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Office of Transportation Planning

ROUTE 1A CORRIDOR STUDY

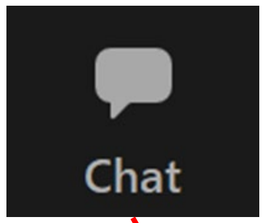
Working Group Meeting #4

June 16, 2022

East Boston – Revere

Zoom Controls

- Press the **Raise Hand** button. Please wait for the moderator to recognize you before unmuting yourself and speaking.



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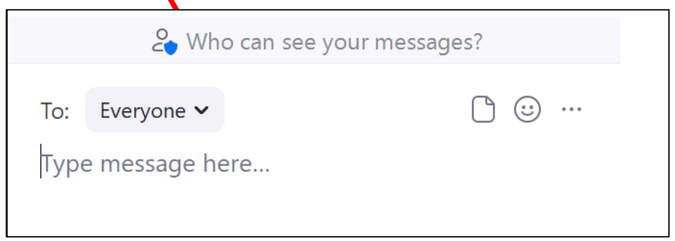

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Today's Agenda

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**

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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

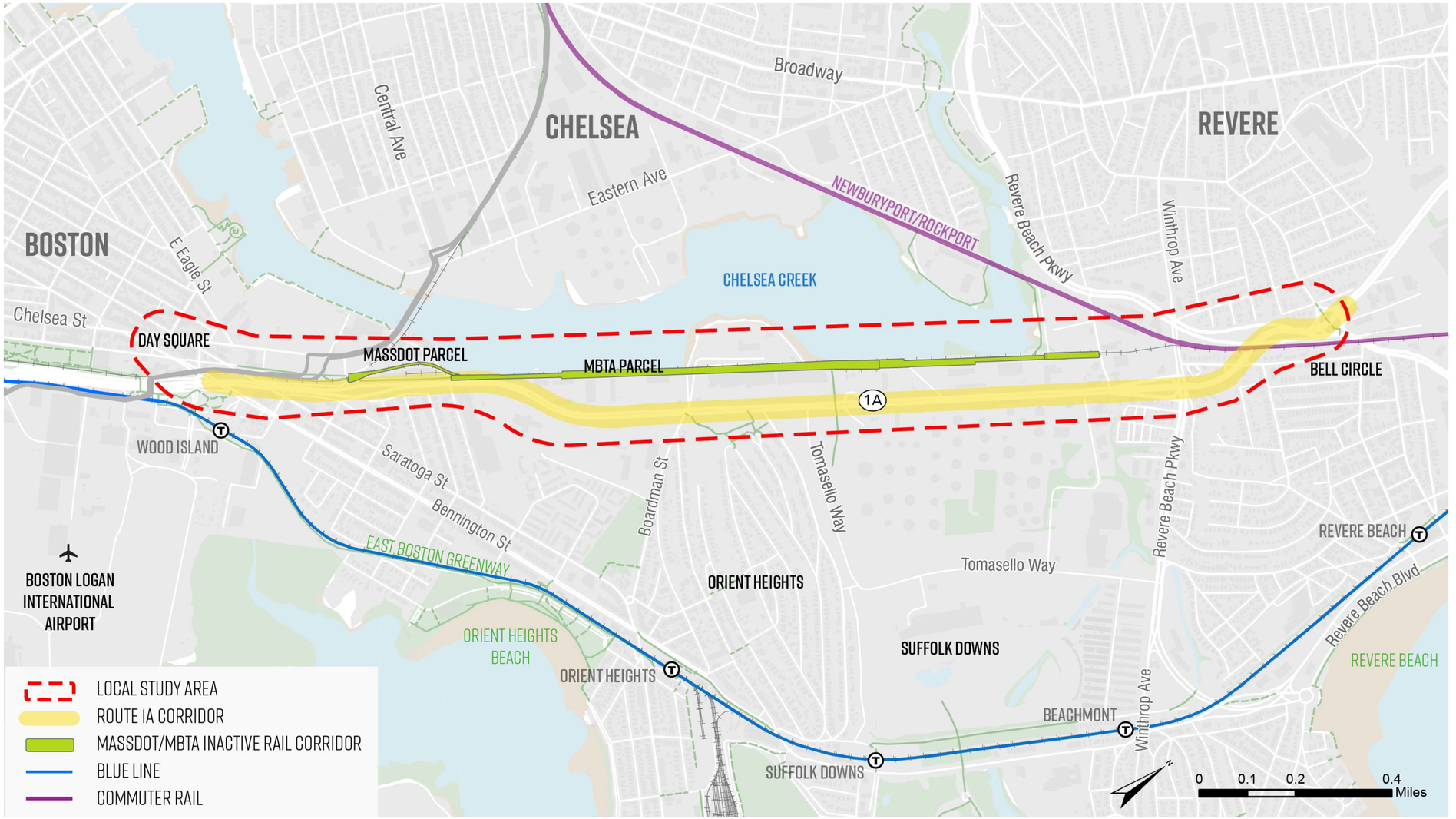
The purpose of this study is to assess the potential uses of the MassDOT and MBTA rail parcels located between Route 1A and the Chelsea Creek in East Boston, and evaluate the Route 1A corridor between Bell Circle and Day Square.

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.



