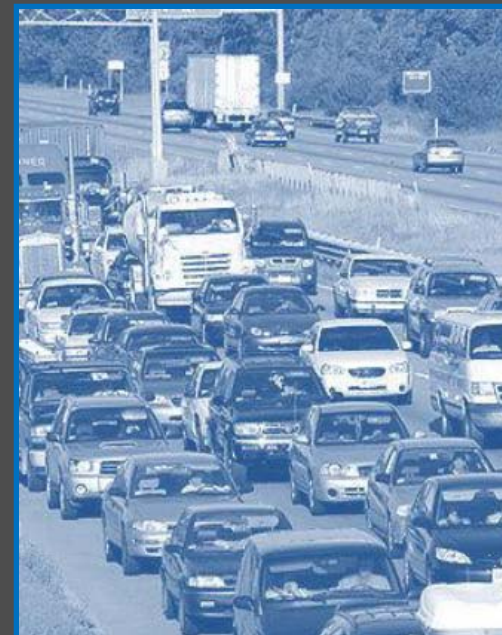


Route 128 Corridor Plan



Eric Bourassa, Transportation Manager
Metropolitan Area Planning Council (MAPC)

128 Corporate Alliance – Member Transportation Update
Westin Waltham
November 5, 2010

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What is the Metropolitan Area Planning Council?

- **MAPC:** Regional Land Use Planning Agency for 101 cities and towns in Metro Boston www.mapc.org
- **MetroFuture:** Long-range regional plan for growth and development, adopted in 2008, which focuses on Smart Growth and sustainable development that encourages alternative modes www.metrofuture.org
- **Metropolitan Planning Organization (MPO):** Regional body consisting of state and municipal officials, charged with programming federal transportation funds; MAPC is a voting member of the MPO.

128 Central Corridor



128 Central Corridor

12.6 mile segment of Rte. 128
between I-90 and Rte 3 North.

Communities of Weston, Waltham,
Lincoln, Lexington, and Burlington.

128,806 Jobs

132,443 Residents

68,423 Working Residents

49,117 Households



0 0.5 1
Miles



Source: Dunn & Bradstreet, MassGIS, MAPC analysis
\\DataCenter\\Projects\\Current Projects\\128 Corridor

