

WELCOME TO BLUE HILL AVE STATION DESIGN MEETING



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Moving Massachusetts Forward
massDOT

Blue Hill Avenue / Cummins Highway Station

Fairmount Corridor Improvements Project



Work in Progress

BLUE HILL AVE STATION

AT

BLUE HILL AVE & CUMMINS HIGHWAY

- **INTRODUCTIONS**
- **WHY MATTAPAN**
- **COMMUNITY CONCERNS AND COMMUNITY BENEFITS**
- **BLUE HILL AVE. STATION DESIGN**
- **PROJECT STATUS & SCHEDULE/NEXT STEPS**
- **Q & A**

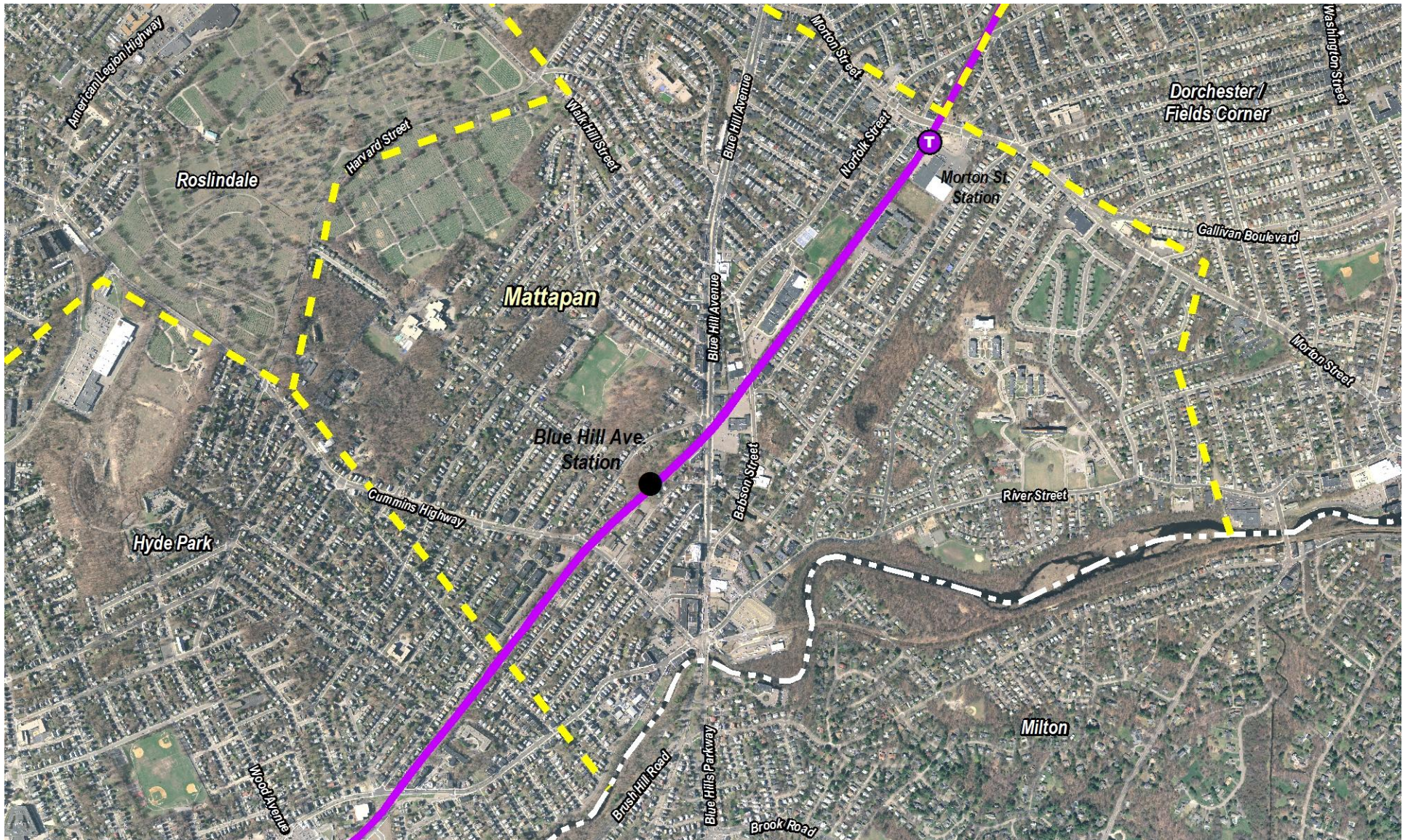


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Mattapan Neighborhood - Aerial Photograph

