



ROUTE 1A



CORRIDOR STUDY

Working Group Meeting #3

March 30, 2022

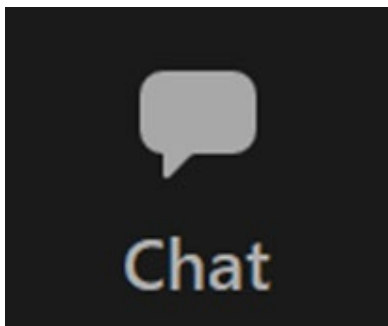
East Boston – Revere



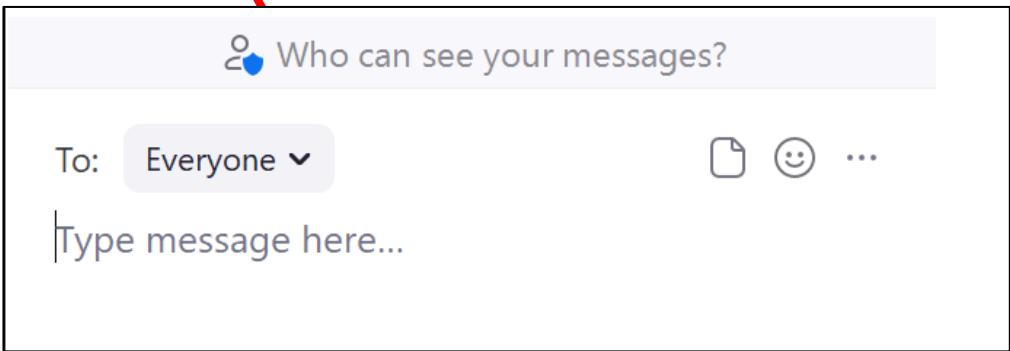
Zoom Controls



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



- Please share any typed feedback in the **Chat** feature. Be sure to select **To: Everyone**.



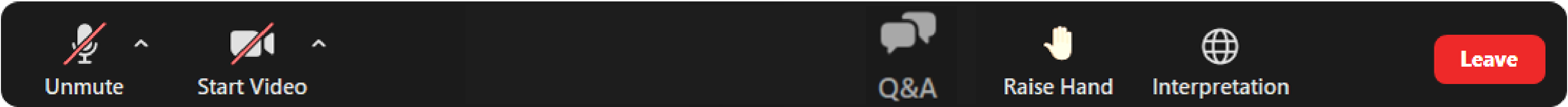
***Note:** if you are not using the latest software of Zoom, you may have to click the **Participants** button to access the Raise Hand feature.*



If you have trouble with the meeting technology during the presentation, please call:

617-461-3277

Closed captioning
automatically
generated by Zoom



Today's Agenda

- 1 Introduction
- 2 Goals & Objectives
- 3 Outreach and Survey Results
- 4 Future Conditions
- 5 Alternatives Framework
- 6 Schedule and Next Steps

Meeting Purpose

- Get Input from Stakeholders
- Discuss Future Conditions in the study area
- Discuss possible uses for the rail corridor



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.

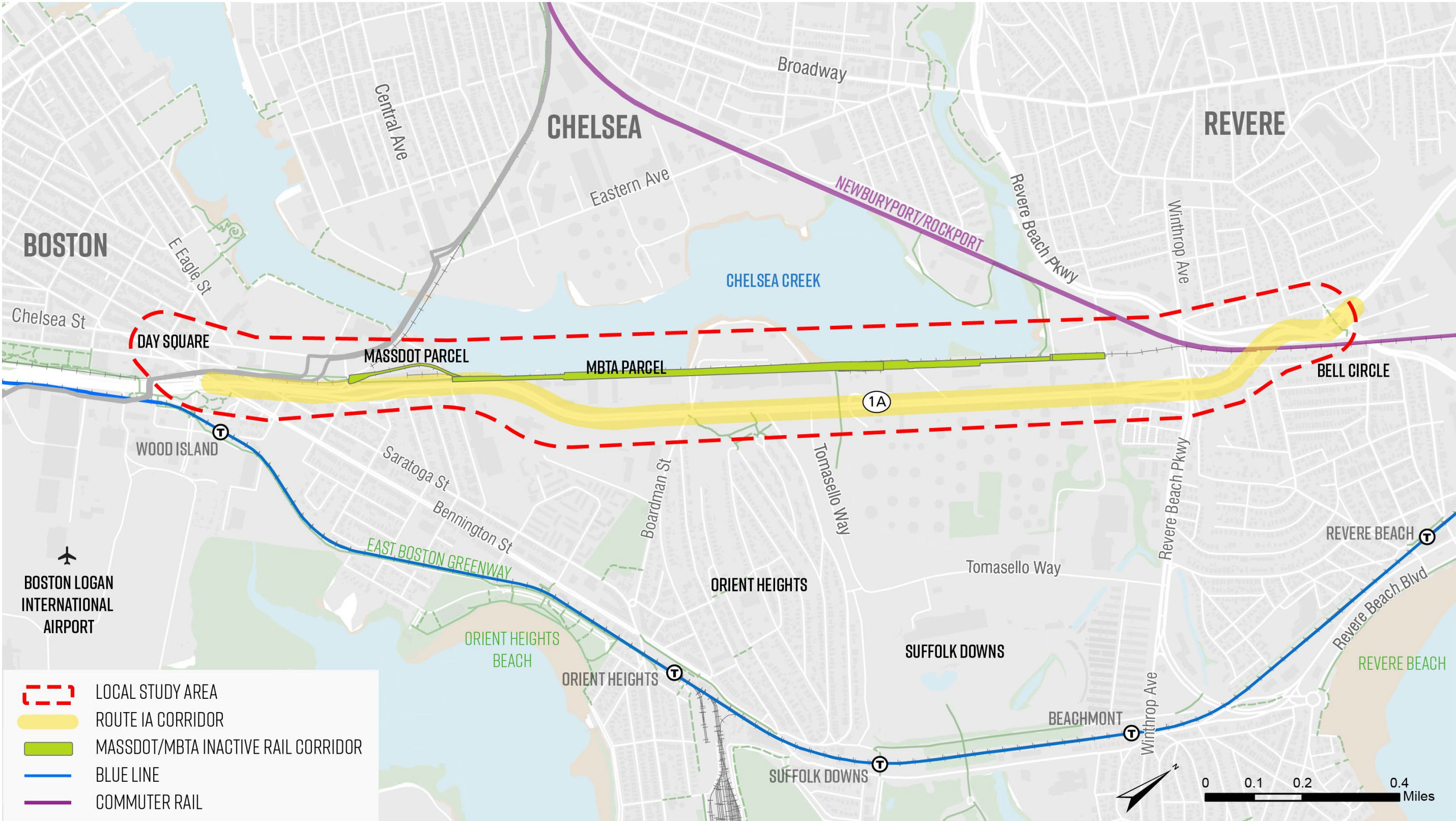
The study will identify opportunities to:

- 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.



Public Outreach this Winter

- Held a public meeting on December 8, 2021
- Launched an online feedback form to get input on our Goals and Objectives
- Presented to the Harbor View Neighborhood Association, March 7, 2022
- Presented to the Orient Heights Neighborhood Council, March 21, 2022
- Presented to the East Boston Greenway Council, March 24, 2022

Upcoming Public Meeting

Public Meeting #2 – Monday, April 11th at 6 PM (Zoom)

- Share results of recent analysis
- Discuss potential uses for rail parcels
- Listen to community feedback and respond to questions

Pre-register for the meeting by either:

- Scanning the QR code to the right (or)
- Using this link: [April 11th Zoom Meeting](#)



Study Goals

Safety

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

Connectivity

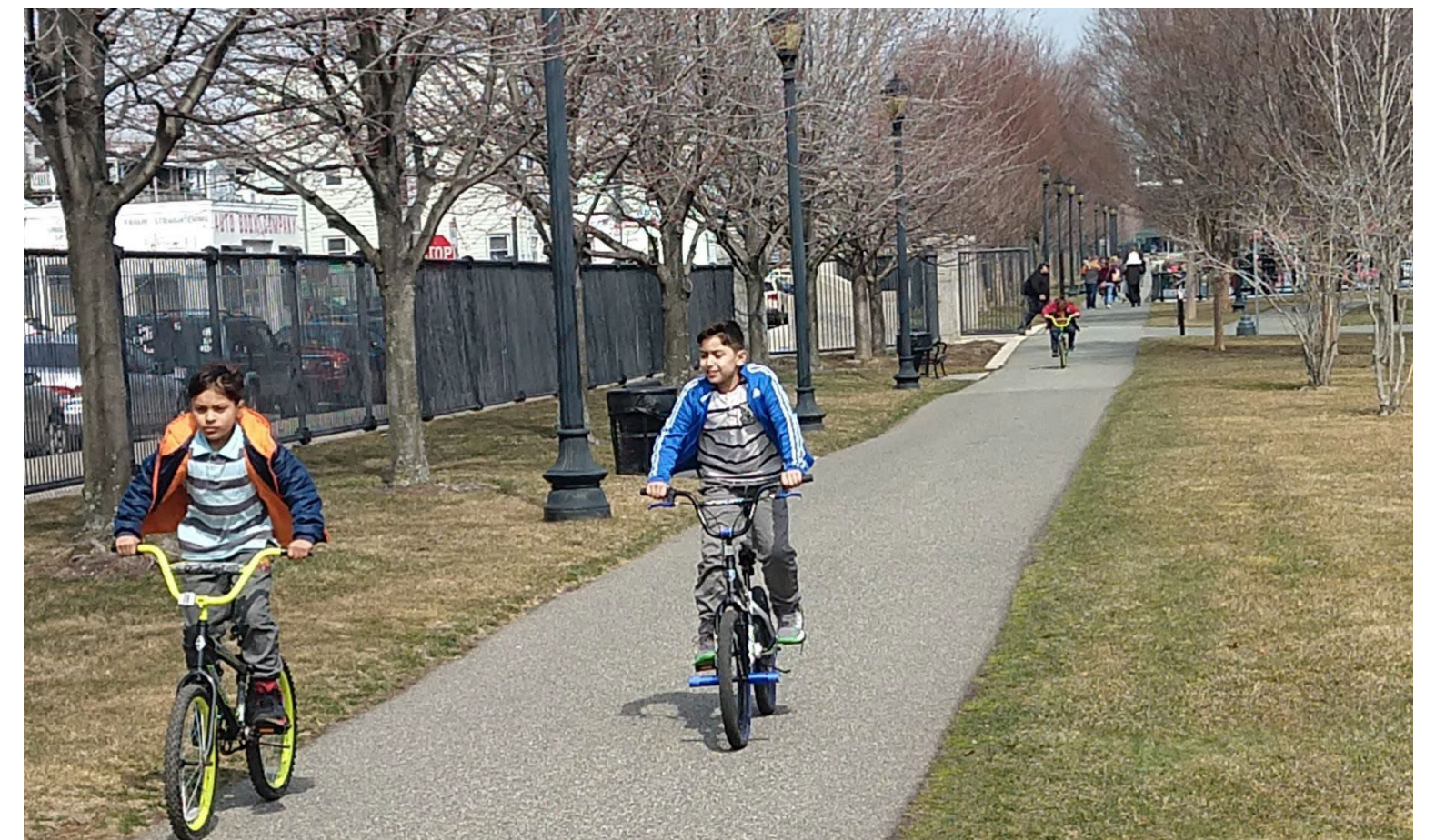
- Expand and enhance connectivity for users of all modes of transportation along and across the Route 1A corridor
- Balance local and regional transportation needs and improve the reliability of freight transportation

