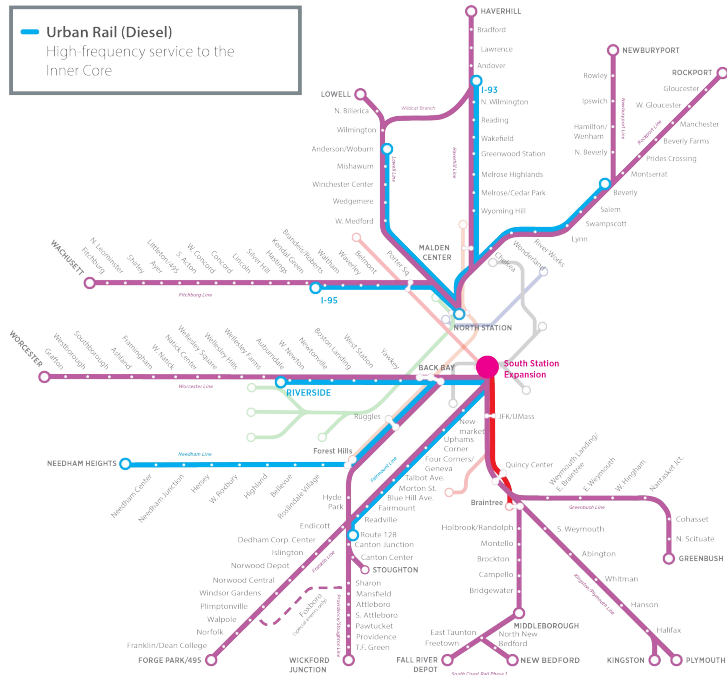


ALTERNATIVE 4

About Rail Vision

Rail Vision identifies cost-effective strategies to transform the Commuter Rail into a system that better supports improved mobility and economic competitiveness in Greater Boston. The Rail Vision team is evaluating the costs and benefits of 7 possible service alternatives.

Alternative 4: Urban Rail (Diesel)



Urban Rail is high-frequency service to **inner core stations**.* This alternative would use diesel multiple units (DMUs) that can operate without being pushed or pulled by a locomotive—this is similar to how our current subway trains operate. Service to outer stations would be equal to or better than current levels.

***Inner core stations** are located in dense urban environments up to 15 miles from downtown Boston. Kingston/Plymouth, Middleborough/Lakeville, and Greenbush lines do not receive urban rail service due to the nearby Red Line.

Benefits

- **Faster, more frequent service** to inner core stations: DMUs accelerate and decelerate faster than locomotives, so travel times between stations are shorter, and trains can run closer together
- **Reduce crowding**: With fast, direct service to downtown Boston, people will rely less on the overcrowded bus routes that provide connections to nearby subway stations

Trade-offs

- Does not reduce emissions
- No direct change to service at outer stations
- Increase in costs and time needed to maintain both DMUs and diesel locomotives

Service Features

Frequency

- Every 15 minutes to inner core stations, all day
- Every 30 minutes to outer core stations during peak service
- Every hour to outer core stations during off-peak service

Connections

- On the Haverhill Line, some trains would provide service to North Station via the Lowell Line, local service to inner core stations may require a transfer near Reading
- More frequent connections between the Fairmount and Franklin lines

Accessibility

All inner core stations would be fully accessible with **high-level boarding platforms**.*

Electrification

This alternative does not include electrification.

Expansions

- **South Station Expansion:** Allow for more trains at the station during the peak periods.
- **South Coast Rail Phase 1:** Extend Middleborough Line to Taunton, Fall River, and New Bedford

***High-level platforms** enable level boarding at every door, which improves accessibility and reduces overall boarding time for all customers.

Other Rail Vision Alternatives

Alternative 4 is just 1 of the 7 proposed futures for the Commuter Rail. Download the other alternatives below, or learn more at mbta.com/railvision.

Alternative 1

Alternative 4

Alternative 7

Alternative 2

Alternative 5

Alternative 3

Alternative 6