

Appendix 3.1-C

Station Siting Report: EOT's Final Recommendations (October 2008)



Station Siting Report: EOT's Final Recommendations

Prepared for



Executive Office of Transportation and Public Works
Boston, Massachusetts



Massachusetts Bay Transportation Authority
Boston, Massachusetts

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Summary List of Station Recommendations

- **Battleship Cove** – A part-time station with bus connections, but no parking, located near downtown Fall River and serving the tourist areas of the waterfront.
- **Fall River Depot** – A multi-modal transportation center with transit-oriented development one-mile north of downtown Fall River on Davol Street.
- **Freetown** – A transit-oriented development and regional parking station located at the current U-Storage site, serving nearby industrial parks and commuters throughout the region.
- **Freetown Park** – A bus-only station located inside the interchange of the proposed Exit 8 ½, serving nearby industrial parks and commuters throughout the region.
- **State Pier** – A part-time station with bus connections, but no parking, geared toward serving downtown New Bedford's residents and tourists.
- **Whale's Tooth** – A multi-modal transportation center adjacent to the Hicks Logan area mill redevelopments in New Bedford.
- **King's Highway** – A multi-modal station in north New Bedford with potential for new jobs and housing, serving commuters throughout the region.
- **East Taunton (north)** – A station for the Attleboro or Stoughton rail alternatives, located at the current Target Plaza, with future transit-oriented development.
- **East Taunton (south)** – A station for the Middleborough and Attleboro-Middleborough Hybrid rail alternatives, located at the current Mini Golf site.
- **Taunton** – A multi-modal transportation center with transit-oriented development close to downtown Taunton, serving the Stoughton rail alternative.
- **Taunton Depot** – A multi-modal transportation center with transit-oriented development in downtown Taunton, serving the Attleboro and Attleboro-Middleborough hybrid alternatives, currently located at the GATRA/ Oak Street site.
- **Whittenton** – A station in Taunton with mill redevelopment potential, serving the Whittenton variation of the Stoughton rail alternative.
- **Galleria Station** – A bus-only station located in the current Saturday overflow parking lot at the Galleria Mall in Taunton, serving commuters throughout the region.

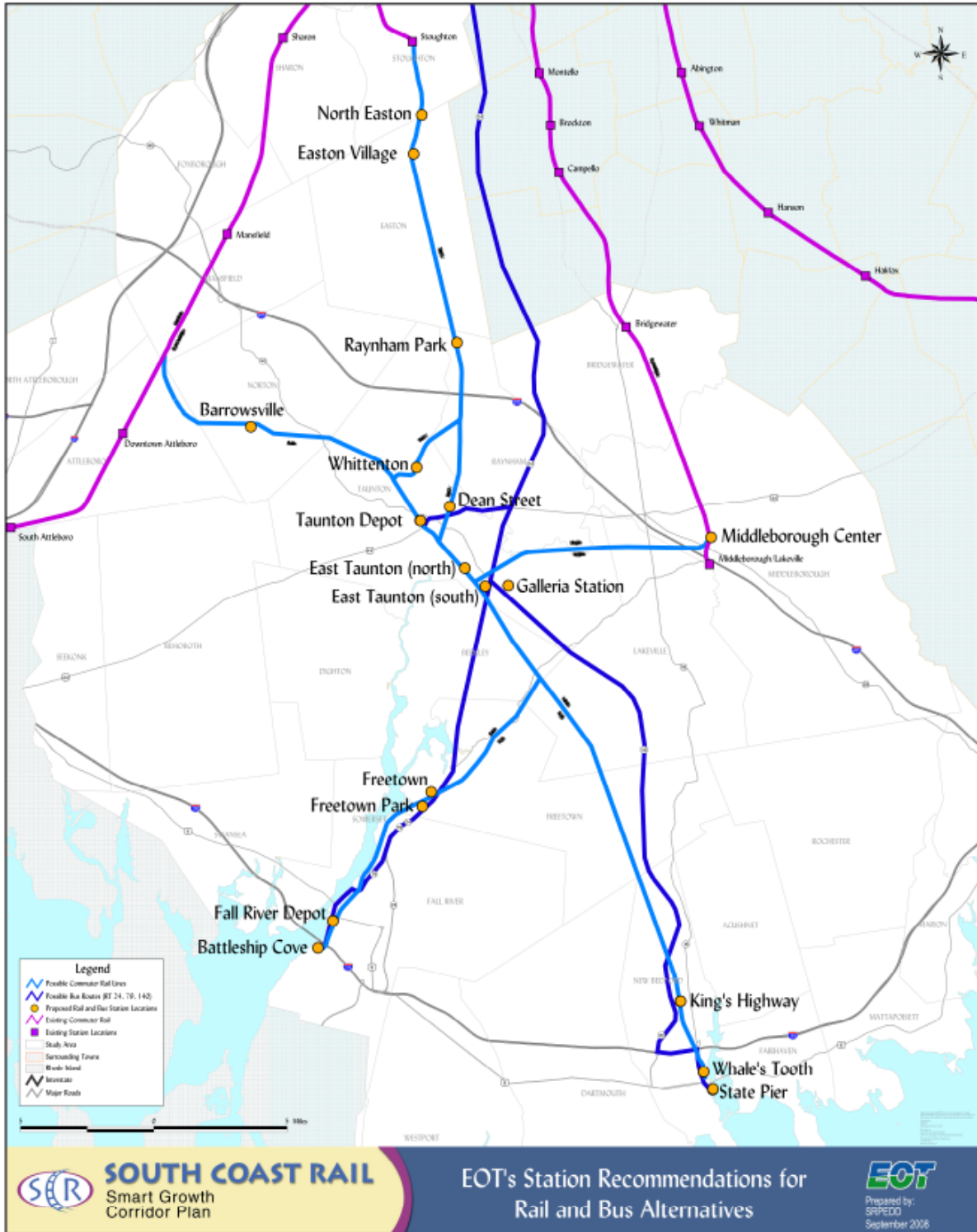
- **Raynham Park** – A station located at the current Dog Track in Raynham that would serve commuters throughout the region and has potential for large-scale transit-oriented development, serving the Stoughton rail alternative.
- **Easton Village** – A village-style station with limited parking in downtown Easton, close to the historic train station, serving the Stoughton rail alternative.
- **North Easton** – A regional parking station serving commuters throughout the region, located in the Roche Brothers Plaza and serving the Stoughton rail alternative.
- **Middleborough Center** – A village-style station with limited parking in downtown Middleborough, serving the Middleborough and Attleboro-Middleborough Hybrid rail alternatives.
- **Barrowsville** – A village-style station with limited parking in Norton, at the old train station site serving the Attleboro and Attleboro-Hybrid rail alternatives.

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Background Information

- Attachment 1 – Comments Received Through Civic Engagement Process
- Attachment 2 – Identified Stations
- Attachment 3 – Data on Identified Station Sites
- Attachment 4 – City and Town Maps (May 2008 Drafts)



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Introduction

1.1 Site Selection Process

EOT's "Fresh Look" at the South Coast Rail project includes taking a fresh look at potential station locations to serve each of the five public transportation alternatives that are being evaluated in Phase 2. No preferred route has yet been selected, so stations were identified for each of the alternatives.

The selection process included working with the public through the project's extensive civic engagement process to identify a wide range of potential station locations, evaluating these to determine if they were practicable, and if they were consistent with EOT's station selection guiding principles and the Commonwealth's Sustainable Development principles. Over fifty rail station sites and thirty bus station sites were identified. After a rigorous and objective analysis, EOT recommends a total of 18 stations for all five of the alternatives.

The station sites are being identified before the selection of the final route for several reasons:

- ▶ EOT seeks to evaluate the environmental impacts of the stations as part of each alternative in the state and federal environmental review process. This process officially begins in November 2008.
- ▶ In order to calculate the number of riders projected to ride each of the alternatives, the ridership model requires station locations be identified. The alternatives analysis requires an assessment of how well each alternative meets the existing and future demand for public transportation.
- ▶ EOT is undertaking a parallel land use and economic development corridor plan. In order to assess the economic development potential of each alternative, EOT needs to evaluate specific station locations and surrounding areas. The corridor plan effort is scheduled to be complete June 2009.

- One of EOT's objectives is to help cities and towns improve land use and zoning before the transit service opens. This technical assistance will be delivered beginning in November 2008. In order to begin appropriate zoning around stations, stations need to be selected.

None of the station sites EOT recommends are set in stone. The environmental review process will allow EOT and the U.S. Army Corps of Engineers to gather further data on the environmental impacts of each of the sites. Stations will not be considered final selections until the conclusion of the state and federal environmental review process, which is scheduled to be complete in Spring 2010.

1.2 Civic Engagement

Public input for station identification and selection was received over a two month period. Stakeholders, local officials and members of the public shared written and oral comments. Their comments include both support and opposition for potential station locations, concerns for neighborhood impacts and suggestions for new station sites. On July 30th, the Southeastern Regional Planning and Economic Development District (SRPEDD) and EOT hosted a station siting open house in Taunton where members of the public could speak with project team members on the station selection process. Their comments were recorded and included in the meeting notes. Additional written comments were received during the comment period. Attachment 1 of this report contains these materials.

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Station Site Identification and Screening

2.1 Guiding Principles for Station Selection

Different station sites would serve different purposes. EOT envisions that some station sites would help catalyze village-style development or redevelopment with homes and shops close to the train station, with many users of the stations walking or biking to the stations. Other sites would mainly serve commuters who drive to the station. We've called these regional magnet stations because they will attract drive-in customers and will need substantial parking facilities.

EOT developed a list of guiding principles to be used in station screening. These principles are consistent with the Commonwealth's Sustainable Development Principles. Not all stations are expected to meet all the guidelines.

- The total number of stations should be enough to capture strong ridership, but not so many that trip time would be reduced and ridership would suffer. Stations should be spaced at a reasonable distance. A rule of thumb is to space stations 3 to 5 miles apart.
- There should be a balance of types of stations to serve customers who drive to stations and "smart stations" to serve existing and future customers who walk and bike to stations.
 - Stations intended to serve walk/bike customers should be located near existing population centers, dense housing, jobs and retail centers, and be served by public infrastructure (roads, sewer and water services).
 - Stations intended to serve customers who drive should be accessible from major arterial roads, have sufficient parking capacity, and have future redevelopment potential.

- Stations should be located in places that will facilitate economic development for municipalities and the region.
- Stations should prioritize the reuse of previously-developed land, such as brownfields and grayfields.
- Station sites should be compatible with existing and proposed local planning goals.
- Stations should be “practicable”, meaning capable of being constructed and used after taking into consideration cost, existing technology and logistics.
- Station location should take into account the potential for generating wind and solar power, or other renewable energy.
- Stations sites should be selected to avoid or minimize impacts to critical environmental resources.

2.2 Site Identification Process

Potential station locations for the South Coast Rail Phase 2 Alternatives were initially identified by the Southeastern Regional Planning and Economic Development District (SRPEDD), and screened in an iterative process by the multi-disciplinary project team. SRPEDD staff and input from the public identified a total of 73 rail and bus stations, some of which overlap, totaling 55 rail stations and 30 bus stations. Attachment 2 depicts the track segments of the rail alternatives with all identified potential station sites. These segments include the Fall River Secondary, New Bedford Line, the rail bed that extends south of the Stoughton Station, Whittenton Branch variation on the Stoughton alternative, Attleboro Secondary, and Middleborough Secondary. Attachment 2 also shows all the identified bus stations.

The initial criteria for site identification were:

- Track geometry (a tangent track section) and land available to construct 800-foot platforms, for the rail stations.
- Would not require new development within an Area of Critical Environmental Concern (ACEC).
- Not within a public water supply Zone 1.
- Vacant or land with foreseeable potential for redevelopment.

Table 1 lists the sites identified in this step, by municipality. Attachment 4 shows the location of each potential station site, by municipality.

Table 1 Station Sites Evaluated

Town	Site Location	Rail Segment	Rapid Bus
New Bedford	State Pier	New Bedford Main Line	Rapid Bus
New Bedford	Elm Street	New Bedford Main Line	
New Bedford	Whale’s Tooth (parking lot)	New Bedford Main Line	Rapid Bus
New Bedford	Davis Street	New Bedford Main Line	
New Bedford	Church Street	New Bedford Main Line	
New Bedford	King’s Highway	New Bedford Main Line	Rapid Bus
New Bedford	New Bedford Industrial Park (Lot 11)	New Bedford Main Line	Rapid Bus
New Bedford	Cove Street & JFK		Rapid Bus
New Bedford	NSTAR Site		Rapid Bus
Freetown	South Main Street (U-Storage)	Fall River Secondary	
Freetown	South Main Street (South of bridge over tracks)	Fall River Secondary	
Freetown	Exit 8 ½ Interchange		Rapid Bus
Freetown	River Front Park	Fall River Secondary	
Freetown	Copicut Road	Fall River Secondary	
Freetown	North of Boston Beer Site	Fall River Secondary	
Freetown	Boston Beer Site	Fall River Secondary	Rapid Bus
Freetown	NW Side of High Street	Fall River Secondary	
Freetown	SE Side of Elm Street	Fall River Secondary	
Freetown	NE Side of Chipaway Road	New Bedford Main Line	
Freetown	South of Chase Road	New Bedford Main Line	
Freetown	Fly Ash Site		Rapid Bus
Freetown	Park & Ride off N. Main Street (Exit 10)		Rapid Bus
Freetown	Northeast Corner of Exit 10		Rapid Bus
Freetown	East Side of Gurney Rd., South of Chase Rd.		Rapid Bus
Freetown	Northeast side of Chase Rd. and Gurney Rd.		Rapid Bus
Freetown	Western Interchange of Route 140/ Chase Rd.		Rapid Bus
Fall River	Battleship Cove (behind gate)	Fall River Secondary	
Fall River	Battleship Cove (state salt shed)	Fall River Secondary	Rapid Bus
Fall River	Davol Street	Fall River Secondary	Rapid Bus
Fall River	Proposed LNG Site (Weaver’s Cove)	Fall River Secondary	
Lakeville	West Lakeville	New Bedford Main Line	
Lakeville	Howland Road	New Bedford Main Line	
Berkley	Myricks Junction	New Bedford Main Line	
Berkley	NW of Myricks Junction	New Bedford Main Line	

Table 1 Station Sites Evaluated (continued)

Town	Site Location	Rail Segment	Rapid Bus
Berkley	Parcel 15		Rapid Bus
Berkley	Parcel 14		Rapid Bus
Berkley	Parcel 1		Rapid Bus
Berkley	Parcel 2		Rapid Bus
Middleborough	Existing MBTA Layover	Middleborough Secondary	
Middleborough	Old Station Site	Middleborough Secondary	
Middleborough	SW Route 44 (Striar Property)	Middleborough Old Colony Line	
Middleborough	SE Route 44 (Everett St.)	Middleborough Old Colony Line	
Middleborough	NE Route 44 (Everett St.)	Middleborough Old Colony Line	
Middleborough	Plymouth Street (Rockland)	Middleborough Old Colony Line	
Taunton	Galleria Site (Mall)	New Bedford Main Line	
Taunton	Mini Golf Site	New Bedford Main Line	
Taunton	Target Plaza	Attleboro Secondary	
Taunton	Weir Junction	Attleboro Secondary	
Taunton	Dean Street	Rail Bed South of Stoughton	Rapid Bus
Taunton	GATRA/ Oak Street	Attleboro Secondary	Rapid Bus
Taunton	State Hospital	Attleboro Secondary	
Taunton	Whittenton Junction	Attleboro Secondary	
Taunton	Whittenton	Whittenton Branch	
Taunton	Old Colony Ave. (East Taunton)	Middleborough Secondary	
Taunton	Galleria Mall Overflow Parking Lot		Rapid Bus
Taunton	Industrial Park		Rapid Bus
Taunton	Northwoods		Rapid Bus
Norton	Barrowsville (South Worcester Street)	Attleboro Secondary	
Norton	John Scott Boulevard East	Attleboro Secondary	
Norton	John Scott Boulevard West	Attleboro Secondary	
Attleboro	Pleasant Street (Route 123)	Attleboro Bypass	
Raynham	E. Britannia Street	Rail Bed South of Stoughton	
Raynham	Center Street/Route 138	Rail Bed South of Stoughton	Rapid Bus
Raynham	Carver Street	Rail Bed South of Stoughton	Rapid Bus
Raynham	Route 138/I-495 Overpass	Rail Bed South of Stoughton	Rapid Bus
Raynham	Ryan Industrial Park	Rail Bed South of Stoughton	
Raynham	Dog Track	Rail Bed South of Stoughton	
Raynham	Staples Plaza		Rapid Bus
Raynham	Flea Market		Rapid Bus
Easton	Easton Station (Route 123)	Rail Bed South of Stoughton	
Easton	Center/Depot Street (Church)	Rail Bed South of Stoughton	
Easton	Old Train Station (Downtown)	Rail Bed South of Stoughton	
Easton	North Easton (Roche Brothers)	Rail Bed South of Stoughton	

2.3 Screening Criteria

The identified sites were screened based on criteria related to practicability, minimizing environmental impacts, and the ability to support smart growth principles. The criteria used in this screening process are described below. Note that sites are not expected to meet all criteria.

2.3.1 Practicability

Practicability asks if the site is practicable to develop – is the configuration of the site suitable for development, or are there significant obstacles? Is the site accessible to potential riders? Would there be significant costs to develop a station at this site? Three criteria were used to evaluate practicability:

- Site Quality: Does the site provide sufficient size, with suitable flat topography, for a platform and parking (for a regional parking site)?
- Suitability of Road Network: Is the site accessible using road infrastructure with ability to accommodate station traffic? For a regional magnet station, is the site within reasonable distance of a highway interchange for a regional parking station?
- Site Cost: Are there constraints (substantial environmental contamination (21E) or existing land uses) that would make redevelopment impracticable from a cost standpoint?

2.3.2 Environmental Impacts

This step of screening determined if any of the station alternatives should be dismissed based on potential impacts to the aquatic or natural environment. It considers the potential for other significant adverse environmental consequences to occur as a result of each potential site, particularly to wetlands, federal- and state-listed rare species, public water supplies, and open space.

- ACEC: Would the station require new development (“greenfield development”) in an Area of Critical Environmental Concern (ACEC)?
- Priority Habitat: Would station construction affect Priority Habitat of state-listed rare species?
- Wetlands: Would the station require filling wetlands?
- Vernal Pools: Would the station impact a vernal pool?

- Floodplains: Would the station require filling an inland floodplain?
- Drinking Water: Would the station be within a public water supply Zone 2?

2.3.3 Smart Growth

This step of screening determined if the station alternatives support the smart growth objectives of the South Coast Rail project. EOT does not expect all sites to support smart growth due to the need to provide some regional parking stations geared toward drive-in customers.

- Reuse: Is the site an underutilized or vacant brownfield or grayfield?
- Infrastructure: Is the site served by existing water and sewer infrastructure? Or, does the site have potential to connect easily to such infrastructure?
- Site Location: Is the site within walking distance to a city, town or village center? Is there an adequate existing or projected density of households and jobs within the one-mile station area?
- Equity: Does the site serve an environmental justice population?
- TOD Potential: Is there sufficient potential for transit-oriented development?
 - Does the site have foreseeable redevelopment potential?
 - Is there potential for special amenities to make development especially attractive to the market (such as proximity to a waterfront)?

To assess transit-oriented development (TOD) potential, Goody Clancy, the firm responsible for developing the South Coast Rail Economic Development and Land Use Corridor Plan, conducted a preliminary analysis that compared alternative stations. The assessment of site location and TOD opportunities was based on site visits and photographic documentation; orthophotos; land use maps based on 2005 MassGIS data; 2006 Claritas household and jobs data for one-mile, half-mile, and quarter-mile radii around proposed station sites. This analysis was further informed by SRPEDD's work over the past four years with the Southeastern Massachusetts Commuter Rail Task Force to identify viable station sites. Conversations with community leaders in municipalities that might host stations further enriched the analysis.

