

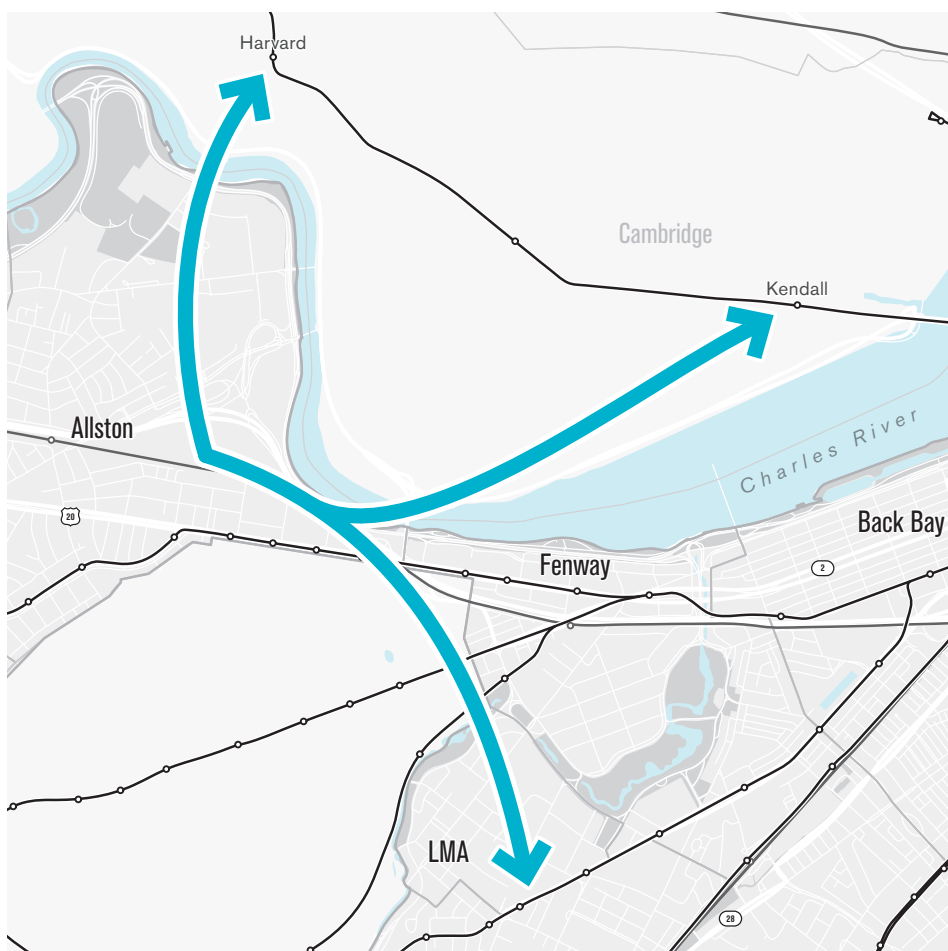
Regional

West Station Rapid Bus to LMA, Kendall, and Harvard Square

Create a new set of rapid bus connections

Project Description

Using existing rail and highway right-of-way, a new set of transit lines would connect via West Station from the Longwood Medical Area across the Charles River to both Kendall and Harvard Squares and their corresponding universities and Red Line stations. Further connections could potentially continue on to the Orange Line, North Point, or Alewife in the future. While the exact alignment and type of transit vehicles will be decided in conjunction with MassDOT and the community, the service would provide high-frequency limited-stop service between the Green Line near Kenmore Square, the urban rail along I-90, the MBTA's Route 1 bus on Massachusetts Avenue, and the Red Line. These lines would connect many transit commuters with top regional employment centers without requiring travel into the core of Boston.



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 community feedback and the Needs Assessment.

Benefits and Issues Addressed

Sustained employment growth will continue in the LMA and Kendall Square, as well as around West Station, but these centers are each only served by one rail line, forcing most workers to transfer in downtown, lengthening their commute and disincentivizing their use of transit. With a new high-quality transit connection that interfaces directly with rail lines and brings workers to these centers, transit ridership can grow while commute times drop, helping to boost each of these jobs centers and to attract future development.

Implementation

Approximate Cost: \$133 million for design and construction

Potential Funding Sources: City of Boston and City of Cambridge for design, Boston MPO TIP for roadway construction, MassDOT/MBTA for vehicle costs

Who's Responsible: BTS and Public Works with City of Cambridge and MassDOT/MBTA

Time Frame: Within 5 to 15 years in conjunction with local community process

Best Practices

In Hartford, CT, CTfastrak runs in a dedicated 9.4 mile lane along a former rail right-of-way and an operating Amtrak line. Weekday ridership along this alignment has almost doubled compared to similar service.



ctfastrak.com/files/CTfastrak_Year_One_Report.pdf

Public Input

"I would like to see Bus Rapid Transit service connecting... through Longwood to Boston University and cross into Cambridgeport to serve MIT, Kendall Square, Lechmere, [and] Brick Bottom. The BRT service would operate in dedicated lanes or separated busways where possible. It could be implemented in segments as resources become available."

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