

Welcome!

Thank you for joining us. This is the first Public Meeting on the Silver Line Extension Alternatives Analysis. Please settle in! The meeting will start shortly.



SL – Extension

Alternatives Analysis

Public Meeting #1

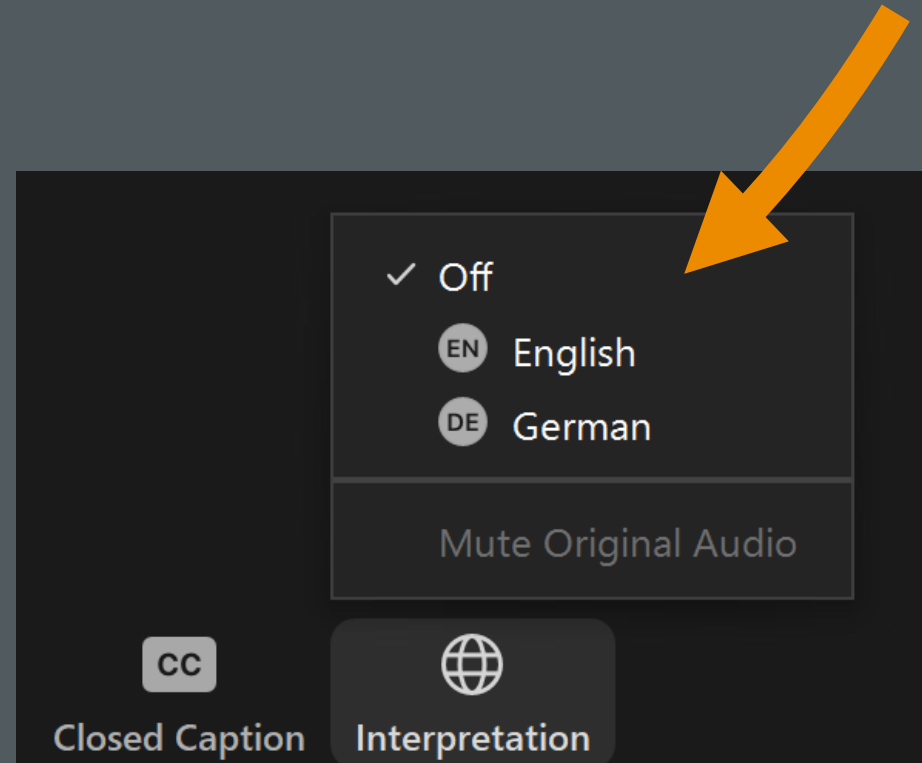
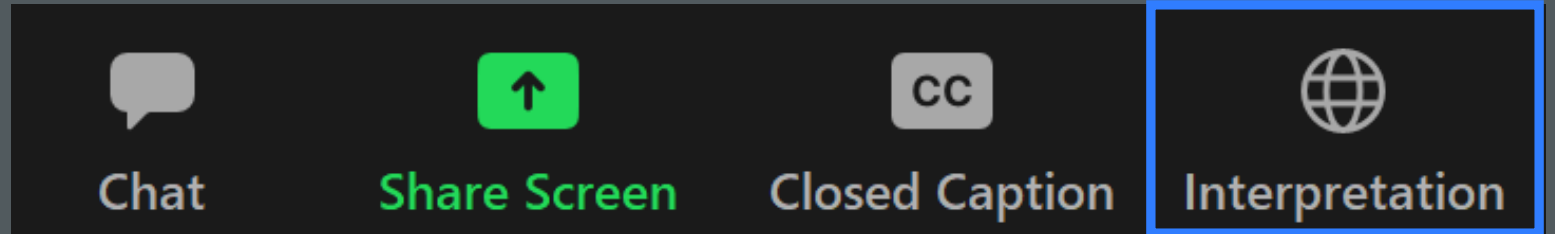
April 27, 2021



How To Use Zoom

Interpretation

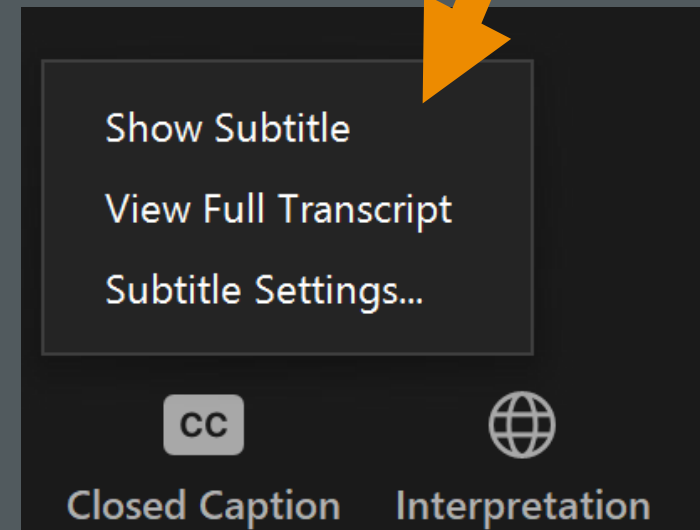
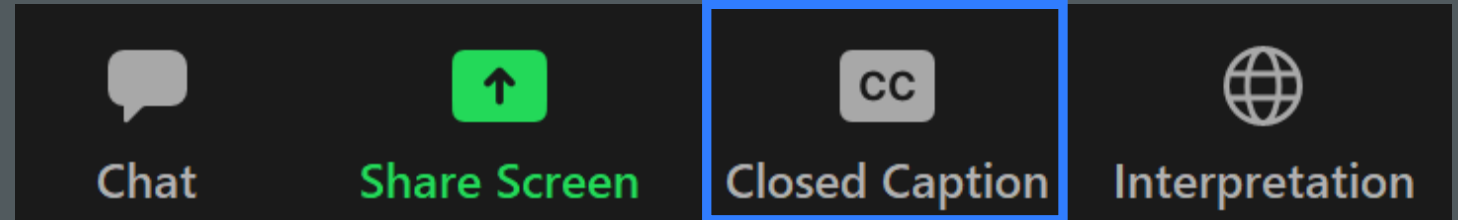
- Select the **language** you would like to hear by clicking the **Interpretation** feature and selecting a language from the list provided.
- To hear the **interpreted language only**, click **Mute Original Audio**.



How To Use Zoom

Captioning

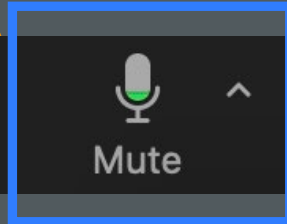
- You can **view closed captions** by clicking the **Closed Captions** feature and selecting from the options shown.
- **Show Subtitle** will display a **caption** at the bottom of the screen.
- **View Full Transcript** will display the meeting's **audio transcription** in a window to the right.



How to Use Zoom

Mute Button

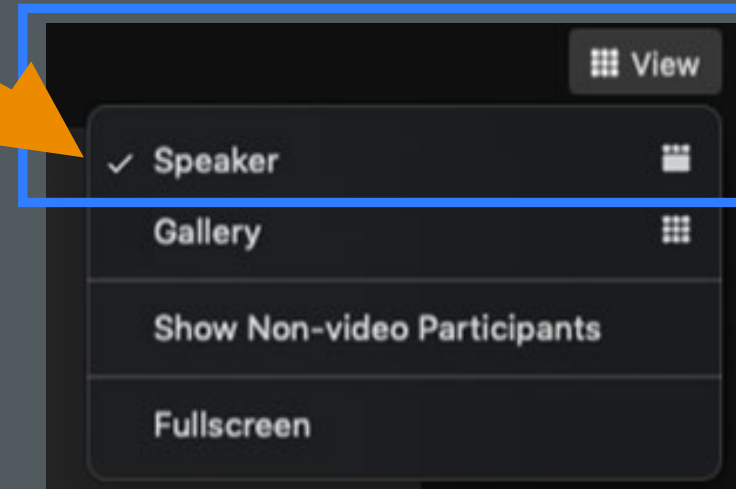
- We ask all participants to **mute themselves** during the presentation.



How to Use Zoom

View Presentation

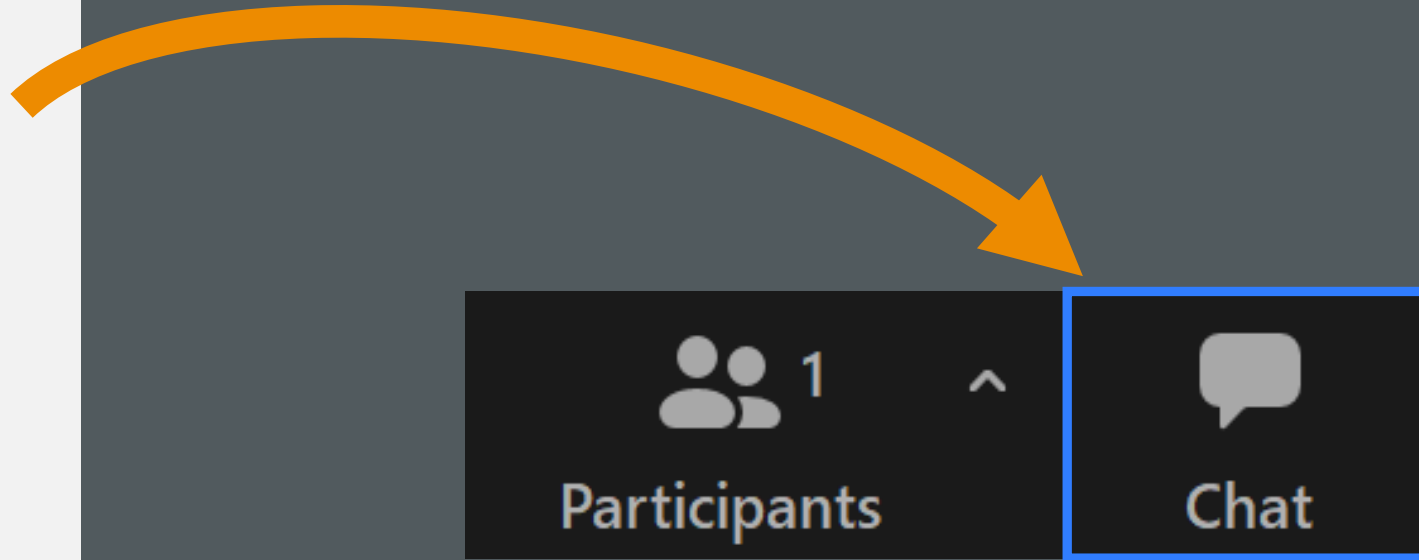
- If you're on a computer, toggle **Speaker View** to see the presentation prominently.
- If you're on a smartphone, **swipe to change views**.



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.



TONIGHT'S AGENDA

01 | Welcome

02 | Project Presentation

- Purpose, Goals & Objectives
- Existing Conditions
- Potential Concepts

03 | Breakout Session on
Potential Concepts

04 | Questions & Answers

05 | Next Steps

Meeting Purpose

Our goals for tonight's meeting are to talk about the purpose and need of the Silver Line Extension Alternatives Analysis, and to seek your input on potential alignments to be considered.

