

# West Station Area Transit Study

## Public Meeting

# The West Station Area Transit Study is a scenario planning analysis to assess the land use and transit future of West Station in Allston.

The study will evaluate various transportation improvements and land use policies to examine which options might maximize the number of walking, bicycling, and transit trips under possible development scenarios around West Station. Key transportation routes connecting West Station to and from major population and employment nodes in Boston, Cambridge, and Brookline will be studied as well.

The study will provide municipal and state governments, as well as the development community, with an objective evaluation of the strategies that could best improve access to jobs, labor, housing, healthcare, and other major destinations under different potential development futures both around West Station and the surrounding community. The results of this study will help municipal and state governments to proactively plan for and implement regional mobility improvements as the realigned Allston I-90 interchange area is developed.

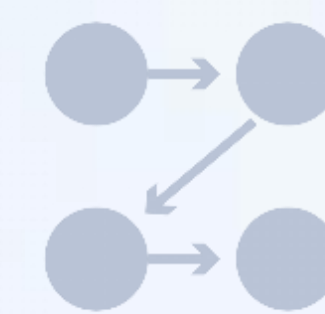
Finally, a direct outcome of this study will be transit services concepts that the Massachusetts Department of Transportation (MassDOT) can use to inform the design of the new West Station.

*This study is sponsored by a generous grant from the Barr Foundation.*

## Key Study Questions



- Which new/improved transit connections and service might attract the most riders?



- What is the optimal sequencing of development and transit improvements?



- How might pedestrian and bicycle infrastructure, as well as on-demand mobility services, impact travel behavior?



- What are the best measures for determining if a scenario is effective?



- What partnerships, parking, land development, and other policies and regulations might be most effective to advance the most promising options?



## FORMULATE

desired outcomes and metrics for West Station.



## DEVELOP

land use and transportation scenarios.



## EVALUATE

scenarios to determine which combinations best meet desired outcomes.



## RECOMMEND

transit services, infrastructure, policies, & partnerships for implementation.

# Study Process

## What is West Station?

West Station is a future rail station and bus hub to be constructed by MassDOT on the Worcester/Framingham line within the reconstructed Allston I-90 interchange area.

The station will support the development of Allston Landing (the area of the current Allston I-90 interchange), provide a critical transit link for Allston residents and workers, and provide bus, pedestrian, and bicycle connections to population and employment centers in Boston, Brookline, and Cambridge.

## Why this West Station Area Transit Study, and how does this study relate to the Allston I-90 project?

In his February 16, 2018 certificate for the I-90 Allston Interchange Project, former Energy and Environmental Affairs Secretary Beaton noted the need for additional analysis for the design, timing and sequencing of West Station. MAPC offered to manage an independent study to determine the types of transit services that should be provided at West Station.

This study will evaluate various land development and transportation scenarios in the area, to understand not only *what* transit amenities should serve West Station, but also *the phasing* of the services. MAPC is coordinating with MassDOT throughout this West Station study.

## What will happen with the results and recommendations from this study?

A direct outcome of this study will be transit services concepts that MassDOT can use to inform the design of the new West Station.

Secondly, the results of this study will help municipal and state governments to proactively plan for and implement regional mobility improvements, such as transit services, new street connections, and bicycle and pedestrian networks in the area. Because the land around the redesigned Allston I-90 interchange will develop over many decades, the study will provide a framework on development scenarios and the infrastructure needed to ensure this new development meets the transportation, housing, and employment goals for the region.

Finally, the study will identify the partnerships, parking, land development, and other policies and regulations that might be most effective to advance the most promising options.

## When will the study be completed?

The study will be completed in 2020. MAPC anticipates holding public workshops in Fall 2019 and Spring 2020 to help develop project outcomes, metrics, and transportation scenarios to test, as well as a workshop in the Fall 2020 to review the findings and recommendations.

# Frequently Asked Questions



## What do we mean when we say this study will evaluate mobility and access?

**Mobility** is defined as the condition of moving freely, irrespective of travel mode (automobile, transit, walking, cycling).

Transportation planning studies usually assess mobility by evaluating the number of transit trips, passenger miles, vehicular traffic counts, or vehicle miles.

Mobility is important to measure, since it provides the ability to appraise activity in an area and helps determine the design and capacity of our transportation infrastructure. However, measuring mobility does not adequately assess whether people can connect to goods, services, and activities.

**Access** refers to the ability to reach desired goods, services, activities, and destinations. Since access is the ultimate goal of most travel, measuring access is a more useful method for determining the utility of infrastructure and land use options.

Evaluating access assumes there may be many ways of improving connectivity, including more frequent transit service, a new station or greenway, or with mobility substitutes such as telecommuting. Measuring access also considers land uses and development density. (For example, a new grocery store does not improve mobility for residents, but it does improve their access to fresh food.) Most accessibility is measured in travel time, monetary costs, and may include measures of risk and comfort – for example, the crossing distance for pedestrians along a busy street.