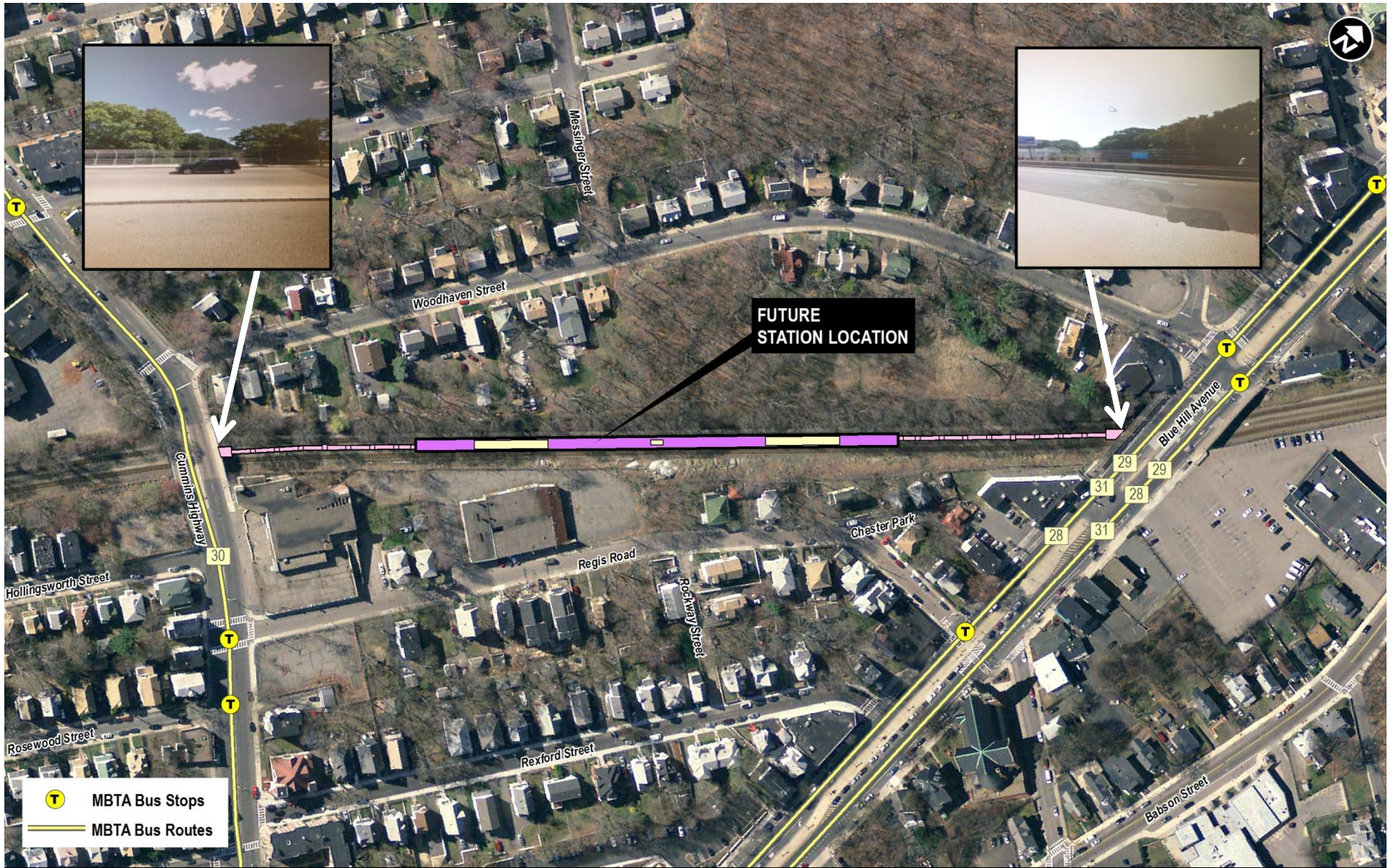


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Blue Hill Avenue / Cummins Highway Station Area - Aerial Photograph



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Why Mattapan ?