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Study Goals

Safety

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

Connectivity

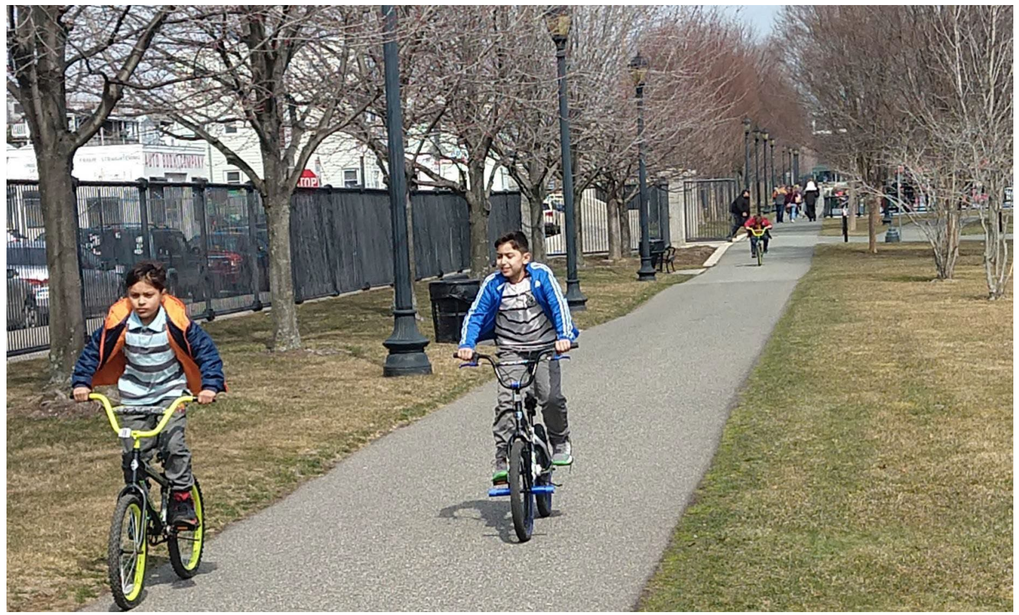
- Expand and enhance connectivity for users of all modes of transportation along and across the Route 1A corridor
- Balance local and regional transportation needs and improve the reliability of freight transportation

Sustainability and Climate Change Resiliency

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

Equity

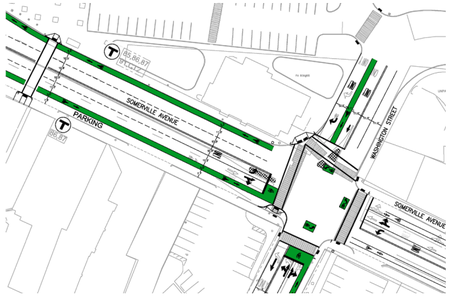
- Enhance corridor benefits and reduce corridor burdens on Environmental Justice communities



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



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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

Use	Area
Residential	~ 10,150,000 GSF
Commercial	~ 5,200,000 GSF
Retail	~ 450,000 GSF
Hotel	~ 400,000 GSF
TOTAL	**~ 16,200,000 GSF**

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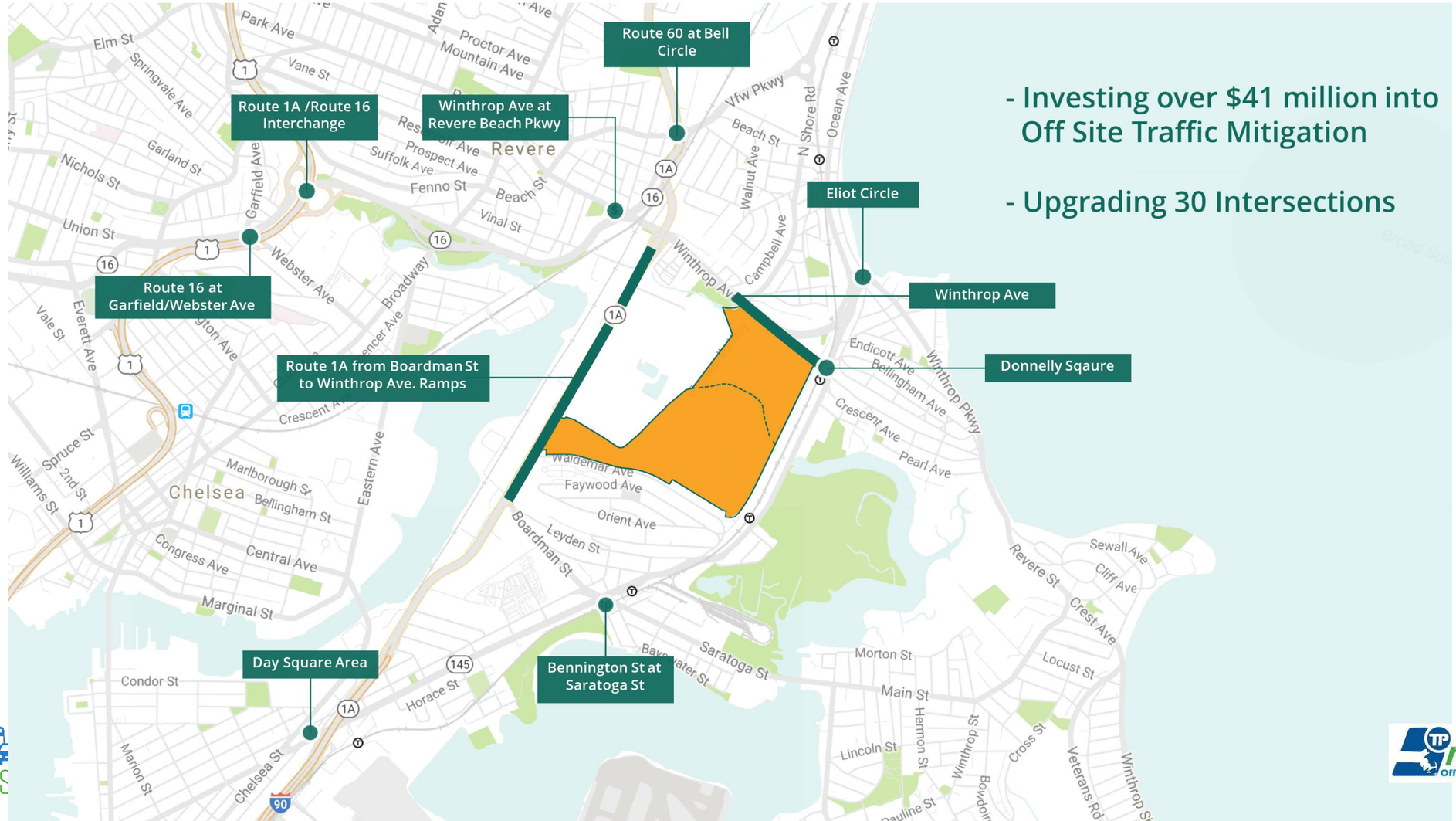
Source: HYM – 8/15/2020 Presentation *Presentation Link*

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



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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