Project Overview

What is the project, and why are we doing it?

The purpose of the **Silver Line Extension Alternatives Analysis** is to assess the feasibility, utility, and cost of various alignment and service frequency options of an extension of the Silver Line, providing high quality transit from Chelsea through Everett and on to Somerville, Cambridge and/or Boston.

Project Need

- This project's objective is to add transit service capacity and connectivity that will **knit together Chelsea and Everett with nearby communities** that are not currently well connected with high-quality transit.

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 - Existing transit service is not competitive with driving for many types of trips being made to and from Chelsea and Everett.

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 - Existing transit service is not competitive with driving for many types of trips being made to and from Chelsea and Everett.
 - Despite the lack of competitiveness, bus ridership in Chelsea and Everett during the pandemic has been more durable than in other communities.

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 - Despite the lack of competitiveness, bus ridership in Chelsea and Everett during the pandemic has been more durable than in other communities.
 - Chelsea, Everett, Somerville, and Cambridge are experiencing rapid growth in housing and employment in areas that are not currently well served by transit.

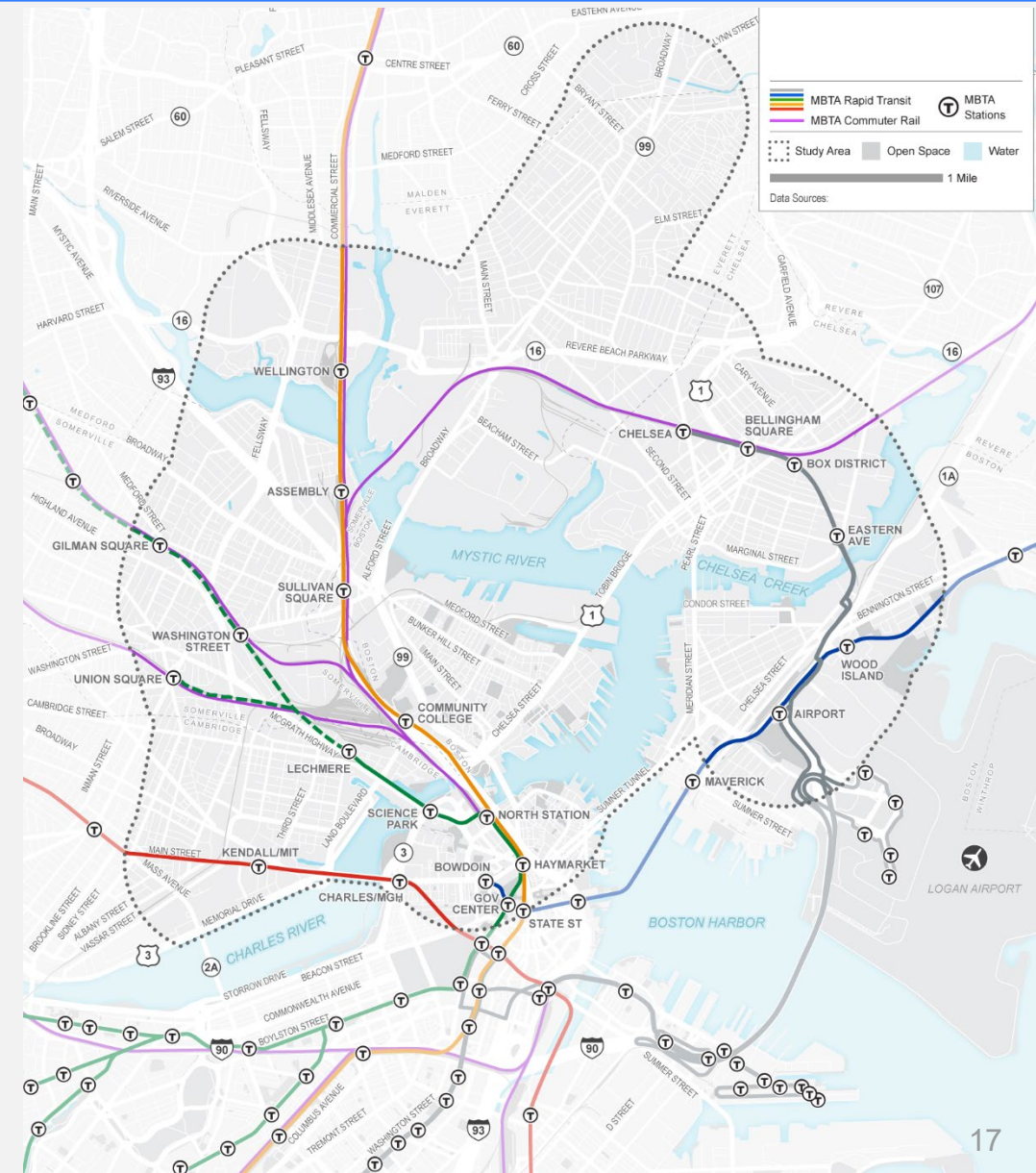
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 - Existing transit service is not competitive with driving for many types of trips being made to and from Chelsea and Everett.
 - Despite the lack of competitiveness, bus ridership in Chelsea and Everett during the pandemic has been more durable than in other communities.
 - Chelsea, Everett, Somerville, and Cambridge are experiencing rapid growth in housing and employment in areas that are not currently well served by transit.
 - There are existing transit connections in Chelsea, Everett, and nearby communities that could be leveraged and improved into a high-quality cohesive network.

We recognize that our project is happening at the same time as other projects that are important to our region. We are actively working with staff from these efforts to ensure consistency in our methods and approach:

- Bus Transformation & Network Redesign
- Wellington Circle Study
- Sweetser Circle Study
- McGrath Boulevard Project
- Bus Priority Lanes (various cities)

Study Area

The study area was developed to encompass likely study alignments that would meet the project's purpose, with a reasonable buffer to reflect uncertainty.



Project Schedule



Stakeholder Working Group

We have convened a Stakeholder Working Group made up of:

- Staff from MAPC and the Cities of Chelsea, Everett, Somerville, Cambridge, and Boston
- State Representatives and Senators whose districts overlap with the study area
- Community members nominated by Mayors and City Managers

This group is providing input throughout the course of the project and meeting around key milestones.

To date we have met with this group twice. Meetings are open to the public and recordings and presentations are posted on the project website: mbta.com/slx

Public Outreach to Date

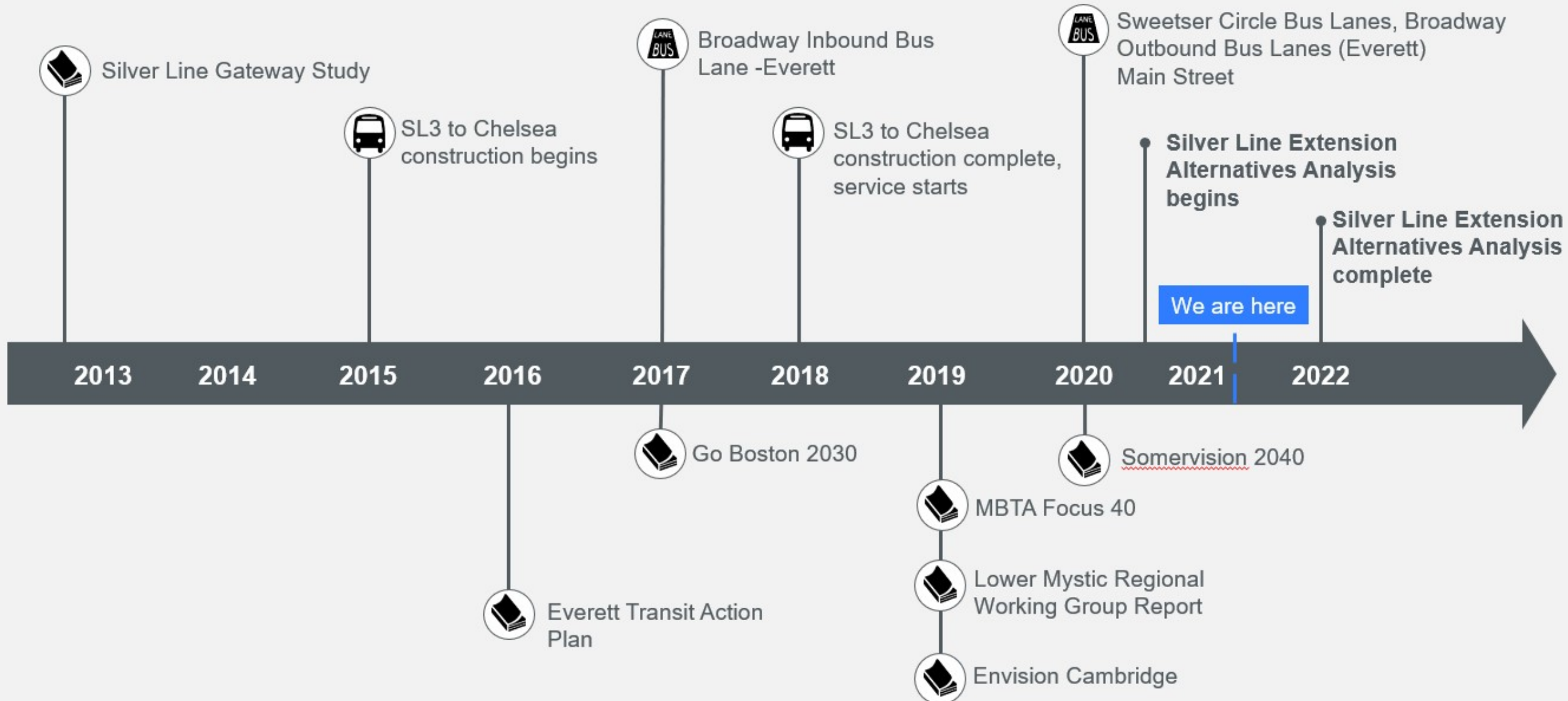
In advance of tonight's meeting, we have:

- Met with staff from the Cities of Chelsea, Everett, Somerville, Cambridge, and Boston (2 rounds of meetings)
- Held 2 External Working Group meetings, open to the public
- Created a project website and posted materials and meeting recordings
- Published an online feedback form and interactive map available at mbta.com/slx
- Published a press release and email update about the project to the MassDOT distribution list
- Advertised the meeting in print, radio, and online media in English, Spanish, and Portuguese (Everett Independent, Chelsea Record, Brazilian Times, respectively) and on Super 99.9 FM in Spanish.