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A WORKING GROUP EFFORT

VISION

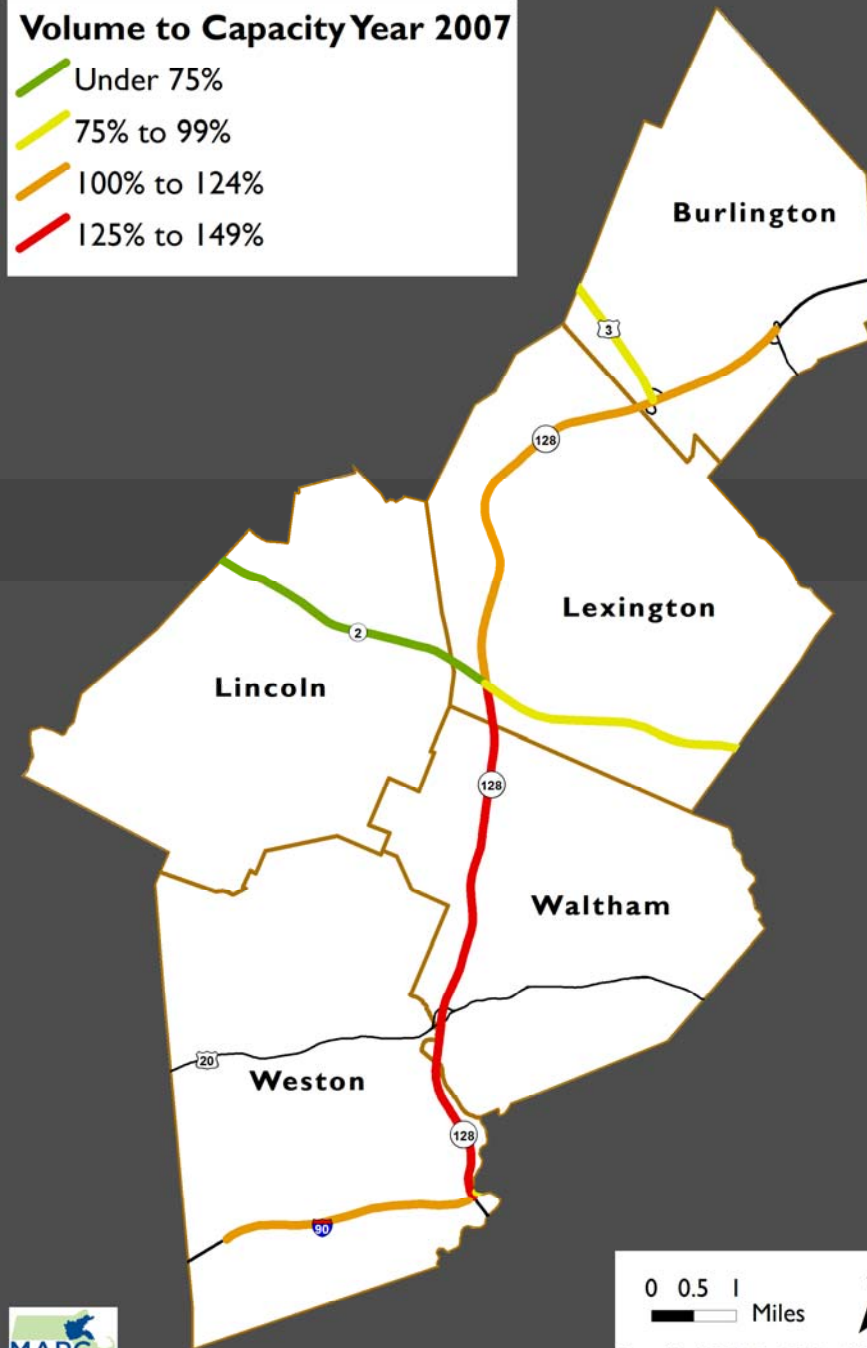
Encourage continued and sustainable economic development in the 128 Central Corridor while preserving the quality of life by enhancing mobility options.

- 5 Municipalities and MAPC meeting monthly, discussing regional issues
- Seeking solutions to problems of common interest
- Communities and MAPC have engaged with business groups, developers, state & federal officials, and TMA

Traffic Over Capacity

Volume to Capacity Year 2007

- Under 75%
- 75% to 99%
- 100% to 124%
- 125% to 149%



0 0.5 1 Miles

Sources: MassGIS, CTPS, Dunn & Bradstreet (2008), MBTA
DataCenter\Projects\Current Projects\128 Corridor

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Existing Route 128 Traffic is Over Capacity

Road Segment	Volume to Capacity 2007	Average Weekly Daily Trips 2007
North of Route 3 and Middlesex Turnpike	122%	195,000
North of Routes 4 and 225	123%	196,500
North of Route 2A	120%	191,500
North of Route 2	122%	195,000
North of Trapelo Road	128%	204,000
North of Totten Pond Road	129%	207,000
North of U.S. Route 20	127%	203,500
North of Massachusetts Turnpike (I-90)	130%	208,000
Route 128 Average	125%	200,063