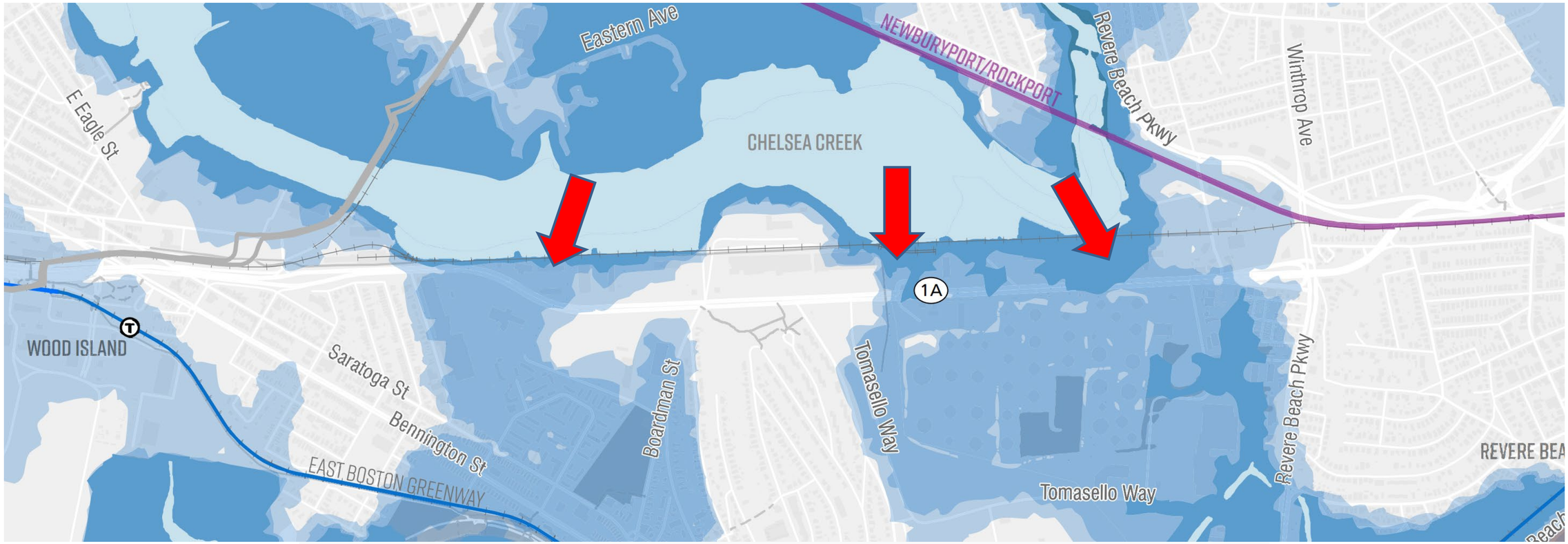
MassDOT's Silver Line Extension Study

- 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



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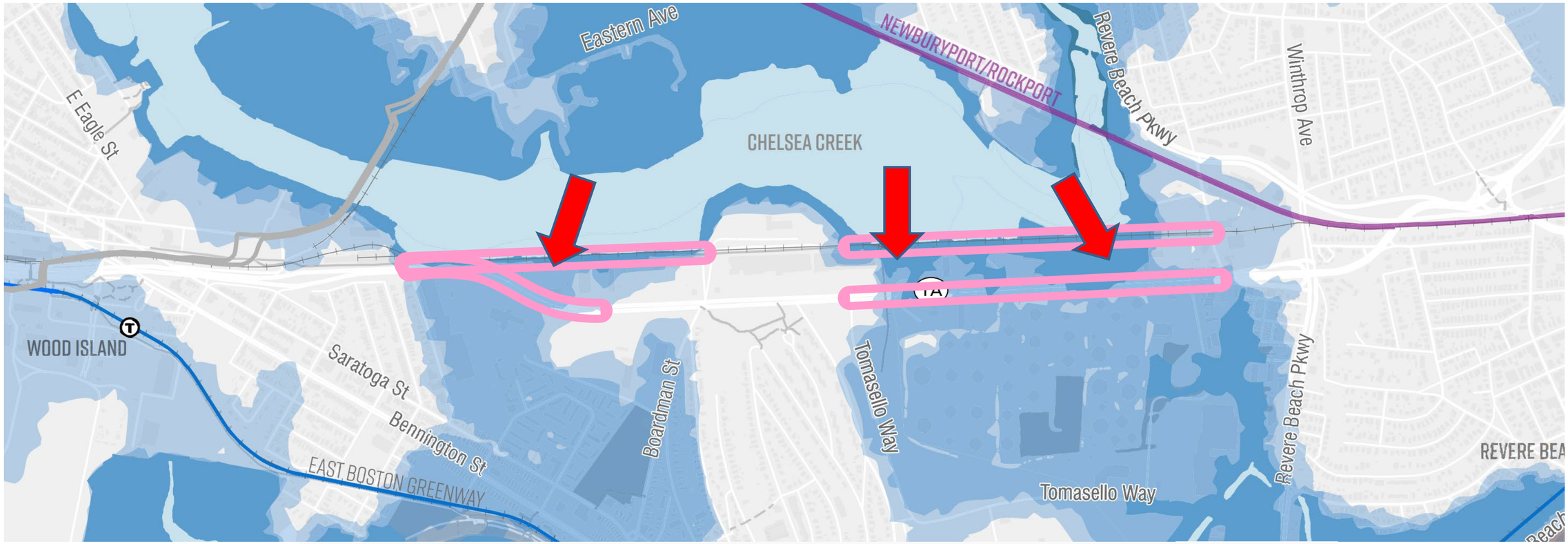


