10 REGIONWIDE NEEDS ASSESSMENT

THE BOSTON REGION MPO'S PRIORITIES

The preceding chapters have laid out the existing infrastructure, land use conditions, travel characteristics and patterns, and transportation needs for the six radial corridors, the circumferential corridors, and the Central Area. It is clear that the region has extensive needs for maintenance and modernization of all modes of its transportation system. It is estimated that the needs will exceed the financial resources that can be anticipated between now and 2035. Therefore, the region's needs must be prioritized to guide investment decisions.

The needs in the Boston region are prioritized in light of the MPO's visions established for *Paths to a Sustainable Region* and are based on available information. The identified needs are summarized in this chapter by passenger travel mode. Freight and transportation equity issues and issues affecting transportation, such as land use, are also summarized.

The Long Range Transportation Plan envisions a system that is well maintained, has less congestion and fewer accidents on its roadways, offers attractive alternatives to driving, produces very little of the emissions that cause climate change and health problems, offers easy connections between non-motorized modes and transit, efficiently moves freight, and supports development in areas where it already exists as a strategy to encourage alternatives to driving and to preserve open space. The entire visions and policies statement of the Boston Region MPO can be found in *Paths to a Sustainable Region* or the Boston Region MPO's website www.bostonmpo.org.

Highway

The Needs Assessment identifies the needs for maintaining the roadways and bridges and addressing bottleneck locations. Addressing the needs and problems identified below will promote the realization of the MPO's vision for the highway network:

System Preservation and Modernization

Pavement Maintenance Need for Federal Aid-eligible Roads in the Boston Region MPO

The Boston Region MPO's roadway network includes 3,463 center line miles of Federal Aid-eligible roadways. Of these 694 centerline miles are maintained by MassDOT and the rest, 2,769 center line miles, are maintained by the municipalities with Chapter 90 funds.

Presently, the MPO does not maintain an independent pavement management tool to be able to identify needs and estimate maintenance costs and priorities for the resurfacing of its Federal Aid-eligible roadways. In fact, it has been the policy of the MPO not to fund resurfacing projects in the TIP. However, the MPO does make funding decisions for roadway reconstruction projects that include resurfacing, usually deep reconstruction, in addition to other design elements.

In the MPO's Transportation Improvement Program criteria, pavement condition information is largely based on a 936 center line mile (34%) sample. According to the sample, 57 centerline miles (6%) are in excellent condition; 275 center line miles (29%) are in good condition; 284 center line miles (30%) are in fair condition and; 319 center line miles (34%) are in poor condition. As this sample likely pertains to pavement information for roadways approximating the function and maintenance standard of MassDOT-maintained roadways, it is unlikely that it represents closely the pavement conditions of the municipality-maintained roadways in the MPO. Based on a recent staff analysis, the actual condition distribution may be closer to 20% excellent, 29% good, 25% fair, and 26% poor.

Recently, MPO staff have taken two actions toward estimating maintenance costs for the 2,769 center line miles of the Federal Aid-eligible road network in the MPO: first, they made an estimate of the maintenance needs for FFYs 2010 to 2014 by applying various assumptions from neighboring RPAs that maintain a pavement management system; second, they initiated a study to help set the parameters for the establishment of a pavement management system for the Boston Region MPO.

The MPO is now considering its approach to gathering pavement condition data. The MPO will then develop a pavement management program that will set goals for percentages of roadway within each of the above-mentioned condition

categories. These goals would be based on cost-effectiveness, safety, and the needs of a preventive maintenance program. Various pavement management scenarios would then be developed and discussed to guide spending for resurfacing in the region.

This maintenance is expensive. According to the staff estimate, the cost of maintaining Federal Aid-eligible roads in the MPO to an excellent condition could be between $170 million and $324 million annually.

Bridges in the Boston Region MPO

Of the 2,152 bridges in the Boston Region MPO area, 506 (24%) are considered functionally obsolete (does not meet current traffic demands or highway standards) and 156 (7%) are considered structurally deficient (deterioration has reduced the load-carrying capacity of the bridge).

Massachusetts is currently making a historic investment in its bridges. Under the direction of the Patrick-Murray Administration, the Commonwealth instituted the Accelerated Bridge Program (ABP). This program will infuse nearly $3 billion over eight years to greatly reduce the number of structurally deficient bridges in the state system. According to MassDOT, as of December 31, 2010, ABP had advertised 131 construction projects with a combined construction budget valued at $781 million. This leaves $2.2 billion of needed investment in the program. Improving bridges will continue to be a priority.