Sustainability and Climate Change Resiliency

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

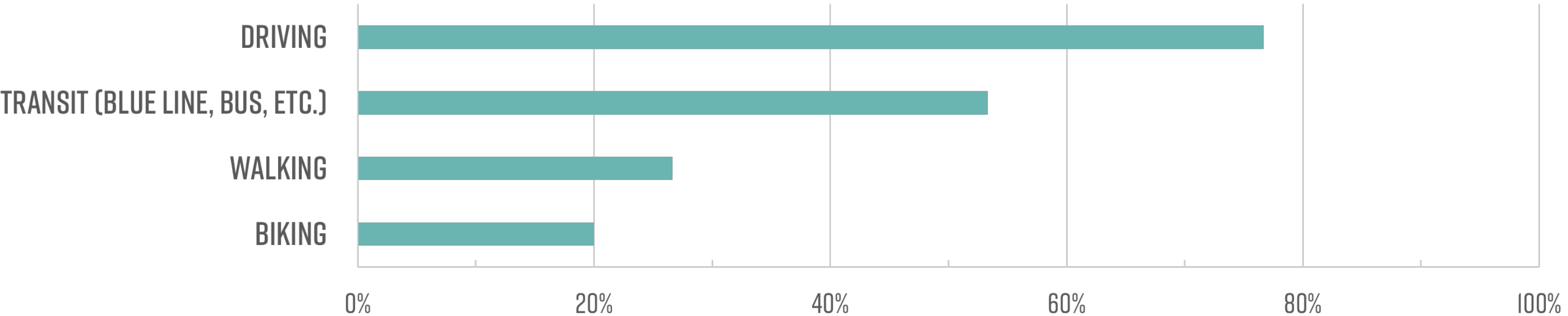
Equity

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

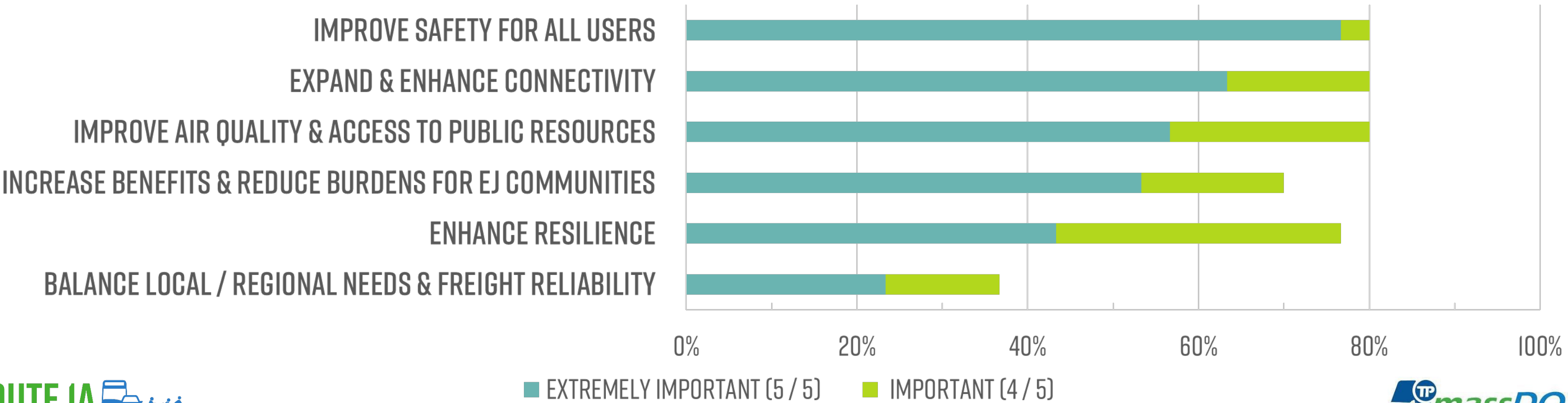


Stakeholder Survey Results

WHAT MODES DO YOU USE MOST OFTEN?



RATE THE FOLLOWING GOALS



Stakeholder Survey Results

Additional Goals

- Create new outdoor recreation spaces
- Connect existing greenspaces and provide for safe active travel (running, biking, skating, etc.)
- Allow for a more enjoyable experience
 - Benches, trees, lighting, public art, signage, etc.
 - Decrease noise pollution
- Help meet regional climate goals by reducing single-occupant autos and diesel-based freight
- Reduce cut-through auto traffic

Other Feedback

- Local traffic should be considered first (prioritized over highway and freight movements)
- Balance level of investment with the need to act at different timeframes and scales
- Balance desires for waterfront access and transportation

Study Schedule



Public Involvement

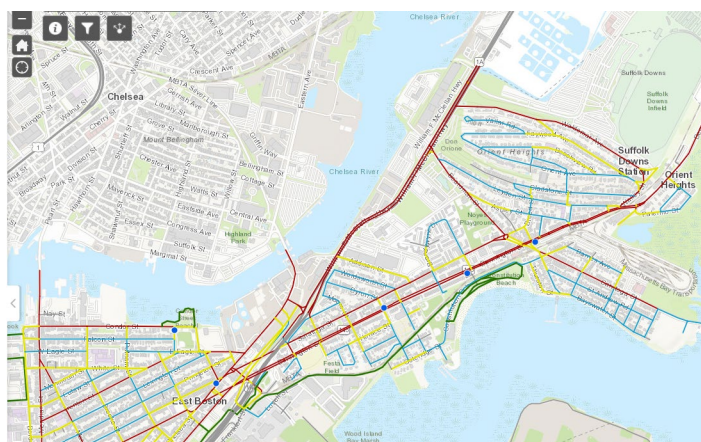
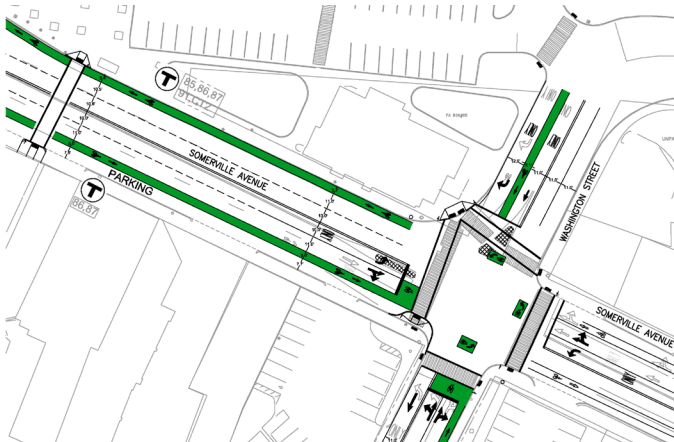
Study Context

