

# TRANS REPORT

TRANSPORTATION NEWS FROM THE BOSTON METROPOLITAN PLANNING ORGANIZATION

## Route I-93 Interchange Opening Enhances Former Woburn Superfund Site Reuse

On October 3 officials opened a new Route I-93 interchange in Woburn, dedicating it to the late James McKeon, a local businessman and philanthropist. The \$15.7 million project, which took three years to complete, is expected to divert up to 15,000 vehicles a day and ease congestion in the area by providing more direct access to businesses on Commerce Way. "This new interchange is a direct response to the growing needs of Woburn and other communities to the north of Boston," said transportation secretary Kevin J. Sullivan.

The interchange is part of a creative solution to the problems created by one of the nation's top ten toxic waste sites. Working with the Woburn Redevelopment Authority, a subsidiary of Cam-

bridge's Greenfield International took title to the site and donated it to the state. As part of a consent decree with



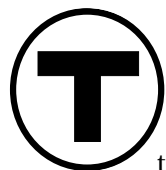
*Official ribbon-cutting for James L. McKeon Interchange in Woburn*

the Environmental Protection Agency and the commonwealth of Massachusetts, former polluters capped the site at a cost of \$74 million.

Portions of the property were then sold to GTE and Target, which opened a superstore in October next to the interchange. Genuity, a subsidiary of GTE, recently moved into a new 250,000-square-foot building on the site and is expecting to occupy a second building of the same size there later this winter. ArQuie, a pharmaceutical research company, moved into a new 150,000-square-foot building on the site earlier this year and also plans a second building there.

The centerpiece of the site's reuse, however, is Massport's \$10 million Woburn Regional Transportation Center, slated to open next spring. Details of that project, which is expected to bring further transportation benefits to the region, were reported in the June issue of *TRANS-REPORT*.

## MBTA Announces New Transfer Policy and Weekly Pass, Closes Aquarium Station for a Year



On October 12 the MBTA board of directors voted to institute free bus-to-bus transfers throughout the system by December 1.

It is the MBTA's first policy of offering free or reduced-fare bus transfers systemwide since 1961. Transfers will be free only between buses, not between buses and subway lines.

Another decision made at the October board meeting was to introduce a weekly "Combo" pass to assist lower-income riders for whom the cost of a monthly Combo pass may be excessive. Currently, riders who wish to use both buses and subways may buy a monthly Combo pass for \$57. Beginning in December, riders

will also have the option of purchasing weekly Combo passes for \$12.50. Those riders who wish to purchase the pass on a monthly basis will still be able to do so.

On October 16 the MBTA closed Aquarium Station on the Blue Line to facilitate the station's renovation project. The station will remain closed until next October, when it will be partially reopened. The closing will allow the MBTA to shave a year off the overall construction schedule and complete the project by May 2003.

Key components of the project are:

- Platform lengthening, which will bring the MBTA closer to its goal of accommodating six-car trainsets at all stations.

- Construction of a new headhouse at the corner of State and Commercial streets. Next October, when the station is partially reopened, passengers will only be able to enter and exit through

■ *Station Closing cont. on p. 2*

### INSIDE THIS ISSUE

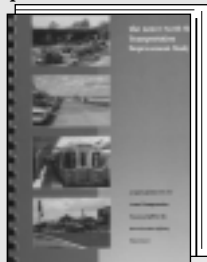
MPO activities update . . . . .	2
CTPS deputy director retires . . . . .	2
MAPC land use scenarios . . . . .	3
Development of Boston-region environmental justice indicators . . . . .	3
Meeting on Central Artery transit/air quality commitments . . . . .	4
Meeting calendar . . . . .	4



**SUB-SIGNATORY COMMITTEE ACTION ITEMS**

At its October 19 meeting, the Boston Metropolitan Planning Organization's Sub-Signatory Committee (SSC) approved two work programs for the Central Transportation Planning Staff (CTPS) to conduct data collection and perform analyses in support of the MBTA's fiscal year 2001 Section 15 Report submittals to the Federal Transit Administration. Under the first work program, CTPS will develop estimates of passenger boardings and passenger miles for MBTA buses, trackless trolleys, light rail, heavy rail, and commuter rail. Under the second work program, the same type of effort will be conducted for the Interdistrict Program and Suburban Transportation Program bus service and other contracted MBTA local bus service. Technical memoranda presenting the results of these analyses will be completed next fall.