Developing Alternatives for the Rail Corridor

Existing Rail Corridor Conditions

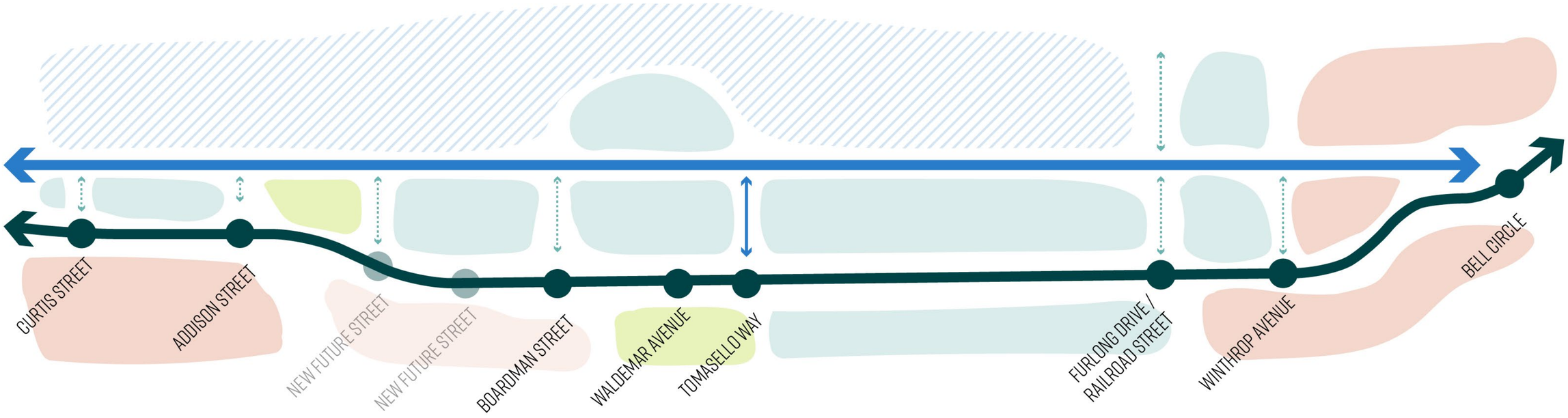
RAIL RIGHT-OF-WAY

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

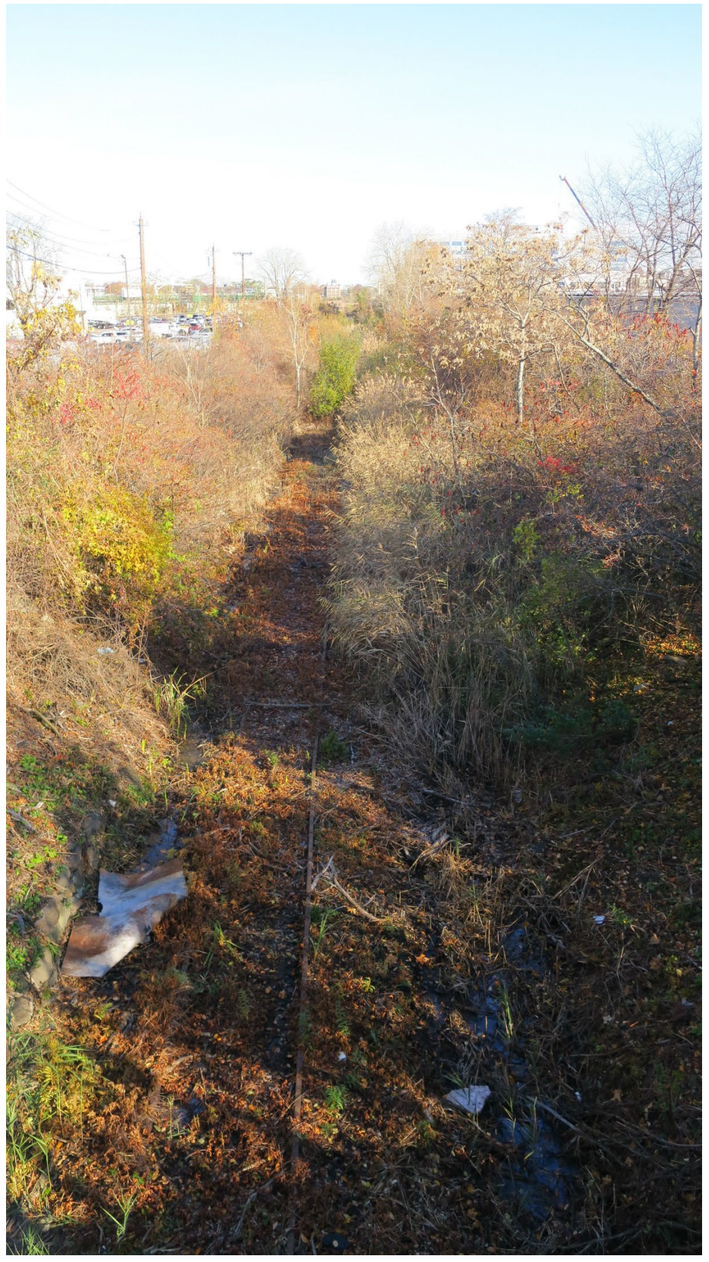
SECTION 2:
TOMASELLO WAY TO TO BELL CIRCLE

