



Natick Center MBTA Commuter Rail Station

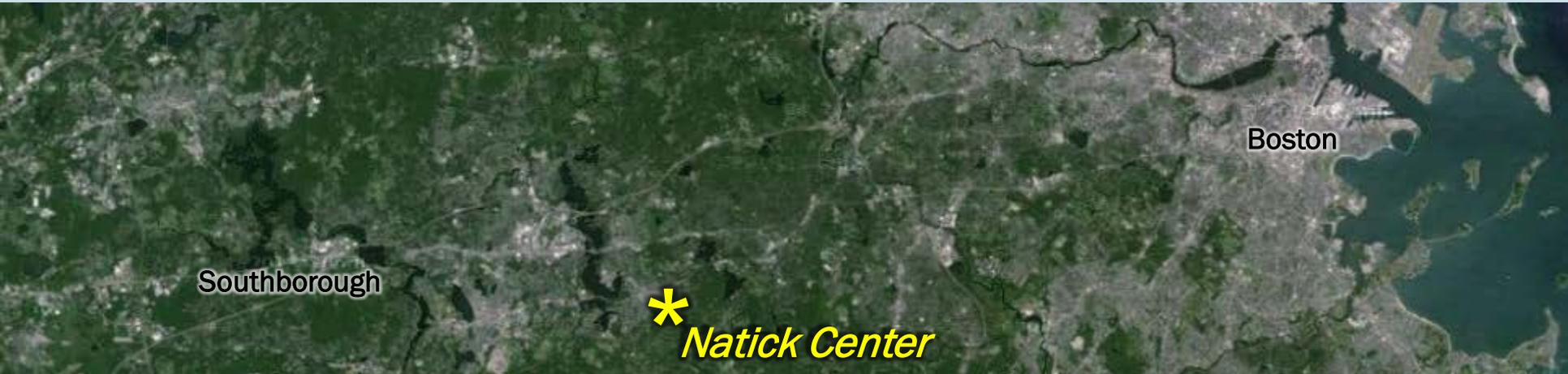
FEASIBILITY STUDY AND CONCEPTUAL DESIGN FOR UPGRADES

*Public Meeting
June 19, 2014*

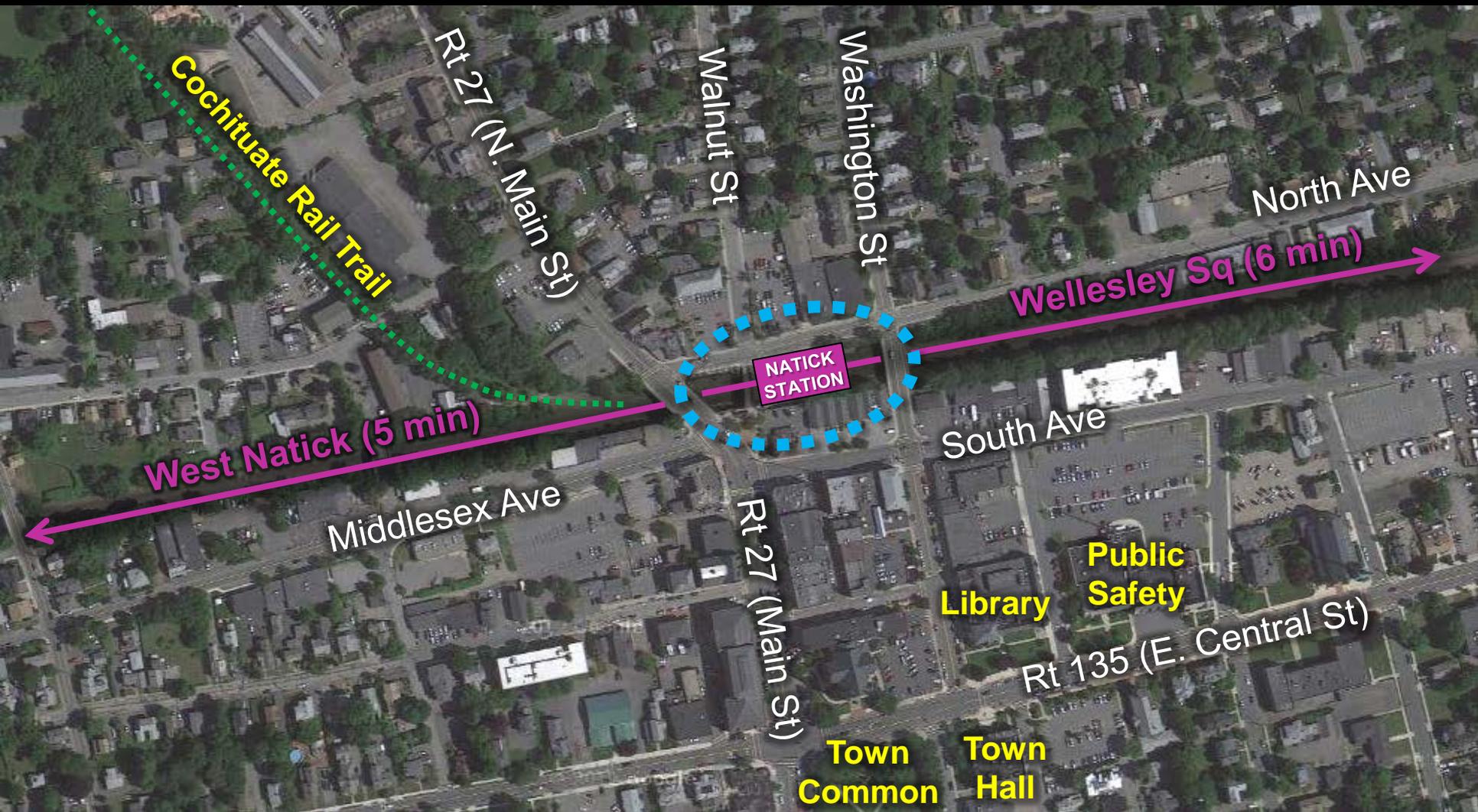


Project Purpose & Need

- Upgrade the MBTA commuter rail station in accordance with the Americans with Disabilities Act (ADA).
- Provide enhanced access for all modes of travel
- Develop a multimodal transit hub
- Support community development in Natick Center



Study Area



Project Background

Station accessibility has been a longstanding goal of the community, and was cited in the 2008 Natick *360 Strategic Plan* adopted by the Town.

In 2011, the state completed the acquisition of the CSX Main Branch from Boston to Worcester to provide increased passenger service and track/station improvements.

Natick Town Meeting appropriated \$80,000 in Fall 2012 for a feasibility study and conceptual development of a new Natick MBTA Station.

The MBTA Station Advisory Committee was established by the Natick Board of Selectmen in January 2013.

The Committee developed a Request for Proposals for consulting and engineering services, subsequently issued by the Board of Selectmen; three firms responded and McMahon Associates was selected in August 2013.



