

# Winthrop, MA

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## 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 Winthrop, the Winthrop Ferry Dock 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. This site was one of the fifteen included in potential routes to study; however, based on the good physical conditions of the dock and the existence of town-operated seasonal service, further analysis was not conducted.

This report is designed to serve as an additional resource for considering 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

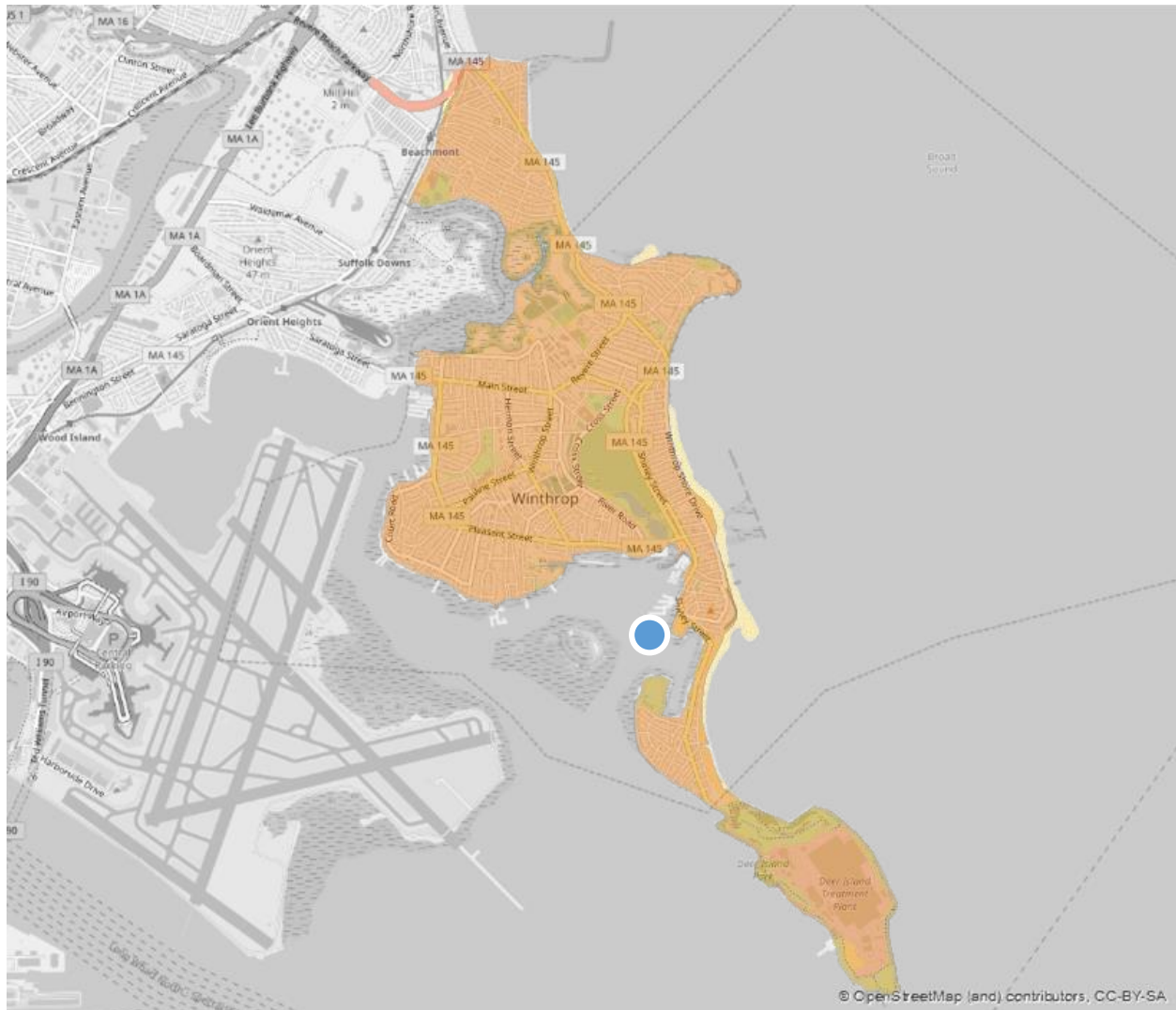
Municipality	Proposed Dock Locations
Gloucester	
Beverly	
Salem	Salem Ferry Terminal*
Lynn	Blossom Street Pier^
<b>Winthrop</b>	<b>Winthrop Ferry Dock*</b>
Chelsea	Mary O'Malley Park
Everett	Encore Boston Harbor
Boston	
- East Boston	Logan Airport Ferry Terminal* Lewis Mall Liberty Plaza
- Charlestown	Sullivan Square/Schraffts 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*

