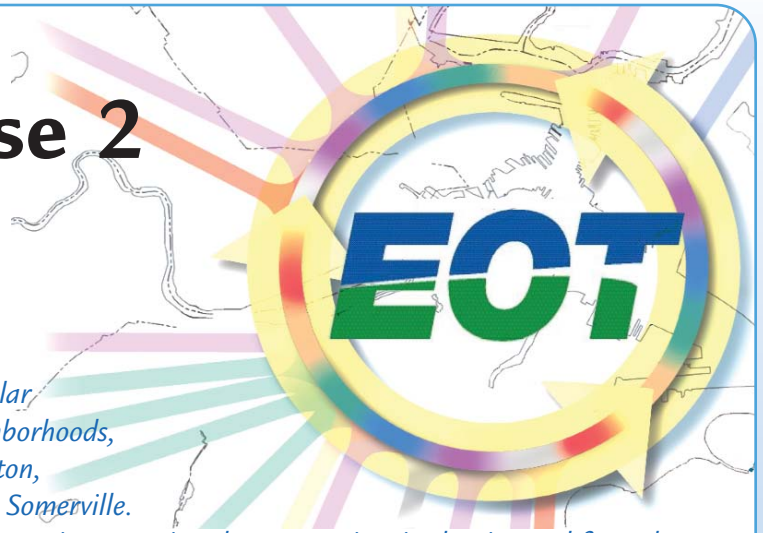


Urban Ring Phase 2 FACT SHEET



Introduction

The Urban Ring is a proposed major new bus rapid transit (BRT) system that would run in a roughly circular corridor through employment centers, residential neighborhoods, and major educational and medical institutions in Boston, Brookline, Cambridge, Chelsea, Everett, Medford and Somerville.

The Urban Ring would provide faster and more direct transit connections between points in the ring and from the MBTA's existing radial rapid transit system to destinations in the ring. As a result, the Urban Ring would improve transit access, travel times and capacity, while also reducing crowding in the central subway system and offering opportunities for transit oriented and smart growth development.

Project Recommendations

The Massachusetts Executive Office of Transportation and Public Works (EOT) filed a Revised Draft Environmental Impact Report/Draft Environmental Impact Statement (RDEIR/DEIS) in November 2008. This document included EOT's recommendation for a bus rapid transit (BRT) alignment through the 25-mile Urban Ring corridor. The recommended alignment is the product of a two-year alternatives analysis process. It entailed comprehensive technical review and public involvement to create the optimal project alignment based on current information and analysis. The map on pages 2 and 3 outlines the route and key connections for the Locally Preferred Alternative (LPA).

The Urban Ring Phase 2 is expected to carry approximately 184,000 daily transit riders by offering more direct connections (with links to 15 rapid transit stations, 7 commuter rail stations, and 122 MBTA bus routes) and by providing the following BRT service enhancements to enable buses to operate more like rapid transit:

- **Dedicated roadway**, including surface busways, bus lanes on existing roadways, and a 1.5 mile bus tunnel beneath the Longwood Medical and Academic Area (LMA)
- **High-frequency service**, with peak period frequency ranging from every 10 minutes to as often as every 3 minutes in heavy demand segments of the corridor
- **Transit stations** that are widely-spaced and substantial, with a recognizable transit identity
- **High-capacity 60-foot articulated buses**, powered by diesel-electric hybrid engines, with low emissions and low floors for easy boarding
- **Advanced communications**, including reduced delay for BRT vehicles at traffic signals and real-time passenger information

All of these features would combine to provide fast, frequent, high-quality transit service for Urban Ring riders. Riders would see major travel time savings, especially in certain segments of the corridor.



The rendering depicts a center median busway with landscaping on Melnea Cass Boulevard.

