

Provincetown, MA

FERRY DOCK RESEARCH AND RECOMMENDATIONS



COMPREHENSIVE BOSTON HARBOR
WATER TRANSPORTATION STUDY
MARCH 2019



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Project Scope

The Comprehensive Boston Harbor Water Transportation Study was launched in July 2017 with the goal of developing business plans for sustainable new routes for ferry service in Boston Harbor and the surrounding area that could be implemented within the next five years. The initial phase of the planning study considered potential sites as far north as Gloucester and as far south as Provincetown. As a result of a series of water transportation stakeholder workshops, thirty sites were identified as candidates for new routes. Each of these was analyzed by the consultant team with research on the physical conditions of the dock site as well as the potential to attract sufficient ridership. The results of this work were presented at a water transportation open house in November 2017, where additional information about the sites was collected from public officials and residents. Data on potential rider preferences had also been collected from a regional stated preference survey conducted in August and September 2017.

A subset of fifteen docks were selected for additional analysis and ridership modelling. Ultimately six of those docks were selected for two new routes. Business plans were developed for those two routes: an Inner Harbor Connector linking Charlestown, downtown Boston, the Seaport, and East Boston as well as a Quincy route that connects Squantum Point with downtown Boston and Columbia Point in Dorchester.

In Provincetown, MacMillan Pier was one of the thirty sites initially selected for analysis. Presented here are the findings from the research conducted between August and November of 2017. The site profile contains the following information with sources footnoted:

- Site Analysis
- Ferry Level of Service
- Transportation Access
- Recent and Planned Developments
- Demographics, including Population and Employment Characteristics
- Journey-to-Work
- Time Travel and Cost Comparisons
- Evaluation

For most of the sites, detailed travel time comparisons between a potential ferry service and existing transportation options are included.

By compiling this multi-faceted information for each of the thirty sites, the study evaluated all sites by the same basic criteria, which served to guide the selection of sites for more detailed modeling phases and for the development of new routes. The Provincetown site was not selected for analysis beyond the initial phase because the commuter market to Boston from Provincetown and the surrounding area is too small to overcome the combination of the high operating costs and infrequent service. The seasonal market-rate service is deemed highly effective for meeting the recreational needs of the region and supporting some commuters. A subsidized commuter service would not be cost effective.

This report is designed to serve as an additional resource for considering future modifications to the ferry service in the future.

Listed below are the thirty sites for which dock profiles were completed. Sites with an asterisk (*) had regularly scheduled ferry service within Boston Harbor or to Boston in the summer of 2018 or at present. Sites with a caret (^) have a pier that has been used for ferry docking, though some of these are subject to tides.