- 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



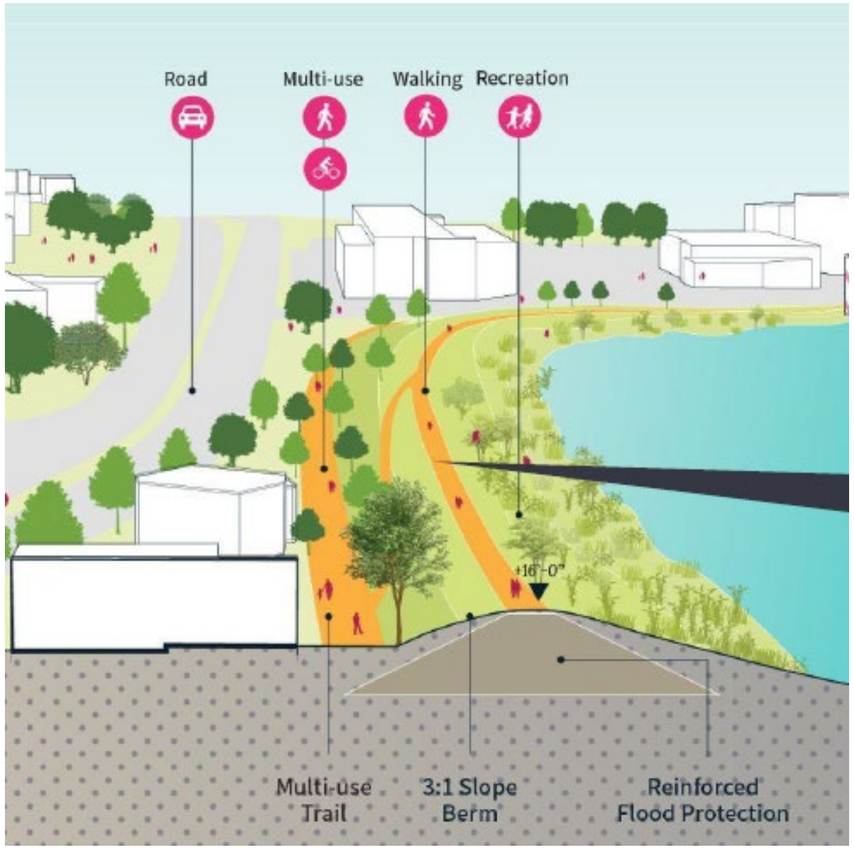
MassDOT/MBTA Rail Parcels

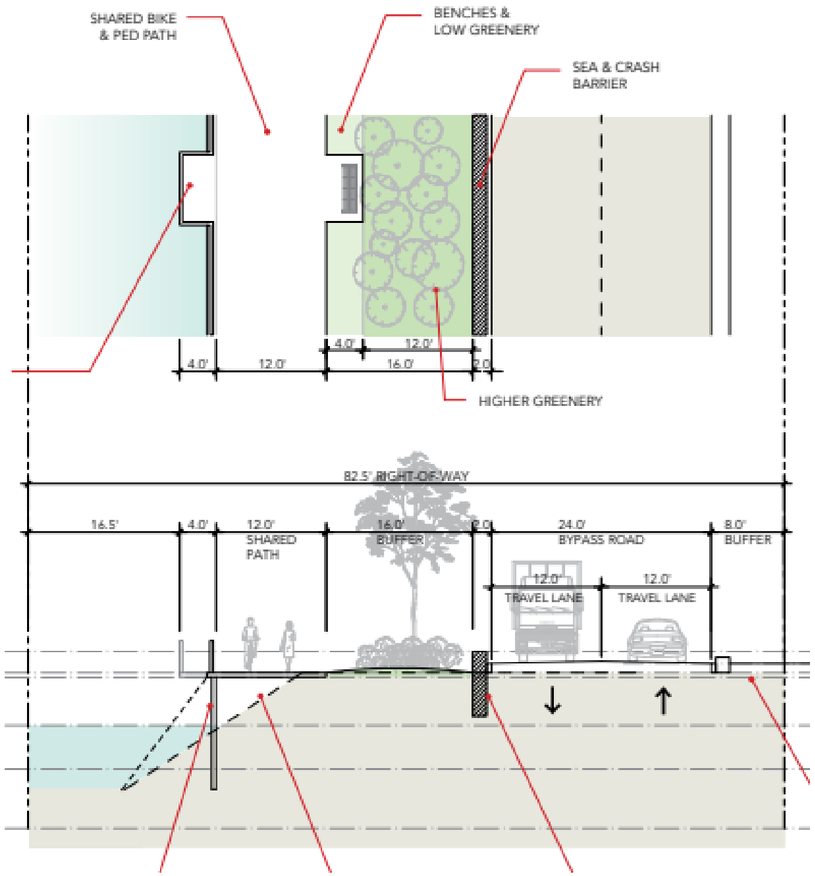
- Parcel Constraints:
  - Parcel right-of-way (ROW) width
    - Widest areas: ~85 feet
    - Narrowest areas: ~25-42 feet (Boardman to Addison Street)
  - Forks around CubeSmart with 30 feet next to road
  - Active industrial uses on Route 1A limit public ROW for access and general permeability
  - Grade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





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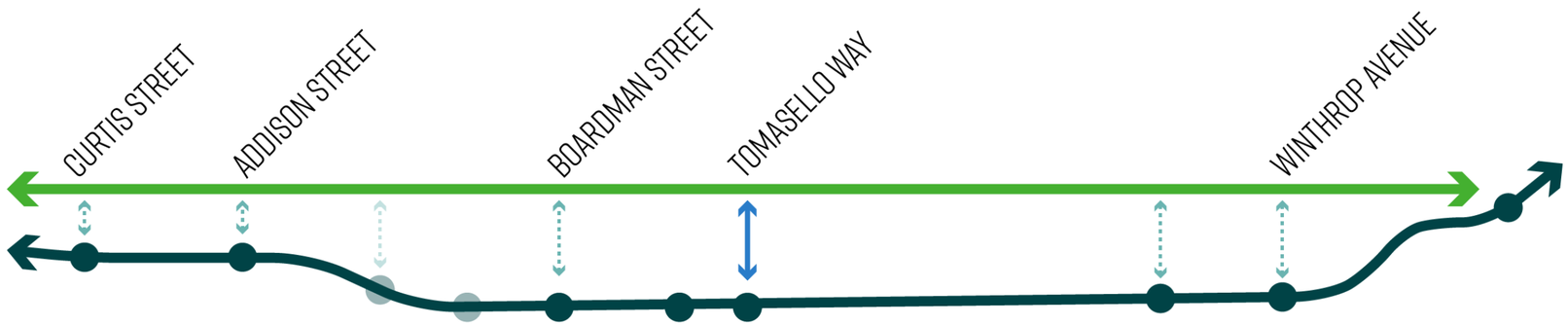
Previous Proposals for the Rail Corridor