Urban Ring Phase 2 - Recommended Alignment

Summary Description and Key Features

This map shows the recommended alignment for the Urban Ring Phase 2 bus rapid transit line. It includes the following features:

- The route that the BRT vehicles will follow
- The type of roadway in that segment of the route: bus-only roadway (or “busway”) in dashed yellow and black line; busway in tunnel in yellow and gray line; bus lanes on existing roadways are shown in yellow line with a central black line; and bus operations in mixed traffic are shown in plain yellow line (Note: some segments are dashed to denote options for future analysis)
- The station locations, including major intermodal connections with the MBTA’s existing system: red, green, orange, blue and silver for the corresponding rapid transit lines, purple for the commuter rail

East Boston: Logan Airport – Chelsea Creek

- **Logan Airport Station** at West Garage
- Airport Service Road in mixed traffic to **Airport Station** (Blue Line)
- East Boston Haul Road in abandoned rail line to Chelsea Street Bridge in mixed traffic

Chelsea: Chelsea Creek – Mystic Mall

- Eastern Avenue to Griffin Way in mixed traffic to **Griffin Way Station**
- Busway in abandoned rail line to **Downtown Chelsea Station** (commuter rail) then to **Mystic Mall Station**

Everett and Medford: Mystic Mall, Chelsea – Wellington Station, Medford

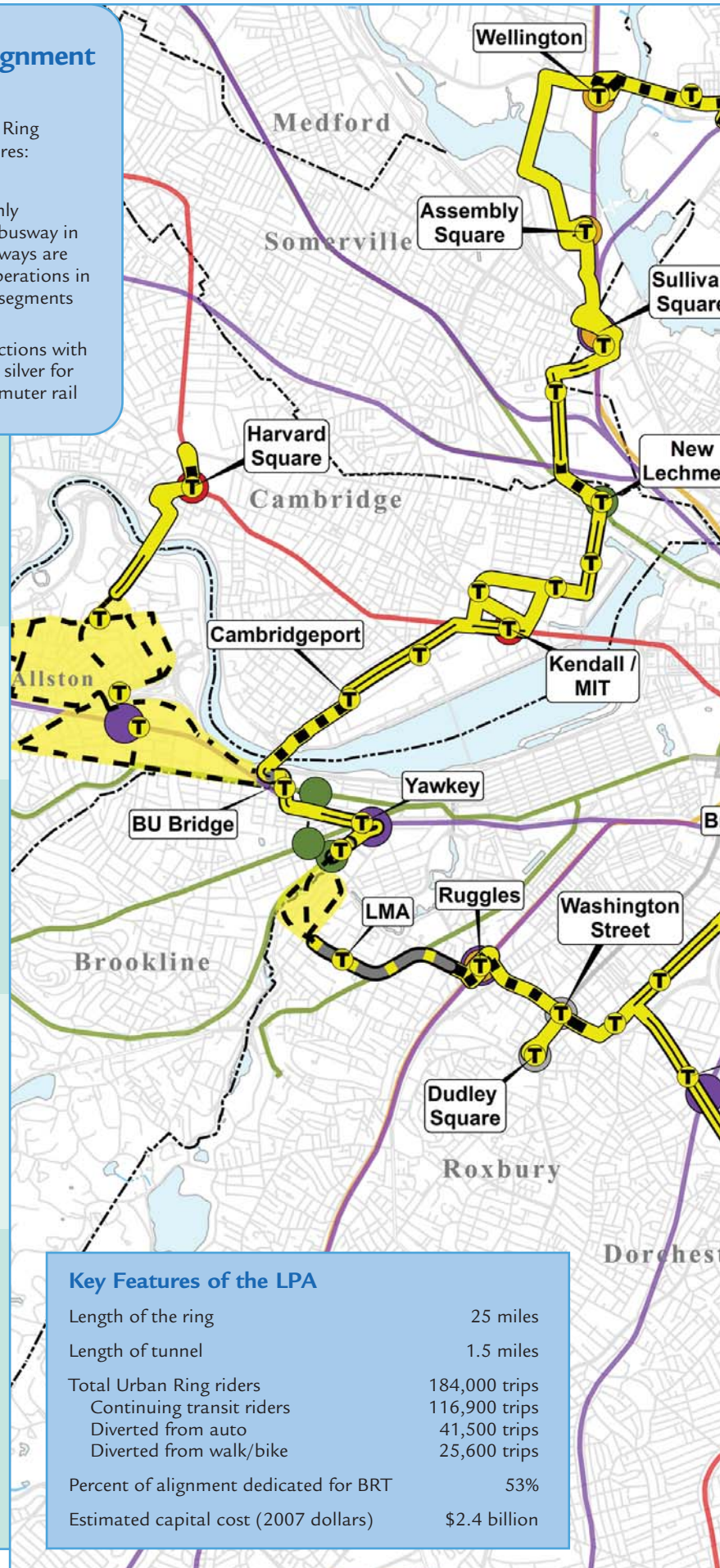
- Busway in abandoned rail line to Saugus Branch rail underpass to **Everett Station**
- Malden River crossing on new busway bridge
- Corporation Way in mixed traffic to **Wellington Station** (Orange Line and bus) to Revere Beach Parkway in mixed traffic