- **Existing Central Artery mitigation obligation**
- **The State Implementation Plan (SIP) Transit System Improvement regulations (310 CMR 7.36)**
- **In 2003, the Conservation Law Foundation sued the Commonwealth (EOT, MBTA, MTA, MHD, and DEP) for failure to comply with the regulations**



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Why Mattapan ? (cont'd)

- Settlement negotiations - new set of transit projects
- The settlement mandates new station in **DORCHESTER, ROXBURY and MATTAPAN**

New Opened Stations to date:

- Talbot Ave
- New Market Station
- Four Corners



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REASONS FOR A STATION BETWEEN BLUE HILL AVENUE AND CUMMINS HIGHWAY

- NO PERMANENT RESIDENTIAL LAND TAKINGS
- SUFFICIENT MBTA PROPERTY (RIGHT-OF-WAY WIDTH)
- CENTRAL LOCATION WITHIN THE AREA
- MULTIPLE BUS ROUTES FOR EASY TRANSFER (28, 29, 30 & 31)



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REASONS FOR A STATION BETWEEN BLUE HILL AVENUE AND CUMMINS HIGHWAY

- **APPROXIMATELY ¼ MILE FROM
MATTAPAN SQUARE and LOCAL
BUSINESSES**
- **20 MINUTES – ACCESS TO
DOWNTOWN BOSTON**



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CURRENT TRIP to SOUTH STATION at min: 40 or 45mins

MBTA Trip Planner > Find the Best Way to Get to Your Destination

Page 1 of 2



Trip Planner

Start: 122 Woodhaven Street, MA

End: 10 Summer Street, Boston, MA 02110

☒ Depart ☐ Arrive

08:19 AM

9/12/2014

Minimize Time ☐ and use all services ☐

With a walking distance of 1/2 mile ☐ Accessible trip ☐

- **Itinerary 1** - Approx. 40 mins. (shown below)
- **Itinerary 2** - Approx. 45 mins.

Itinerary 1 - Approx. 40 mins.

Walk For 8 Mins. To Mattapan Station - Eastbound
Walk a short distance SW on Woodhaven St.
Turn left on Cummins Hwy.
Walk approx. 3 blocks E on Cummins Hwy.
Turn left on River St.
Walk a short distance NE on River St.
Turn right on Mattapan Station - Walkway.
Walk approx. 1 block SE on Mattapan Station - Walkway.

Itinerary 2 - Approx. 45 mins.

Walk For 2 Mins. To Cummins Hwy & Brockton St
Walk a short distance SW on Woodhaven St.
Turn right on Cummins Hwy.
Walk approx. 1 block W on Cummins Hwy.
 30 Forest Hills Sta Via Roslindale Sq
8:27 AM Depart from Cummins Hwy & Brockton St
8:45 AM Arrive at Forest Hills Station Upper Busway



http://www.mbta.com/rider_tools/trip_planner/?sa=122+Woodhaven+Street%2C+MA+&s... 9/12/2014



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BLUE HILL AVE STATION FARE = COMMUNITY BENEFIT

- **One seat ride to downtown Boston**
- **Connection to other neighborhoods along the corridor**
- **Neighborhood residents to benefit from the lower fare - projects ridership to be 290/day**



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BLUE HILL AVE STATION FARE = COMMUNITY BENEFIT

- Residents will receive service at regular transit price
- **FARES: Zone 1A fare** at this location instead of a Zone 1 fare:
\$2.10 (Zone 1A) vs \$5.75 (Zone 1)



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A map of the Boston area, including Needham Heights, Boston, and Mattapan. It shows various transit lines like the Orange Line, Shore Line, and Red Line, as well as bridges like the Needham River Bridge, Massachusetts Ave. Bridge, and Columbia Rd. Bridge. A purple line indicates a proposed interlocking. The map is used as a background for the text.