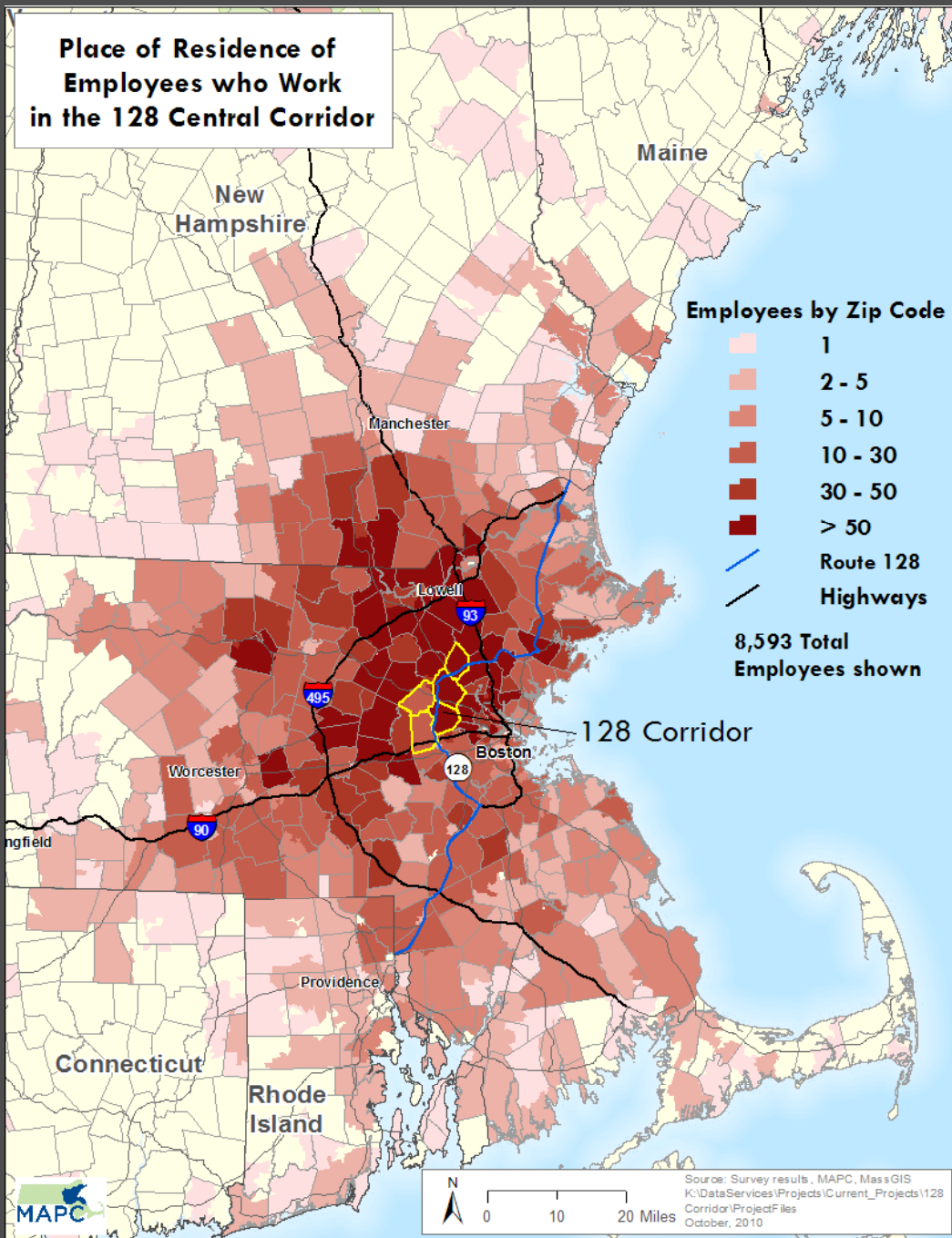
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SURVEY RESULTS



- 94 percent of commuters drive alone because of convenience and not having other choices.
- Commutes are long, both in distance (14% travel 40 miles or more) and in time (39% travel 45 minutes or more).
- The main commuting concerns are travel times (21%) and congestion (21%).
- 31% of commuters would use public transit if it were available.