Existing & Future Conditions

Alternatives Development

Alternatives Analysis

Findings & Recommendations



Fall 2021

Fall 2021/
Winter 2022

Spring 2022

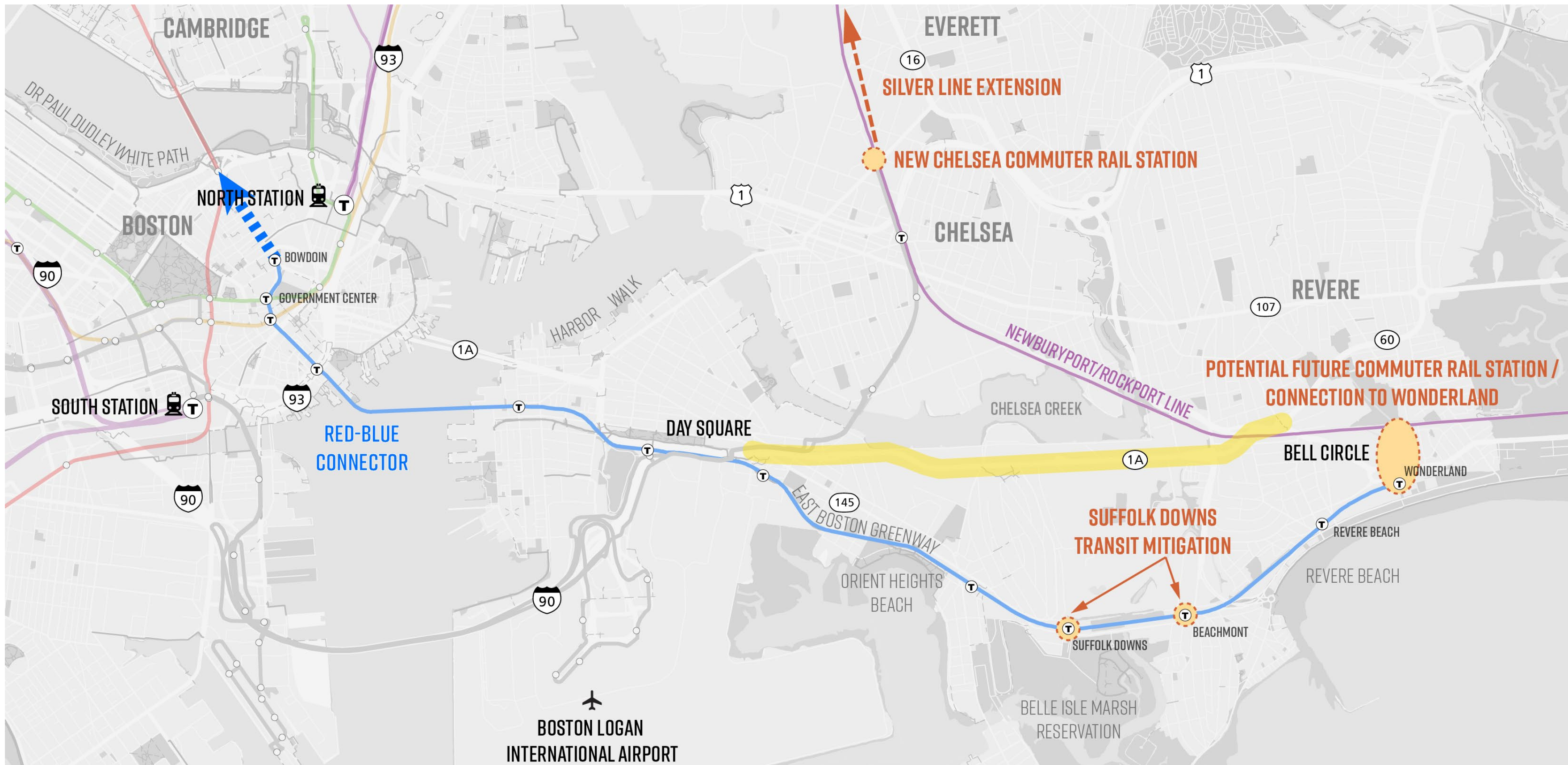
Spring/Summer
2022

Fall 2022



Future Conditions

Future Conditions – Transit System Improvements



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

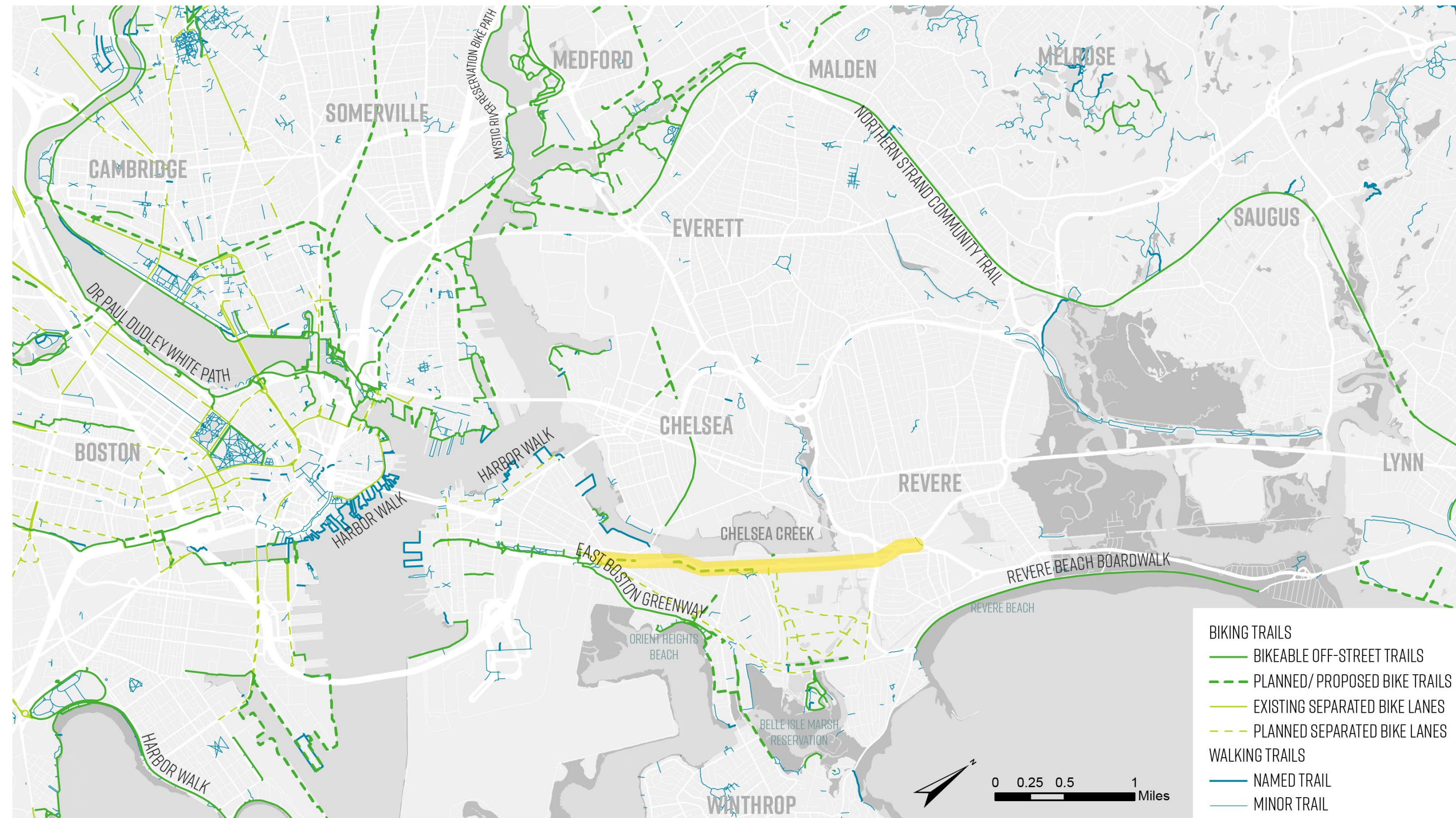
MassDOT's Silver Line Extension Study

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



Future Conditions – Regional Trail / Path Network

- Growing shared use path network north of Boston (Northern Strand Trail, etc.)
- Stronger east-west connections between 1A and Blue Line stations
- Potential for connection from East Boston Greenway to Revere Beach (Suffolk Downs feasibility study)



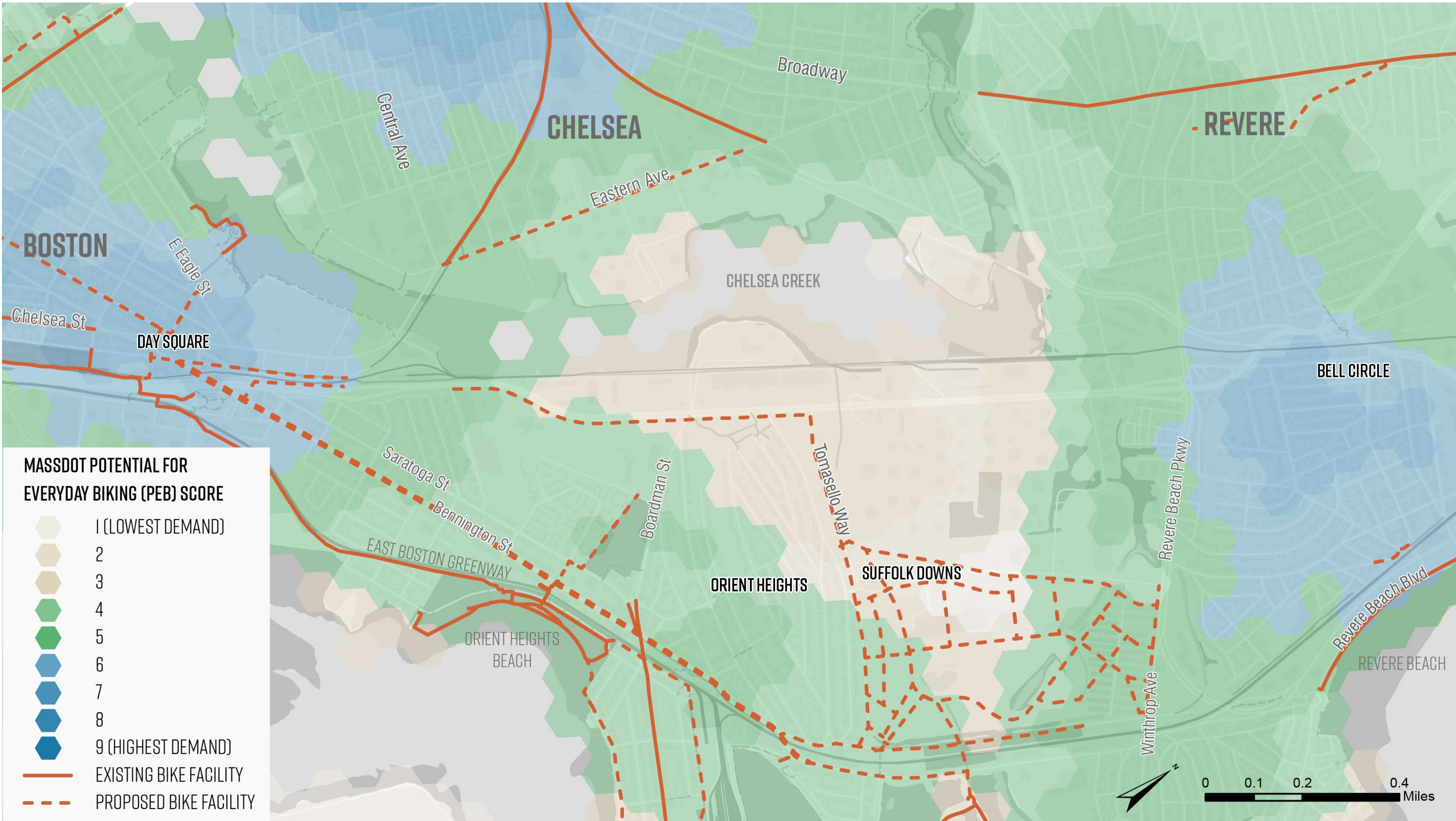
Future Conditions – Study Area Bicycle Facilities and Gaps

