massDOT
Office of Transportation Planning

ROUTE 1A CORRIDOR STUDY

Welcome! Please settle in.

The meeting will begin shortly…

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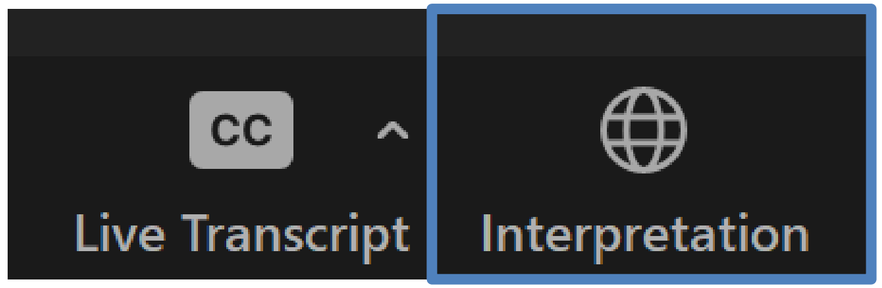
ROUTE 1A CORRIDOR STUDY

Community Meeting #2

April 11, 2022

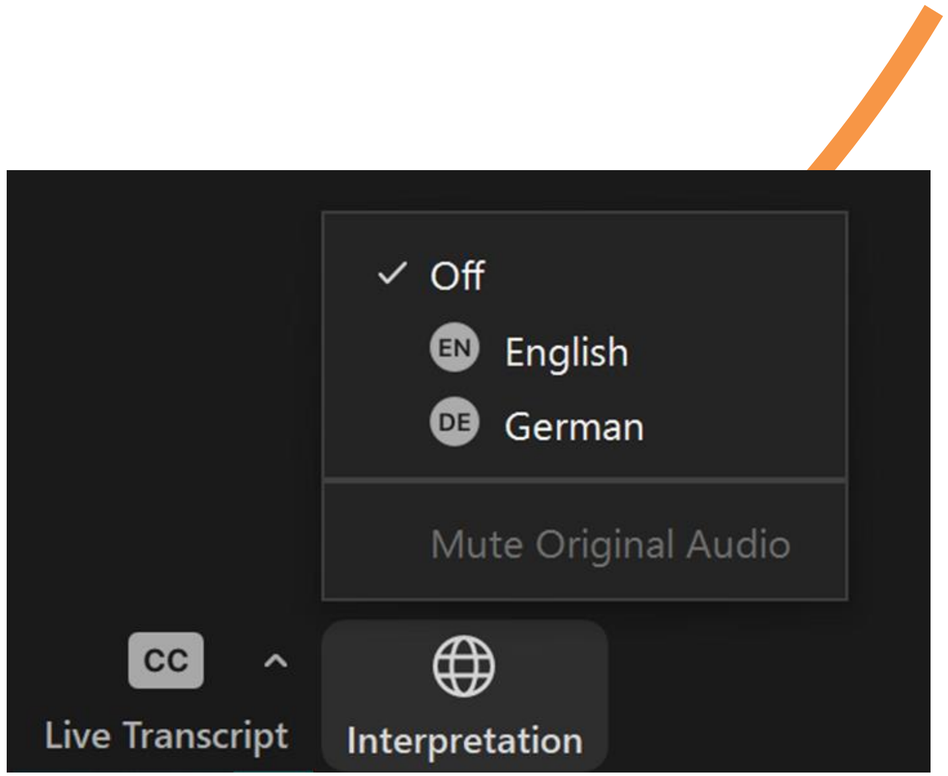
East Boston – Revere

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**.



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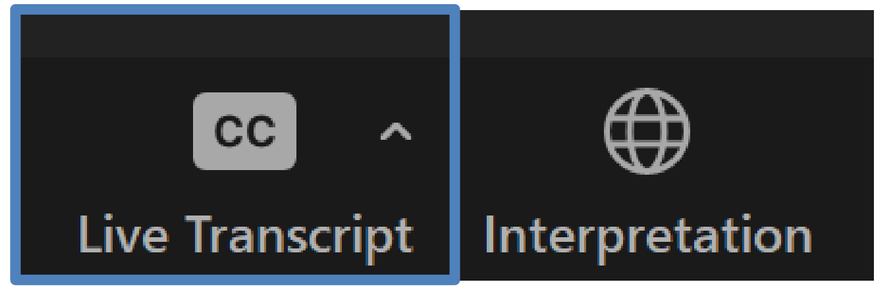
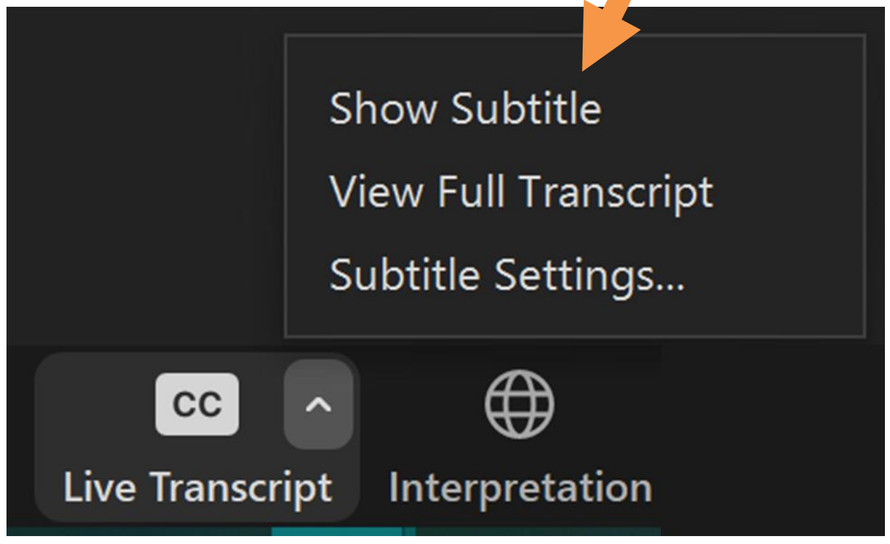
How To Use Zoom - Captioning



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

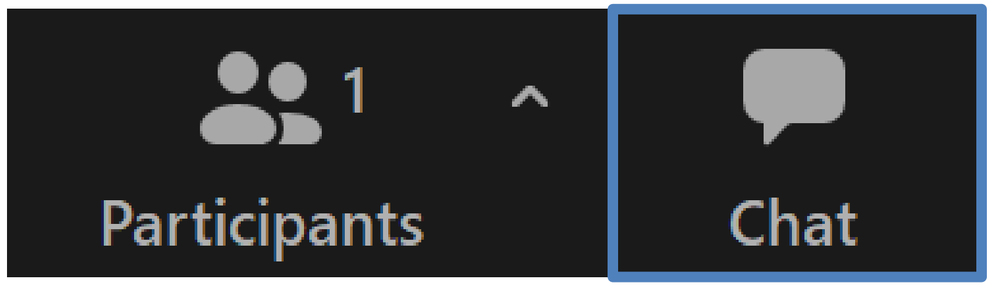
Show Subtitle will **display a caption** at the bottom of the screen.