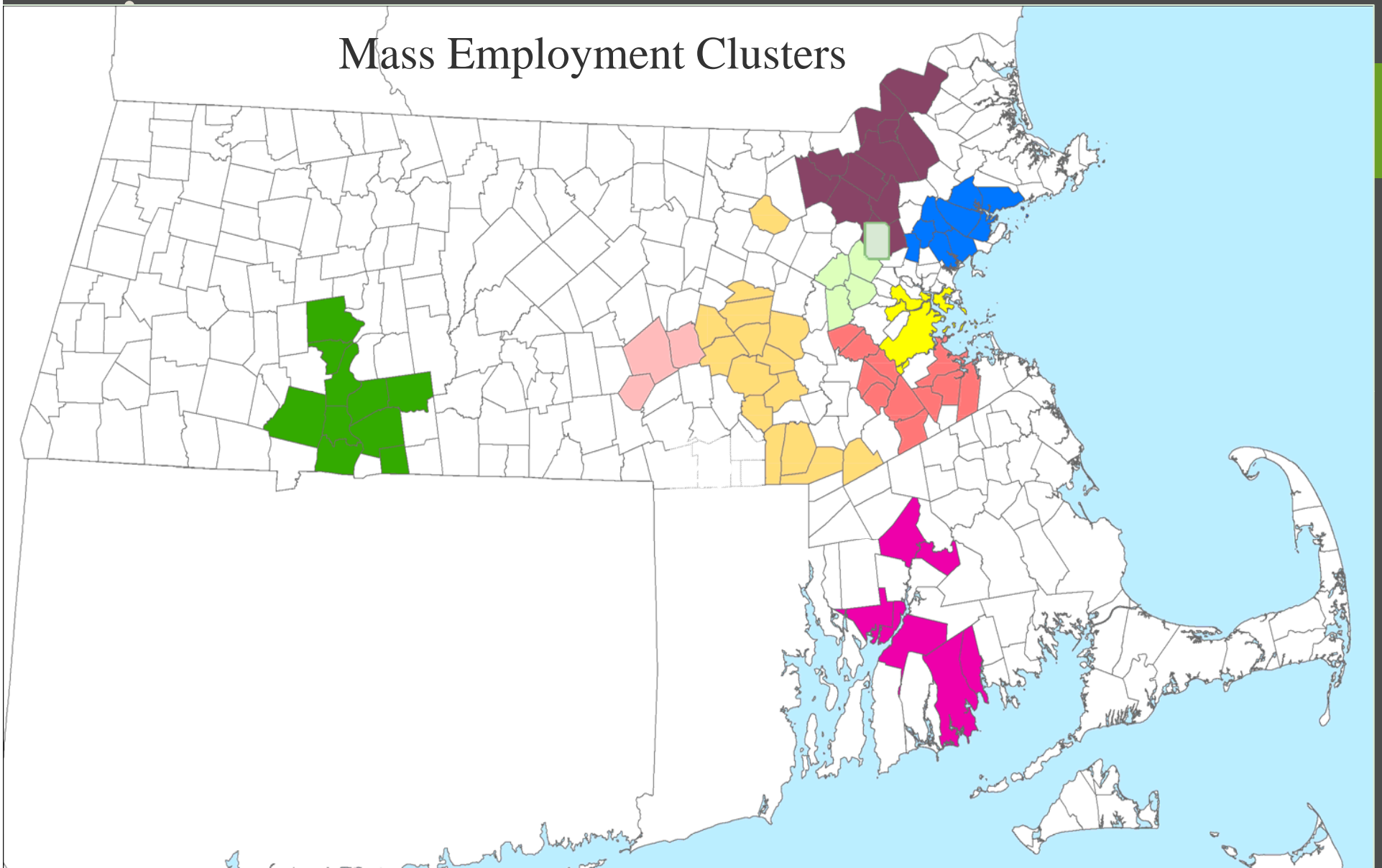
COMMUTING PATTERNS



Nearly 80 percent of workers employed in the corridor live outside of the corridor.

Workers commute the longest distances to access this corridor compared to other regions of high employment in Massachusetts.