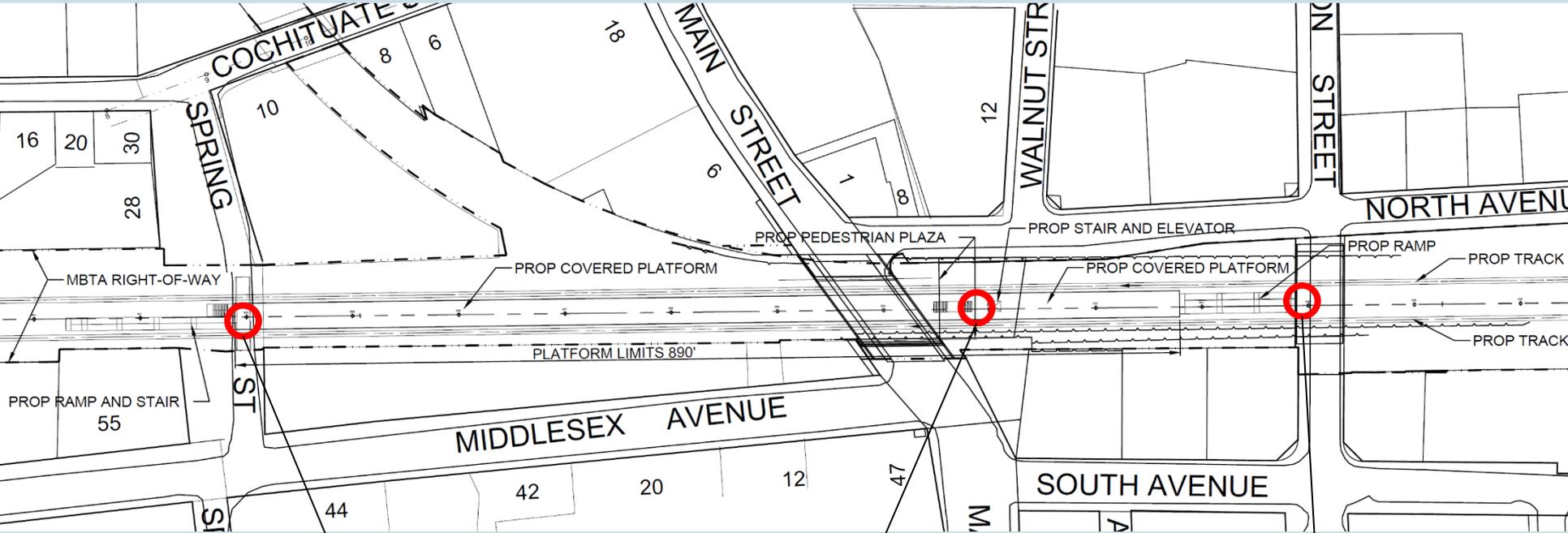
MBTA Station Advisory Committee

- 4 members at large
- Representatives from the MBTA, Central Transportation Planning Staff (CTPS) and MWRTA
- BOS, Community Development Director and Natick Center Associates representatives

Michael Avitzur (Clerk)	Member
Charles M. Hughes	MetroWest Regional Transit Authority (MWRTA)
Joshua Ostroff (Chair)	Board of Selectmen Representative
Patrick Reffett (Vice Chair)	Community Development Director
Seth Asante	Central Transportation Planning Staff
Dan Brainerd	Member
Greg Dysart	Member
Ron Morgan	MBTA Capital Planning
Betty Scott	Natick Center Associates
Chris Supple	Member