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 **Introduction**

2 **Goals & Objectives**

3 **Outreach and Survey Results**

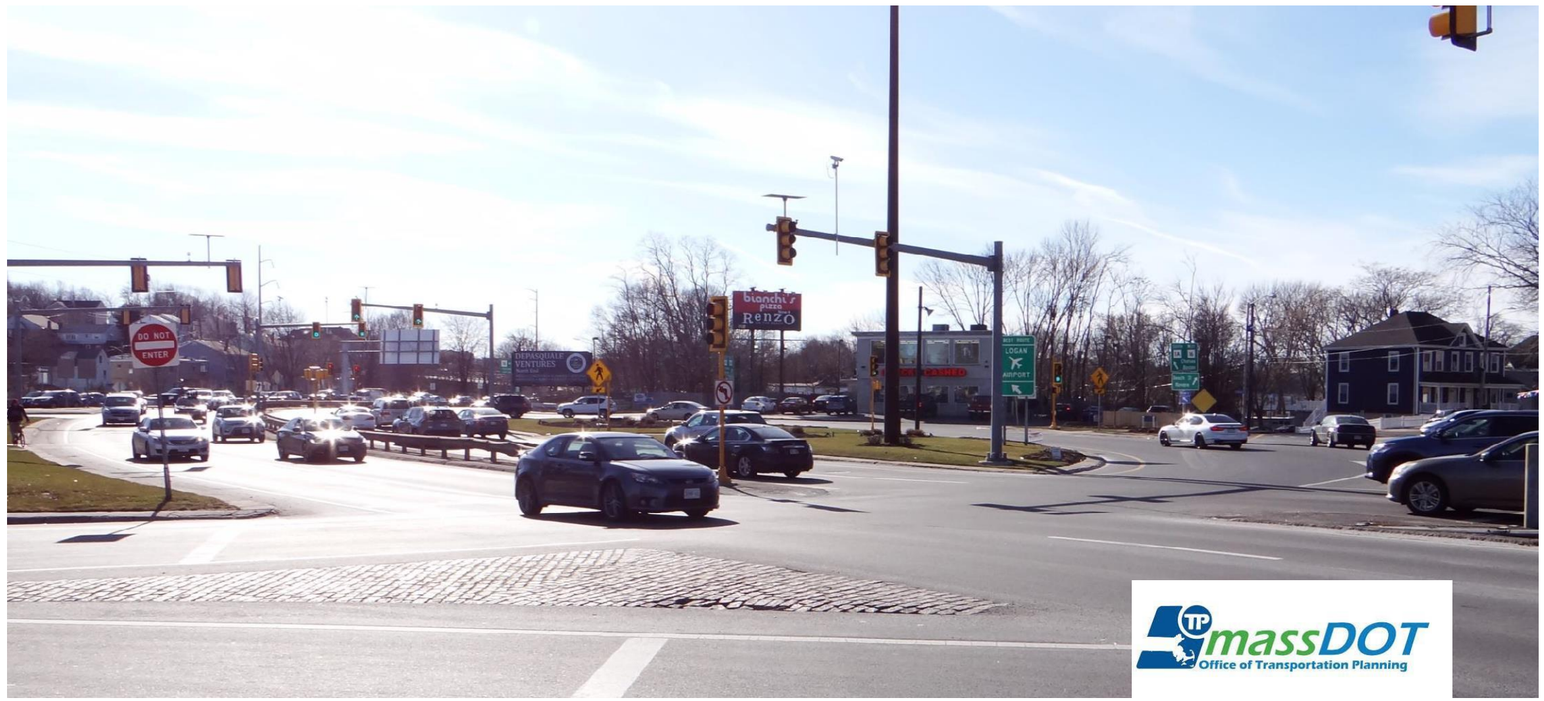
4 **Future Conditions**

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



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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

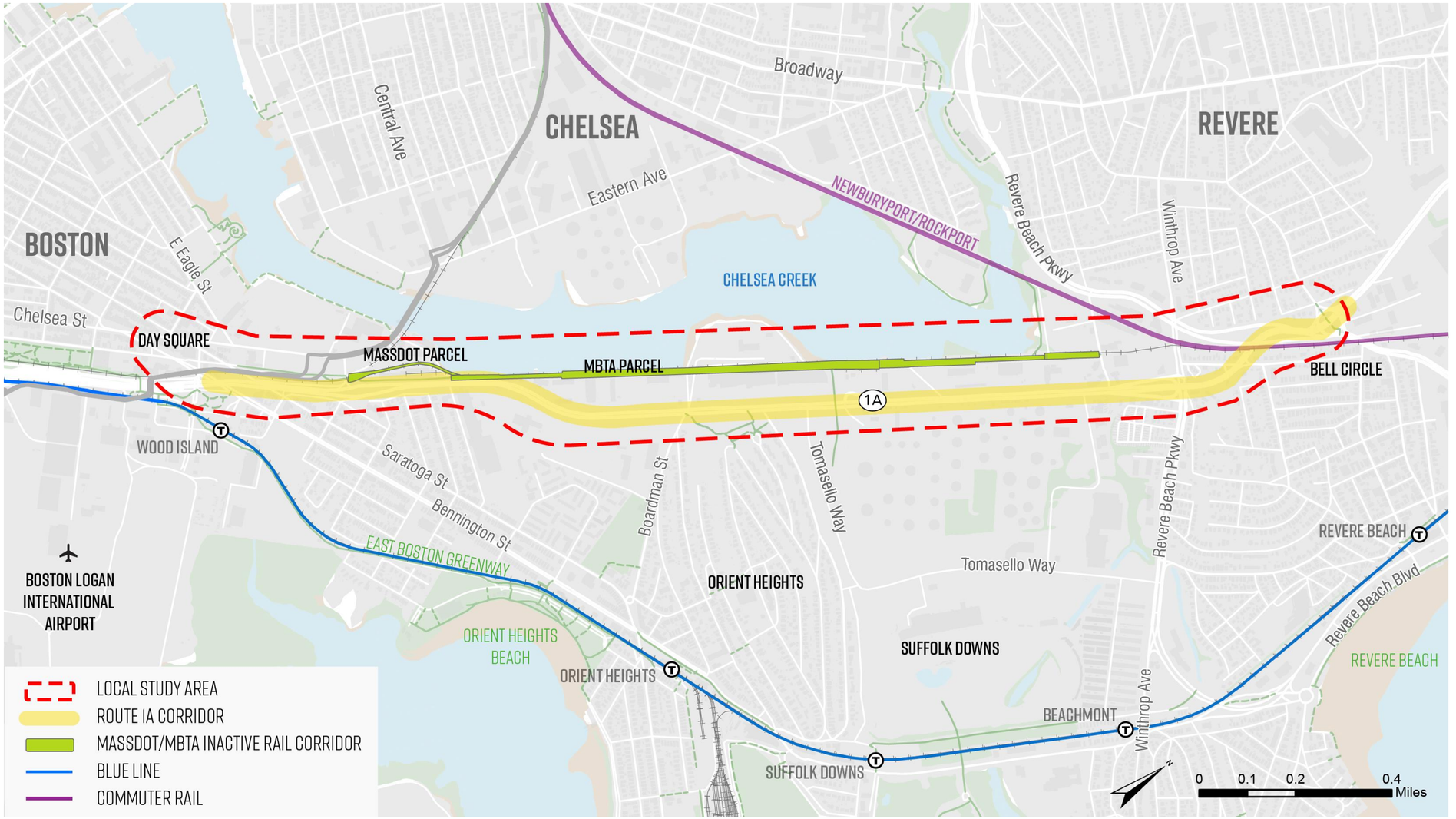
The purpose of this study is to assess the potential uses of the MassDOT and MBTA rail parcels located between Route 1A and the Chelsea Creek in East Boston, and evaluate the Route 1A corridor between Bell Circle and Day Square.

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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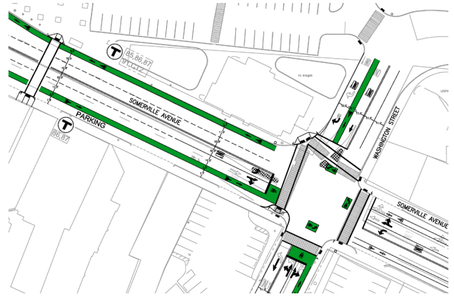
Study Schedule

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**

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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
- Held a Stakeholder Working Group meeting on March 30, 2022