Mass Employment Clusters

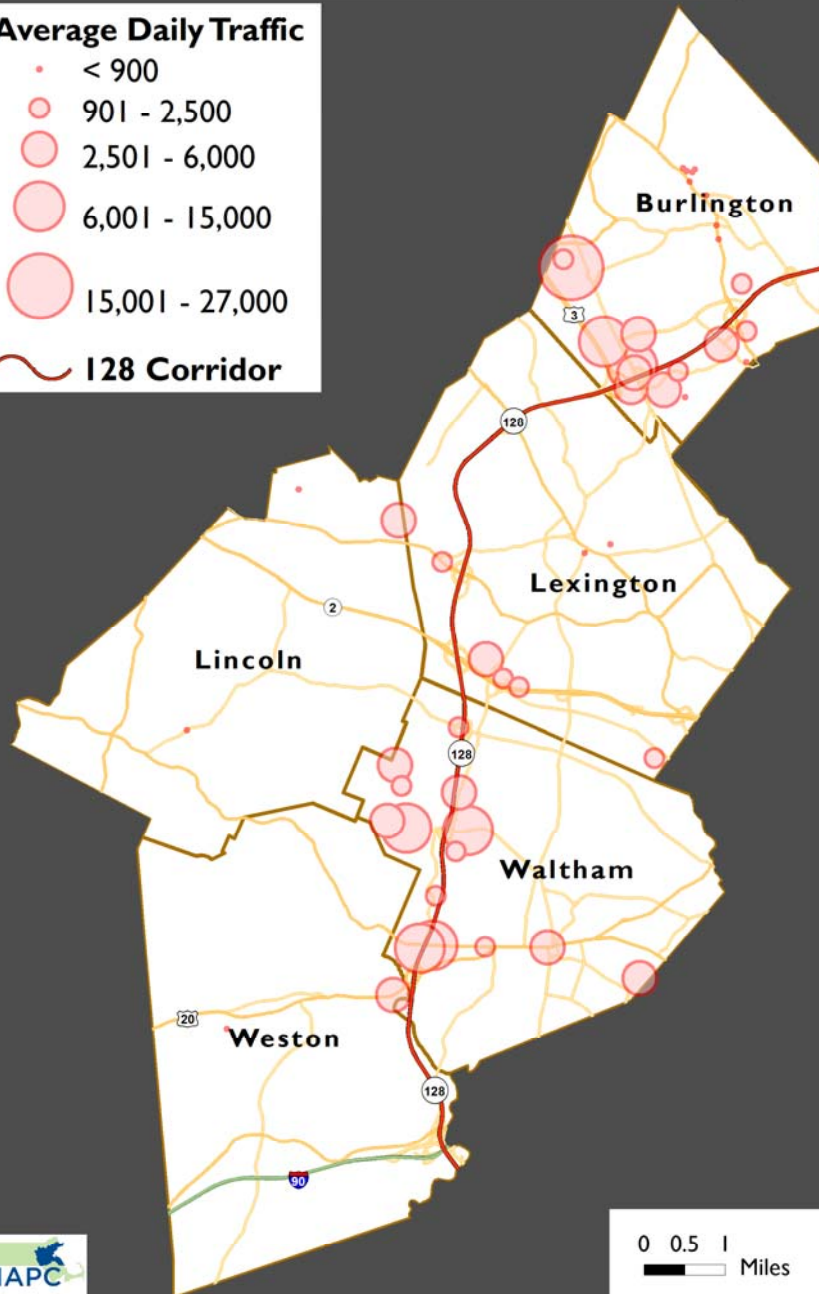
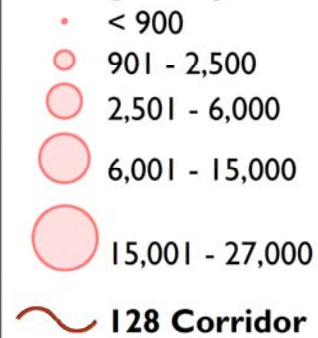


Mass Employment Clusters

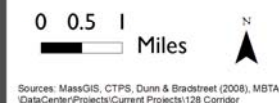
Employment Cluster	Number of Municipalities	MA Workers Employed in this Cluster	Percent of MA Workers Commuting from Outside the Cluster
128 Central	5	128,000	80%
Boston/Cambridge	2	612,000	61%
128 South	11	211,000	61%
495 Corridor	15	180,000	58%
Worcester	3	116,000	48%
93 North/ Merrimack	12	255,000	45%
128 North	10	147,000	44%
South Coast	6	116,000	28%
Pioneer Valley	10	197,000	23%

Developments and Projected Average Daily Traffic

Average Daily Traffic



Prepared in September 2010



FUTURE DEVELOPMENT AND TRAVEL DEMAND

There are almost 50 recently completed or proposed development projects along the corridor.