Re-Designed Station Concept



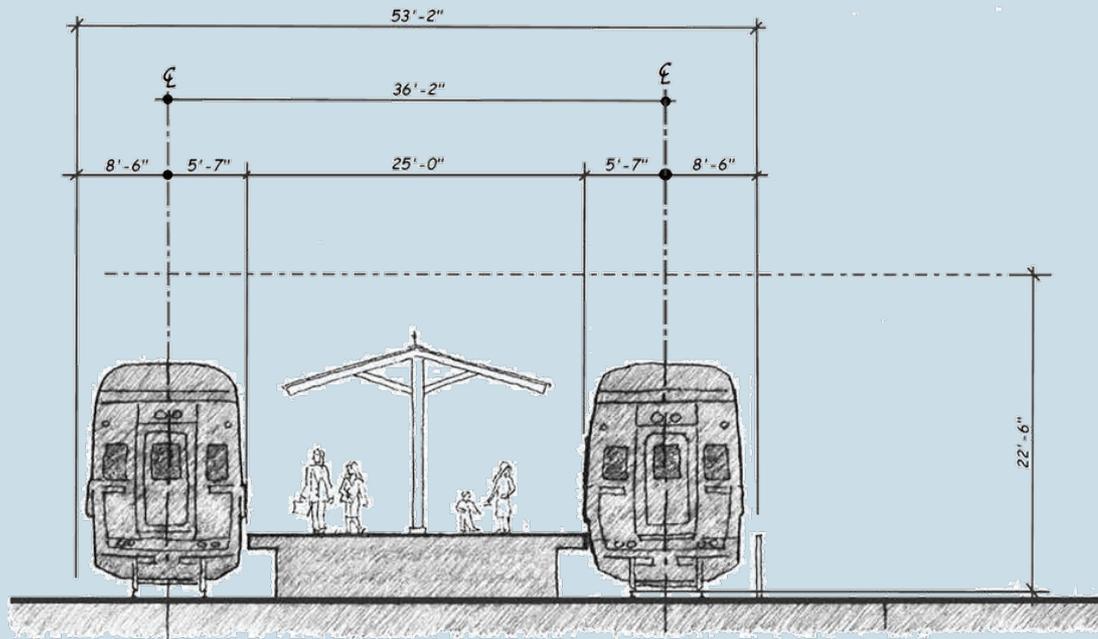
**One ramp
One stair**

**One elevator
One stair**

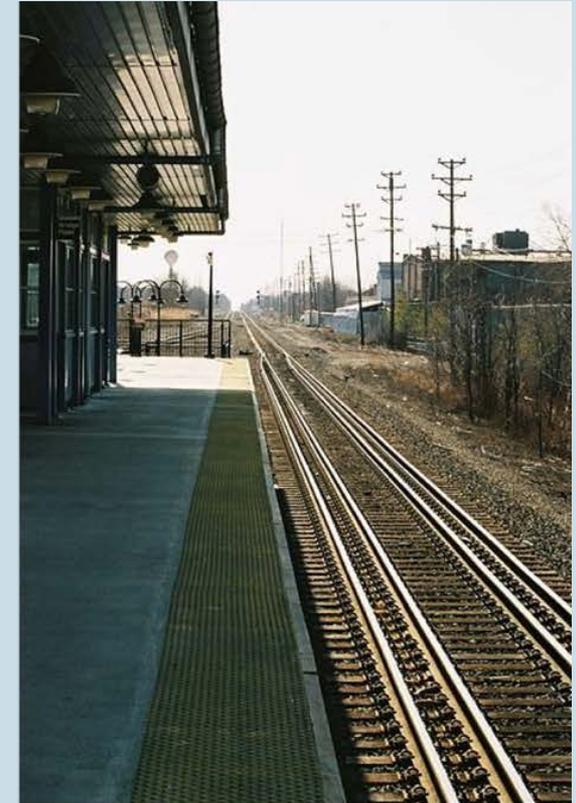
One ramp



Center Platform



Center Platform Concept



Example of Gauntlet Track to Accommodate Freight



Examples of Vertical Access



Extend Moran Park



Moran Park



Town of Natick



Natick Center Commuter Rail Station

Examples of Parks Built Over Rail or Highway

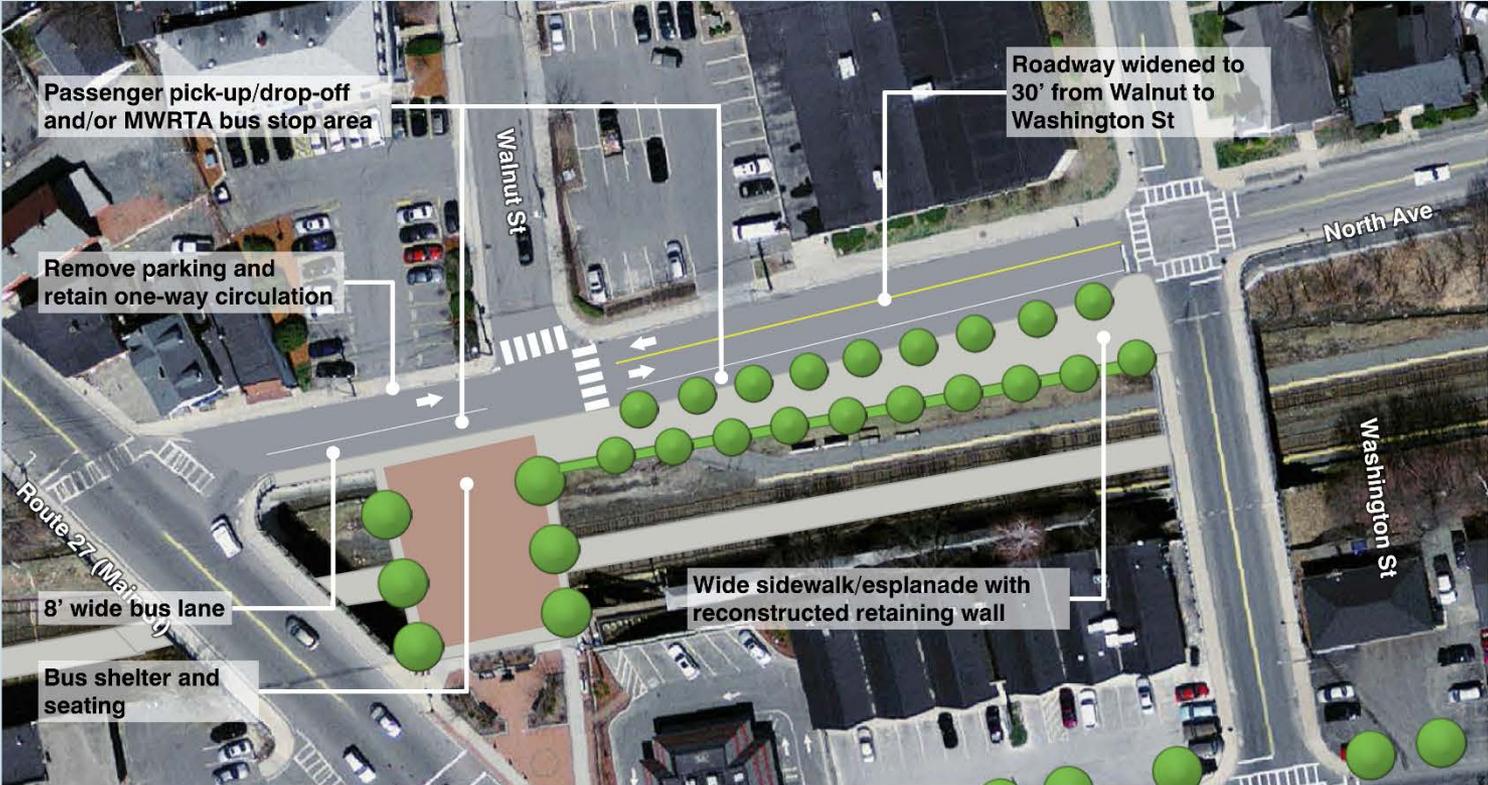


Manning Community Park, Boulevard Street over Interstate 93
Milton, MA



Berkshire Regional Transit Authority Intermodal Transportation Center
Pittsfield, MA

North Avenue



Sample Station Entrance



*MBTA Orange Line Headhouse, Forest Hills Station
Casey Arborway - Jamaica Plain, MA*

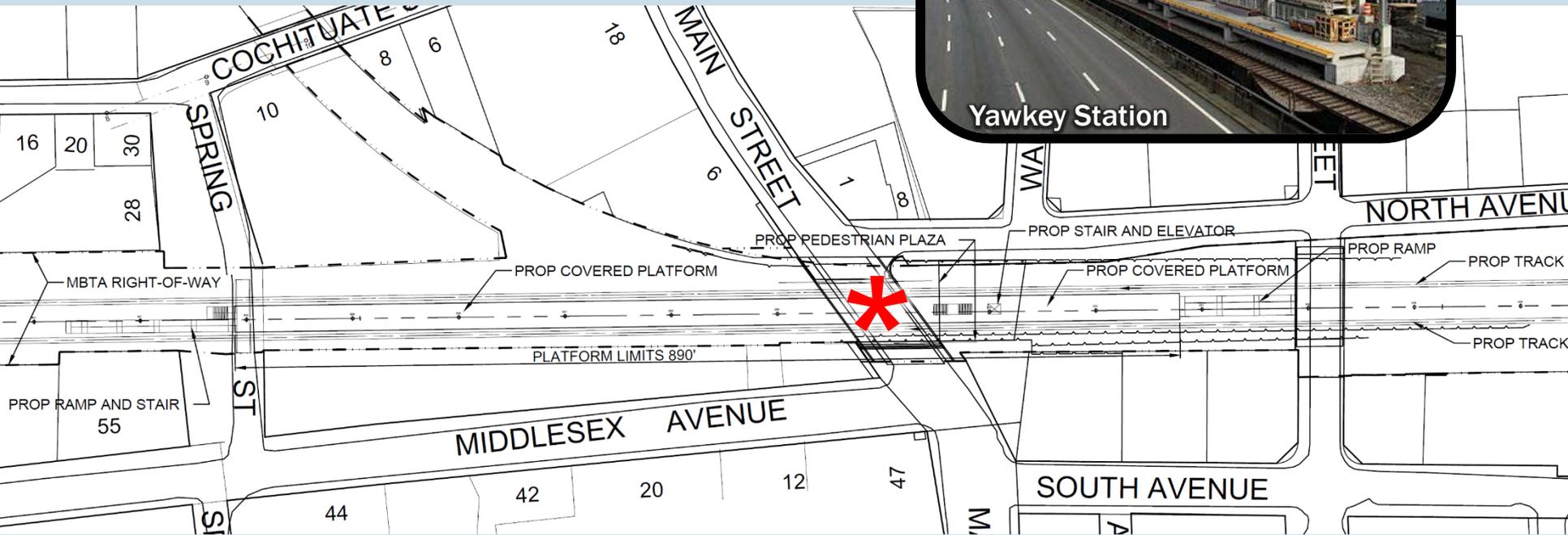
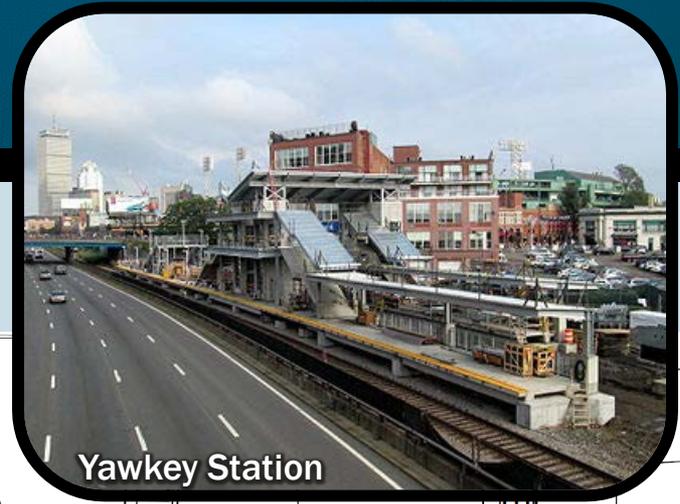
Station Concept



*** Explore options for access to station from bridges**



Station Concept



*** Explore potential public-private development**



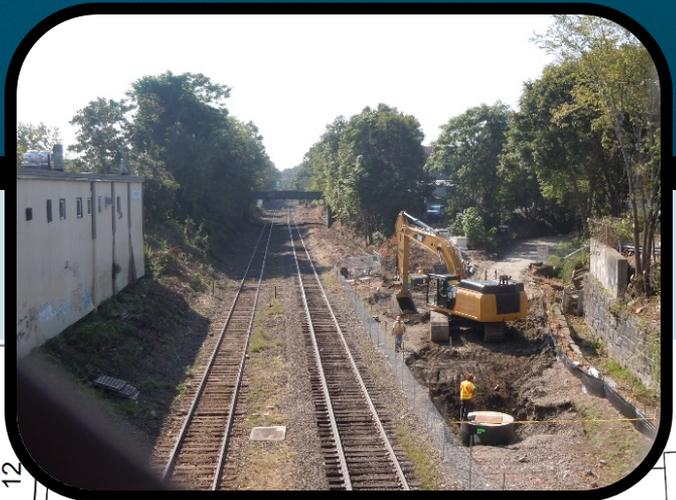
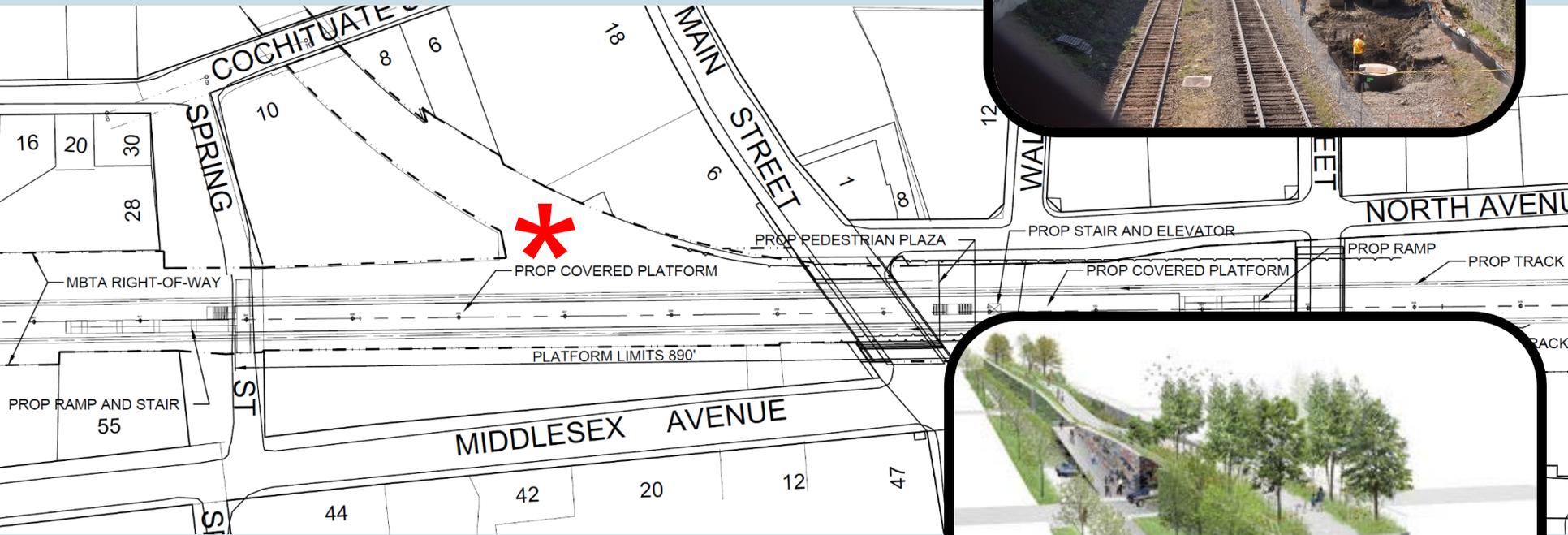
Station Concept