## Winthrop Ferry Dock

Winthrop ferry has had seasonal operations for the past several years, with different routes and frequencies of service. With the town's acquisition of the *Valkyrie* in 2016, service has become more consistent. A seasonal service with a route connecting Winthrop Squantum Point/Marina Bay in Quincy, Central Wharf behind the New England Aquarium in downtown Boston, and Fan Pier in the Boston Seaport operated in 2018. The service is expected to resume in April 2019. It was primarily used by weekday commuters as well as some recreational passengers.

### Site Analysis

#### Map of Landing Site and Market Area<sup>1</sup>

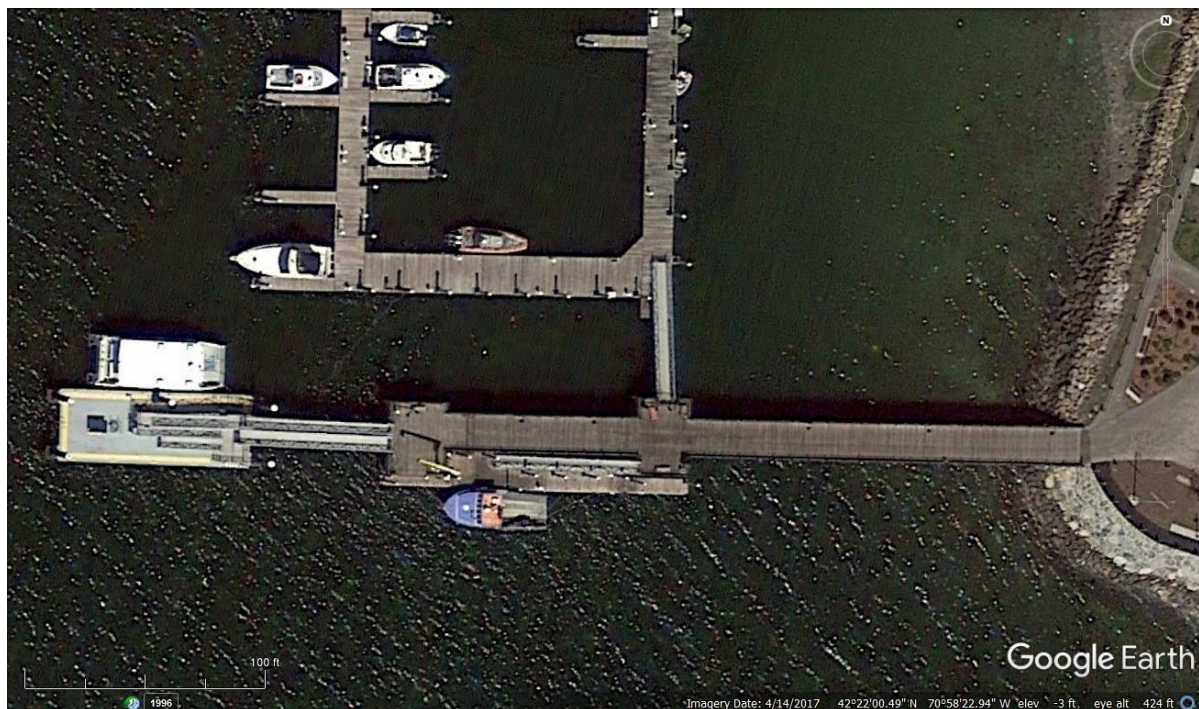
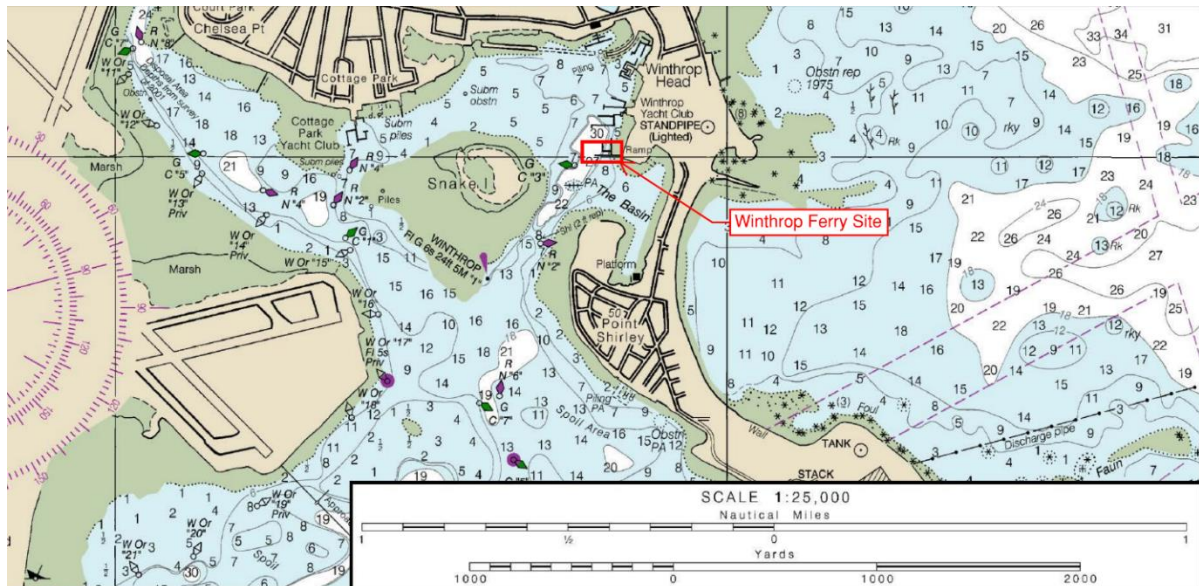


