









ROUTE IA Casición CORRIDOR STUDY

Public Meeting #1 December 8, 2021

East Boston – Revere





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- View Full Transcript

 - Interpretation

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Tonight's Agenda

- Introductions
- 2 Study Context
- **3** Preliminary Existing **Conditions Findings**
- **Draft Goals and Objectives**
- **Small Group Discussion** 5
- **Next Steps**
- **Questions & Answers**

Meeting Purpose

- - Hear About Lived Experiences
 - Insights





Get Input From Stakeholders & Residents Gain Local Perspectives & On-the-Ground

Understand Local Needs and Priorities **Explain Study Purpose and Study Team's Understanding of Conditions, Issues, Opportunities**





Study Context

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.







MassDOT/MBTA Rail Parcels

- Parcel Constraints:
 - Parcel right-of-way (ROW) width
 - Widest area: ~65 feet
 - Narrowest area: ~42 feet (MBTA parcel), ~25 feet (MassDOT parcel)
 - Active industrial uses on Route 1A limit public ROW for access and general permeability
 - Grade change between
 Route 1A and Rail ROW
 - Flooding vulnerability







Regulatory Context – State Protection of Public Interest in Waterways

Chapter 91, the Massachusetts Public Waterfront Act

- Sets boundaries for public access to waterways
- Preserves and protect the rights of the public
- Establishes priority for water-dependent uses
- Protects public interest in private use of tidelands

Designated Port Area (DPA)

- Special area defined by the Commonwealth of MA Office of Coastal Zone Management (CZM)
- DPA designation protects natural and man-made resources for water-dependent industrial uses
- DPA boundary review underway along the Chelsea Creek





Source: City of Chelsea: Chelsea Creek Municipal Harbor Plan

Chapter 91 Jurisdiction



Study Process

Public Involvement



- Study area
- Planning context
- Goals & objectives
- Multimodal data and analysis
- Issues and opportunities

- Infrastructure, operations, and policy improvements
- Designed to address issues and opportunities and achieve goals & objectives



Findings & Recommendations

- Qualitative and quantitative evaluation
- Evaluation criteria based on goals & objectives



- Short, medium and long-term recommendations
- Implementation plan
- Consensus-based



Study Schedule

Public Involvement





Findings & Recommendations



Fall 2022



Public and Stakeholder Involvement

Community engagement through a variety of channels:

- Study Working Group key stakeholder engagement forum to
 - Provide local knowledge, perspective, and expertise
 - Facilitate communication with community organizations
 - Review findings and provide feedback
 - 5 meetings at key milestones
- Public Information Meetings (4 meetings)
- Neighborhood Briefings
- Site visits
- Meetings with elected officials and municipalities
- **Online feedback forms**
- Project website: <u>https://www.mass.gov/route-1a-east-boston-corridor-study</u>







Related Studies and Projects

- **PLAN: East Boston**
- **Climate Ready Boston**
- Vision Chelsea Creek
- Next Stop: Revere Master Plan
- Chelsea Creek Municipal Harbor Plan
- Suffolk Downs Redevelopment
- Addison-McClellan EDA •
- MassDOT Road Safety Audits
- **DPA Boundary Review**



Squares and Corridors

Squares and Corridors are important points of gathering and connection within a neighborhood. They provide essential goods and services to local residents, and create important job and entrepreneurial opportunities for the broader East Boston community. Squares and Corridors also operate as gateways, connecting East Boston to important regional destinations.

This document includes draft recommendations prepared for East Boston's **Squares and Corridors.**

- oage 6
- on page 8
- on page 10
- "Maverick Square" (
- page 18 "Central Square" or
- page 34 "Day Square" on pag
- on page 56
- on page 70

- page 94







"Shaping Building For

"Orient Heights Square "Suffolk Downs Squar

BEACHMONT























Study Area Demographics and Land Use

Corridor Demographics – Environmental Justice Status

- High Environmental Justice
 populations
 - Non-white residents
 - Low-income households
 - Limited English proficiency households
 - High foreign-born population, including half of East Boston residents
- Public health challenges for neighborhoods near the corridor
 - High diabetes, heart disease in East Boston
 - Pediatric asthma: high rates in Boston, low ER admissions in East Boston (potential issue of healthcare access)

CORRIDOR STUD





Existing Corridor Land Use

- Communities near corridor are principally residential
- Historic and continuing industrial uses of Chelsea Creek, Designated Port Area
- Fuel tanks, shipping, rental car facilities, hotels line corridor due to the proximity to Logan Airport









Existing Corridor Safety Conditions

- Weighted map of crash incidence, 2016 2020
- Higher crash frequency and severity including (4) fatalities at southern end of corridor
 - Higher vehicle speeds
 - Curves, sight distance issues, Curtis Street design issues







Existing Corridor Pedestrian Conditions

- Analysis of Pedestrian Crossings
 - Number of lanes crossed
 - **Traffic speed**
 - Pedestrian protection (signal, refuge island)

- - Min. distance: 0.5 mile



Existing Marked Crosswalks Max. distance: 1.4 miles 6 bus stops without crosswalks



Existing Corridor Biking Conditions

- Analysis of Biking Crossings
 - Number of travel lanes
 - Traffic speed
 - Existing or planned bike protection

- Bike connectivity





No inter-neighborhood connectivity Some planned connections



Walking/Biking **Conditions**

- Loud, overwhelming, and uninviting environment Walking
- Many missing ramps at side streets and driveways
- Sidewalk width and surface quality varies widely
- Missing sidewalk entirely in some sections
- Bus stops lack basic amenities

Biking

No safe or comfortable space for biking on 1A, even for confident riders











Regional Traffic – Where Do Cars Come From/Go To?