- 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



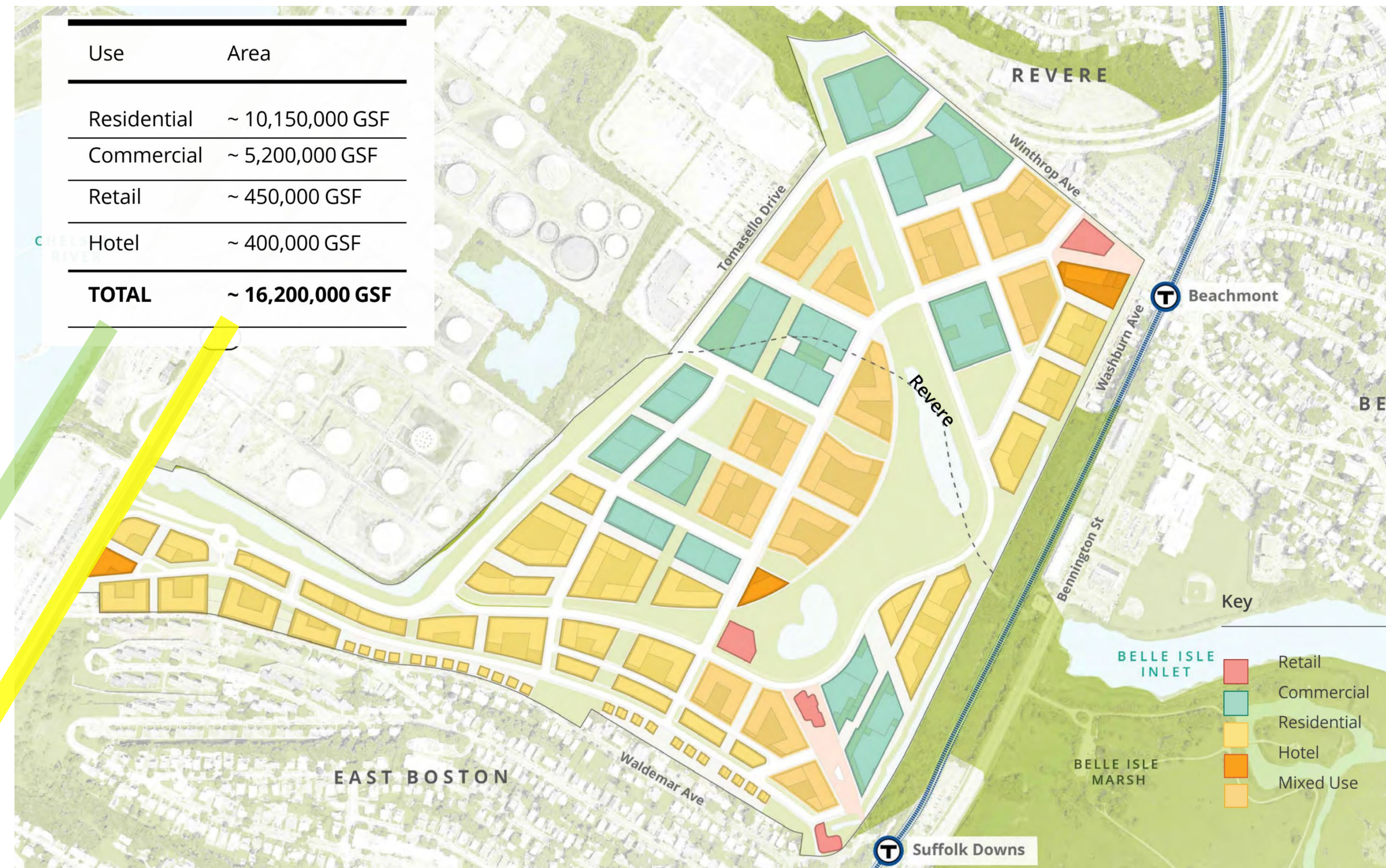
Study Area Bicycle Facilities and Potential for Everyday Biking

- Expanded future bike network leaves key gaps in areas with high biking potential, especially in Revere near Bell Circle



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



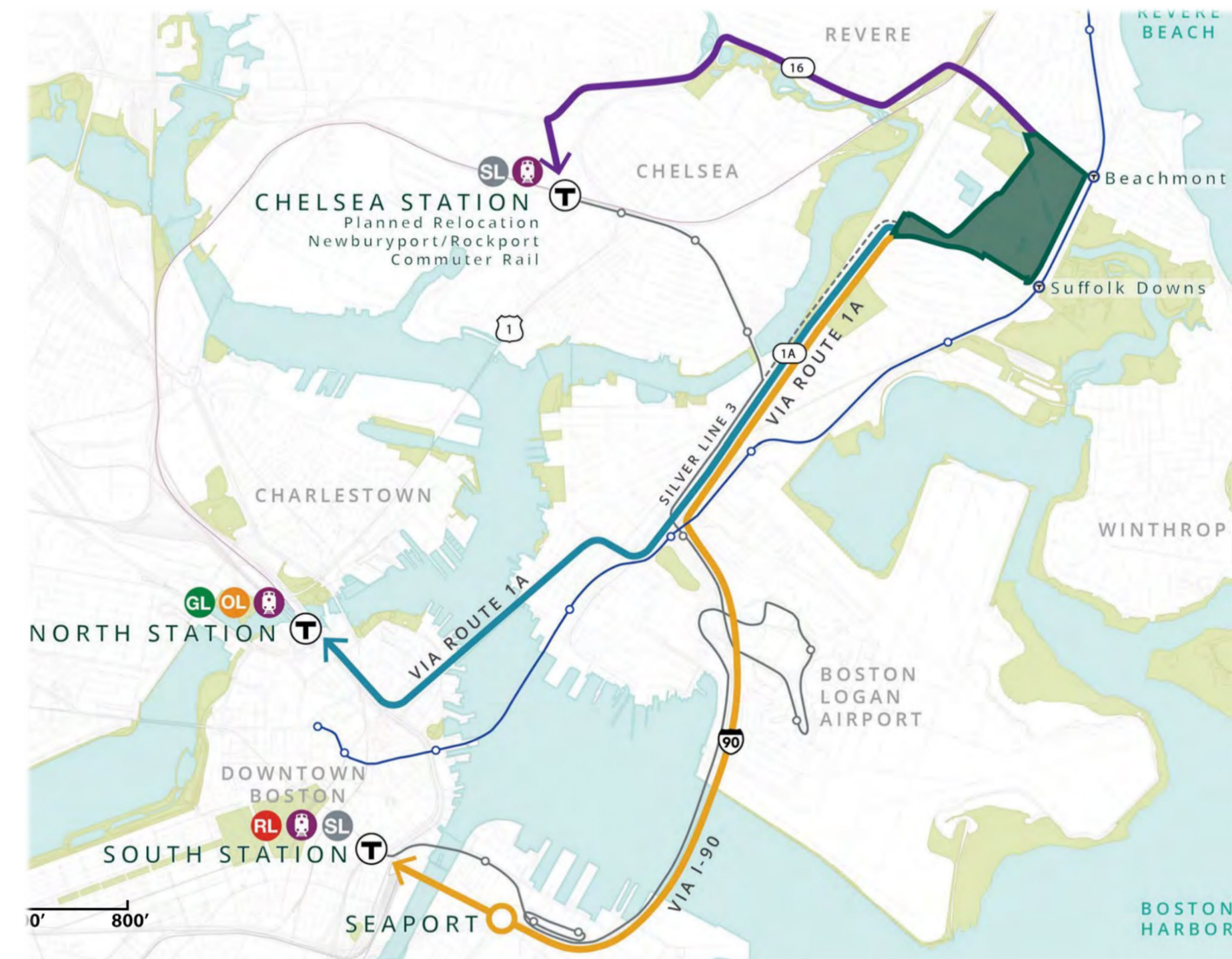
Suffolk Downs Mitigation – Transit Commitments

\$20 million to support Blue Line capacity

- Phase 1 (~2024)
 - Blue Line signals design
 - Suffolk Downs station design
 - Beachmont Bus Study
- Phase 2 (~2028)
 - Reconstruct Suffolk Downs and Beachmont
- 15-year operating subsidy also provided

Demand Management Program including

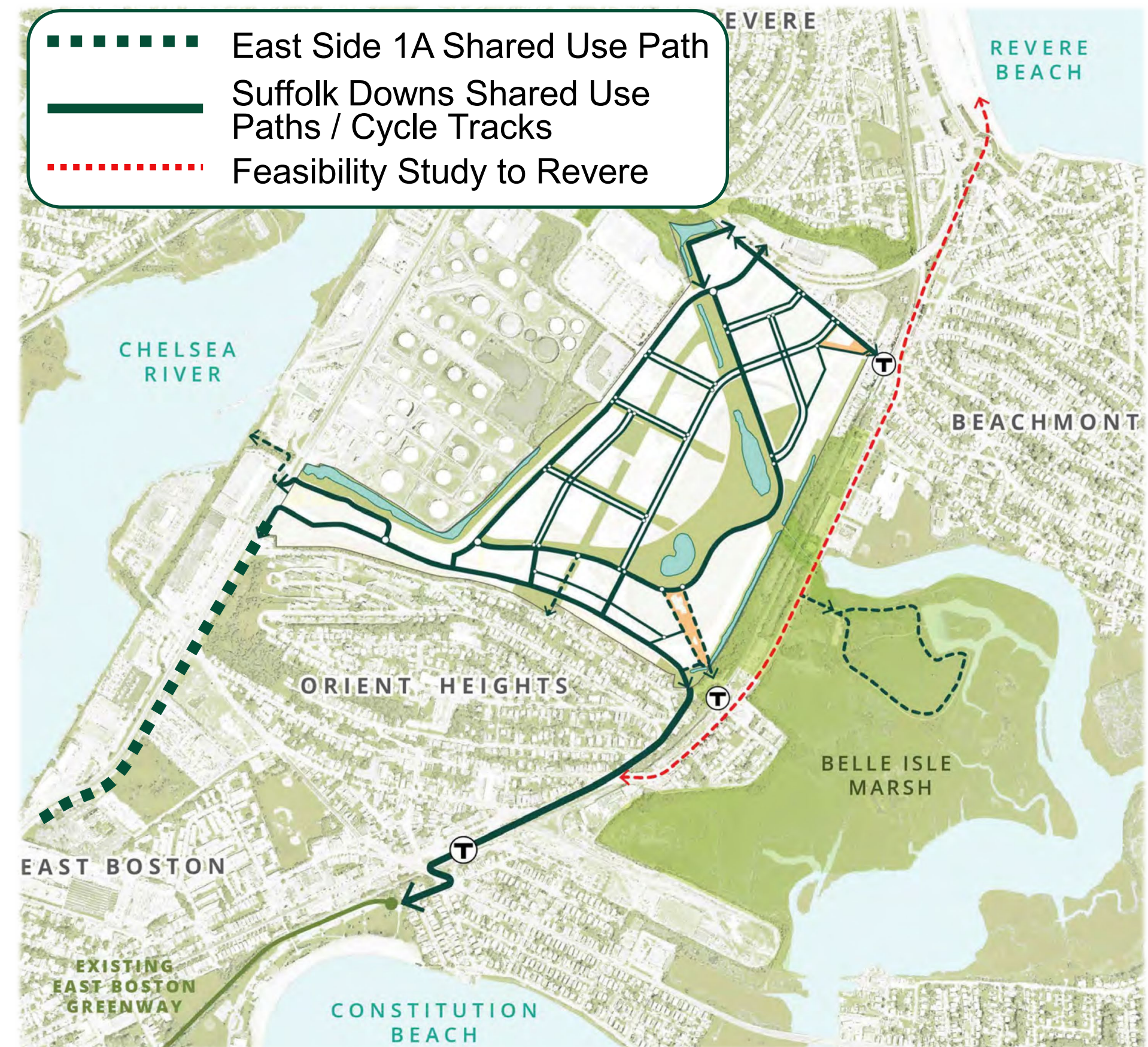
- Shuttle services (on- and off-site)
- Carsharing and secure bike storage
- Transportation trip monitoring program