<sup>1</sup> Sources: OpenStreetMaps, Steer

## Site Characteristics

Longitude/Latitude: 42.366689, -70.973679  
Market Area: Winthrop, Revere, Deer Island  
Landing Ownership: Town of Winthrop  
Closest Street Address: 705-711 Shirley Street

## Aerial Chart and Photo of Landing Site<sup>2</sup>



<sup>2</sup> Source: US Department of Commerce, National Oceanic and Atmospheric Administration, Google Earth

## Landings and Existing Service

Landing Site:	Shirley Street
Existing Landing:	Yes
Channel Access / Turning Basin:	Yes
Dredging Required:	No
Berthing Capacity:	Two berths at 80 ft.
Wave Exposure:	Moderate; outer harbor
Existing Pier/Bulkhead:	Yes
Existing Float:	Yes
Publicly Owned Property:	Yes (Town of Winthrop)

## Site Infrastructure

Docking Conditions:	Good, built in the last 10 years
ADA Access:	Yes
Rider Amenities:	Norman Sieffert Ferry Terminal building with ATM, restrooms, seating, waiting area, and other amenities is a 2 to 3 minute walk from the ferry landing on finger pier

## Sensitive Shoreline Land Uses and Environmental Concerns

Winthrop Landing is well protected within the outer harbor. Sea level rise along the narrow Winthrop peninsula is a future concern.

## Suitability for Emergency Use

The ferry site is suitable to provide evacuation for Winthrop and Deer Island in case of flooding of exposed neighborhoods and road connections and/or storm surge from Massachusetts Bay.

## Ferry Level of Service

The 2018 ferry service is outlined below.

<b>Route</b>	To Central Wharf (behind New England Aquarium) and Fan Pier (Seaport) and Squantum Point/Marina Bay (Quincy)
<b>Berth</b>	#1
<b>Existing / Proposed</b>	Existing
<b>Year Round or Seasonal</b>	Seasonal
<b>Commuter / Recreational</b>	Commuter and Recreational
<b>Fare (One Way)</b>	One way: Commuter trips - \$6.00 Adult - \$8.50 Senior (65+) and Student with ID - \$6.50 Child 5 to 12 - \$3.00 Child under 5 - Free
<b>Schedule / Frequency</b>	Weekday 6 to 8 roundtrips, weekend 5 roundtrips
<b>Public / Private Management</b>	Public; town-owned vessel is operated by town staff

## Transportation Access<sup>3</sup>

The closest connections to public transportation are bus routes. The MBTA's 712 and 713 buses both stop within 0.1 miles of the landing site and have worked to coordinate schedules with the ferry's arrival and departure. The Blue Line subway is more than 2.5 miles away with the closest stops being Orient Heights in East Boston and Beachmont Station in Revere.