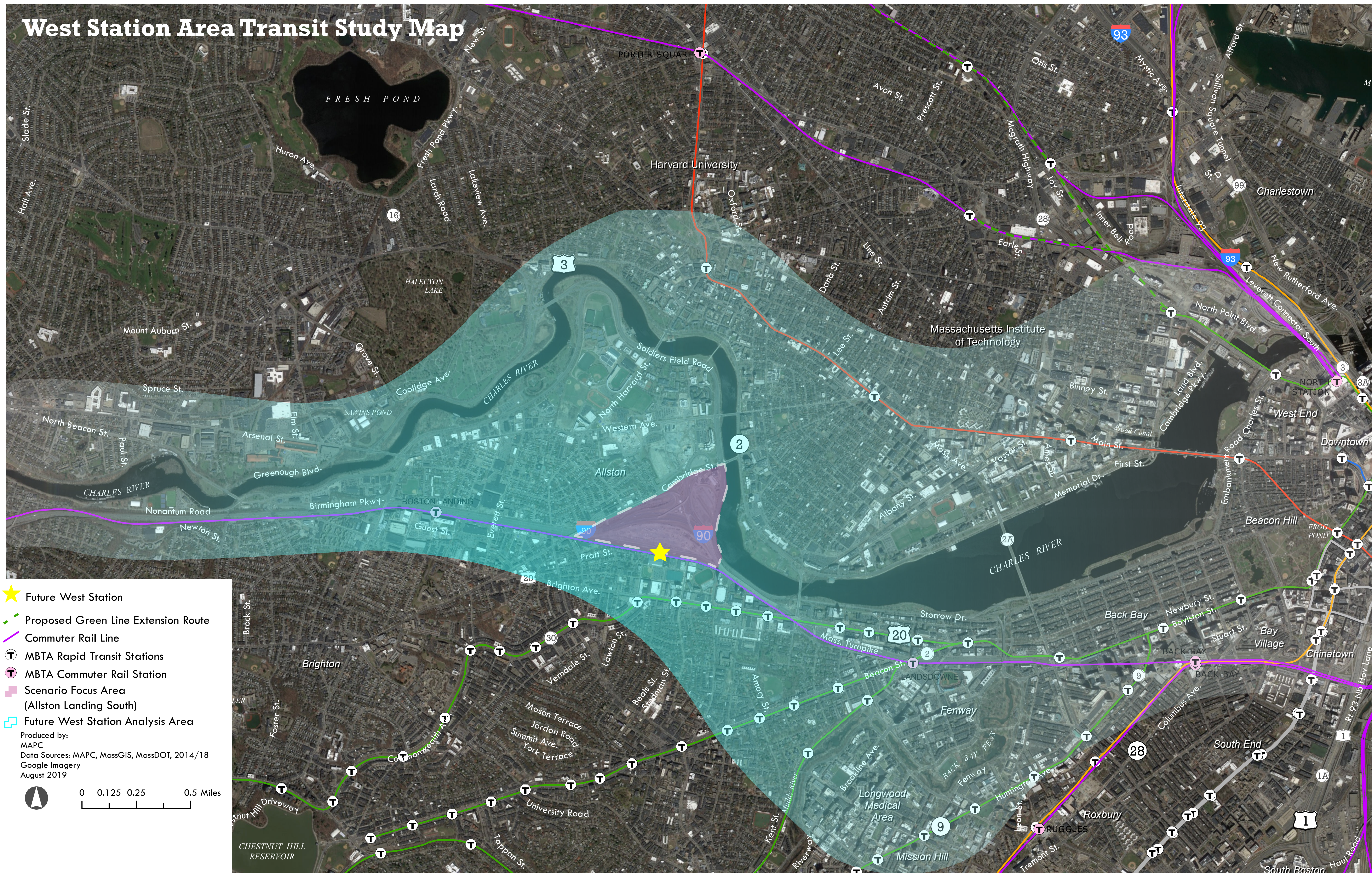
## What is scenario planning?








One way to determine the potential impacts of both land use and transportation on mobility and access is through scenario planning. **Scenario planning** is an analytical approach that considers not only what is *likely* to happen, but also what *could* happen, as well as what the community *wants* to happen in the future. For example, a scenario to be evaluated may include a mix of land development different from that adopted in a master plan, or include new bus and rail services, or even consider varied levels of adoption of autonomous vehicles by service industries and residents.

By evaluating and comparing distinct transportation and land use options in different scenarios, the West Station Area Transit Study can help inform the community and decision-makers on emerging trends and future uncertainties, prompt discussions on tradeoffs under various “what if” futures, encourage innovative strategies to meet desired outcomes, and help build consensus on decisions.

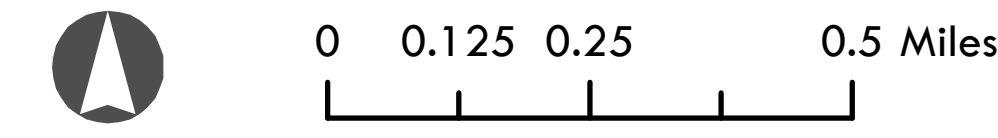
# Frequently Asked Questions

# West Station Area Transit Study Map



-  Future West Station
-  Proposed Green Line Extension Route
-  Commuter Rail Line
-  MBTA Rapid Transit Stations
-  MBTA Commuter Rail Station
-  Scenario Focus Area (Allston Landing South)
-  Future West Station Analysis Area

Produced by:  
 MAPC  
 Data Sources: MAPC, MassGIS, MassDOT, 2014/18  
 Google Imagery  
 August 2019



# Draft Desired Outcomes

Please edit these or add your own desired outcomes below

## A successful West Station and associated transportation improvements will...

- A. Improve convenient and efficient transit access throughout the Inner Core and for points west of the city
- B. Contribute to improved reliability, safety, and resilience of the MBTA system
- C. Reduce per-capita car trips, and vehicle miles travelled (VMT) of residents and workers in West Station area
- D. Shift more auto trips regionwide to transit, walking, and cycling
- E. Encourage compact, walkable growth with a strong sense of place
- F. Improve job access and transit equity for lower-income households
- G. Expand housing opportunities including affordable housing in the Inner Core
- H. Create financial and economic benefits for the City of Boston and the region

Other ideas? Add them below...