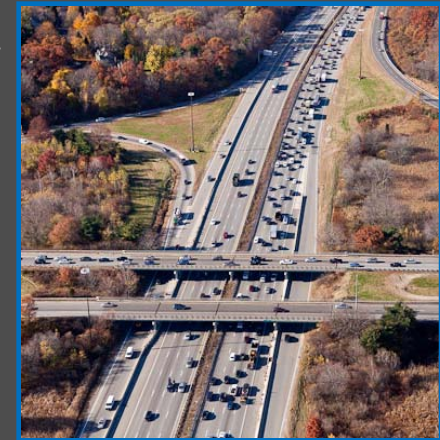
These developments have the potential to generate an additional 155,000 daily trips, increasing daily auto trips along Route 128 by 77%.

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KEY RECOMMENDATIONS

Prioritize three areas to improve mobility:

- Coordinate and enhance mitigation measures that will reduce traffic congestion;
- Pursue the feasibility of a new 128 Multi Modal Transit Center;
- Coordinate and improve existing transit service in the corridor.



Intersection of Routes 128 and 3 in Burlington.
Source: Photo Courtesy of Jon Sachs

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COORDINATE AND ENHANCE MITIGATION MEASURES THAT WILL REDUCE TRAFFIC CONGESTION

Programs

- Institute common parking policies in commercial zones.
- Require mandatory participation of businesses in Transportation Management Associations (TMA).
- Adopt consistent mitigation measures to fund local infrastructure improvements along corridor.
- Coordinate reverse commuting options.

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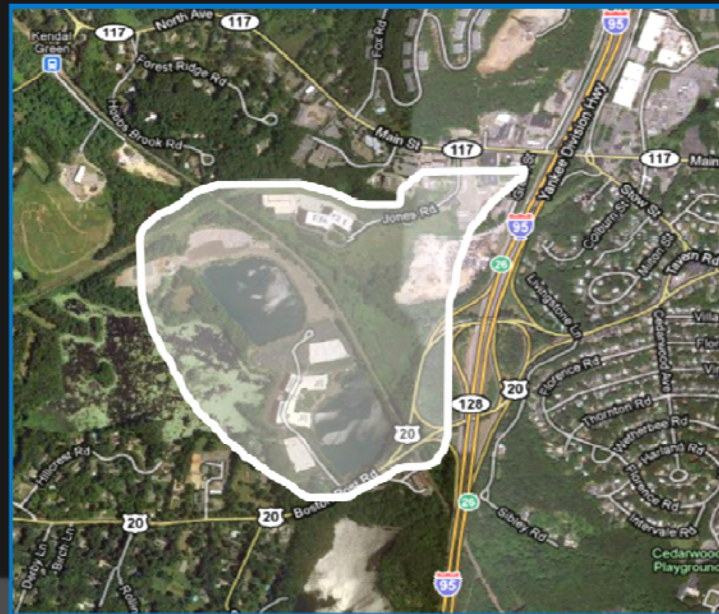
COORDINATE AND ENHANCE MITIGATION MEASURES THAT WILL REDUCE TRAFFIC CONGESTION

Infrastructure and Operations

- Ensure access roads and service connectors are designed to provide integrated transit movement.
- Eliminate pedestrian and bicycle barriers.
- Establish land use policies to encourage a mix of uses.
- Develop site design requirements to bring buildings close to roads.