Sites Recommended for Study by Workshop Participants

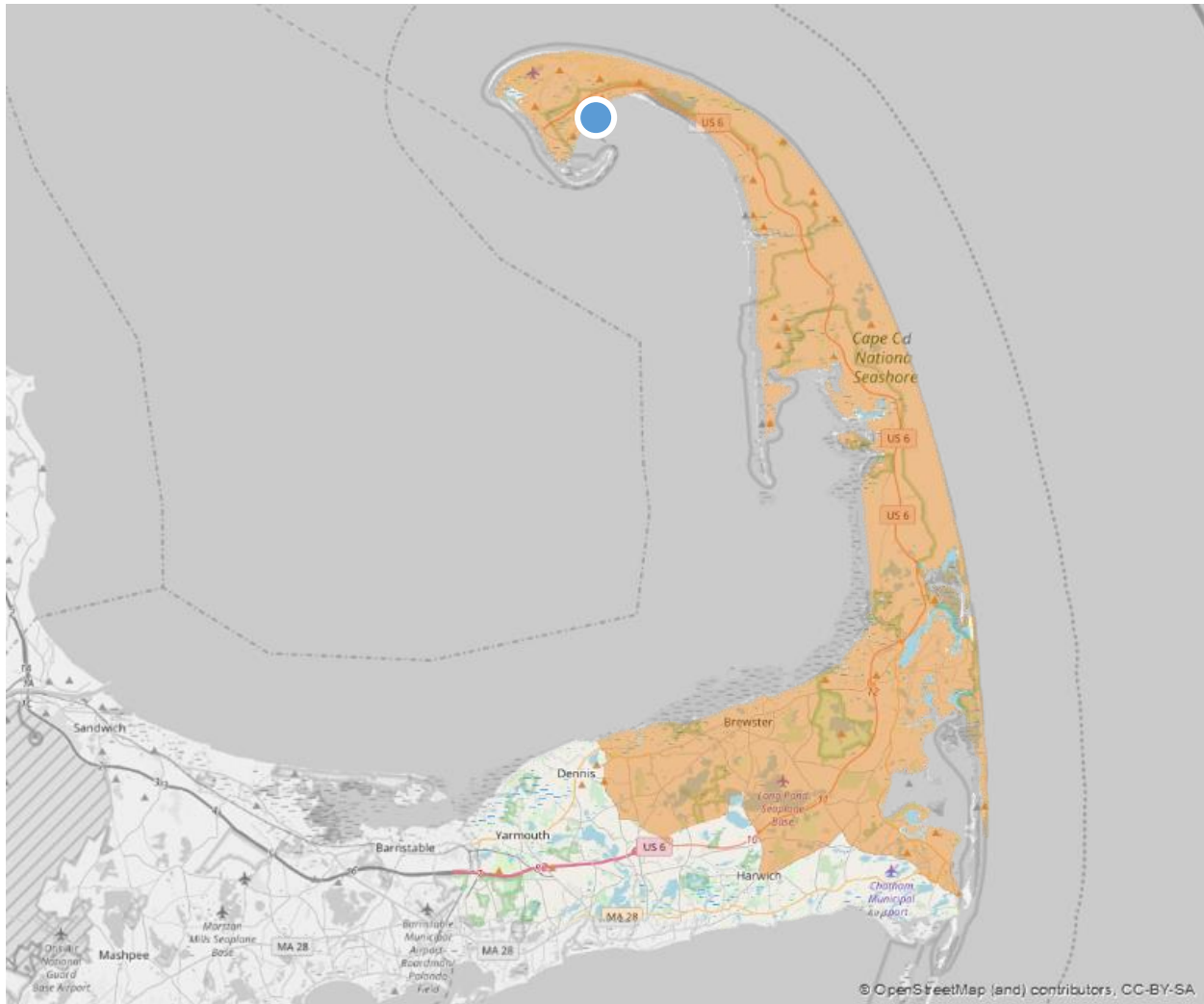
Municipality	Proposed Dock Locations
Gloucester	
Beverly	
Salem	Salem Ferry Terminal*
Lynn	Blossom Street Pier^
Winthrop	Winthrop Ferry Dock*
Chelsea	Mary O'Malley Park
Everett	Encore Boston Harbor
Boston	
- East Boston	Logan Airport Ferry Terminal* Lewis Mall Liberty Plaza
- Charlestown	Sullivan Square/Schrafts Navy Yard (Yard's End) Navy Yard/Pier 4* Navy Yard Pier 1^
- North Station	Lovejoy Wharf (North Station)*
- Downtown	Long Wharf North + South* Central Wharf* Rowes Wharf*
- Fort Point	Atlantic Wharf (South Station) Federal Courthouse/ Moakley^
- Seaport	Fan Pier (ICA)* World Trade Center West* World Trade Center East^ Dry Dock #4
- Dorchester	EDIC/Marine Industrial Park* Columbia Point at Fallon Pier^ UMass Boston at Fox Point^
Quincy	Marina Bay/Squantum Point*
Hingham	Hewitt's Cove*
Hull	Pemberton Point* Steamboat Wharf
Plymouth	
Provincetown	MacMillan Pier*

MacMillan Pier

Two privately-operated Provincetown ferries provide service to Provincetown and the outer Cape from mid-May to mid-October. Used by day trippers, extended-stay vacationers, and outer Cape residents, the ferry offers a 90-minute trip from Downtown at Long Wharf (operated by Boston Harbor Cruises) and Seaport at World Trade Center West (operated by Bay State Cruise Company). Both services dock at MacMillan Pier.

