



APPENDIX A
OTHER BOSTON REGION
TRANSPORTATION PLANNING STUDIES

BUS

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This appendix consists of brief descriptions of planning studies that will be conducted in the Boston Region Metropolitan Planning Organization (MPO) area by individual agencies, such as the Massachusetts Department of Transportation (MassDOT) and the Massachusetts Bay Transportation Authority (MBTA), during federal fiscal year (FFY) 2020. MPO discretionary funding will not be used for these studies, although in certain cases, an agency or one of its consultants may contract with MPO staff—the Central Transportation Planning Staff (CTPS)—to prepare an environmental impact report or large-scale study. For these projects, support work that will be conducted by CTPS is described in Chapters 3 through 6. Likewise, the project listings in this appendix indicate whether components of the projects will be conducted by CTPS. The projects in this appendix are not subject to the MPO’s public participation process. Rather, they follow their own public processes, parts of which may be required by the Massachusetts Environmental Policy Act. They are included here to provide a more complete picture of the surface-transportation-planning projects occurring in the region. The listings contained in this appendix were provided to CTPS prior to June 7, 2019.

REGIONAL CORRIDOR OR TRANSIT STUDIES

Bus Rapid Transit Planning

Agencies: Metropolitan Area Planning Council (MAPC), City of Boston, Barr Foundation

Boston Bus Rapid Transit (BRT) Planning was formed in an effort to popularize the concept of bus rapid transit in the Boston region. This effort involves the Barr Foundation, the City of Boston, MAPC, and other entities. In 2016, Boston BRT issued a report about Gold Standard BRT in the Boston area, and since then has conducted various outreach, advocacy, research, and pilot activities. A pilot program in May and June 2017 tested the possibility of all-door boarding on the Silver Line between Downtown Crossing and Dudley Station. Future plans involve further research, advocacy, and potential demonstration projects.

MBTA Rail Vision

Agencies: MBTA, MassDOT

This study will identify cost-effective strategies to transform the existing Commuter Rail system into one that better supports improved mobility and economic competitiveness in the Greater Boston region. A thorough evaluation of costs, ridership potential, and operational feasibility of various alternatives, as well as broad public conversation in 2019, will inform the ultimate vision for the future of the Commuter Rail—one that the MBTA will then begin to turn into a reality.

MBTA Systemwide Station Access Study

Agencies: MBTA

The MBTA is one of the nation's oldest and largest public transit agencies. It is also one of the nation's largest transit parking operators, with more than 44,000 directly managed parking spaces under its control; thousands of additional transit parking spaces are provided by regional transit authorities or private operators. In addition, the MBTA has made significant investment in bicycle parking at many of its stations. The Station Access Market and Demand Study is intended to provide a framework to make informed tradeoffs between investments in facilities for bicycles and automobile in the facilities directly managed by the MBTA. This study will be coordinated with, and build upon, the analysis and recommendations associated with the MBTA Alewife Parking Study.

MBTA Bus Network Redesign

Agencies: MassDOT, MBTA

This work builds off of the Focus40 effort to evaluate the overall MBTA bus network and propose an alternate vision for how that legacy network would be designed in order to meet current and future needs, including a major civic engagement effort. The existing MBTA bus network is a legacy system that has not been reviewed comprehensively since it was established. The consultant team will be responsible for conducting an in-depth analysis of all existing routes using MBTA ridership, transfer, and on-time performance data, as well as outside sources such as census data and municipal zoning data. Given that more than 450,000 MBTA customers rely on the bus network every day, the Network Redesign will feature a major civic engagement effort to ensure the voices of current and potential bus customers are a major input into this process. Stakeholder engagement will also involve meeting with a range of municipal, business, and advocacy representatives. The consultant will develop concepts for a redesigned MBTA bus network, with at least one of those assuming sufficient resources would be available to expand service to satisfy demand. The purpose of the redesign will be to match existing resources better to demand and to demonstrate the resources needed to meet demand today and in the future.

SUBREGIONAL PLANS AND STUDIES

Lynn Transit Action Plan

Agencies: MassDOT, MBTA

The Lynn Transit Action Plan is an initiative to develop solutions to improve transit for the residents and workers of Lynn. The Focus40 process identified Lynn as a Priority Place, where existing population/employment density suggests an ability to leverage transit investments in support of housing creation and economic growth. Work under this task will involve recommending a range of short- to long-term strategies to improve transit within Lynn and enhance its connectivity with Boston.

