ALTERNATIVE 7

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 7: Hybrid System

This alternative provides varying levels of service throughout the network depending on the needs of each area. **Inner core stations**, as well the Worcester, Providence, and South Coast Rail lines would be electrified.

*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 at busy stations:** This alternative differentiates stations based on the ridership patterns, and service would be unique to the needs in those areas
- **Reduced emissions:** The current system relies on diesel locomotives, electrification reduces overall emissions

Trade-offs

- Capital investments needed for improvements would vary across the network
- Increase in costs and time needed to maintain both electric and diesel locomotives
- Electrification requires removing trees alongside routes
- Electric trains may not be as reliable in inclement weather
Service Features

Frequency

● Every 15 minutes from inner core stations during peak service
● Every 30 minutes (or less) from inner core stations during off-peak service
● Every 30 minutes (or less) to key and non-key outer stations during peak service
● Every hour (or less) to key and non-key outer 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 across the Fairmount and Franklin lines

Accessibility

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

Electrification

All inner core stations, as well as the entire Worcester, Providence and South Coast Rail lines would be electrified. Electric Multiple Units (EMUs) would provide service on all electrified parts of the system, and diesel locomotives would continue to provide service everywhere else.

Expansion

● South Station Expansion: Allow for more trains at the station during the peak periods
● South Coast Rail Full Build: Extend Stoughton Line to Taunton, Fall River, and New Bedford

*Key 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.

*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 7 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