2.3.4 Circling Back

After assessing stations' practicability, avoidance of environmental impacts, and smart growth potential, the South Coast Rail's project team then looked at each alternative's full scope of station sites. The analysis assumed that three stations were

required regardless of alternative: at least one station in Fall River, at least one station in New Bedford, and at least one station in Taunton. In addition, each alternative could include one intermediate station between Fall River and Taunton and one intermediate station between New Bedford and Taunton. Other stations that could be considered, depending on the alternative, include one intermediate station between Taunton and Attleboro, one intermediate station between Taunton and the Old Colony Middleborough line, and up to three intermediate stations between Taunton and Stoughton.

The team also assessed whether stations were adequately spaced to capture ridership and whether the types of stations along each route would allow for a good mix of village-style stations, transit-oriented development stations and regional magnet stations with sufficient parking facilities.

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Station Recommendations

The site screening criteria were applied to the 73 potential station sites. The following sections describe EOT's recommendations for stations sites that will be advanced for further analysis in the Phase 2 state and federal environmental review process.

3.1 New Bedford

Nine potential station sites were evaluated in New Bedford:

- State Pier
- Elm Street
- Whale's Tooth (parking lot)
- Davis Street
- Church Street
- King's Highway
- New Bedford Industrial Park (Lot 11)
- Cove Street & JFK
- NSTAR Site

The evaluation recommended that three sites be advanced into Phase 2. All three sites would serve the rail alternatives and the Rapid Bus alternative.

3.1.1 State Pier

The State Pier station, located at New Bedford's State Pier, would serve all of the rail alternatives and the Rapid Bus alternative. The site is anticipated to be a platform only station to serve the downtown area and ferry customers. The station site would be geared to serve walk-in customers. The station likely would not operate full time and would not have full-length raised platforms. There would be no parking facilities. The site would support mainly walk-in and bike-in customers.

The site is practicable to construct. It has sufficient size and flat topography to construct a station; is accessible using existing road infrastructure; and is within a reasonable distance of a highway (Route 18). The site is favorable from an environmental perspective, as it is a previously-developed site that does not contain wetlands, vernal pools, or priority habitats. It is not located within a public water supply Zone II. However, the site is within the 100-year coastal floodplain.

This site supports smart growth principles. The site would not require development of an undeveloped area and has adequate infrastructure to serve the station. It is located on the waterfront and in downtown New Bedford, near museums and colleges, and in proximity to jobs and population, including low income and minority populations. Although the site is too small for redevelopment to occur right at the station, the downtown area may benefit from reinvestment if a station were built.

3.1.2 Whale's Tooth

The Whale's Tooth station, located at the Whale's Tooth parking lot would serve all of the rail alternatives, and the Rapid Bus alternative. This 14-acre site, located on the New Bedford waterfront, was identified as the preferred site in the 2002 Final Environmental Impact Report on South Coast Rail. The City of New Bedford has constructed a parking lot on the site in anticipation of the commuter rail project. The station would include intermodal connections, potentially including ferry services. The site would serve walk-in, bike-in, and drive-in customers.

The site is practicable to construct. It has sufficient size and flat topography to construct a station; is accessible using existing road infrastructure; and is within a reasonable distance of a highway (Route 18 and I-195). The site is favorable from an environmental perspective, as it is a previously-developed site that does not contain wetlands, vernal pools, or priority habitats. It is not located within a public water supply Zone II. However, the site is within the 100-year coastal floodplain.

This site supports smart growth principles. The site would not require development of an undeveloped area and has adequate infrastructure to serve the station and support redevelopment. It is located in close proximity to the waterfront, downtown New Bedford, and the Hicks Logan redevelopment area. The site is located in

proximity to jobs and population, including low income and minority populations. The station could also catalyze transit-oriented development. The Hicks Logan area offers an opportunity to develop a mixed-use waterfront neighborhood that would be served by rail. Immediately adjacent to the station site are old mill buildings in the process of being converted into homes.

3.1.3 King's Highway

The King's Highway station, located in northern New Bedford along King's Highway east of Route 140, would serve all of the rail alternatives and the Rapid Bus alternative. This site would occupy part of an approximately 55-acre site that is now a shopping plaza. The site would serve walk-in, bike-in, and drive-in customers.

A station would be practicable to construct at this site, which has sufficient size and flat topography to construct a station; is accessible using existing road infrastructure; and is within a reasonable distance of a highway (Route 140). Cost of land acquisition could be high, as the site is currently occupied by active businesses. The site is favorable from an environmental perspective, as it is a previously-developed site that does not contain wetlands, vernal pools, or priority habitats. It is not located within a public water supply Zone II, and is not within the 100-year floodplain.

This site supports smart growth principles. The site would not require development of an undeveloped area and has adequate infrastructure to serve the station and support redevelopment. The site is located in proximity to jobs and population. The station could also catalyze redevelopment in that it offers an opportunity to revitalize an aging shopping plaza by redeveloping it into a mixed-use neighborhood or lifestyle center. The site also presents an opportunity for joint development.

3.2 Fall River

Four potential station sites were identified in Fall River:

- Battleship Cove (behind gate)
- Battleship Cove (state salt shed)
- Davol Street
- Proposed LNG Site (Weaver's Cove)

The evaluation recommended that two sites be advanced into Phase 2. These two sites would serve all of the rail alternatives and one of the sites also would serve the Rapid Bus alternative.

3.2.1 Battleship Cove (behind gate)

The Battleship Cove station, an approximately 2.2-acre site on the Fall River waterfront located behind the Ponte Del Gada monument, would serve all of the rail alternatives. The station is anticipated to be a platform only station that would not operate full-time. The station would serve the downtown area and the Battleship Cove tourist area. The station site would be geared to serve walk-in customers and pick up-drop off customers. There would be minimal parking. The City of Fall River constructed a pickup-drop off loop road for the future commuter rail station as part of the Ponte Del Gada monument.

Battleship Cove station is practicable to construct. It has sufficient size and flat topography to construct a station (with limited parking); is accessible using existing road infrastructure; and is within a reasonable distance of a highway (Route 79 and I-195). The site is favorable from an environmental perspective, as it is a previously-developed site that does not contain wetlands, vernal pools, or priority habitats. It is not located within a public water supply Zone II and is not within the 100-year coastal floodplain.

This site supports smart growth principles. The site would not require development of an undeveloped area and has adequate infrastructure to serve the station. It is located on the waterfront, close to downtown Fall River, near the Fall River Heritage Park and other tourist attractions. The site is in proximity to jobs and population, including low income and minority populations. Although the site is too small for redevelopment to occur right at the station, the station could spur redevelopment in the waterfront area, a place with old manufacturing buildings and vacant land which the City would like to redevelop.

3.2.2 Davol Street

The Fall River Depot station, located one mile north of downtown Fall River at Route 79 and Davol Street, would serve all of the rail alternatives and the Rapid Bus alternative. The site, an approximately 8-acre area near the Fall River waterfront, was the site of the historic train station. The site is envisioned to be a multi-modal transportation center with new mixed-use development and parking facilities. The site would serve walk-in, bike-in, and drive-in customers.

The site is practicable to construct. It has sufficient size and flat topography to construct a station (with structured parking); is accessible using existing road infrastructure; and is within a reasonable distance of a highway (Route 79). The site is favorable from an environmental perspective, as it is a previously-developed site that does not contain wetlands, vernal pools, or priority habitats. It is not located within a public water supply Zone II and is not within the 100-year coastal floodplain.

This site supports smart growth principles. The station would not require development of an undeveloped area and has adequate infrastructure to serve the station and support redevelopment. It is located one-mile north of downtown Fall River, close to a dense residential neighborhood and aging shopping plaza, and across from a redeveloping waterfront along Route 79. The site is located in proximity to jobs and population, including low income and minority populations. The station could also catalyze redevelopment in that it offers a classic transit-oriented development opportunity that fits with the City's plans for redeveloping the waterfront.

3.3 Freetown

Seventeen potential station sites were identified in Freetown:

- South Main Street (U-Storage Site)
- South Main Street (South of bridge over tracks)
- Exit 8 ½ Interchange
- River Front Park
- Copicut Road
- North of Boston Beer Site
- Boston Beer Site
- NW Side of High Street
- SE Side of Elm Street
- NE Side of Chipaway Road
- South of Chase Road
- Fly Ash Site
- Park & Ride off N. Main Street (Exit 10)
- Northeast Corner of Exit 10
- East Side of Gurney Rd., South of Chase Rd.
- Northeast Side of Chase Rd. and Gurney Rd.
- Western Interchange of Route 140/ Chase Rd.

The evaluation recommended that two sites be advanced into Phase 2 – one site which would serve all of the rail alternatives and one site that would serve the Rapid Bus alternative.

3.3.1 South Main Street (U Storage)

The Freetown station, located at Site 6 on South Main Street would serve all of the rail alternatives. The site is approximately 18 acres, is currently occupied by a U Storage business, and is near the Fall River Executive Park and the River Front Park. The site would serve drive-in customers and customers shuttled between the station and the industrial parks.

The site is practicable to construct. It has sufficient size and flat topography to construct a station (with structured parking); is accessible using existing road infrastructure; and is within a reasonable distance of a highway (Route 24). A new interchange for Route 24 is being constructed nearby. The site is favorable from an environmental perspective, as it is partially a previously-developed site that does not contain vernal pools or priority habitats. It is not located within a public water supply Zone II and is not within the 100-year floodplain. Wetlands are located on part of the site.

This site supports smart growth principles. The site would not require development of an undeveloped area and has adequate infrastructure to serve the station and support redevelopment. The site is located in proximity to two industrial parks that are projected to host thousands of jobs. The site has potential for mixed-use development and for parking facilities for commuters.

3.3.2 Exit 8 ½ Interchange

This site, situated at the proposed new interchange in Freetown, known as Exit 8 ½, would serve the Rapid Bus alternative. The site is about 3 acres in size and is proximate to both the Fall River Executive Park in Freetown and the River Front Park. The site would serve only drive-in customers.

The site is practicable to construct. It has sufficient size and flat topography to construct a bus station; is accessible using existing road infrastructure; and is within a reasonable distance of a highway (Route 24). The site is favorable from an environmental perspective, as it is a piece of land that will be unusable once Exit 8 ½ is built. The site does not contain vernal pools, priority habitats, or wetlands. It is not located within a public water supply Zone II and is not within the 100-year floodplain.

This site supports some smart growth principles. The site would require development of an undeveloped area, but it would be right at a highway interchange. It is located in proximity to jobs. However, the site has no potential for new commercial or residential development.

3.4 Lakeville

Two potential new station sites were identified in Lakeville:

- West Lakeville
- Howland Road

The evaluation recommended that neither site be advanced because of environmental impacts (wetlands, priority habitat, and floodplains) and because the sites would not support smart growth.

3.5 Berkley

Six potential station sites were identified in Berkley:

- Myricks Junction
- NW of Myricks Junction
- Parcel 15
- Parcel 14
- Parcel 1
- Parcel 2

The evaluation recommended that none of these sites be advanced. The land area for the sites considered for rail stations - Myricks Junction and NW of Myricks Junction - are not suitably sized lots. There are some environmental constraints, as well. In evaluating the four "Parcel" sites considered for the Rapid Bus alternative, EOT concluded that the Galleria Mall Overflow Parking Lot in Taunton provides better connectivity to Routes 24 and 140 than these Berkley sites.

3.6 Middleborough

Six potential station sites were identified in Middleborough:

- Existing MBTA Layover
- Old Station Site
- SW Route 44 (Striar Property)
- SE Route 44 (Everett St.)

- NE Route 44 (Everett St.)
- Plymouth Street (Rockland)

The evaluation recommended that one site be advanced into Phase 2 which would serve the Middleborough rail alternative.

3.6.1 Old Station Site

The Middleborough Center station, located at the old station site in downtown Middleborough, would serve the Middleborough rail alternative. The 7-acre site would primarily serve walk-in and bike-in customers. The station would attract some drop-off and pick-up customers, but the regional parking facilities are available at the nearby Lakeville station. This station could also serve the proposed casino. Shuttles would be necessary to transport people from the station to the proposed casino site.

The site is practicable to construct. It has sufficient size and flat topography to construct a station; is accessible using existing road infrastructure; and is within a reasonable distance of a highway (Route 495). The site is favorable from an environmental perspective, as it is a previously-developed site that does not contain vernal pools, priority habitats, or wetlands. It is not located within a public water supply Zone II and is not within the 100-year floodplain.

This site supports smart growth principles. The site would not require development of an undeveloped area and has adequate sewer and water infrastructure to serve the station and support redevelopment. It is located in downtown Middleborough, close to jobs and population. The station could help spur more village-style development in the downtown.

3.7 Taunton

Thirteen potential station sites were identified in Taunton:

- Galleria Site (Mall)
- Mini Golf Site
- Target Plaza
- Weir Junction
- Dean Street
- GATRA/ Oak Street

- State Hospital
- Whittenton Junction
- Whittenton
- Old Colony Ave. (East Taunton)
- Galleria Mall Overflow Parking Lot
- Industrial Park
- Northwoods

The evaluation recommended that six sites, which would serve different alternatives, be advanced into Phase 2. One site would serve the Middleborough rail alternative and the Attleboro-Middleborough Hybrid alternative. Two sites would serve the Attleboro rail alternative and the Attleboro-Middleborough Hybrid alternative. Two sites would serve the Stoughton rail alternative and two sites would serve the Whittenton variation on the Stoughton rail alternative. Two sites would serve the Rapid Bus alternative.

3.7.1 Mini Golf Site

The East Taunton (south) station site, located off Route 140 in Taunton, would serve the Middleborough rail alternative and the Attleboro-Middleborough Hybrid alternative. This is an approximately 13-acre site currently occupied by a Mini Golf business. The station would function as a regional magnet station, serving customers that drive to the station.

The site is practicable to construct. It has sufficient size and flat topography to construct a station; is accessible using existing road infrastructure; and is within a reasonable distance of a highway (Route 24 and Route 140). The site is favorable from an environmental perspective, as it is partially a previously-developed site that does not contain vernal pools or priority habitats. It is not located within a public water supply Zone II and is not within the 100-year floodplain. Wetlands are located on a portion of the site.

This site supports some smart growth principles. The site would not require development of an undeveloped area and has adequate infrastructure to serve the station and support redevelopment. The location of the site, and future planned development for the site, makes it an unlikely candidate for transit-oriented development.

3.7.2 Target Plaza

The East Taunton (north) station, located at the rear of Target Plaza, would serve the Attleboro and Stoughton rail alternatives. This site is approximately 14 acres and is located off of Route 140. The Plaza is a newer big-box retail site that hosts Target, Home Depot, and other stores. There is vacant land near the existing freight tracks. The station would serve customers that drive to the station, as well as potential future walk-in or bike-in customers if redevelopment were to occur.

The site is practicable to construct. It has sufficient size and flat topography to construct a station; is accessible using existing road infrastructure; and is within a reasonable distance of a highway (Route 24 and Route 140). The site is favorable from an environmental perspective, as it is partially a previously-developed site that does not contain vernal pools or priority habitats. It is not located within a public water supply Zone II and is not within the 100-year floodplain. Wetlands are located on a portion of the site.

This site supports some smart growth principles. The site has adequate infrastructure to serve the station and support redevelopment. It is located in proximity to jobs and services, as well as multi-family housing, and has adequate infrastructure to support redevelopment. It is located at a key highway junction for Freetown, Berkley and Lakeville. The station could also catalyze transit-oriented development in that it offers an opportunity in the future to redevelop a shopping center it into a mixed-use neighborhood or lifestyle center.

3.7.3 Dean Street

The Taunton station, located at the Dean Street site, would serve the Stoughton rail alternative. The site is approximately 8 acres, and is located off of Route 44 just north of the historic train station and within walking distance of downtown. The City of Taunton has invested in remediating this brownfield site in anticipation of a future train station. The site is zoned for mixed-use redevelopment and would be a multi-modal transportation center serving walk-in, bike-in, and drive-in customers.

The site is practicable to construct. It has sufficient size and flat topography to construct a station; is accessible using existing road infrastructure; and is within a reasonable distance of a highway (Route 44). The site is favorable from an environmental perspective, as it is a previously-developed site (containing abandoned industrial buildings and foundations) that does not contain vernal pools or priority habitats. It is not located within a public water supply Zone II. Portions of the site are within a mapped 100-year floodplain, and wetlands are located on a portion of the site.

This site supports smart growth principles. The site would not require development of an undeveloped area and has adequate infrastructure to serve the station and support redevelopment. It is located near downtown Taunton. The site is located in proximity to jobs and services. The station could also catalyze transit-oriented development. The area offers an infill development opportunity to develop a mixed-use, village-style neighborhood that would be served by rail.

3.7.4 GATRA/Oak Street

The Taunton Depot station, located at the GATRA/ Former Oak Street Mall site, would serve the Attleboro rail alternative and the Attleboro-Middleborough Hybrid alternative, and would serve as a terminal station for the Rapid Bus alternative. This site is an approximately 24-acre site in the center of Taunton, and currently contains the GATRA maintenance facility and bus station and provides an opportunity for multi-modal connections. The station would serve walk-in, bike-in, and drive-in customers. GATRA would consider shifting the maintenance facility and the bus terminal just south of the site, and if this happens, the site has potential for redevelopment.

The site is practicable to construct. It has sufficient size and flat topography to construct a station; and is accessible using existing road infrastructure. The site is favorable from an environmental perspective, as it is partially a previously-developed site that does not contain wetlands, vernal pools or priority habitats. It is not located within a public water supply Zone II or mapped 100-year floodplain.

This site supports smart growth principles. The site would not require development of an undeveloped area and has adequate infrastructure to serve the station and support redevelopment. The site is in downtown Taunton at the site of a former mall. It is located in proximity to population (including minority and low-income populations), jobs and services. The station could also catalyze transit-oriented development and presents an opportunity for redeveloping an area that can spur economic development in the downtown of Taunton.

3.7.5 Whittenton

The Whittenton station would serve the Whittenton variation of the Stoughton rail alternative. (This variation is an option to avoid crossing Pine Swamp in Raynham.) This approximately 18-acre site is near downtown Taunton. The site would serve walk-in, bike-in, and drive-in customers.

The site is practicable to construct. It has sufficient size and flat topography to construct a station; and is accessible using existing road infrastructure. The site is favorable from an environmental perspective, as it is a previously-developed site that does not contain wetlands, vernal pools or priority habitats. It is not located within a

public water supply Zone II. Portions of the site are within a mapped 100-year floodplain.

This site supports smart growth principles. The site would not require development of an undeveloped area and has adequate infrastructure to serve the station and support redevelopment. It is located near downtown Taunton, next to old mill buildings, and in proximity to jobs, services and population. The station could also catalyze transit-oriented development. The area is a former mill village with medium-density housing in proximity. There is potential for adaptive reuse of the mill buildings, residential infill and a mill village “main street.”

3.7.6 Galleria Mall Overflow Parking Lot

The Galleria Station, located at the Galleria Mall Overflow Parking Lot, would serve the Rapid Bus alternative. Portions of the existing paved parking areas at this 9-acre Galleria Mall site could be redeveloped to serve as a bus-oriented development.

This site is practicable to construct. It has sufficient size, is accessible using existing road infrastructure, and is within a reasonable distance of a highway (Route 24 and Route 140). This use of the existing site is favorable from an environmental perspective, as it is an entirely developed site that does not contain vernal pools or priority habitats. It is not located within a public water supply Zone II or within a mapped 100-year floodplain. Portions of the mall site contain wetlands, but the re-use of the existing parking lot would not impact wetlands.

This site supports some smart growth principles. The site would not require development of an undeveloped area and has adequate infrastructure to serve the station and support redevelopment. It is located in proximity to jobs and population. The station could also catalyze transit-oriented development. The site has future potential for a mixed-use development.