MetroWest LandLine: Phase I

Agency: MetroWest Regional Collaborative (MWRC) (MAPC subregion)

MetroWest cities and towns boast a large number of paths and trails, but many of them do not connect. With the MetroWest LandLine Phase I project, MAPC's MWRC is taking the first step to connect the trails and transform them into an active, cohesive, regional transportation and recreational network called the MetroWest Landline.

This project launched in fall 2018. MAPC's transportation team, working with MWRC members, will develop and promote an action plan to close one priority gap in each participating city and town. This joint effort will build community support for those action plans and for further strengthening the MetroWest LandLine.

CORRIDOR OR LOCATION STUDIES

Allston Regional Transportation Study

Agency: MAPC

The Allston Regional Transportation Study will examine opportunities to maximize existing and future nonautomotive travel within and through the Harvard Enterprise Research Campus, Beacon Park Yards, and nearby areas. The study will attempt to determine which implementation strategies and capital improvements will achieve the highest level of nonautomotive mode share among trips generated by future growth in Allston and nearby parts of Boston, Cambridge, and Brookline. Based on different development scenarios for Beacon Park Yards and projected growth estimates for nearby population and employment centers, the study will evaluate the accessibility benefits, usability, and transit ridership potential of varied sustainable transportation alternatives.

Alewife Access Study

Agency: MassDOT, MBTA

The MBTA Alewife parking garage is beyond its useful life and will likely need a major overhaul in the future. This need to bring the facility into a state of good repair provides the opportunity to consider how to serve the station most effectively with parking and other multimodal access opportunities. This study will seek to answer the question of how much parking to build and how to serve other modes of access at Alewife Station. CTPS will provide modeling support for this effort.

Green Line Corridor Capacity Study

Agencies: MassDOT, MBTA

The goal of this task is to support the long-term planning of the Green Line Transformation Program in line with Focus40 recommendations. More information on the Green Line Transformation Program can be found at <https://www.mbta.com/projects/green-line-transformation>.

Interstate 90 Allston Interchange Placemaking Study

Agency: City of Boston

Major infrastructure changes around the Interstate 90 (I-90) Allston Interchange will unlock the potential for a large, new mixed-use district in North Allston. The sprawling railyards and existing I-90 Massachusetts Turnpike interchange in this area of Boston will be replaced by a streamlined interchange and multimodal network of streets, paths, rail, and transit facilities. The placemaking report provides guidance and recommendations for redesign of the transportation infrastructure in and around the I-90 Allston Interchange. The goal is to enable outstanding urban places and spaces to emerge as plans for the area are implemented.

For more information, visit www.bostonplans.org/planning/planning-initiatives/i-90-allston-interchange

Allston-Brighton Mobility Study

Agency: City of Boston

The Allston and Brighton neighborhoods are experiencing significant growth in new development. While this growth adds economic opportunity and vibrancy, it also raises questions and concerns about how the existing and future multimodal network will accommodate new development. To address these concerns, the Allston-Brighton Mobility Study will fully assess existing conditions while analyzing the effects of pending and approved (but not yet built) development in Allston-Brighton to identify strategies to improve the transportation network, for example streets, bike infrastructure, sidewalks, transit, parking, and mitigate the effects of development. Building on previous studies, the primary goal of the Allston-Brighton Mobility Study will be to identify and develop an actionable list of options to improve mobility, safety for all modes, and quality of life for the Allston-Brighton neighborhood. These items will form the basis for future development mitigation and transportation investments for the Allston-Brighton neighborhood.

For more information, visit <http://www.bostonplans.org/planning/planning-initiatives/allston-brighton-mobility-study>

Seaport Transit Strategic Plan

Agency: City of Boston

The mission of the Seaport Transit Strategic Plan is to study key transit connections to and within the Seaport District and recommend improvements that can be implemented in the short term, the next 15 years, and beyond. The recommendations will build on a comprehensive transit vision for the district and an understanding of the demand from existing and future development. The recommendations will focus on improvements to the Seaport's bus and shuttle network and will include consideration of other potential transit services such as rail, ferry, ride-share, and private-sector sponsored initiatives.

This initiative will build on work done for the South Boston Waterfront Sustainable Transportation Project, the ongoing Silver Line Capacity Study, subsequent transit analysis done for public and private projects, and integration of transportation improvements currently in implementation. The goal of the Plan will be an actionable universe of short-, medium-, and long-term mobility improvements that will form the basis for future development mitigation and transportation investments for the Seaport District.

