

WEYMOUTH, ABINGTON, HINGHAM, & ROCKLAND: S. WEYMOUTH NAVAL AIR STATION ACCESS IMPROVEMENTS (\$74,700,000)

Description

The primary benefit of this project is the facilitation of a significant economic development opportunity related to reuse of the Naval Air Station. To support this reuse, as the final plan evolves, transportation improvements will be coordinated and alternatives will be evaluated as part of the ongoing Environmental Impact Review (EIR). The EIR will include alternatives such as new roadway connections between the air station, Route 18, and Route 3, the construction of a regional intermodal facility, and improved bicycle and pedestrian connections. The project(s) identified in the final EIR will be considered for funding as part of the Regional Transportation Plan.

Project's Context/Possible Impacts, by MPO Policy Area

Land Use

Tri-Town is responsible for the redevelopment of the 1,400-acre former South Weymouth Naval Air Station. Current planning identified in the Final Base Reuse Plan adopted in 1998 by the towns of Abington, Rockland, and Weymouth calls for mixed-use development on the site (up to 3.5 million square feet of retail use and office/research and development; up to 700 units of senior housing; 100,000 square feet of institutional use; and a 190-acre golf course), all staged to coincide with completion of the access improvements. Over 60% of the entire site will be allotted to open space and recreational uses (park and recreation, wetlands, and open space).

The project area (the redevelopment site and the surrounding communities, including the locations of the access improvements) includes areas of significant commercial and industrial land uses, including shopping centers, an industrial park, a hospital, and commercial corridors on roadways in the vicinity. There are also large areas of suburban, low- and medium-density residential

development around the former Naval Air Station.

Safety

Between 1997 and 1999, the two interchanges and three of the intersections at which improvements are planned were classified as high-crash locations: Derby Street and Route 3 (Exit 15); Hingham Street (Route 228) and Route 3 (Exit 14); Whiting Street (Route 53) and Gardner Street; Whiting Street (Route 53) and Main Street (Route 228); Adams Street (Route 58) and North Avenue (Route 139).

- Route 3/Derby Street interchange (in Hingham) was the site of 83 crashes, of which 41 involved only property damage and 42 involved bodily injury. It ranked #156* on the list of the state's high-crash intersections.
- Route 3/Hingham Street (Route 228) interchange (in Rockland) was the site of 90 crashes, of which 54 involved only property damage and 36 involved bodily injury. It ranked #179* on the list of the state's high-crash intersections.
- Whiting Street (Route 53)/Gardner Street intersection (in Hingham) was the site of 49 crashes, of which 30 involved only property damage and 19 resulted in injuries. It ranked #583* on the list of the state's high-crash intersections.
- Whiting Street (Route 53)/Main Street (Route 228) intersection (in Hingham) was the site of 46 crashes, of which 27 involved only property damage and 19 resulted in injuries. It ranked #614* on the list of the state's high-crash intersections.
- Adams Street (Route 58)/North Avenue (Route 139) intersection (in Abington) was the site of 38 crashes, of which 22 involved only property damage and 16 resulted in

* The MPO safety ranking of this intersection is different from the official MassHighway ranking due to a different numbering system.

**MAP 5-34 WEYMOUTH, ABINGTON, HINGHAM, & ROCKLAND: S. WEYMOUTH
NAVAL AIR STATION ACCESS IMPROVEMENTS**



injuries. It ranked #818* on the list of the state's high-crash intersections.

Mobility

A connector road will provide an additional link between Route 3 and Route 18, the region's two major north/south roadways, as well as an alternative access route to the redevelopment site. The connector road will also provide an additional link to the South Weymouth commuter rail station on the Plymouth Line, which is located on Route 18.

Connectivity

Tri-Town is working with the MBTA to explore several concepts for transit amenities, including additional parking at the South Weymouth commuter rail station and development of a multi-

modal transit center linking rail, public and private bus services in the region, perhaps bus service to the Red Line in Braintree, and the Logan Express. The developer is considering electric shuttle bus service to link the station with work sites.

Economic Opportunities

The South Shore Tri-Town Development Corporation estimates that the development will result in 9,000 new jobs. The South Weymouth Access Study also estimates that jobs in neighboring towns will increase by approximately 6,600. Secondary employment growth is estimated at 8,500 above Metropolitan Area Planning Council and Old Colony Area Planning Council projections for 2020.