Somerville: Assembly Square – New Lechmere

- Route 28 in mixed traffic to Assembly Square Drive to **Assembly Square Station**
- Broadway in mixed traffic to **Sullivan Square Station** (Orange Line, commuter rail and bus)
- Cambridge Street/Washington Street in mixed traffic and bus lanes to Inner Belt Road in bus lanes to **Inner Belt Station**, new busway viaduct over railroad tracks to **New Lechmere Station** (Green Line)

Cambridge: New Lechmere – Kendall/MIT – Cambridgeport

- First Street in bus lanes to Binney Street in mixed traffic to **Binney Street Station**
- To **Kendall/MIT Station** [Red Line] via one of two routes:
 - Binney Street in mixed traffic to **Fulkerson Street Station** to Main Street OR
 - Third Street in mixed traffic to busway connection to Main Street
- Albany Street in partial bus lanes to **Mass Ave/MIT Station** then to **Cambridgeport Station**
- Busway in Grand Junction Railroad alignment to Charles River



Key Features of the LPA

Length of the ring	25 miles
Length of tunnel	1.5 miles
Total Urban Ring riders	184,000 trips
Continuing transit riders	116,900 trips
Diverted from auto	41,500 trips
Diverted from walk/bike	25,600 trips
Percent of alignment dedicated for BRT	53%
Estimated capital cost (2007 dollars)	\$2.4 billion



Boston: BU – Yawkey/Kenmore

- Busway on Grand Junction Railroad Bridge to tunnel beneath BU Bridge
- University Road (SB bus lane, NB mixed traffic) to Carlton Street Bridge over Mass Turnpike to **BU Bridge Station** (Green Line)
- Mountfort Street in bus lanes to **Yawkey Station** (commuter rail)

Allston: BU Bridge – Harvard Square, Cambridge

This segment includes different routing options.

- Alignment options for connection from BU Bridge to Cambridge Street in North Allston:
 - o Busway beneath Mass Turnpike to proposed commuter rail station OR
 - o Comm Ave in mixed traffic to Malvern Street busway viaduct over railyard to proposed commuter rail station OR
 - o Comm Ave to Brighton Avenue to Cambridge Street all in mixed traffic
- Alignment options for connection from Cambridge Street to North Harvard Street in North Allston:
 - o Busway to **North Harvard Street Station**, busway continues beneath Cambridge Street to bus lanes in proposed new Stadium Way to **Barry's Corner Station** OR
 - o Busway to **North Harvard Street Station**, in mixed traffic on North Harvard Street to **Barry's Corner Station** OR
 - o **Cambridge Street Station** to Lincoln Street in mixed traffic to Everett Street to **Brighton Mills Station**, mixed traffic on Western Avenue to **Barry's Corner Station**

Boston: Yawkey – LMA – Ruggles

- Enter bus tunnel via portal in abandoned railroad right-of-way
- Bus tunnel to underground **Fenway Station** (Green Line)
- Bus tunnel to **LMA Station**
- Bus tunnel to portal on north side of Ruggles Street to **Ruggles Station** (Orange Line, commuter rail, and bus)

Boston: Melnea Cass Boulevard – BU Medical Center

- Center median busway in Melnea Cass Boulevard to **Washington Street Station** [Silver Line]
- Washington Street mixed traffic loop to **Dudley Station** (Silver Line and bus)
- Albany Street in mixed traffic to **Crosstown Center Station** then to **BU Medical Center Station** in bus lanes

North Dorchester: Crosstown Center – JFK/UMass

- Mass Ave in bus lanes to **Newmarket Station** (Fairmount Branch) then to **Edward Everett Square Station**
- Columbia Road in mixed traffic to **JFK/UMass Station** (Red Line and commuter rail)

South Boston: Broadway Station – Ted Williams Tunnel

- Frontage Road in mixed traffic to **Broadway Station** (Red Line)
- A Street in mixed traffic to **A Street Station**
- Congress Street in mixed traffic to **World Trade Center Station** (Silver Line connection)
- D Street in mixed traffic to I-90/Ted Williams Tunnel in mixed traffic to Logan Airport



The project website, www.theurbanring.com, includes maps showing proposed stations, connections with existing transit, commuter rail and BRT lines and other information about the project.