Fairmount Planning Initiatives

Agency: Various

State transportation agencies are collaborating with federal agencies, the City of Boston, and neighborhood-based organizations on a number of planning initiatives designed to improve access to transit and promote sustainable development in the Fairmount Corridor. These initiatives, which are underway as the MBTA has completed major infrastructure improvements and four new stations on the Fairmount Line, include the following:

Fairmount Corridor Business Development and Transit Ridership Growth Strategy

The Fairmount Indigo CDC Collaborative, along with the MBTA, has received a Transportation, Community, and System Preservation grant to improve the transit service connection to job development sites in the Fairmount Corridor.

Fairmount Indigo Corridor Planning Initiative

The Boston Planning and Development Agency is spearheading this planning process, which involves participation of community and agency stakeholders. The agency is developing a vision for corridor land use and neighborhood change that is focused on enhanced transit, and an action plan for targeted redevelopment and public infrastructure upgrades at station areas.

Rutherford Avenue—Sullivan Square Design Project, Charlestown

Agency: City of Boston

The City of Boston is proceeding with the redesign of the Rutherford Avenue corridor in Charlestown, which extends about 1.5 miles from the North Washington Street Bridge to Sullivan Square and provides a critical connection between Everett, Somerville, suburbs north and east of Boston, and Boston's downtown business area. Reconstruction of this corridor is currently programmed in the TIP beginning in 2022. The corridor's highway-like design is inconsistent with present-day design preferences and local circumstances, and the function and design of the Sullivan Square rotary is problematic. Pedestrian mobility is limited and bicycle travel is not compatible with the high-speed road. The corridor is eight- to 10-lanes wide (120 to 140 feet), presenting a significant barrier between areas on either side of the roadway, such as the Bunker Hill Community College, Paul Revere Park, the Hood Business Park employment area, and MBTA rapid transit stations.

There are significant transit-oriented development opportunities along the corridor, and public investment in new infrastructure will support development of commercial and residential uses, whose tenants otherwise probably would not, or could not, locate to the area. A number of major structural elements in the corridor were constructed more than 60 years ago; they are approaching the end of their life cycle and will need to be replaced. With the Central Artery/Tunnel project now complete, more traffic remains on facilities such as I-93 and US Route 1; therefore, reduced traffic volumes along Rutherford Avenue presents a unique opportunity to transform the corridor's character from a 1950s-era, automobile-oriented facility to a 21st-century, multimodal, urban boulevard corridor that will accommodate private development.

Grade Separation Feasibility and Cost Analysis

Agency: City of Framingham

The Department of Public Works is undertaking a feasibility study this year to set the stage for investment in planning and design in the next few years to advance this long-term project. The plan will identify expected design and construction costs and project phasing in order to meet MPO programming deadlines.

Chris Walsh Memorial Trail Study

Agency: City of Framingham

The city is looking to study the feasibility of creating the Chris Walsh Memorial Trail along the Massachusetts Water Resources Authority aqueduct that crosses Farm Pond in South Framingham. Challenges to be addressed include whether there is a way to save the historic pump house as well as how to create a safe crossing of the MBTA/CSX tracks to allow residents living west of Downtown convenient access to the Commuter Rail Station in Downtown Framingham.

PLAN: Glover’s Corner, Dorchester

Agency: City of Boston

The study area at Glover’s Corner in Dorchester (between the Savin Hill and Fields Corner stations) is increasing in density and this growth is expected to affect the transportation system. This initiative will prepare for future economic development and transportation demands by creating a future vision and physical plan, focusing on locations where the multimodal transportation network is currently limited and constrained. The future network will need to include enhancements to existing Red Line station access and comprehensive bus services. Just as important, a safe and effective network for cyclists and pedestrians will be required. Transportation network capacity constraints will influence and inform land uses and build-out scenarios.

For more information, visit www.bostonplans.org/planning/planning-initiatives/plan-dorchester-glovers-corner

PLAN: Jamaica Plain/Roxbury (JP/ROX)

Agency: City of Boston

The PLAN: JP/ROX initiative provided recommendations and strategies for affordable housing, jobs, and businesses; guidelines for urban design; and improvements to transportation connections, open space, sustainability, and the public realm. The study examined the compatibility of different land uses, including housing, commercial, and light industrial, while studying the impacts of traffic and other forms of mobility in the study area. Of particular focus was the recent wave of mixed-use residential projects in the area, and determining the implications of redevelopment and areas of opportunity. The two-and-a-half year planning process engaged the communities between Forest Hills, Egleston Square, and Jackson Square, generally bounded by Washington Street, Columbus Avenue, and Amory Street. Some aspects of PLAN: JP/ROX are ongoing, including transportation planning.