There is access for people walking and biking to the Winthrop Ferry Dock via Shirley Street from the surrounding neighborhoods, central Winthrop, and Deer Island, which is both a state park and home to the region's wastewater treatment center. There are existing sidewalks and some walking paths for pedestrians. There are few bike lanes, but the residential streets are generally cycling friendly. There are bike racks near the dock.

There is regional and local road access from the Winthrop Ferry Dock site via Shirley Street through Winthrop Center to Revere, Route 1A and East Boston. There are between 180 and 200 free surface parking spaces near the dock, but many of these spaces have restricted uses and the parking lot fills up with boat ramp users and trailers in the summer.

## Winthrop Market Area

### Recent and Planned Developments<sup>4</sup>

Among the planned developments in Winthrop are the conversion of the property at 142 Pleasant Street into condos and the Winthrop Town Council-approved reuse of the property located at 60 Hermon Street into a 5- or 6-unit multifamily residential property.

### Demographics<sup>5</sup>

#### Demographic Data for Winthrop Market Areas

	Market Area	Boston, MA	Avg. Boston Harbor Ferry Site
<b>Population</b>	19,028	667,137	45,814
<b>Labor Force</b>	13,233	393,455	31,091
<b>Employed</b>	12,179	366,164	28,763
<b>Median Household Income</b>	\$63,754	\$60,732	\$72,115

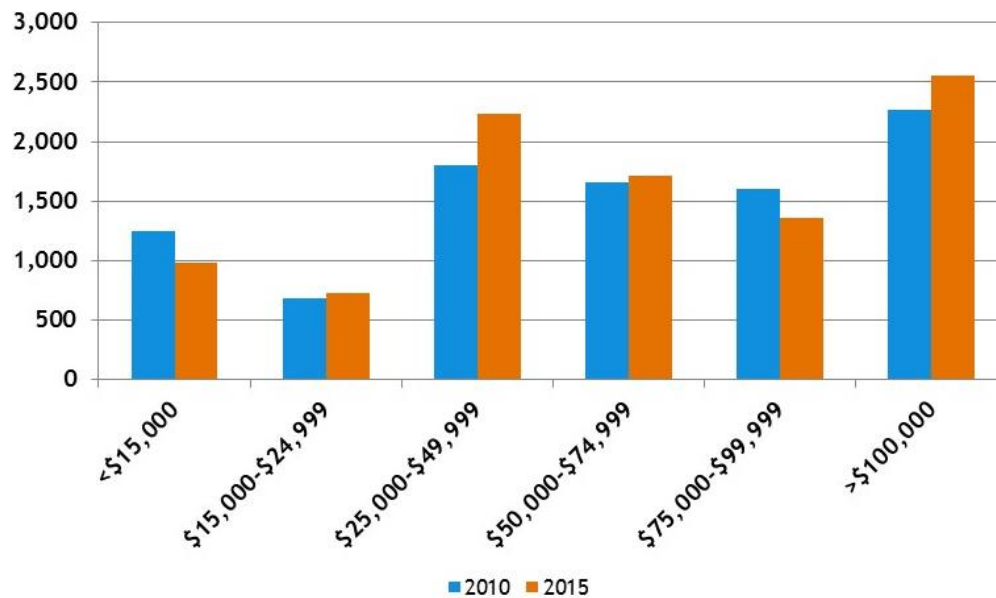
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<sup>3</sup> Source: Google Maps

<sup>4</sup> Source: Winthrop Transcript, Winthrop Planning Board, September 2017