- Mitigation Circulator Shuttles (To / From Suffolk Downs)**
- North Station via Route 1A
 - South Station via I-90 + Seaport Stop
 - Chelsea Station – Silver Line & Commuter Rail
 - MBTA Silver Line SL3

Suffolk Downs Mitigation – Walking, Biking, and Paths

- Shared use path along east edge of Route 1A, Boardman Street – Tomasello Way
 - Extended to Marriott near Addison St
- Shared use path along Tomasello Way
- On-site pedestrian / bicycle network
- Extension of East Boston Greenway from Constitution Beach to development (2028)
- Feasibility study of Greenway extension from development to Revere Beach (2024)
- Cycle track along Winthrop Avenue
- 12 new BlueBike stations



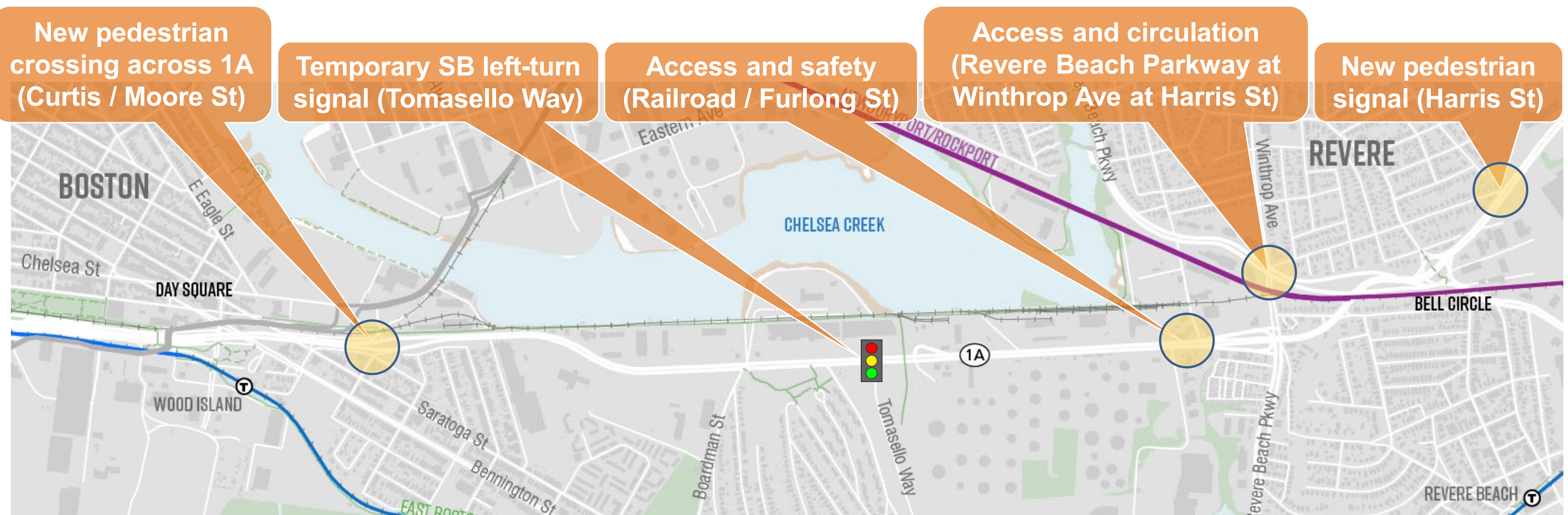
Suffolk Downs Mitigation – Transportation Overview

- \$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



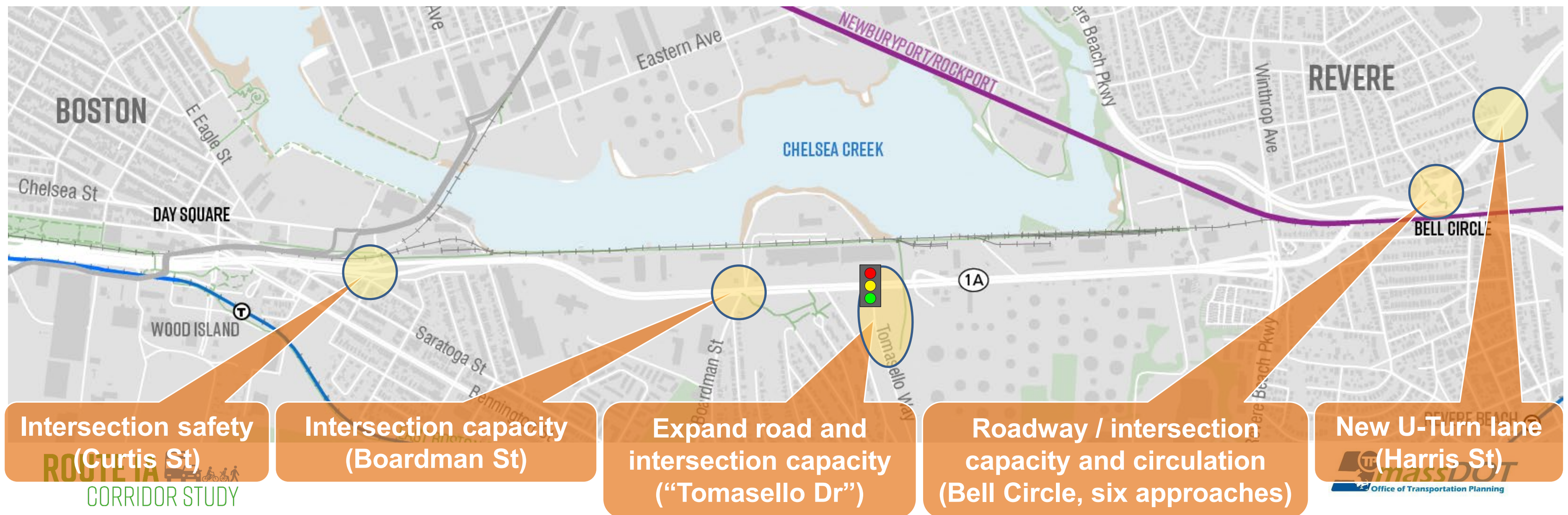
Suffolk Downs Mitigation – Roadway Changes

- Phase 1 (2024)
 - Enhancing access, safety, and circulation
 - Adjustments
 - Railroad / Furlong St
 - Revere Beach Pkwy intersection



Suffolk Downs Mitigation – Roadway Changes

- Phase 2 (2028)
 - Upgrading capacity, including one new northbound lane (Boardman – Winthrop)
 - Changes
 - Bell Circle
 - Tomasello Way
 - Curtis St southbound mainline



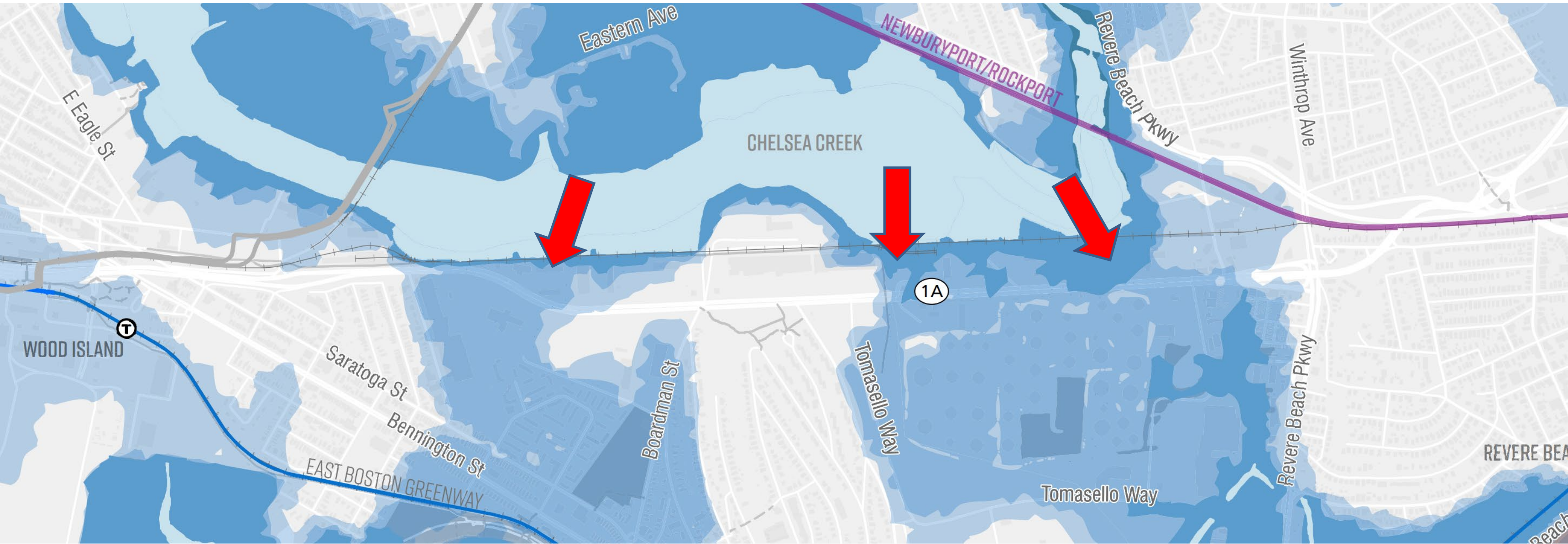
Future Land Use Changes

- Economic Development Area at southern end of study area
- Potential increase in mixed-use development along Route 1A
- Potential changes to commercial, freight, and fuel terminal facilities