*** Railroad tracks shift slightly north**



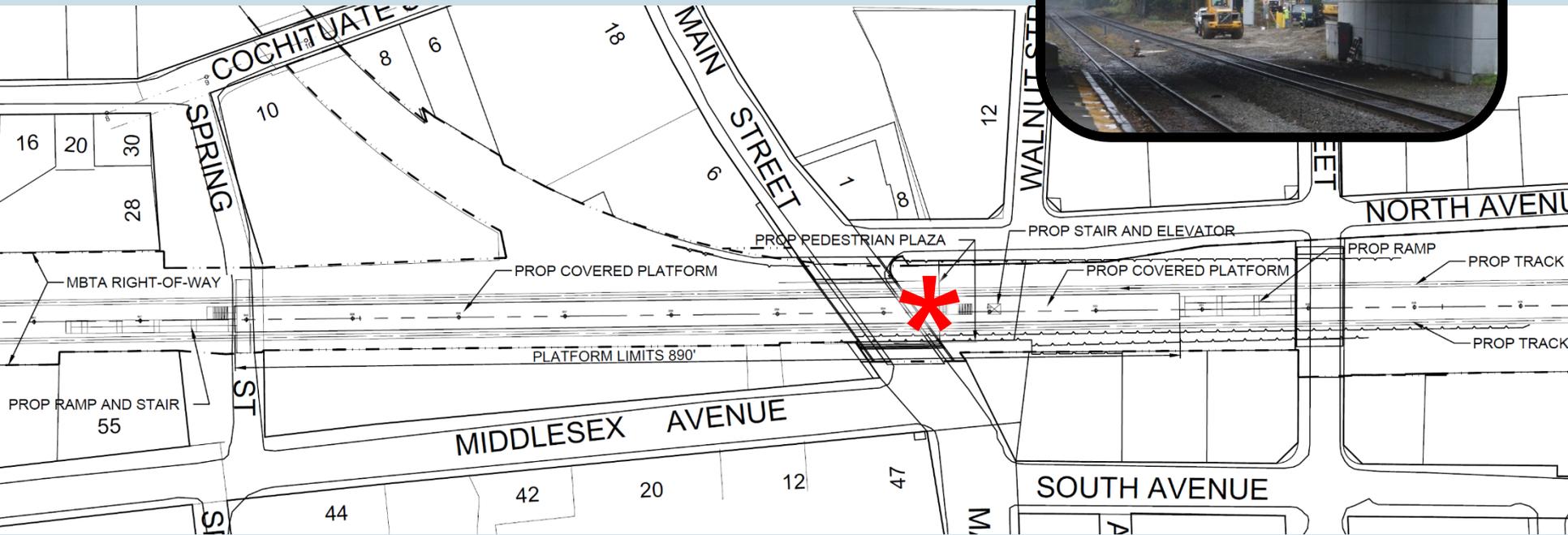
Station Concept



*** Explore connections to Cochituate Rail Trail**



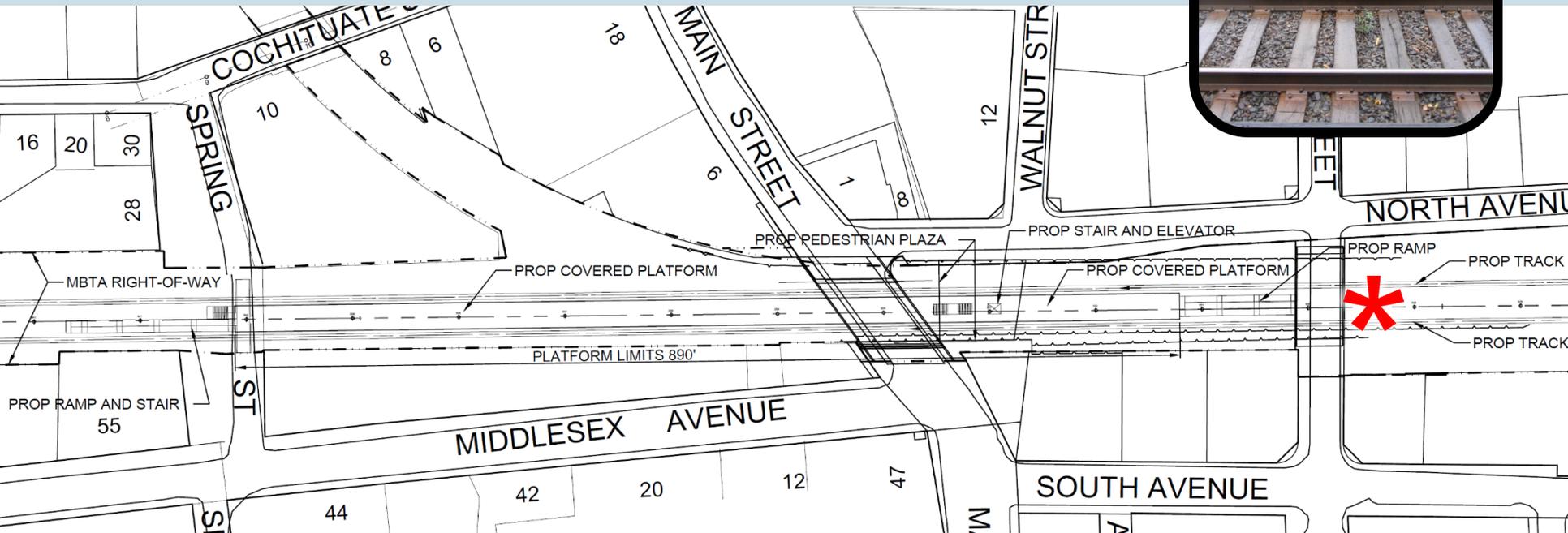
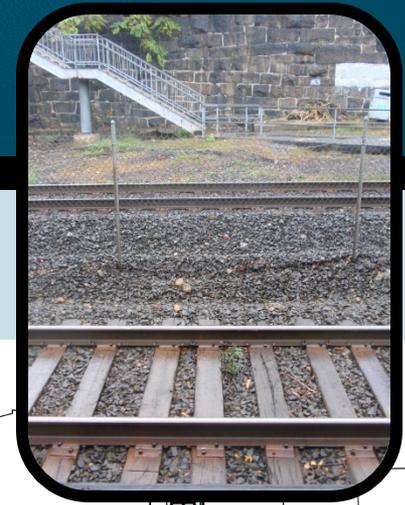
Station Concept