COMMUNITY CONCERNS

- **POTENTIAL CONSTRUCTION IMPACTS**
 - **HOME / PROPERTY DAMAGE:** Pre-construction survey of adjacent properties (approx. 40)
 - **NOISE:** No increase in existing levels. Within federal guidelines



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COMMUNITY CONCERNS

- **PARKING / POSSIBILITY OF ADDITIONAL TRAFFIC**
- **DESIGN ISSUES**
 - Two platforms
 - Proximity to existing property lines



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**DESIGN CHANGES MADE BASED ON COMMUNITY INPUT
- YOU'VE SPOKEN, WE'VE LISTENED AND ACTED**

Original Design

- **TWO PLATFORMS – ONE EACH SIDE OF THE TRACKS**
- **FOUR ACCESS RAMPS**
- **TWO SETS OF CANOPIES AND PLATFORM AMENITIES**

Current Design

- **ONE CENTER ISLAND PLATFORM BETWEEN TRACKS: LESS ROCK TO DISTURB**
- **TWO ACCESS RAMPS**
- **ONE SET OF CANOPIES AND PLATFORM AMENITIES**



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**DESIGN CHANGES MADE BASED ON COMMUNITY INPUT
- YOU'VE SPOKEN, WE'VE LISTENED AND ACTED**

Original Design

- **CLOSER TO PROPERTY LINES:
WITHIN 5FT**
- **MORE VISUAL OBSTRUCTIONS**
- **TRACKS REMAIN IN PLACE**
- **26 PARKING SPACES**

Current Design

- **FARTHER FROM RESIDENCES:
30FT to CLOSEST PROPERTY LINE**
- **FEWER VISUAL OBSTRUCTIONS**
- **OUTBOUND APPROX 6ft**
- **COMBINATION PARKING SPACES – DROP OFF/PICKUP (TBD)**



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WHY BLUE HILL AVENUE / CUMMINS HIGHWAY

- *Based on the Site Alternatives Study (2009)*

- **Alternative 1: River Street**
 - Too close to residences
 - Extensive rock outcroppings
 - Curvature of the track (south of the bridge)
- **Alternative 2: River Street and Cummins Highway**
 - Inbound side was close to and in some locations encroach onto abutting properties
 - Interference with railroad spur – limits rail operations
- **Alternative 3: Current Alternative**



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WHY BLUE HILL AVENUE / CUMMINS HIGHWAY

- *Based on the Site Alternatives Study (2010)*

- **Alternative 4: North of Blue Hill Avenue
(Primary access at Blue Hill Ave. – Alt at Babson St.)**
 - **Too close to residences**
 - **Need construction easements from all abutting properties**
 - **Rock outcroppings**
 - **Very close to Morton Street Station:
Approx. 1,250 feet from the southerly end
of the platform**



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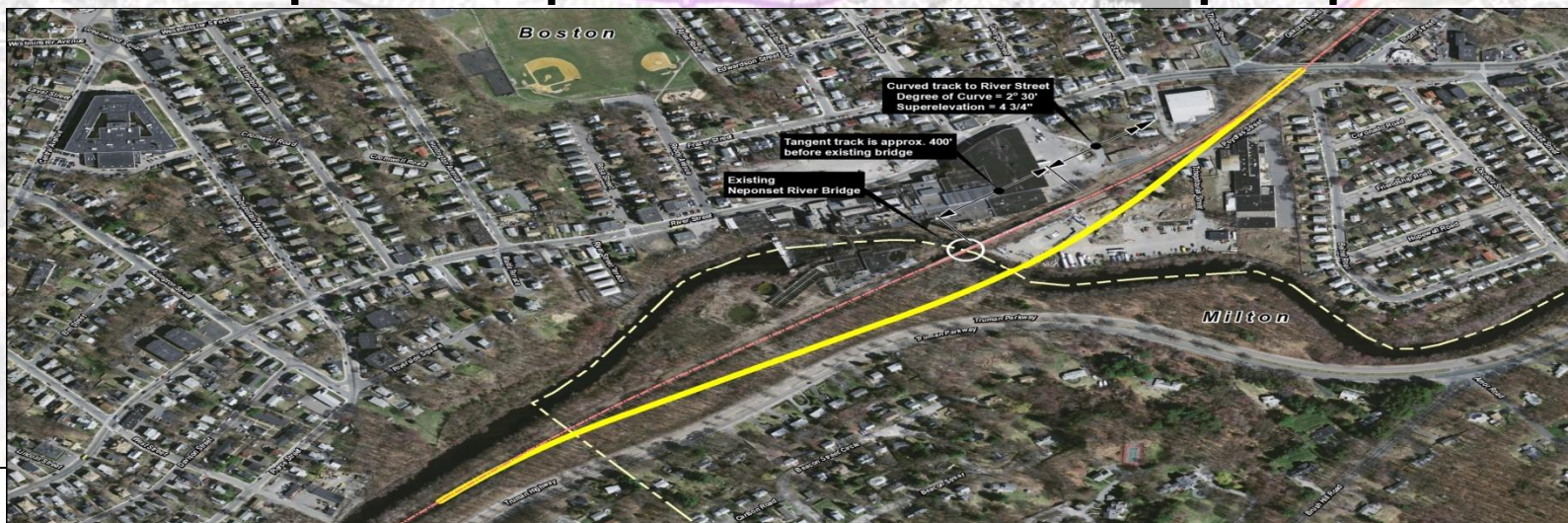
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WHY BLUE HILL AVENUE / CUMMINS HIGHWAY