Site Analysis

Map of Landing Site and Market Area¹

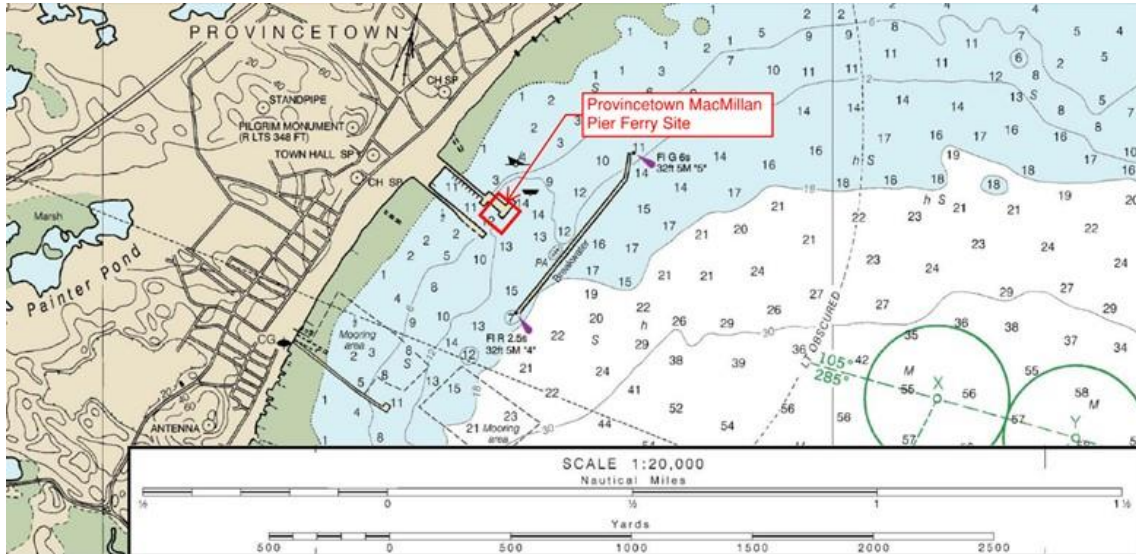


Site Characteristics

Longitude/Latitude:	42.049317, -70.181738
Market Area:	Provincetown/Outer Cape visitors and residents
Landing Ownership:	Town of Provincetown
Closest Street Address:	260 Commercial Street

¹ Sources: OpenStreetMaps, Steer

Aerial Chart of Landing Site²



Landings and Existing Service

Landing Site:	MacMillan Pier
Existing Landing:	Yes
Channel Access / Turning Basin:	Yes
Dredging Required:	No
Berthing Capacity:	One side-loading berth at 100 ft.
Wave Exposure:	Moderate; Provincetown Harbor and Mass Bay
Existing Pier/Bulkhead:	Floats from finger pier
Existing Float:	Yes
Publicly Owned Property:	Yes (Town of Provincetown)

Site Infrastructure

Docking Conditions:	Good
ADA Access:	Yes
Rider Amenities:	Outdoor covered waiting area and seating adjacent to float; vehicular drop-off at landing

Sensitive Shoreline Land Uses and Environmental Concerns

The recently renovated fixed pier has a medium height freeboard and is protected by a harbor breakwater, but it may be susceptible to sea level rise as well as storm surge in extreme weather events.

Suitability for Emergency Use

The ferry site is suitable for Provincetown evacuation in case of flooding as long as the pier is accessible.

² Source: US Department of Commerce, National Oceanic and Atmospheric Administration

Ferry Level of Service

The 2019 ferry service is outlined below.³

Route	To downtown Boston	To Boston Seaport
Berth	Long Wharf South	World Trade Center West dock
Existing / Proposed	Existing	Existing
Year Round or Seasonal	Daily; seasonal	Daily; seasonal
Commuter / Recreational	Recreational	Recreational
Fare	Round trip: Adult - \$93 Senior - \$83 Child (3-11) - \$68 Child (under 3) - \$33 Bike - \$18	Round trip: Adult - \$90 Senior - \$80 Child (3-11) - \$67 Child (under 3) - \$34 Bike - \$16
Schedule / Frequency	1 to 3 trips per day depending on the season	3 round trips from Boston, and Monday morning service
Public / Private Management	Private (Boston Harbor Cruises)	Private (Bay State Cruises)

Transportation Access⁴

The site is served by the CORTA Provincetown Shuttle. There is access for people walking and biking to MacMillan Pier via Route 6A from the town and from National Seashore destinations. There are good sidewalk connections and streets with a mix of bike lanes and sufficient traffic calming for safe cycling. There are bike racks near the dock.

There is regional and local road access from the site via local streets to Route 6. There are between 323 public parking spaces on site.

Provincetown Market Area

Recent and Planned Developments⁵

There have not been reports of significant recent or planned developments in the area.

