

SL – Extension

Alternatives Analysis



Why are we doing this analysis?

Many residents in the Chelsea and Everett area rely solely on public transportation to get to work, school, and more. However, residents don't have the same access to fast, reliable transit as other communities.

The Silver Line Extension Alternatives Analysis is studying the benefits, feasibility, and cost of new Silver Line route options that would provide high quality transit from Chelsea through Everett, and on to Somerville, Cambridge, and/or Boston.

We want to hear from you!

The purpose of this neighborhood pamphlet is to inform you about the current status of the Tier 2 alternatives analysis and gather your feedback about the project.

SL3 Extension Alternatives

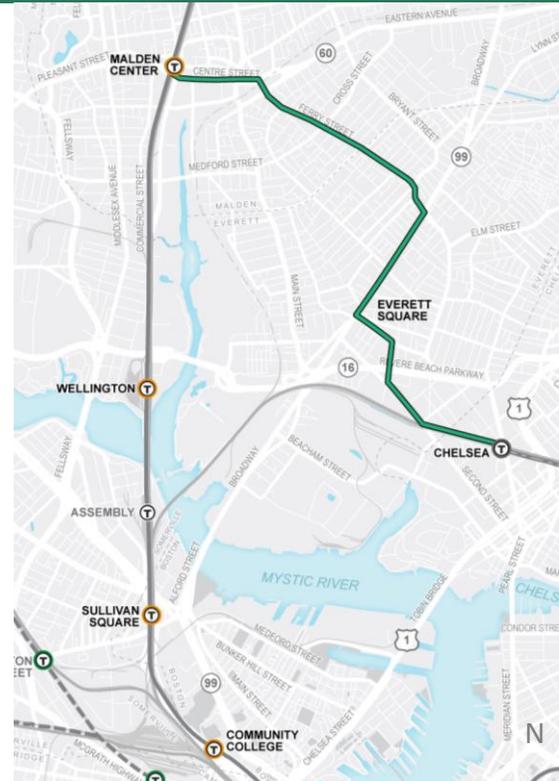
SL3 Extension Alternatives connect Chelsea to the Orange Line. These alternatives are shown on this page. All three routes follow the same path from the existing Chelsea busway until Everett Square, where their paths split to reach their final Orange Line destinations.

SL6 Route Alternatives connect Everett and Chelsea to Kendall or Downtown Boston. These alternatives are shown on this page. They have been labelled as SL6 to indicate that they would be a new and separate service from the existing SL3 service.

**The maps shown are a graphical representation of the proposed alternative routes. Detailed information is available at: mbta.com/slx*

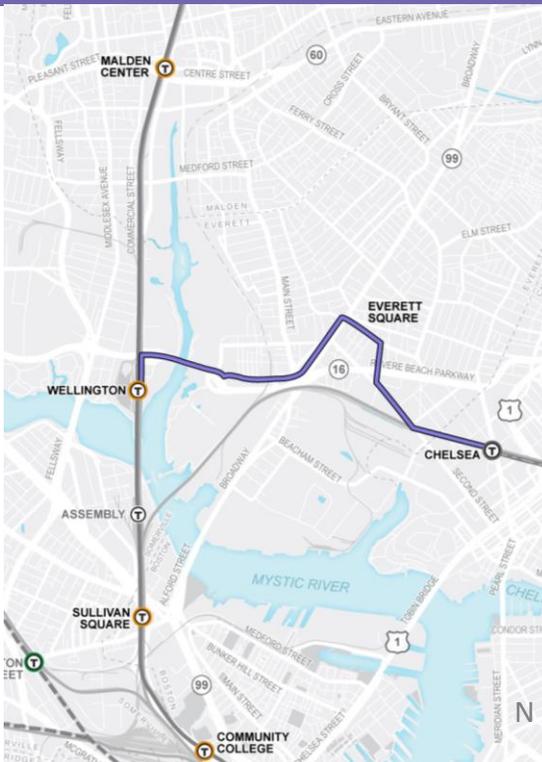
Alternative 1: Chelsea to Malden Center via Everett Square

Alternative 1 begins at the Chelsea Silver Line and commuter rail station and ends in Malden Center, an Orange Line Station. It would operate on dedicated bus lanes along the commuter rail ROW in Everett and along Upper Broadway, and in mixed traffic on Ferry Street.



