Key Requirements for a Multimodal Transit Center Feasibility Study

Background

The Route 128 Central Corridor Coalition (128 C3) has identified a feasibility analysis of a multi-modal transit center on the MBTA Fitchburg Commuter Rail Line close to Route 128 as a key recommendation to reduce traffic congestion, increase sustainable transportation modes, and continue economic development along the corridor.

The goal of the new Transit Center would be to draw cars off of Route 128 and provide feeder bus and shuttle service to employment centers along the corridor. Developing a feasibility study is an initial step to determine both the size and location of a station and how successful it would be at reducing congestion.

It is envisioned that the Transit Center will become a new stop on the Fitchburg Commuter Rail line, while consolidating one or both of the two existing stops in Weston. A potential location for the Transit Center is at the former Massachusetts Broken Stone site along the Weston/Waltham border; other sites nearby may also be possible. Direct connections to Route 128 north and southbound, via a redesigned Route 20 interchange, and other connections to the corridor communities via Route 117 should be included in the Transit Center's design. A viable Transit Center would need good access to both Route 20 and Route 117, and to adjacent properties on both sides of the railroad tracks.

The Transit Center would connect with the maximum number of transit and transportation options possible, including auto pick-up and drop-off, bus, shuttles, taxis, commuter rail, as well as pedestrian and bicycle access. Various transportation modes would converge at the Transit Center and passengers would be able to transfer from one mode to another easily and safely. If effectively designed, the Transit Center could be a strong transit-oriented development (TOD) site, creating additional jobs and tax revenue.

Study Summary

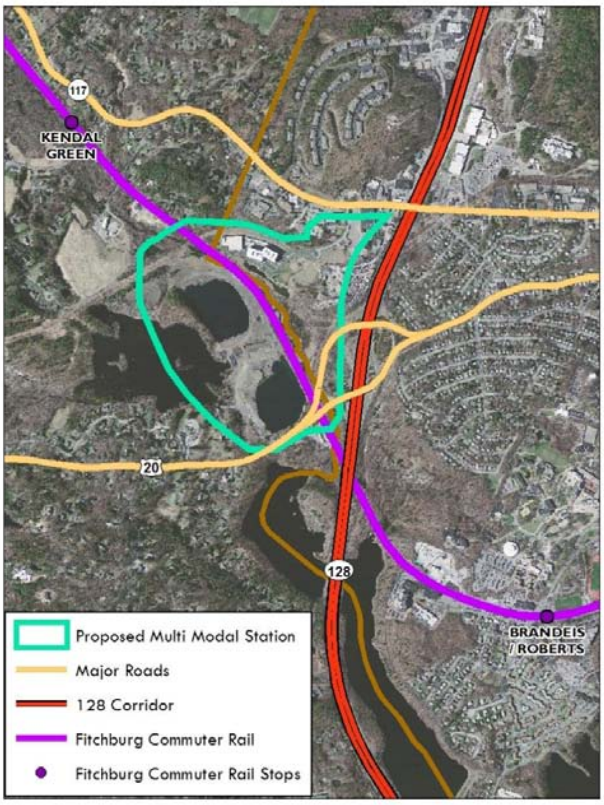
The feasibility analysis would also need to determine the minimum level of parking spaces needed to make the Transit Center successful. The analysis would need to account for local concerns of creating a "car magnet" and adding congestion close to a proposed location. The schedules of existing bus and shuttle services to area businesses would also need to be adjusted to arrive at the Transit Center to drop off and pick up passengers while meeting trains and possibly a new express bus service.

The feasibility study is not intended to outline the specific design requirements of the Transit Center. Rather, the feasibility study will delineate parameters and background; review technical considerations and criteria; describe the conceptual development plans; examine impacts; determine economic viability; identify key findings and make recommendations regarding the construction of a Transit Center.

At an estimated cost of $250,000, the feasibility study would take about one year to complete. Funding the feasibility study with a combination of private, state, federal and local funds should be evaluated. The feasibility study will also involve stakeholder consultations via an Advisory Committee and public meetings.

Area of Proposed Fitchburg Line/128 Transit Center

Close Aerial View



Far Aerial View