The SSC also approved CTPS's report presenting the results of the Lower North Shore Transportation Study, a comprehensive multimodal planning study of transportation issues in Chelsea, East Boston, Everett, Malden, and Revere. The objectives of the study were:



- To identify where and how mobility can be improved in the lower North Shore study area.
- To develop and recommend a range of multimodal mobility improvements, both long- and short-term, that utilize existing services where appropriate and new services where needed.

The report will soon be available for downloading from the Boston MPO Web site at [www.ctps.org/bostonmpo/resources/reports](http://www.ctps.org/bostonmpo/resources/reports). You may also request a copy from CTPS project manager Chen-Yuan Wang at (617) 973-7096 or [cyw@ctps.org](mailto:cyw@ctps.org).

**JRTC UPDATE**

At the October 11 Joint Regional Transportation Committee meeting, Alan McLennen of the town of Arlington stepped down as chairman, former vice-chairman William Deignan of the city of Cambridge assumed leadership, and Marcy Crowley of Wayland was elected vice-chair. On the agenda for November is a presentation on the Walkable Communities program. See the calendar on page 4 for meeting details.

■ **Station Closing cont. from p. 1**

this new headhouse. The existing entrance adjacent to the Marriott Long Wharf Hotel will remain closed until the end of the reconstruction.

- Installation of new elevators and escalators, which will make the station accessible to people with disabilities.

During the closure of the station, signs and maps will refer to State Street Station as State Street/Aquarium Station. During off-peak hours, MBTA shuttle buses will provide service to Aquarium Station from Government Center and State Street stations; there will be no shuttle service during peak hours.

Aquarium Station is one of several sites where the MBTA and the Central Artery/Tunnel Project are working together on a project. Other joint MBTA-CA/T construction sites are Airport Station, South Station, and the World Trade Center.

**Correction:**

An error appeared in the October 2000 issue of *TRANSREPORT* in "MBTA Implements Crosstown Bus Service Enhancements," it is incorrectly stated on page 2 that the MBTA plans to have bicycle racks on all its buses within three years. The MBTA will decide whether to expand the use of racks to all buses after testing their effectiveness on the Crosstown routes.

**CTPS Deputy Director Maureen O'Brien Retires**



Maureen T. O'Brien, deputy director of administration and finance for the Central Transportation Planning Staff, retired on October 31 after 22 years of service.

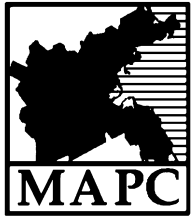
Said CTPS director Arnold Soolman, "Maureen has worked extraordinarily hard to make CTPS a better place for all our clients to do business and for our staff to work. She has never shied away from any role, whether it has been managing the financial performance of our grants and contracts or flipping burgers at the annual picnic. She has been a tireless worker, a loyal employee and a good friend for 22 years."

At the October 19 Sub-Signatory Committee meeting, MPO executive secretary Luisa Paiewonsky acknowledged Ms. O'Brien's dedication and contributions: "Maureen has done an exceptional job in handling CTPS finances and the needs of staff, and in providing support to the MPO. She has taken care of a thousand details, from the big to the small. Whenever I have had a problem, I have been able to turn to her without ever wondering if it was in her area of expertise. She has been a true professional and a key support to the MPO without a lot of people knowing about it. In the two years I have known her I have really come to admire her; I consider her a friend. She is one of the finest people I have ever met and one of the most gracious and warm people I have come to know in the Transportation Building."

Robin Mannion, CTPS's new deputy director of administration and finance, commented, "It is such an honor to follow Maureen in the role of deputy director. She has been an extraordinary mentor and friend, giving of her knowledge and her heart. I will miss her every day."

