West Station Transit Study

Presentation Overview

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Study Goals/Objectives

- Identify transit services and connections to and through Beacon Park Yards (BPY) that will have the greatest potential demand/use. We'll evaluate bicycle & pedestrian connections too.
- Understand how future growth in BPY will influence transit demand.
- Inform the design, service planning, and timing of the new West Station.
- Pilot new tools and analytic methods for integrated land use and transportation planning.

Approach

Land Use Scenarios: Develop a range of future land use scenarios for BPY and surrounding area, which vary in density, mix, timing of development, and Transportation Demand Management policies.

Transportation Improvements: Identify various transit services, new connections, and active transportation facilities.

Accessibility Modeling: Estimate trip generation and travel demand for each land use and transportation scenario.

Analysis: Use accessibility modeling to identify the services, connections, and TDM policies that maximize non-auto mobility.

Accessibility Framework

Premise: The amount and variety of destinations, and the relative ease of accessing those destinations via different modes, profoundly affects the number of trips people make and how they make those trips.

Promise: "Accessibility" models exploit these relationships to produce generalized estimates of travel demand, without simulating every traveler and trip.

Proviso "Accessibility" models are measuring the amount of destinations (jobs, schools) that people (workers, students) can get to in a given amount of time. They are not designed to produce precise estimates of ridership, traffic volume, intersection delay, or air quality emissions; **not a replacement for CTPS regional travel demand model**.

Process

Timeline

- Fall 2018: Engage stakeholders and refine methodology
- Winter 2019: Hire consultants and develop land use assumptions
- Spring 2019: Engage with public on scenario development
- Summer 2019: Test scenarios
- Fall 2019: Analyze results and report back to public
- Winter 2020: Present findings and recommendations

Engagement

- Work closely with MassDOT, MBTA, Boston, Cambridge, and Brookline
- Robust opportunity for input from stakeholders
- Public meetings, website, social media

A Few Key Study Questions To Date

- Which types of new transit connections and frequency of service are likely to attract the most riders?
- Who is serviced by the new station? Travel from where to where?
- How might pedestrian and bicycle infrastructure, as well as on-demand mobility services, impact travel behavior?
- What is the optimal sequencing of development and transit improvements?
- What transit and land use policies and regulations might be most effective?
- What are the best measures for determining if a scenario is effective?

Q & A

Discussion Question

What kinds of trips is West Station most facilitating?

- Better access to downtown Boston for current Allston residents?
- MetroWest commuters currently driving to Boston, Brookline, and Cambridge?
- North/South bus rapid transit for people living and working in Cambridge, Allston, and Brookline?
- High transit use of new residents and new workers as BPY grows?
- Reverse commute options to MetroWest for Allston residents?
- Better access to Allston from downtown Boston?
- Others?

Discussion Question Cont.

How should we measure the success of transportation scenarios?

- Transit ridership and use?
- Amount of destinations that can be accessed in 30 minutes?
- Amount of options for travel?
- Reduced travel delay compared to current conditions?
- Reduced travel delay compared to the future without a West Station?
- Improved mobility and access for seniors, people with disabilities, lower-income populations, young people?
- Improved air quality?
- Increased physical activity?
- Other?