- To/from north: Route 1, Lynnway (1A), Revere Beach Parkway
- To/from south: Logan Airport largest, then Downtown, Seaport, East Boston
- Corridor traffic highest btwn
 Tomasello & Boardman
- Boardman Street
 intersection very congested
- Bell Circle predicted to grow
 more congested in future





Public Transit Travel

- Blue Line
 - Parallel to corridor
 - Most of corridor, roughly
 1/2 3/4 mile away
 - Very high ridership
- Route 450 bus
 - Runs along Route 1A
 - Very low boardings/ deboardings on corridor
 - Poor pedestrian
 connections









Sustainability and Climate Change Resilience

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



CURRENT I% ANNUAL FLOOD ZONE (WITH NO SEA LEVEL RISE) 2030 I% ANNUAL FLOOD ZONE REGULATORY FLOODWAY 2070 I% ANNUAL FLOOD ZONE HIGH RISK COASTAL AREA

tween original islands hways





Public Open Space

• Minimal public open space near corridor







Permeable Cover

RN

CORRIDUR ST

Some permeable cover, less in the industrial/airport-related zones near the corridor







Goals, Objectives, and Evaluation Criteria

Study Strategic Direction

- Goals
 - High-level statements of desired outcomes that address major challenges, issues, and opportunities

- Objectives
 - Statements that derive from the Goals and establish concrete, specific, and measurable outcomes that help to achieve the Goals

- Evaluation Criteria
 - Measurable parameters (quantitative or qualitative) that enable us to assess how well a proposal or option satisfies the objective(s)











Draft Study Goals

Safety

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

Connectivity

- 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







Safety

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

- Reduce the number of crashes on the Route 1A corridor, particularly fatal and serious injury crashes
- Address safety deficiencies at High Crash Locations
- Reduce incidence of speeding throughout the Route 1A corridor
- Reduce the number of conflict points at intersections
- Address sight line obstructions along the Route 1A corridor
- Increase Level of Comfort/reduce Level of Stress for vulnerable road users





Connectivity

Goal: Enhance connectivity for users of all modes of transportation along and across the Route 1A corridor

- Provide new and/or upgraded pedestrian and bicycle facilities along and across Route 1A
- Close gaps in the regional bicycle network \bullet
- Improve existing or create new pedestrian and bicycle connections between residential neighborhoods and the Chelsea Creek
- Make transit service more reliable and accessible along Route 1A, and \bullet provide bus stop amenities throughout the corridor





Connectivity (continued)

Goal: Balance local and regional transportation needs and improve the reliability of freight transportation

- Address delay at "bottleneck" locations with congestion
- Facilitate freight movements through the Route 1A corridor and between ulletfreight origins and destinations along the corridor
- Minimize local impacts of regional traffic and cut-through traffic in ulletneighborhoods





Sustainability and Climate Change Resilience

Goal: Improve air quality and access to public and natural resources **Objectives**

- Reduce air pollution and greenhouse gas emissions lacksquare
- Provide new and/or improved natural resources including open space and lacksquarewaterfront access
- Reduce the adverse environmental impacts of freight movements through the ulletcorridor

Goal: Enhance resilience of corridor infrastructure and surrounding area

- Mitigate flooding pathways and infiltration points from Sea Level Rise and storm surge lacksquareImprove drainage, reduce flooding from precipitation, and reduce runoff ullet





Equity

Goal: Reduce corridor burdens and enhance corridor benefits on Environmental Justice communities

- Prioritize strategies that reduce burdens that disproportionately impact Environmental Justice communities (e.g. public health burdens, transportation impacts)
- Prioritize strategies that benefit Environmental Justice communities (e.g. increased access ulletto public space, reduced cut-through traffic, etc.)









Small Group Discussion

Small Group Discussion

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

- Each room will have a group leader, who will facilitate the discussion. ullet
- The discussion in each room will be the same, focusing on your experiences in the corridor and your feedback on the goals and objectives that we just shared.

The group discussion will last about 20 minutes, 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 lived experiences and potential Goals & Objectives.

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. ullet







f Schedule and Next Steps

Study Schedule

Public Involvement





Findings & Recommendations







Next Steps

This winter and spring we will:

- Finalize Existing Conditions analysis and conduct a Future Conditions Analysis
 - Suffolk Downs mitigation, Climate Ready Boston and Plan: East Boston recommendations
- Develop preliminary improvement alternatives
 - Safety and local access improvements pedestrian crossings, bicycle connections, traffic safety improvements
 - Rail corridor concepts, including local access
 - Roadway improvements







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 <u>Rt1ACorridorStudy@dot.state.ma.us</u>
- The project website is at <u>https://www.mass.gov/route-1a-corridor-study</u>











Rt1ACorridorStudy@dot.state.ma.us

Sign up for project updates:

