



ROUTE 1A



CORRIDOR STUDY

Welcome! Please settle in.

The meeting will begin shortly...





ROUTE 1A

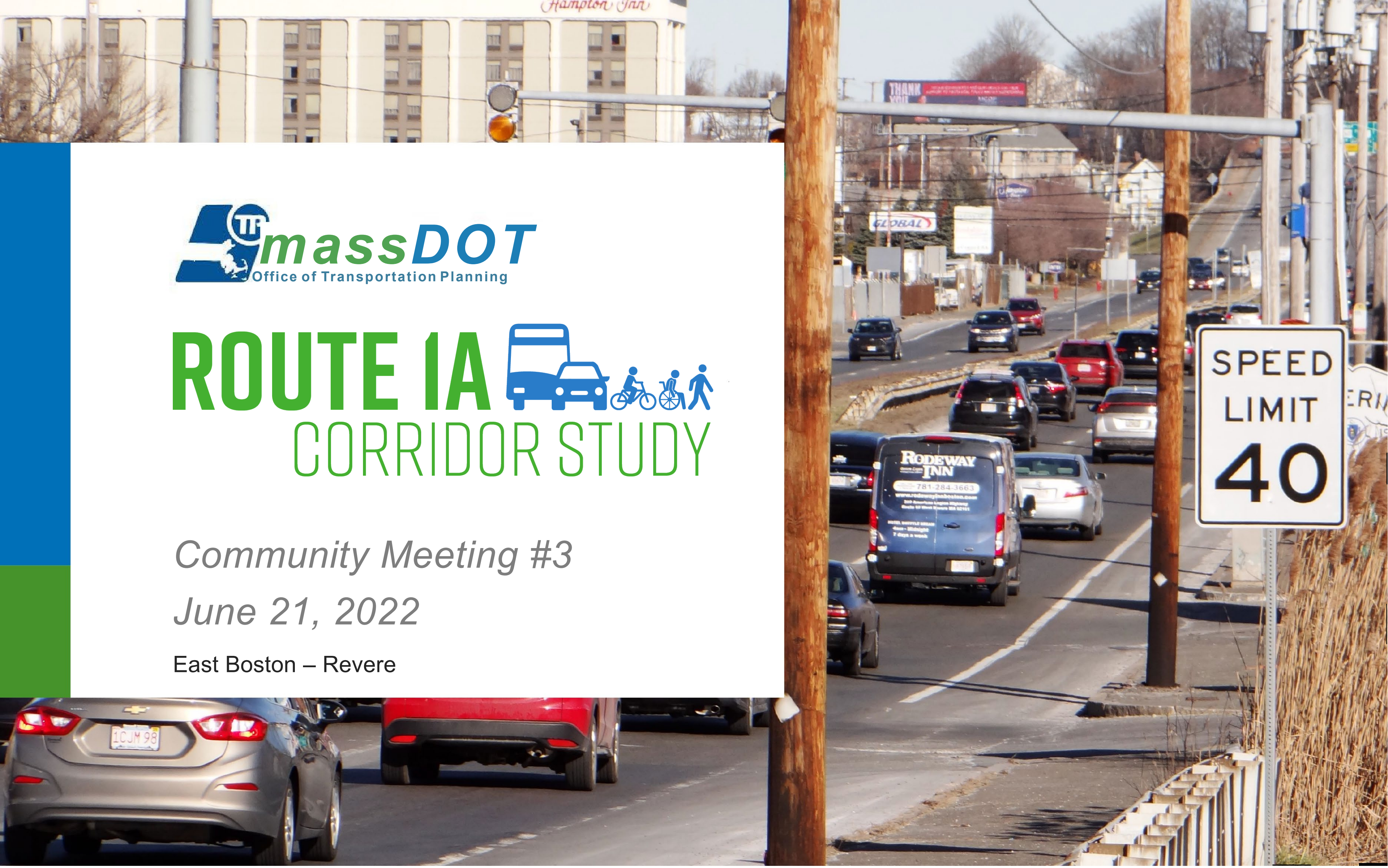


CORRIDOR STUDY

Community Meeting #3

June 21, 2022

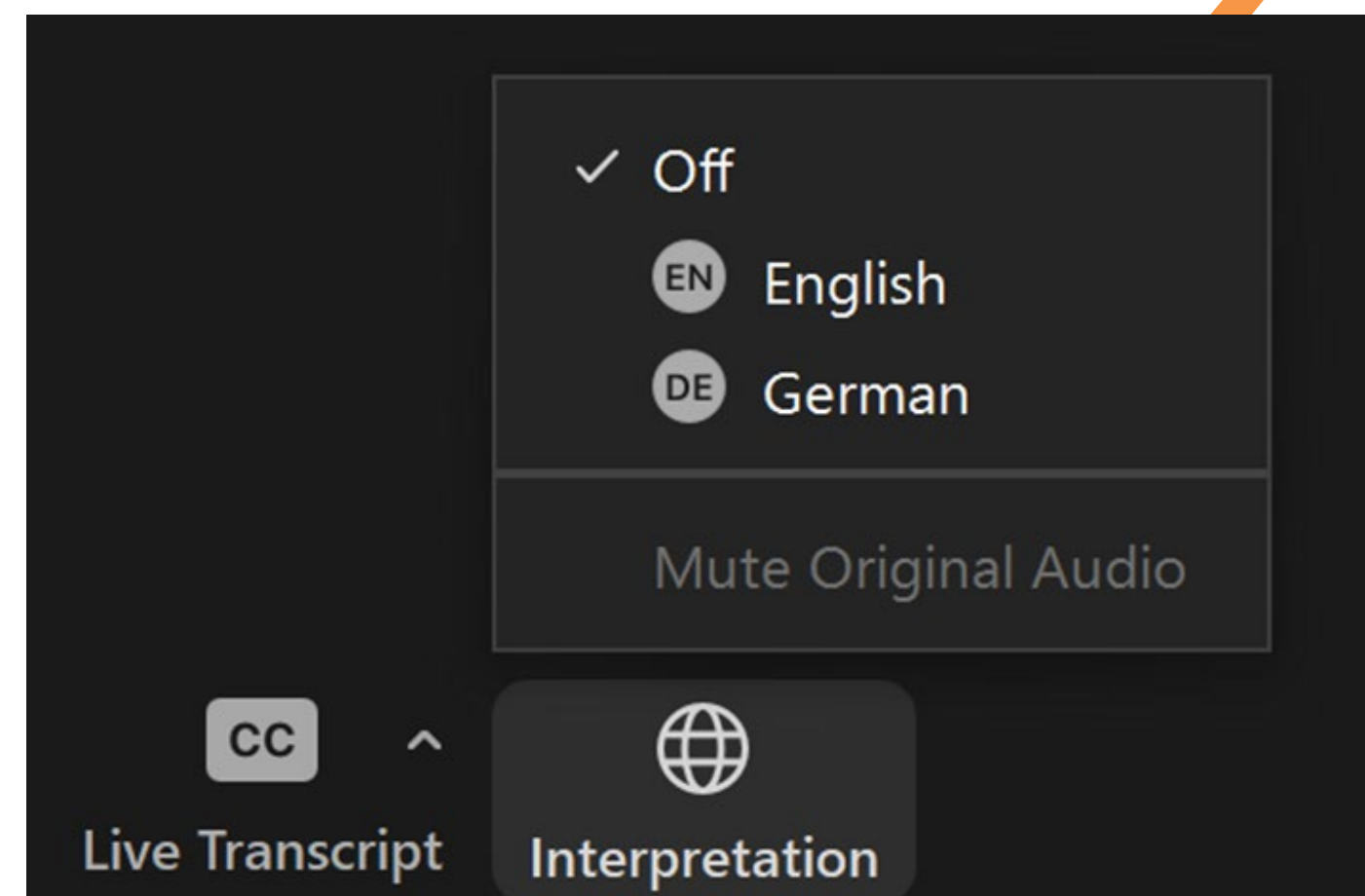
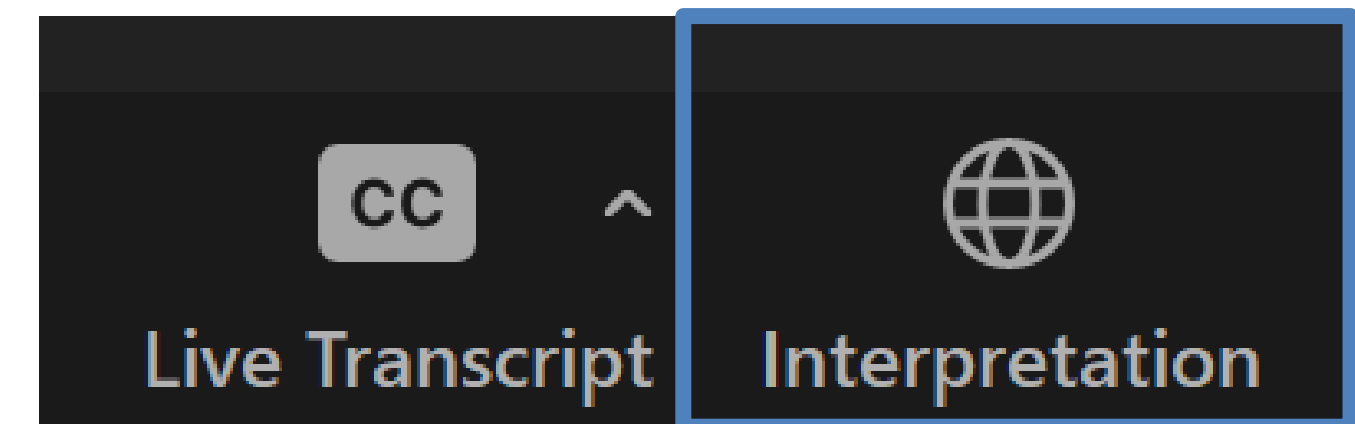
East Boston – Revere



How To Use Zoom - Interpretation

Select the **language** you would like to hear by clicking the **Interpretation** feature and selecting a language from the list provided.

To hear the **interpreted language only**, click **Mute Original Audio**.