3.8 Norton

Three site alternatives were identified in Norton:

- Barrowsville (South Worcester Street)
- John Scott Boulevard East
- John Scott Boulevard West

The evaluation recommended that one site be advanced into Phase 2. This site would serve the Attleboro rail alternative.

3.8.1 Barrowsville (South Worcester Street)

The Barrowsville station, located on South Worcester Street in Norton, would serve the Attleboro rail alternative and the Attleboro-Middleborough Hybrid alternative. This approximately 7-acre site is near the former train station. The station would be village-style with limited parking, and serve primarily drop-off/pick-up customers.

The site is practicable to construct. It has sufficient size and flat topography to construct a station; and is accessible using existing road infrastructure. The site is favorable from an environmental perspective, as a portion of the site is a previously-developed site that does not contain any vernal pools or priority habitats. A portion of the site, which would not be used, does contain wetlands. There are two vernal pools within a half-mile on nearby properties. It is not located within a public water supply Zone II or a mapped 100-year floodplain.

This site supports smart growth principles. The site would not require development of an undeveloped area and has some infrastructure to serve the station (water only). It is located in proximity some housing and limited retail. The station could also catalyze some small-scale, village-style development.

3.9 Attleboro

One alternative (Pleasant Street, Route 123) was identified in Attleboro. The evaluation did not recommend that this site be advanced into Phase 2 because of the high level of potential wetland impacts, and the low ability of the site to support smart growth.

3.10 Raynham

Eight site alternatives were identified in Raynham:

- E. Britannia Street
- Center Street/Route 138
- Carver Street
- Route 138/I-495 Overpass
- Ryan Industrial Park
- Dog Track
- Staples Plaza
- Flea Market

The evaluation recommended that one site be advanced into Phase 2. This site would serve the Stoughton rail alternative.

3.10.1 Dog Track

The Raynham Park station, located at the Raynham-Taunton Greyhound Park in Raynham, would serve the Stoughton rail alternative. The site is now occupied by a dog track and has large surface parking along Route 138 near the Raynham/ Easton town line. The station would be located on a portion of this approximately 80-acre site. The site would be geared toward serving mostly drive-in customers with additional future walk-in customers being drawn from future redevelopment on the site.

The site is practicable to construct. It has sufficient size and adequate, but sloping, topography to construct a station; is accessible using existing road infrastructure, and is within a reasonable distance of a highway (Route 138). The site is favorable from an environmental perspective, as it is a previously-developed site that does not contain vernal pools or priority habitats. It is not located within a public water supply Zone II. Portions of the site are within a mapped 100-year floodplain. Wetlands and the Hockomock Swamp Area of Critical Environmental Concern are located adjacent to the site.

This site supports smart growth principles. The site would not require development of an undeveloped area and has some infrastructure to serve the station and support redevelopment (water only, not sewer). It is located in proximity to jobs. The station could also catalyze transit-oriented development. The site offers potential for a large mixed-use development, although redevelopment would initially be car-oriented because the site is not near an existing downtown or densely developed areas.

3.11 Easton

Four site alternatives were identified in Easton:

- Easton Station (Route 123)
- Center/Depot Street (Church)
- Old Train Station (Downtown)
- North Easton (Roche Brothers)

The evaluation recommended that two sites be advanced into Phase 2. Both sites would serve the Stoughton rail alternative.

3.11.1 Old Train Station

The Easton Village station, located south of the historic H.H. Richardson train station, would serve the Stoughton rail alternative. The site is limited to the railroad right-of-way and is in walking distance of downtown Easton. The site would be a village-style station serving walk-in and bike-in customers. Very little, if any, parking would be provided.

The site is practicable to construct. It has sufficient size and flat topography to construct a station; and is accessible using existing road infrastructure. The site is favorable from an environmental perspective, as it is a previously-developed site that does not contain vernal pools or priority habitats. A portion of the site contains a stream and wetlands. A portion of the site is within a public water supply Zone II. The site is not within a mapped 100-year floodplain.

This site supports smart growth principles. The site would not require development of an undeveloped area and has some infrastructure to serve the station (water only, not sewer). It is located in downtown Easton, close to multi-family housing, some jobs and services. The station could also catalyze transit-oriented development. Immediately adjacent to the station site are old mill buildings which have potential for adaptive reuse.

3.11.2 North Easton

The North Easton station, at the rear of the Roche Brothers plaza, would serve the Stoughton rail alternative. This existing retail plaza, anchored by Roche Brothers supermarket, occupies an approximately 10-acre site. New medical buildings have been constructed or are under construction. The station would likely have shared structured parking facilities with the medical buildings and would primarily serve drive-in customers, although the station may attract some walk-in customers from the existing development on the plaza and from limited nearby residences.

The site is practicable to construct. It has sufficient size to construct a station; and is accessible using existing road infrastructure. It has good highway access from Route 138. The site is favorable from an environmental perspective, as it does not contain vernal pools or priority habitats. A portion of the site is within a public water supply Zone II and wetlands are present on part of the site. The site is not located within a mapped 100-year floodplain.

This site supports some smart growth principles. It is located in proximity to jobs and services, and has some infrastructure (water only, not sewer) to support redevelopment.

3.12 Summary

This summary provides information on the stations selected in three formats. Immediately following is a list of stations by municipality. The second format is a list of stations by alternative route. (Some stations serve more than one alternative.) The third format shows the recommended stations on maps.

3.12.1 Recommendations by Municipality

Table 2, below, shows EOT's recommendations for the stations that will be evaluated in the Phase 2 environmental analysis. Stations are recommended in Fall River (2), Freetown (2), New Bedford (3), Taunton (6), Raynham (1), Easton (2), Middleborough (1) and Norton (1).

Table 2 Results of Station Screening

Town	Station Name	Site Location	Route Served				
			Attleboro	Middle-borough	Att-Mid Hybrid	Stoughton	Rapid Bus
Fall River	Battleship Cove	Battleship Cove (behind gate)	■	■	■	■	
Fall River	Fall River Depot	Davol Street	■	■	■	■	■
Freetown	Freetown	South Main Street (U-Storage)	■	■	■	■	
Freetown	Freetown Park	Exit 8 1/2 Interchange					■
New Bedford	State Pier	State Pier	■	■	■	■	■
New Bedford	Whale's Tooth	Whale's Tooth	■	■	■	■	■
New Bedford	King's Highway	King's Highway	■	■	■	■	■
Taunton	East Taunton (North)	Target Plaza	■			■	
Taunton	East Taunton (South)	Mini-golf		■	■		
Taunton	Taunton	Dean Street				■*	
Taunton	Taunton Depot	GATRA/Oak Street	■		■		■
Taunton	Whittenton	Whittenton				■**	
Taunton	Galleria Station	Galleria Mall Overflow Parking Lot					■
Raynham	Raynham Park	Dog Track				■	
Easton	Easton Village	Old Train Station				■	
Stoughton	North Easton	North Easton (Roche Brothers)				■	
Middleborough	Middleborough Center	Old Station Site		■	■		
Norton	Barrowsville	Barrowsville (South Worcester Street)	■		■		
* Dean Street would serve the Stoughton route, but not the Whittenton variation							
** Whittenton would serve the Whittenton variation of the Stoughton route only							

3.12.2 Recommendations by Alternative

Nine new stations are recommended for the Attleboro Alternative:

1. Battleship Cove, Fall River
2. Fall River Depot
3. Freetown
4. State Pier, New Bedford
5. Whale's Tooth, New Bedford
6. King's Highway, New Bedford
7. East Taunton (South), Taunton
8. Taunton Depot
9. Barrowsville, Norton

Eight new stations are recommended for the Middleborough Alternative:

1. Battleship Cove, Fall River
2. Fall River Depot
3. Freetown
4. State Pier, New Bedford
5. Whale's Tooth, New Bedford
6. King's Highway, New Bedford
7. East Taunton (South), Taunton
8. Middleborough Center

Ten new stations are recommended for the Attleboro-Middleborough Hybrid Alternative:

1. Battleship Cove, Fall River
2. Fall River Depot
3. Freetown
4. State Pier, New Bedford
5. Whale's Tooth, New Bedford

6. King's Highway, New Bedford
7. East Taunton (South), Taunton
8. Middleborough Center
9. Taunton Depot
10. Barrowsville, Norton

Twelve new stations are recommended for the Stoughton Alternative:

1. Battleship Cove, Fall River
2. Fall River Depot
3. Freetown
4. State Pier, New Bedford
5. Whale's Tooth, New Bedford
6. King's Highway, New Bedford
7. East Taunton (North)
8. Taunton*
9. Whittenton, Taunton*
10. Raynham Park
11. Easton Village
12. North Easton

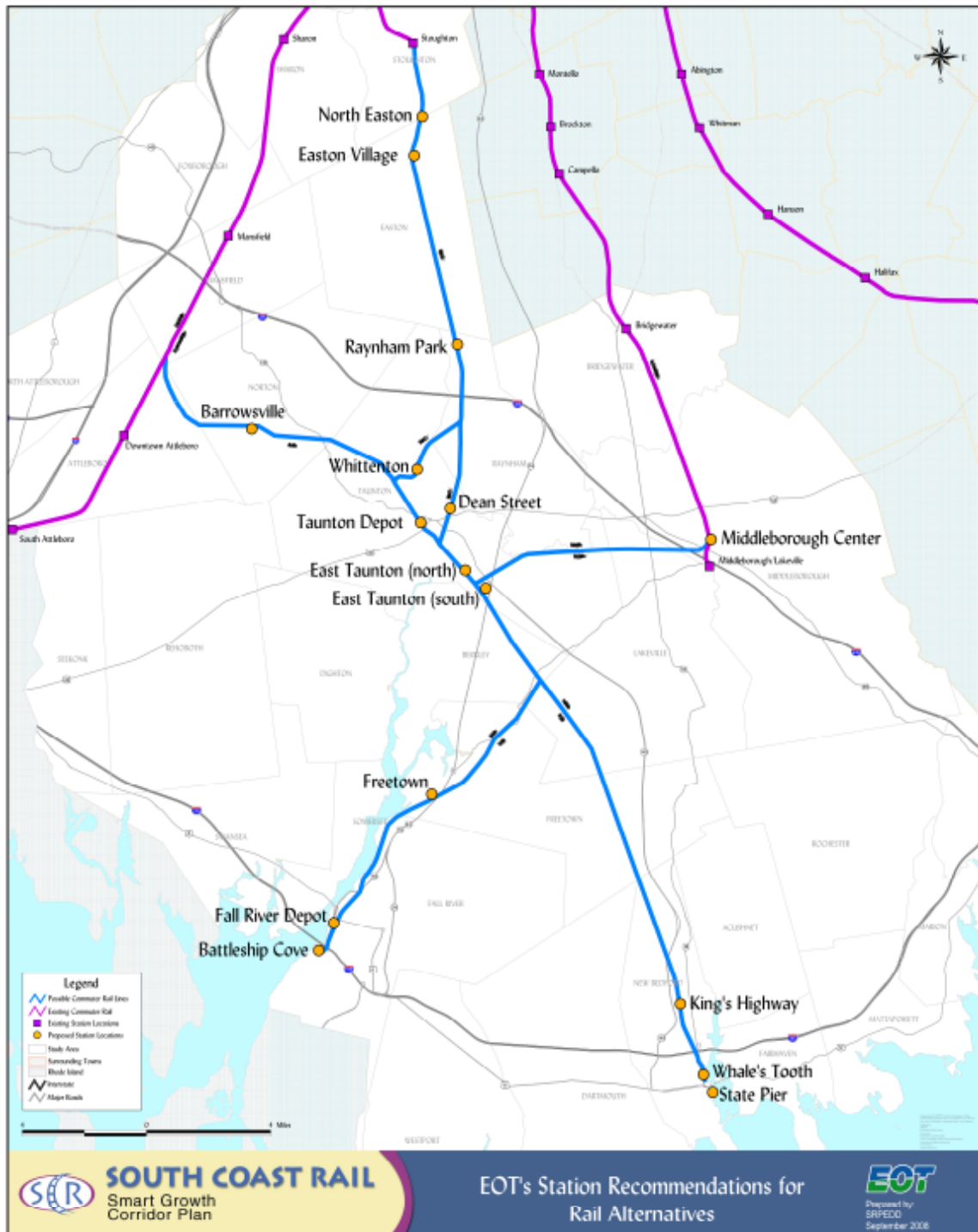
* For the Whittenton variation of the Stoughton Alternative, the Whittenton site is recommended instead of the Dean Street site (Taunton station).

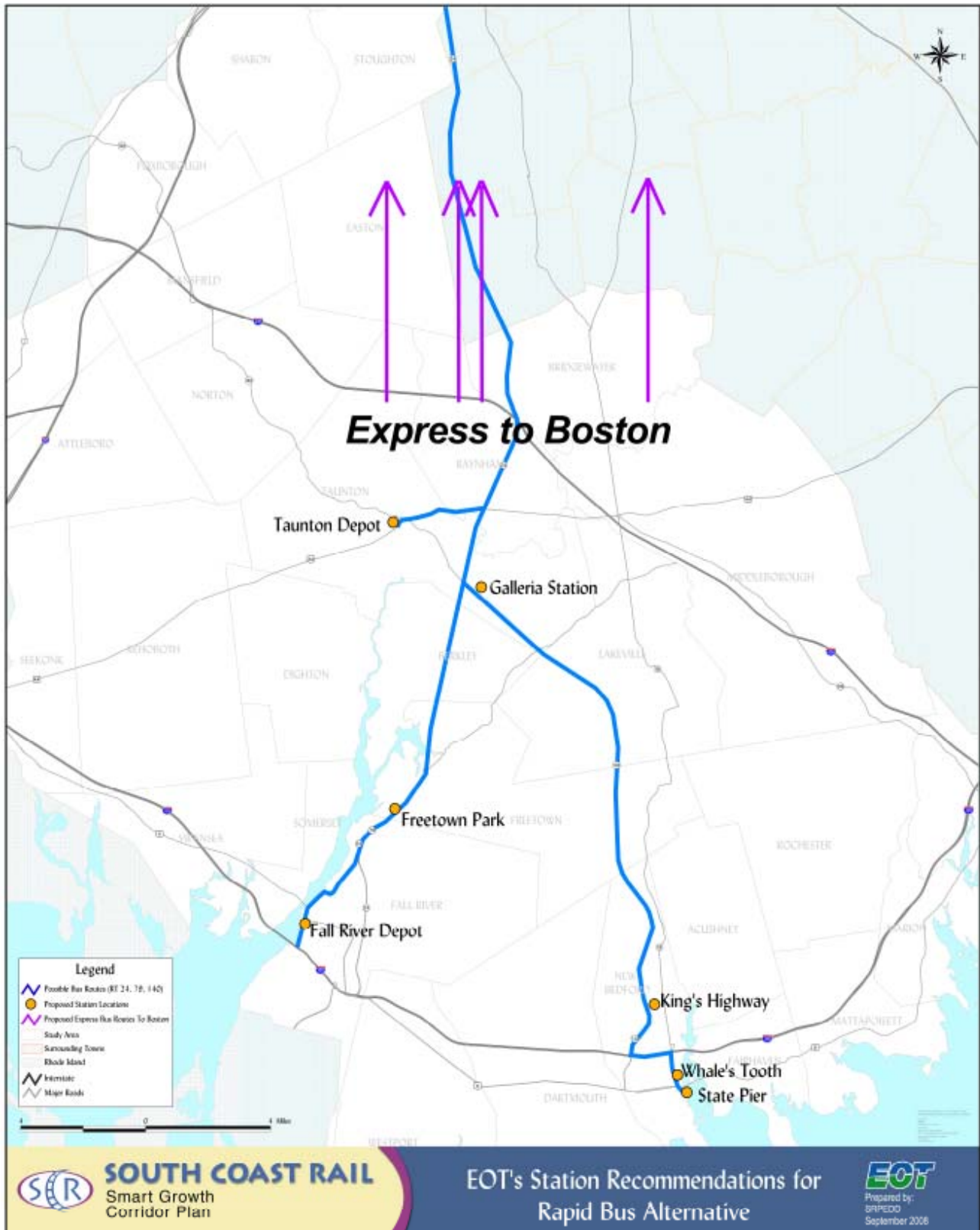
Seven new stations are recommended for the Rapid Bus Alternative

1. Fall River Depot
2. Freetown Park
3. State Pier, New Bedford
4. Whale's Tooth, New Bedford
5. King's Highway, New Bedford
6. Galleria Station, Taunton
7. Taunton Depot

3.12.3 Recommendations Mapped

The following figures show the recommended Phase 2 rail stations and Rapid Bus stations.





3.13 Other Station Considerations

In addition to the Phase 2 stations identified in this report, EOT is considering modifications to two existing commuter rail stations, and adding a commuter rail station to the Old Colony Middleborough Line as part of the South Coast Rail project.

3.13.1 Existing Lakeville Station

The current terminal for the Middleborough Commuter Rail Line is the Lakeville MBTA Station, located in Lakeville close to the border of Middleborough. The Town of Lakeville has adopted a Chapter 40R Smart Growth Overlay Zone around the station to help catalyze new smart growth housing. Numerous projects in the immediate vicinity have been developing, including the Kensington Court Housing Development, the Lakeville Corporate Park and other commercial and retail developments on Route 105. The Town, along with private developers, has invested in creating smart growth development around the station.

The state acknowledges the value and importance of the existing Lakeville station and has no intention of closing the station. If the Middleborough Alternative or Attleboro-Middleborough Hybrid Alternative were selected, EOT commits to exploring all other options before taking the adverse action of closing the station.

3.13.2 Existing Stoughton Station

Some public comment has suggested moving the Stoughton station platforms slightly south of their existing location in order to reduce traffic at grade crossings and to help spur redevelopment of currently underutilized land. EOT will work with the Town of Stoughton to further explore the potential benefits and drawbacks of shifting the station.

3.13.3 East Bridgewater and West Bridgewater

The towns of East Bridgewater and West Bridgewater have requested EOT consider adding a station to the existing Middleborough Line to serve their communities and help spur economic development. EOT and the MBTA will explore this idea and develop data to better understand the number of riders that would use the system.

3.14 Next Steps

As part of the Phase 2 environmental analysis for each of the alternatives and as part of the economic development analysis of the Smart Growth Corridor Plan, additional information will be developed for each station site. The additional information will be documented in the Draft Environmental Impact Report /Draft Environmental Impact Statement and/or the Corridor Plan, and includes:

- Calculating the potential ridership from each station
- Determining the parking and access requirements
- Documenting existing environmental conditions
- Developing a conceptual design for the rail or bus station
- Evaluating the environmental impacts of each station
- Evaluating the potential smart growth opportunities at each station and in the immediate vicinity of each station

EOT will conduct a series of civic engagement meetings (scheduled for November through January) that will allow people in the region the opportunity to contribute ideas to plan each of the stations. These station workshops will provide neighborhoods, businesses, abutters, and others the opportunity to help craft a vision for each of the stations and help evaluate the role of each station in the region's Smart Growth Corridor Plan.

Background Documents

➤ **Attachment 1 – Comments Received through Civic Engagement Process**

This contains notes from the July 2008 open house and all comment letters and emails received.

➤ **Attachment 2 – Identified Stations**

These maps show the different track segments and highways with all of the identified and considered station sites.

➤ **Attachment 3 – Data on Identified Station Sites**

This matrix provides data related to practicability, environmental impact, and smart growth for each identified station site.

➤ **Attachment 4 – City and Town Maps (May 2008 Drafts)**

These maps were developed to solicit public input during the public comment period. Each city or town map shows the identified sites and aerial photos of the sites as cut-outs.