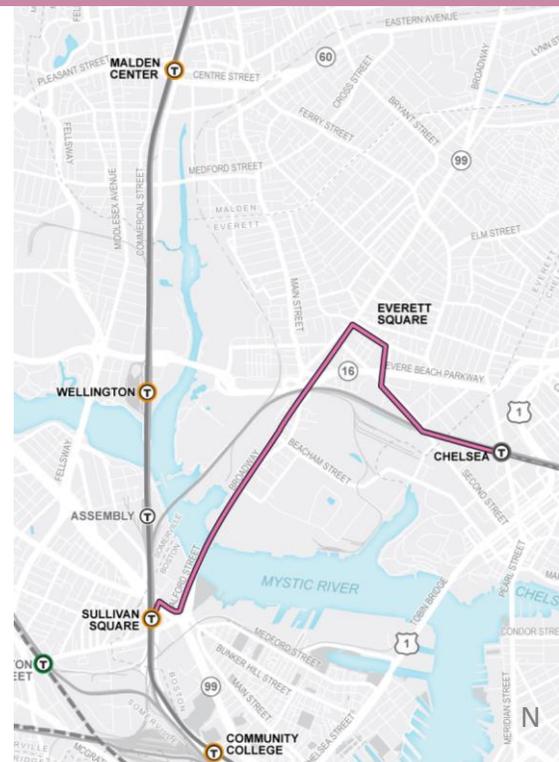
Alternative 2: Chelsea to Wellington via Everett Square

Alternative 2 begins at the Chelsea Silver Line and commuter rail station and ends at Wellington, an Orange Line Station. It would operate on dedicated bus lanes along the commuter rail ROW in Everett and along Upper Broadway, and in mixed traffic along the Santilli Connector and Route 16.



Alternative 3: Chelsea to Sullivan via Everett Square

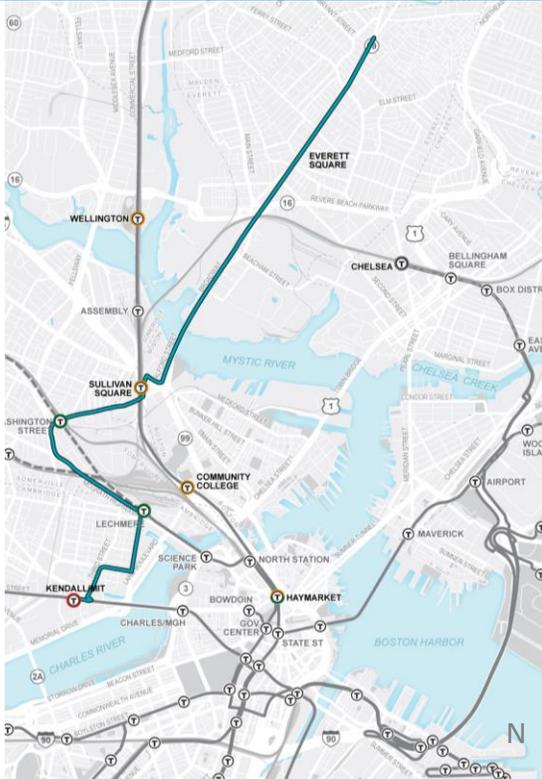
Alternative 3, from Chelsea to Sullivan, begins at the Chelsea Silver Line and commuter rail station and ends in Sullivan, an Orange Line Station and major bus transfer center. Almost the entirety of this alternative would operate on dedicated bus lanes, including bus lanes along Lower Broadway, which are being designed in collaboration with the City of Everett, and bus lanes across the Alford Bridge.



SL6 Route Alternatives

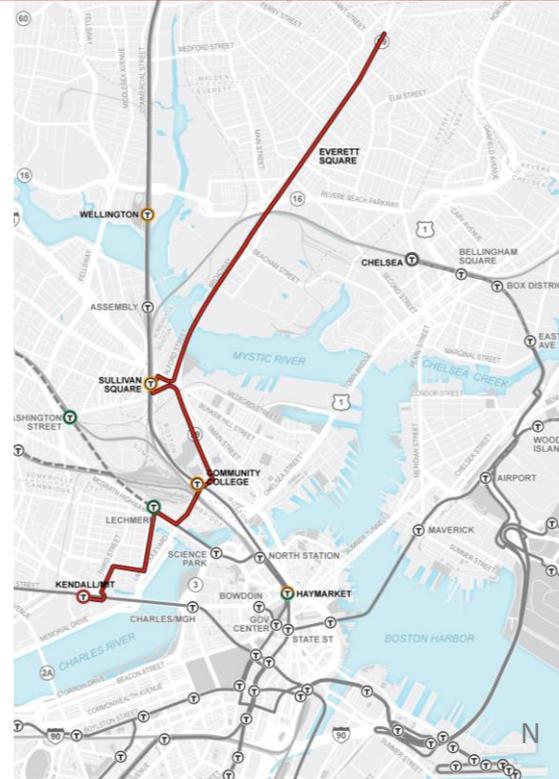
Alternative 4: Everett to Kendall via McGrath Hwy

Alternative 4 begins in Glendale Square in Everett and ends at the Kendall Red Line Station. It would operate along McGrath Hwy, which is undergoing a redesign process, and would provide connections to the Green Line at Lechmere and the Orange Line at Sullivan. Almost the entirety of this alternative would operate on dedicated bus lanes.