Goals and Objectives

Setting the Stage for Making Decisions

Context and Project History



Goals and Objectives

Goals and Objectives provide the framework that guides the study

They help us know when we have been successful

Evaluation criteria nest within the goals and objectives, and help us understand which alignments are more effective than others

Our Goals and Objectives must be consistent with the goals and visions laid out by each community within the study area as well as the missions of MassDOT and the MBTA

Goals and Objectives

Our Goals and Objectives are drawn from other recently-completed plans:

- MBTA Focus 40
- City of Chelsea (various studies)
- Everett Transit Action Plan
- Go Boston 2030
- SomerVision 2040
- Envision Cambridge

Our Goal Areas

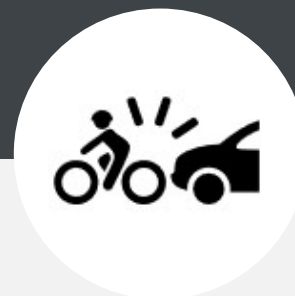
The major themes that will guide our work



Expand Mobility
and Access



Advance Equity



Improve Safety



Support Climate
Change
Resilience and
Sustainability

Our Proposed Goals and Objectives (pg 1 of 2)

Goal Area	Objective
Expand Mobility and Access	<ul style="list-style-type: none">• Connect residents directly with jobs, services, and other daily activities• Provide transit service like or similar to the subways or Silver Line to communities not currently served by subways or the Silver Line• Provide transit service that takes a similar amount of time or is faster than driving• Maximize new connections with other transit services• Provide transit connections to existing and planned affordable housing• Use investments to improve existing transit services in the study area• Provide transit service to areas with current or future growth in housing and jobs
Advance Equity	<ul style="list-style-type: none">• Provide new transit service for people who already rely on transit to get around• Make sure people who are likely to rely on transit have transit that matches how much service they need and when• Make improvements to existing transit service used by people who are likely to rely on transit

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Our Proposed Goals and Objectives (pg 2 of 2)

Goal Area	Objective
Improve Safety	<ul style="list-style-type: none">• Provide safe and comfortable pedestrian access to and from stations• Provide comfortable bicycle facilities along or parallel to project corridors
Support Climate Change Resilience and Sustainability	<ul style="list-style-type: none">• Increase the number of trips taken by transit in the study area• Minimize Greenhouse Gas Emissions from trips within the study area

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Goals and Objectives Help Make Decisions

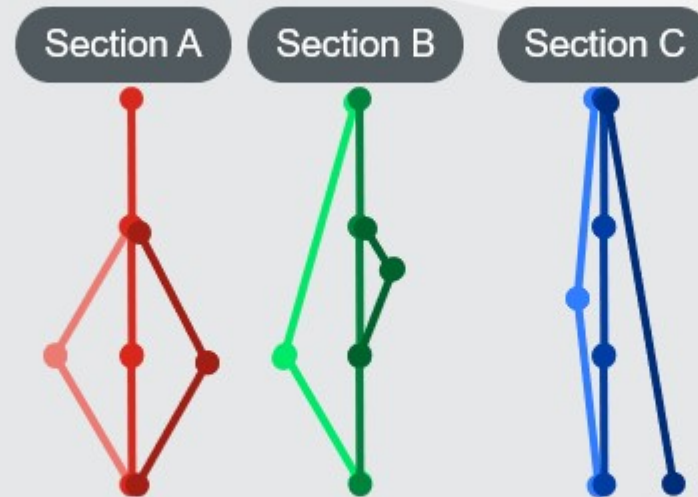
Screening



Review a wide host of ideas and remove all those that don't meet the project's purpose

We Are Here

Tier 1 Evaluation

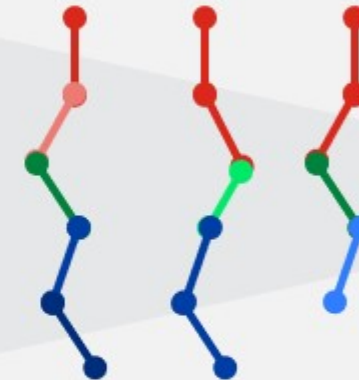


Test different alignments within each section against goals and objectives

NOTE: Alignments shown above are illustrative, and not intended to represent any specific alignments!

Tier 2 Evaluation

Entire Route



Test best alignments as complete route against goals and objectives

LPA

Existing Conditions

Conditions today set the stage for how to make improvements over time

We do an Existing Conditions analysis for a few reasons

- We want to make sure we understand how the system is used today so that our recommended changes are truly improvements
- Sets the context of where our work is, in relation to all the work that has been done before
- The data we compile in Existing Conditions serves as a baseline for our future work
 - Creating alternatives
 - Evaluating alternatives
 - Making a recommendation on preferred alignment

Key Takeaways from Existing Conditions

1

Everett and Chelsea have the demand and demographics to support high-frequency, high-capacity transit service

2

Study area has more “transit critical” residents than the Inner Core overall, but with significant community variation

3

Everett residents have less access to regional activity centers than residents in adjacent communities

4

Existing transit network constraints and congestion play a role in that lack of access

5

A Silver Line extension and other transit priority investments could potentially help address the gap

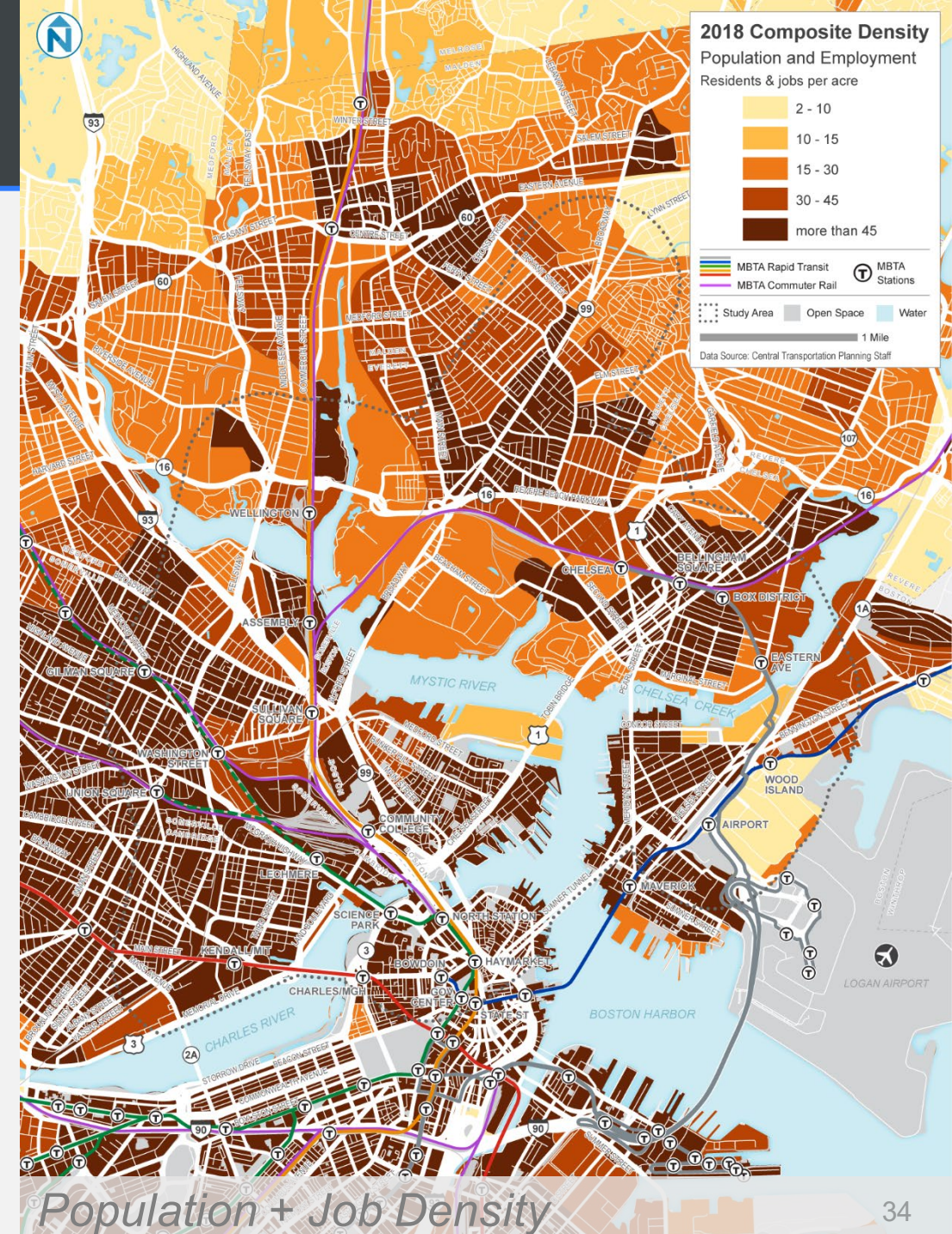
Existing Conditions Analysis

1

Everett and Chelsea have the demand and demographics to support high-frequency, high-capacity transit service

