



Intermodal Transit Connections in Boston

A Study of Commuter Rail, Rapid Transit and Bus Interfaces at South Station and Ruggles

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Objectives

RUGGLES

- Look at the physical layout of the station at *Ruggles*, the interface between modes, and the integration between the station and the surrounding community
- Notice the differences between the commuter rail and rapid transit platforms

SOUTH STATION

- Focus on the interface between the different modes: bus, train, subway
- Focus on the Station's Physical Environment



South Station Profile

Location

Southeast corner of Downtown Boston

Station Surroundings

Financial District

South Piers Area

Downtown Crossing

Construction Area



South Station Profile (cont.)

Transportation Services

Commuter Rail Lines from Southern Suburbs

Amtrak

Intercity Buses

Red Line Subway

Taxis

City Bus



South Station Profile (cont.)

Characteristics

Historical Architecture

Food Services

Restrooms

Small Retail Services

Climate-Controlled Waiting Areas

Information

ATM Facilities



Ruggles Profile

Location

Between Northeastern University and the
Roxbury Section of Boston

Transportation Services

Commuter Rail

Orange Line

City Buses

University Shuttle



Ruggles Profile (cont.)

Characteristics

Major Bus Node (14 Routes)

Concessionaries

Lack of Restrooms



South Station Positive Aspects

Comfortable Interior
Proper Illumination
Good Signage
Public Information
PA System
Sense of Place
Connections Available
Up-Down Escalators
Covered Walkway
Sense of Security



South Station: Areas for Improvement

Red Line Station is a disappointment
compared to Commuter Rail Terminal

- Hazardous Ceiling Conditions
- Absence of Construction Notification
- Poor Transition between Modes of
Transportation



Ruggles Positive Aspects

Fairly Easy Transition between Modes with proper Separation

Provides Access to Intercity Areas

See-through Elevator

Proper Illumination of Upper Station Area

Noise Mitigation Wall

Good Concessions for a Neighborhood Stop

Proper Notification of Service Changes



Ruggles: Areas for Improvement

Poor Presentation of Schedule Information

Insufficient Wind Protection during Winter

Desolation of Commuter Rail Platform during off-peak hours

Escalator Out of Service during Peak Hour

Integration Potential between Communities not realized

Station Lay Out Prevents many Trains from Stopping

Garbage at the Station



Doing it Right in San Juan

Market for Commuter and Intercity Service
(e.g. Ponce-San Juan)

Integration with *Tren Urbano* can Increase
transit usage by Offering more Destination
choices

Boston does a Good Job of Linking Commuter
system with the City Transit System



Doing it Right in San Juan (cont.)

Physical Protection from the Elements

Easy Physical Transition between Modes

Design for Security and Safety

Simple and Understandable Public Information

Good Fare Integration

Create a Comfortable Environment for the Customers

Integration between Universities and Communities

Preguntas