Attachment 1 – Comments Received through Civic Engagement Process

Date	Name(s)	Organization	Comment	Response*
7/29/08	Kenneth Fiola	Fall River Office of Economic Development	<ul style="list-style-type: none"> In favor of Davol Street station location in Fall River. Fall River Redevelopment Authority will continue to work with EOT and South Coast Rail Taskforce in planning Transit Oriented Development. 	Comment Noted
7/31/08	Jill Maclean	City of New Bedford	<ul style="list-style-type: none"> In favor of moving Whale's Tooth platform location north towards Wamsutta Street for better Transit Oriented Development. 	EOT is currently looking into potentially moving the Whale's Tooth platform north.
7/31/08	Lisa Pacheco	Freetown Board of Selectmen	<ul style="list-style-type: none"> Approves South Main Street Site in Assonet. Applauds efforts of Governor Deval Patrick and South Coast Rail Project. 	Comment Noted.
7/30/08	Mayor Charles Crowley	Mayor of Taunton	<ul style="list-style-type: none"> In favor of Stoughton Route. Opposed to Whittenton variation of Stoughton Route and opposed to Attleboro route due to high number of grade crossings. 	EOT acknowledges Mayor Crowley's support for the Stoughton Route and Opposition to the Whittenton variation and Attleboro Alternative. EOT appreciates his interest and involvement in the project.
7/31/08	Tony Medeiros	Resident	<ul style="list-style-type: none"> Concerned about Brockton water main installation along train tracks. In favor of bus option. 	EOT and VHB will coordinate with project corridor communities to make sure there are no impacts to existing infrastructure such as water mains.
7/31/08	Connie Murphy	CJ Murphy Insurance	<ul style="list-style-type: none"> In favor of Commuter Rail. Suggests stations along Route 140 and Route 44 in Raynham. 	EOT has examined stations in the areas suggested and agrees the area should be served.
7/31/08	Tino	Tino's Travel & Insurance	<ul style="list-style-type: none"> Suggests station on County Street in Taunton. 	EOT believes that the station site listed as the Target Plaza will serve the area suggested.
7/31/08	Barbara Cardoza	WEIR Corporation	<ul style="list-style-type: none"> In favor of Stoughton Route via Dean St. 	Comment Noted

* All participants who sent in comments will receive individual responses from EOT.

Date	Name(s)	Organization	Comment	Response*
7/31/08	Gerri Pieri	Resident	<ul style="list-style-type: none"> • In favor of Myricks Transfer Station. • In favor of Raynham I-495 park and ride station Station. • Opposed to Raynham Dog Track station. 	EOT cannot plan a commuter rail system that would have the capacity to provide timely and reliable transfers at the Myricks station location. EOT also believes that the Raynham Dog Track station will provide good opportunities for transit oriented development. The I-495 station would be too expensive to construct.
7/31/08	Mary Delano	Saint-Gobain Performance Plastics	<ul style="list-style-type: none"> • Concerned that too many stations are being considered in Raynham and not enough in Taunton. 	EOT's short list of station location includes 8 locations in Taunton and 2 locations in Ryanham. There will likely be 1 station site in Raynham and 1 or 2 in Taunton.
7/31/08	Frank Meninno	Easton Historical Society	<ul style="list-style-type: none"> • Supports EOT's decision to remove from consideration using North Easton's historic museum as a station site. 	Comment Noted
7/31/08	Ken Martin	Resident	<ul style="list-style-type: none"> • Consider incorporating a parking garage at the Roche Brothers Plaza station site. 	If the Roche Brothers Plaza station site is selected, a parking garage would be incorporated into the design.
7/27/08	Virgil A.	Resident	<ul style="list-style-type: none"> • Suggests alternative route from Easton through Taunton to New Bedford. 	Any commuter rail route must be planned on a pre-existing rail right of way.
7/13/08	Christine Junge	Resident	<ul style="list-style-type: none"> • Where exactly is the downtown/Old Station Site in Easton? 	This station location is located in downtown Easton on Mechanic Street.

* All participants who sent in comments will receive individual responses from EOT.

Date	Name(s)	Organization	Comment	Response*
7/30/08	James Purcell	Norton Town Manager	<ul style="list-style-type: none"> • Requests detailed list of station sites in Norton. 	EOT is currently looking at the three stations sites listed in the Station Site Matrix on www.SouthCoastRail.com . They are the South Worcester Street site, the John Scott Blvd East site and the John Scott Blvd West site.
7/31/08	Jennifer Carlino	Norton Conservation Commission	<ul style="list-style-type: none"> • Identifies nearby wetlands for the three Norton station sites under consideration. 	Comment Noted
8/1/08	Ronald and Janet O'Reilly	Resident	<ul style="list-style-type: none"> • Opposed to South Worcester site in Norton. Concerned for access, limited growth opportunities and impacts school bus operations. • Opposed to Attleboro Alternative. 	EOT acknowledges opposition to South Worcester station site and Attleboro alternative. EOT believes there are some opportunities for smart growth in the area and believe the station would serve the community on a local level rather than as a regional parking station.
7/30/08	Joan Roche	Resident	<ul style="list-style-type: none"> • Has safety concerns for Attleboro Alternative. 	EOT is cognizant of safety concerns for the project and will try to address them as best possible.
7/30/08	Ken Zanoni, Mark Sweeney, Debra and Larry Garrone, Susanna Girard, Lisa McIntosh, Brenda and Joseph Daday, Dianna Edgerly, Paul and Jean Shea, Melanie Silva, Luis Ydrach, Deborah Salley.	CCATS	<ul style="list-style-type: none"> • Opposed to South Worcester site in Norton. Concerned for access and limited growth opportunities. • Opposed to Attleboro Alternative. 	EOT acknowledges opposition to South Worcester station site and Attleboro alternative. EOT believes there are significant opportunities for smart growth in the area and the station would serve the community on a local level rather than as a regional parking station.

* All participants who sent in comments will receive individual responses from EOT.

Date	Name(s)	Organization	Comment	Response*
7/31/08	Representatives John Quinn and Stephen Canessa	MA House of Representatives	<ul style="list-style-type: none"> Opposed to elimination of Lakeville MBTA Commuter Rail Station. 	EOT would only close Lakeville station as a last resort and is committed to exploring all other options before doing so.
7/29/08	Charles Evirs	Lakeville Board of Selectmen	<ul style="list-style-type: none"> Opposed to elimination of Lakeville MBTA Commuter Rail Station. 	EOT would only close Lakeville station as a last resort and is committed to exploring all other options before doing so.
7/31/08	Roger O'Shea, Sherry Clancy, Ofer Drucker, Jonathon White	Resident	<ul style="list-style-type: none"> Opposed to elimination of Lakeville MBTA Commuter Rail Station. 	EOT would only close Lakeville station as a last resort and is committed to exploring all other options before doing so.
7/13/08	Jeff Feroce	Resident	<ul style="list-style-type: none"> Will stations be spaced properly? Why investigate a new station in Middleboro when there's already on in Lakeville? 	As a rule of thumb, station selections for each alternative will be spaced approximately 3 to 5 miles apart. There may be exceptions.
7/30/08	Dean Lauzon	Resident	<ul style="list-style-type: none"> Would like to know what impacts he can expect as an abutter to potential Everett Street station site. 	EOT is in the process of determining what land takings and abutter impacts can be expected for stations that are advancing. EOT will reach out to abutters to discuss mitigation as soon as there is more information.
7/30/08	Bill Hinkley	Resident	<ul style="list-style-type: none"> Requests that any Middleboro alternative allow a future extension to Wareham and Buzzards Bay. 	While an extension to Wareham and Buzzards Bay is not part of the South Coast Rail Project, EOT is working to design alternatives in a way that would not preclude the extension.

* All participants who sent in comments will receive individual responses from EOT.

Date	Name(s)	Organization	Comment	Response*
7/13/08	Robb Johnson	The Nature Conservancy	<ul style="list-style-type: none"> Concerned for potential environmental impacts of Raynham Dog Track Station. In favor of the Oak Street Mall Station in Taunton. In favor of MBTA Layover site and old Station site over Everett Street site on the Middleborough alternative. 	EOT believes that the Raynham Dog Track site provides a good opportunity for smart growth. EOT agrees that Oak Street Mall station, the MBTA Layover site and the Old station site in Middleborough are favorable locations.
7/30/08	George Spatcher	Spatcher Law Offices	<ul style="list-style-type: none"> Opposed to Attleboro alternative. Fall River and New Bedford require multiple stops. Consider a transportation hub off Routes 140 and 24 in Taunton. 	EOT acknowledges opposition to Attleboro and agrees that Fall River and New Bedford will require multiple stops. EOT believes that the Target Plaza station site in Taunton will serve as the regional transportation hub that has been suggested.
7/31/08	Kyla Bennett	New England PEER	<ul style="list-style-type: none"> Concerned that station locations are being selected prematurely. 	EOT must make station locations in order to determine ridership numbers. Station construction impacts must be evaluated as a part of the overall impact analysis for each alternative.
7/30/08	Forrest Lindwall	Resident	<ul style="list-style-type: none"> Interested in relocating current Stoughton station for redevelopment purposes. 	Comment noted
7/30/08	Neal Kelly	Resident	<ul style="list-style-type: none"> Who owns line between East Britannia Street and Thrasher Street? 	These are privately owned properties.
7/30/08	Tom Davis	Greater New Bedford Industrial Foundation	<ul style="list-style-type: none"> Concerned about New Bedford Industrial Park Station traffic impacts, potential ridership and limited development space. 	Comment noted

* All participants who sent in comments will receive individual responses from EOT.

Date	Name(s)	Organization	Comment	Response*
7/30/08	Richard Merrill	Greater New Bedford Industrial Foundation	<ul style="list-style-type: none"> Concerned about the bridge condition across the Taunton River near the Dean Street site. Stations should have access from major highways. 	EOT will select a mix of stations: some close to highways, some in town centers, to offer development opportunities and some serve as regional parking facilities.
7/30/08	Mike Ferrara	Taunton Community Development	<ul style="list-style-type: none"> Opposed to Whittenton variation due to too many grade crossings. 	Comment noted
7/30/08	Dick Shafer	Taunton Economic Development	<ul style="list-style-type: none"> Opposed to Whittenton variation due to too many grade crossings. 	Comment noted
7/30/08	Jamie Thorn	CCATS	<ul style="list-style-type: none"> Opposed to Attleboro Alternative due to environmental concerns and neighborhood impacts. 	Comment noted
7/30/08	Bob and Darlene Turner	Resident	<ul style="list-style-type: none"> In favor of the town center Easton station site. 	Comment noted

* All participants who sent in comments will receive individual responses from EOT.

SUMMARY NOTES OF OPEN HOUSE
South Coast Rail – Station Siting

LOCATION OF MEETING: SRPEDD, Taunton, MA

DATE/TIME OF MEETING: July 30, 2008, 3 to 6 PM

Attendance:

Attached

For South Coast Rail:

Kristina Egan, Executive Office of Transportation

Nancy Farrell, Regina Villa Associates (RVA)

Nancy Durfee, SRPEDD

Greg Guimond, SRPEDD

Steve Smith, Executive Director, SRPEDD

HANDOUTS:

Project Fact Sheet #2; matrix of station siting options; short list of station sites; maps of bus routes and rail alternatives; memo on siting criteria and evaluation process; large maps of segments of the region were on easels around the meeting room

PURPOSE/SUBJECT:

An opportunity for members of the public to ask questions and comment on the proposed sites for rail and bus stations in the project area.

BACKGROUND:

The South Coast Rail Project, led by the Massachusetts Executive Office of Transportation and Public Works (EOT), is intended to improve transportation between downtown Boston and the South Coast, particularly the cities of Taunton, Fall River and New Bedford. To further this effort, EOT and the Massachusetts Bay Transportation Authority (MBTA) launched a comprehensive and transparent planning process to evaluate transportation alternatives for the South Coast region. EOT worked with SRPEDD and the South Coast Rail communities to develop and screen a potential list of rail and bus stations for the alternatives. The information was presented in a number of meetings and posted on the website. A comment period was set up and an Open House scheduled within the period.

COMMENTS:

A number of written comments were submitted to EOT and a summary of the comments is attached. Other participants spoke with Project Manager Kristina Egan or other project staff, and brief summaries of their concerns are listed here:

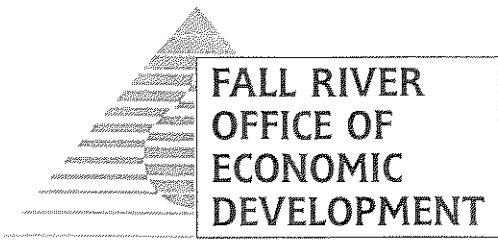
- Mayor Charles Crowley, Taunton, expressed his opposition to the Attleboro alternative and the Whittenton variation of the so-called Stoughton alternative and his support for the Dean St. and Target Plaza sites as stations in his community. Mayor Crowley said that the Whittenton variation includes far more grade crossings, is too close to homes in several sections and there might be a problem with some of the fill at sites near old factories along the route. The Stoughton route via Dean St. would be close to downtown Taunton, in two transportation districts and

would provide economic development. A shuttle would carry passengers from the GATRA site to Dean St. Mayor Crowley said the community is also seeking to establish a downtown National Park designation and has developed site plans for the Dean St. location. Ms. Egan said the team would like to set up station workshops later in the fall in partnership with the city. She also promised Mayor Crowley she would do a tour with him of the Whittenton variation if that site advances through the scoping period on the state Environmental Notification Form/federal Notice of Intent.

- Neal Kelly, a Taunton surveyor, asked who owns the line between East Britannia St. and Thrasher St. Ms. Egan said she did not have that information with her and a team member would get back to him if the team has it.
- Chuck Evirs, Chairman, Lakeville Board of Selectmen, submitted a comment letter from the Board of Selectmen. He noted the work the community has invested in establishing a 200+ unit 40R development near the Lakeville Station. There are new and existing buildings operating there, and the Zoning Board of Appeals has granted or is considering additional permits for the area in conjunction with the relocation of Route 79. The Town has readied the site for a developer and keeping an active station will assist the economic development plans. Ms. Egan said the only scenario in which the station would be closed would be the Middleboro route (which would require trains to back into the Lakeville Station). Ms. Egan said she appreciates the work the community has put into its development plans and EOT would close the Lakeville Station only if it is absolutely necessary. Selectman Evirs said that several elected officials also planned to submit comment letters on this topic. NOTE: Letters opposing the Lakeville Station closing were submitted by Oxford Development, which is building the Kensington Court Housing Development adjacent to the station; CANPRO Investments; National Development, owner of the former Lakeville State Hospital site; and Rep. John F. Quinn and Rep. Stephen R. Canessa.
- Tom Davis is the executive director of the Greater New Bedford Industrial Foundation and manages the New Bedford Business Park. Mr. Davis said he has three concerns about the proposed station at the park (one of a group of three under consideration, with only one likely to be chosen). Mr. Davis said that the businesses at the park have produced 3500 new jobs over the last nine years. The site would experience significant traffic impacts if a station were located there. The second issue is that according to a survey Mr. Davis undertook, most of the people who work at the center come from New Bedford (60%), Dartmouth (20%) and a mix of local communities. Most live from 1 – 25 minutes from the site, none come from the Boston area. Bus service is available to the park but has little ridership (5 – 15 people ride the bus). Mr. Davis said that his final concern is that there is little space left for development and the one lot there is likely to be under agreement in 6-12 months. He could see benefits from expanding the airport, and Mr. Davis supports rail in general, but he does not see benefits for the park and its employees of siting a station there.
- Frank Meninno, curator, Easton Historical Society, said he had come to the meeting to ascertain if the designation of the Easton Old Station means that EOT wants to take the old building, a property donated by the Ames family that is now a museum, or if it means that EOT is looking to site a station near the historic building. Ms. Egan assured Mr. Meninno said the term was used to indicate the location of a platform. She could not say that the platform wouldn't be near or close to the station or the parking lot, but EOT will work with the Historical Society on those plans. There is no plan to take or use the museum as a station itself. Mr. Meninno asked for a written note or clarification of this plan, and Ms. Egan said she would be happy to send a statement to that effect.

- Jim Purcell, Norton Town Manager, gave Ms. Egan a letter from the Board of Selectmen requesting maps and information on the proposed station sites in Norton. Ms. Egan said that the town is talking with a couple of property owners in Norton. Mr. Purcell said that the town's position is that it does not want to be helpful and it opposes the Attleboro alternative. Ms. Egan said she will look at the other possible locations and notify the town if any of them appear to be likely and offer an opportunity for a conversation.
- Richard Merrill, North Abington, discussed the condition of the bridge across the Taunton River near the Dean St. site. He asked about the issues of access to major highways for the potential stations. Ms. Egan said EOT hopes for a mix of stations, some close to highways, some in town centers, some offering opportunities for local economic development and walking and biking and some serving as regional parking facilities.
- Mike Ferrara, Director of Community Development, Taunton, and Dick Shafer, Director of Economic Development, Taunton, said that the Whittenton variation involves many grade crossings in the community, an issue that Taunton would like to discuss with EOT. Freight is another issue for discussion. Ms. Egan said that the fall station workshops would provide an opportunity to have a detailed review of Taunton's concerns. They suggested that Ms. Egan talk with Patti Byrne, CSX, NE Regional Office, Selkirk, NY.
- Jamie Thorne, a member of CCATS, said he is opposed to the Attleboro alternative. He lives on Justine Lane, very close to the proposed alignment and while he doesn't mind the slow CSX trains, he feels commuter rail will disrupt his quiet residential neighborhood. He is also concerned about the impacts of the bypass on the swamp.
- Tony Medeiros suggested that the bus alternative should include routes that reach Route 128 and travel west toward Westwood.
- Gerry Pieri, Green Harbor, MA, said that allowing transfers at Myricks is key to the success of the rail option south of Taunton. He suggested that the Raynham I-495 park-and-ride station be advanced for further consideration, and provided a memo with details. He said that the proposed station at the Raynham Dog Track provides poor park-and-ride access, is not near a population center and has traffic issues. It was proposed as a station site in earlier studies because the land would be relatively inexpensive, but Mr. Pieri now feels that it was a mistake. With regard to Taunton, Mr. Pieri suggested that the line could be elevated through most of the community, creating crossings over a linear park. (Mr. Pieri submitted a detailed memo with additional comments.)
- Bob and Darlene Turner, Easton, said that they would like to meet with EOT to discuss the Easton downtown station. Mr. Turner has plans to develop the "Shovel Shop," and is working with the Town of Easton on his plans and permits. Mr. and Mrs. Turner are very interested in a station at the town center location and would like to work with EOT. Ms. Egan said she appreciated the offer and would be in. Mr. Turner said he would have excess capacity at his on-site treatment plant and he owns the parking lot for the old station site and leases the space to the museum. He hopes to begin building in 2009 and open in 2010.
- Dean and Paula Lauzon oppose the proposed site at NE Route 44, Everett St., which abuts their property (160 Everett St.).

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July 29, 2008

Ms. Kristina Egan
 SouthCoast Rail Manager
 Executive Office of Transportation
 10 Park Plaza, Room 4150
 Boston, MA 02116

Dear Ms. Egan:

On behalf of the Fall River Office of Economic Development, I would like to take this opportunity to comment favorably upon EOT's listing of the Davol Street location as a possible site for an inter-modal transportation center containing both the commuter rail and bus station, as well as an additional rail station at Battleship Cove.

As you are aware, the City of Fall River has been working closely with EOT, the SouthCoast Rail Task Force and its legislation delegation in extending commuter rail from Boston to Fall River. As such, the listing of the Davol Street and Battleship Cove locations for further analysis is a welcome step in the overall process of reestablishing commuter rail to Fall River.

Furthermore, in the event that these locations receive a favorable recommendation upon the conclusion of the further analysis study, I hope that the Commonwealth would then proceed with the securement of the Davol Street site and release the funding for construction of the inter-modal transportation center at that location.

Lastly, as the Fall River Redevelopment Authority (FRRA) continues to look at the feasibility of the relocation of Route 79 and the development of an 8 to 10 acre parcel as a result of additional land created by the roadway relocation, the FRRA is prepared to work closely with EOT and the SouthCoast Rail Task Force in the development of Transit Oriented Design for that area in and around the proposed commuter rail/bus terminal.

Thank you for your time and attention in this matter. If you have any questions, please do not hesitate to call.