*** Bridge abutments may impact platform configurations**



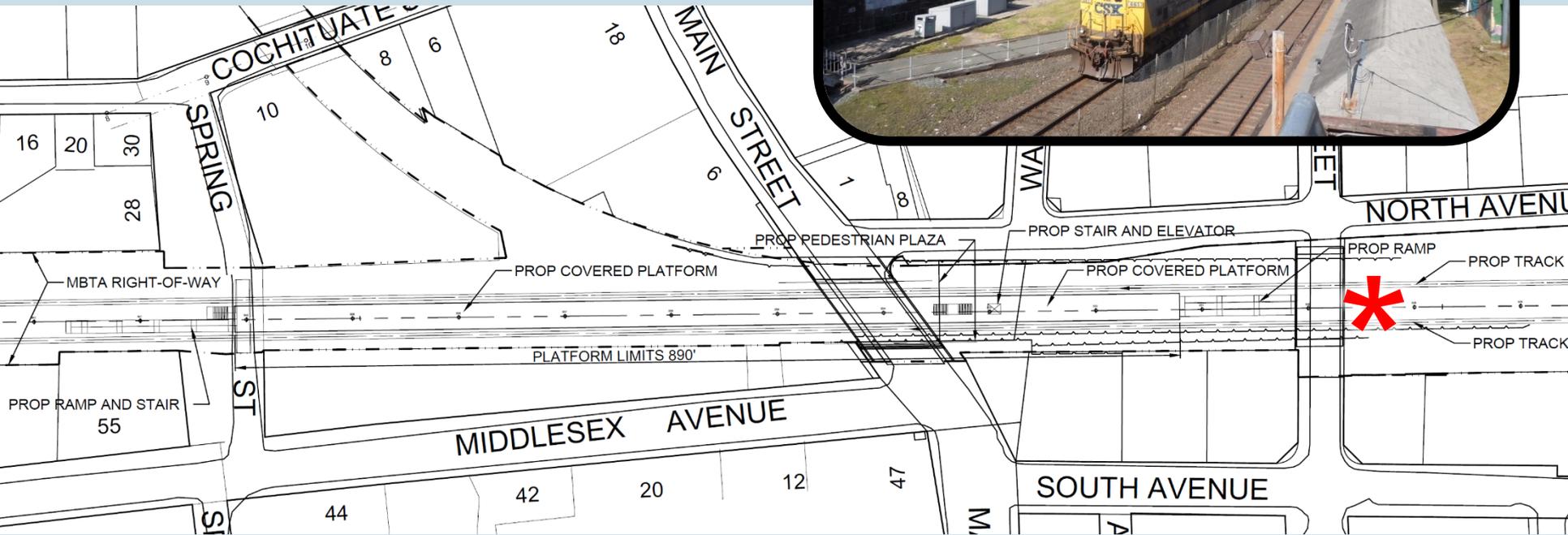
Station Concept



*** Track grade considerations for potential center platform**



Station Concept



*** Coordinate need for freight rail access with station design**



Transit Considerations



MBTA Commuter Rail

- Service Worcester to Boston
- 22 inbound weekday trains
- 21 outbound weekday trains

Natick Center Commuter Rail Station



MWRTA buses

- Operates 25-foot cutaway buses, with one front door.
- Two fixed routes (10 and 11)
- One employee shuttle (Route 12)

Transit Ridership

MBTA Commuter Rail

AM Peak: 432 on / 68 off

PM Peak: 53 on / 349 off

Approx. 800 total typical weekday inbound boardings (2012)

MWRTA Commuter Rail Shuttle

50 to 80 boardings/day (total)

MWRTA Fixed Routes 10 & 11

7 to 10 boardings/day at Natick Center stops

Cochituate Rail Trail

NATICK STATION

Public Safety

Library

Town Common

Town Hall



Public Outreach & Stakeholder Coordination

Advisory Committee Meetings

- 12 meetings; 3 held with consultant team
- Posted and open to the public
- Attended by Natick Commission on Disability

Stakeholder meetings

- MBTA RR operations
- MWRTA
- MBTA Systemwide Accessibility

Public Meetings

- Open house November 2013
- Public meeting June 2014

Public Survey

- 233 participants
- Supplemented input received at the public meeting, including from under-represented groups



**Natick Center MBTA Commuter Rail Station
Feasibility Study for Station Improvements**

PUBLIC WORKSHOP

Date: Tuesday, November 12, 2013
Time: 7:00 - 8:30 pm
Location: Dlott Meeting Room, Town Hall
13 East Central Street, 2nd Floor

This workshop is an open house format. Please stop by as your schedule permits! Input may also be provided through an online survey beginning November 12 at www.NatickMA.gov/MBTA

This meeting is accessible to people with disabilities and those with limited English proficiency. Accessibility and language services will be provided free of charge, upon request, as available.



Please come to the MBTA Station Open House to help us learn how you use the station today, and what would make it better for you in the future. We need to hear from you, whether you use the station now or not. We will have a series of interactive stations where you can tell us how you usually get to the station, what issues and challenges you encounter, and what would make a future station successful. You can also tell us if we missed anything that's important to you. Volunteers will be on hand to get your ideas and opinions.



This open house will help us create a station that works for everybody. In 2014, we will come back with some alternative ideas based on what we learn on November 12, so please make your voice heard. And if you can't be there in person, visit www.NatickMA.gov/MBTA to participate online.

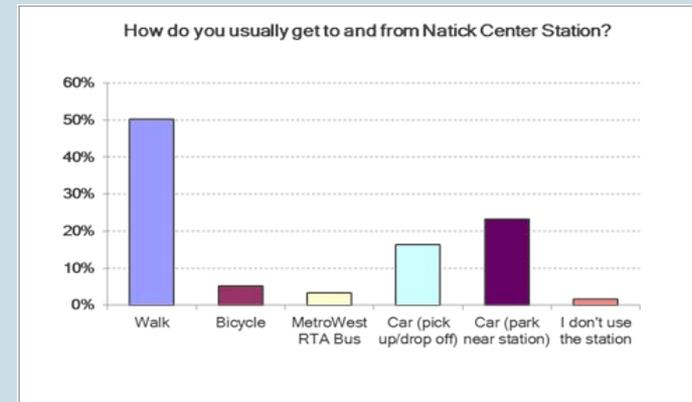
For additional information, please contact:
Patrick Reffett, Community Development Director | 508-647-6445 | PReffett@natick.ma.gov



Public Outreach

Public open house November 12, 2013

- Public input on station problems and concerns, and identification of the features and attributes that would encourage increased ridership.
- Online survey of station users and neighbors. 233 individuals participated to provide similar input to the open house.
- Concerns about access, safety, shelter, convenience and connections to parking, buses, bikes and walking routes were strongly expressed.



Project Goals

Transit – Integrate MBTA commuter rail and MWRTA bus services by providing ADA-compliant, efficiently operated transit stations and connections for inbound commutes to Boston, and reverse commutes to Natick to access employment opportunities.



Access and Circulation – Integrate ADA accessibility, along with safe and convenient accommodation for local bus transit passengers, pedestrians, bicycles, and motor vehicle parking, pick-up/drop-off, and circulation to support the first/last mile of commutes associated with Natick Center Station.



Project Goals

Community Development – Pursue visual and infrastructure improvements that enhance the quality of Natick Center, integrate the CRT with station design, and explore joint development opportunities that may unlock potential funding sources.