CTPS employees will bid Ms. O'Brien a fond farewell at a luncheon in her honor on November 3.

## MAPC Land Use Scenarios Suggest Visions for the Region



As part of the travel demand estimation work for the Regional Transportation Plan, the Metropolitan Area Planning Council has developed

three land use scenarios to help envision possible strategies for growth and development over the next quarter century.

MAPC, working in cooperation with the local communities, has developed population, household, and employment forecasts to the year 2025 for each of the 164 communities within eastern Massachusetts, using a cohort-survival method.

These data are then further refined and distributed among the 986 traffic analysis zones (TAZs) in the 164 cities and towns included in the CTPS travel demand model. A TAZ is a discrete area to which population data, travel data, and employment data are assigned. Analysis that can be performed with TAZ-level data includes determining how many trips are generated in a given TAZ and how many trips go from a given TAZ to another TAZ.

The three land use scenarios have been designated A, B, and C. Scenario A is known as “Trends Extended.” It assumes that future population and employment growth will follow the general pattern of the past two decades. This scenario makes no assumptions about where growth should occur based on availability of services or infrastructure. It anticipates declines in manufacturing in some areas.

Scenario B uses water and sewer capacity constraints as a starting point. It allocates future population and employment growth to communities that have the water supply and wastewater infrastructure to accommodate it. Many of the communities in eastern Massachusetts with future available water and sewer infrastructure are within the Metropolitan Water Resources Authority (MWRA) area.

Scenario C is a policy-driven scenario that looks at targeting some of the future population and employment growth. It builds upon areas with future water and sewer capacity and also considers transit infrastructure as an indicator for the placement of future growth.

Scenarios B and C suggest that certain areas within the region are more suitable for residential and employment growth based on their capacity to provide support services—water, sewer, and transportation. Compared to Scenario A, these services anticipate slightly more growth in inner core communities as opposed to the surrounding suburbs.

Maps presenting each of the land use scenarios have been produced by MAPC’s geographic information system (GIS) staff. The maps use color codes to illustrate the pattern of population and employment density under each of the three scenarios.

The three land use scenario maps will soon be posted for viewing on the Boston MPO’s Web site at [www.ctps.org/bostonmpo](http://www.ctps.org/bostonmpo). You can also learn more by contacting Mark Racicot of MAPC at (617) 451-2770 or [mracicot@mapc.org](mailto:mracicot@mapc.org) and by visiting the MAPC Web site at [www.mapc.org](http://www.mapc.org).

## Community Groups and Local Officials Helping to Develop Boston MPO Environmental Justice Indicators

On October 23 members of the Boston Metropolitan Planning Organization met with community organizations, concerned citizens, and local government officials to begin to develop indicators for measuring transportation-related environmental justice in Boston. The meeting’s 46 attendees included, among others, representatives from the Framingham Coalition, the Salem Harbor Community Development Coalition, Nuestra Comunidad Community Development Coalition, the Asian Community Development Coalition, and Alternatives for Community and Environment.

Meeting moderator and MPO executive secretary Luisa Paiewonsky explained that, while the MPO’s long-term goal is to establish an environmental justice program for the region, the immediate focus

of the group needs to be the development of environmental justice indicators for use in the long-range Regional Transportation Plan, which must be submitted to the federal government by the end of December.

MPO staff described the various kinds of analyses they can perform to assist the group in its evaluation and agreed to provide summaries of the transportation services available to each community and to identify opportunities for improvement. The group’s task will then be to develop qualitative principles by which to measure whether a potential project encourages regional transportation equity.

Further discussion centered on ways to define environmental justice for the region and possible evaluation techniques. Attendees encouraged the MPO

to take a closer look at issues connected to the transportation–land use relationship and at whether transit services are commensurate with the needs of the communities. They also pointed out that transit systems that feed downtown Boston are not necessarily a solution for communities that may have other travel needs, and that new transit infrastructure could raise land values and price current residents out of their neighborhoods. The group also recommended looking at transportation-related survey results.

