

## Crosstown

# Seaport to Dorchester/ Widett Urban Rail

Create new connections from Dorchester at Newmarket using Track 61

## Project Description

The South Boston Waterfront contains a rail right-of-way running parallel to the South Boston Bypass Road/Massport Haul Road, which was used in the past for single track freight rail shipments from the rail system at Widett Circle out to the Marine Industrial Park. This line, known as Track 61, does not currently connect to Boston's transit system. To bring essential new transit capacity into this growing district, urban rail running from Fairmount can use Track 61 for direct access from Dorchester. Alternatively, the Fairmount Line could use a new tunnel connecting to the Silver Line. This service could directly serve the Convention Center, a new station at D Street, and potentially a new Broadway or Dorchester Ave station in South Boston. Integrated into the ground floor of the planned South Boston Waterfront Transportation Center, direct connections between the Silver Line, commuter rail, and consolidated shuttles would make transit the primary mode of access to the Seaport. The line could also serve a future rail station at Widett Circle with appropriate rail or passenger connections. Concepts and designs would be developed in coordination with the community.



## Project Score

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

#19 in public voting

## Benefits and Issues Addressed

The *South Boston Waterfront Sustainable Transportation Plan*, as well as growth projections done for Go Boston 2030, recognize that more transit capacity will be needed in the burgeoning Seaport. With the Silver Line already at capacity, new rail connections can provide enhanced transit access for single seat rides from South Boston and Dorchester, neighborhoods along the Fairmount Indigo line, and/or the entire South Shore, as well as transfers from other commuter rail lines and Amtrak at a proposed Widett Rail Station. A Seaport rail line—especially with transfers at Widett—would also unburden growing rail congestion at South Station. In the long term, connections could be made to other future “urban rail” services that have been envisioned over the years for other existing commuter rail corridors, greatly enhancing transit access to the South Boston Waterfront

## Implementation

**Approximate Costs:** \$60 million for design and construction

**Potential Funding Sources:** MassDOT/MBTA and FTA

**Who's Responsible:** MassDOT/MBTA and BCEC

**Time Frame:** 15+ years

## Best Practices

In Denton County, TX, the Denton County Transportation Authority (DCTA) received an alternative vehicle technology waiver from the FRA in 2012 to operate Stadler rail cars that share tracks with freight trains. The A-train carries an average of 1,900 people daily and provides regional connections to downtown Dallas.

[www.metro-magazine.com/rail/news/288591/dcta-puts-stadler-gtws-in-revenue-service](http://www.metro-magazine.com/rail/news/288591/dcta-puts-stadler-gtws-in-revenue-service)

## Public Input

"More direct bus or train routes to the Seaport and south Boston."

—02135

"T rail access to Seaport."

"Access to the new Seaport District : The Silver Line really doesn't cut it to this new district."

—02129