Sincerely,

Kenneth Fiola, Jr., Esq., Ec.D.
 Executive Vice President

KF/mra

One Government Center, Fall River, Massachusetts 02722-7700
 (508) 324-2620
 (508) 675-1497
 FAX (508) 677-2840
 www.froed.org

3
Charlie Patton

From: Egan, Kristina (EOT) [Kristina.Egan@state.ma.us]
Sent: Thursday, July 31, 2008 5:04 PM
To: cpatton@reginavilla.com
Subject: Fw: New Bedford Commuter Rail Comments

----- Original Message -----

From: Jill Maclean <Jill.Maclean@newbedford-ma.gov>
To: Kristina Egan (E-mail) <Kristina.Egan@state.ma.us>
Sent: Thu Jul 31 16:15:00 2008
Subject: New Bedford Commuter Rail Comments

Kristina,

The only comment I'd like to add is that if the Whale's Tooth station location were to be moved to north towards Wamsutta Street, it would have the potential to be a TOD district. Thank you for the opportunity to comment.

Jill M. Maclean
Assistant City Planner
City of New Bedford
133 William St.
New Bedford, MA 02740
508.979.1488
www.ci.new-bedford.ma.us

8/6/2008

4



TOWN OF FREETOWN
Board of Selectmen
Town Hall
3 North Main Street
P. O. Box 438
Assonet, MA 02702-0438
508.644.2201
508.644.3342 [f]

31 July 2008

Kristina Egan,
South Coast Rail Manager
10 Park Plaza, Suite 4150
Boston, MA 02116

RE: Support for Proposed Rail Station in Freetown, Massachusetts

Dear Ms. Egan:

By a unanimous vote at their meeting of 28 July 2008, the Board of Selectmen approved the potential South Coast Commuter Rail Station Site located on South Main Street in Assonet.

We applaud the efforts of Governor Deval Patrick, Secretary of Transportation Bernard Cohen and Commuter Rail Project Manager Kristina Egan. It is hopeful that under the current administration we will witness this long awaited project come to fruition. The South Coast Corridor is extremely vital for the health and welfare of our citizens.

The current Freetown Board of Selectmen has worked tirelessly to develop a strategy that will encourage economic growth and development for our South Main Street Corridor. These efforts include Transit Oriented Development, 43-D Permitting, Exit 8 1/2 and 2 Commercial/Industrial Parks-all located within a half mile of the proposed station site. It is with these accomplishments at hand that Freetown will have the ability to grow and prosper.

We are more than happy to welcome the South Main Street Station Site to Freetown!

Sincerely,

Lisa Pacheco
Lisa Pacheco, Chairman

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City of Taunton

Office of the Mayor

Charles Crowley
Mayor

Todd J. Castro
Assistant to the Mayor

Gill E. Enos
Budget Director



15 Summer Street
Taunton, MA 02780
Tel. (508) 821-1000
Fax. (508) 821-1005

July 30, 2008

Kristina Egan, South Coast Rail Manager
Executive Office of Transportation and Public Works
Ten Park Plaza
Boston, MA 02116

Dear Kristina,

The citizens of Taunton have been supporters of the South Coast Rail Project and we have offered our strong support for the original 'Stoughton Route' option that would offer the greatest ridership and provide the most direct route for passengers wishing to utilize the rail service for business and pleasure between Boston and the South Coast region. As you are well aware, the 'Stoughton Route' option would allow trains to travel over a similar rail bed that has existed since around 1847 when that line was installed through the Hockamock Swamp servicing the communities of Easton, Raynham, Taunton and points south. The 'Stoughton Route' as has been described and outlined in your earlier presentations would allow train service through our community with only five (5) road crossings as opposed to the fifteen (15) road crossings that would result on the 'Attleboro Route' which would devastate our community.

Recent reports have suggested that the state is now choosing to examine an alternative 'Stoughton Route' option that I would call the 'Stoughton Alternative' that would have the train service travel through Easton and North Raynham and then turn along the route once referred to as the Whittenton Branch that would see trains travel from North Raynham by Prospect Hill in Taunton and under Bay Street and continuing through the village of Whittenton and connecting to the

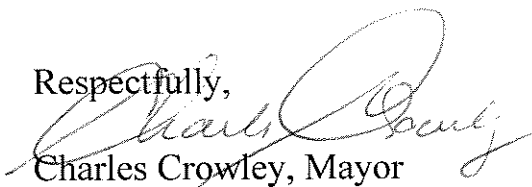
A City of Firsts

First Woman Town Proprietor- First Female Entrepreneur
First to Fly Liberty & Union Flag- First Major Silver Manufacturing Center

current rail line near West Britannia Street in Taunton. The rail line, according to that plan, would then travel through the center of Downtown Taunton. The route would raise all the same concerns the 'Attleboro Route' would raise by having the train cross a series of streets in our congested downtown area and create a traffic and public safety nightmare. This 'so-called' 'Stoughton Alternative' is not a plan that makes any sense. That option would have trains crossing under Bay Street and then crossing at grade level Whittenton Street, Warren Street, West Britannia Street, Danforth Street, Tremont Street, Oak Street, Porter Street, Cohannet Street, Winthrop Street, Harrison Avenue, Somerset Avenue, Weir Street, Ingell Street and Hart Street. As you can see, that 'Stoughton Alternative' or plan B would create fourteen (14) grade crossings.

Once again, on behalf of my community I would like to offer my strong support for the original 'Stoughton Route' option for rail service to the South Coast as it is the most direct route and it has the greatest ridership potential. That option would only create five (5) at grade crossings in our community. I would also emphasize my strong opposition to the 'Attleboro Route' that would create fifteen (15) at grade crossings and to the route or option of the 'so-called' Stoughton Alternative' that would create fourteen (14) at grade crossings in our community.

Respectfully,



Charles Crowley, Mayor

cc. Senator Marc Pacheco
Representative James Fagan
Representative Patricia Haddad
Representative Steven Canessa

Charlie Patton

From: Tony Medeiros [thebeat95@verizon.net]
Sent: Thursday, July 31, 2008 9:35 AM
To: Charlie Patton
Subject: Re: South Coast Rail

Kristina,

It was a pleasure meeting you and reviewing the information gathered about this monumental decision that the Commonwealth will face very soon.

As I reviewed most of it after, I came up with a few more points and questions.

1.) **Train Stations and Water Supplies, etc.** - I live on the end of Bennett St. Ext. (the Dead-end side nearest the Ventura Grain Company (Abuts my back yard).

BROCKTON WATER MAIN was recently installed along the Train Track. I spoke with the Lead Engineer on the project and he stated the precautions they are making relative to shut offs in the event the pipe leaks. etc.

I'VE NOTICED WORKERS ON THE RAILROAD BRIDGE over the Taunton River, just south of Rt. 44 and DEAN ST. have been working on the PIPELINE NEXT to the BRIDGE for WEEKS. They have been putting additional steel rings of some sort around major sections of the Pipe.

The Train has been running back and forth the Ventura Grain, and I'm wondering if that small little Engine and two or three Grain cars are causing problems when they CROSS the BRIDGE? If they are having some kind of problem with the Bridge section, I could imagine what could be happening UNDERGROUND in that area where the Pipe and Track run next to each other.

2.) **ECONOMICS TO DO WHAT IS BETTER FOR the REGION -**

BUS OPTION - Supposedly significantly much lower in cost even with Rt. 24 changes (Federal Funds) Drop the Train idea, and use the remaining \$500 Million to work on needed INFRASTRUCTURE in NEW BEDFORD, FALL RIVER, ATTLEBORO, and TAUNTON and TOWNS. Just in Taunton: WATER PIPES - I must change filters in my Whole House filter, wait minutes while the water comes out pure, Walker Elementary School - Needs Funds for renovation, Morey Bridge - DAM project is in serious need of replacement, Roads, Water, Sewer, Public Safety needs. Add Police and Fire Position.

IN 2016 it would be somewhat embarrassing to PROUDLY POINT to our SPARKLING NEW TRAIN - while in the back ground our Cities and Towns are Crumbling apart in other areas.

A wise homeowner fixes the ROOF before ADDING an "In Ground" SWIMMING POOL. Getting by with a cheaper Above Ground Pool.

Thanks again, and Keep the Faith,
 Tony Medeiros
 68 Bennett St., Ext
 Taunton, MA

7

Charlie Patton

From: Egan, Kristina (EOT) [Kristina.Egan@state.ma.us]
Sent: Thursday, July 31, 2008 5:02 PM
To: cpatton@reginavilla.com
Subject: Fw: Stations

----- Original Message -----

From: C.J. Murphy Insurance Agency, Inc. <cjmurphyins@GMAIL.COM>
To: Egan, Kristina (EOT) <Kristina.Egan@state.ma.us>
Sent: Thu Jul 31 16:16:00 2008
Subject: Stations

I am writting in SUPPORT of the MBTA in Taunton,MA
The city desperately needing an easier and more efficient way in travelling to Boston. The highway is a mess with all the congestion.

A station will be adequate along the Route 140 highway which is connected to Route-24
A station wll also be adequate on Route-44 in Raynham, which is connected to Route-24

Your attention is desperately needed in this manner.

Best Regards.
Connie Murphy

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Charlie Patton

From: Egan, Kristina (EOT) [Kristina.Egan@state.ma.us]
Sent: Thursday, July 31, 2008 5:04 PM
To: cpatton@reginavilla.com
Subject: Fw: station

----- Original Message -----

From: Tino's Travel & Insurance & C.J. Murphy Ins. <TINOS@tmlp.com>
To: Egan, Kristina (EOT) <Kristina.Egan@state.ma.us>
Sent: Thu Jul 31 11:15:45 2008
Subject: station

I am writing in support of the MBTA commuter rail in Taunton and surrounding areas.

There is a perfect location on County St in Taunton, MA which connects to cities like Fall River and New Bedford and there surrounding areas.

This will reduce traffic and the number of vehicles on the road, especially Route 24, which is a horror show during rush hour.

Thank You for your time.
Tino.

9
Fw: South Coast Rail project

Charlie Patton

From: Egan, Kristina (EOT) [Kristina.Egan@state.ma.us]
Sent: Thursday, July 31, 2008 5:04 PM
To: cpatton@reginavilla.com
Subject: Fw: South Coast Rail project

----- Original Message -----

From: Elisa Scully <elisa@weircorp.org>
To: Egan, Kristina (EOT) <Kristina.Egan@state.ma.us>
Cc: mayor@tmlp.net <mayor@tmlp.net>
Sent: Thu Jul 31 14:50:06 2008
Subject: South Coast Rail project

Dear Ms. Egan:

The WEIR Corporation is a nonprofit, volunteer-led Community Development Corporation based in Taunton. We are writing to express our support of Mayor Charles Crowley and his conclusion that the Stoughton route via Dean Street is the preferred option for bringing the South Coast Rail project through Taunton. We believe that this alternative offers the best way to promote our community's economic development while ensuring our residents' safety.

Thank you for the opportunity to contribute our input regarding this important project.

Sincerely,

Barbara Cardoza
President
WEIR Corporation

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Gerry Pieri

Transportation, Management, Planning, Logistics

30 July 2008

Kristina Egan, South Coast Rail Manager
Massachusetts Executive Office of Transportation
Ten Park Plaza, Suite 4150
Boston, Massachusetts 02116-3973

Dear Kristina,

Congratulations !

I have reviewed the recent station siting documents, and I see much positive progress in your huge effort.

I do, however, have a few concerns:

1. I notice that the transfer station (R25) at Myricks in Berkley was not advanced for further consideration. Perhaps this was due to an incorrect assumption that the station could not be built on the already-built-up rail right-of-way, or that it might encroach upon a nearby priority habitat.

The Myricks station is critical. It enables successful rail operations south of Taunton, and it may be the key to your not having to try to build a third track inside of Route 128.

I suggest that Myricks (R25) be advanced for further consideration. I have enclosed an attachment with further details.

2. I notice that the Raynham I-495 park-and-ride station (R40) was not advanced for further consideration. This appears to be based on incorrect assumptions that the station site would require substantial land-takings.

The Raynham I-495 park-and-ride station is critical. It maximizes rail access to persons enables successful not living near the rail line. Also, it enables four other Smart Growth stations at very low cost and very high potential ridership.

I suggest that Raynham I-495 park-and-ride station (R39) be advanced for further consideration. I have enclosed an attachment with further details.

**46 Bay Street (Box 394)
Green Harbor, Massachusetts 02041-0394**

781-834-4285

Fax 781-834-7561

GerryPieri@gmail.com

3. I notice that Raynham Dog Track station (R41) was advanced for further consideration.

I remain convinced that the Dog Track location provides poor park-and-ride access, almost no nearby population, serious traffic issues, and no Smart Growth advantage. It is certainly not a viable substitute for the I-495 site.

I suggest that it be eliminated. I have enclosed an attachment with further details.

4. I note that the list of stations advanced for further analysis makes Whittenton and Taunton stations mutually exclusive. I suggest that this should not be the case. Each of these sites has huge potential as non-park-and-ride stations without the cost of massive parking lots. Each has its own ridershed

5. I note with interest the *Selecting Station Sites* document. Obviously, much effort went into it.

However, I do note that the document seems to treat each station site as a stand-alone entity rather than in the context of the overall project.

Also, I do not see the justification some of the numbers in the document. For example:

- Why is "under 5 acres unacceptable for rail", if the rail station is to be a Smart Growth non-park-and-ride station?
- Why does \$7 million automatically disqualify a site even though the resulting benefit may well exceed that amount.

As always, I would be more than glad to answer further questions either by phone or in a meeting.

Regards,


Gerry Pieri

**46 Bay Street (Box 394)
Green Harbor, Massachusetts 02041-0394**

781-834-4285

GerryPieri@gmail.com

Fax 781-834-7561

Myricks Transfer Station

Myricks Station (R28) Should Be Advanced For Further Consideration

Overview:

The transfer station at Myricks is critical to the viability of the entire South Coast rail project:

- It enables comprehensive service and quadruples trip options for New Bedford and Fall River riders.
- It substantially reduces rail passenger cars needed (and empty seat miles) during peak hours.
- It eliminates the need for South Coast passengers to drive north to the first common station (Target Plaza)
- It reduces trains through Canton Junction and on the northeast corridor – to the extent that it becomes unnecessary to construct a third track through the Fowl Meadow wetlands between Route 128 and Boston.
- It eliminates the infrastructure requirements and operational nightmare of the transfer station on the common track (eg: in Taunton)

The purpose of the Myricks station is to enable an absolutely seamless and absolutely reliable transfer between every through train (to/from either South Coast City) and a shuttle train (to/from the other city). Any incidental use of the station by nearby residents is merely a bonus.

The station site (northwest of Myricks Street) is ideal:

- **Size** -- Less than 1.3 acres is needed for the optimum station design. Considerably more space is available in the already-built-up right-of-way.
- **Accessibility** -- not an issue for a transfer station; more than adequate for incidental use by nearby residents
- **Environmental** – Environmental impact is essentially nil. There is no need to encroach upon a nearby priority habitat. Noise and other impacts will not differ substantially from train operations without a station.
- **Smart Growth** – Adjacent population or jobs are not valid considerations for a transfer station; rather, it enhances smart growth at stations south of Myricks.
- **Equity** – Trip options are quadrupled for disadvantaged riders who have access to South Coast stations and for disadvantaged riders who have access to the Taunton station and seek employment on the South Coast.

Myricks Transfer Station

Details:

Introduction - A station is needed at Myricks Junction to enable transfer between every through train (to or from either Fall River or New Bedford) and a shuttle train (to/from the other city).

With the transfer station, passengers from either South Coast city will have access to every train to and from Boston. This effectively doubles the number of trains available to the passenger (in each direction). Thus, the number of round trip options is quadrupled.

The transfer station at Myricks is a critical element in the overall South Coast rail project. As such it must be evaluated in the context of the overall project rather than as an individual local station.

Impacts avoided -- Without the transfer station, South Shore commuter rail will experience a combination of three undesirable phenomena:

- Pressure to increase the number and frequency of trains on both branches,
- Unrealized ridership due to the inadequate frequency of trains,
- A tendency of riders to drive to the first common station (Target Plaza) in order to maintain their choice of return trains.

Each of these impacts has substantial effects:

- **Increase in the number and frequency of trains:**
 - increases rolling stock requirements,
 - increases the number of train crews needed,
 - increases fuel use,
 - puts additional pressure on Canton Junction (the most critical operational asset),
 - probably requires an additional track (currently unavailable) at South Station,

Myricks Transfer Station

- generates a real need for the environmental nightmare of constructing a third track through the Fowl Meadow between Route 128 and Readville¹.
- **Unrealized ridership** translates into lost revenue and a lost opportunity to fully achieve the environmental, energy, and socio-economic goals of South Coast Rail. Unrealized ridership is not limited to regular commuters. It is also an issue during off-peak hours when there are plenty of seats available, but the round trip options are so few that it simply becomes more convenient to drive than to risk missing a return train.
- **The first common station** phenomenon is real and widespread. One recent example in Massachusetts: The Kingston station is under-utilized and the Plymouth station is very lightly used while, at the same time, the first common station in Halifax exceeded its parking capacity within weeks of the opening of the Old Colony and the next common station (Hanson) approaches full parking capacity. The impact on local roads in Halifax and Hanson at train time is substantial. A similar impact is possible at Target Plaza.

Location -- There is little choice regarding the location of the transfer station:

- It must be at the junction of the two branches.
- It must be south of the switch between the two branches.

Location at the junction is required to enable seamless and reliable transfer. A location further south obviously would preclude transfer. A location further north – such as Taunton -- on the common track creates major operational issues and infrastructure costs, increases fuel and rolling stock requirements, and probably precludes any type of seamless and reliable transfer.

Location south of the switch is necessary to allow the two trains to be on adjacent tracks at the same time with only a few feet of platform between the doors of both trains.

For a number of reasons, the old “wye” southeast of Myricks Avenue (site R24) is not suitable. An appropriate station cannot be designed to fit on the site without major land-takings and reconfiguration of tracks.

¹ A third track through the Fowl Meadow would be very expensive, and may not be possible at all. In the 1970's (when environmental restrictions were much weaker than today), Route I-95 was diverted from its planned route into Boston (via the Fowl Meadow) and rerouted to follow state route 128 around Boston. Years later (ca. 1990), construction of a vital MDC pipeline through the Fowl Meadow had to incorporate extremely complex (and expensive) procedures to protect endangered species in the meadow.

Myricks Transfer Station



Old "wye" area

Fall River line is to right; New Bedford line is straight; industrial siding is to left. The old "wyw" area is not a good location for the station, in part due to the sharp divergence of the New Bedford track in part due to the need for major takings of residential property just behind trees and to the right.

Fortunately, however, the switch between the two branches can be moved $\frac{1}{4}$ mile or more northwest of Myricks Avenue, making the intervening built-up right-of-way an ideal site. A carefully-designed three-track², two-platform station will fit within the already-built-up portion of the right of way³.

There is even room to allow for future extension of the platforms to 1,030 feet providing capacity for 12-car trains with two locomotives.

² The center track will be for the shuttle train. It will be stub-ended to the North. It will connect to both branches.

³ There is room for gauntlet rails for wide freight trains within the already-built-up right-of-way.

Myricks Transfer Station



Looking northwest at station site

There is ample room within the already-built-up right-of-way to contain the station without encroachment on sensitive areas

Seamless and reliable transfer – A transfer between trains does not work well unless the transfer is absolutely seamless and absolutely reliable. The rider of one train must know that the other train will always be there, on time, with no need to wait on the platform. The actual transfer must be merely a short walk (ideally less than ten feet) on a covered platform that is level with the floors of both trains – no stairs, no long walks, no curved paths.

Such a transfer can be designed, implemented, and consistently operated at Myricks.

It has been argued that a transfer is a substantial detriment to the marketability of a transit service. Such is often the case. Numerous examples can be cited – both in Massachusetts and in other locations such as Jamaica, Long Island.