Study Goals

Safety

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

Connectivity

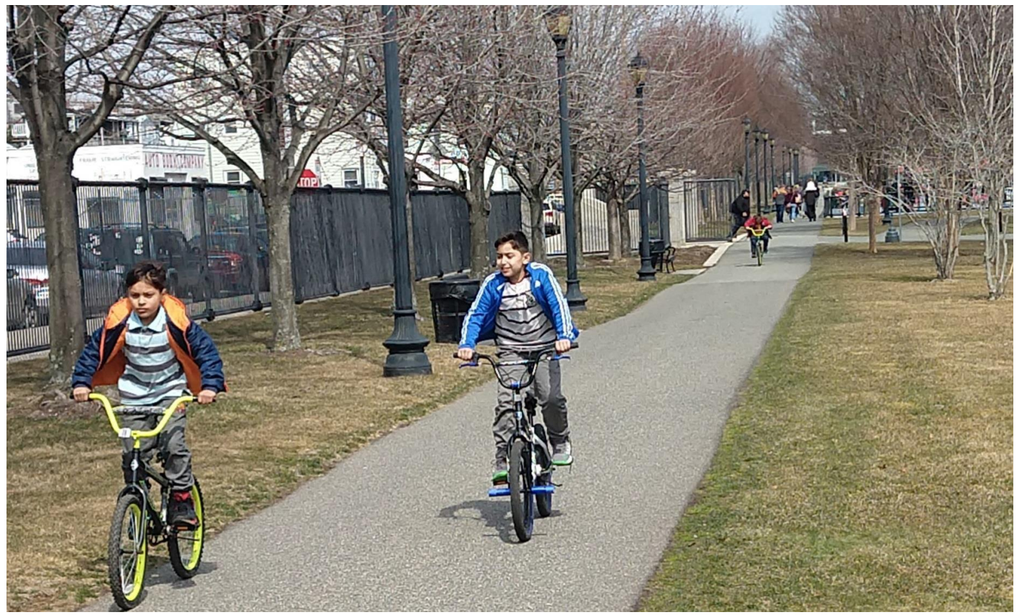
- Expand and enhance connectivity for users of all modes of transportation along and across the Route 1A corridor
- Balance local and regional transportation needs and improve the reliability of freight transportation

Sustainability and Climate Change Resiliency

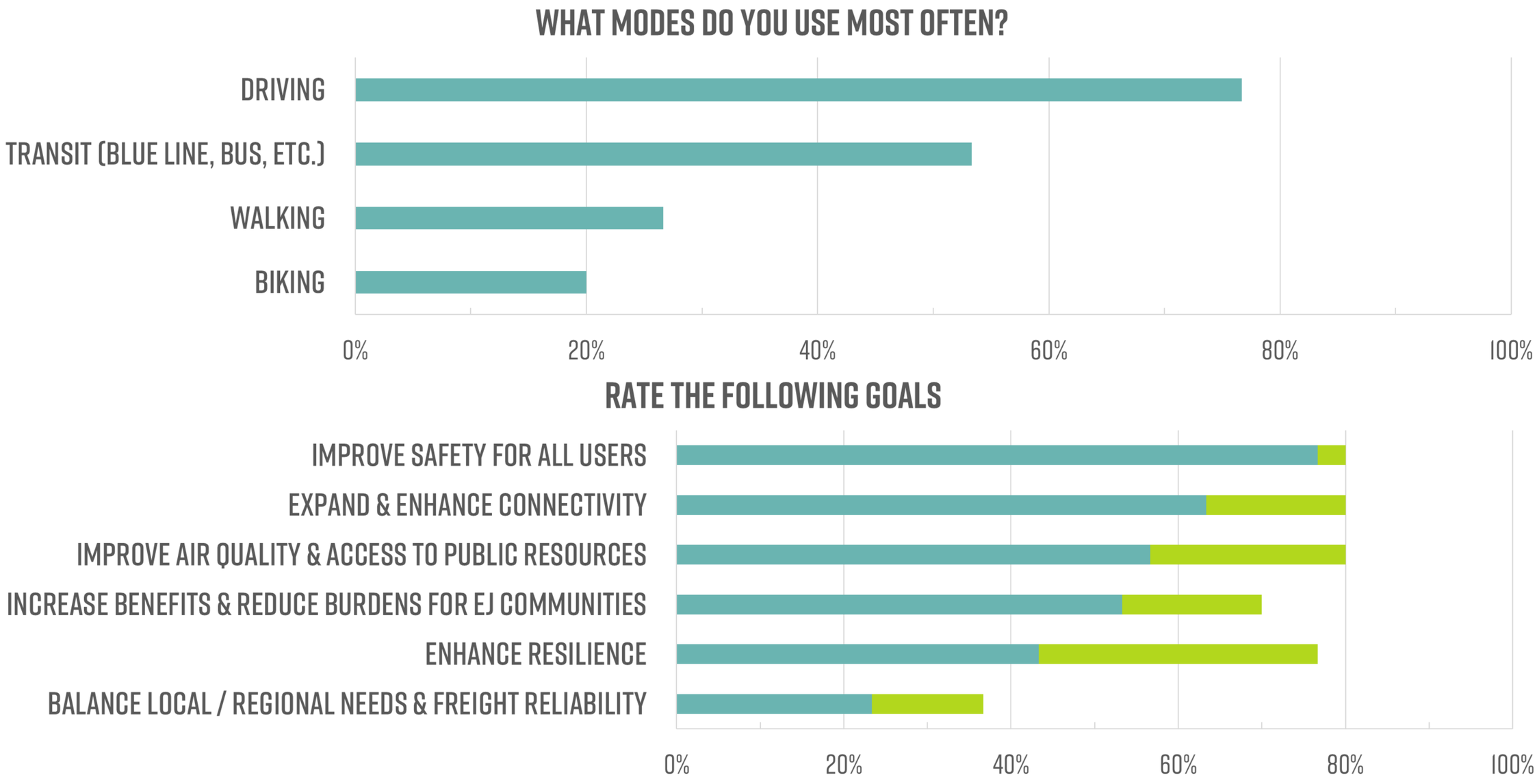
- Improve air quality and access to public and natural resources
- Enhance resilience of corridor infrastructure and surrounding area