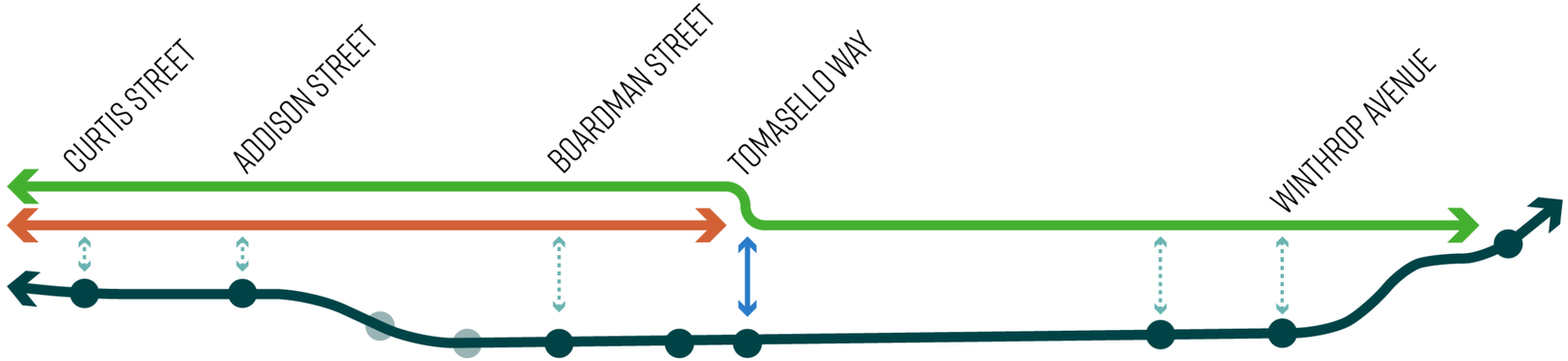
Shared Use Path

- 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 1A
FREIGHT BYPASS
SHARED USE PATH
PLANNED ACCESS PATH
POTENTIAL ACCESS POINT
INTERSECTION
POTENTIAL INTERSECTION WITH FUTURE DEVELOPMENT

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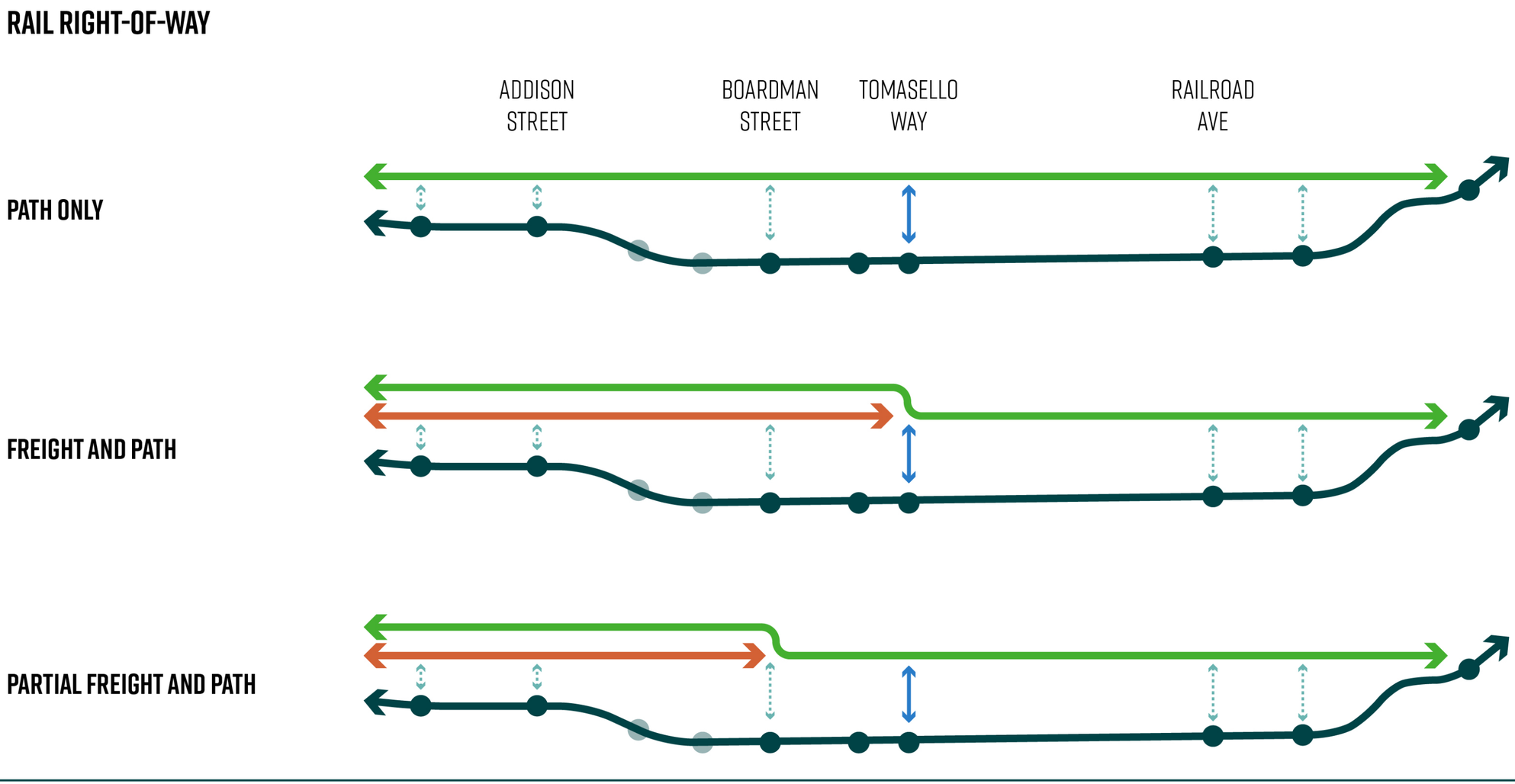
Preliminary Alternatives for the Rail Corridor



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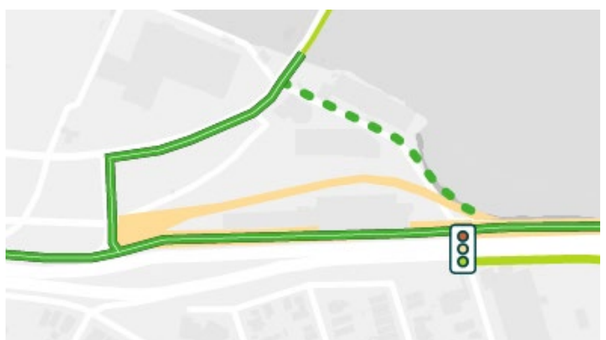
Alternatives Analysis Process

Public Involvement

Goals → **Objectives** → **Evaluation Criteria**

Existing & Future Conditions → **Alternatives Development** → **Alternatives Analysis** → **Findings & Recommendations**



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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)