Climate Risk – Flooding Vulnerability

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

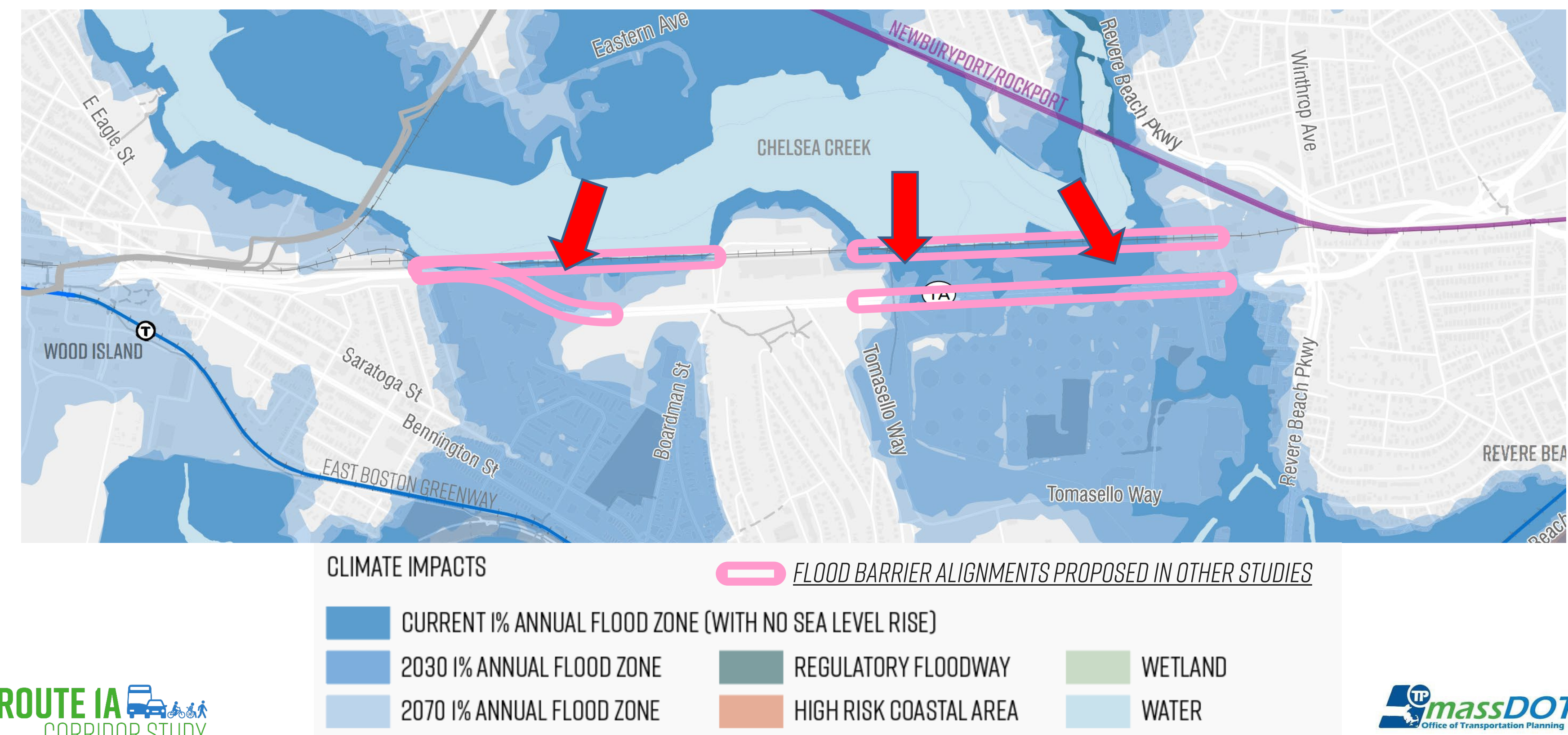


CLIMATE IMPACTS



Climate Risk – Flooding Vulnerability

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



Other Resiliency Considerations

- Suffolk Downs Mitigation (2020)
 - Rail corridor as raised barrier
 - NOT a commitment, potential idea that would need to be explored by others
- Revere Hazard Mitigation Plan Update (2022)
 - No proposals for rail
 - Drainage improvements under 1A (3-5 years)
- Revere Point of Pines Coastal Resilience Feasibility Study (2021)
 - More coastal segment of 1A, north of beach but south of Lynn
 - Convert median into seawall at + 11'
 - Acquire adjacent properties, specifically for the purposes of flood protection

ROUTE 1A 

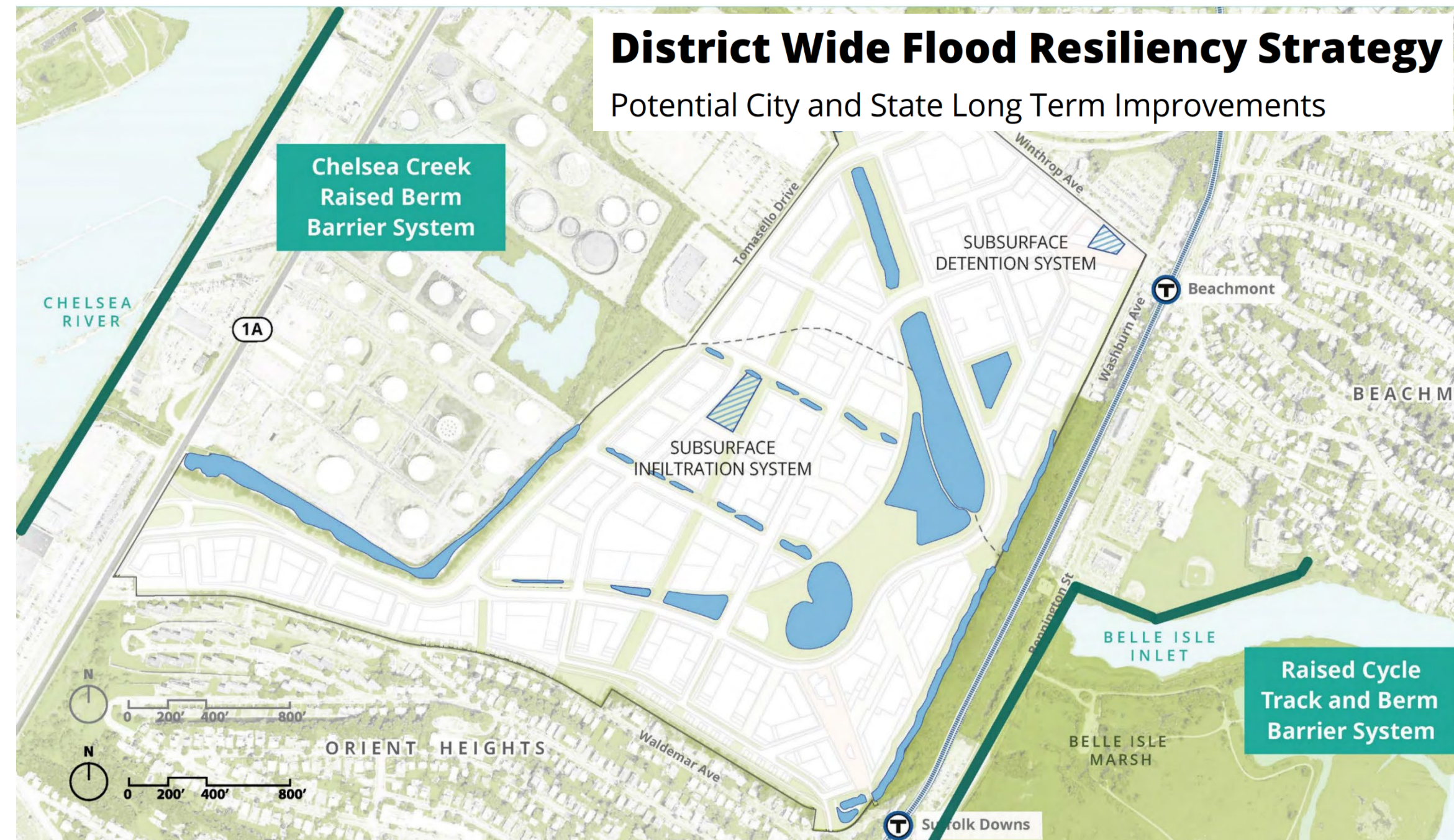


Figure 7-7-6 - Route 1A Flood Wall as Median

Future Conditions – Summary

Suffolk Downs Redevelopment

- Roadway mitigation along Route 1A and at key intersections, assumed by 2030
- “Tomasello Drive” will offer robust path between corridor and Blue Line

Potential Transit Improvements

- Silver Line Extension (SL3 to Everett)
- Day Square SL3 Station
- Chelsea Street Bus-Only lanes
- Wonderland Commuter Rail Station

Walking and Biking

- Shared use path from Marriott to Tomasello, High potential to serve trips at both ends

Future Land Use Changes

- Potential to transition legacy industrial uses
- McClellan Economic Development Area

Climate Risk

- Flooding potential increases over time
- Prior proposals to use road and rail corridors as part of long-term adaptation efforts

Group Discussion – Future Conditions

- In describing future conditions, are there any major projects or issues we've missed?
- Is there anything about the future conditions shown here that is especially important or surprising?
- Do you have any questions or comments about the future conditions, proposed projects, or proposed mitigation measures that we have described?