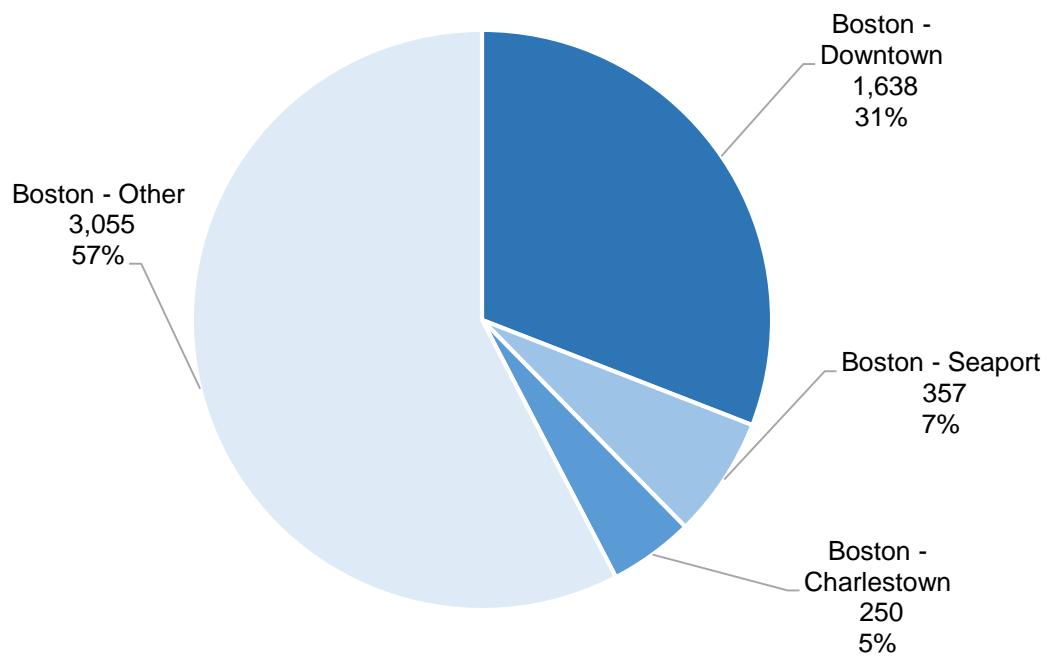
<sup>5</sup> Sources: U.S. Census Bureau (2010, 2015), American Community Survey

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



## Journey-to-Work<sup>6</sup>

**Journey-to-Work Destinations from Winthrop Market Area**



<sup>6</sup> Sources: U.S. Census Bureau (2010), American Community Survey

## Journey-to-Work Destinations from Winthrop Market Area to Boston Central Business Districts

Commuters to Boston (Charlestown)	250
Commuters to Boston (Downtown)	1,638
Commuters to Boston (Seaport)	357
Commuters to Boston (Other)	3,055
<b>Total Commuters to Boston</b>	<b>5,300</b>

## Travel Time and Cost Comparisons<sup>7</sup>

### Travel Times and Cost Comparisons by Different Modes of Transport

Mode	Total Time	Walking (Access/Egress)	Transfer	Riding	Trip Frequency
<b>To: Government Center (Downtown)</b>					
Auto - Low Est.	0:30			0:30	
Auto - High Est.	1:05			1:05	
Public Transit	0:42	0:02	0:06	0:34	0:20
Ferry via Long Wharf North	0:39	0:13		0:26	
<b>To: Boston Convention &amp; Exhibition Center (Seaport)</b>					
Auto - Low Est.	0:30			0:30	
Auto - High Est.	0:55			0:55	
Public Transit	1:09	0:12	0:21	0:36	0:20
Ferry via World Trade Center	0:36	0:14		0:22	

## Evaluation

**Pros:** Existing Winthrop service has been established and is growing ridership annually. Future service may be leveraged to serve additional locations if a separate Quincy service is established.

**Cons:** The commuter demand to Downtown is in the lowest 10% of sites profiled as is commuter demand to the Seaport. Although the ferry offers time travel savings compared with a car in traffic to these locations, the number of possible riders may be insufficient to support more frequent service.

**Next Steps:** The flexibility offered by the town owning and operating the ferry will allow for iterative improvements that respond to resident demands as the service continues to evolve.

<sup>7</sup> Sources: Google Maps, KPFF

## 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



Barr  
Foundation

*Cabot Family  
Charitable Trust*

### Consultant Team

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



Progressions

*Sawyer & Associates Consulting*