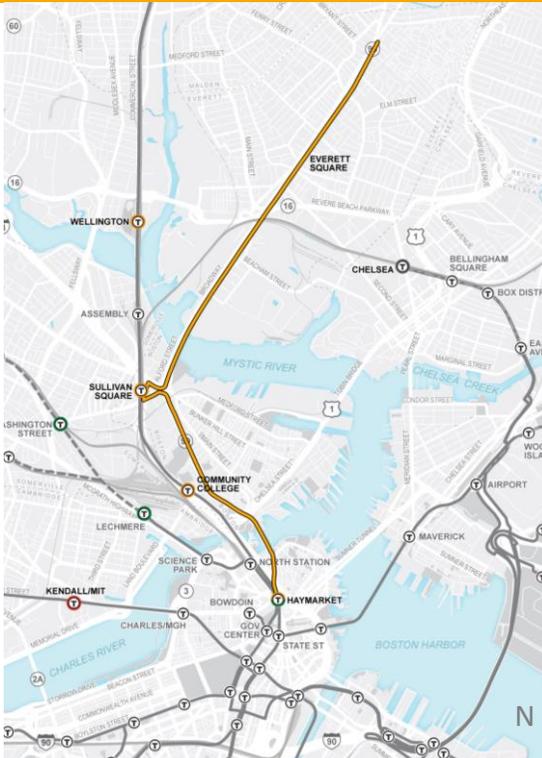
Alternative 5: Everett to Kendall via Gilmore Bridge

Alternative 5 begins in Glendale Square in Everett and ends at the Kendall Red Line Station. It would operate along Rutherford Ave, which is undergoing a redesign process, and would provide connections to the, Lechmere, Sullivan, and Community College Stations. Almost the entirety of this alternative would operate on dedicated bus lanes.



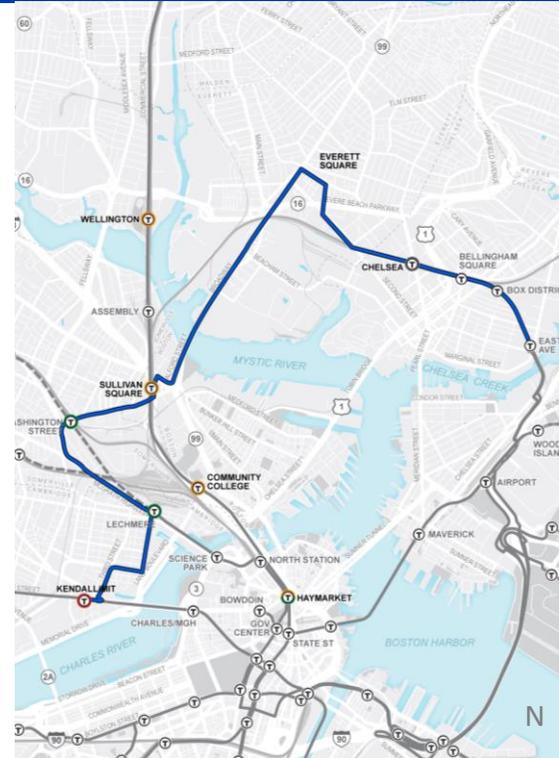
Alternative 6: Everett to Boston via Rutherford Ave

Alternative 6 begins in Glendale Square in Everett and ends at Haymarket Station. This alternative would operate along Rutherford Ave, which is undergoing a redesign, and would provide connections to the Orange Line at Sullivan. While most of this alternative would use dedicated bus lanes, it would operate in mixed traffic in parts of Downtown Boston.



Alternative 7: Chelsea to Kendall via Everett Square

Alternative 7 begins at the Eastern Ave station in Chelsea and ends at Kendall Square. This alternative would operate along McGrath Hwy and would provide connections to Lechmere and Sullivan. It was designed to offer a one-seat ride from Chelsea and Everett to Kendall. Almost the entirety of this alternative would operate on dedicated bus lanes.





What's next?

We are conducting public outreach and engagement to gather community feedback throughout the fall. Your thoughts and opinions will be used to inform our analysis of each alternative and will help us decide on a recommended alternative route.

We will hold a public meeting this winter to share the results of our analysis.

We want to hear from you!

Use the link below or the QR code to fill out the online feedback form:

[mbta.com/
slxfeedback](https://mbta.com/slxfeedback)



Visit mbta.com/slx to learn more about this project.

Have more questions? Email us at slx@mbta.com