

Regional

North Station to South Boston Waterfront Rapid Bus

Direct bus service between northern commuter rail lines and the Seaport in tandem with ferry service

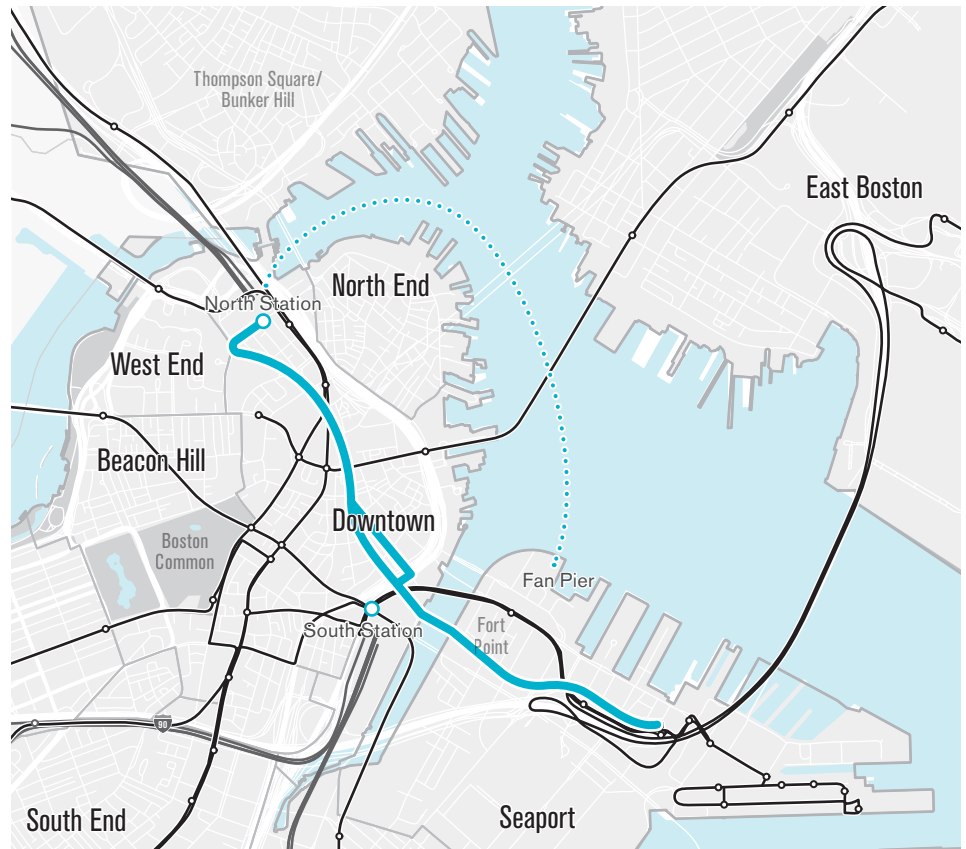
Project Score

- Access 1
- Access 2
- Safety 1
- Safety 2
- Reliability
- Affordability
- Sustainability/Resiliency 1
- Sustainability/Resiliency 2
- Governance

#10 in public voting

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. 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.



Benefits and Issues Addressed

As both the Waterfront and the area around North Station fill new buildings with residents and employees at an incredible rate, the need for providing effective alternatives to driving between them is increasingly significantly. Meanwhile, North Shore commuters easily reach North Station but have few easy connections to the majority of the Seaport. The recently completed transportation plan for the district has identified the lack of connection with northern commuter rail service as one of the biggest obstacles to the district's continued growth. Today, multiple exclusive employer-run shuttle services are trying to address this gap and have created an inefficient and redundant network. A new, reliable rapid bus corridor will provide a high quality connection, eliminating the need for additional transfers and private shuttles. This provides a strong alternative to driving for future commuters to these growing districts as well as to those going to many of the dense stops between them.

Best Practices

Orlando, FL's Lymmo provides a free link through downtown. Running in its own lane and with signal priority, the Lymmo has three routes with multiple stops. The Lymmo Orange Line runs every five minutes on weekdays and every quarter hour on weekends so that users never have to think about when the next bus will arrive.



Image Source: www.mondoexplorer.com/orlando/images/LYMMO2.jpg

Implementation

Approximate Cost: \$21 million for design and construction

Potential Funding Sources: City capital plan for design and Boston MPO TIP for construction

Who's responsible: BTD and PWD with MassDOT

Time Frame: Within 5 to 15 years in conjunction with local community process

Public Input

"Bus and shuttle exclusive lanes on surface roads connecting South and North Stations with the South Boston Waterfront"

—02116

"Transit connection between North Station and South Station via Commercial Street and Atlantic Avenue."

—02109