Demographics⁶

Demographic Data for Provincetown Market Area

	Market Area	Boston, MA	Avg. Boston Harbor Ferry Site
Population	35,082	667,137	45,814
Labor Force	19,917	393,455	31,091
Employed	18,562	366,164	28,763
Median Household Income	\$61,464	\$60,732	\$72,115

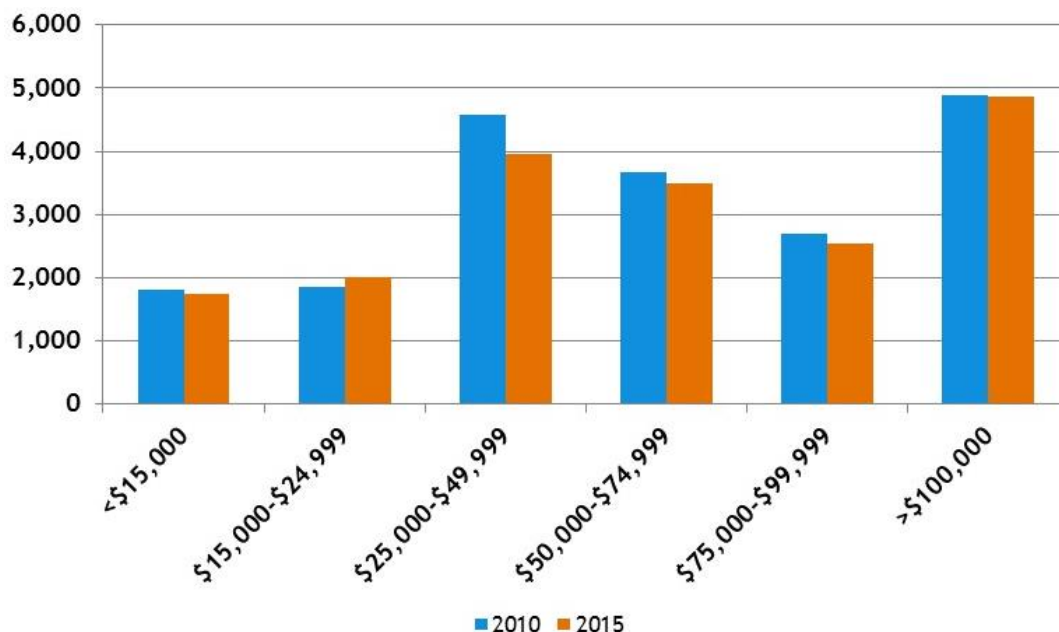
³ Sources: www.bostonharborcruises.com/provincetown-ferry, baystatecruisecompany.com/schedule-fares

⁴ Source: Google Maps

⁵ Source: Town of Provincetown Planning Department, September 2017

⁶ Sources: U.S. Census Bureau (2010, 2015), American Community Survey

Distribution of Median Household Incomes for Provincetown Market Area, 2010 and 2015



Journey-to-Work⁷

There is no Journey to Work Data for Provincetown to Boston in the US Census data.

Travel Time and Cost Comparisons⁸

Travel Times and Cost Comparisons by Different Modes of Transport

Mode	Total Time	Walking (Access/Egress)	Transfer	Riding	Trip Frequency
To: Government Center (Downtown)					
Auto - Low Est.	2:30			2:30	
Auto - High Est.	3:40			3:40	
Ferry via Long Wharf North	1:56	0:13		1:43	
To: Boston Convention & Exhibition Center (Seaport)					
Auto - Low Est.	2:20			2:20	
Auto - High Est.	3:30			3:30	
Ferry via World Trade Center	1:54	0:14		1:40	

⁷ Sources: U.S. Census Bureau (2010), American Community Survey

⁸ Sources: Google Maps, KPFF

Evaluation

Pros: There is existing seasonal ferry service provided by two operators.

Cons: The long ferry travel times limit commuter service to one trip in each direction during prime commuting hours, and with long travel times, the operating costs would be relatively high. The lack of a year-round commuter base in the market area combined with the vessels requirements for operating service in all seasons makes the potential for commuter service even more limited.

Next Steps: The combination of high operating costs and infrequent service supports the existing unsubsidized seasonal service. It is unlikely that a subsidized commuter service would be cost effective for the community.

Credits

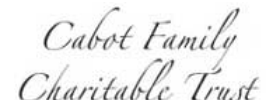
Project Coordination

- Boston Harbor Now



Study Sponsors

- MassDOT
- Massport
- National Park Service
- Seaport Council of the Executive Office of Housing and Economic Affairs
- Massachusetts Convention Center Authority
- The Barr Foundation
- Cabot Family Charitable Trust
- Envoy Hotel
- Clippership Wharf



Consultant Team

- Steer (formerly Steer Davies Gleave)
- KPFF
- Moffatt and Nichol
- Elliott Bay Design Group
- Progressions
- Norris and Norris