Equity

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



Online Feedback Form Results



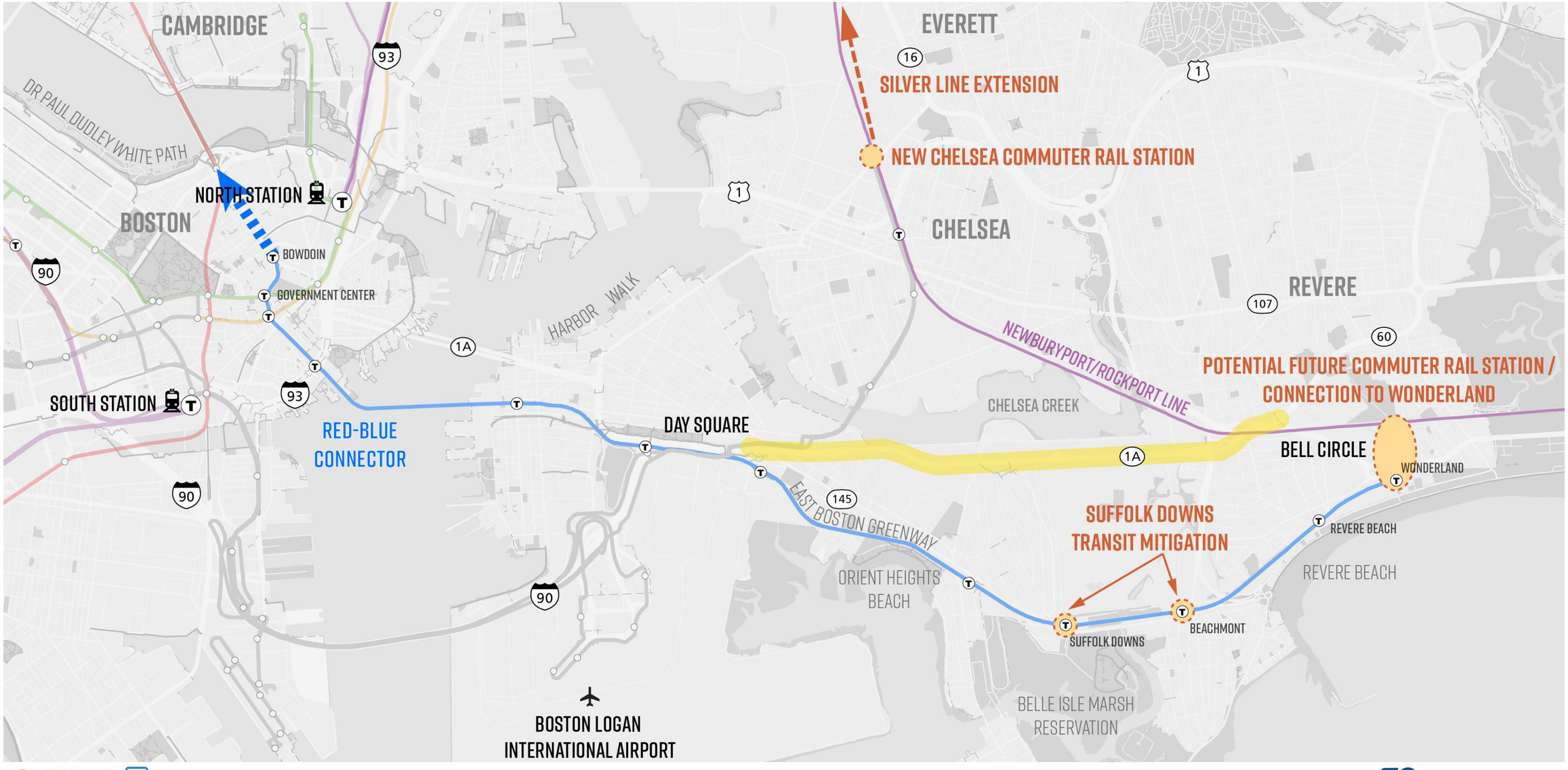
Online Feedback Form Results

Additional Goals Suggested Through the Form

- 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 car trips and diesel-based freight
- Reduce cut-through auto traffic
- Balance desires for waterfront access and transportati infrastructure on

Future Conditions

Future Conditions – Transit System Improvements



PLAN: East Boston – Day Square Transportation Improvements

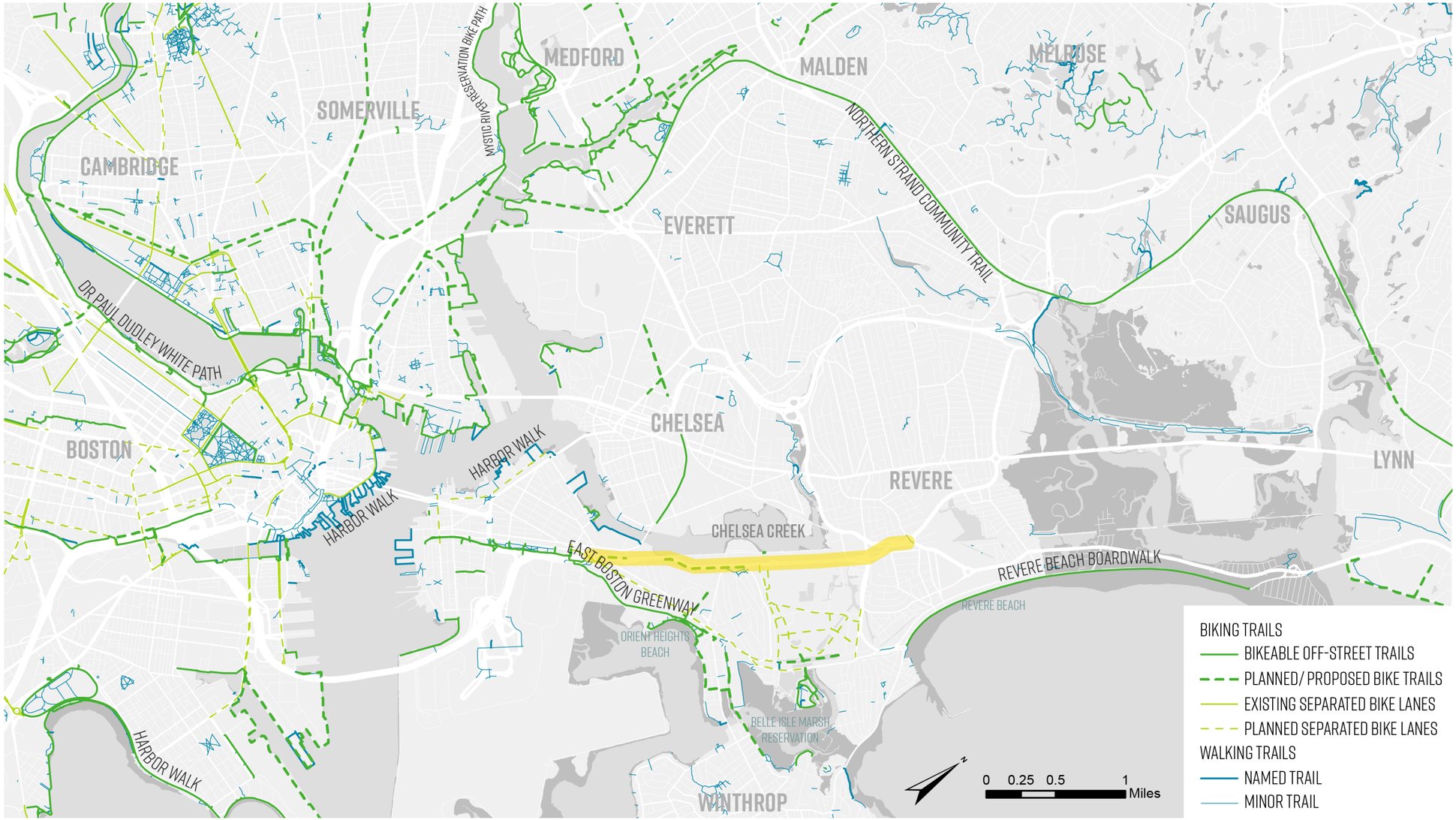
The BPDA has proposed:

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

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

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)



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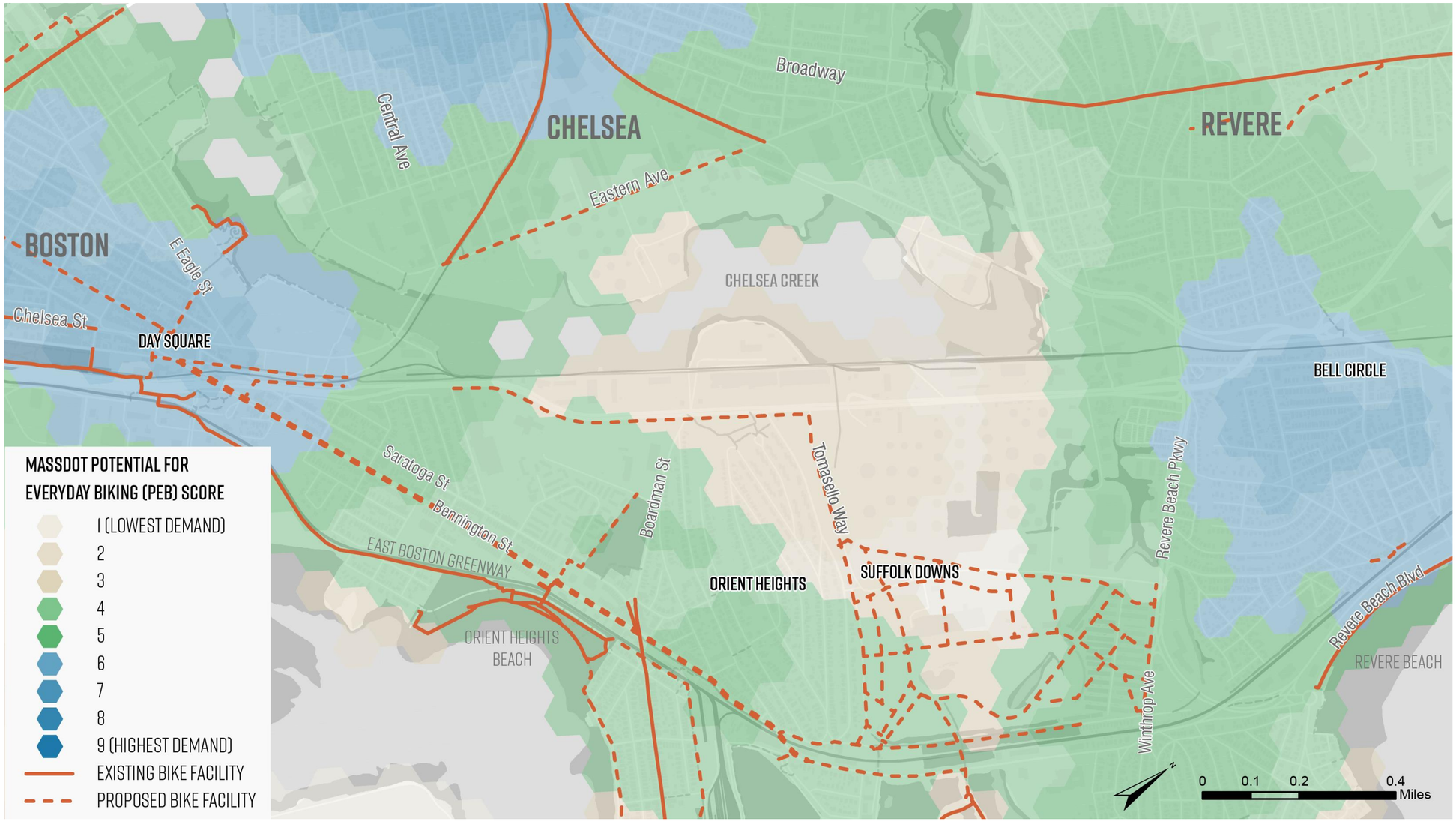
Study Area Bicycle Facilities and Potential for Everyday Biking