Project Benefits

The proposed project has local and regional benefits for corridor residents, the transit system, the environment, and for economic development in the corridor, including:

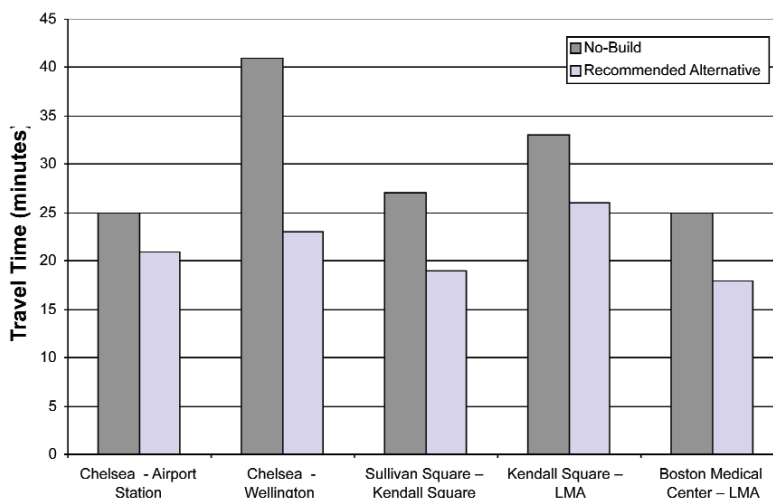
- Improved transit access for more than 218,000 residents of Environmental Justice neighborhoods, helping link them to jobs and services
- Enhanced transit connections for current transit riders, as well as pedestrians and bicyclists, who will have transit links at existing and new shared-use facilities
- Reduced crowding on the Green Line, Red Line, and in the downtown transfer stations of the MBTA rapid transit system
- Improved air quality and reduced traffic congestion as a result of 41,500 person trips diverted from automobiles to the Urban Ring each day
- Improved opportunities for smart growth and transit-oriented development in the corridor, especially for established commercial centers in the corridor (e.g., the “Life Sciences Cluster” with many of the region’s major medical, educational and research institutions) and for underused industrial areas that could host new economic development.

The project has an estimated cost of \$2.4 billion (in 2007 dollars). This is a preliminary cost appropriate for conceptual engineering and it would be reviewed as the project moves forward.

Civic Engagement

The alternatives analysis process followed an extensive public outreach process: from establishment of evaluation criteria through development of options to narrowing down and selecting a recommended alignment. The Citizens Advisory Committee, which includes representatives of the corridor’s municipalities, neighborhoods, and major institutions, met more than 45 times to review and discuss route alternatives. In addition, EOT met with municipalities and agencies more than 40 times, and conducted more than 40 public and neighborhood meetings. The project website and mailings provided documents and information

Travel Time Comparison



on meetings and ways to participate, and fact sheets were produced for each major step in the planning process.

Environmental Review and Next Steps

The RDEIR/DEIS reviews transportation and environmental impacts throughout the Urban Ring corridor in detail. The document is available on the project website at www.theurbanring.com; in libraries in the project communities; or in print or CD on request. The document evaluates anticipated project benefits and reviews a wide range of potential impacts on waterways and wetlands; visual resources; historic and archaeological sites; parks and open space; and potential effects on sensitive scientific, medical and cultural facilities due to noise, vibration, and electromagnetic fields.

Comments are welcome on the document and information on how to submit them is available on the project website and will be handed out at all project meetings. Following the project comment period, the Secretary of the Executive Office of Energy and Environmental Affairs will issue a Certificate on the project and the RDEIR/DEIS filing. Based on this filing, EOT expects to proceed through subsequent planning, environmental, and project development stages on the project. These include filing an application for funding through the Federal Transit Administration’s New Starts program; undertaking preliminary engineering; conducting final environmental reviews; and developing final designs for the project.

Where Can I Get More Information?

The project website, www.theurbanring.com, includes maps showing proposed stations, connections with existing transit, commuter rail and BRT lines and other information about the project.

For further project information, contact:
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