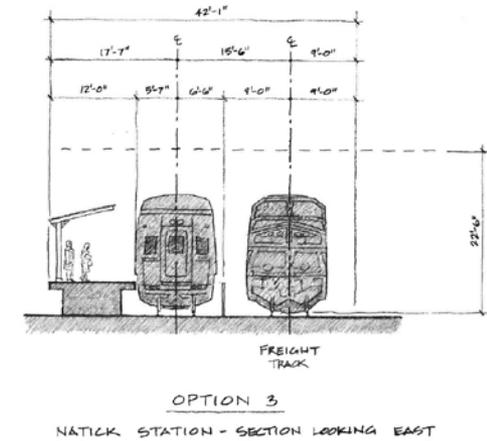
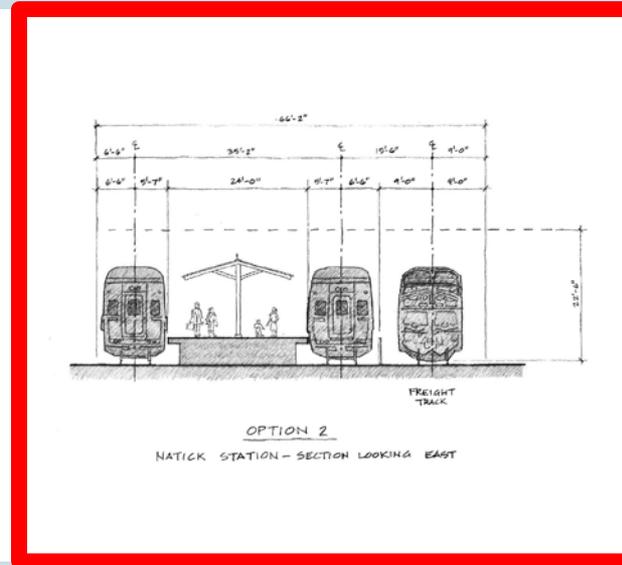
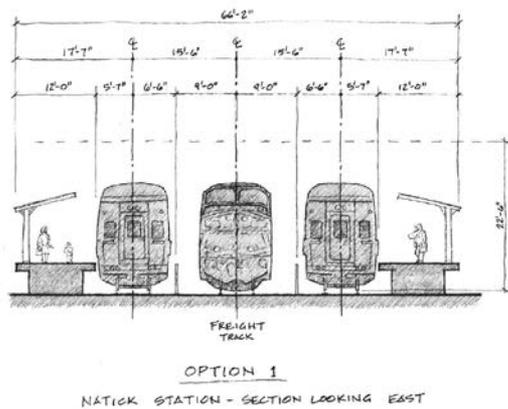
Costs – Consider the relative costs of alternatives and pursue a variety of funding sources.



Environmental – Ensure that the station and associated development is compatible with the community, architecturally and functionally, while minimizing impacts on environmental resources.



Platform Concepts



Benefits of Center Platform

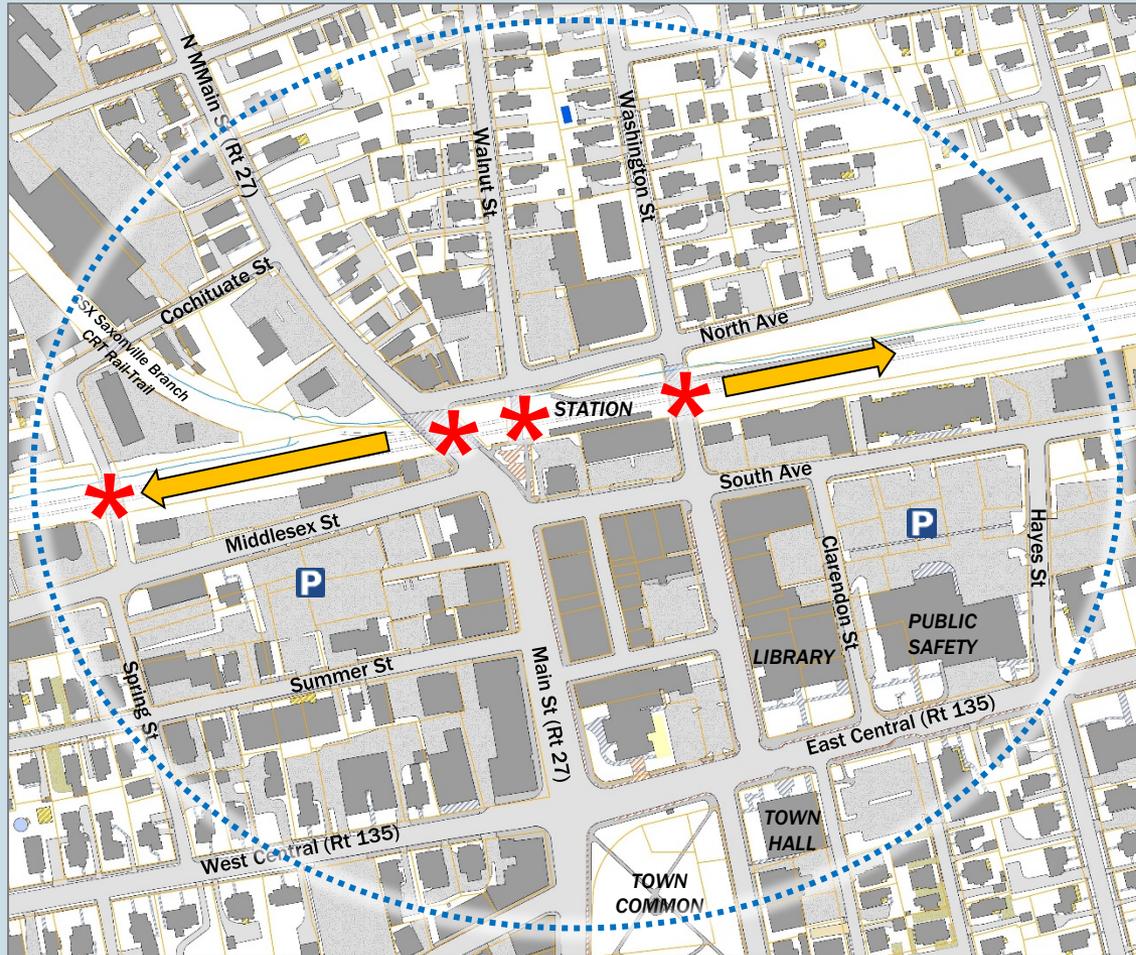
- Passenger convenience
- Flexible for railroad operations
- Single platform is less capital intensive