Such need not be the case, however, at Myricks. An absolutely seamless and absolutely reliable transfer is possible which, (as has been demonstrated in Dallas, Texas and elsewhere) presents no detriment to marketability.

Myricks Transfer Station

Incidental use of the station – Myricks is intended to be a transfer station and is entirely justified as such. However, there probably will be some incidental use of as a walk-in station for nearby residents. This use is merely a bonus.

It is not intended that Myricks be a park-and-ride station. Demand would appear to be very light. No provisions – other than a few handicapped spaces should be made by the MBTA. The town of Berkley can discourage park-and-ride on nearby streets with appropriate parking restrictions⁴ as it sees fit⁵.

Environment – It is difficult to see where the station has an impact on the environment greater than the impact of merely running trains though the area without stopping. The station will not occupy land other than that which is already built up on the railroad right of way. There will be no encroachment into the nearby priority habitat area. There will be no substantial increase in street traffic.

Smart growth – In the context of the overall project, Myricks is a key element in the promotion of Smart Growth.

The Myricks transfer station will not encourage much residential growth or industrial development in the immediate station area. That is not the purpose of a transfer station. And, there is a real question whether such growth would be desirable in the immediate area.

Rather, the Myricks station will enable Smart Growth at station locations south of Myricks by increasing the quality of the rail passenger service to those locations.

Environmental Justice – In the context of the overall project, Myricks is a key element in the promotion of Environmental Justice.

Much has been made – as it should be made – in recent years of the concept of “Environmental Justice”. In the past, public transit projects would bypass, or, worse yet, run “closed-door” through, areas with disadvantaged populations. Now, this situation has changed.

The Myricks transfer station will not encourage directly serve a disadvantaged population in the immediate station area.

Rather, the Myricks station will enable substantially better and more frequent service options at station locations south of Myricks. The same holds true for service in the reverse direction from Taunton to the South Coast.

⁴ Possibly something as simple as 2-hour parking between 9 AM and noon.

⁵ Alternatively, Berkley could opt for some sort of nearby town-owned parking lot for town residents and issue parking stickers to residents similar to the stickers issued to residents of sea-side towns for beach parking.

Myricks Transfer Station

The Taunton, New Bedford, and Fall River stations are accessible by foot or by local transit to a number of disadvantaged populations. Myricks promotes Environmental Justice to these populations by quadrupling the daily rail trip options to them.

Raynham Route I-495

Raynham - Route I-495 Park-and-Ride Station (R39) Should Be Advanced For Further Consideration

Overview:

The Raynham Route I-495 park-and-ride station is needed to enable the “Smart Growth” concept in Taunton, Raynham, and Easton:

- It is the only possible viable location for a regional park-and-ride station.
- It maximizes rail access to thousands of potential riders who do not reside near the railroad.
- It provides this access without placing a new burden on local roads or highway interchanges.
- It is the only way to discourage potential riders from using local streets and secondary roads to reach non-park-and-ride stations that are intended for “Smart Growth”

The Raynham Route I-495 park-and-ride station can be implemented without several of the negative impacts in the July 10 station site screening draft:

- The topography does not require “major site work”. Rather it merely requires the construction of an “air rights” parking garage above the existing highway.
- The accessibility is not merely “good”. Rather, it is “excellent” with direct access in all directions from both routes I-495 and state route 138 – all without using the existing already-burdened highway interchange, and all without left turns onto or off of route 138.
- The site does not involve encroaching on the supermarket office complex. Rather, it is essentially confined to the existing state-owned highway right-of-way. The site acquisition cost may be close to zero.
- The station likely can be built without encroaching on any wetlands.
- The station likely can be built without encroaching on any priority habitat.
- The station enhances overall equity and Environmental Justice both in that it maximizes station access (via automobile) to disadvantaged populations and in that it enables the location of the downtown Taunton station at a site that is within walking or transit distance of other disadvantaged populations.

Raynham Route I-495

Essentially, the Raynham Route I-495 issue becomes one of balancing park-and-ride and Smart Growth stations. In this case, the project needs to spend money on a parking garage and some ramps at the optimum park-and-ride location thereby maximizing the ridership options for persons not living near the railroad. In turn, this single park-and-ride station enables as many as four non-park-and-ride stations at "Smart Growth" locations within walking (or transit) distance of well over 10,000 residences and major job sites.

The benefit-cost analysis seems obvious. The parking garage will likely pay for itself in parking fees and train tickets; substantial funds will be saved on constructing the Smart Growth stations; and the ridership potential is maximized.

Details:

The Raynham Route I-495 park-and-ride station is a very critical key to maximizing the success of South Coast Commuter Rail.

Not only does it provide convenient access to the train by persons who live some distance from the track in West Taunton, Norton, Raynham, and the far southern regions of Easton but also it enables the construction of non-park-and-ride stations in downtown Taunton and Whittenton.

Concept -- The Raynham Route I-495 park-and-ride station is based on a concept that was proposed in a study commissioned by the MBTA in 1972.^{1 2}

In that concept:

- An "air rights" parking facility is constructed above the highway at the location where the highway and railroad intersect.
- Access to the parking facility is via long, straight ramps parallel to the highway and immediately adjacent to the highway.
- Bridges already carry the highway over the rail tracks.
- The station platform is adjacent to the tracks beneath the highway bridge and extending in both directions along the rail right-of-way.
- There are no land takings. Rather, the "footprint" of entire facility is within the existing highway and railroad rights-of-way.

¹ *Plan for Acquisition and Use of Railroad Rights of Way* December 1972 For Massachusetts Bay Transportation Authority by Thomas K. Dyer, Inc. Consulting Engineers (Page 101)

² By citing the station design concept, the author does not necessarily endorse other portions of the cited report.

Raynham Route I-495

The Raynham Route I-495 park-and-ride station concept contains four variations from the 1972 concept:

- To avoid the expense of reconstructing the existing bridges that carry Route I-495 over the railroad right-of-way, it may be cost-effective to locate the station platforms immediately south of the highway.
- There is already an adjacent highway interchange between Routes 138 and I-495. This interchange and its ramps will remain in their existing configuration – completely independent of the station. No station-related traffic will use these ramps.
- An additional set of ramps is needed to provide secondary automobile access to the station to and from Route 138. These ramps should be configured so that no left turns are required on Route 138 by automobiles entering or leaving the station. (It appears that these ramps can fit within the existing highway rights-of-way.)
- There will be some need to enable walk-in and bicycle access to the station from Route 138 and nearby buildings.

Requirements – There are four critical requirements for the Raynham Route I-495 park-and-ride station:

- The station must be located at Route I-495 with direct access to and from that highway. Any relocation of the station site to the north or south along Route 138 conflicts with the purpose of the station, and seriously compromises its viability.
- The entrance ramps from Route I-495 to the station parking facility must be long enough to contain any queue of traffic and to preclude any "back-up" onto the highway.
- The already-congested interchange between the two highways must not see any increased demand due to station-related traffic.
- The parking facility must be readily-expandable (strong enough to add one or more additional decks).

Raynham Dog Track

The Raynham dog track station is not viable and should be removed from further consideration.

Overview – This station serves no purpose for South Coast Rail.

- The only real potential for this station is to serve the dog track.
- There is no real assurance that the dog track site will ever be developed for other uses – either commercial or associated with the gambling resort industry.
- The location is too far from Route I-495 to be a viable regional park-and-ride station.
- Access via Route 138 is already limited by traffic congestion, and would be exacerbated with the addition of commuter rail patrons.
- The station does nothing to enable Smart Growth stations in Taunton, Raynham, or Easton.

Discussion – The station was proposed as a park-and-ride station to take traffic off Route 138.

There is essentially no walk-in commuter potential. There are no residences within a half-mile walk, and only about 40 residences within a mile.

Park and ride traffic would have been mostly from the south, would have created local traffic congestion on route 138 at the entrance to the dog track, and would have exacerbated already excessive traffic on Route 138 between I-495 and the dog track.

It is doubtful that many motorists on Route I-495 would opt to use the already-saturated highway interchange at Route 138 to join the already-excessive traffic on Route 138. Rather, they are more likely to attempt to find parking near another station in Taunton.

It is even more doubtful that residents of Raynham south of I-495 would use Route 138 to reach this site. They, too, are more likely to attempt to find parking near another station in Taunton.

The regional park-and-ride function is far better served by the proposed I-495 park-and-ride station.

11
From: Delano, Mary J. <Mary.J.Delano@saint-gobain.com>
To: Egan, Kristina (EOT) <Kristina.Egan@state.ma.us>
Cc: wnn545@aol.com <wnn545@aol.com>
Sent: Thu Jul 31 09:03:09 2008
Subject: STATIONS - Middleboro - taunton

Hi Kristina,

I am sorry I was unable to attend your open house on Wednesday July 30th. As Human Resource Manager my employees have no public transportation available to them. I have employees from Fall River, Lakeville, New Bedford, Buzzards Bay and Plymouth.

Stations in these areas are paramount for industry and commuting purposes. I do not understand why on earth there would be 3 stations in Raynham, when the town opposed the commuter rail from day one. Taunton is the largest City in the state of Massachusetts area wise and should be the City considered for 3 stations, not Raynham, a small town.

Please respond.

Regards

Mary Delano

Human Resource Manager

Saint-Gobain Performance Plastics

700 Joseph E. Warner Blvd.

Taunton, MA 02780

Tel: (508) 828-5515

Fax:(508) 823-1168

mary.j.delano@saint-gobain.com

12

PCSArea:General Comments

Category: :

From:: Meninno, Frank

Received:: 7/31/2008 9:42:23 PM

Documents Attached: None

Images Attached: None

Comments:

Enter any feedback or general comments below.

Thank you for your time at the open house. Your information on the North Easton station will certainly ease some nerves, now that we know our historic building is safe and will still be ours. I look forward to receiving your statement to share with the board. I hope that sensitivity to the impact on the historic district will be maintained, as this is a major cultural center for Easton and a gathering place as well.



SOUTH COAST RAIL

South Coast Rail Project

January 2008 – Civic Engagement Meetings

COMMENTS

Name (optional): Ken Gmarty

Address: 18 sunset Dr. Easton Ma 02325

Please write any comments you have pertaining to the *South Coast Rail Project* in the space provided below. (If you need additional space, please use the reverse side.)

Put a parking garage on Rock Bro. in Easton like canton junction

There are nine crossings in Easton Seven for cars + truck one for walking one one water department

The old Railroad station the streets are too small

You may leave this comment sheet with project staff at the door, mail it to Kristina Egan, South Coast Rail Manager, Executive Office of Transportation, Ten Park Plaza, Room 4133, Boston, MA 02116-3973 or email it to Kristina.Egan@eot.state.ma.us.

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Kristina Eagan

To whom it may concern my idea of the
commuter rail to New Bedford, goes as follows
in Easton by Roche Brothers instead of bearing
right it should stay to about 18° to left.
that way it would go by the small ponds ^{leaves}
and not the center of Easton, and there's plenty
of open land, than thru ~~the~~ Stonehill College
where maybe a stop will be available. than
thru 123 and Simpson Spring Farms abutted.
than thru 106 and Rayhan dog track. a stop
also there. as it moves forward by Taunton
don't take the loop. instead stay to the left.
by the post office and near St. Joseph's cemetery
and than it avoids Taunton Center where
some objections have occurred. But the
way I suggest and you can see on the
Town's maps its a better way and
conrail already exists.

P.S. Than buses can take
commuters downtown or industrial
parks or courts. etc. etc.

Niraj D. 7/27/08

43 BRITTON AVE SToughton MA 02072

P.S

It has been in the committee's to build an Oceanarium ^{"water"} Museum in New Bedford waterfront which the bus system would serve it from the Train, a lot of schools take field trips to see the "LOVE, USS MASSACHUSETTS" and than the Oceanarium museum if built consider it as part of the whole project.

P.S. happy to make this suggestions. and maybe more in the future.

Virgil D. 4/27/08

15

PCSArea:Contact Us

Category: :

From:: Junge, Chistine

Received:: 7/13/2008 6:12:01 PM

Documents Attached: None

Images Attached: None

Comments:

Please fill out the form below with your specific questions on South Coast Rail?

As someone new to Easton, I am not sure what is meant by one of the potential rail road sites: what does downtown/Old Station Site mean? Where exactly is that?
Thank you.

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James P. Purcell
Town Manager

TOWN OF NORTON
70 East Main Street
MUNICIPAL CENTER, NORTON, MA 02766

Telephone: (508) 285-0212 Fax: (508) 285-0297
E-mail: jpurcell@nortonmaus.com

July 30, 2008

IN HAND

Ms. Kristina Egan
South Coast Rail Manager
Executive Office of Transportation
Ten Park Plaza, Room 4150
Boston, MA 02116-3973

Re: Potential Station Sites

Dear Ms. Egan:

Would you kindly provide me with a detailed list (and map if available) identifying each location the Executive Office of Transportation is considering as a potential station site?

Your earliest attention to this request would be appreciated.

Sincerely,

James P. Purcell
Town Manager

mtb

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Norton Conservation Commission

70 East Main Street
Norton, MA 02766

July 31, 2008

Kristina Egan
South Coast Rail Manager
Executive Office of Transportation
Ten Park Plaza, Rm 4140
Boston MA 02116

Dear Ms. Egan,

I have attended the Open House and reviewed the potential station locations for the Town of Norton. I offer the following comments.

Site ID R52: South Worcester Street

The Conservation Commission issued an Order of Resource Area Delineation (DEP file number 250-759) for the owner, David Azanow, at Map 27, parcels 182, 185, 191 and 311. A minimum of 4,000 linear feet of bordering vegetated wetland were verified. The property contains bordering vegetated wetland, bank (intermittent streams), and 2 certified vernal pools (CVP4449 and CVP4450). Potential turtle nesting habitat was also observed.

Site ID R53: John Scott Blvd (1.5 acres)

The location from the plan at the Open House is a parcel containing 4.5 acres on the Norton Assessor's Map (Map 26, parcel 171). It contains bordering vegetated wetlands and a bank (intermittent stream). Crossing of the wetland/stream was permitted in DEP file number 250-225 in 1989.

Site ID R54: John Scott Blvd (3 acres)

There are not any files in the Conservation Office pertaining to the property at Map 26 parcel 251, containing 3.54 acres. There is a sizeable wetland to the southeast of this parcel.

Thank you. If you have any questions please do not hesitate to contact me.

Sincerely,

Jennifer Carlino
Conservation Agent

CC: Heather Graf, CCAST
James P. Purcell, Norton Town Manager
Gregg Guimond, Nancy Durfee, SRPEDD

18

Ronald O'Reilly
29 Union Road
Norton MA 02766

August 1, 2008

Ms. Kristina Egan,
South Coast Rail Manager
Ten Park Plaza, suite 4150
Boston MA 02116-3973

Subject: The South Coast Rail Project: Proposed Attleboro Alternatives and Proposed Station Site off South Worcester Street at the Intersection of Barrows Street.

To Whom It May Concern:

I am writing as a fifty year resident of Norton who has lived just over a mile from the proposed Barrowsville Station site for the past thirty-six years. My wife who joins me in these comments is a life long resident of Norton and has also resided just over one mile from the site for the past thirty-six years.

The proposed site at the South Worcester Street at grade railroad crossing is located in an older section of Norton known as Barrowsville. Barrowsville was the home of the former Defiance Bleachery which employed many immigrants and others who settled in that area in the early 1900's. Many small houses and a number of three deckers were built to accommodate the housing needs of the influx of people who came to live in Barrowsville to work at Defiance Bleachery. These are now older, privately owned, mostly single family homes with the exception of some three deckers that have been divided up into apartments. The area is residential except for a combined deli and package store across the street from the proposed South Worcester Street station and a mill building located on Barrows Street. There is no land available for growth or commercial development except the small site of a former bar room that has been closed for many years, or by dislocation of tenants in the three

deckers. This site is not conducive to the stated objective of proposed station sites as being a location for “smart growth”.

The main issue with the proposed South Worcester Street station site is the access roads. South Worcester Street is a narrow two lane country road with many curves. One curve is a 75degree left turn approximately one hundred yards south of the proposed station site. Barrows Street is another narrow road with many curves. Dean Street starts where South Worcester Street makes the aforementioned 75 degree left turn and is also a narrow, winding road. Many of the homes on South Worcester Street are now located close to the road as the road has been widened over the years. Many of the residents back out of their driveways on to the street because the house lots are small. This road is not a candidate for widening to improve traffic flow. Barrows Street is a road with a mix of older and newer homes with the older ones closest to the road, especially the three deckers. Barrows Street is not a prospect for widening as the three deckers are all located in close proximity to the side walk. The land across the street from the three deckers is wet lands and is the out flow from Barrowsville Pond. The area is in a flood plain and is highly susceptible to flooding during a “hundred years’ storm. Such torrential rain storms tend to occur every five to ten years, despite the nomenclature used to describe their expected statistical frequency.

Access to major highways is another issue with the proposed South Worcester Street station site. Barrows Street is a narrow, road with many curves along its one-and-two-tenths (1.2) miles length. Barrows Street ends at Route 140 (Taunton Avenue) that is a dangerous intersection and was the scene a recent fatal accident. Accessibility for the proposed South Worcester Street site is terrible.

MBTA parking at the proposed Barrowsville Station site might be limited as a review of the satellite image shows the site has been previously disturbed for gravel removal leaving a number of depressions that appear now to be isolated wetlands. The egress from the site would be difficult because of the abutting home to the left and a curve in the road restricting the view of those leaving the proposed parking area. The probable limitations on development and the less than desirable egress would likely encourage neighboring property owners to open their yards to parking, especially at the commercial building on South Worcester Street that has

been closed for many years. All of the private property that has potential for parking is located on South Worcester Street and Dean Street east of the proposed station site. People who park off site would be walking along streets without side walks and rushing to cross the tracks as the train sounds its horn approaching the South Worcester Street at grade railroad crossing. Human nature being what it is people will be ducking under the gates to beat the approaching train. This site is a fatal accident waiting to happen unless it is permanently manned by MBTA Police. That is not going to happen as evidenced by the lack of police presence at other stations in this area which handle ten times the volume of commuters as this proposed site is planned to handle. Two of the stations in communities neighboring Norton have experienced fatal accidents in recent years, when commuters rushing to catch the approaching train crossed the tracks, so a fatal accident is not an unrealistic scenario. Neither of these large commuter stations have MBTA Police present on a daily basis, so it is unrealistic to think that would occur in Norton.

An issue that I have not read about or heard discussed is the impact on the cost of additional school buses in both Taunton and Norton. Taunton will have school buses tied up at as many as fifteen on grade crossings throughout the city delaying the pick-up and drop-off of children from kindergarten through high school. The slowing down of bus routes due to the delays at one or more of the fifteen at-grade crossings in Taunton will necessitate the addition of more buses to serve the needs of their children at a cost which has not been determined but which would be borne by the city.

In Norton: four of the five schools' bus routes will be affected due to buses being delayed at the South Worcester Street and John B. Scott Boulevard at-grade crossings. The buses for these four schools start their morning routes for high school pick-ups at 6:45 AM and end the morning run at the Joseph C. Solmonese Elementary School at approximately 9:15 AM. The buses for the high school, middle school and two elementary schools travel the roads that would be impacted by the commuter trains during the morning hours. The Norton bus routes would be slower as the buses would be delayed at one and possibly both of the at-grade crossings. Slower bus routes would require the town to add additional buses. The number of buses and the cost is not determinable at this time, but there can be no doubt that there would be additional school bussing costs for the Norton

School Department. These additional local costs are conveniently being ignored by the South Coast Rail Project “planners”.

The South Coast Rail Project has indicated that, if the Attleboro Alternative is selected, one of its objectives will be the acquisition by the MBTA of the existing CSX Rail Road, (CSX) Attleboro freight line. This freight line serves the South Coast Region of Massachusetts. If CSX does not reach an agreement to continue using the line for its one-hundred-twenty-five car freight trains at times convenient for the MBTA commuter line, freight service to the South Coast areas of New Bedford, Fall River, Middleboro and the Cape might be terminated or reduced. CSX currently runs these long freight trains to the South Coast area and returns approximately twelve times a week, some times more often. In any event, the movement of freight will be at a higher cost because CSX is paying the MBTA a fee to use the tracks it now owns at times dictated by the MBTA, not necessarily at the most convenient and cost efficient time for CSX and its South Coast customers. This is another negative impact of the Attleboro Alternative that is ignored by the South Coast Rail Project “planners”.