	Total (2018)	Density (per Acre)
Population	181,000	23.1
Jobs	138,000	17.6

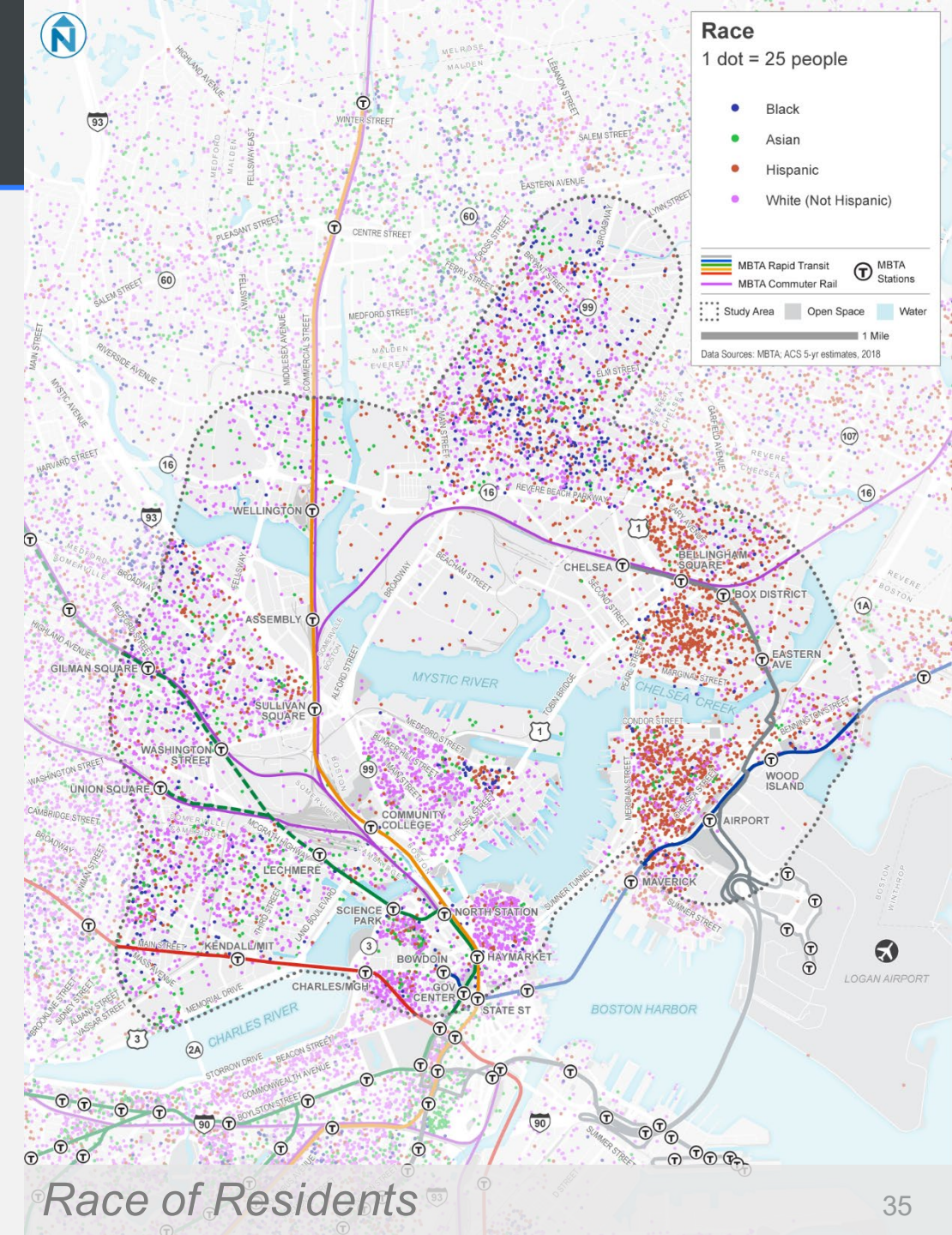
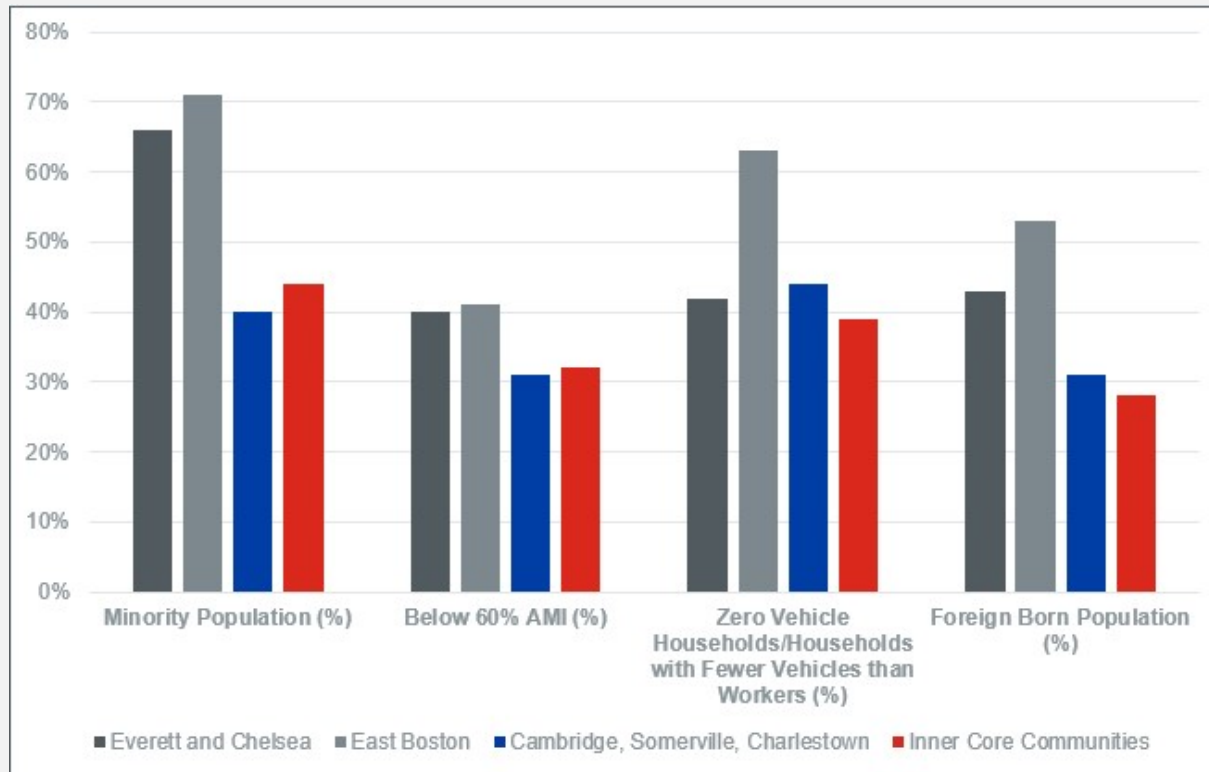
Excluding Downtown Boston and Logan Airport



Existing Conditions Analysis

2

Study area has more “transit critical” residents than the Inner Core overall, but with significant community variation

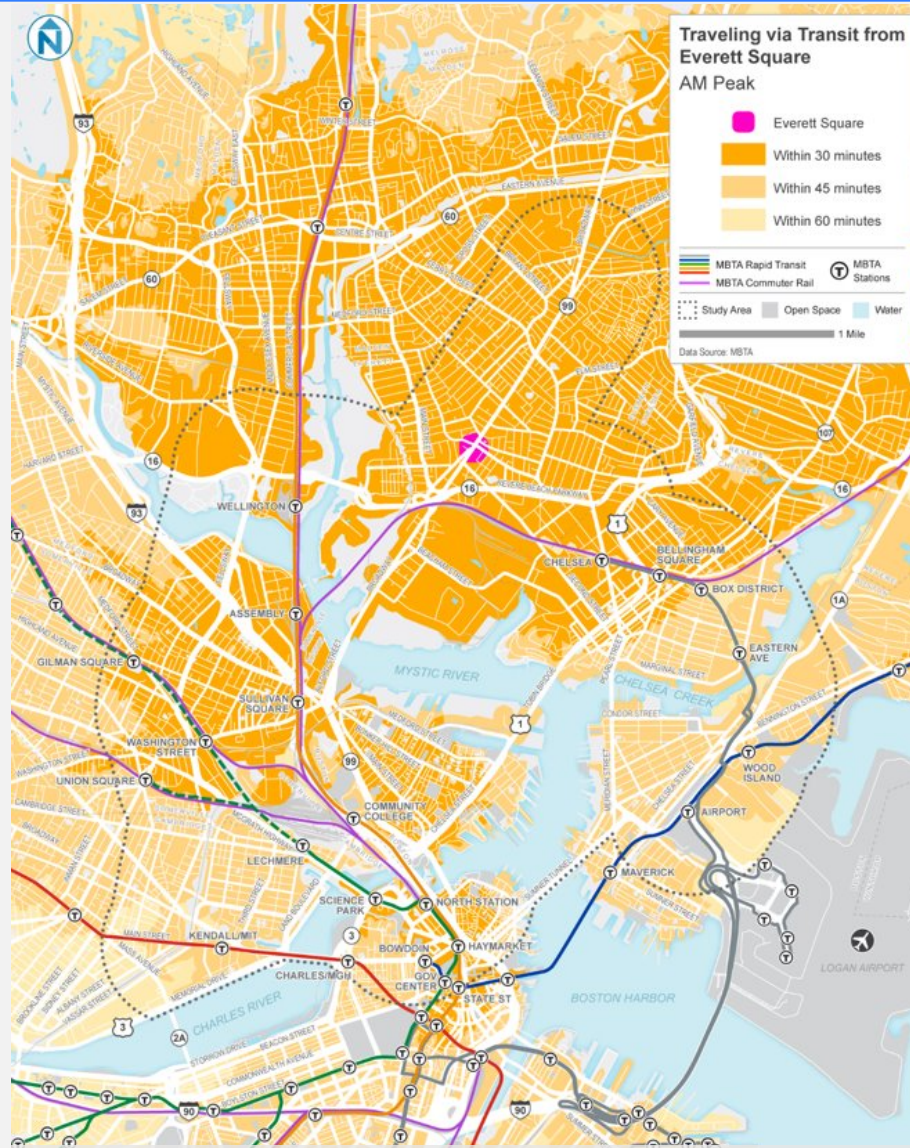


Race of Residents

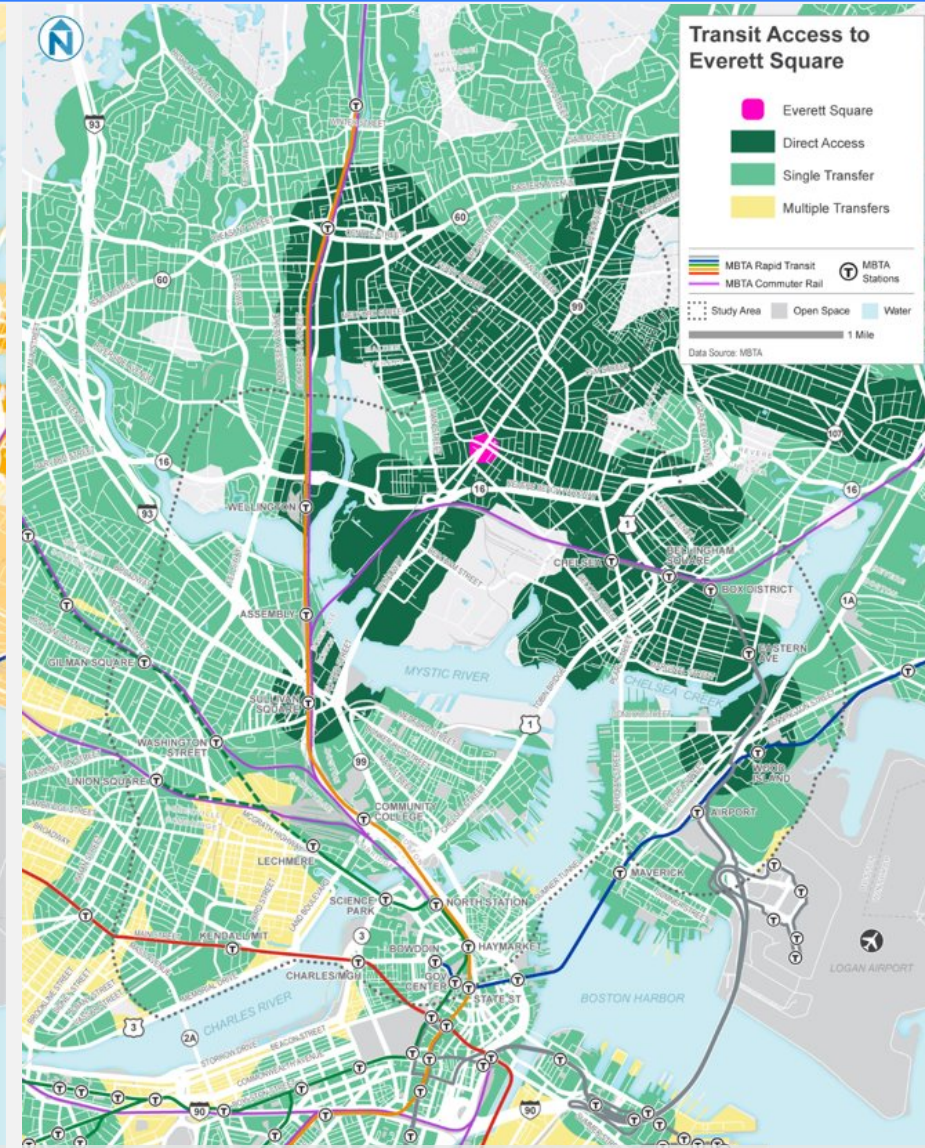
Existing Conditions Analysis

3

Everett residents have less access to regional activity centers than residents in adjacent communities