- Expanding on-street network
- Revere's recent Complete Streets Prioritization Plan
- Key gaps remain relative to "high bike potential" area (Bell Circle area)



Map does not include shared lanes/ "sharrows"

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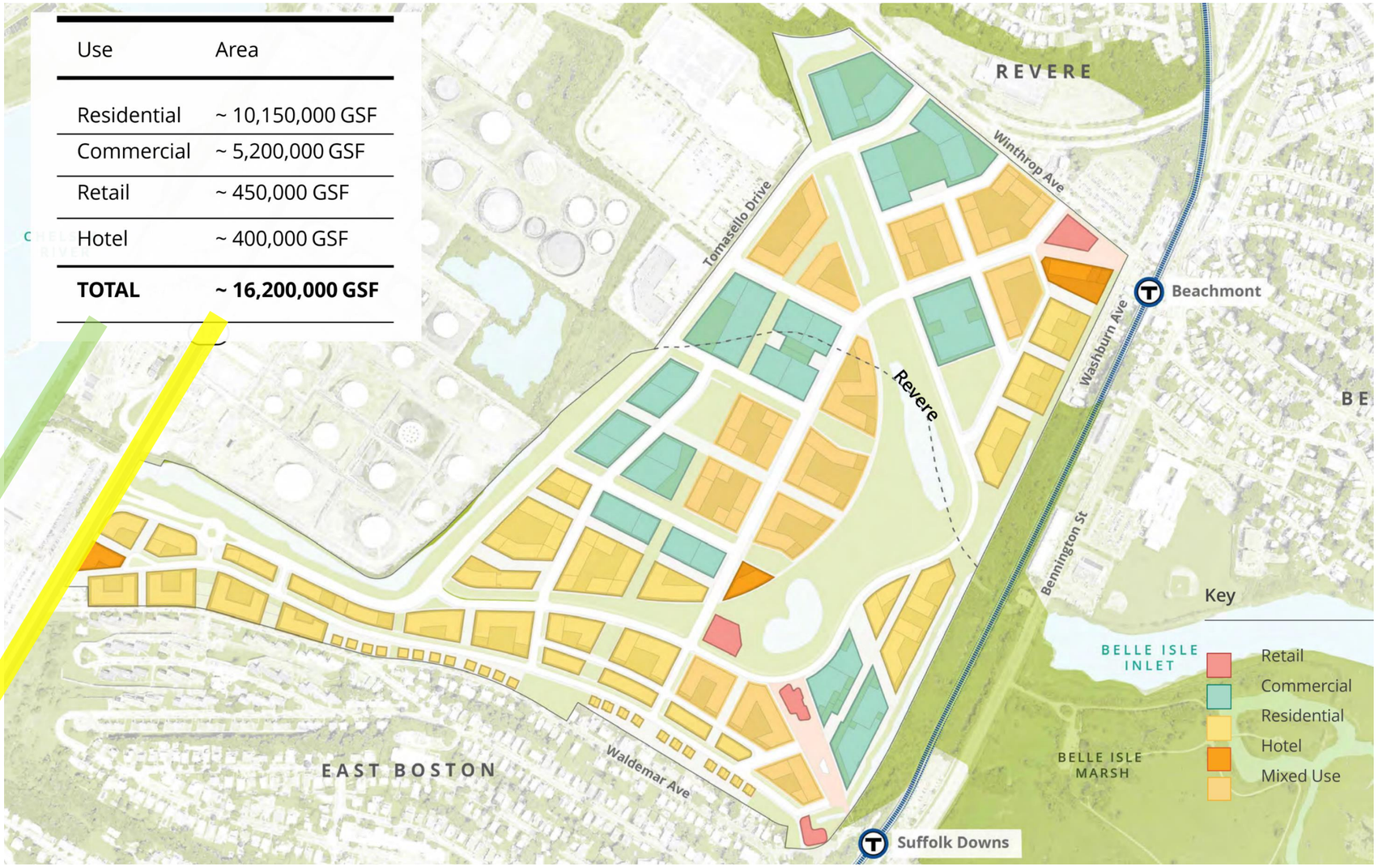
Suffolk Downs Redevelopment Project

- 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 https://www.suffolkdownsredevelopment.com/?wpdmdl=416

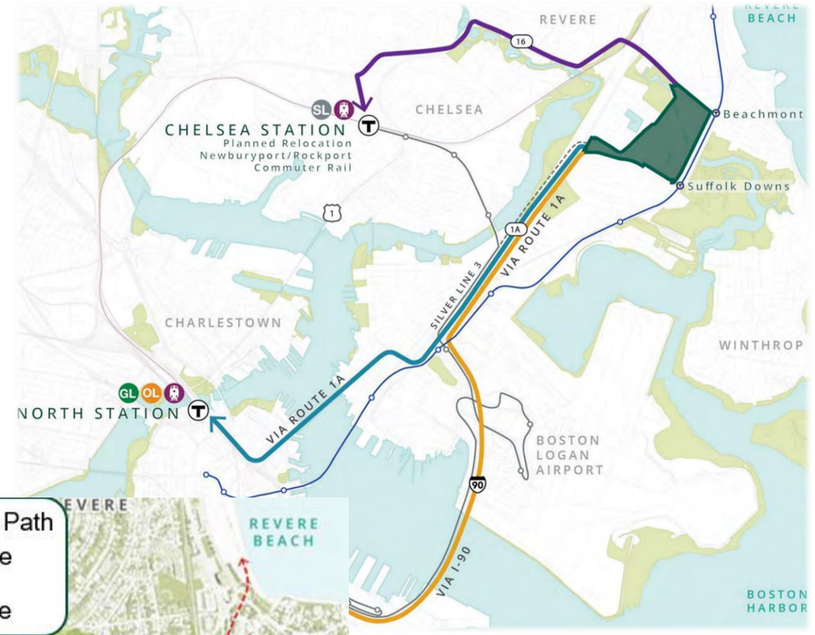
Transportation System Mitigation for Development Impacts