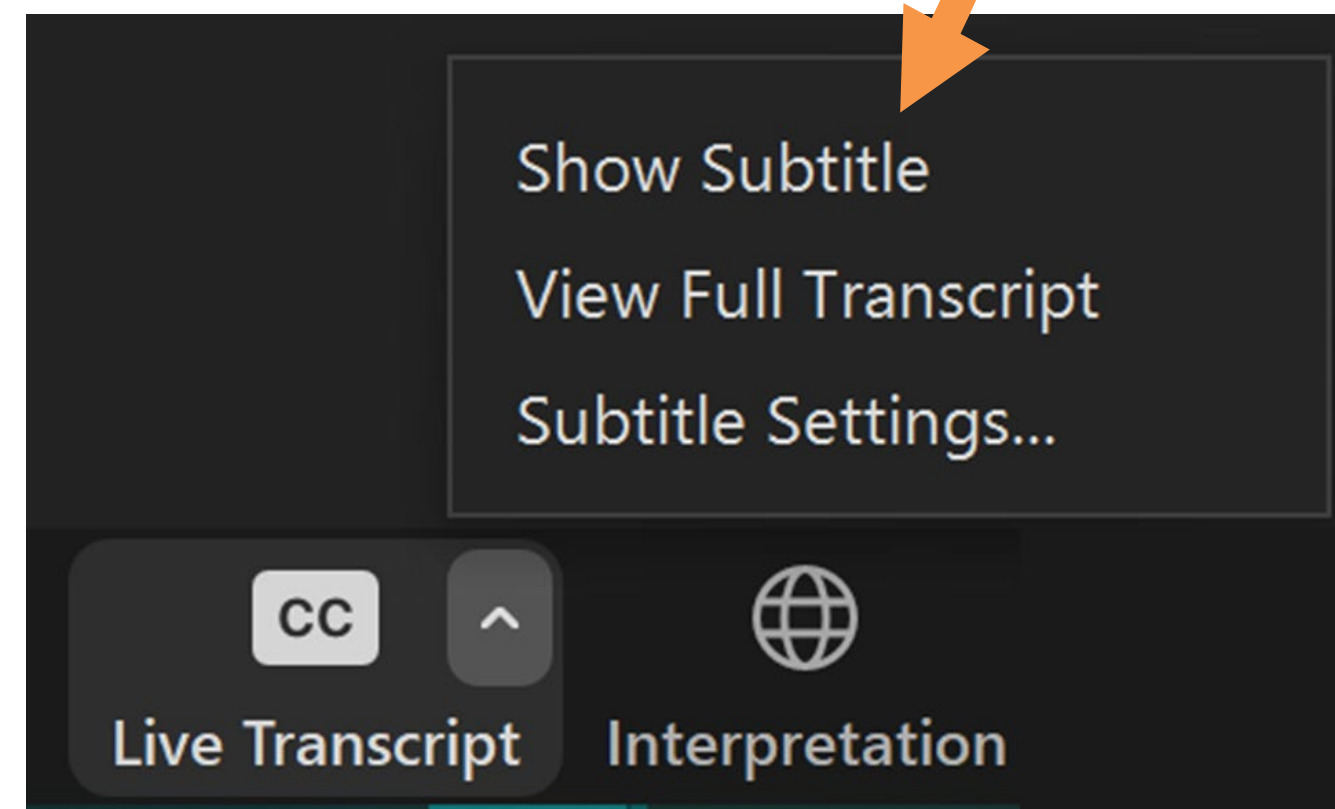
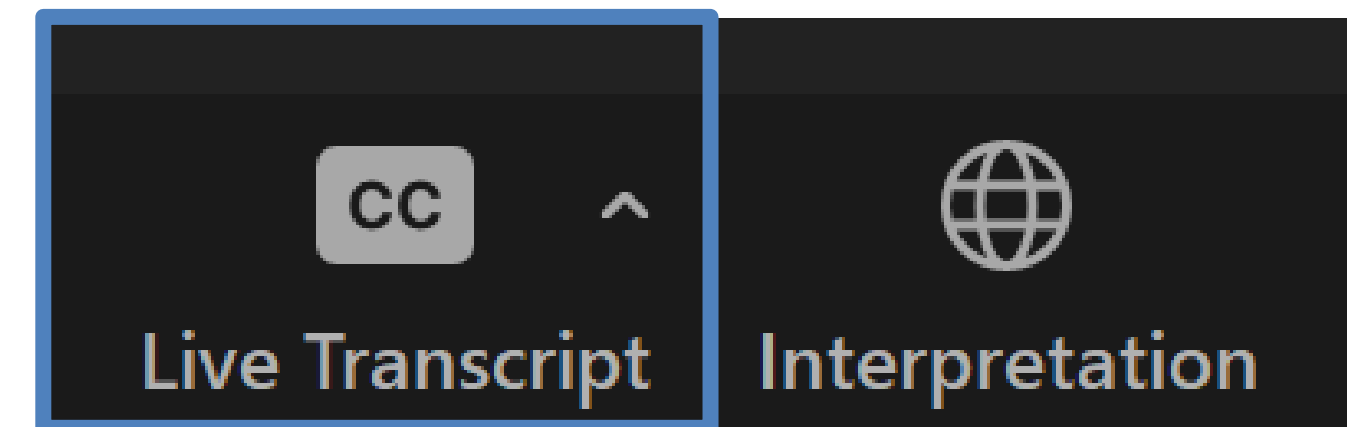


How To Use Zoom - Captioning

You can view **closed captions** by clicking the **Closed Captions** feature and selecting from the options shown.

Show Subtitle will **display a caption** at the bottom of the screen.

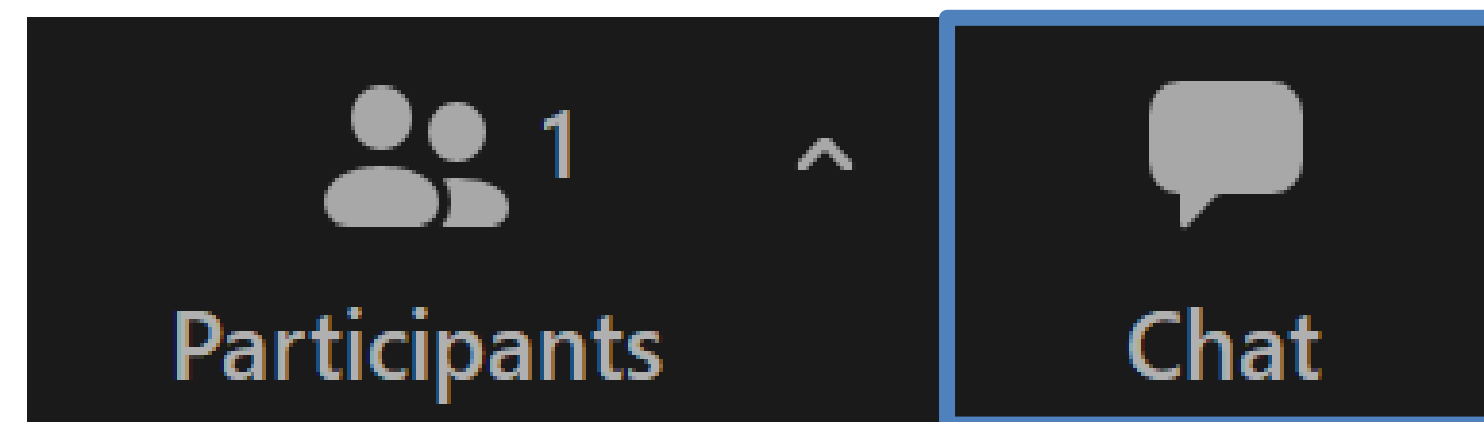
View Full Transcript will display the meeting's **audio transcription** in a window to the right.



How To Use Zoom – Chat

You may use the **Chat button** to submit a typed question or comment at any point during the meeting.

If you have a technical problem, please share your issue in the **Chat feature** at any point during the meeting, and we will respond as quickly as possible.



Today's Agenda

- 1 Project Overview**
- 2 Goals & Objectives**
- 3 Preliminary Rail Corridor Alternatives**
 - a. Shared Use Path Only**
 - b. Freight + Shared Use Path**
 - c. Partial Freight + Shared Use Path**
- 4 Schedule and Next Steps**

Meeting Purpose

- Gather feedback on preliminary rail corridor alternatives



Why Was This Study Initiated?

After receiving public feedback in response to a request to lease the inactive rail parcels along the Chelsea Creek, the MBTA's Fiscal and Management Control Board and MassDOT committed to conducting a study of the rail corridor.

Study Purpose and Need

The purpose of this study is to assess the potential uses of the MassDOT and MBTA rail parcels located between Route 1A and the Chelsea Creek in East Boston, and evaluate the Route 1A corridor between Bell Circle and Day Square.

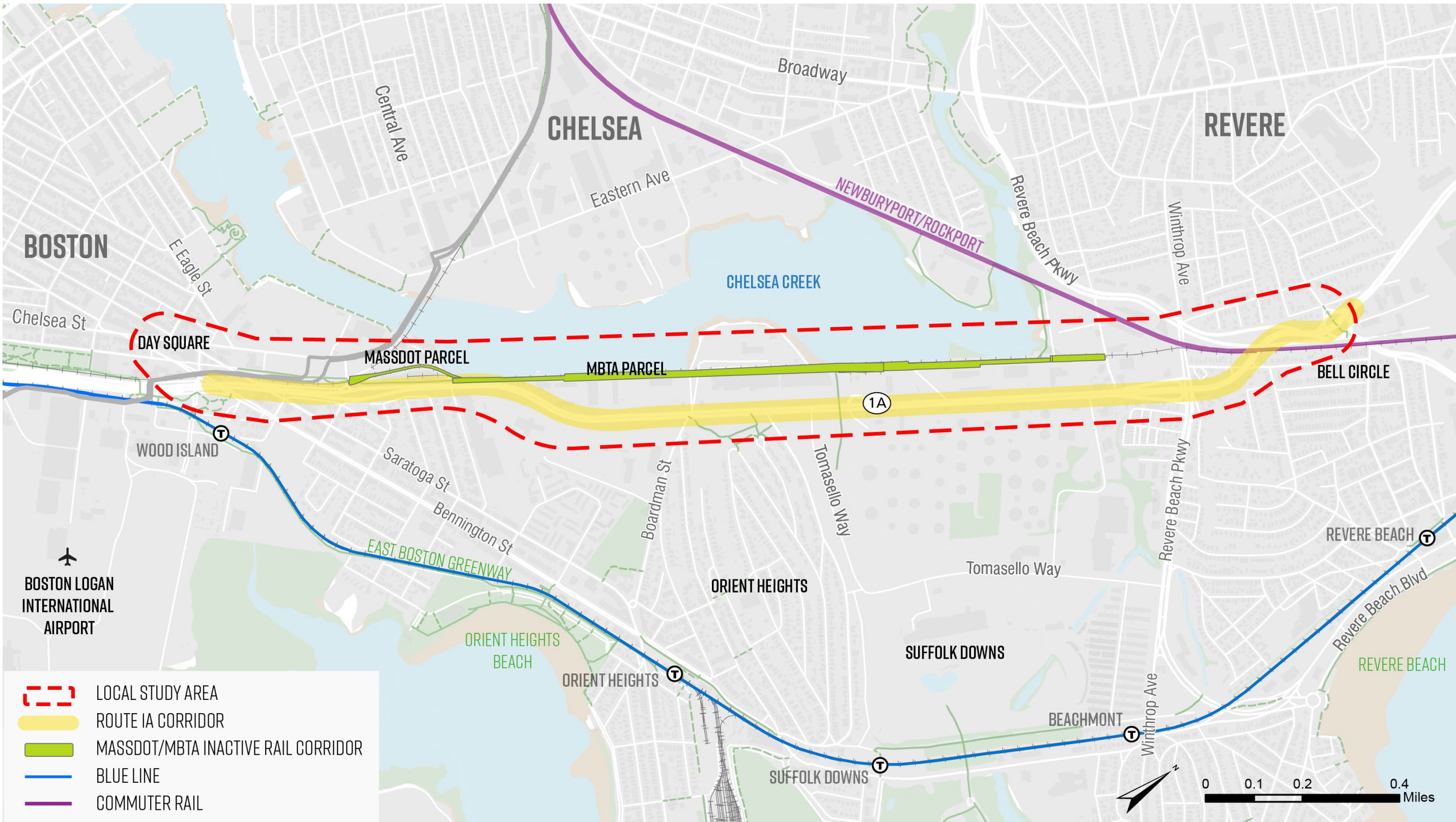
The study will identify opportunities to:

- improve walking, biking, and transit conditions
- address safety deficiencies for all users
- accommodate freight needs and increasing demand on the corridor due to new development
- mitigate potential impacts of climate change



Study Corridor

Our study corridor includes the MassDOT/MBTA owned rail parcels along the Chelsea Creek and Route 1A from Chelsea Street in East Boston to Bell Circle in Revere.



Study Goals

Safety

- Improve safety for people using all modes of transportation (walking, biking, transit, driving, etc.)

Connectivity

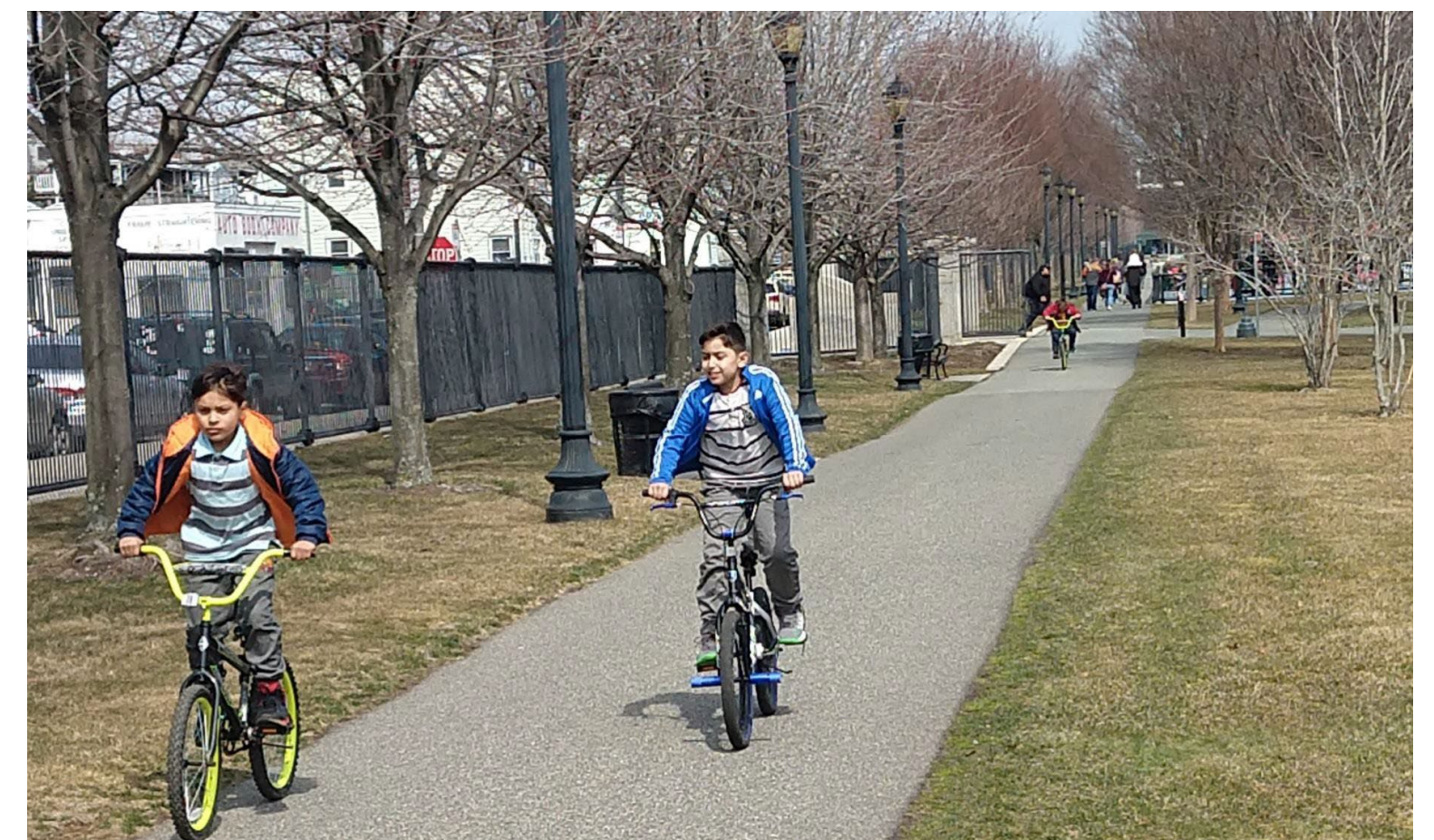
- Expand and enhance connectivity for users of all modes of transportation along and across the Route 1A corridor
- Balance local and regional transportation needs and improve the reliability of freight transportation

Sustainability and Climate Change Resiliency

- Improve air quality and access to public and natural resources
- Enhance resilience of corridor infrastructure and surrounding area

Equity

- Enhance corridor benefits and reduce corridor burdens on Environmental Justice communities



Study Schedule



Public Involvement

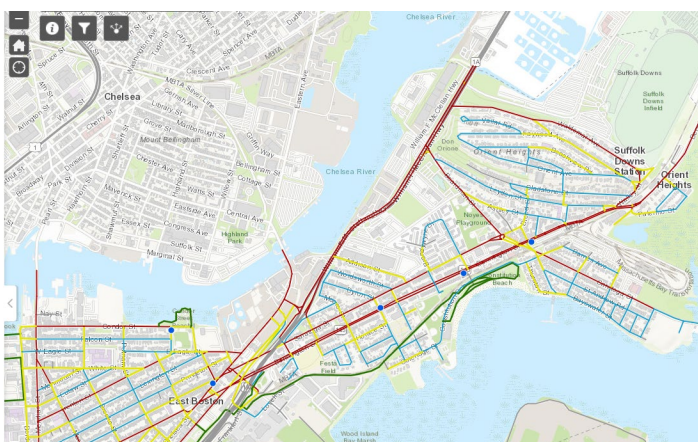
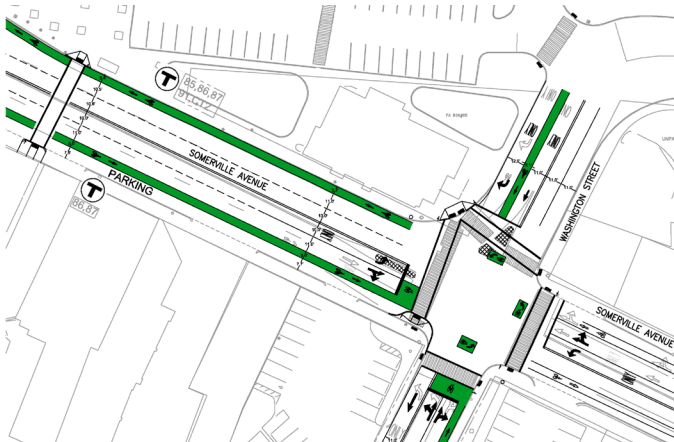
Study Context

Existing & Future Conditions

Alternatives Development

Alternatives Analysis

Findings & Recommendations



Fall 2021

Fall 2021/
Winter 2022

Spring 2022

Summer 2022

Fall 2022



Future Conditions

Existing Rail Corridor Conditions

RAIL RIGHT-OF-WAY

SECTION 1:

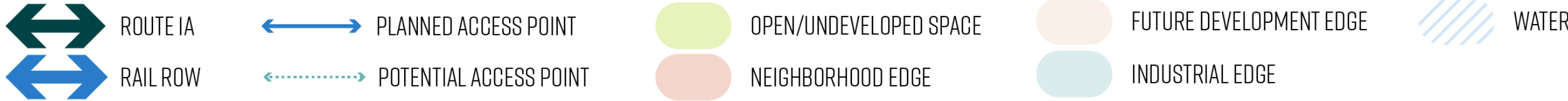
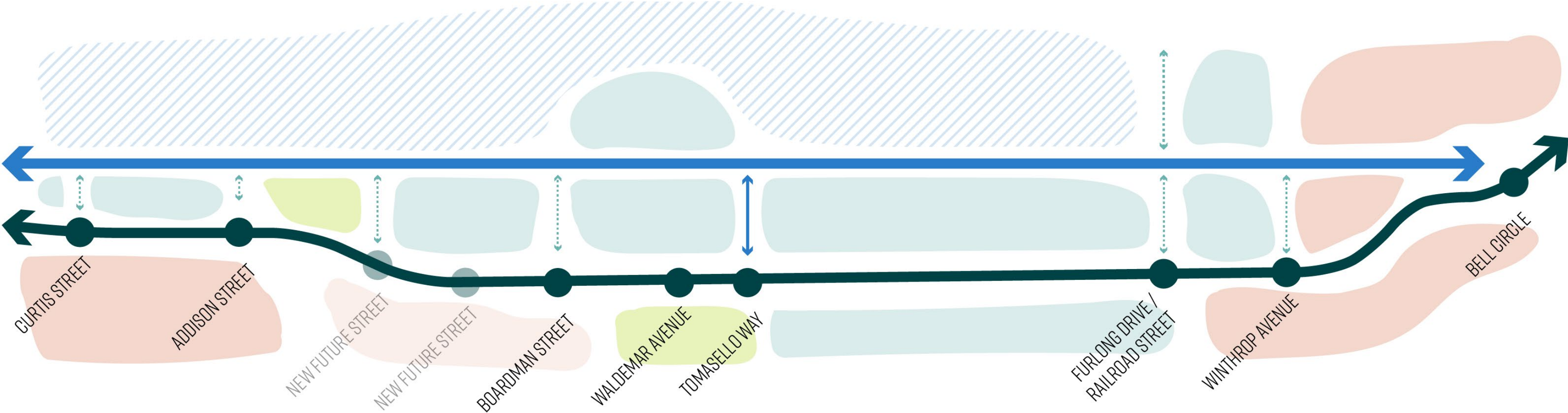
CURTIS STREET TO TOMASELLO WAY

- Right-of-way width varies (~25-85'), with typical widths around 42' or 64'
- Mix of uses today with potential for concentrated mixed use development in the future
- Key access point for Chelsea, Day Square, and Suffolk Downs

SECTION 2:

TOMASELLO WAY TO TO BELL CIRCLE

- Wider, more consistent right-of-way (~46-85'), with typical widths around 64'
- Primarily industrial uses with neighborhood edges toward the north
- Merges with active rail line (Commuter Rail) at Winthrop Ave



ROUTE IA 
CORRIDOR STUDY

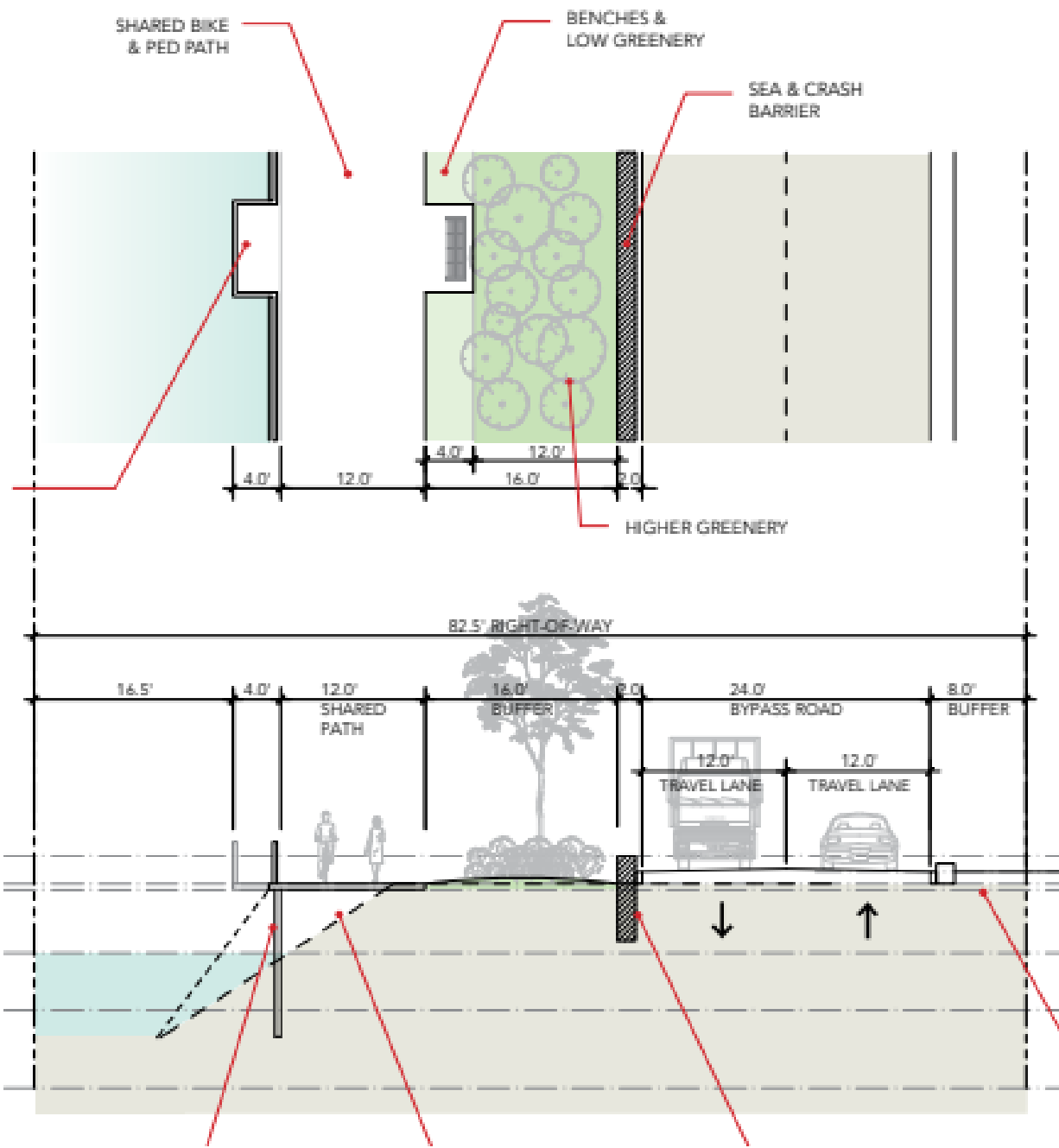
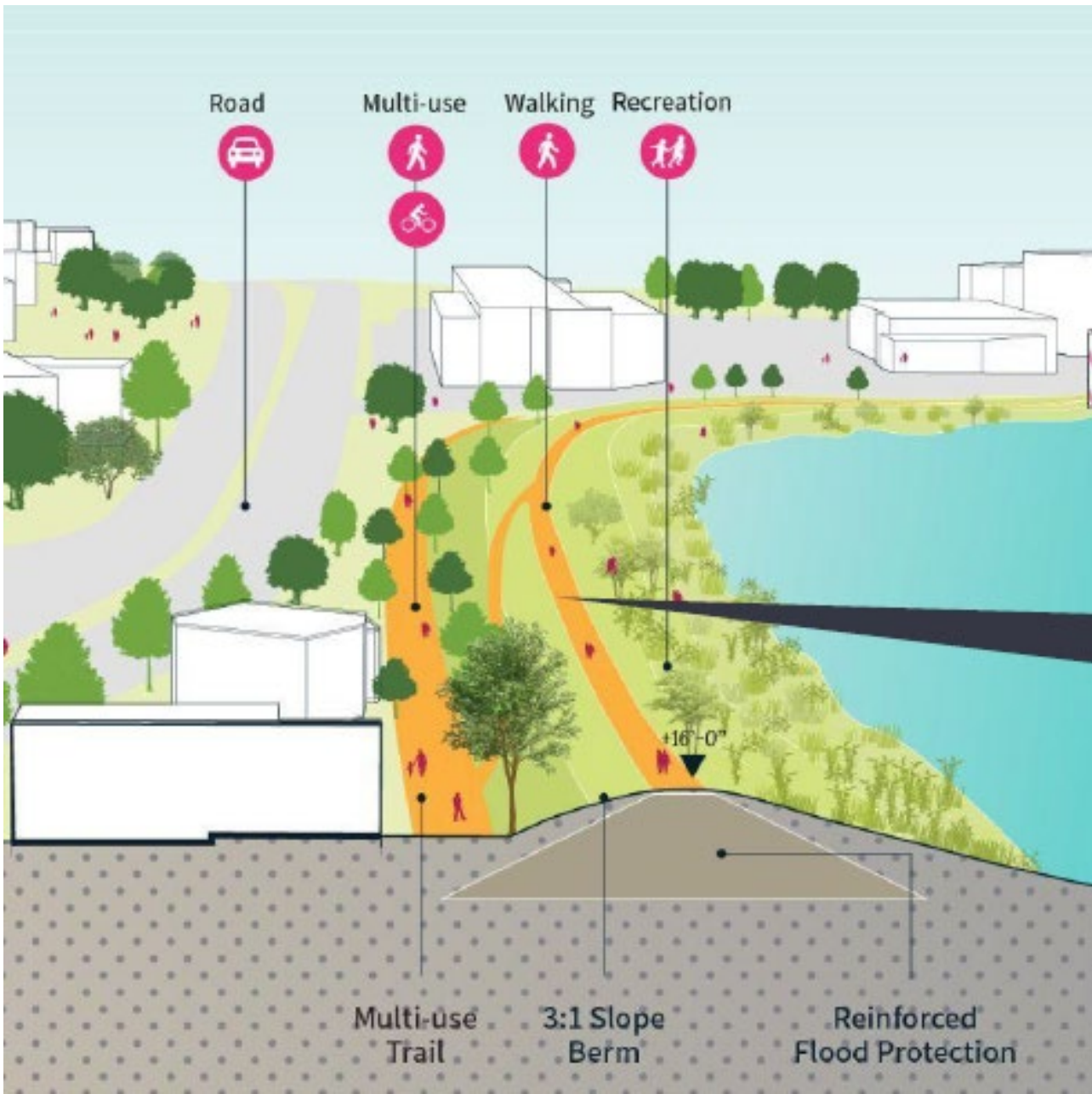
MassDOT/MBTA Rail Parcels

- Parcel Constraints:
 - Parcel right-of-way (ROW) width
 - Widest areas: ~85 feet
 - Narrowest areas: ~25-42 feet (Boardman to Addison Street)
 - Forks around CubeSmart with 30 feet next to road
 - Active industrial uses on Route 1A limit public ROW for access and general permeability
 - Grade change between Route 1A and Rail ROW



Previous Proposals for the Rail Corridor

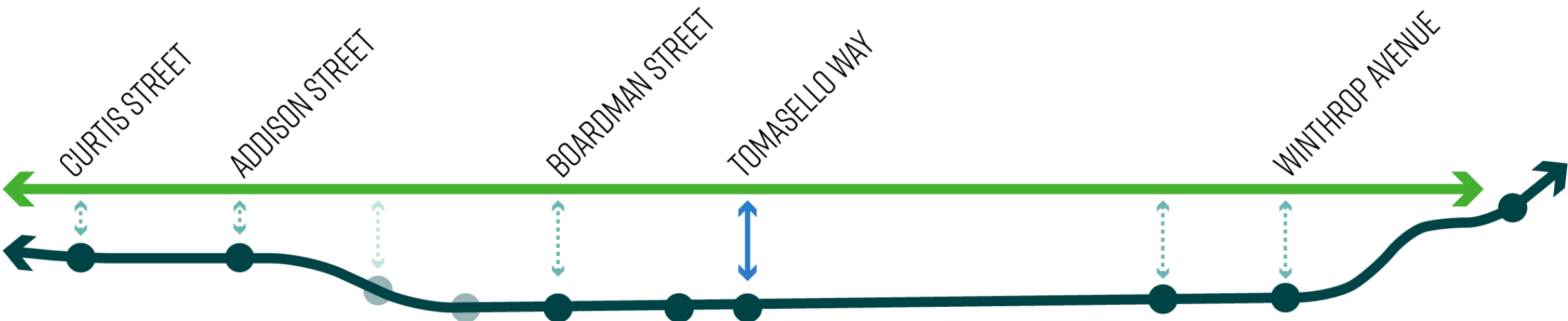
- Raised berm with shared use path (Climate Ready Boston)
- Freight bypass road with shared use path (Cargo Ventures)
- Shared use path (MAPC Landlines and Livable Street's Emerald Network)



Previous Proposals for the Rail Corridor

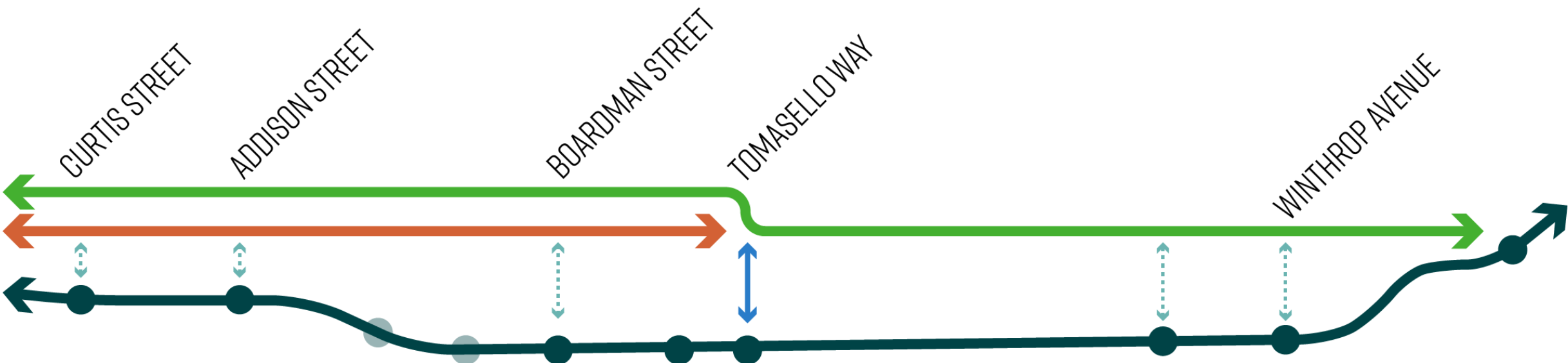
Shared Use Path

- Can be contained within right-of-way, which will limit environmental impacts
- Can be combined with resiliency features including berms/landscaped shoreline
- Limits conflicts between transportation modes at access points
- Provides opportunities for public access and active/passive use of the waterfront



Freight and Path

- Requires path structure over creek for narrowest section of Right-of-Way
- Can be combined with resilience features including bulkheads/seawalls, but may preclude some options like berms
- May introduce conflicts between transportation modes at access points
- May limit public access and active/passive use of the waterfront in some locations



 ROUTE IA

 SHARED USE PATH

 FREIGHT BYPASS

 PLANNED ACCESS POINT

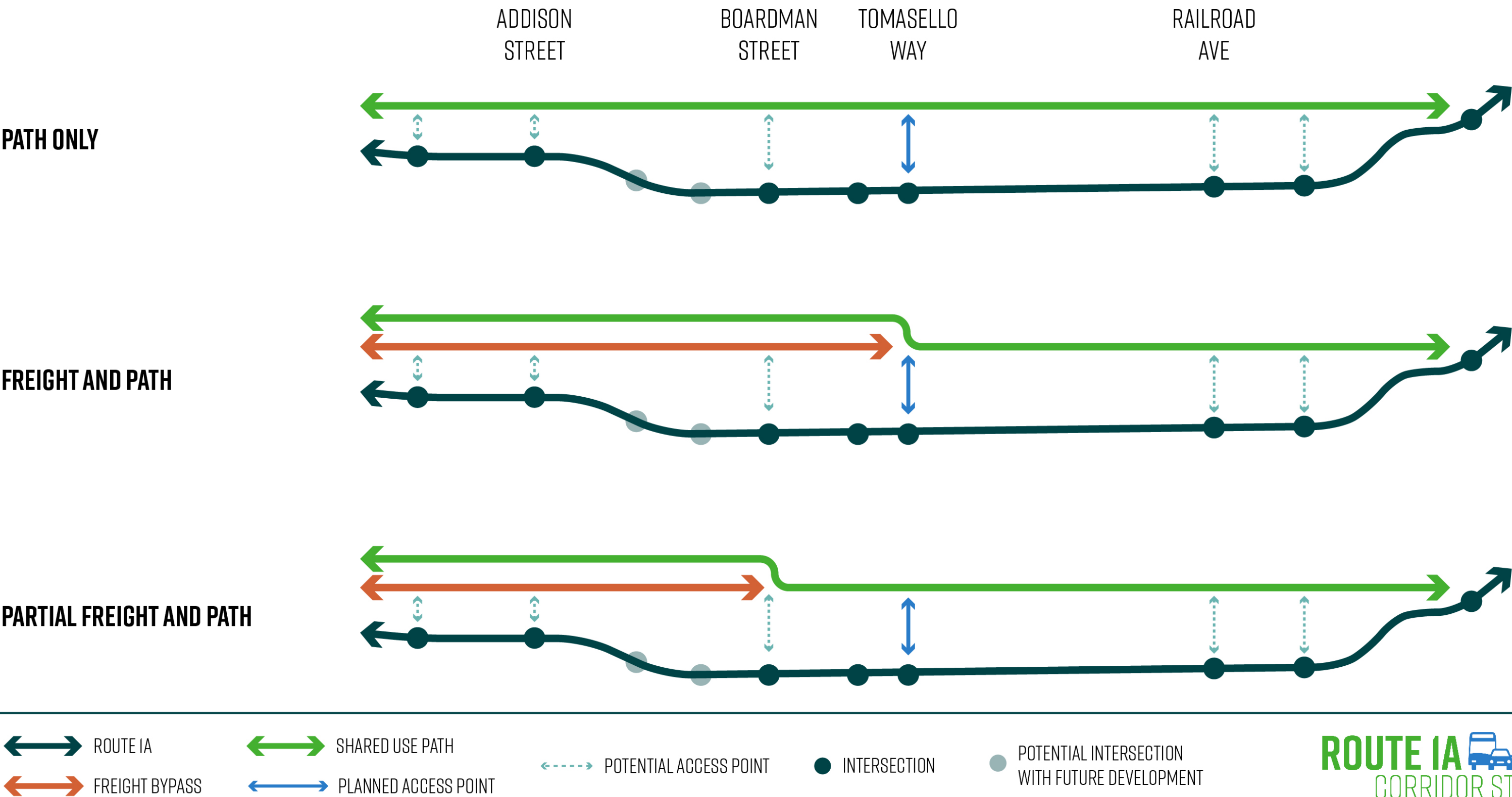
 POTENTIAL ACCESS POINT

 INTERSECTION

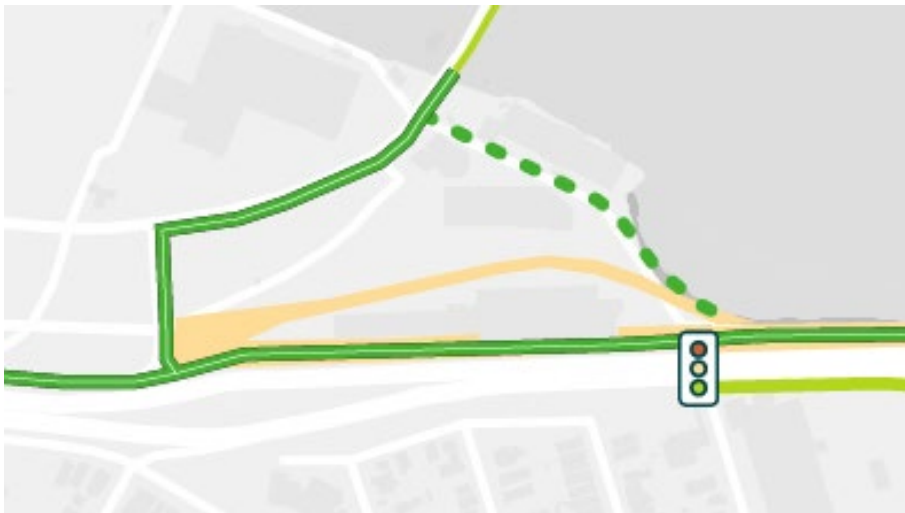
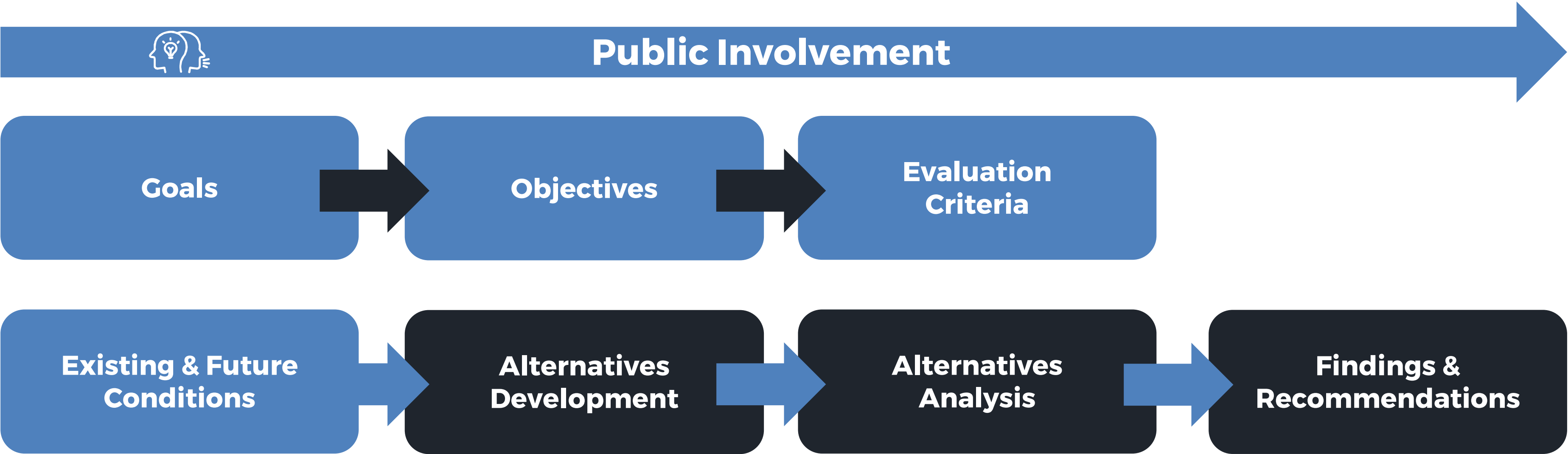
 POTENTIAL INTERSECTION WITH FUTURE DEVELOPMENT