Mobility

Highway Bottleneck Locations

Highway bottlenecks cause congestion, accidents, and result in higher emissions of pollutants. For each corridor, locations on the express highway and arterial roadway network were identified as being the most severe bottleneck locations in the Boston region. They are considered among the most severe because they were identified as a bottleneck by at least two of the three methods used by the MPO. These methods are the speed index (the ratio of observed speed to posted speed limit), the volume-to-capacity ratio (a ratio of existing volumes to the road's capacity), and the MPO's Congestion Management Process (CMP).

Corridor bottlenecks were sorted by speed index and volume to capacity ratio (V/C). Roadways with the lowest speed indices and/or highest V/C were selected. As with the corridors, those identified by at least two of the three methods, including priority intersections, are, in numerical and alphabetical order:

Table 10-1

Corridor Bottlenecks

CORRIDOR	FREEWAYS
Northeast/Central	Rte. 1 Tobin Bridge (Charlestown)
Northwest/Central	Rte. 2 (Concord, Lincoln, Acton)
North/Central	I-93 between I-95 and Leverett Circle
Southeast/Central	I-93/Southeast Expressway from Massachusetts Ave. to the Braintree Split (Quincy, Boston, Milton)
Southeast	I-93/Rte. 1 from Braintree Split to Rte. 24 (Braintree, Randolph)
Southwest	I-95 northbound from the Dedham St. overpass to the I-95/I-93 split (Canton)
CORRIDOR	**ARTERIALS**
Southwest/Central	Rte. 1/VFW Pkwy various segments (Dedham, Norwood, Boston)
Northeast/Central	Rte. 1A Oak Island Road to Bell Circle (Revere)
Northeast/Central	Rte. 1A southbound from the rotary to the first Bell Circle signal (Revere)
Southeast	Rte. 3A from the I-93 interchange to Hingham
North	Route 3/3A in Burlington and Woburn
West/Central	Rte. 9, various segments between Southborough and Boston
West	Route 16 from Wellesley to Newton
Southwest	Route 27/North Main Street in Sharon between Depot Street and Canton Street
Northwest/Central	Rte. 28 from the Assembly Sq. Mall to Highland Ave. (Somerville)
West	Route 30 in Framingham between I-90 and Route 9
Southeast	Route 37 from the interchange with I-93 in Braintree to the intersection with Route 139 in Holbrook
Northwest	Rte. 60 (Waltham)
Northwest	Rte. 62, 225, and 4 corridor (Bedford, Lexington)
North	Rte. 99 in Everett
Northeast/Central	Route 107 Broadway in Revere south of Albert J. Brown Circle
Southwest	Route 109 in Milford from I-495 to Birch Street
Northeast	Route 114 in Peabody and Salem
Northeast	Route 127 in Rockport and Gloucester
Northeast	Route 129 in Marblehead and Swampscott to 1A in Lynn
Southwest	Route 138 from Stoughton Center to the I-93 interchange in Canton
Southwest	Route 140 between Wrentham and Franklin
Central	Route 145 from Boston to Winthrop
Southwest/Central	Route 203/Jamaicaway between Willow Pond Rd. and the Forest Hills Rotary (Boston)
Northwest/Central	Alewife Brook Pkwy/Fresh Pond Pkwy from Soldiers' Field on-ramp to Rte. 2 (Cambridge)
North	Mystic Valley Parkway in Medford from Auburn Street to Main Street
Central	Storrow Drive in Boston
Central	Memorial Drive in Cambridge

Safety

Highest Crash Locations

The top crash locations in the Boston region were identified by the weighted Equivalent Property Damage Only (EPDO) index, which takes into consideration fatalities, injuries, and property damage. The top 25 crash locations, in order of severity, are:

1. I-93 at Granite Street, Braintree (795)
2. I-95 at I-93, Reading (755)
3. I-93 at Columbia Road, Boston (697)
4. I-93 at Granite Avenue, Milton (615)
5. I-93 at Montvale Avenue, Woburn (533)
6. Route 3 at Route 18 (Main Street), Weymouth (489)
7. I-93 (Near ramps to Furnace Brook Parkway), Quincy (460)
8. I-93 at Route 3A (Neponset Avenue), Boston (450)
9. Route 1 at Route 129 (Walnut Street), Saugus (449)
10. I-95 at Route 3 (Cambridge Street), Burlington (418)
11. Route 128 at Route 114 (Andover Street), Peabody (404)
12. Route 3 at Derby Street, Hingham (396)
13. I-93 (Near ramp to Route 3A/Gallivan Blvd./Neponset Avenue), Boston (388)
14. I-95 at Route 4 (Bedford Street), Lexington (364)
15. Middlesex Turnpike at I-95, Burlington (359)
16. North Washington Street at I-93, Boston (357)
17. Route 9 at Route 27, Natick (346)
18. I-93 at Route 28 (Fellsway), Somerville (335)
19. I-93 at Route 129 (Lowell Street), Wilmington (319)
20. I-93 at Route 138 (Washington Street), Canton (309)
21. Route 16 (Near intersection with Route 28/Fellsway), Medford (304)
22. I-95 at Route 2, Lexington (304)
23. I-95 at Route 20 (Ramp - Route 20 WB to I-95 SB), Waltham (294)
24. Route 1 at Essex Street, Saugus (289)
25. Route 114 at Route 1, Danvers (283)

The number of top crash locations by corridor was: Southeast Corridor (8); North Corridor (6); Northeast and Northwest Corridors (4); and Southwest and West Corridors (1). North Washington Street at Interstate 93 is located in Boston Proper, so it is not listed in a specific radial corridor. Six of the locations are in the Central Area.

Transit

Paths to a Sustainable Region envisions a transit system that, like the highway system, is safe and maintained in a state of good repair. However, unlike the highway system the vision for transit calls for more use in order to reduce auto dependency and emissions causing climate change. Addressing the needs and problems identified below will promote the realization of the vision:

System Preservation and Modernization

The most pressing need that the MBTA currently faces is bringing the system into a state of good repair. Attention to the existing capital assets must be the highest priority for future investments or the quality of current services will degrade. Once the system has been brought into a state of good repair, on-going maintenance, replacement, and modernization of assets and infrastructure will be necessary to meet current and future demands for services. Providing sufficient resources for maintenance should be part of any program for system expansion.

Examples of some of the most urgent system preservation and modernization needs include, but are not limited to:

- The signals in the Green Line central tunnel, which date from the 1920s, need to be replaced.
- On the commuter rail system, 34 bridges are rated as structurally deficient and need to be rehabilitated (some are currently under renovation).

- All but the most recently purchased coaches and locomotives need to be replaced during the next 25 years.
- On the Red Line, 74 cars built in 1969 need to be replaced.
- On the Orange Line 120 cars built in 1979-1981 need to be replaced.
- New vehicles are needed on the Mattapan High Speed Line to replace the PCC cars that were originally built in the 1940s.
- On the commuter rail system, 53 stations (27%) need to be made accessible.

- On the rapid transit system, 22 stations (26%) need to be made accessible, most notably Government Center Station on the Blue and Green Lines (will is currently in the design phase) and Boylston, and Hynes on the Green Line.

Mobility

Achieving and maintaining a state of good repair is critical to mobility, as it will ensure that functional vehicles and infrastructure are available when and where they are needed to provide safe, reliable service that meets current capacity demands. Also of critical importance to transit mobility are alleviating system constraints, filling gaps in the existing system, and expanding the system to meeting growth in future demand.

Service Reliability

Reliability is a function of several factors including traffic congestion (for buses), the size of the fleet, and the condition of vehicles and infrastructure. Current service reliability needs improvement.

- When calculated using all trips operated on all MBTA bus routes (including local, express, and BRT) during October 2010, only 12 % of routes passed the schedule adherence standard.
- The MBTA's November ScoreCard shows that, in October 2010, the Fairmount Line was the only commuter rail line that passed the standard.
- The MBTA's November ScoreCard shows that, during the months of June through October, 2010, the Green Line consistently fell below its target level for mean miles between failures, as did the commuter rail system.

- The MBTA's November ScoreCard shows that, during most of the months of June through October, 2010, the Red and Orange rapid transit lines and the commuter rail system as a whole met their target levels for average daily availability of transit vehicles and commuter rail locomotives but rarely exceeded 100 percent of the vehicle requirement to meet the peak hour schedule.

Infrastructure Constraints

A number of major infrastructure constraints place limits on capacity and hinder the ability to expand the system in the future. These include, but are not limited to:

- Additional tracks are needed at South Station to accommodate any growth in service on south side commuter rail lines. MassDOT has received $32.5 million from the Federal Railroad Administration for planning and environmental review of South Station expansion.

- The capacity of the Haverhill, Fitchburg, Franklin, Stoughton, Needham Lines, and Old Colony Lines are constrained by sections of single track.
- Many of the commuter rail trains that pass through Ruggles Station cannot stop there because one of the three tracks does not have a platform.
- The Green Line Central Subway is currently operating at capacity, and the Orange Line is currently overcrowded during peak hours between Downtown Crossing and North Station.
- Systemwide, 12 percent of rapid transit and 17 percent of commuter rail MBTA park-and-ride lots are utilized at 85% of their capacity or greater.

Gaps in Service

Although the MBTA system is extensive, some geographic areas could benefit from additional service, including:

- Densely developed areas in Somerville currently generate high trip volumes to Cambridge and Boston. In addition, trip volumes between Somerville and Cambridge are projected to increase substantially.
- Very densely populated areas in Lynn, Chelsea, Everett, and Medford, which currently generate significant numbers of trips into the urban core, do not have frequent rapid transit access within a reasonable walking distance.
- Very densely populated areas in Roxbury and Dorchester served by MBTA bus Routes 23 and 28 do not have frequent rapid transit access within a reasonable walking distance. Travel times on these routes are long and unreliable.
- Transit travel to the business districts in Cambridge—especially near Kendall and Harvard Squares—is currently difficult for East Boston and North Shore residents. Cambridge residents do not have direct rapid transit access to the northern part of the financial district near State and Aquarium Stations on the Blue Line.
- Currently, travel by MBTA between the Back Bay, Roxbury, Fenway, Brookline, and Newton to Logan Airport, the Boston Convention and Exhibition Center, and the developing South Boston Waterfront is a "three-seat ride."
- The lack of a direct connection between North and South Stations makes many types of trips cumbersome using transit.
- Although the MBTA currently operates some circumferential bus connections between rapid transit spokes, buses must compete with cars on increasingly congested urban streets, reducing the appeal of these services. More frequent, circumferential, rapid, and through-routed connections would greatly enhance mobility between Central Area activity centers, as well as in the Route 128 corridor and other important destinations.

Projected Growth

Issues to Watch:

- Systemwide, 30 bus routes are predicted to have crowding levels in 2030 that would require additional service or larger, articulated vehicles. In addition, bus Routes 39 and 57 are currently heavily used routes in busy corridors.
- By 2030 ridership demand on the Green Line's surface branches, as well as in the Central Subway, is projected to exceed capacity if two-car trains are still in use.
- Higher transit demand resulting from the implementation of the MetroFuture land use plan will require investments to increase capacity.
- By 2030 large growth in intracity and intratown trips is projected in a number of areas that currently have limited existing transit services.A number of planned major development projects would rely heavily on transit, would increase transit ridership and possibly demand for additional service.

Freight

Paths to a Sustainable Region envisions a transportation system where freight moves efficiently by all modes. The Massachusetts Department of Transportation released a State Rail Plan and a State Freight Plan in September 2010. Findings from these two reports, and the findings of the 2007 Boston Region Freight Study, were summarized in each corridor. However, the respective Plans also identified several issues that are not specific to a single corridor. Addressing the needs and problems identified below, which are not specific to one particular location, will promote the realization of the vision:

Land Use Issues

- Residential and commercial development has crowded out some of the traditional areas devoted to industrial and freight-intensive uses, such as port areas and distribution facilities. Freight activity is often viewed negatively by local communities.
- Businesses along rail lines often need to build or upgrade rail sidings in order to have access to freight rail service. Construction of this infrastructure is generally much more expensive than highway connections, which limits their construction and the opportunities to ship by rail. Development pressure on rail adjacent land has reduced the potential pool of rail-served businesses. The State Rail Plan recommended an Industrial Rail Access Program (IRAP) to address this issue. An IRAP utilizes

public, private, and railroad funds to facilitate rail use. It would provide funding assistance for the construction or improvement of railroad tracks and facilities to serve industrial or commercial sites where freight rail service is currently needed or anticipated in the future.