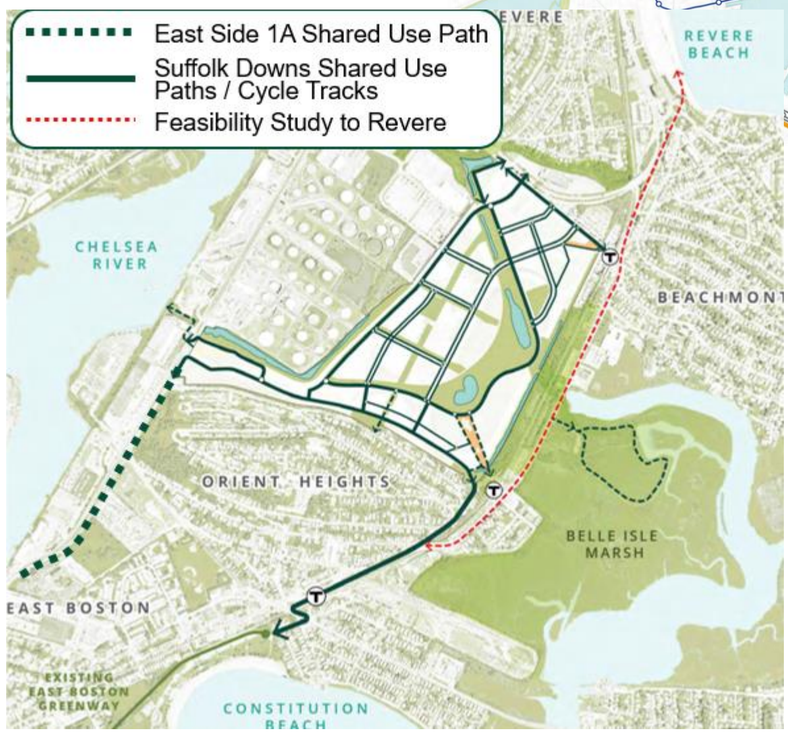
- Commonwealth of Massachusetts
  - Massachusetts Environmental Policy Act (MEPA) review to assess impacts to a range of environmental and community impacts
  - Massachusetts Department of Transportation – Public/Private Development Unit
    - Development projects that require an access permit to a state highway
    - Developers evaluate transportation needs and impacts of their project
    - Transportation system improvements to “mitigate” these impacts (Section 61 Finding)
- City of Boston
  - Article 80 review
  - Mitigation agreement: Transportation Access Plan Agreement
- City of Revere
  - Office of Planning & Development

Source: HYM – 8/15/2020 Presentation *https://www.suffolkdownsredevelopment.com/?wpdmdl=416*

Suffolk Downs – Transportation Mitigation

- Transit mitigation
  - $20 million to support Blue Line capacity improvements
    - Phase 1 – Signal design, Suffolk Downs station design
    - Phase 2 – Reconstruct Suffolk Downs and Beachmont
- Pedestrian and bicycle mitigation
  - Shared use path along Route 1A, Tomasello Way
  - On-site pedestrian/bicycle network
  - Feasibility study of Greenway extension to Revere Beach
  - Winthrop Avenue cycle track
  - 12 new BlueBike stations
  - Phase 2 – Extension of Greenway to development
- Demand Management Program including
  - Shuttle services (on- and off-site)
  - Carsharing and secure bike storage
  - Transportation trip monitoring program





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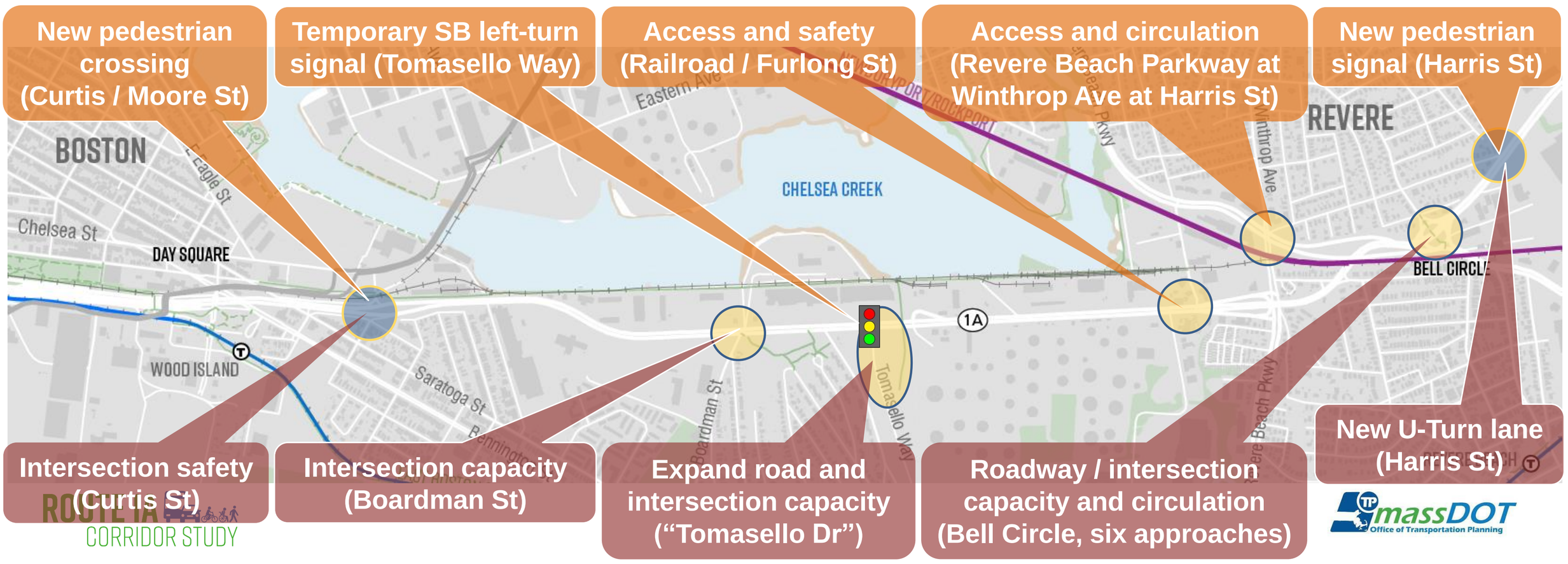
Source: HYM – 8/15/2020 Presentation *https://www.suffolkdownsredevelopment.com/?wpdmdl=416*

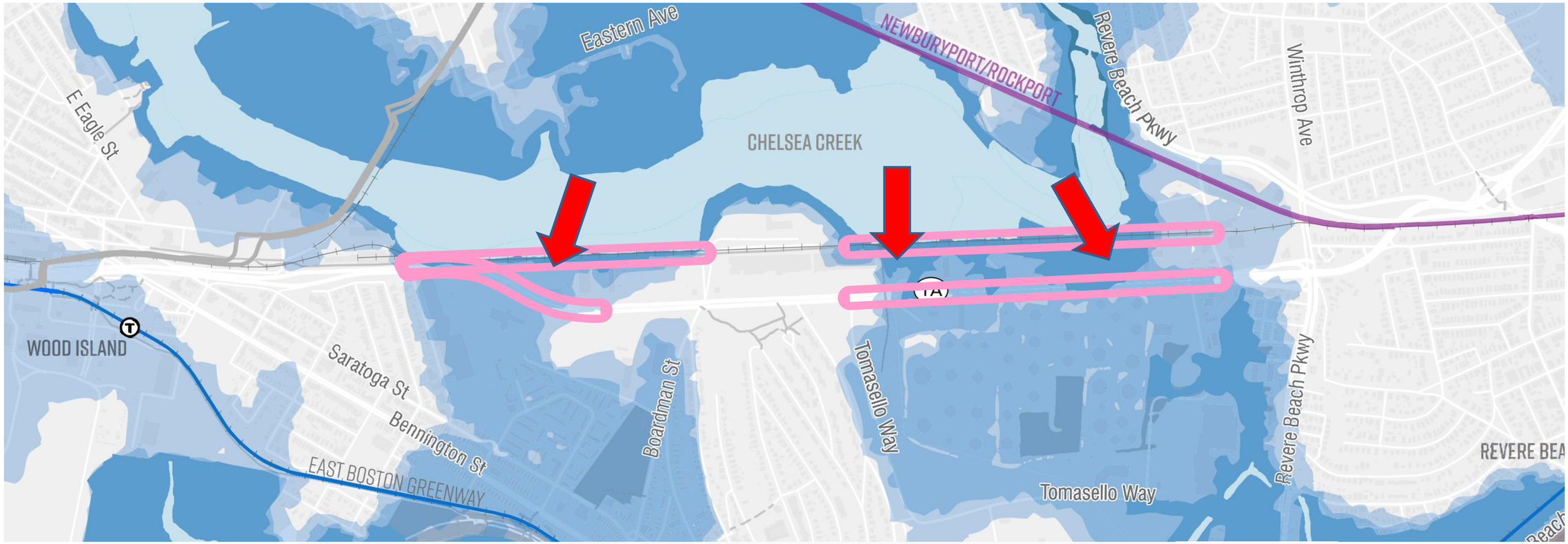
Suffolk Downs Mitigation – Roadway Changes