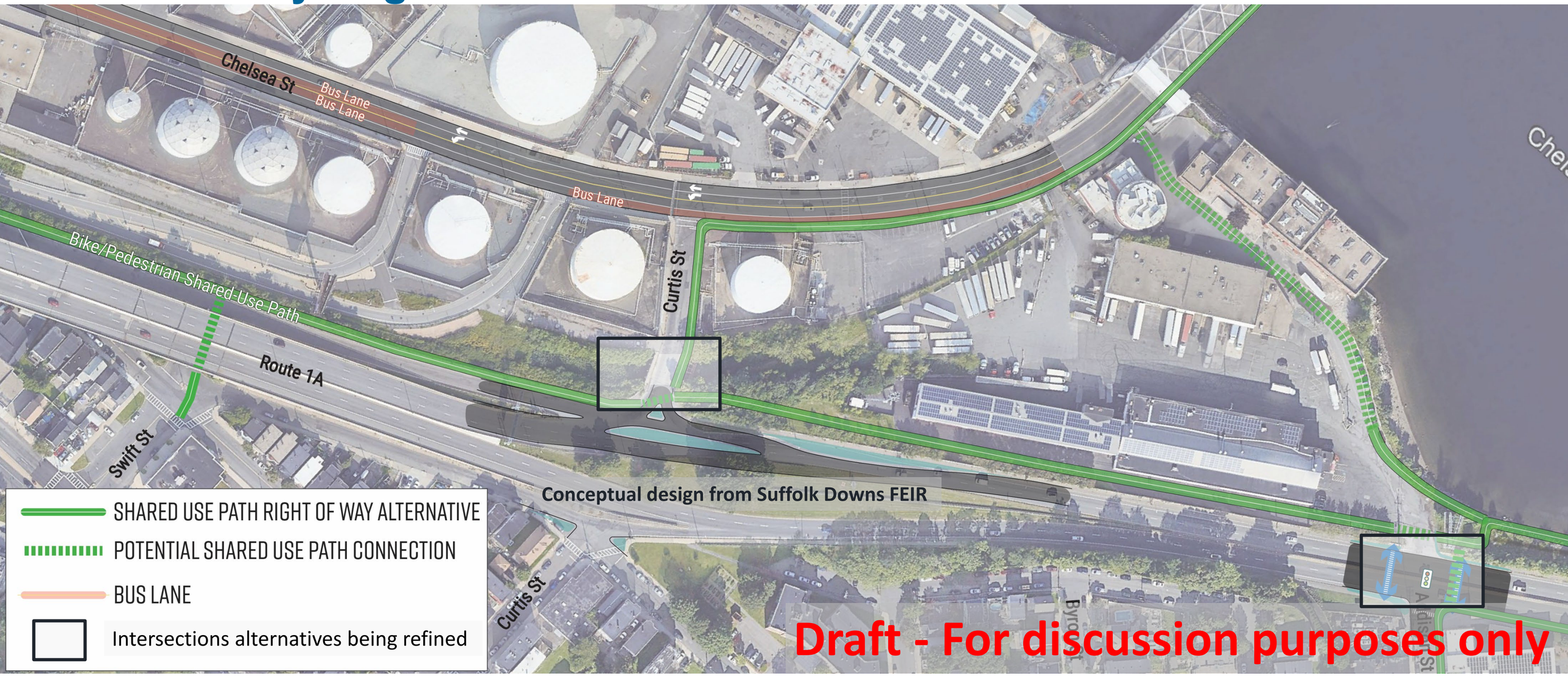
For each alternative the project team will conduct:

- 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

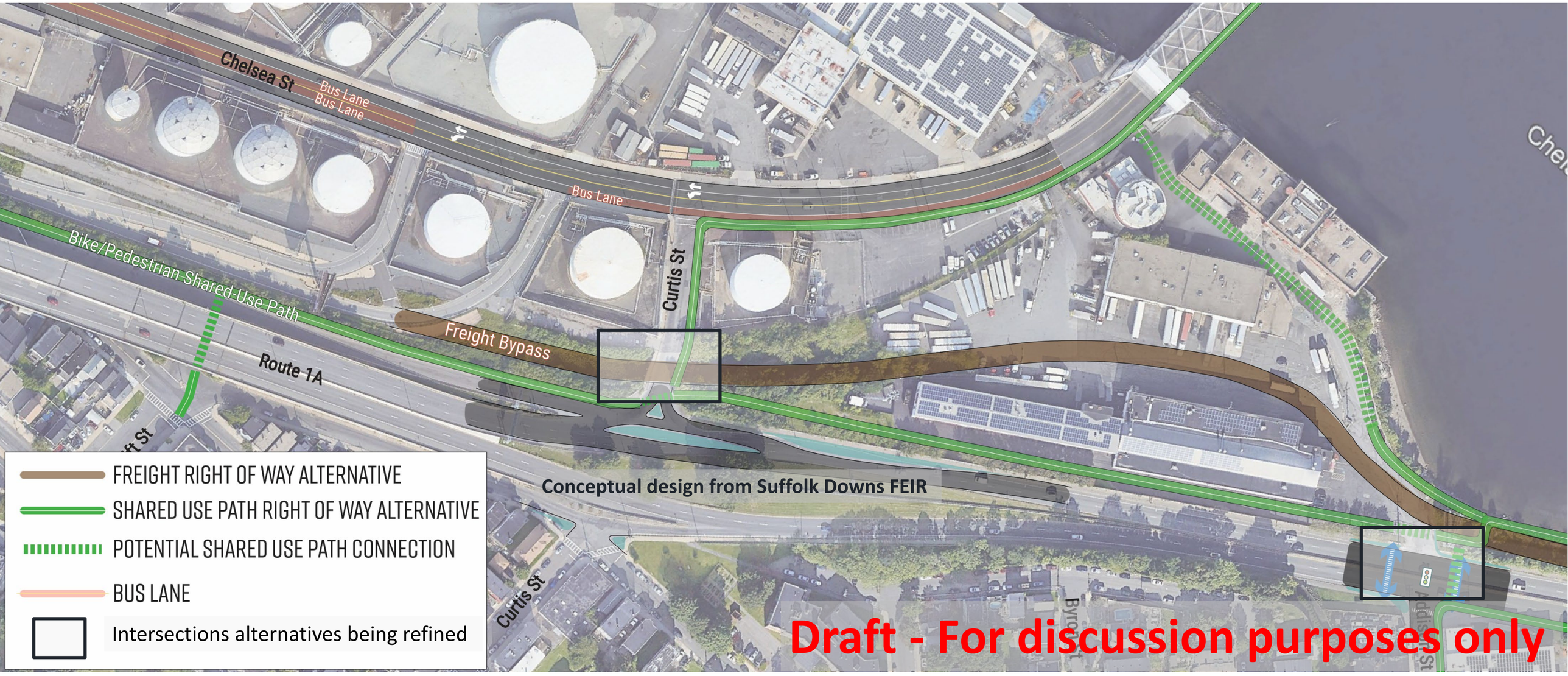
Path + Freight Road in Rail Corridor

Curtis Street – Addison Street – Shared-Use Path Only
Preliminary Alignments



Draft - For discussion purposes only

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



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Boardman Street – Tomasello Street – Shared-Use Path Only Preliminary Alignments

