

Crosstown

Fairmount Indigo Line Urban Rail

Phase Two: Bringing the benefits of subway service to a walkable Fairmount corridor

Project Description

Expanding beyond current service improvements to the Fairmount Line, a new set of urban rail cars would be introduced, operating at higher speeds and 5 to 10 minute frequencies to create Boston's sixth rapid transit line. Working in close partnership with a wide array of neighborhood interests, the line is envisioned to be extended both south to Dedham Corporate Park/Legacy Place along existing tracks and north past South Station into the Seaport and South Boston via the existing *Silver Line tunnel and/or Track 61/Seaport Rail* with a new tunnel below the congested South Station tracks to directly link with the Silver Line. Further station area improvements would bring a true urban subway environment and service quality to Dorchester, Mattapan, Hyde Park, and beyond. New transit centers at Readville or Widett Circle would allow riders to connect to the Providence Line commuter rail and inter-city Amtrak service. To make this project successful, a separate operating and financing entity other than the MBTA—such as a *municipal transit district*—may be necessary, given the MBTA's already overburdened financial constraints.

Typical Modes of Travel for People Accessing Transit

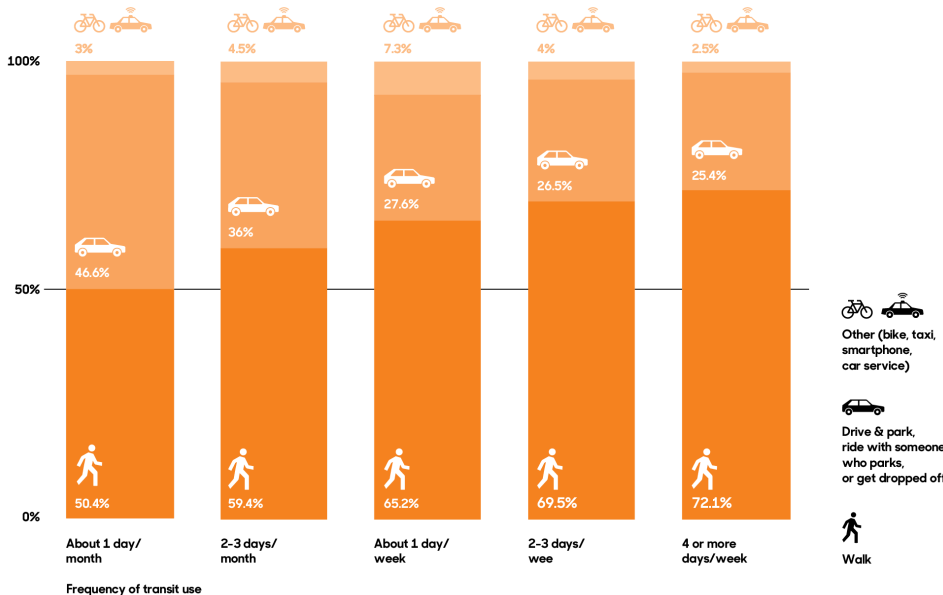


Image source: TransitCenter, Who's On Board 2016: What Today's Riders Teach Us About Transit That Works. Retrieved from transitcenter.org/publications/whos-on-board-2016/

Project Score

- Access 1
- Safety 1
- Reliability
- Sustainability/Resiliency 1
- Sustainability/Resiliency 2
- Governance
- Access 2
- Safety 2
- Affordability

This project recommendation came out of the Needs Assessment and feedback from local groups already working to improve service along the corridor.

Benefits and Issues Addressed

While ongoing service improvements will help the Fairmount Indigo Line, converting it to a high-speed rail service on the rapid transit map will change the quality of access for a large swath of dense and traditionally underserved neighborhoods of Boston and incentivize a major shift from driving. To make transit more equitable to thousands of Bostonians, the Indigo Line would operate with at least as much frequency and spare capacity as other rapid transit lines, have the same free transfers to other lines and buses, and have real urban stations with easy walk-up access. No longer a commuter rail line, urban rail will interconnect the heart of Boston's neighborhoods and create new direct access to Boston's biggest employment and commerce centers.

Best Practices

A recent report based on a survey of transit riders found that walkability is critical to transit ridership. Up to 80% of riders, particularly those who are doing something other than commuting, walk to access transit. Walking to transit is also correlated with frequency of use. *TransitCenter, Who's On Board 2016: What Today's Riders Teach Us About Transit That Works.* transitcenter.org/publications/whos-on-board-2016/

New York's MTA is working on a design for diesel multiple units (DMUs) which would allow for expanded service on commuter rail tracks. web.mta.info/lirr/about/Procurement/what.htm

Implementation

Approximate Cost: \$400 million
Potential Funding Sources: MassDOT/MBTA, City capital plan, FTA
Who's responsible: MassDOT/MBTA and BTD
Time Frame: 15+ years

Public Input

"Regional Rapid Transit: Boston should take a page or three from Paris or San Francisco's books, and build a regional rapid transit network connecting communities like Hyde Park and Mattapan... Electrify the Fitchburg, Rockport, Worcester, and Fairmount lines out to Route 128 and Salem, upgrading all stations to the standard set by the new Yawkey facility. Run 4-car EMU trainsets at 15 – 30 minute headways off-peak, with 10 – 15 minute rush hour frequencies.

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