PURSUE FEASIBILITY OF MULTI MODAL TRANSIT CENTER

Area of Proposed
Multi Modal Facility

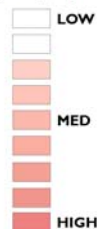


Route 128 Central Corridor, Transportation and Employment

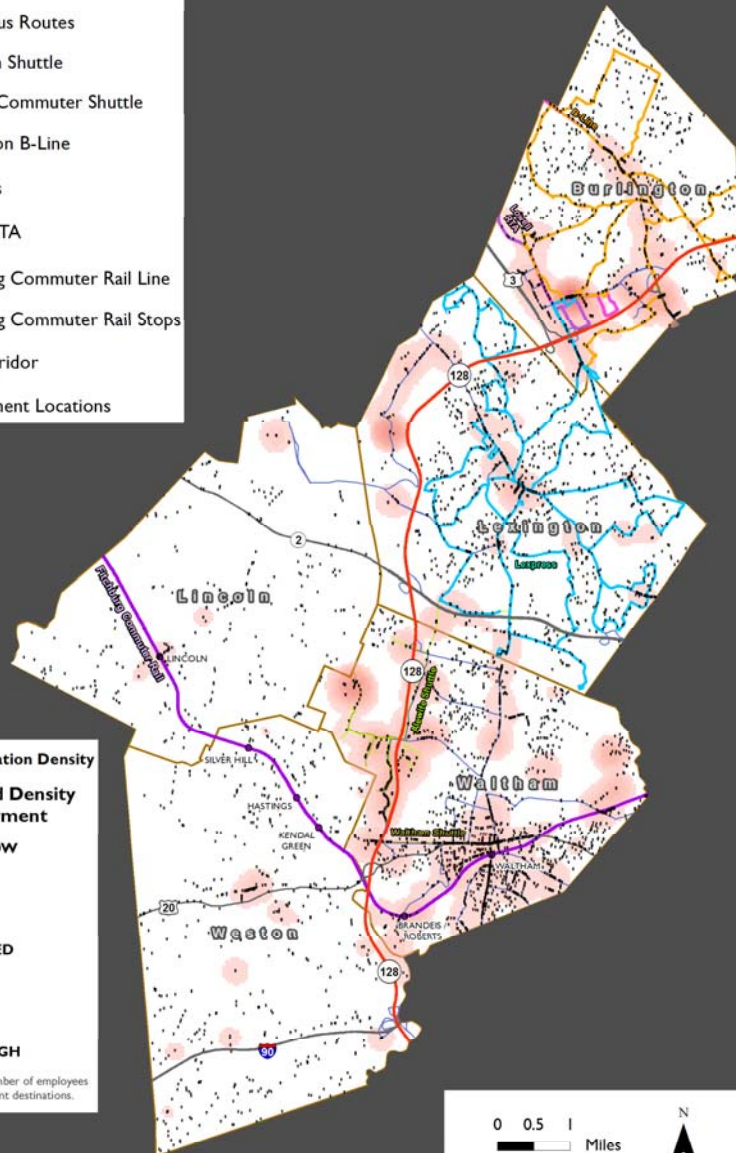
Transportation Assets

-  MBTA Bus Routes
-  Waltham Shuttle
-  Alewife Commuter Shuttle
-  Burlington B-Line
-  Lexpress
-  Lowell RTA
-  Fitchburg Commuter Rail Line
-  Fitchburg Commuter Rail Stops
-  I28 Corridor
-  Employment Locations

Employment Location Density Jobs, Weighted Density by Employment



* Density is defined as number of employees and number of employment destinations.



0 0.5 1 Miles



Sources: MassGIS, CTPS, Dunn & Bradstreet (2008), MBTA
DataCenter/Projects/Current Projects/I28 Corridor



EXISTING TRANSIT NETWORK NEEDS COORDINATION

36 Public and Private Routes Operating along Corridor

13 MBTA Bus Routes

3 shuttles - 128 Business Council

1 shuttle - Lowell RTA

4 routes run by employers

1 shuttle run by a residential
development

3 routes run by communities

1 private bus

9 hotel shuttles

1 commuter rail line

Questions?