Access – Travel Time from Everett Square



Access – Direct Access vs. Transfer to Everett Square

Existing Conditions Analysis

4

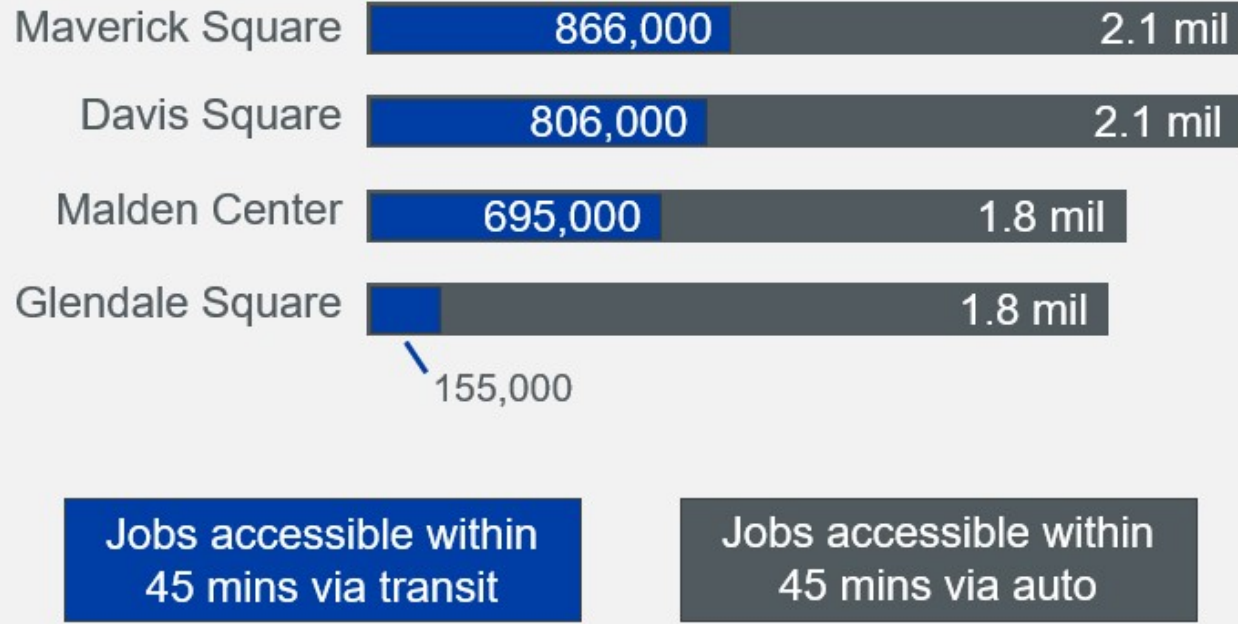
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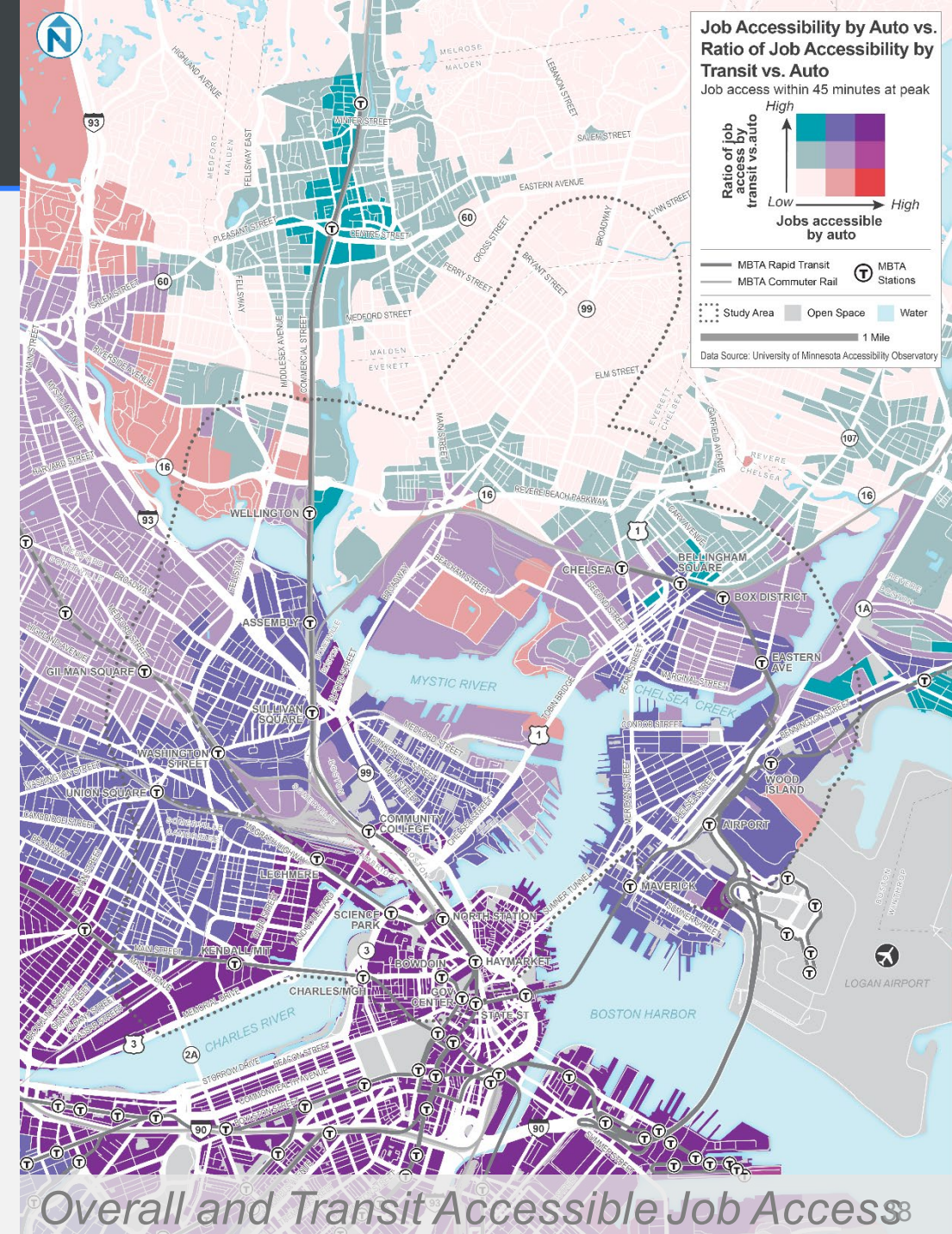
Existing Conditions Analysis

5

A Silver Line extension and other transit priority investments could potentially help address the gap



Source: University of Minnesota Accessibility Observatory (2019)



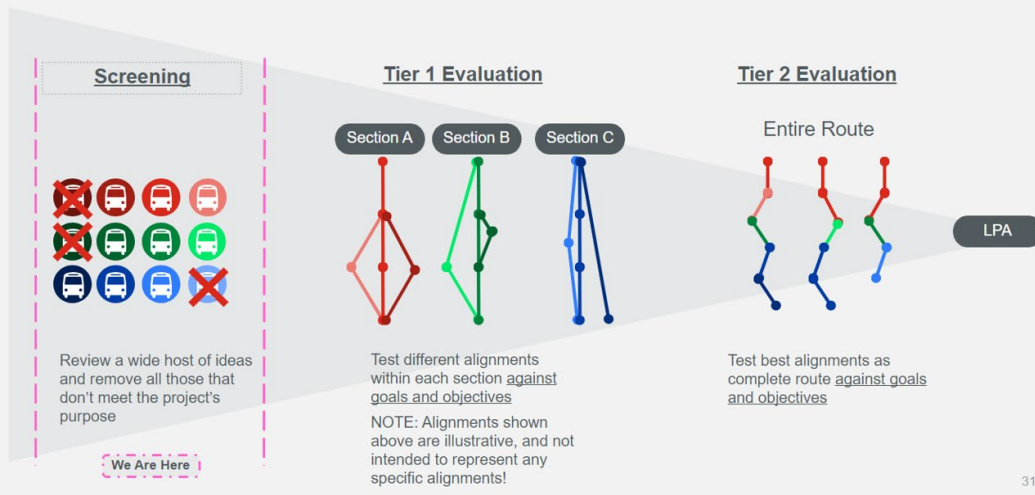
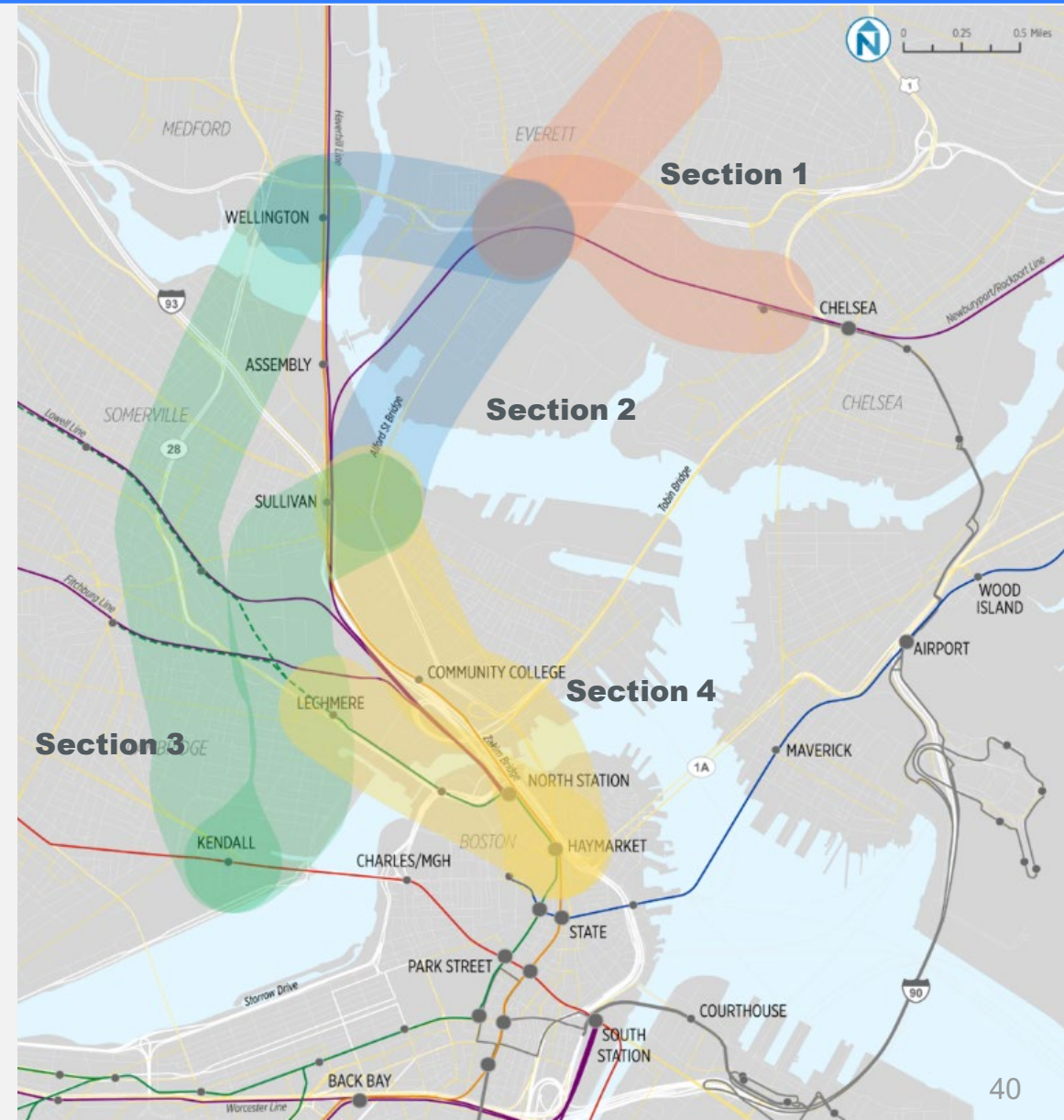
Potential Alignments to be Considered