Alternatives Framework

Existing Rail Corridor Conditions

RAIL RIGHT-OF-WAY

SECTION 1:

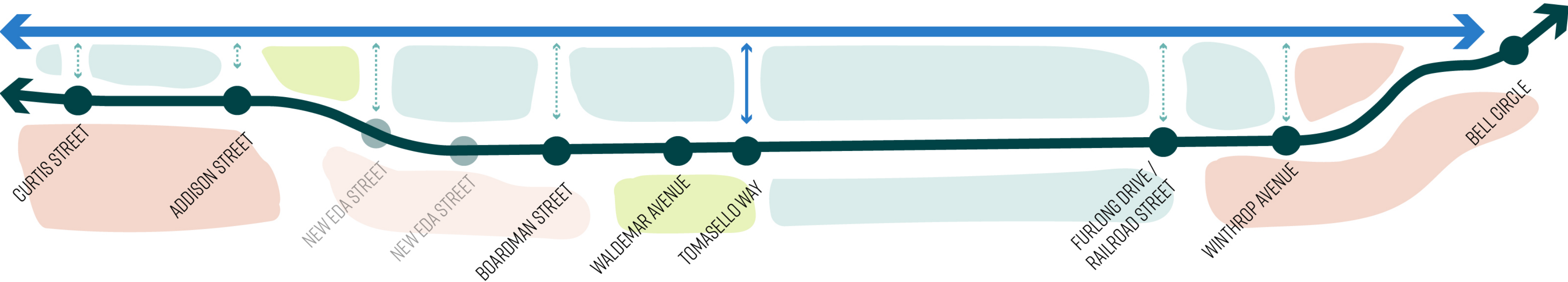
CURTIS STREET TO TOMASELLO WAY

- Right-of-way width varies (~30-85'), 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 closer to 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: ~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
 - Flooding vulnerability



Study Goals

Safety

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

Connectivity

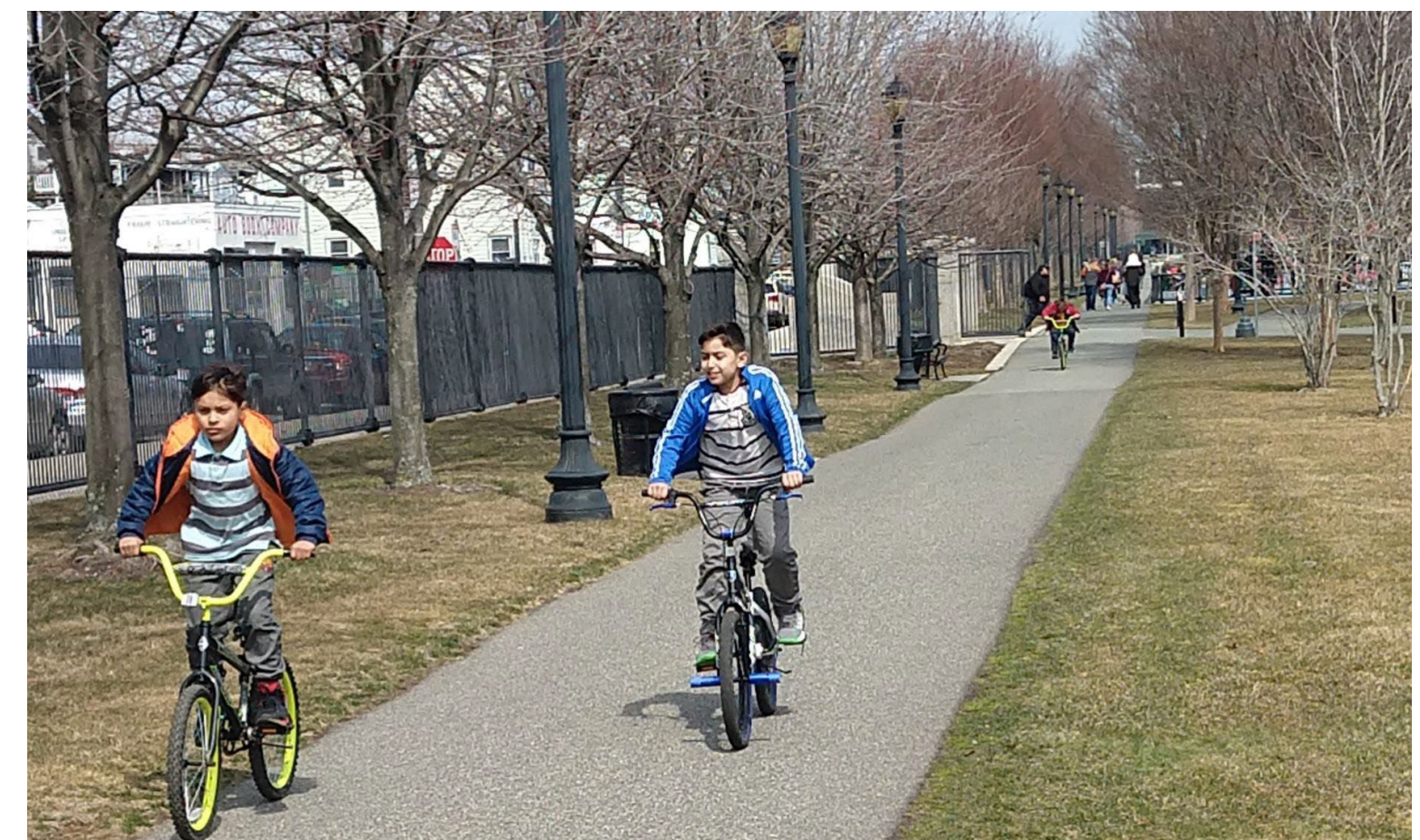
- Expand and enhance connectivity for users of all modes of transportation along and across the Route 1A corridor
- Balance local and regional transportation needs and improve the reliability of freight transportation

Sustainability and Climate Change Resiliency

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

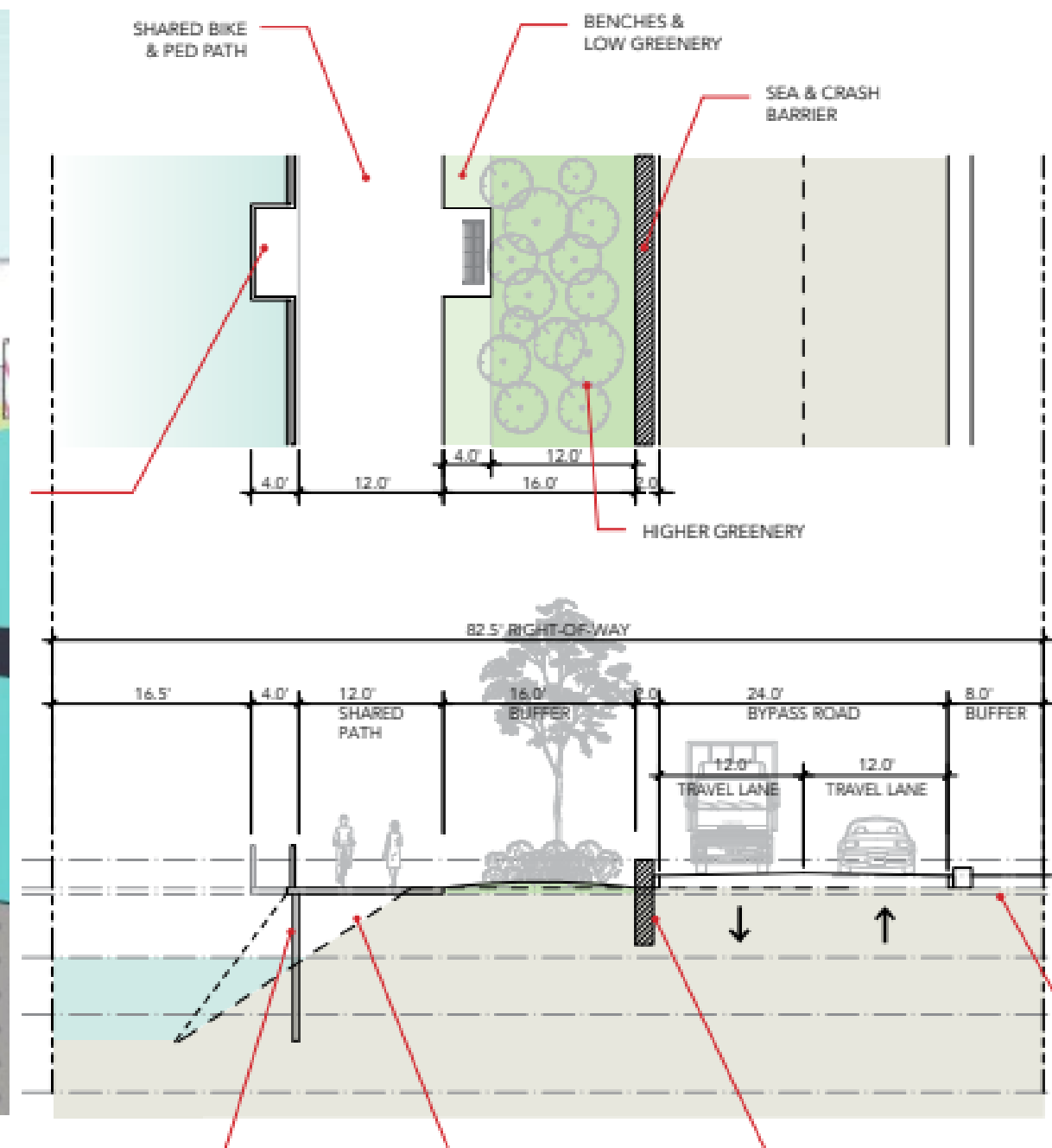
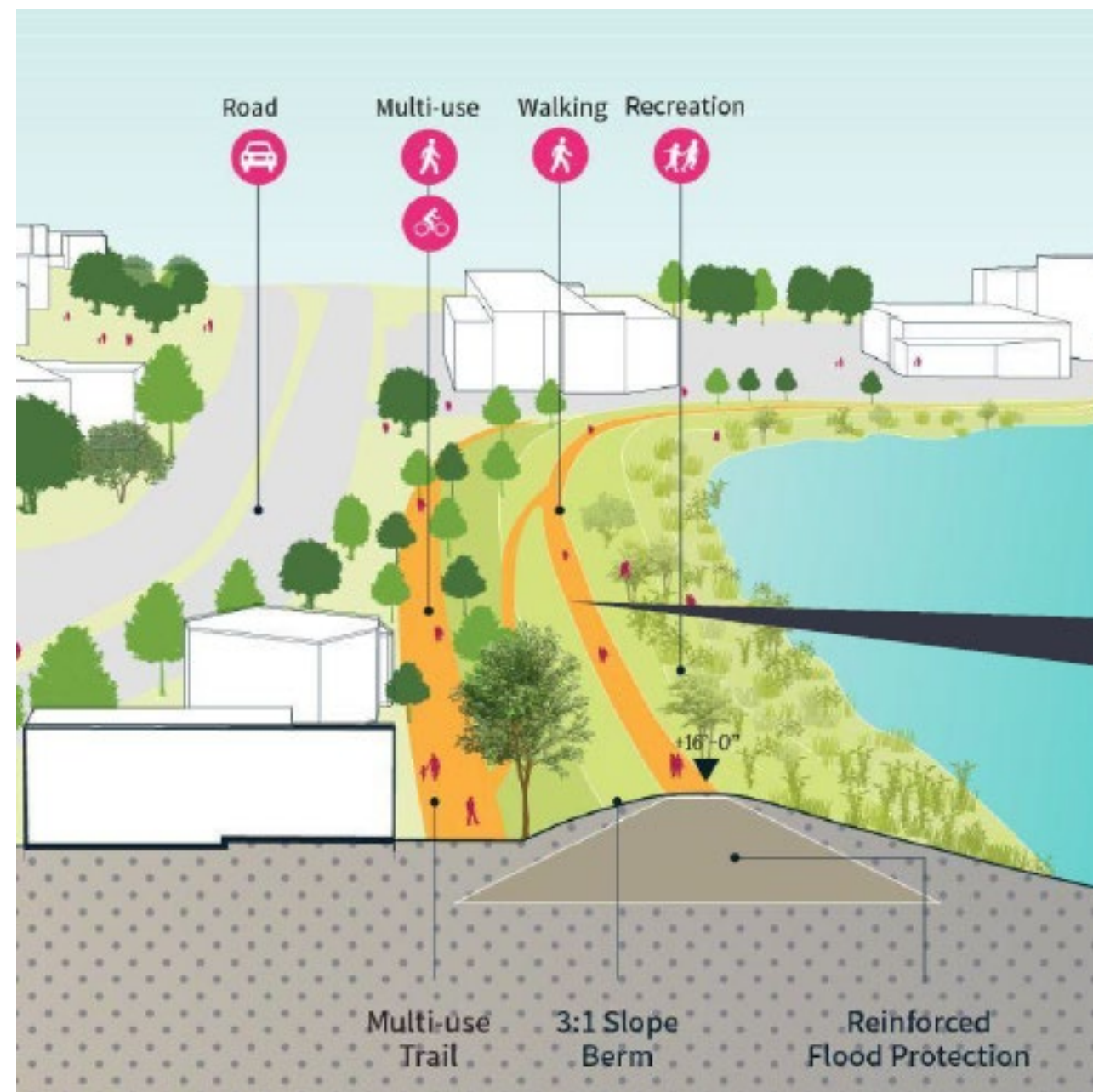
Equity