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

Route 1A depicts conceptual designs from Suffolk Downs FEIR

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

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Railroad Street – Bell Circle – Shared-Use Path Connection
Preliminary Alignments

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Railroad Street – Bell Circle – Shared-Use Path Connection
Preliminary Alignments

Next Steps

Public Meeting #3

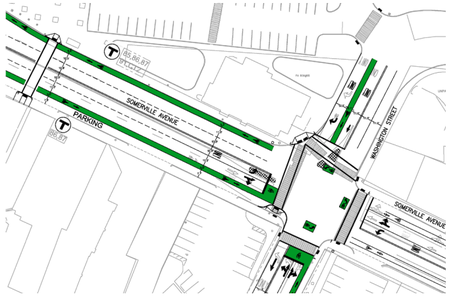
- June 21 – Future Conditions, Key Issues, and Preliminary Alternatives

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

Study Context	Existing & Future Conditions	Alternatives Development	Alternatives Analysis	Findings & Recommendations
				
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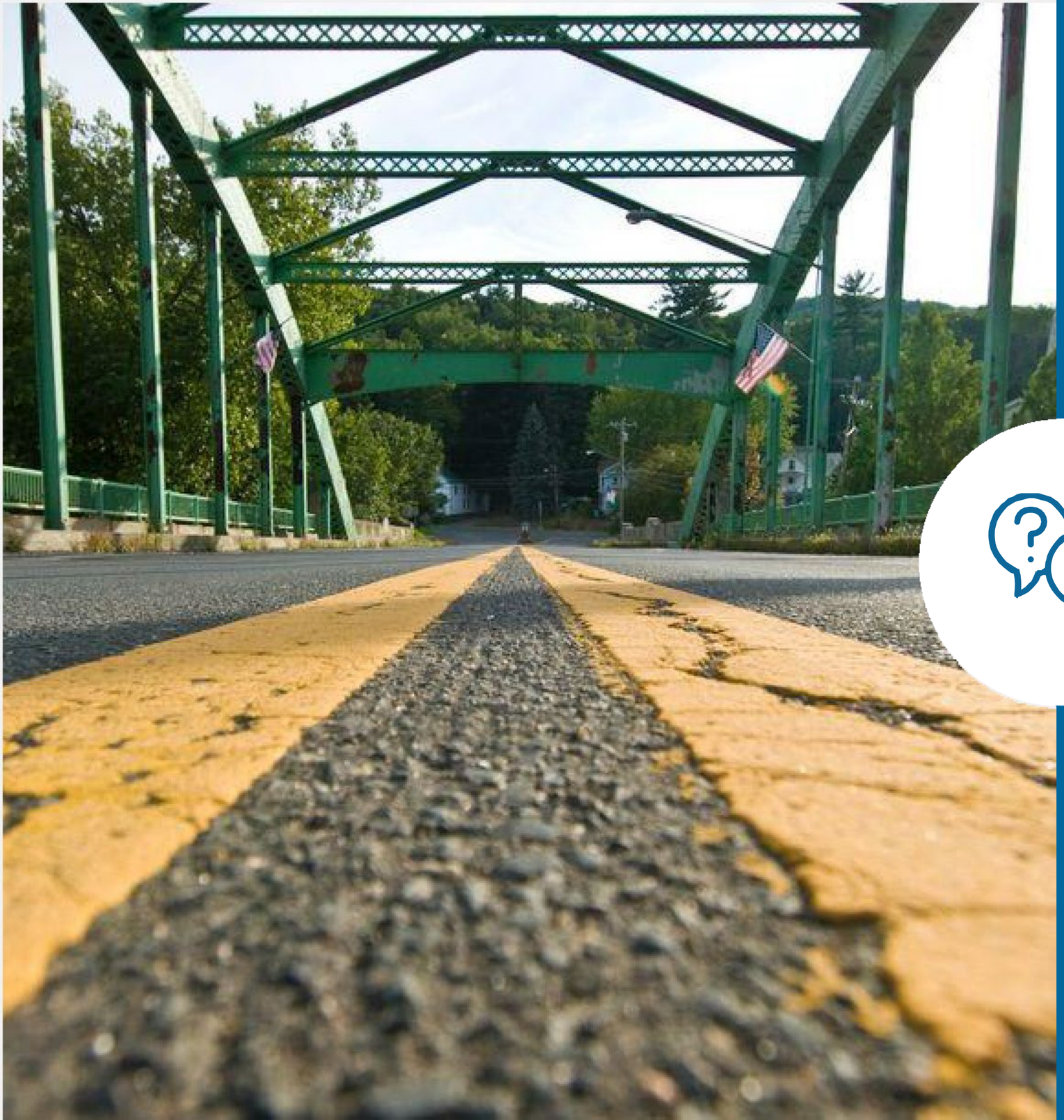

Questions and Discussion

Questions and Discussion

Working Group Members

- Use the "**Chat**" button to submit a typed question or comment
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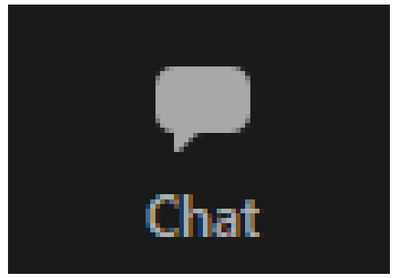
- If you have joined by phone only, you may "raise your hand" by pressing the star button and then nine (*9)
- *After you speak, we will lower your hand and you will be muted to allow the team to respond and provide opportunities for others to participate*
- Website: https://www.mass.gov/route-1a-corridor-study
- Email: Rt1ACorridorStudy@dot.state.ma.us



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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

Chelsea Street, North of Curtis Street