A draft set of the long list of ideas

Reminder of Our Proposed Evaluation Process

Screening and the Tier 1 Evaluation are Done at a Geographic Section Level

- Section 1: Chelsea to Everett
- Section 2: Everett to Orange Line
- Section 3: Orange Line to Kendall
- Section 4: Orange Line to Boston



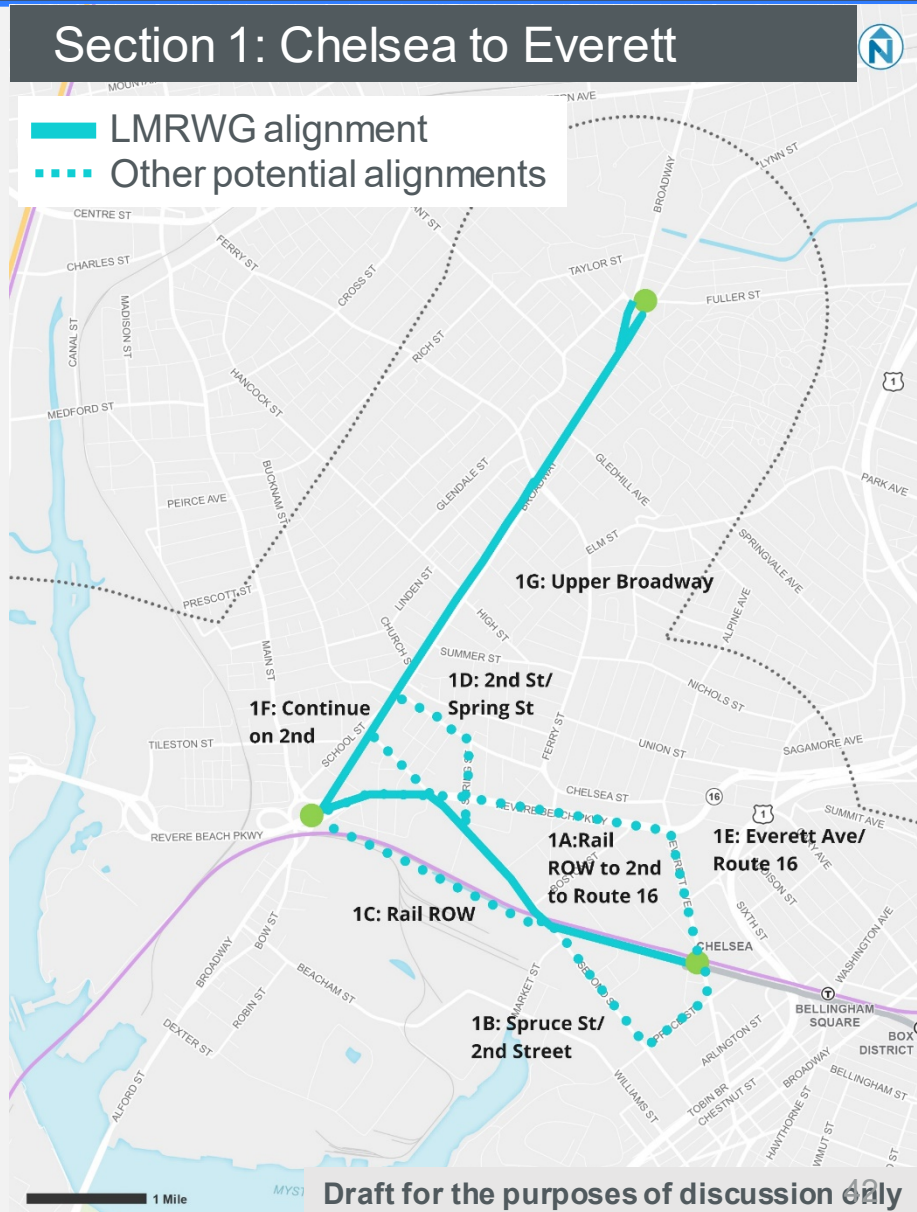
Potential Alignments

- Study team identified a universe of potential alignments based on the existing conditions analysis, stakeholder discussions, and past studies
- These alignments have been refined in collaboration with stakeholders and the public (including tonight!)
- Not all alignments shown tonight will pass through the “Screening” process
- Alignment sections may be combined in different ways as we determine what Alternatives should advance and ultimately select the final Locally Preferred Alternative

Potential Alignments: Section 1

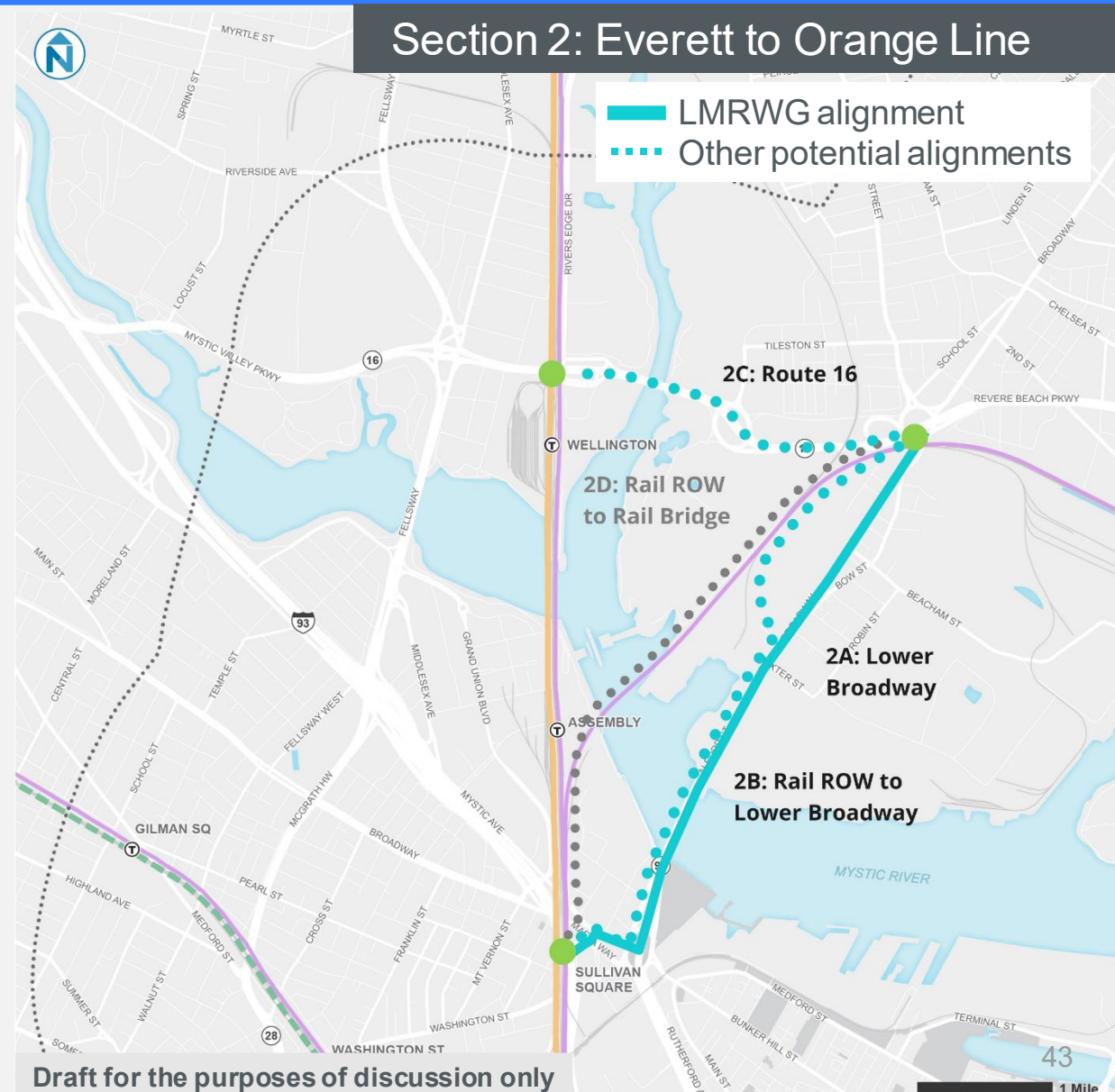
Code	Name	Description
1A	Rail ROW to 2 nd to Route 16	Chelsea Station – Rail ROW – 2 nd Street – Route 16 – Sweetser Circle Preferred Alignment from Lower Mystic Study
1B	Spruce Street / 2 nd Street	Chelsea Station – Everett Avenue – Spruce Street
1C	Rail Right of Way	Rail ROW – Sweetser Circle
1D	2 nd Street / Spring Street Option	Spring Street – Chelsea Street – Broadway – Sweetser Circle
1E	Everett Avenue / Route 16	Chelsea Station – Everett Avenue – Route 16 – Sweetser Circle NOTE: Route 16 Study Forthcoming
1F	Continue on 2 nd Option	Chelsea Station – Rail ROW – 2 nd Street – Broadway – Sweetser Circle
1G	Upper Broadway	Glendale Square – Broadway – Sweetser Circle

NOTE: The City of Everett is leading a study at Sweetser Circle currently Underway