- *Suggested in the POLARIS*

- **South of River Street Alternative – near Riverwood & Agnes Ave**
 - **Extensive Track Realignment**
 - **Land Takings Required**
 - **New Bridge Required over Neponset River**
 - **Land Required at Neponset River are Protected Open Space**



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POLARIS PEER REVIEW FINDINGS

- **Current location most appropriate to the overall alternatives: Good overall track alignment and no conflict with bridges**
- **Only two potential temporary easements vs 16 temporary and 3 permanent takings associated with the other alternatives**
- **Most cost effective**



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POLARIS PEER REVIEW FINDINGS

- MBTA will consult with community on pre and post-construction
- Closeness of the current station to Morton Station
- Possible cost saving from previous design



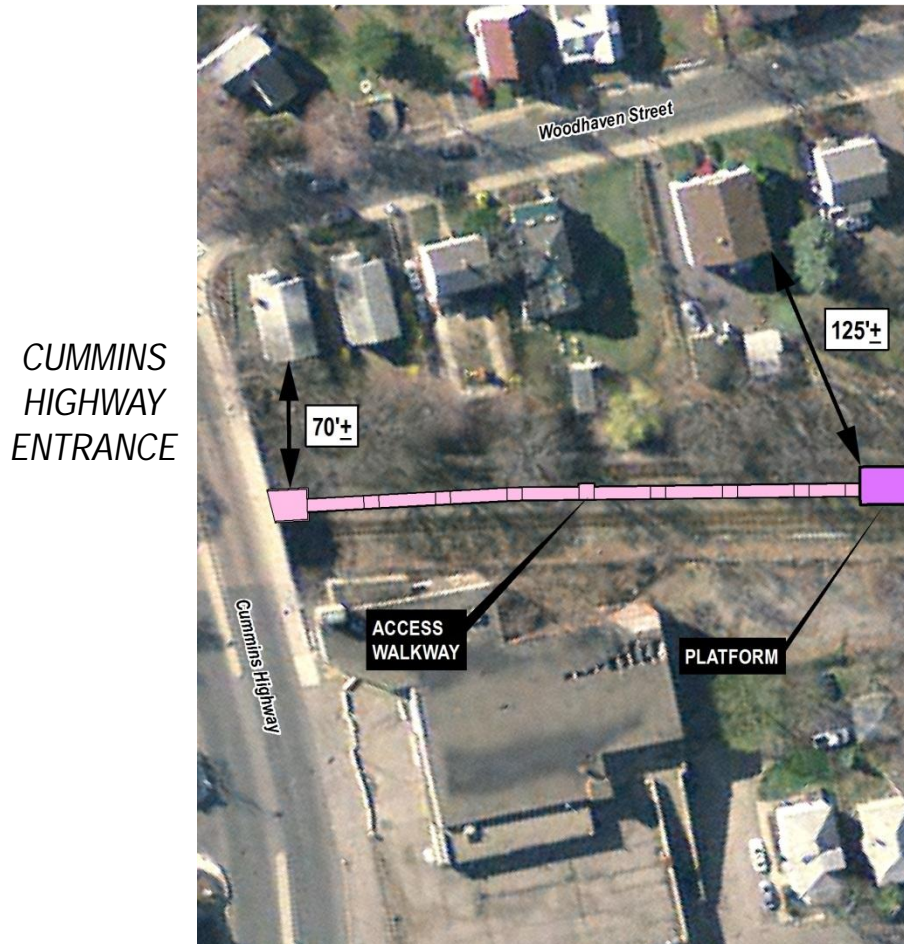
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WORKING DISTANCES