Preliminary Alternatives for the Rail Corridor

RAIL RIGHT-OF-WAY



Alternatives Analysis Process



Evaluation Process for Alternatives

Evaluation Criteria:

- In development for each Goal Area/Objective (safety, access, equity, resilience)
- Measurable parameters (quantitative or qualitative) that enable us to assess how well an alternative satisfies our goal(s) and objective(s)

For each alternative the project team will conduct:

- Traffic analysis at major intersections
 - Travel time changes (how much? who benefits?)
- Pedestrian comfort and bicyclist traffic stress at key path interfaces
 - Change in number of jobs / other opportunities within X-minutes
- EJ and public health analyses (access to community resources, benefits / burdens)
- Environmental resilience (influence on shoreline, wetlands, cultural, historic)
- Land uses and impacts of potential future changes
- Feasibility analysis and potential permitting requirements

Shared Use Path in Rail Corridor

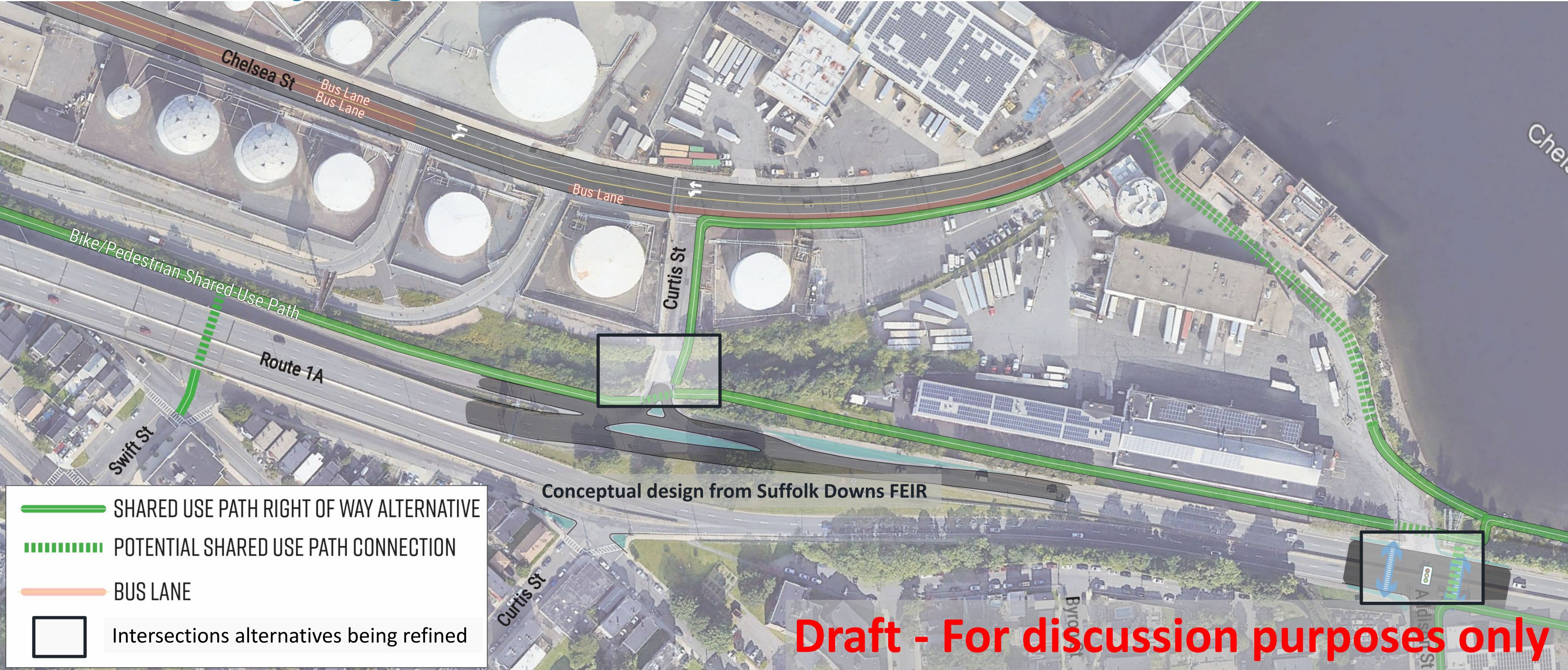


Path + Freight Road in Rail Corridor

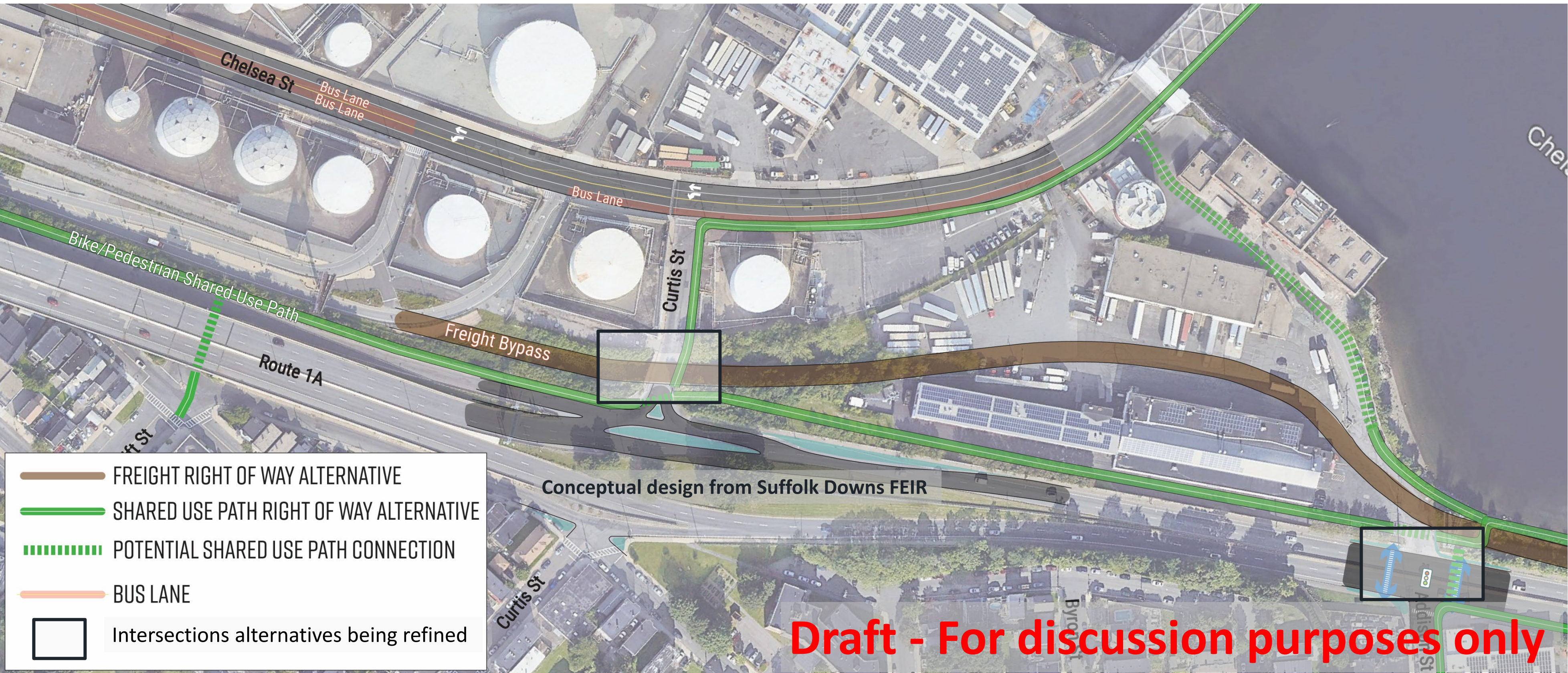


Curtis Street – Addison Street – Shared-Use Path Only

Preliminary Alignments



Curtis Street – Addison Street – Shared-Use Path with Freight Bypass Preliminary Alignments



Boardman Street – Tomasello Street – Shared-Use Path Only

Preliminary Alignments

- SHARED USE PATH RIGHT OF WAY ALTERNATIVE
- TRAFFIC LIGHT



Boardman Street – Tomasello Street – Path + Freight Road To Boardman – Preliminary Alignments



Boardman Street – Tomasello Street – Path + Freight Road To Tomasello – Preliminary Alignments



Railroad Street – Bell Circle – Shared-Use Path Connection

Preliminary Alignments



Railroad Street – Bell Circle – Shared-Use Path Connection

Preliminary Alignments





Small Group Discussion

Small Group Discussion

You will be automatically placed into breakout rooms, where we will have interactive discussions about the project.

What do you like about the preliminary alternatives?

What could be improved about the preliminary alternatives?

- Each room will have a group leader, who will facilitate the discussion.
- The discussion in each room will be the same, focusing on your feedback on the previous ideas for the rail corridor, and other possible uses you would like to see in the rail corridor.
- The group discussion will last until 7:15, at which point, you will be moved back into the main room.