Focal Point on Main Street



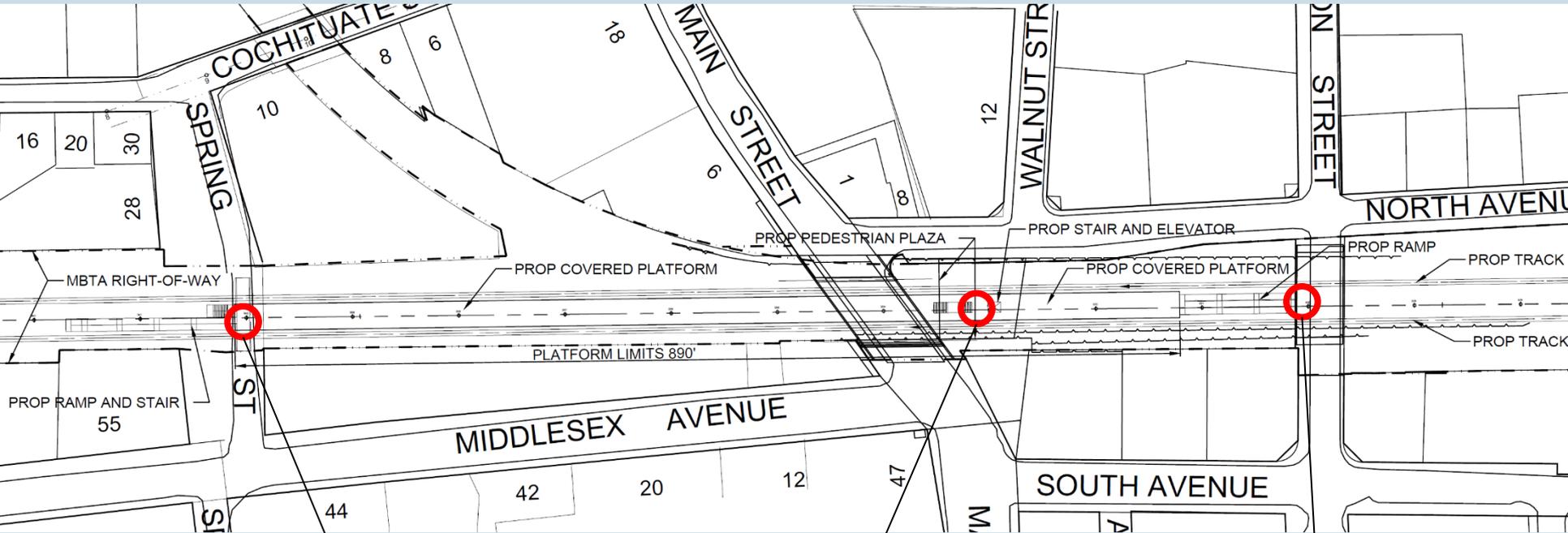
Station Location Considerations



- ➔ Straight Track
- * Access Points
- ⋯ Trip Generators
- P Permit parking lot



Platform Concept



**One ramp
One stair**

**One elevator
One stair**

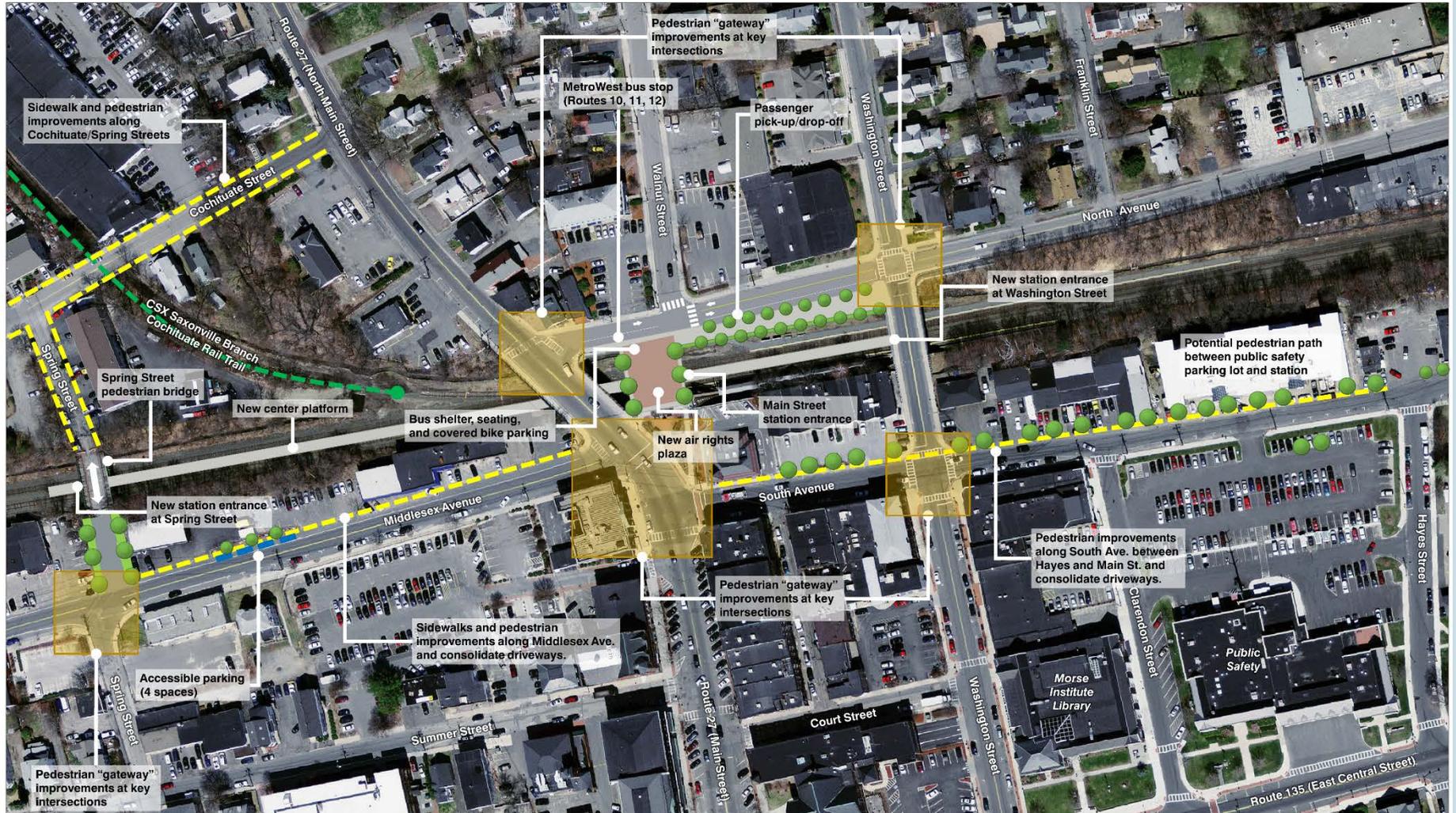
One ramp



Transit Rider Amenities



Conceptual Street Improvements



Pedestrian Improvements - Streetscape

Street space can be reallocated to wider sidewalks, street trees and seating to create a more inviting pedestrian environment.



sample street cross-section



Pedestrian Improvements - Gateway Treatments



Long-Range Options

- Create a more formal intermodal transit center, to accommodate MWRTA buses
- Develop a visitor center with transit information and elevator access
- Explore air-rights real estate development
- Design a connection between the Station and the proposed Cochituate Rail Trail (CRT) on the former Saxonville branch.