Potential Alignments: Section 2

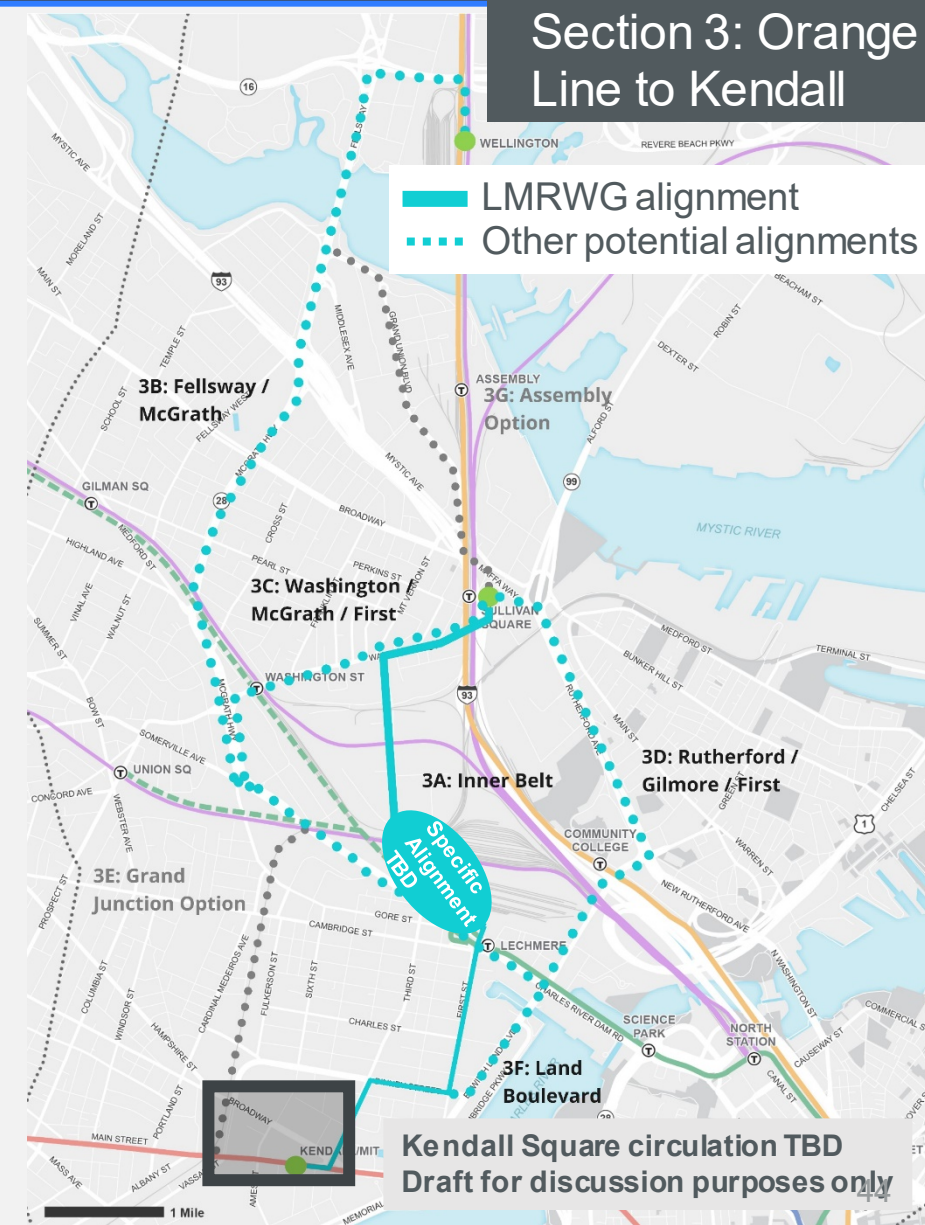
Code	Name	Description
2A	Lower Broadway	Sweetser Circle – Lower Broadway – Sullivan Square Preferred Alignment from Lower Mystic Study
2B	Rail Right of Way to Lower Broadway	Sweetser Circle – Rail ROW – Lower Broadway – Sullivan Square
2C	Route 16	Sweetser Circle – Revere Beach Parkway – Wellington
2D	Rail ROW to Rail Bridge	Rail ROW – New Bridge – New Alignment – Sullivan Square NOTE: Concerns about feasibility



Potential Alignments: Section 3

Code	Name	Description
3A	Inner Belt	Sullivan Square – Washington – Inner Belt Road – McGrath – Lechmere – First Street – Binney Street – Third Street – Kendall Square Preferred Alignment from Lower Mystic Study NOTE: Concerns about feasibility
3B	Fellsway / McGrath	Wellington – Fellsway – McGrath – Lechmere – First Street – Binney Street – Third Street – Kendall Square
3C	Washington / McGrath	Sullivan Square – Washington – East Somerville – McGrath – Lechmere – First Street – Binney Street – Third Street – Kendall Square
3D	Rutherford / Gilmore	Sullivan Square – Rutherford Avenue – Gilmore Bridge – Charles River Dam Road – Lechmere – First Street – Binney Street – Third Street – Kendall Square
3E	Grand Junction Option	(From McGrath) – Grand Junction Line – Binney Street – Kendall Square NOTE: Concerns about feasibility
3F	Land Blvd Option	(From Lechmere) – Charles River Dam Road – Land Boulevard – Binney Street – Third Street – Kendall Square
3G	Assembly Option	Wellington – Grand Union – Sullivan – Washington (continues alignment of 3A) NOTE: Concerns about feasibility

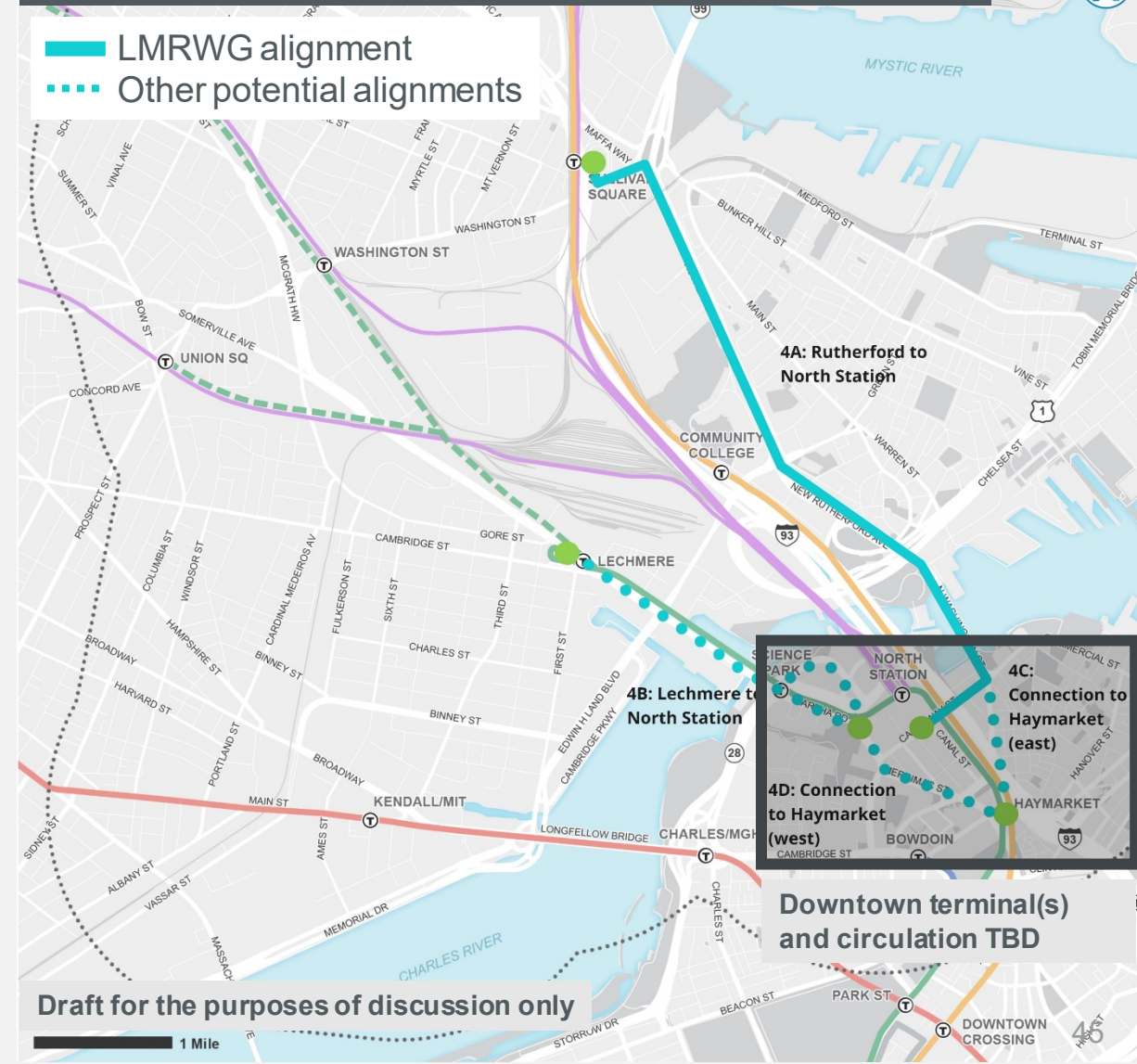
Section 3: Orange Line to Kendall



Potential Alignments: Section 4

Code	Name	Description
4A	Rutherford to North Station	Sullivan Square – Rutherford Avenue – Washington Street – North Station Preferred Alignment from Lower Mystic Study
4B	Lechmere to North Station	Lechmere – Charles River Dam Road – Marth Street – North Station – Nashua Street
4C	Connection to Haymarket Option (from the east)	(From Washington Street Bridge) – Washington Street – Haymarket
4D	Connection to Haymarket (from the west)	(From Washington Street or North Station) – Merrimac Street – Haymarket

