

Local

Urban Rail Extension to Roslindale Square

Subway-like service to Roslindale

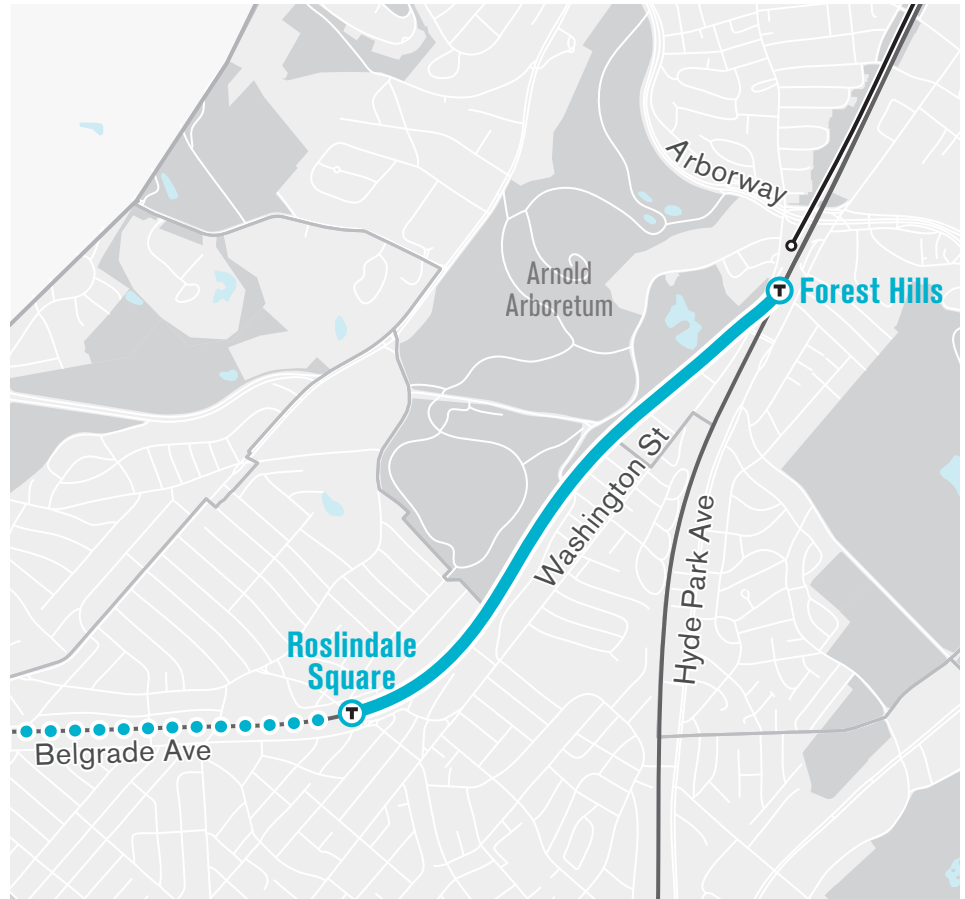
Project Score

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

#5 in public voting

Project Description

Much like the Red Line extension to Alewife in 1985, the Orange Line could be extended to Roslindale or further. Alternatively, subway-like service could be added to the Needham Line that already runs from Forest Hills T-station. By providing this new service, an entire neighborhood as well as one of Boston's most successful Main Streets district will be connected by train to Forest Hills and beyond, enabling a single-seat subway-like ride where bus-to-train transfers were once needed. A parallel multiuse path will connect Roslindale Square to one of Boston's premiere open spaces, the Arnold Arboretum. Extending the Orange Line would require land acquisition and consolidation followed by major capital investments in new rail lines and a new station at Roslindale Square. Improved and more frequent service is possible to West Roxbury and beyond along this corridor, whether by the Orange Line or subway-like service on the Needham Line.



Benefits and Issues Addressed

While a rapid bus on Washington Street to Roslindale will help this congested transit corridor, the Needham Line is a separate right-of-way that represents a significant increase in transit capacity. An Orange Line extension can not only provide more people with a one seat ride, it enables a rapid bus on Washington Street to also do more, especially if extended south to Hyde Park and eventually to Dedham. Subway-like service on the Needham Line will enable that service to also have greater speed and capacity. Including a multiuse trail parallel to the tracks provides people with a healthy, active transportation and recreation route, connecting to the Arboretum and on to the existing Southwest Corridor Path, the [Green Links Network](#), [Columbia Road Greenway](#), and [SW Corridor Extension to Back Bay and MGH](#).

Best Practices

The planned Green Line Extension to Union Square and ultimately College Avenue in Medford will follow existing MBTA Commuter Rail tracks for the Lowell and Fitchburg lines.

Los Angeles, CA, is also extending their Gold Line to Montclair/Claremont alongside the existing San Bernadino commuter rail line, increasing the number of tracks to three or more. thesource.metro.net/2016/04/13/potential-ballot-measure-the-gold-line-extension-to-claremont/

Implementation

Approximate Cost: \$500 million (for Orange Line Extension)

Potential Funding Sources: MBTA

Who's responsible: MassDOT and MBTA

Time Frame: 15+ years in coordination with local public process

Public Input

"The Orange Line should be expanded to go along the Needham Commuter Rail line. ...This would alleviate crowding on Washington St. in Rozzie Square because of all the buses that currently travel through there."

—02131

"Roslindale is the only part of Boston proper without proper T coverage. Commuter rail and buses aren't cutting it, especially as more people get priced out of the up and coming JP and move to Rozzy instead. An increasing number of folks will need to commute into Boston from Roslindale, and extending the T there would increase ridership and make a LOT of residents very happy."

—02130