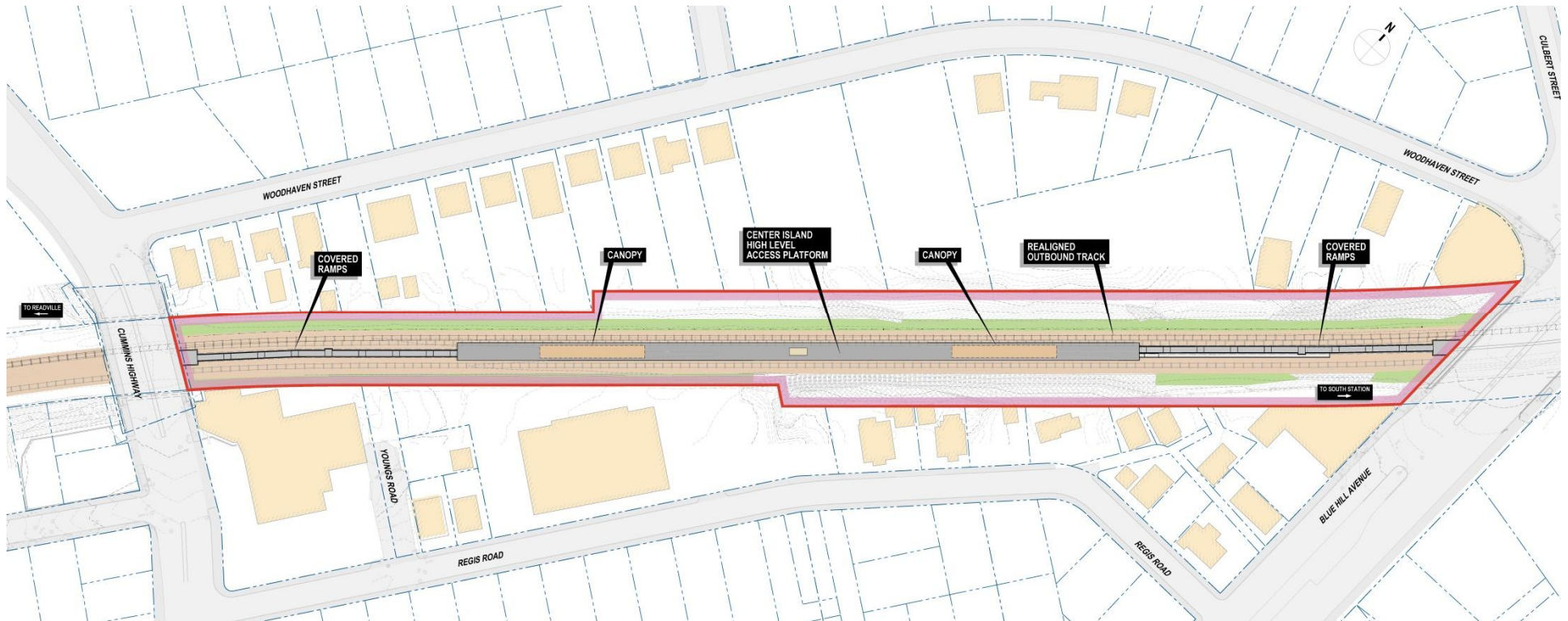
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CURRENT DESIGN



— Limits of MBTA Property

PLAN WITH CENTER ISLAND PLATFORM



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Cummins Highway Station Entrance Ramp
(From Cummins Highway Looking North towards Blue Hill Avenue)



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Center Island Platform Current Design

(From Platform Looking towards Blue Hill Avenue)



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PROJECTED SCHEDULE

- **TRAFFIC STUDY (performed July 2014)**
- **PRECONSTRUCTION GENERAL CONDITION SURVEY (HOME SURVEYS) (IN PROCESS 2014)**
- **SOIL BORINGS (October 2014)**



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PROJECTED SCHEDULE

- **90% DESIGN (December 2014)**
- **100% DESIGN (March 2015)**
- **CONSTRUCTION (September 2015)**
- **STATION OPEN (June 2017)**



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QUESTIONS



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