Section 4: Orange Line to Downtown Boston



Breakout Rooms

1

Section 1: Chelsea to Everett

Section 2: Everett to Orange Line

2

Section 3: Orange Line to Kendall Square

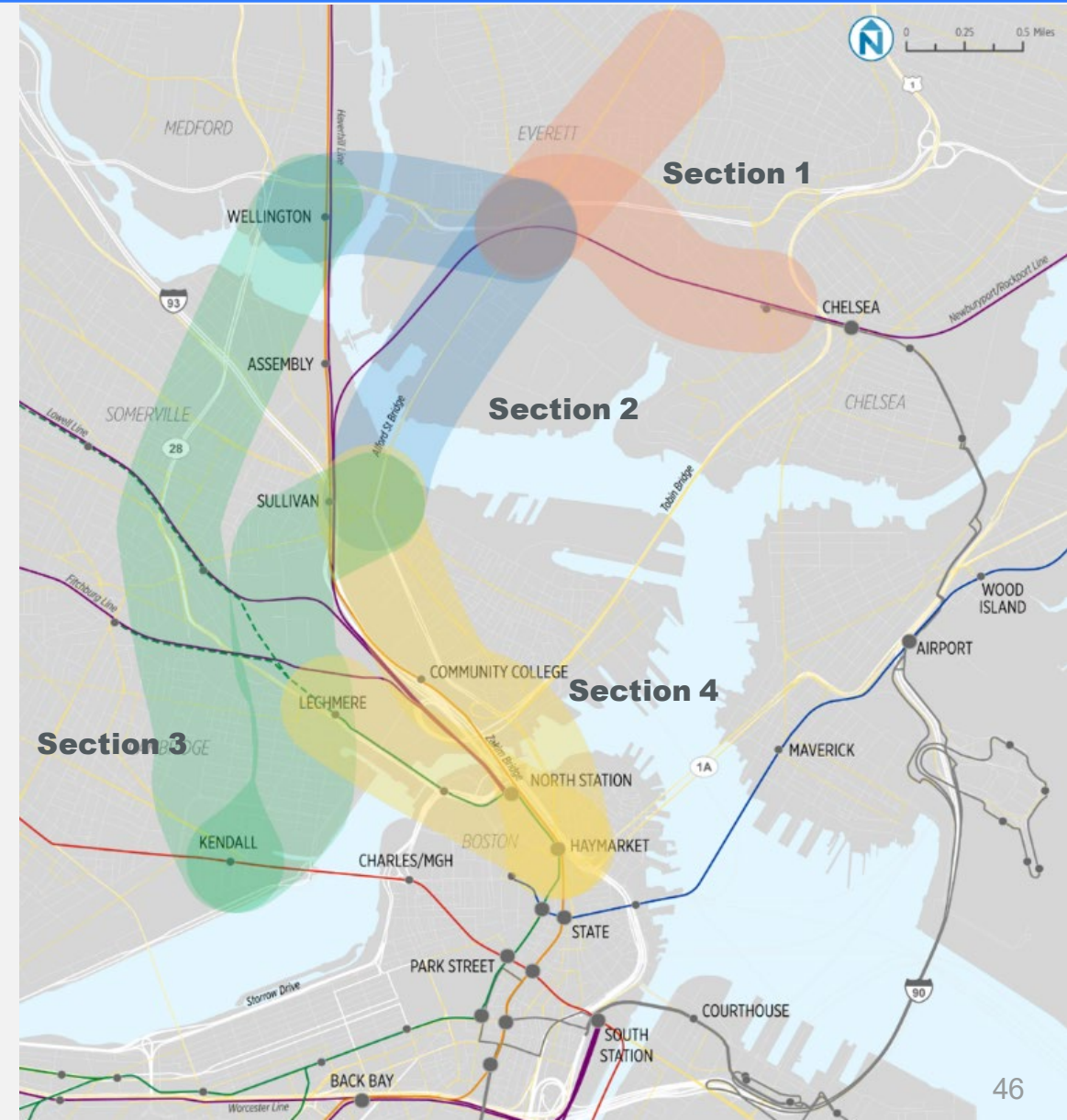
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Section 4: Orange Line to Downtown Boston

4

Spanish Breakout Room (All Sections)

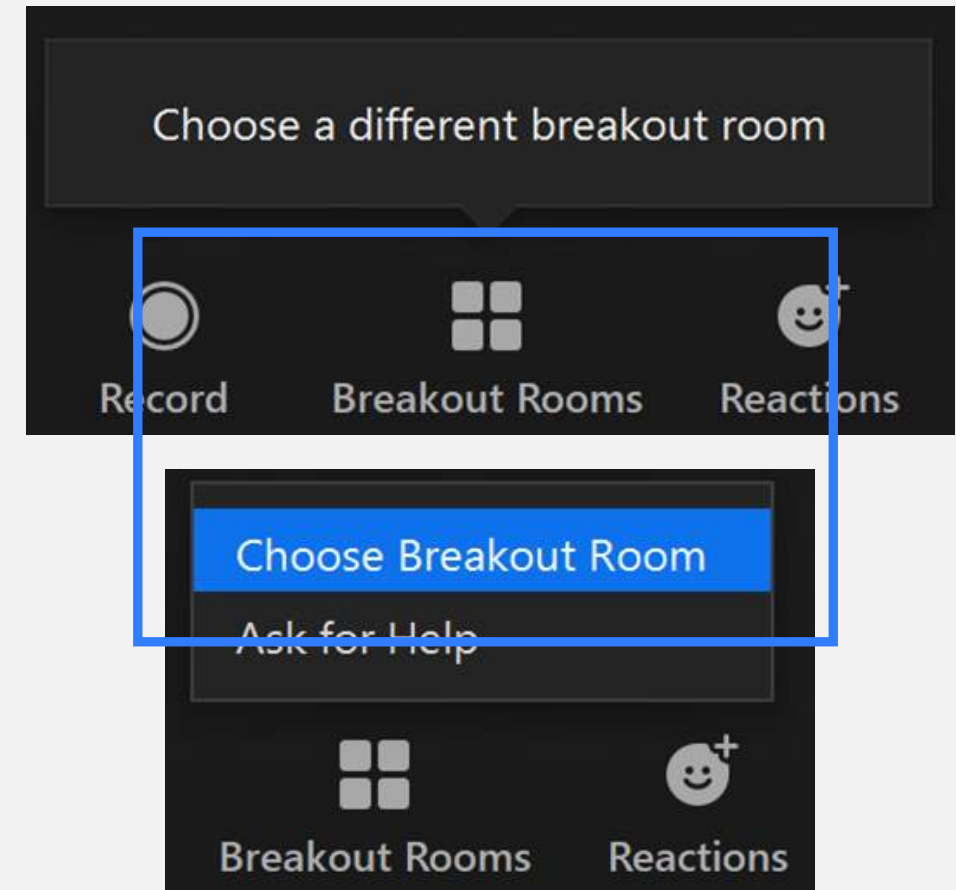
Discusión en Español (Todas las secciones)



Self-selecting a Breakout Room

- Click “**Breakout Rooms**” in your meeting controls. This will display the list of open breakout rooms.
- Click “**Join**” next to the Room you wish to enter, then confirm by clicking “**Join**” again.
- To exit a Breakout Room, click “**Leave Breakout Room**” but be careful to only leave the Room, not the meeting.
- *We will be in breakout rooms for 30 minutes. At any point, you may switch to another breakout room. We will ultimately convene everyone back in the main room.*

Note: *if you are joining by phone, you will have to be assigned to a room by a moderator.*



Small Group Discussion

At this time, meeting attendees are in small groups, discussing potential alternatives.

If you are just joining:

- Please select a breakout room to join the discussion
- We will be reconvening at 7:15 pm.

Next Steps

Where do we go from here?

Next Steps

Fill out our online feedback form, available at:

https://mbta.qualtrics.com/jfe/form/SV_3k3TIYX7DiCpKQu

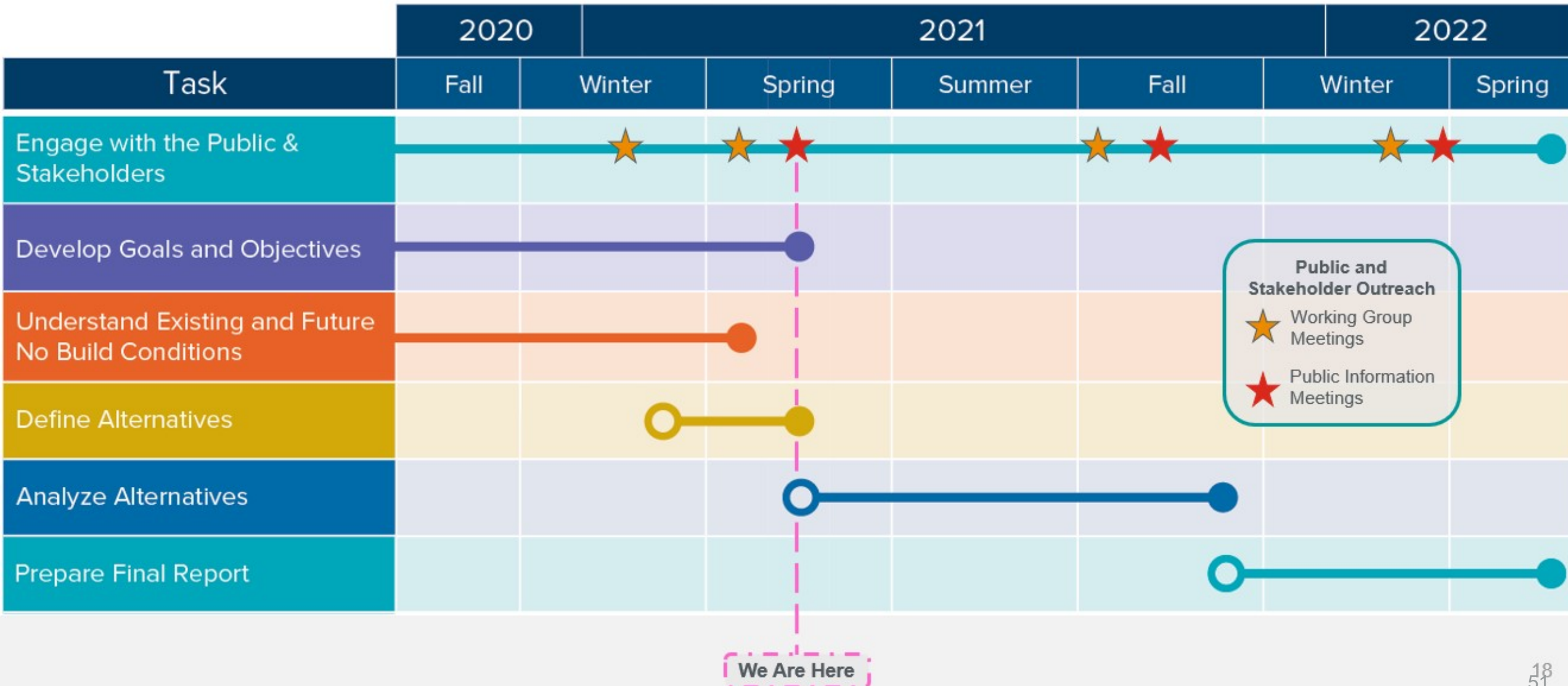
Provide feedback on potential alignments, available at:

<https://platform.remix.com/map/2fab549d?latlng=42.38614,-71.08132,12.452&public=true>

Between Now and Public Meeting #2 we will:

- Finalize our goals and objectives based on your feedback
- Screen and evaluate alignment concepts against goals and objectives

Project Schedule



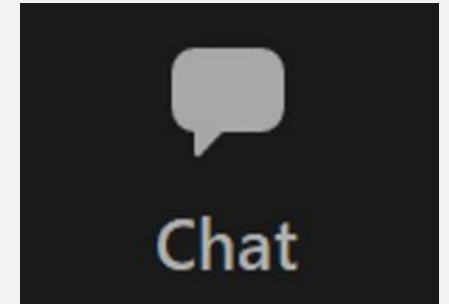
Questions & Answers

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 SLX@mbta.com.
- The project website is at <https://www.mbta.com/projects/silver-line-extension-slx-alternatives-analysis>



SL – Extension

Alternatives Analysis

THANK YOU!



**For questions and comments
please email slx@mbta.com**