The termination or minimization of freight service to the industries and commercial entities in the South Coast Region will have a far greater negative impact on the area than the hoped for benefits of commuter rail service. Massachusetts manufacturers are already burdened with high costs for transportation; energy; health care; unemployment and income taxes compared to their counter parts in other areas of the country. The loss or increased cost of freight service to the South Coast Region as a result of the MBTA acquiring the tracks, a stated objective of the South Coast Rail Project, will only increase the exodus of manufacturing from Massachusetts. Every employment statistic supports the fact that manufacturing is crucial to the state’s economy and should be encouraged, but industry will not be served with the loss of the current freight service to the South Coast. The preservation of the existing industrial and commercial employers in the South Coast Region is another argument that the Attleboro Alternative should be dropped from further consideration.

The proposed South Worcester Street station site should be dropped from further consideration for the following reasons:

1. The surrounding area is fully developed with many homes.

2. Accessibility to Routes 140 and 123 is poor.
3. The local roads, South Worcester Street and Barrows Street, are narrow and curved with many of the homes close to the road. Additional traffic on these roads would have a negative impact on the quality of life of these residents.
4. The proposed South Worcester Street station land available for parking appears to be restricted for development due to wetlands and possibly vernal pools on site. Much of the land along the tracks from Barrowsville to Chartley Pond is wet lands and is located in a flood plain. The tracks, laid out in the late 1800's, are surrounded by wetlands. Apparently the most expeditious method was to fill the wet lands to raise the track bed. Some of these wet lands were also formed when the adjacent land was excavated for fill used to raise the track bed. Excavation along the track bed resulted in the formation of isolated wet lands and vernal pools. There is standing water along much of the aforementioned single track, for a good part if not all of the year.
5. The proposed commuter rail route through Norton, on the Attleboro Alternative, would adversely affect school bus schedules in both the City of Taunton and the Town of Norton. When school buses are inevitably delayed at the on grade crossings in these communities, both of these school departments would be forced to add additional buses to serve the needs of their students.
6. With the MBTA taking ownership of the existing CSX Rail road freight line, a stated objective of the South Coast Rail Project, the cost of freight service to the South Coast Region will increase assuming that CSX continues to service the Region. The loss of this freight service is likely if CSX no longer has an equity stake in the tracks that service the South Coast.

Due to my familiarity with Norton, especially the Barrowsville and Chartley sections of town, I can say with some authority and knowledge

that there is not a good train location anywhere in Norton along the existing or proposed railroad tracks for the Attleboro Alternatives.

The Attleboro Alternative rail route and the proposed South Worcester Street station site should be dropped from further consideration for the South Coast Rail Project for the aforementioned reasons. The negative affects of converting the existing CXS freight line to a commuter rail service far out weigh any perceived benefits to the South Coast Region.

In conclusion, my wife (Janet J. O'Reilly) would like to add her comment that the Attleboro Alternatives and the South Worcester Street station location are a case of 'Dumb and Dumber!'

Yours truly,

Ronald O'Reilly
Charter Member and Assistant coordinator of Citizens Concerned About
Tracks (CCATS) since 1995
Member of Norton Conservation Commission since 2003

And

Janet J O'Reilly

19

From: postmaster@comcast.net (Webmail Postmaster)
To: jalroche@comcast.net
Subject: Returned mail: User unknown
Date: Wednesday, July 30, 2008 3:03:10 PM

The following addresses had fatal errors:

kristina.egan@eot.state.ma.us: 550 5.1.1 <kristina.egan@eot.state.ma.us>
recipient invalid domain

..... **Attached Message**

From: jalroche@comcast.net [[Save Address](#)]
To: kristina.egan@eot.state.ma.us
Cc: heathergraf1@cimcast.net
Date: Wed, 30 Jul 2008 19:03:08 +0000

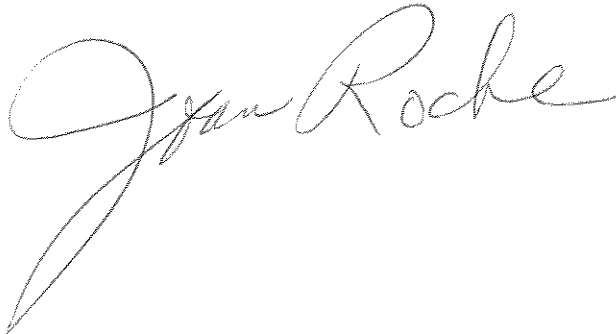
Dear Kristina,

I am very concerned about your running the railroad line through Norton and Attleboro. I have a friend who's grandson, AJ Girard lives right on the purposed route in Attleboro. AJ is Visual Impair and it would be very difficult and dangerous for him to have trains go by his house at all hours of the day and night. He depends on his hearing to get around and the background noise would be a distraction. His parents would never feel safe leaving him out in the yard to try to play. This would be a big worry and concern.

I also do not think that the proposed route though Norton would be advantageous to the residents as we can access train in either Attleboro or Mansfield. Why put another route so close together?

Thank you for taking my concerns into consideration when you make your decision.

Joan Roche
153 Godfrey Dr.
Norton, Ma. 02766



20

Charlie Patton

From: Egan, Kristina (EOT) [Kristina.Egan@state.ma.us]
Sent: Monday, July 28, 2008 4:26 PM
To: Charlie Patton
Subject: FW: COMMENTS/STATIONS

Kristina Egan
South Coast Rail Manager

Executive Office of Transportation
Ten Park Plaza, Room 4150
Boston, MA 02116-3973
T: 617-973-7314
E: Kristina.Egan@eot.state.ma.us

From: Zanoni, Kenneth [mailto:Kenneth.Zanoni@staples.com]
Sent: Monday, July 28, 2008 4:17 PM
To: Egan, Kristina (EOT)
Subject: COMMENTS/STATIONS

Please note below information was also posted on:
<https://www.commentmgr.com/cmprojects/projects/1212/pcsthankyou.asp>

Re: 'Potential Stations EOT Recommends for Further Analysis *DRAFT* – July 9, 2008'

[To Serve - The Attleboro Alternative]

NORTON: RAIL SITE #R52 SOUTH WORCESTER STREET (Just after Barrows Street Intersection)

The selection of a Rail station on South Worcester St is one of the most absurd and ridiculous suggestions we have heard to date. The South Worcester Street Site IS NOT a desirable station location for various reasons.

8/6/2008

According to SRPEDD – Station locations should fit into one of two categories:

- They should either serve as a REGIONAL FACILITY - attracting commuters from surrounding communities, or
- They should serve a tighter knit densely populated area, with the potential of being a TOD (Transit Oriented Development) - associated with the concept of 'Smart Growth'.

The South Worcester Street Site does not fit into either of these categories.

A REGIONAL FACILITY:***

"Should be accessible from major arterial roads."

"The road network serving the site should be able to accommodate the anticipated station traffic (at least 500 trips per day) with minimal improvements required."

The South Worcester Street location is over one mile from a major access road (Rte. 123) and four miles from Norton Center. It is a narrow winding road that is ill-equipped to handle additional traffic. To suggest taking a minimum of 500 cars per day through the residential neighborhoods of South Worcester Street, and across three already dangerous intersections is absurd.

One only need to review roads and intersections leading to the potential station. You will find the intersections of South Worcester Street with Rte. 123, John Scott Blvd. and Barrows Street leading to this location are dangerous mainly due to the "Country roads" that could not handle the additional traffic. Taking Barrows St. to South Worcester St. from Rte. 140 is equally horrific. Another possible route from the east - Rte. 123 to South Worcester via Olympia and Power Streets would be even worse for drivers and residents.

Under 'Measures Used to Evaluate Practicability'***

The South Worcester Street location deserves a highly unfavorable rating due to the need for major road improvements (not feasible without property takings), excessive cost for necessary improvements to infrastructure, as well as the site being too remote from a highway.

As for TOD Potential:

The South Worcester Street location is: Off the beaten path, over one mile from a major access road, four miles from Norton Center. It is not in an area/or near to a place - where people either work or shop, there are no medical offices in the vicinity, no tourist attraction, it is not an appropriate site for a multi-modal center, nor would it be suitable as a potential transit oriented

development.

The South Worcester Street Site does NOT meet any of the following 'Guiding Principles':***

- "Stations intended to serve walk/bike customers should be located near existing population centers, dense housing, jobs and retail centers, and be served by public infrastructure (roads, sewer, and water)"
- "Stations should be located in places that will facilitate economic development for municipalities and the region."
- "Stations should prioritize the reuse of previously-developed land, such as brownfields and grayfields."
- "Station sites should be compatible with existing and proposed planning goals."

The South Worcester Street Site does NOT meet any of the following 'Measures Used to Consistency with Smart Growth Objectives'***

- "A site which has a favorable location for a station supportive of smart growth should be a redevelopment site... in proximity to a high density population; and should be in proximity to businesses which provide jobs."
- "A favorable site should serve an Environmental Justice population..."
- "Public water and sewer are available to support Transit Oriented Development in the vicinity of the site."
- A TOD should be a catalyst for revitalization and inspire desirable economic development for the community and the region.

On the Chart of 25 'Potential Rail and Bus Stations EOT Recommends to Advance for Further Analysis'***

Last Column/Comments:

The South Worcester Street Site is - "Close to general store and apartments". This is an exaggeration, and misleading to anyone unfamiliar with the area. The facts show, there is a small deli/convenience/package store in the vicinity, several two-family homes on South Worcester Street and a couple of buildings with 2-6 rental units in them.

A Station Site should be a welcome addition to the city or town where it is located, not viewed as an added burden. Benefits of the station to the host community should outweigh the negative impacts.

The South Worcester Street Site is ill-advised and should be rejected due to its highly unfavorable rating because it would be an additional public safety burden.

It appears the South Worcester Street Site passed the first round of cuts because there were no acreage, zoning or wetlands issues identified to knock it out immediately, also likely because there was a need for the project proponent to find some/any shred of a potential benefit (from the South Coast Rail Project) that the Town of Norton might find enticing. And this site was the only spot in Norton where a train could conceivably stop that had more than 3 acres of land.

The South Worcester Street Site does not pass muster here, it is unsuitable as a regional facility or a potential TOD, it is perceived to be more detrimental than beneficial to our community, and we urge planners who are screening station locations to eliminate it from the second phase of the alternatives analysis.

Local commuters look forward to the scheduled expansion of the downtown Attleboro station, and if the Stoughton Route is chosen for the South Coast Rail - Norton residents also anticipate being close to three new commuter rail stations in both Taunton and Easton (which have potential as both TOD and regional facilities).

Finally, besides dropping the South Worcester Street Site from the list of potential station locations, we reiterate the need for the project proponents to eliminate the Attleboro Route (and its four alternatives) from further consideration for the South Coast Rail.

In closing, I am recommending to Heather Graf - Coordinator of CCATS that there be an investigation into the \$17.2 million dollar fund (appropriated by the State Legislature to RESTUDY this thing again) and how those monies are being spent.

The only ones making out on this deal are you Kristina and the high paid consultants, who have \$17.2 MILLION dollars to spend on this pitiful process. Several things come to mind. While the proposed Attleboro route has existing freight tracks, you have exaggerated this point just like the exaggeration of the proposed train station neighborhood. You implied the many grade crossings in Taunton and Norton were already grossly affected by freight trains. Yet when questioned at our last meeting in Norton, you had no idea that only two trains per day on a busy day were passing through, usually in the wee hours of the morning. You did not know how many trains were actually passing through on a normal day. You have also proposed a station site that does not even meet your own requirements for selecting stations. One can only conclude that you and your high

paid consultants can make more money by wasting resources on a wasteful study.

*** Reference: EOT Report/South Coast Rail

'Selecting Station Sites *DRAFT – July 9, 2008*'

Submitted by:

Kenneth Zanoni

28 E Hodges St.

Norton, MA 02766

508-285-7285

Charter Member of CCATS (since 1995)

Former Chairman of the Norton Board of Selectmen

Former Norton Planning Board Member

Former SRPEDD Commissioner for the Norton Planning Board

C.c. Heather Graf - Coordinator of CCATS

8/6/2008

21

Charlie Patton

From: Egan, Kristina (EOT) [Kristina.Egan@state.ma.us]
Sent: Wednesday, July 23, 2008 2:58 PM
To: Charlie Patton
Subject: FW: COMMENTS/STATIONS

Kristina Egan
South Coast Rail Manager

Executive Office of Transportation
Ten Park Plaza, Room 4150
Boston, MA 02116-3973
T: 617-973-7314
E: Kristina.Egan@eot.state.ma.us

-----Original Message-----
From: Mark C Sweeney [mailto:Mark_C_Sweeney@raytheon.com]
Sent: Wednesday, July 23, 2008 2:46 PM
To: Egan, Kristina (EOT)
Subject: COMMENTS/STATIONS

Kristina,

Please relook at the potential Norton Rail Station on South Worcester Street as it's proposed location is so "buried" in the center of Norton, it is only accessible by traveling on winding narrow streets that are in residential areas and have dangerous intersections.

Also, traveling to the station may bring a commuter thru the intersections South Worcester Street and RT 123, which I personally was involved in a major accident in 2003, and Barrows Street and RT 140, where my entire family was involved in a major accident in 2004.

Both of these accidents were not our fault for the record.

The RT 140 and Barrows Street intersection has had fatalities both before and after our family's 2004 accident.

On another point, the Norton Station's current proposed location has no current working or shopping value other than a small convenient store and a closed restaurant.

This location would not provide any significant number of new jobs or substantial economic development.

The area is just residential with very little smart growth potential.

Locating the Rail Station at this proposed site would be viewed by the surrounding residents as an added burden to their way of life.

Please reevaluate this site.

Mark Sweeney

14 Laura Lane
Norton, MA 02766
Member of CCATs

22

Subject: COMMENTS/STATIONS
To: Ms. Kristina Egan, South Coast Rail Manager
Ten Park Plaza, Suite 4150
Boston, MA 02116-3973

Re: The South Coast Rail Project
Subject: NORTON - Proposed South Worcester Street Site
(At Barrows Street Intersection)

The South Worcester Street Site in Norton should not advance for further consideration as a potential station location.

Reasons why the South Worcester Street site is unsuitable as a station location:

Access Issues:

The South Worcester Street Site is too remote and not easily accessible from either major artery (Rte. 123 or Rte. 140). From any direction access to this site would require commuters to negotiate narrow winding roads, through residential neighborhoods and several dangerous intersections, putting both drivers and residents at risk. The station site itself is AT a dangerous intersection. None of the roads leading to the station site are equipped to handle any additional traffic. ["The road network serving the site should be able to accommodate the anticipated station traffic of at least 500 trips per day, with minimal road improvements."]

Development of a station site at the South Worcester Street location would necessitate major costly road improvements, including land takings. Due to access issues, the South Worcester Street Site would not serve as a regional facility/attracting commuters from surrounding communities.

The area does not lend itself to development that would inspire any desirable economic growth for the town, and certainly not for the region. The South Worcester Street Site is not close to commercial or industrial enterprises, and is a long way from both Norton and Attleboro Centers. There are not businesses which provide jobs, stores to draw shoppers, medical or other professional office buildings, and certainly nothing to invite tourists in this area.

The trip time from New Bedford and Fall River via the Attleboro Route is excessive, without adding a stop in Norton (which would have little appeal for South Coast commuters). Residents of Norton are already served by train stations in Mansfield and Attleboro (with the downtown Attleboro facility slated for major expansion). And if the Stoughton Route is chosen for the South Coast Rail, commuters from this area can look forward to three new stations (two in Taunton and one in Easton) which do have the potential to serve as regional facilities and/or TODs. The South Worcester Street Site does not meet the criteria associated with 'Smart Growth'.

This location offers no potential as a TOD (Transit Oriented Development).

A station should be a welcome addition to the host community. The benefits of a station should outweigh the negative impacts. A train station at the South Worcester Street Site would be more detrimental than beneficial for the town of Norton, and of little value to commuters from surrounding communities.

The South Worcester Street Site should be rejected as a potential station location due to its unfavorable rating.

Further, there is no site in Norton along the Attleboro Route - either existing or proposed track, that would be suitable for a train station.

Finally, the ill-advised Attleboro Route/Alternatives in their entirety should be eliminated from further consideration.

This exercise has been, and continues to be a colossal waste of time, money and energies that should (particularly in these difficult financial times) be spent more productively.

Submitted by,
Debra and Larry Garrone, Norton
Susanna Girard, Attleboro
Lisa McIntosh, Mansfield
Brenda and Joseph Daday, Attleboro
Dianna Edgerly, Norton
Paul and Jean Shea
Melanie Silva, Attleboro
Luis V. Ydrach, Attleboro
Deborah Salley, Norton

23

Charlie Patton

From: Egan, Kristina (EOT) [Kristina.Egan@state.ma.us]
Sent: Thursday, July 31, 2008 5:02 PM
To: cpatton@reginavilla.com
Subject: Fw: COMMENTS/STATIONS

----- Original Message -----

From: Heather Graf <heathergraf1@msn.com>
To: Egan, Kristina (EOT) <Kristina.Egan@state.ma.us>
Sent: Thu Jul 31 16:52:19 2008
Subject: COMMENTS/STATIONS

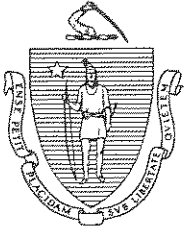
Re: South Coast Rail Project
Attleboro Alternatives/Proposed Norton Station

Kristina,

The more people I talk to, the greater the variation in responses on why Norton does not want its own train station.
The gentleman who just phoned for example said:
"You need only look as far as the neighboring community of Mansfield. Speak with members of the Tri-County Chamber of Commerce, who will tell you that local businesses there (other than a well placed gas station, coffee/donut shop or newspaper stand) see no real benefit from commuters, who simply blow in and out of the rail station. On the other hand, it makes the town a less desirable place to be (particularly at certain times of day) when there is a traffic nightmare with gridlock. And the station causes a drain on services - both in manpower and cost: for Public Safety as well as Public Works. Rte. 106 in Mansfield is a mess."
The person who called works for the Norton Highway Department.

Points well taken.

Heather Graf
CCATS



The Commonwealth of Massachusetts

House of Representatives

State House, Boston 02133-1054

July 31, 2008

Kristina Egan,
South Coast Rail Manager
Executive Office of Transportation
Ten Park Plaza, Room 4150
Boston, MA 02116-3973

RE: Comments on Station Locations

Dear Ms. Egan:

We are writing to express our concerns and opposition to the possible elimination of the Lakeville MBTA Commuter Rail Station as station selection for the South Coast Rail project is finalized.

There are several factors that make this station vital to the Town of Lakeville and the Town's Master Plan economic objectives. It will play a significant role in numerous projects such as the Kensington Court Housing Development, expansion of the entire Lakeville Corporate Park and other commercial and retail development projects on Route 105. The station's proximity to these projects will make it a vital component in promoting desirable and strategic economic growth in the Town of Lakeville.

These factors also set up the current station as a valuable site for transit oriented development to be identified as part of the South Coast Rail Economic Development and Land Use Corridor Plan. Eliminating the station will only have a negative impact on the Town of Lakeville and the surrounding area.

Thank you for your time and consideration. Please do not hesitate to contact us with any questions or concerns.