- Orange = ~2024 (Phase 1)
  - Enhancing access, safety, and circulation
  - Adjustments to Railroad / Furlong St and at Revere Beach Pkwy intersection
- Red = ~2028 (Phase 2)
  - Upgrading capacity, including one new northbound lane (Boardman – Winthrop)
  - Changes to Bell Circle, Tomasello Way, and Curtis St southbound mainline



Climate Risk – Flooding Vulnerability

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



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

Developing Alternatives for the Rail Corridor

Existing Rail Corridor Conditions

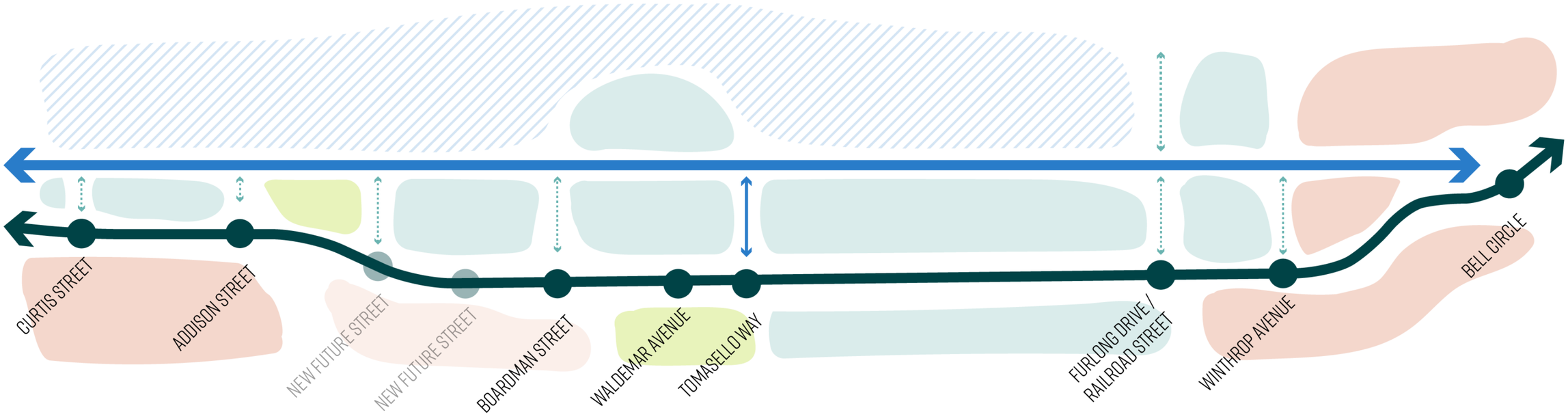
RAIL RIGHT-OF-WAY

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

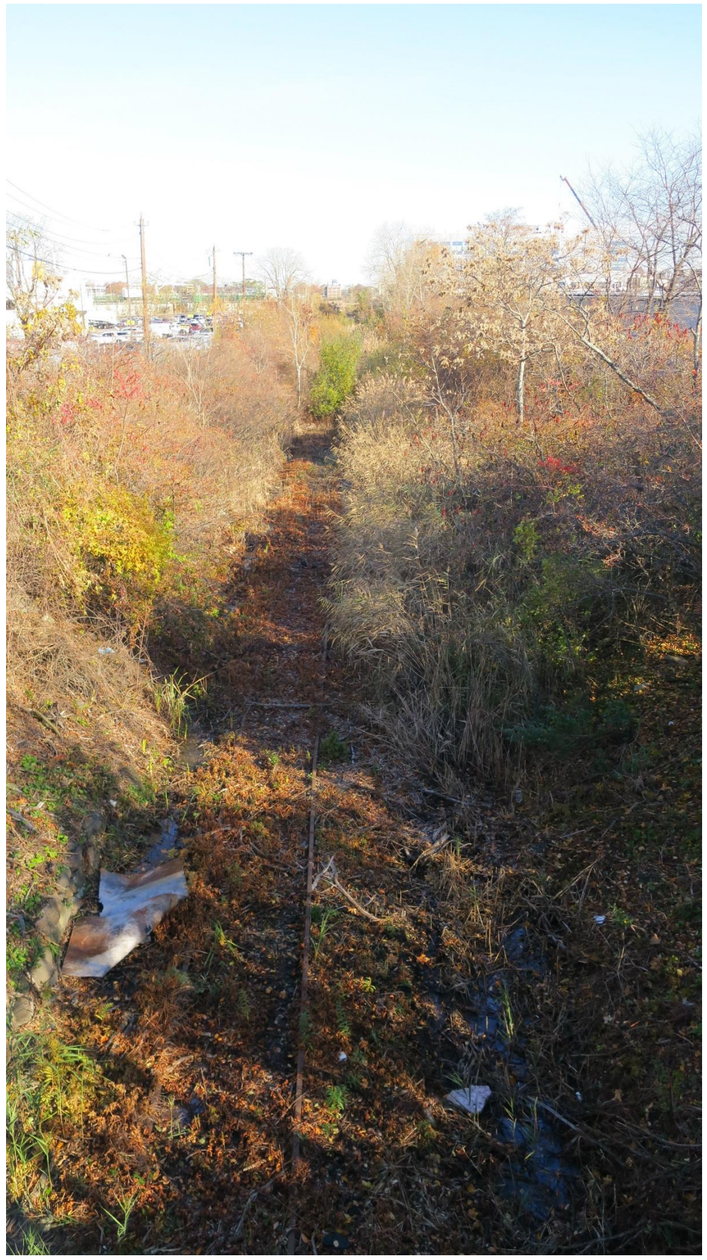
SECTION 2:
TOMASELLO WAY TO TO BELL CIRCLE