For more information, visit www.bostonplans.org/planning/planning-initiatives/plan-jp-rox

PLAN: South Boston Dorchester Avenue

Agency: City of Boston

The Dorchester Avenue corridor in South Boston presents a unique opportunity to create a vision for an evolving area. This initiative establishes goals and strategies that will help drive short- and long-term investments in a new network of streets, public parks, and green space; a range of housing types; and commercial and retail activity in South Boston. This plan will also be the foundation for updating zoning in the area so that it aligns with the community’s vision and creates predictable conditions for future development.

For more information, visit www.bostonplans.org/planning/planning-initiatives/plan-south-boston-dorchester-ave

PLAN: East Boston

Agency: City of Boston

PLAN: East Boston is a community-driven, neighborhood-wide planning initiative in East Boston. Guided by Imagine Boston 2030 and several citywide strategic plans, PLAN: East Boston will produce a framework to predictably shape the future of East Boston, and identify opportunities to preserve, enhance, and grow. The effort is organized by the Boston Planning & Development Agency (BPDA) in partnership with several City agencies, and relies on the participation of the East Boston community to be both meaningful and sustainable.

PLAN: East Boston will

- update the East Boston Master Plan (2000);
- recommend updates to Article 53 (East Boston zoning article);
- produce urban design guidelines; and
- recommend immediate to long-term improvement projects for the neighborhood's transportation network.

For more information, visit <http://www.bostonplans.org/planning/planning-initiatives/plan-east-boston>

PLAN: Mattapan

Agency: City of Boston

Guided by Imagine Boston 2030, PLAN: Mattapan is a planning initiative that seeks to ensure that Boston preserves wisely, enhances equitably, and grows inclusively. Through these three principles, the City's planning team will work with the community to create a comprehensive vision for the Mattapan planning area and guide future growth and investment.

PLAN: Mattapan will work closely with the community to review past planning efforts and identify needs and opportunities for improvements that will support the long-term equitable growth and sustainability of the neighborhood. Focuses will include, though are not limited to, economic development (jobs and business) and the creation of transit-oriented market-rate and affordable housing growth while preserving the neighborhood's character and unique attributes.

For more information, visit <http://www.bostonplans.org/planning/planning-initiatives/plan-mattapan>

PLAN: Downtown

Agency: City of Boston

Over the last decade, downtown Boston has transformed from primarily a business district into a vibrant mixed-use neighborhood. Associated with this transformation and the marked increase in development proposals is a clear need to plan for the future of downtown comprehensively.

Building on past studies, the primary goal of the study will be to develop a new framework for the preservation, enhancement, and growth of the downtown area of the City of Boston, while balancing the importance of livability, walkability, access to open space, affordability, and a dynamic mix of uses, among others. As one of the most diverse places in the City, due in part to its accessibility, it is necessary to encourage growth that is inclusive for all. Supporting a thriving Downtown environment that is responsive to the 21st century needs of residents, businesses, and visitors is critical to Boston's continued success as an important American city.

For more information, visit <http://www.bostonplans.org/planning/planning-initiatives/plan-downtown>

PLAN Newmarket: The 21st Century Economy Initiative

Agency: City of Boston

This plan will look at the needs of an industrial neighborhood in the City of Boston. The Initiative will work closely with the community to develop a vision for the area that incorporates a strategy for job retention and growth. Identified by *Imagine Boston 2030* as one of the expanded neighborhoods, focuses will include land use, jobs, climate resilience, transportation, and public realm.

CITYWIDE PROGRAMS OR STUDIES

Foxborough Local Bus Service

Agency: Town of Foxborough

The Town of Foxborough is working with the Greater Attleboro Taunton Regional Transit Authority and the Neponset Valley Transportation Management Association to establish local bus service between downtown Foxborough and Patriot Place and Gillette Stadium. This bus service will serve three out of four of Foxborough's Growth Nodes, identified in the town's 2015 Master Plan, as priority areas for development.

Neighborhood Slow Streets

Agency: City of Boston

Each year, Boston residents, neighborhood associations, and other community-based organizations can apply to have traffic-calming measures implemented in a specific neighborhood. Selected neighborhoods will work with the Boston Transportation Department and Public Works Department to plan and implement their Neighborhood Slow Streets project. Rather than planning and implementing changes one street at a time, the city will address an entire zone within a neighborhood. A typical zone will consist of 10 to 15 blocks. The Slow Streets program will emphasize quick-install, low-cost fixes, such as signage, pavement markings, speed humps, and daylighting (that is, repositioning obstacles at street corners so that drivers' sight lines are clearer). As of FFY 2020, the City continues to design and construct Slow Streets zones.

