

Regional

Sullivan Square Enhanced Transit Hub

Improving the customer experience and connections to the neighborhood

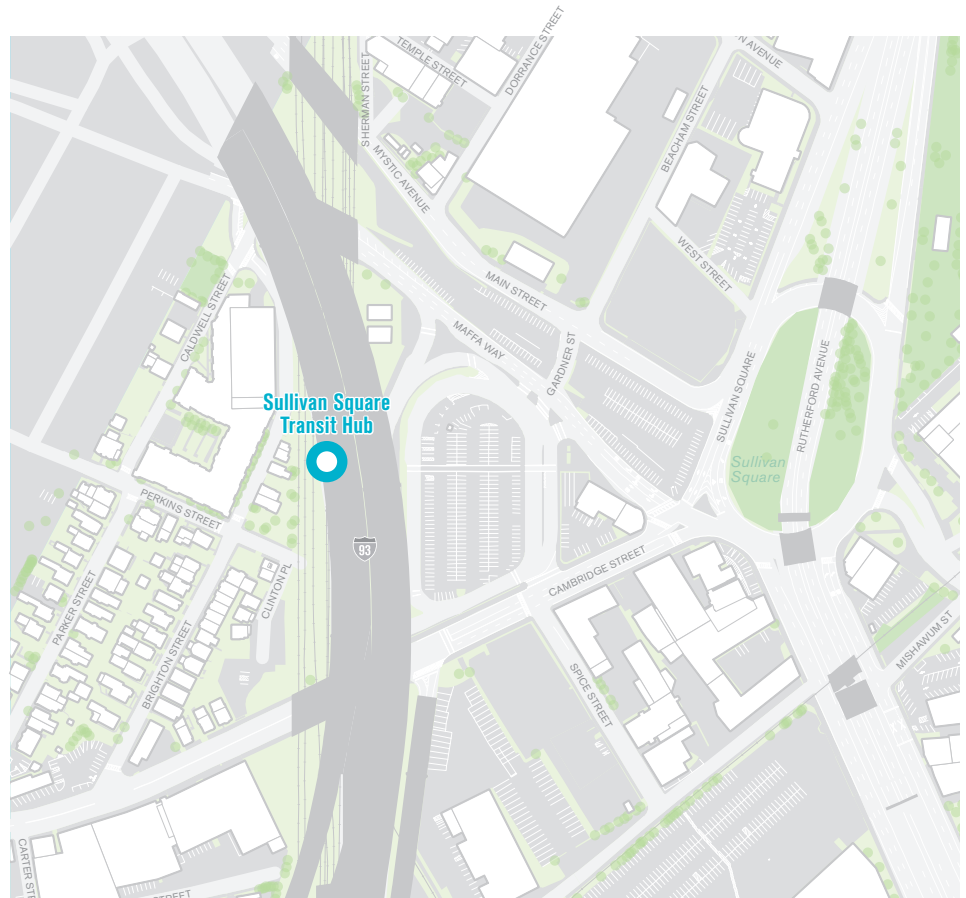
Project Score

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

This project recommendation came out of community feedback and the Needs Assessment

Project Description

Along with new rapid bus service to Everett and new shuttles to the Wynn Casino, Sullivan Station amenities and access will be enhanced. Within the station, improved wayfinding, lighting, and waiting areas will increase rider comfort. Outside, bus berths will be reconfigured onto one level with improved operating efficiencies, and riders will have well-lit shelters, real-time information displays, comfortable benches, and other modern amenities. Rationalized bus and automobile circulation will be accompanied by an improved walking experience to and from the station along and across Broadway, Mystic Avenue, Cambridge Street, and Sullivan Square itself.



Benefits and Issues Addressed

Sullivan Square Station is a major transfer point and a growing destination station, but physical conditions for connecting between trains and buses are outdated and deteriorating, while connections on foot and bike to Charlestown and East Somerville are particularly difficult. Demand is expected to grow as the MBTA is studying the planned incorporation of BRT treatments for heavily-used bus lines serving the station between Everett and downtown Boston, and the new Wynn Casino will be running dedicated shuttles from Sullivan square as well. Conditions for waiting passengers are currently inadequate with riders regularly waiting at unprotected bus berths and rushing to make connections. Bus operations are awkward and conflict with park-and-ride traffic and heavy general traffic on each abutting street. Modern amenities and traffic solutions will greatly increase rider comfort, reduce transfer delays, and reduce bus delays for MBTA vehicles entering and exiting the station.

Implementation

Approximate Cost: To be determined by ongoing Lower Mystic Regional planning process

Potential Funding Sources: MassDOT/MBTA and local developers

Who's Responsible: MassDOT/MBTA

Time Frame: Within 5 to 15 years

Noteworthy

About 10,000 Orange Line boardings and 8,000 local bus boardings occur at Sullivan Square each weekday. Between 2009 and 2012, ridership on all but one local bus route serving Sullivan increased by at least 10%.

Public Input

"Make Sullivan Sq. area safer for bike riders." -02148

"More buses near and around Wellington and Sullivan Stations. Buses are overcrowded. More would be great and even better if they were on time." -02155

"Improved ped safety in area of Sullivan Sq. rotary" -02129

"What can we do to make the Sullivan Square transit and bus facilities far more accessible to the Charlestown and surrounding communities? This includes more frequent service, better access by walking and bikes, a better layout and modernization of the facilities, and transit-oriented development." -02129