- 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



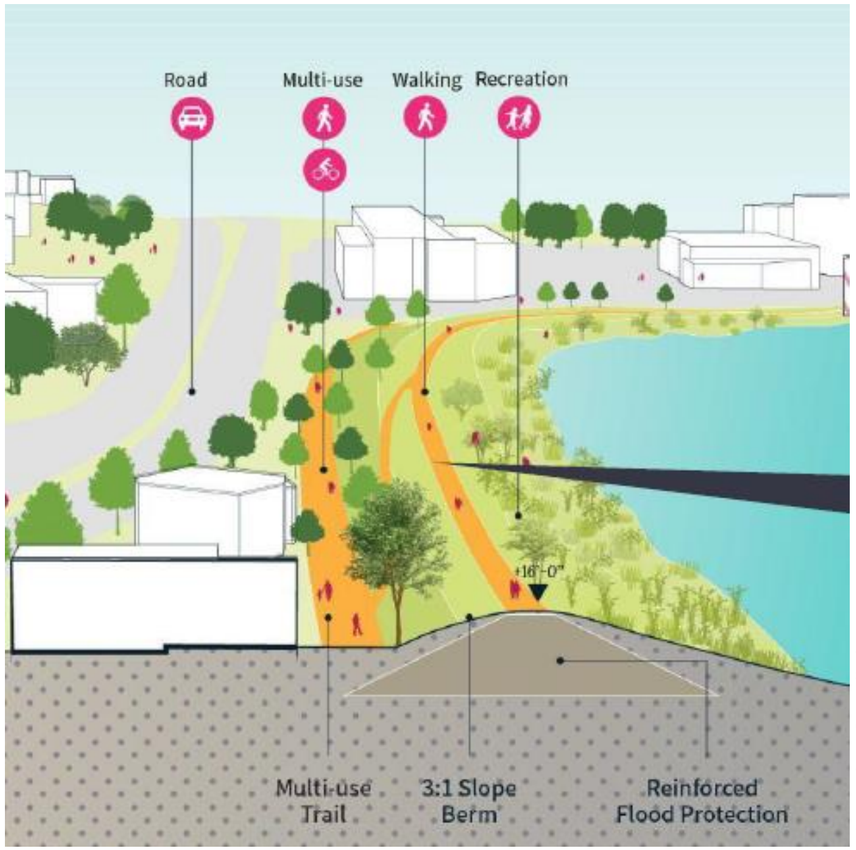
MassDOT/MBTA Rail Parcels

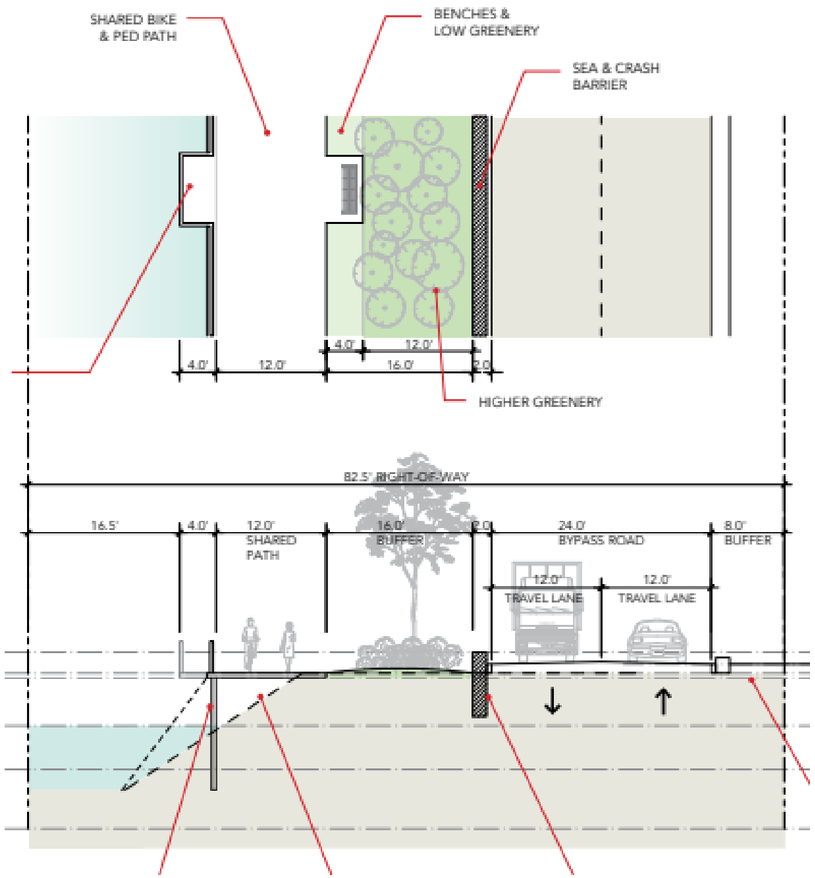
- Parcel Constraints:
  - Parcel right-of-way (ROW) width
    - Widest areas: ~85 feet
    - Narrowest areas: ~42 feet (Boardman to Addison Street)
  - Forks around CubeSmart with 30 feet next to road
  - Active industrial uses on Route 1A limit public ROW for access and general permeability
  - Grade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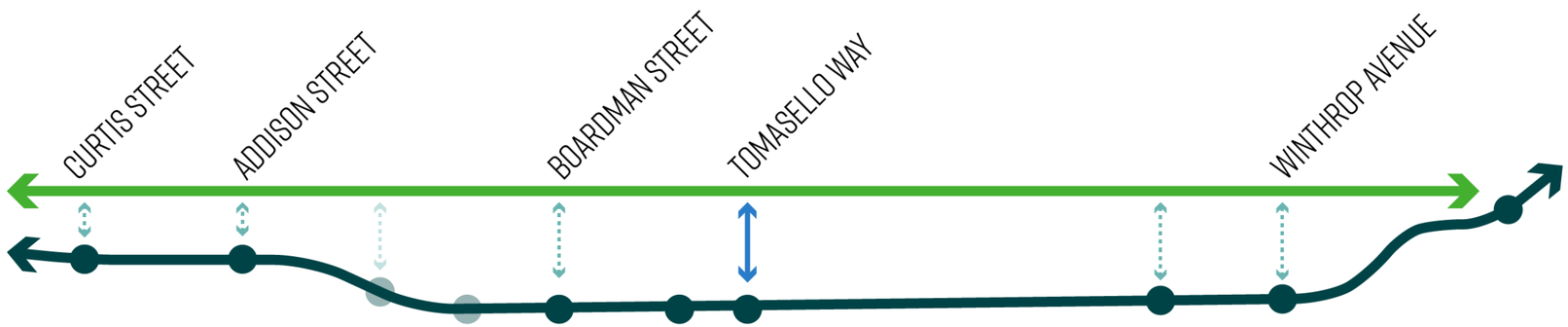
RAIL RIGHT-OF-WAY

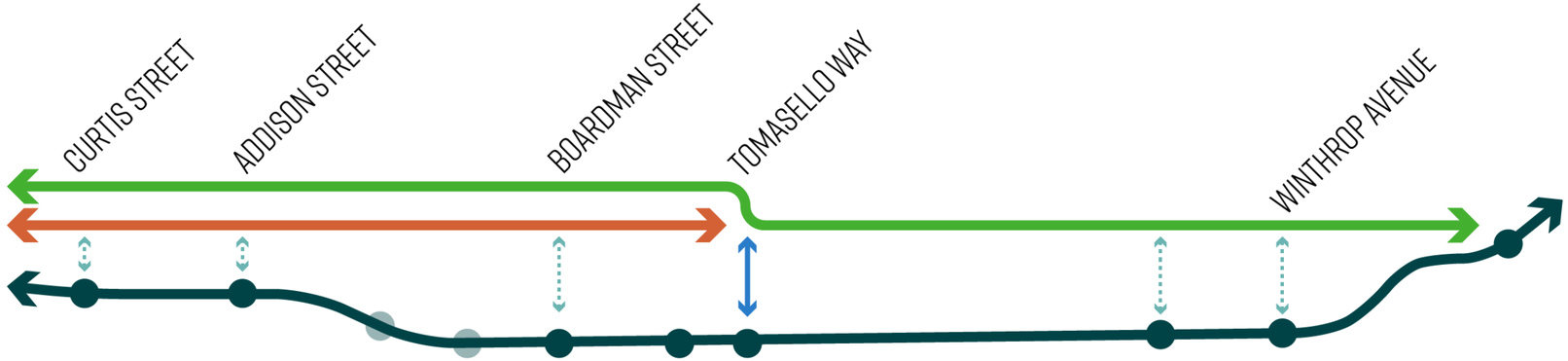
PATH ONLY

- Can be contained within right-of-way, which will limit environmental impacts
- Can be combined with resiliency features (berm, etc.)
- Limits conflicts between transportation modes at access points
- Provides greater flexibility for community use and active/passive recreation areas



FREIGHT AND PATH

- Requires path structure over creek for narrowest section of ROW
- Portion of ROW can be combined with resiliency features
- Complicates access points and introduces conflicts between transportation modes



ROUTE IA

FREIGHT BYPASS

SHARED USE PATH

PLANNED ACCESS POINT

POTENTIAL ACCESS POINT

INTERSECTION

POTENTIAL INTERSECTION WITH FUTURE DEVELOPMENT

ROUTE IA CORRIDOR STUDY

Small Group Discussion

ROUTE 1A
CORRIDOR STUDY

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.
- 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 about 20 minutes, at which point, you will be moved back into the main room.

Small Group Discussion

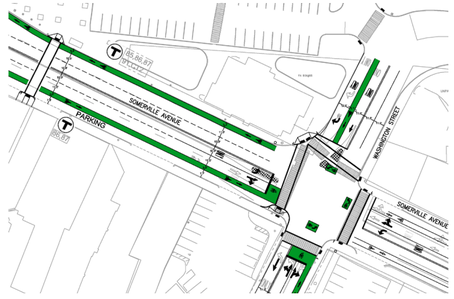
At this time, meeting attendees are in small groups, discussing lived experiences and potential Goals & Objectives.

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.

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**

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Next Steps

Spring/Early Summer

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

Summer

- Convene the study's Stakeholder Working Group
- Analyze alternatives for the rail corridor

Questions and Answers

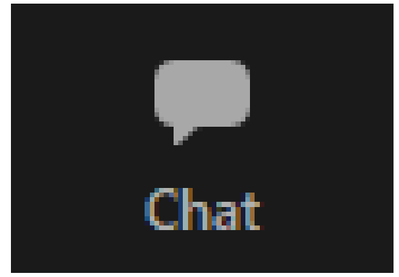
What feedback would you like to share with us?

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



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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