Green Links

Agency: City of Boston

The goal for Boston Green Links is to create a connected network of paths and low-stress corridors that people of all ages and abilities can use, whether on foot, bicycle, or assisted-mobility device. The citywide plan will connect people in every Boston neighborhood to the city's greenway network by installing new paths and bike facilities, and creating safer road crossings. The plan includes projects in progress by the city, the Department of Conservation and Recreation, community groups, and others, as well as new projects developed with local input. The plan will be implemented over time, through grants, partnerships, and city-funded projects.

For more information, visit www.boston.gov/transportation/boston-green-links

Neighborhood Bike Projects

Agency: City of Boston

A City of Boston goal is to build a complete bicycle network that will connect residents to jobs, open space, educational opportunities, and shops. In accordance with citywide planning efforts, Imagine Boston and Go Boston 2030, the city's departments continue to work together to plan, design, and fund transportation projects that improve streets for all users, including by identifying neighborhood connections that help complete the bike network. Boston typically adds or improves several miles of its bike routes each year.

For more information, visit www.boston.gov/departments/boston-bikes/neighborhood-bike-projects

Autonomous Vehicles

Agency: City of Boston

Autonomous vehicles offer the promise of helping to achieve the goal of zero deaths and injuries from traffic crashes. On the other hand, these vehicles could displace an important workforce (that is, professional drivers of various service vehicles) and encourage both sprawl and traffic congestion. In cooperation with MassDOT, the City of Boston launched an autonomous-vehicle testing program to try to shape the development of this technology, and create policies to deliver on autonomous vehicles' potential promise while minimizing their drawbacks. Recently, testing has been expanded to include local streets.

For more information, visit www.boston.gov/innovation-and-technology/autonomous-vehicles-bostons-approach

Woburn Center Traffic Study

Agency: City of Woburn

The purpose of the study is to determine a safer and more effective traffic configuration for the roadway surrounding Woburn Common. The city is currently funding the study and design, and expects to seek Transportation Improvement Program funding for the eventual redesign when it is finalized.

Woburn Truck Route Study

Agency: City of Woburn

The City of Woburn is planning to start a six- to seven-month study of truck traffic throughout the city to consider assigning truck routes (or as appropriate, truck exclusion routes).

REGIONWIDE OR LONGER-RANGE PLANNING EFFORTS

Statewide Transportation Plan

Agency: MassDOT

Building upon the Governor's Transportation Commission recommendations, this task is intended to develop a new long-range statewide transportation plan that will not only reflect the current transportation environment, but will also evaluate emerging trends and explore new directives that may better support MassDOT's mission, vision, and goals. MassDOT's most recent statewide planning effort, weMove Massachusetts, concluded in 2014. A new statewide transportation plan will also ensure that transportation priorities align with the spending outlined in the Capital Investment Plan. This task will also provide the opportunity to create a dynamic interactive online format that can be updated more easily in the future.

NEC FUTURE

Agency: Federal Railroad Administration

NEC FUTURE is a comprehensive federal planning effort, launched by the Federal Railroad Administration (FRA) in February 2012, to define, evaluate, and prioritize future investments in the Northeast Corridor (NEC), from Washington, D.C. to Boston. The FRA has initiated a comprehensive planning process for future investment in the corridor through 2040. Through the NEC FUTURE program, the FRA will determine a long-term vision and investment program for the NEC, including the preparation of a Tier I Environmental Impact Statement and Service Development Plan (in support of that vision). Technical work will include analyzing market conditions in the corridor; developing program alternatives; and evaluating the environmental effects of those alternatives. The FRA will recommend an approach that balances the needs of various users of the corridor—commuters, intercity passengers, and freight operators—in a manner that ensures safe, efficient travel throughout the Northeast. The NEC Future process has proceeded to Phase 2, which is ongoing.

For more information, visit the NEC Future website at <https://www.fra.dot.gov/necfuture/about/>

New England University Transportation Center (Region One)

Agency: Colleges and Universities

The New England University Transportation Center (Region One) is a research consortium that includes the Massachusetts Institute of Technology (lead university), Harvard University, and the state universities of Massachusetts, Connecticut, and Maine. It is funded by the U.S. Department of Transportation's University Transportation Centers (UTC) Program. The New England UTC conducts multiyear research programs that seek to assess and make improvements for transportation safety as well as develop a systems-level understanding of livable communities.

For further information, visit the New England University Transportation Center's website, <http://utc.mit.edu/>