Description: For commuters traveling through North Station and heading to the Seaport, transit and shuttle options will be consolidated and expedited by providing bus service in exclusive bus lanes running between Causeway Street and the South Boston Waterfront, as recommended in the South Boston Waterfront Sustainable Transportation Plan. For a direct connection from North Station's Lovejoy Wharf to Fan Pier in the Seaport, a new ferry route is proposed (p186). With bus service offering

limited stops, all-door boarding, and separation from vehicle congestion, more commuters could opt to take transit to the Seaport. Stops near Post Office Square, Atlantic Avenue, D Street, and South Station, would serve dense areas in ways that would reduce crowding on other transit routes and provide new connections to job hubs.

Project: South Station Expansion

What it does: Additional track capacity in order to accommodate more frequent train service

Project Description: MassDOT has been studying the viability and benefits of expanding South Station by adding seven new tracks and four new platforms to the existing 13 tracks and seven platforms. This addition, along with reconfiguring the rail lines, creating additional midday layover capacity, and enlarging and improving the passenger waiting areas (the “headhouse” building), would reduce existing capacity challenges and allow for expanded regional rail service and Amtrak inter-city service in the future.