Alewife Station connection to Minuteman Trail



Hyannis Transportation Center



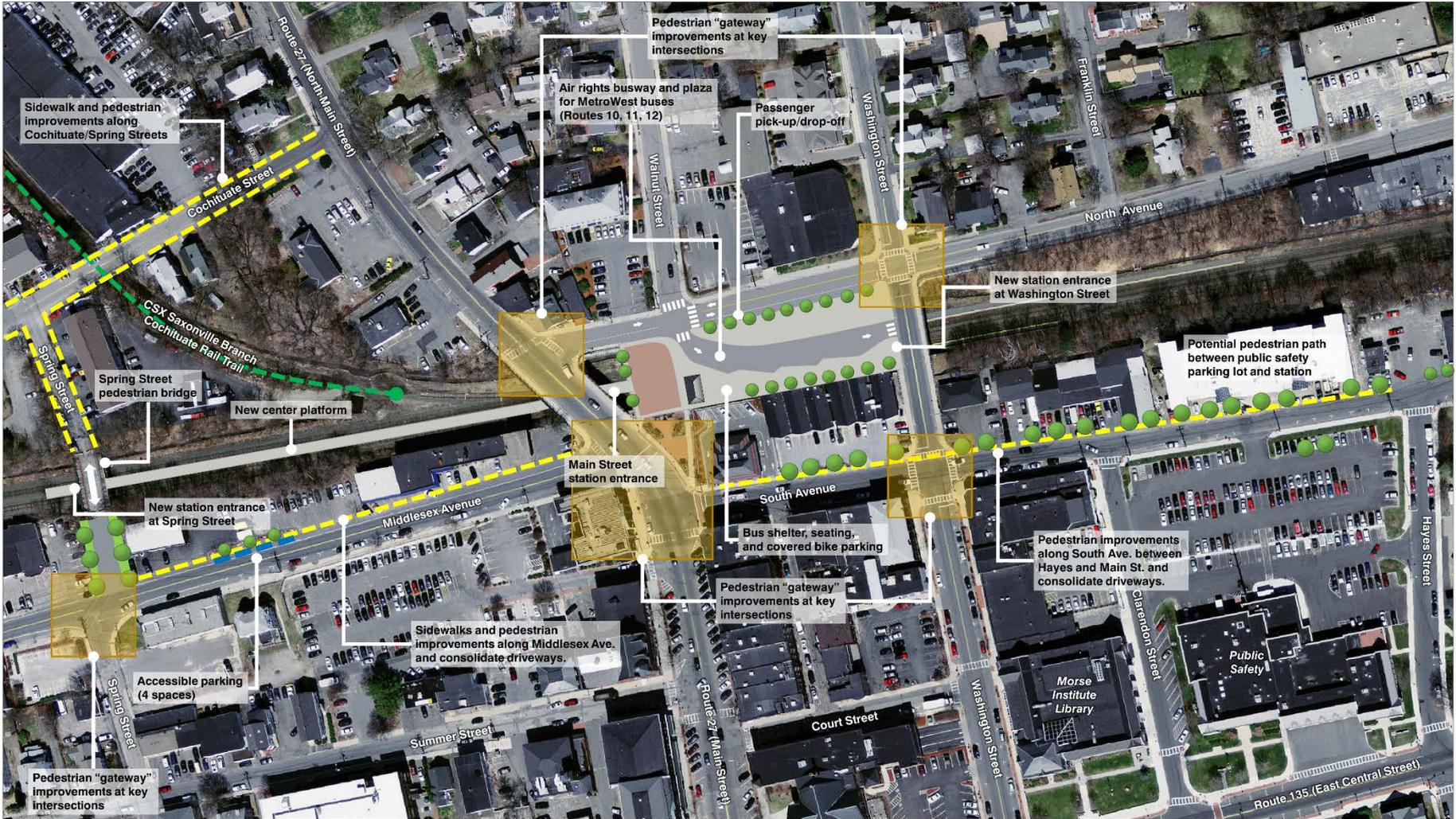
Attleboro ITC



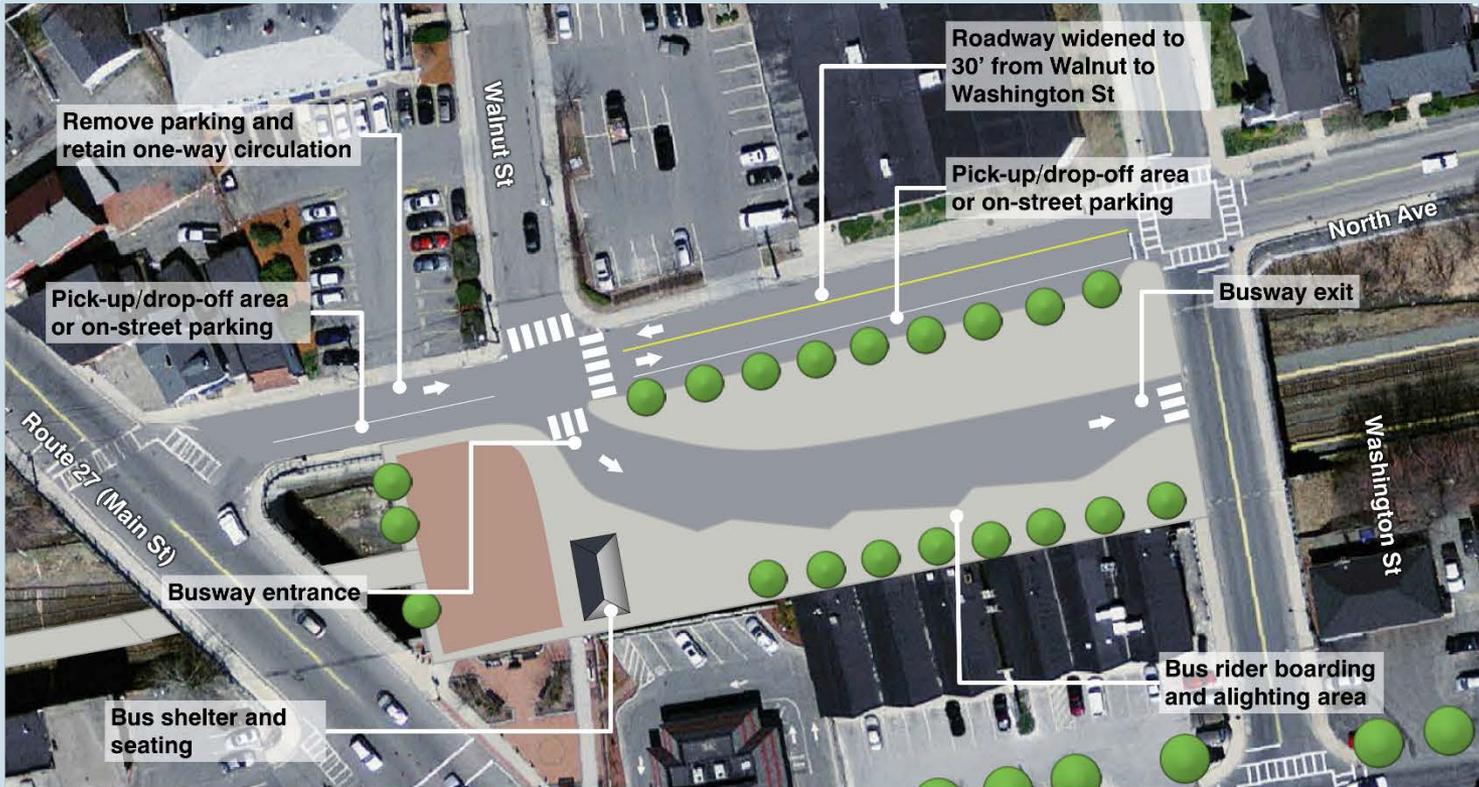
Fenway Center



Long-Range Options

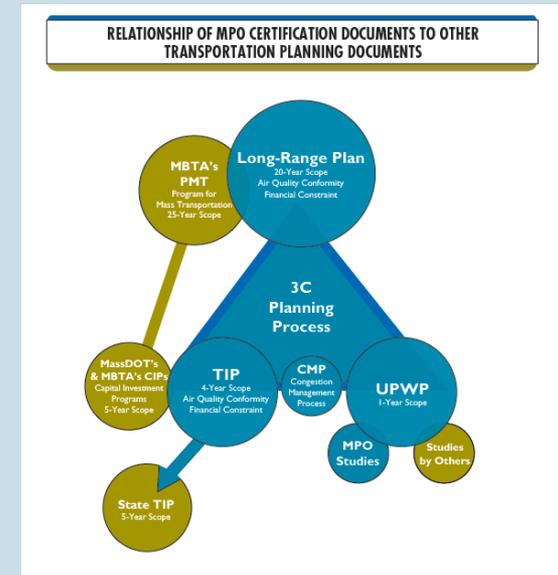


Long-Range Options



Implementation Framework

1. **Ongoing Collaboration of Project Parties** – MBTA, MWRTA, and Town of Natick should work together to achieve streamlined design and implementation, while ensuring needs of transit providers are met.
2. **Outreach, Public & Business Support** – Continued engagement with the community will build support for a multimodal transportation station and boost advocacy at the state and federal level.
3. **Secure funding** – A wide range of funding options may be pursued for design and construction of the rail and bus station, and ancillary pedestrian and bicycle improvements.



Implementation Framework

Immediate

- *Advocacy & Collaboration*

Short-Term

- *Improvements*
- *CRT Connection*
- *Funding Streetscape Improvements*
- *Funding Station Design & Construction*

Medium-Term

- *Design & Permitting of Station*
- *Implement Streetscape Improvements*

Long-Term

- *Construction of Station*
- *Air Rights Development*



Natick Center Commuter Rail Funding Avenues for Improvements

Federal

TIGER (Transportation Investment Generating Economic Recovery)

- Trails to transit connections
- Other transportation linked to economic development

FTA (Federal Transit Administration)

- MBTA
- MWRTA

Discretionary Funds

- Associated Transit Improvements (Transportation Enhancements)
- Enhanced Mobility of Seniors and People with Disabilities (Section 5310)
- National Research and Technology for public transportation (Section 5312)
- State of Good Repair (Section 5337)
- Transit Capital Investment (Section 5309)

State

MassDOT

CMAQ (Congestion Mitigation and Air Quality Improvement)

- Non-single occupancy vehicle travel to improve air quality
 - Potential CRT funding source
 - Pedestrian improvements
 - Bicycle improvements

TAP (Transportation Alternatives Program)

- On & off-road pedestrian/bicycle facilities
- Non-driver access to public transportation
- Enhanced mobility
- Community improvement

MassWorks

Infrastructure Program

- Improve infrastructure and create development-ready sites that will spur business expansion.

Local

PPP (Public-Private Partnerships)

- Elevator access to transit
- Air rights development

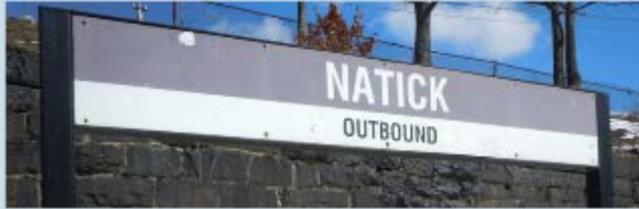
Development Mitigation

- Reduced parking requirements for pedestrian & bicycle infrastructure
- Landscaping & streetscape improvements

BID (Business Improvement District)

- Streetscape improvement and beautification





Natick Center MBTA Commuter Rail Station

QUESTIONS & DISCUSSION