Truck Issues

Freight Bottleneck Locations

The Interstate Highway System in the Boston Region MPO area carries high volumes of large truck traffic ranging from

- 5,000 to 13,000 trucks per day on Interstate 90
- 5,000 to 19,5000 trucks per day on Interstate 93
- 5,000 to 19,500 trucks per day on Interstate 95
- 5,000 to 20,000 trucks per day on Interstate 495

Eight highway freight bottlenecks in the Boston region were identified in the State Freight Plan. They are:

- Interstate 93 southbound at Routes 3 and 128 (the Braintree Split) in Braintree (this is a high truck crash location and has been identified as a bottleneck in the highway section)
- Route 24 at Interstate 93 in Randolph
- Interstate 95 at Route 9 in Wellesley (high truck crash location)
- Route 3 at Interstate 95 in Burlington
- Interstate 93 at Interstate 95 in Woburn, Stoneham, and Reading (this location has a high number of truck rollover crashes)
- Route 1 at Route 60 (Mahoney/Bell Circle) in Revere (this location has been identified as a bottleneck in the highway section)
- Interstate 90 at Interstate 495 in Hopkinton (high truck crash location)
- Interstate 290 at Interstate 495 in Marlborough (this location also has a high number of truck rollover crashes)
- Route 16 from Route 1 to Interstate 93 in Medford, Everett, and Chelsea
- Route 99 from Sullivan Square to Route 16 in Boston and Everett

Vertical Clearance

- 709 of 870 (81%) highway bridges do not meet the desired vertical clearance of 16 feet and 6 inches.
- There are no truck rest stops along the important freight corridor along Interstate 495 from Westford to Interstate 90 in Sturbridge. Portions of I-495 are in the region.

Transport of Hazardous Materials

There is a long-standing prohibition against trucks carrying hazardous cargoes traveling in tunnels. The expressway segments impacted by this prohibition include Interstate 90 from the Prudential Center to Logan Airport, Interstate 93 through the Tip O'Neill Tunnel, including the Zakim Bridge, and Route 1 passing under City Square in Charlestown and over the Tobin Bridge. The process of establishing alternate routes involves federal, state, and municipal regulations, and the alternate route system is undergoing review as of this writing. The route designation that emerges from this process can have a material impact on the costs and efficiencies of regional fuel transportation. Restrictions have an effect on regional trucking patterns.

Overweight Truck Routes

Identifying overweight truck routes to serve the Port of Boston will improve the efficiency of freight operations.

Marine Issues

Dredging

The entrance channel to the Port of Boston needs to be dredged to a depth of 50 feet, and the Conley Terminal access channel to 48 feet. Dredging is also needed in Gloucester and in Chelsea Creek.

Rail Access to Ports

The Ports of Boston, Salem, and Gloucester lack efficient connection to the limited access highway system and freight rail lines.

Rail Issues

Vertical Clearance

331 of 401 (83%) bridges over railroads do not meet the desired vertical clearance of 20 feet and 8 inches.

Freight Rail Bottleneck

Freight moving from the CSX's Boston Line to the South Coast must cross the Northeast Corridor (Rail), which constrains the movement of freight.

Air Issues

Air Freight Growth

Air freight service at Logan International Airport is critical to the movement of high value, low weight goods manufactured in Massachusetts. The mode is projected

by the State Freight Plan to grow more quickly than any other mode of goods movement.

Freight Access to Airports

Landside congestion to Logan International Airport threatens to restrict air freight.

Freight Issues to Watch:

- As demand for rail freight increases, tracks carrying that freight in the Boston region may need to be upgraded to accommodate the industry standard of 286,000 pounds. Currently the capacity is 263,000 pounds. This restriction increases costs for shippers.
- Shared use of infrastructure between passenger and freight users - many rail corridors in Massachusetts are subject to complex ownership and operational agreements between private freight railroads and public passenger rail services. This presents scheduling and other challenges, but also presents an opportunity for public-private partnerships to fund rail improvements. Freight and passenger transportation modes also compete on highways and at airports.
- The freight railroad company CSX Transportation plans to move its terminal facility from Allston to Worcester, which will change some regional trucking patterns.
- Preserving sites and developable space for air cargo warehousing and freight forwarding facilities in South Boston and along Route 1 and 1A is a top priority for the air cargo industry.

Bicycle/pedestrian

Paths to a Sustainable Region calls for linking bicycle, pedestrian, and transit facilities in a network; increasing the use of sustainable modes; and improving transportation options and accessibility for all modes of transportation. Addressing the needs and problems identified below will promote the realization of the vision:

- Gaps in the bicycle network limit many users from safely connecting to their destinations, including transit stations, schools, recreation, and commercial areas.
- Inadequate snow removal discourages walking and bicycling.
- Less than 2% of the region's non-interstate roadways provide bicycle accommodations, and the Northeast, North, West, Southwest, and Southeast Corridors all have fewer than 3 centerline miles of bicycle lanes.