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



Previous Proposals for the Rail Corridor

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



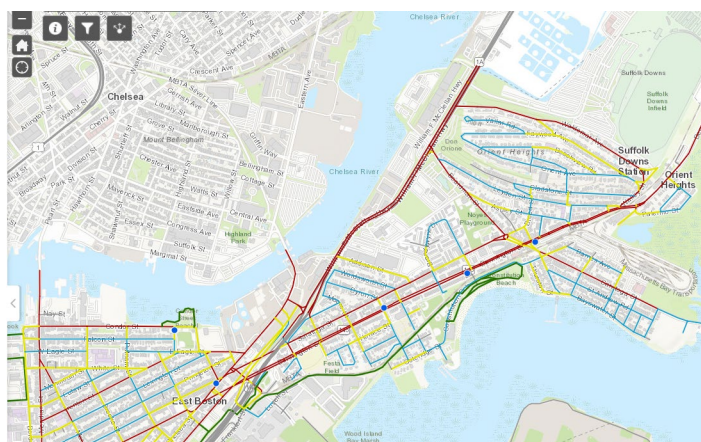
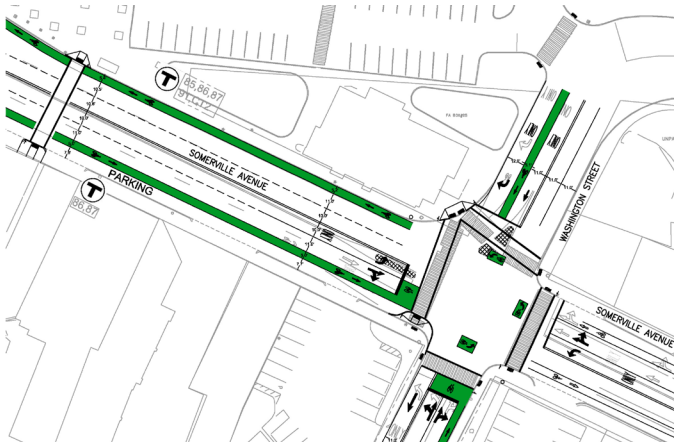
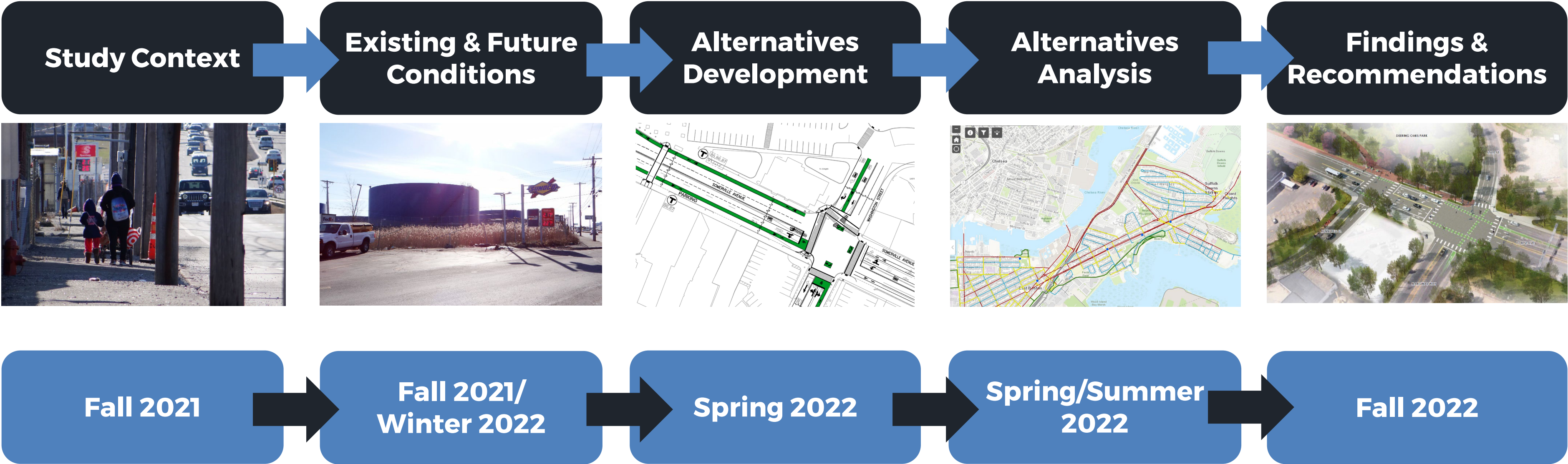
Group Discussion – Guidance for Developing Alternatives

- What are the most important issues to address through this study?
- Which specific goals are most important to you?
 - Safety
 - Connectivity
 - Sustainability and Climate Change Resiliency
 - Equity
- Other than the previously proposed ideas for the rail corridor, what other ideas do you have?

Study Schedule



Public Involvement



Next Steps

Public Meeting #2

- April 11 – Future Conditions, Key Issues, and Preliminary Alternatives

AHEAD OF THE NEXT WORKING GROUP MEETING, WE WILL...

- Develop more detailed improvement alternatives
 - Safety and local access improvements
 - Pedestrian crossings
 - Bicycle connections
 - Traffic safety improvements
 - Rail corridor concepts, including local access
 - Roadway improvements



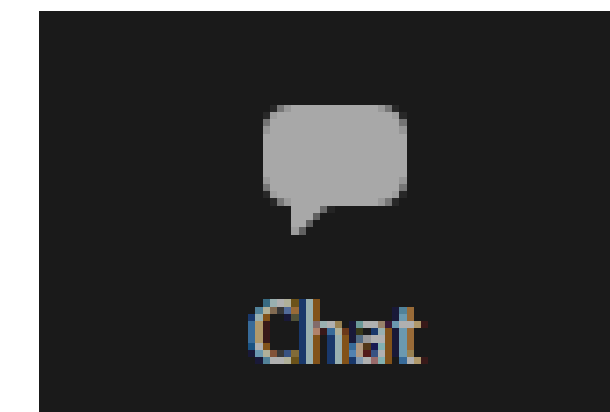


Questions and Discussion

Questions and Discussion

Working Group Members

- 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*
- Website: <https://www.mass.gov/route-1a-corridor-study>
- Email: Rt1ACorridorStudy@dot.state.ma.us





Thank you!

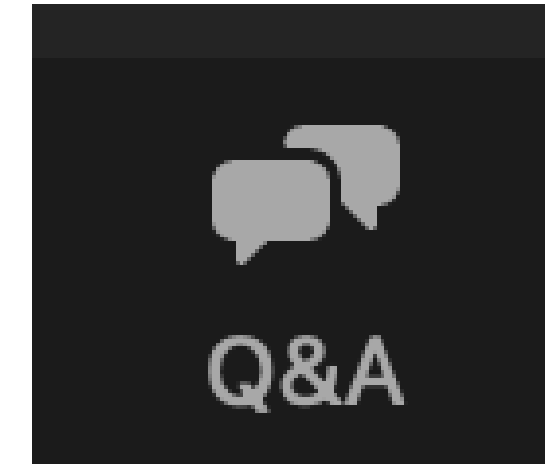
For question and comments please email:
Rt1ACorridorStudy@dot.state.ma.us

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



Public Comment

- Please share only one question or comment at a time
- Use the “**Q+A**” 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*



Chat is reserved for
Working Group only

Members of the public:
*please use the Q&A
feature*