Small Group Discussion

At this time, meeting attendees are in small groups, discussing the preliminary alternatives.

If you are just joining:

- You will be assigned to a breakout room to join the discussion
- We will be reconvening at 7:15 pm.

Next Steps

THIS SUMMER THE PROJECT TEAM WILL:

- Conduct analysis of proposed alternatives
 - Rail corridor concepts
 - Shared use path, pedestrian & bicycle access
 - Local access improvements
 - Freight improvements
 - Resilience and flood control benefits
 - Roadway improvements at key locations



Study Schedule



Public Involvement

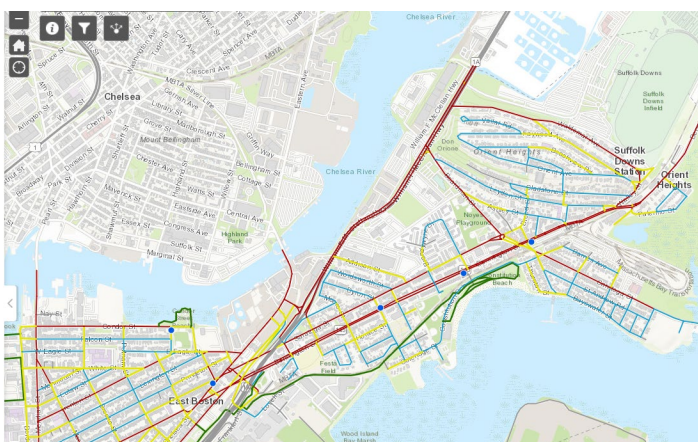
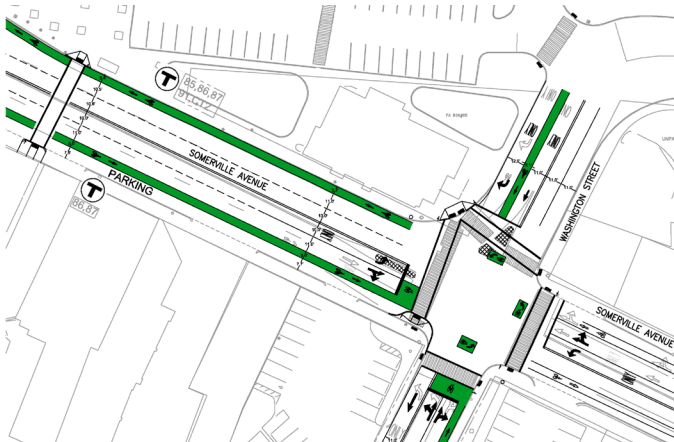
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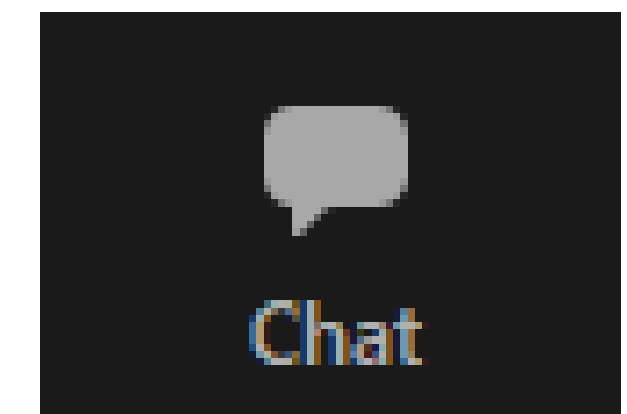
Questions and Answers

What feedback would you like to share with us?

What additional questions do you have?

Questions and Answers

- Please share only one question or comment at a time
- Use the “**Chat**” button to submit a typed question or comment
- Press the “**Raise Hand**” button to share your question or comment verbally. Wait for the moderator to recognize and unmute you before speaking.
- If you have joined by phone only, you may “raise your hand” by pressing the star button and then nine (*9)
- *After you speak, we will lower your hand and you will be muted to allow the team to respond and provide opportunities for others to participate*
- Comments may also be sent to Rt1ACorridorStudy@dot.state.ma.us
- The project website is at <https://www.mass.gov/route-1a-corridor-study>





Thank you!

For question and comments please email:
Rt1ACorridorStudy@dot.state.ma.us

Sign up for project updates:
<https://www.mass.gov/route-1a-corridor-study>





Future Conditions

Future Conditions – Study Area Bicycle Facilities and Gaps

- Does not include shared lanes/ “sharrows”
- Expanding on-street network
- Revere’s recent Complete Streets Prioritization Plan
- Potential for connections to south Revere via new ped-bike bridge over Commuter Rail at Railroad St



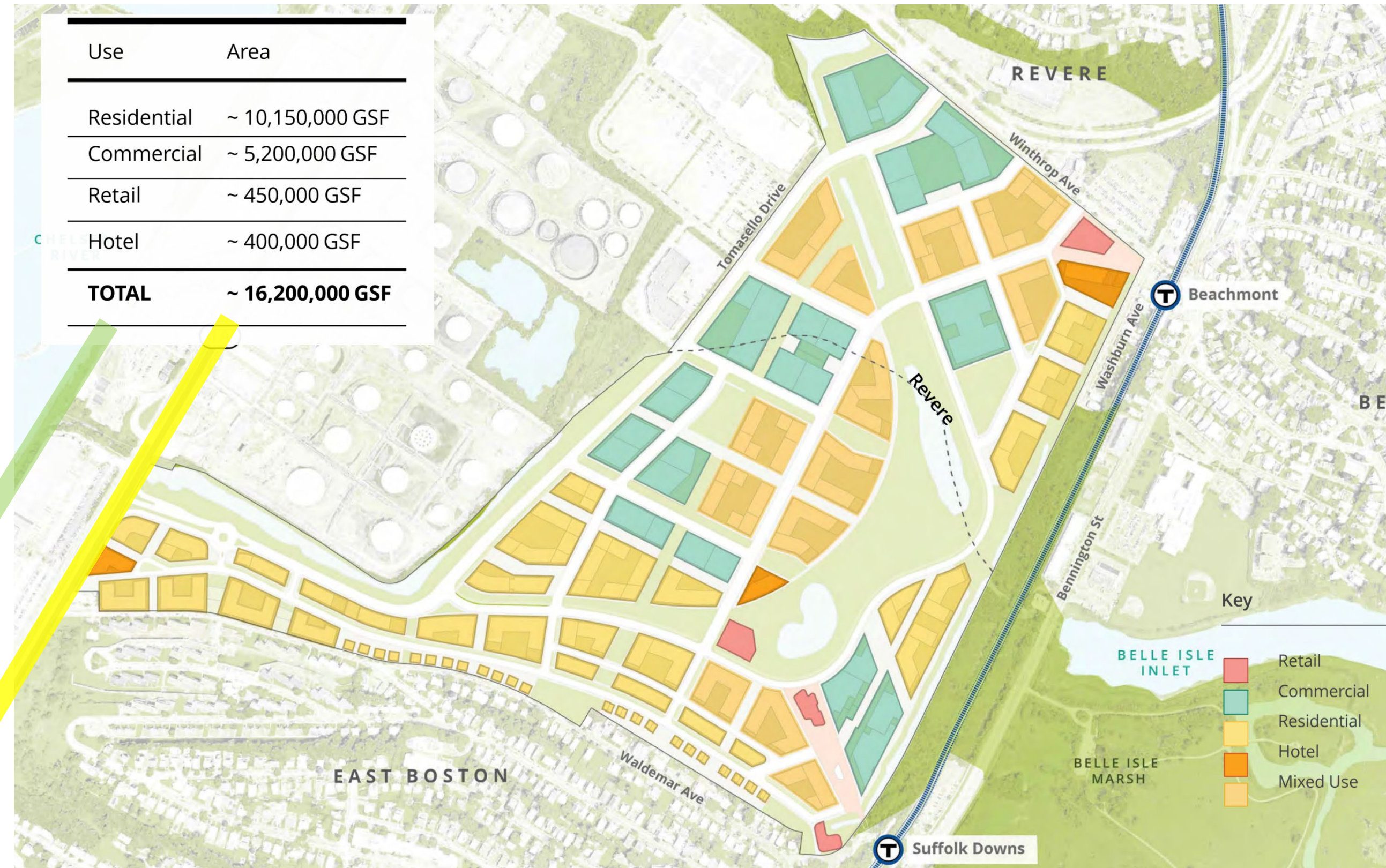
Future Conditions – Bus Network Redesign

- Route 450 proposed to run from Salem to Wonderland. For service to downtown, riders will transfer to the Blue Line
- Route 120 proposed to extend north to Winthrop. This route will run along Route 1A between Boardman Street and Tomasello Way
- Under this proposal, Route 1A will not carry MBTA bus service aside from Route 120



