

ALTERNATIVE 6

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 6: Full Transformation

This alternative would use electric multiple units (EMUs) to provide service every 15-minutes to **key stations*** and **inner core stations**** all day, and to other stations during peak travel times. It also includes plans to use a North-South Rail Link for more convenient Commuter Rail service between the north and south of Boston.

***Key stations** are in gateway cities, dense areas outside central Boston, and/or locations that provide regional access and transit connectivity.

****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:** EMUs accelerate and decelerate faster than diesel locomotives, so travel times between stations are shorter, and trains can run closer together
- **Easier connections:** The North-South Rail Link provides a direct connection between North and South stations for more convenient service between communities on the north and south of Boston
- **Reduced emissions:** The current system relies on diesel locomotives, electrification reduces overall emissions

Trade-offs

- Significant operations investment to increase service frequency
- Significant capital investment to electrify the system, upgrade infrastructure, and expand the fleet to increase service frequency
- Electrification requires removing trees alongside routes
- Electric trains may not be as reliable in inclement weather

Service Features

Frequency

- Every 15 minutes to and from key stations and downtown Boston, all day
- Every 15 minutes to and from inner core stations and Downtown Boston, all day
- Every 15 minutes to non-key outer stations during peak service
- Every 30 minutes to non-key outer stations during off-peak service

Connections

- Connections between routes at North and South Station
- 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 across the Fairmount and Franklin lines

Accessibility

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

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

Electrification

All stations would be electrified, with EMUs in operation throughout the system. Smaller trains would be in operation in the inner core, and larger trains would be in use for longer trips.

Expansion

- **North-South Rail Link:** Direct connections between routes that terminate at North and South Station
- **South Coast Rail Full Build:** Extend Stoughton Line to Taunton, Fall River, and New Bedford
- Service to Foxboro, scheduled to be piloted in 2019
- Shuttle service every 15 minutes on the Grand Junction route (currently not in operation), connecting North Station to the future West Station through the MIT/Kendall neighborhood

Other Rail Vision Alternatives

Alternative 6 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	