- Half of the region's non-interstate roadways do not have a sidewalk on at least one side, and the Northwest, West, Southwest, and Southeast Corridors all have less than 50% sidewalk coverage.
- There are no bicycle accommodations connecting to stations along the northern portion of the Orange Line, and there are few bicycle accommodations connecting to stations along the Blue Line and southbound section of the Red Line.
- There is poor pedestrian access to some stations along the Blue Line, northern portion of the Orange Line, and southbound section of the Red Line.
- There is poor bicycle access and limited pedestrian access to most commuter rail stations in the Northeast, North, Northwest, West, Southwest, and Southeast Corridors.
- There is no bicycle corridor into Boston from the Northeast, North, and Southeast Corridors.
- There are very few bicycle accommodations that facilitate circumferential travel within and between radial corridors.

- Of the MassDOT's Bay State Greenway corridors that travel through the region, 124 of the 415 miles (30%) have been constructed. Within the region, no portions of the North Shore Corridor have been constructed and there are large gaps in the Merrimack River, Mass Central, and Boston-Cape Cod Corridors.

Transportation equity

Paths to a Sustainable Region envisions a transportation system that provides affordable transportation options and accessibility to people of all incomes, ages, races, and language backgrounds and does not inequitably burden any particular group. MPO staff met with social service and community contacts in environmental justice areas in the MPO to identify their needs and issues. Addressing their needs and problems shown below will promote the realization of the vision:

- Traffic speeds in many low income and minority neighborhoods are too fast and streets are dangerous for pedestrians and bicyclists. Traffic calming and complete streets design principles will create a safer environment.
- Better circumferential transit service and a connection between the Red and Blue Lines are needed.
- Densely populated areas such as Roxbury, Jamaica Plain, Somerville, Chelsea, Medford, Everett, and Lynn lack access to rapid transit within a reasonable walking distance.
- Transit service is focused on travel to or from Boston, and can be inadequate for

travel within communities outside of the Central Area.

- Several bus routes in the Central Area operate at slow speeds.
- There are negative community impacts from MBTA's bus maintenance facilities.
- The airport generates traffic congestion in East Boston.
- Late evening and early morning transit service is needed by many low income workers.
- The transit system is difficult to navigate for people who speak languages other than English.

- Transit service is limited in Randolph, Milford and the Hyde Park neighborhood of Boston.
- Commuter rail fares and overnight idling of locomotives are a burden.

Issues to Watch:

- The transportation system will need to address the needs of the elderly population, which is expected to grow substantially during the time horizon of Paths to a Sustainable Region.

Land use

Paths to a Sustainable Region shares the MetroFuture vision of a region in which new development is focused in developed areas rather than greenfields. Addressing the needs and problems identified below will promote the realization of the vision. Issues to watch include:

- Much of the growth between now and 2035 is expected along transit lines. Transit capacity may need to expand in order to handle service demands.
- Several large developments have been proposed in the Boston region including:
    - Northeast Corridor: Redevelopment of the Lynn Waterfront (3,500 housing units and 2 million square feet of retail, office, and hotel space) and transit oriented development around Wonderland Station in Revere (750 housing units, 175,000 square feet of commercial and retail space, and a hotel expected)
    - North Corridor: The Lowell Junction development at the confluence of three MPOs (Wilmington in the Boston Region, Tewksbury in Northern Middlesex, and Andover in Merrimack Valley)
    - Northwest Corridor: Assembly Square in Somerville (2,100 housing units

and more than 2.5 million square feet of commercial and office space) and North Point in Cambridge

- West Corridor: Redevelopment of the Weston Nurseries (1,000 housing units), the Jefferson at Ashland development near Ashland Station (500 units), a high rise in Natick (407 units), the Hopping Brook Business Park in Holliston, the development of a new EMC campus in Southborough and Westborough, and the Framingham Tech Park.
- Southwest Corridor: Westwood Station in Westwood (1,000 housing units, 1 million square feet of retail space, 1.5 million square feet of office space, and 2 hotels)
- Southeast Corridor: SouthField (3,800 housing units and 2 million square feet of commercial, office, and industrial space), the Quincy Center redevelopment (800 housing units and 1.3 million square feet of retail, office, and hotel uses), a 1,000-unit mixed use development at the Fore River Shipyard, and build out of Enterprise Park in Marshfield.
- Central Area: Development in the South Boston seaport area (2,376 housing units and 2.8 million square feet of office and retail space) and Assembly Square and North Point, which were mentioned above.