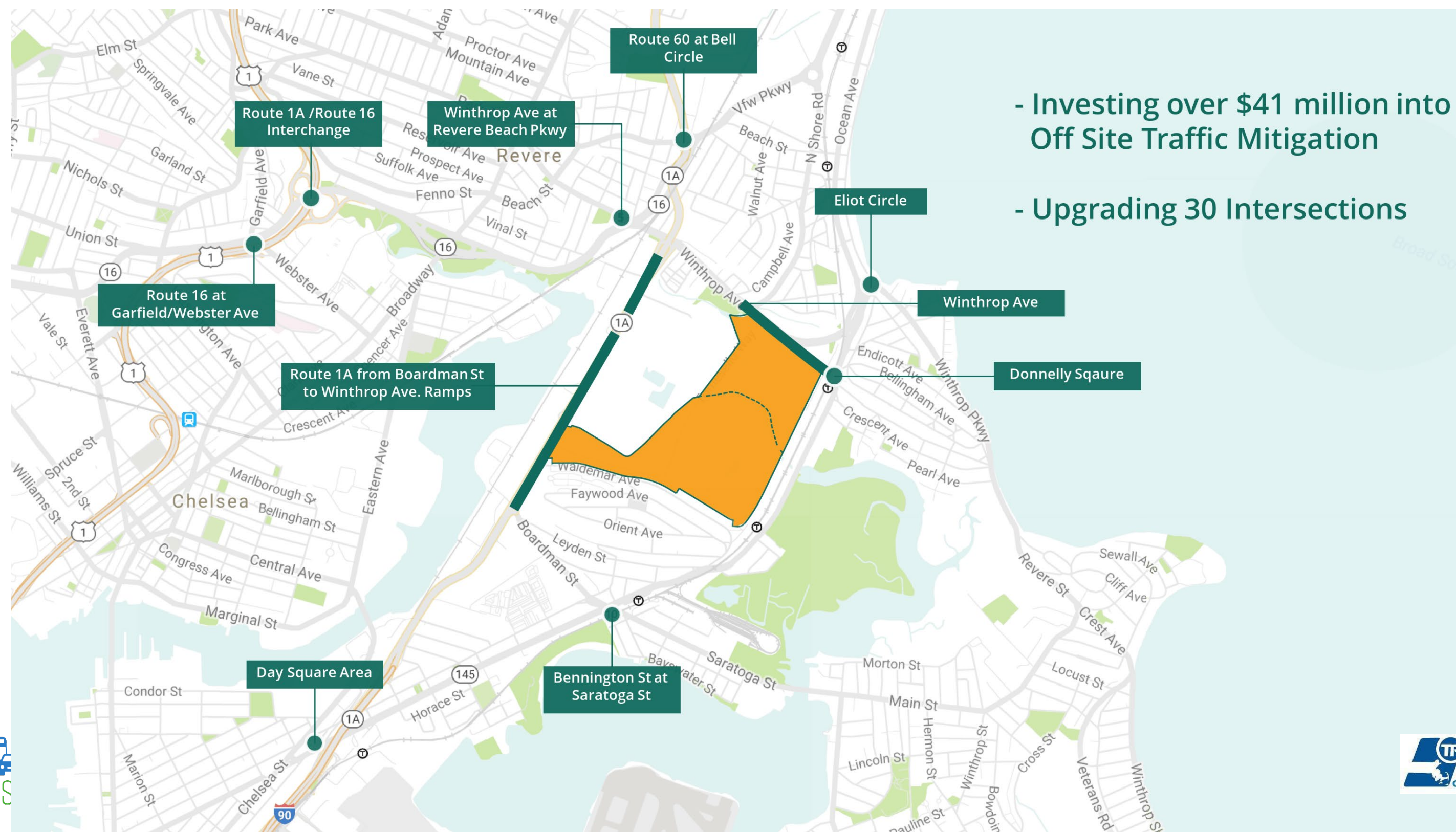
Suffolk Downs Redevelopment Project

- Large mixed-use development
 - 10,000 housing units
 - Office + lab (5.2 M)
 - 800-key hotel
 - Retail (450,000 sq ft)
 - 13,820 parking spaces (including 630 on-street spaces)
- Open space network covering about 25% of the project site
- To be implemented in five phases over 15-20 years



Suffolk Downs Mitigation – Transportation Overview

- \$61 million in off-site transportation mitigation improvements (\$41m roadway, \$20m transit)
- This study assumes all Suffolk Downs roadway changes are in-place by 2030



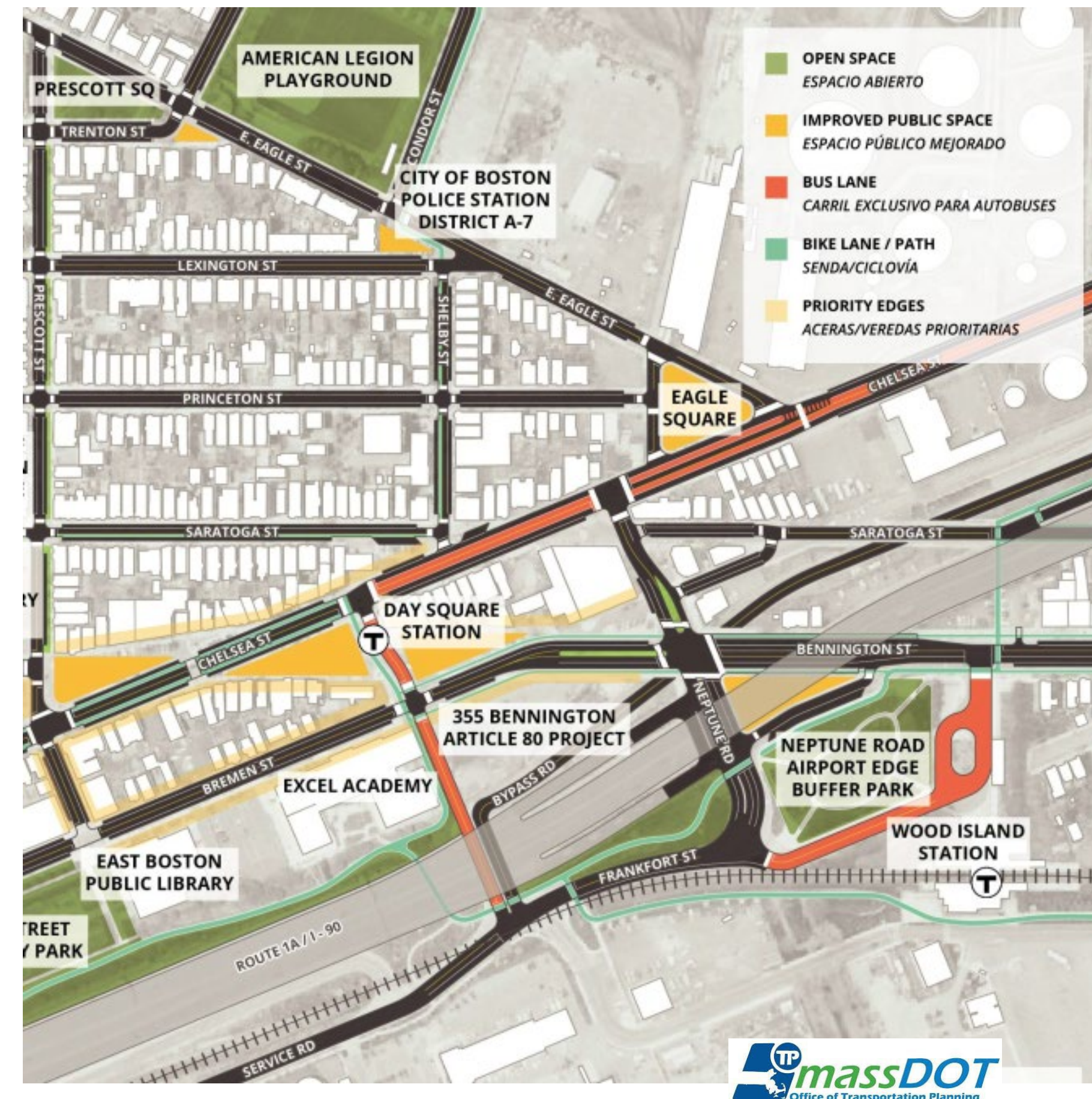
Future Conditions – Day Square Transportation Improvements

City of Boston's PLAN: East Boston has proposed:

- Bus-Only lanes along Chelsea Street
- New Silver Line station serving Day Square
- Shared use path along Route 1A off ramp between Saratoga Street and Curtis Street connecting to the Mary Ellen Welch Greenway

MassDOT's Silver Line Extension Study

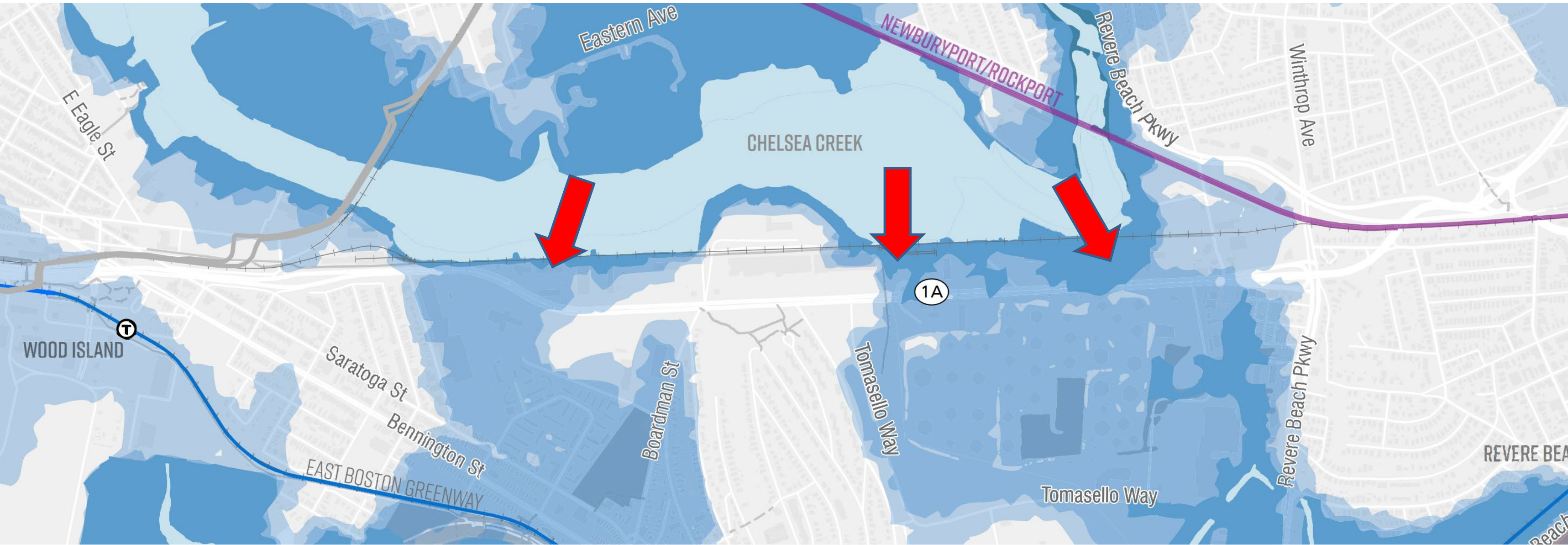
- Assessing the feasibility of extending the SL3 from Chelsea into Everett and beyond



SOURCE: PLAN: East Boston, Squares and Corridors Draft Recommendations (May 20, 2021)

Climate Risk – Flooding Vulnerability

- Low-lying areas include natural waterways, filled land between original islands
- Create flood-prone areas and storm surge infiltration pathways



CLIMATE IMPACTS



Climate Risk – Flooding Vulnerability

- Low-lying areas include natural waterways, filled land between original islands
- Create flood-prone areas and storm surge infiltration pathways