The group will continue to meet on an ad hoc basis. See the calendar on page 4 for details on the next meeting. For information on how to participate, contact David Mohler at (617) 973-7144 or [mohler@ctps.org](mailto:mohler@ctps.org).

# MEETING CALENDAR

The public is welcome to attend the following transportation-related meetings this month.

## AT THE STATE TRANSPORTATION BUILDING, 10 PARK PLAZA, BOSTON

Thursday, November 2			
<b>Boston MPO Sub-Signatory Committee (SSC) Transportation Plan Work Session</b>	10:00 A.M.	<b>MBTA Board of Directors</b>	1:00 P.M.
CTPS Conference Room, Suite 2150		MBTA Board. Room, Suite 3910	
<b>Access Advisory Committee to the MBTA (AACT)</b>	1:30 P.M.	Thursday, November 16	
Conference Room 2/3		<b>Boston MPO Sub-Signatory Committee (SSC) Transportation Plan Work Session</b>	10:00 A.M.
		CTPS Conference Room, Suite 2150	
Monday, November 6		<b>Fixed Route Access Subcommittee of AACT</b>	1:30 P.M.
<b>Environmental Justice Indicators for the Regional Transportation Plan</b>	10:00 A.M.	Conference Room 4	
Conference Room 2/3		Tuesday, November 21 (Tentative)	
Wednesday, November 8		<b>Boston MPO Sub-Signatory Committee (JRTC)</b>	10:00 A.M.
<b>Joint Regional Transportation Committee (JRTC)</b>	3:00 P.M.	CTPS Conference Room, Suite 2150	
Conference Room 1		Thursday, November 30	
Thursday, November 9		<b>The RIDE Subcommittee of AACT</b>	1:00 P.M.
<b>Boston MPO Sub-Signatory Committee (SSC) Transportation Plan Work Session</b>	10:00 A.M.	Conference Room 2/3	
CTPS Conference Room, Suite 2150			

## AT OTHER BOSTON-AREA LOCATIONS

Tuesday, November 7		Thursday, November 9	
<b>Boston MPO Local TIP Subcommittee</b>	2:00 P.M.	<b>Massachusetts Seaport Advisory Council</b>	2:00 P.M.
Newton City Hall 1000 Commonwealth Avenue, Newton		Winter Island Clubhouse 50 Winter Island Road, Salem	
<b>Civic Initiative for a Livable New England</b>	4:30 P.M.	Tuesday, November 14	
Architects Building 52 Broad Street, Boston RSVP Alexandra Lee at (617) 951-1433 x225 or alee@architects.org		<b>Central Artery Environmental Oversight Committee</b>	3:00 P.M.
		Hale and Dorr, 26th Floor 60 State Street, Boston	

Meeting dates and times are subject to change: please call (617) 973-7119 for confirmation. Additional transportation meetings open to the public are listed on the Boston MPO Web site, at [www.ctps.org/bostonmpo/involved/meetings](http://www.ctps.org/bostonmpo/involved/meetings).

Boston Metropolitan Planning Organization  
State Transportation Building  
10 Park Plaza, Suite 2150  
Boston, MA 02116

## Moving Forward with the Central Artery Transit/Air Quality Commitments

On the agenda for the November Central Artery Environmental Oversight Committee meeting is a discussion of the recent Department of Environmental Protection (DEP) decision on the Central Artery transit commitments. Key decision-makers from DEP, the state's executive offices of construction and environmental affairs, and the MBTA will explain the agreement, including the process for substitutions, keeping the public informed, and working with the regional transportation planning process. See the calendar on this page for meeting details. For more information contact Anne Fanton at (617) 720-1150 or [afanton@flashcom.net](mailto:afanton@flashcom.net).

### TRANSREPORT

PRODUCED BY THE CENTRAL TRANSPORTATION PLANNING STAFF

#### Editors

Mary Ellen Sullivan  
Scott Hamwey

#### Copyediting

Leland N. Morrison

#### Photography

Carol Gautreau Bent

#### Contributors

Brian Clark  
Anne Fanton  
Terry Regan

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Kevin J. Sullivan, Chairman  
Luisa Paiewonsky, MPO Executive Secretary

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