Sincerely,

[Signature of John F. Quinn]
JOHN F. QUINN
State Representative
9th Bristol District

[Signature of Stephen R. Canessa]
STEPHEN R. CANESSA
State Representative
12th Bristol District



OFFICE OF
SELECTMEN
TELEPHONE (508) 946-8803
FAX (508) 946-0112

Town of Lakeville

Town Office Building
346 Bedford Street
Lakeville, MA 02347

July 29, 2008

Kristina Egan,
South Coast Rail Manager
Executive Office of Transportation
Ten Park Plaza, Room 4150
Boston, MA 02116-3973

RE: Comments on Station Locations

Dear Kristina:

At a meeting held on July 15, 2008, the Board of Selectmen was updated by our representative to the Commuter Rail Task Force on information she received at the July 11, 2008 meeting of the Task Force regarding potential commuter rail station locations. The Board of Selectmen would like to take this opportunity to formalize our objection to any considerations given to closing the commuter rail station in Lakeville.

The Elected Officials and the residents of Lakeville have put exhaustive efforts into planning and rezoning the area around our train station to create an attractive business, industrial and residential area. These efforts include:

1. In addition to the original industrial park, we presently have a 200+ unit 40R development under construction directly adjacent to the train station.
2. A Walgreen's Pharmacy and a construction rental equipment business were recently opened. There are two banks and two real estate offices also located in that area.
3. The Zoning Board of Appeals has permitted a law office for that area and a convenience store with retail gasoline sales is also being considered. A CVS Pharmacy is permitted and will begin construction next year in conjunction with the relocation of Route 79, which will include a new signalized traffic intersection where Commercial Drive intersects with Main Street (Route 105).

4. The property known as the former Lakeville Hospital property is being planned for development with a Super Stop & Shop and a Chili's Restaurant. Additionally, the developers of this property have begun the permitting process for a high end condominium/townhouse residential development which will be enhanced by the relocation of Route 79.

Recently, the Town of Lakeville was the recipient of a \$375,000.00 MORE Job Opportunity Grant from the Executive Office of Housing & Economic Development to improve the municipal water service in this area. We are presently in talks with officials in Taunton regarding the design and construction of a water tower.

In summary, Lakeville has, and is continuing to, put many hours and monies into this area of Town with the target being increased tax dollars from more business driven development. Closing the commuter rail station would have a severe detrimental affect on our efforts to define this area as Lakeville's pedestrian friendly Business District. The current rail station parking lot is filled to capacity most days and at times, overflow capacity. By eliminating the Lakeville commuter rail station, it would mean additional traffic would be diverted onto already crowded State highways, namely Interstate 495 and Route 24.

We would like to respectfully request that these factors be seriously considered when evaluating your options for the potential rail expansion.

Sincerely,



Charles E. Evers, Jr, Chairman
Lakeville Board of Selectmen

20

OXFORD DEVELOPMENT
10 Owl Drive
Sharon, MA 02067

July 28, 2008

Mr. Charles Evors, Jr., Chairman
Town of Lakeville, Board of Selectmen
Selectmen Office
346 Bedford Street
Lakeville, MA 02347

Dear Mr. Evors & Selectmen:

We are writing you today to express our concern and strong opposition to the contemplated elimination of the Lakeville MBTA Commuter Rail Station.

As you are aware, this station is obviously vital to the Kensington Court Housing Development which is to be built adjacent to the MBTA station. As a "Smart Growth" development future residents will rely on this MBTA rail station's proximity. Additionally, we feel the station serves a significant role in the future commercial growth in this area.

We would like to offer our continued support of the Town of Lakeville's position on this issue. If there are any other local/state agencies or government officials that you feel we should be contacting on this matter, please contact us. We would also like to be notified if there are any further meetings and/or hearings held on this issue where the MBTA Station is on the agenda. We would like to be kept informed, so that we may formally reiterate our position on the contemplated closing of the Lakeville MBTA Station and attend and stress our strong disapproval.

Thank you for your consideration.

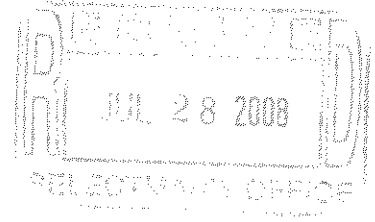
Very truly yours,



Jonathan White, Manager
Oxford Development

RECEIVED
JUN 29 2008
TOWN OF LAKEVILLE

27



July 28, 2008

Ms. Nancy Yeatts, Chairman
Town of Lakeville, Board of Selectmen
Selectmen Office
346 Bedford Street
Lakeville, MA 02347

Dear Ms. Yeatts & Selectmen:

We are writing in reference to the letter I sent you on March 13, 2008 to reiterate and express our concern and strong opposition to the contemplated elimination of the Lakeville MBTA Commuter Rail Station.

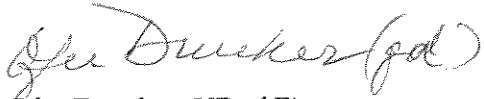
This station is vital to the Kensington Court Housing Development to be built on Commercial Drive, as well as for the development of the entire Lakeville Corporate Park and other commercial/retail developments on Route 105. Current tenants use this facility on a daily basis and the lot is always full and future tenants will rely on this MBTA rail station's proximity as well. Clearly, the station serves a significant role in the future commercial growth in this area and is vital to the Town Master Plan economic objectives.

We would like to offer our continued support of the Town of Lakeville's position on this issue. If there are any other local/state agencies or government officials that you feel we should be contacting on this matter, please contact myself or Ms. Jeanne Alexander at our Lakeville Office. We would also like to be notified if there are any further meetings and/or hearings held on this issue where the MBTA Station is on the agenda. We would like to be kept informed, so that we may formally reiterate our position on the contemplated closing of the Lakeville MBTA Station and attend and stress our strong disapproval.

Thank you for your consideration.

Lakeville Corporate Park
10 Riverside Drive
Lakeville, MA 02347
Phone: (508) 947-5565 Fax: (508) 947-4077

Very truly yours,

A handwritten signature in cursive script that reads "Ofer Drucker (gd)".

Ofer Drucker, VP of Finance
Canpro Investments, Ltd.

c: Jeanne Alexander, Property Manager
Canpro Investments, Ltd.

Ken Motta, Senior Project Manager
Field Engineering Co., Inc.

Jonathan White, President
Oxford Development

Elliot Schneider
Oxford Development

28



**NATIONAL
DEVELOPMENT**

T: 617.527.9800 F: 617.965.7361 www.natdev.com

2310
Washington
Street
Newton
Lower Falls
MA 02462

July 31, 2008

Board of Selectmen
Town of Lakeville
346 Bedford Street
Lakeville, MA 02347

Re: Elimination of Lakeville MBTA Commuter Rail Station

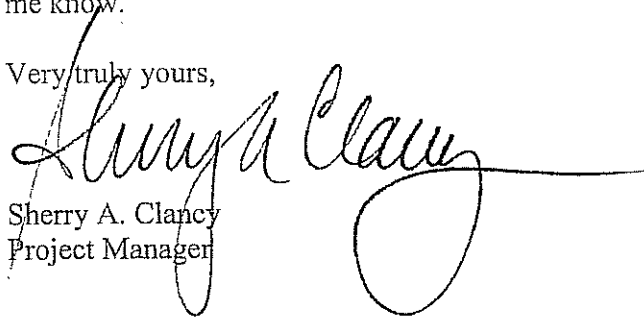
Dear Selectmen:

As the owner of the former Lakeville State Hospital property located on Main Street and Route 105, National Development is opposed to the elimination of the Lakeville MBTA Commuter Rail Station.

This station is vital to the development on Route 105 as well as other areas of the Town. National Development is proposing to develop a mixed-use project that will consist of commercial, retail and residential components. The close proximity of the Commuter Rail Station will be a valuable resource to occupants of both the residential and commercial components for daily commuting purposes. Train station commuters provide valuable economic support to area businesses.

The Town of Lakeville has National Development's full support on this issue. If there are additional agencies that we should notify to express our support please let me know.

Very truly yours,


Sherry A. Clancy
Project Manager

29

PCSArea:General Comments

Category: :

From:: O'Shea, Roger

Received:: 7/28/2008 12:57:15 PM

Documents Attached: None

Images Attached: None

Comments:

Enter any feedback or general comments below.
Dont close the Lakeville MBTA station on your proposal to expand. It exists now,with increased parking spaces Too many delays beyond the Greenbush rail connection with only one line to Boston. Too costly!!!! 40 R& B housing around Lakeville station in the works. The Commonwealth does not have the funds!!!!

30

PCSArea:Contact Us**Category:** :**From::** Feroce, Jeff**Received::** 7/13/2008 6:22:45 AM**Documents Attached:** None**Images Attached:** None**Comments:****Please fill out the form below with your specific questions on South Coast Rail?**

Regarding the proposal for a new station in Middleboro, given there's already a station already operating in Lakeville, what's the rationale? Would love to know. If a Middleboro station was implemented, would the Lakeville one remain online? Honestly, this makes about as much sense (none) as the 3 Brockton stops now in place (Campello, Brockton, Montello). We riders joke that when one end of the train is in Brockton, the other is still in Campello.

31

PCSArea:General Comments**Category:** :**From::** Lauzon, Dean**Received::** 7/30/2008 2:31:31 PM**Documents Attached:** None**Images Attached:** None**Comments:****Enter any feedback or general comments below.**

Living across the street from the potential everett street (#160), site I was wondering what the impact on the Nemasket River was going to be for this site and secondly if this plan would include taking my house. Seeing that the land across from my house and further from the train line is residential and the land my house is on is listed as general use, I am having a hard time understanding why the land across the street is being studied. I don't mind having a rail line that runs behind my house and would even be willing to put up with the additional noise of more trains, but please don't leave me up in the air. Take my house or go somewhere else. Between talk of the expansion of 44, possible casino plans and now this, my house has been up for grabs by the state for 10 years. My wife and I would love to know so we can move on with our lives. We couldn't give our house away. Dean Lauzon 160 Everett Street Middleboro, MA 02346 508-923-0368

32

PCSArea:Contact Us**Category:** :**From::** Hinkley, Bill**Received::** 7/30/2008 1:08:55 PM**Documents Attached:** None**Images Attached:** None**Comments:****Please fill out the form below with your specific questions on South Coast Rail?**

Comment on Middleboro station sites. Though I am not a resident of the project area, I request that the planning team keep open the option of restoring commuter rail service to Wareham and Buzzards Bay. I understand that moving the Middleboro-Lakeville station would complicate if not preclude this service. I understand that this process must find the best alternative for the project at hand, but I hope that you will keep open the opportunity for the Buzzards Bay extension. This would be a very important project for some other economically struggling areas. Thank you for allowing this comment.

33

Charlie Patton

From: Egan, Kristina (EOT) [Kristina.Egan@state.ma.us]
Sent: Thursday, July 31, 2008 5:02 PM
To: cpatton@reginavilla.com
Subject: Fw: Station Location Comments

----- Original Message -----

From: Robb Johnson <rjohnson@tnc.org>
To: Egan, Kristina (EOT) <Kristina.Egan@state.ma.us>
Cc: Alison A. Bowden <abowden@tnc.org>; gguimond@srpedd.org <gguimond@srpedd.org>; Nancy Durfee <ndurfee@srpedd.org>; rmccarthy@Town.raynham.ma.us <rmccarthy@Town.raynham.ma.us>; Erika A. Ueberbacher <EUeberbacher@Town.raynham.ma.us>
Sent: Thu Jul 31 16:54:43 2008
Subject: Station Location Comments

Hi Kristina,

Alison Bowden and I have reviewed documents provided at the latest meeting of the Commuter Rail Taskforce relating to potential rail and bus stations for the South Coast Commuter Rail project. Our analysis was aided by GIS datalayers provided to us by SRPEDD which depict the alternative routes and station sites. Thank you for helping to make those available to us.

On behalf of The Nature Conservancy, we have the following comments regarding the draft list of "Potential Rail and Bus Stations EOT Recommends to Advance for Further Analysis", dated July 10, 2008.

1. A potential rail station at Raynham Dog Track is rated in the above documents as "very favorable" from an environmental standpoint, and "favorable" from a smart growth standpoint. We find it is neither. The fact that this location is currently developed does not automatically make it a sensible location for redevelopment. The site is partially within (and otherwise surrounded on three sides by) the Hockomock Swamp Area of Critical Environmental Concern. In spite of its acres of impervious pavement, portions of the site are still mapped as Priority Habitat for Rare Species (NHESP, 2006) and Estimated Habitat for Rare Species (NHESP 2006). Several certified vernal pools are in very close proximity to the site. But for its development prior to existing regulations that protect wetlands and rare species, it is quite likely that the entirety of this site would now be under NHESP jurisdiction. The site also fails to meet most standard considerations for a smart growth site. Given that it is separated from Easton by Hockomock Swamp, and lies at the northernmost end of Raynham, intensified development of this site would neither strengthen nor support existing development nodes. Rather than making this site the locus for intensified development, it is better considered a favorable site for reduction of its development footprint and environmental impact. The fact that it is quite "practicable" should not sway its ranking in the other two categories. For the next stage of analysis, we urge EOT to identify an alternate station site further to the south along the Stoughton line, even if less practicable.

8/18/2008

2. Regarding the three alternatives for Taunton stations on the Whittendon/Attleboro line, the GATRA/Oak Street Mall site seems to be the best from an environmental standpoint. Both the State Hospital and Whittendon sites have frontage on the Mill River, which is the site of a streamflow / fish passage restoration project that involves many partners, including the Commonwealth, SRPEDD and The Nature Conservancy. Once this project is completed, the Mill River will become an integral component of the Taunton River basin's high quality habitat for migratory fish. Protecting, restoring and enhancing a healthy landscape buffer to the Mill River should be a key consideration in the future plans for the sites that border it.

3. Regarding the three alternatives for Middleborough stations on the Middleborough line, we favor the MBTA Layover site or the Old Station site over the Everett Street site. The Everett Street site (NE Route 44) lies between, and in close proximity to, the Nemasket River (home to New England's largest herring run) and Purchase Brook, a high quality coldwater stream (a relatively uncommon habitat within the North Atlantic coastal region). Development of a station in this location would be likely to intensify and hasten development pressure within the buffer zone of both the Nemasket River and Purchase Brook.

Thank you for providing these documents for public review, and for consideration of our comments. We look forward to continued engagement in the South Coast Commuter Rail study process.

Best regards,

Robb

Robb Johnson
Southeast Massachusetts Program Director

The Nature Conservancy
204 Long Pond Road
Plymouth, MA 02360-2607

rjohnson@tnc.org
(508) 732-0300 Ext. 23
(508) 732-9198 (Fax)

8/18/2008

34

Charlie Patton

From: Egan, Kristina (EOT) [Kristina.Egan@state.ma.us]
Sent: Thursday, July 31, 2008 5:06 PM
To: cpatton@reginavilla.com
Subject: Fw: South Coast Rail/Station Sites

----- Original Message -----

From: George I. Spatcher <gis@spatcherlaw.com>
To: Egan, Kristina (EOT) <Kristina.Egan@state.ma.us>
Cc: ssmith@srpedd.state.ma.us <ssmith@srpedd.state.ma.us>; gguimond@srpedd.state.ma.us <gguimond@srpedd.state.ma.us>; rhebert@srpedd.state.ma.us <rhebert@srpedd.state.ma.us>; heathergraf1@comcast.net <heathergraf1@comcast.net>; DSPATCH@comcast.net <DSPATCH@comcast.net>
Sent: Thu Jul 31 17:01:22 2008
Subject: South Coast Rail/Station Sites

Dear Kristina:

My comments on the possible station sites for the South Coast Rail are mostly general and conceptual rather than specific for each location.

As you know from my letter of March 26, 2008, I do not believe that the Attleboro Alternative is feasible at all for the reasons that I stated then. The possible Station Site that has been considered on South Worcester Street in Norton is also not feasible. It would be located in Barrowsville, a small village section of Norton that is not easily accessible from Routes 123 or 140, and is some distance from Route 495. The area is still relatively rural and residential, but with low density. 100 +/- years ago it was the site of a small whistle stop type station in the era when people walked and rode bikes, or were transported by horse and buggy and later by the Mode T Ford. But today it makes no sense whatsoever and should not advance to any further consideration.

I do agree with the concept that stations should be closer together in more densely populated urban and metropolitan areas, as they are now in Boston and the immediately surrounding area. Certainly Fall River and New Bedford may warrant more than one station each, depending upon their needs and wants.

But for Taunton I believe that only one station is feasible and warranted. Whether the chosen route is the Stoughton Alternative or the Middleboro Alternative, a large regional transportation center should be built off Routes 140 and 24 in Taunton in the vicinity of Silver City Galleria. Such a facility would be able to accommodate rail, limo, van, taxi and any related transportation services. It also would be easily accessible to Route 495 and the Taunton Municipal Airport. I would predict that such a transportation center could become one of the busiest and most popular in the Commonwealth, creating a transportation hub for Southeastern Massachusetts. Built it and they will come!

Overall, I believe that station sites should be selected prudently, judiciously and conservatively. Fewer stations at better locations should be the preferred priority. On other portions of the Old Colony Line that have been reactivated, I fear that some sites were selected to appease the specific municipality and the greater community, rather than based upon the best planning judgement.

Please advise me if you have any questions or additional information. Thank you for the opportunity to submit these comments during the study and selection process.

Sincerely,

8/18/2008

George I. Spatcher, Jr.
Attorney at Law

Spatcher Law Offices
Bronson Building
8 North Main Street, Suite 403
Attleboro, MA 02703-0040
Phone: (508) 222-9166
Fax: (508) 222-0336
e-mail: gis@spatcherlaw.com <<mailto:gis@spatcherlaw.com>>

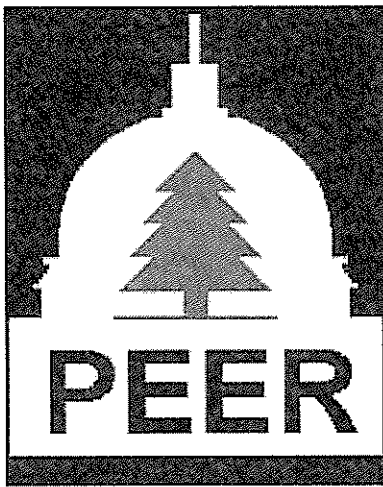
35

Charlie Patton

From: Egan, Kristina (EOT) [Kristina.Egan@state.ma.us]
Sent: Thursday, July 31, 2008 5:02 PM
To: cpatton@reginavilla.com
Subject: Fw: Comments on station siting

----- Original Message -----

From: Kyla Bennett <biojustus@comcast.net>
To: 'Egan, Kristina (EOT)' <Kristina.Egan@state.ma.us>
Sent: Thu Jul 31 16:38:11 2008
Subject: Comments on station siting



<<Picture (Metafile)>>

July 31, 2008

Kristina Egan
South Coast Rail Manager
Executive Office of Transportation
Ten Park Plaza, Room 4150
Boston, MA 02116-3973

RE: Comments on Draft Station Sites

Dear Ms. Egan,

Thank you for the opportunity to comment on the Site Selection Process for potential station site locations along the South Coast rail corridor. In general, I believe that the selection of potential station sites is premature, and have serious concerns about the significant errors contained in the existing documents. If the Commonwealth has eliminated alternatives based on information in these documents, then the alternatives analysis may be flawed. My detailed comments are set forth below.

Guiding Principles. The Executive Office of Transportation (EOT) developed a list of "guiding principles" in their station selection process. The first of these principles is:

The total number of stations should be enough to capture strong ridership, but not so many that trip time would be reduced and ridership would suffer. Stations should be spaced at a reasonable distance (3 to 5 miles apart).

Because the EOT has not yet determined ridership figures, it is impossible to determine what the total number of stations should be. Similarly, to my knowledge, the EOT has not determined a maximum trip time above which ridership would "suffer" (nor is the word "suffer" defined). Therefore, this guiding principle cannot be used to select preferred station sites

8/18/2008

because the data simply does not yet exist. EOT also violates its own guiding principle when it says that stations should be at least 3 miles apart. One of the proposed station locations, at the Roche Brothers Plaza, is less than 3 miles from an existing station in Stoughton.

The second principle states in part:

Stations intended to serve walk/bike customers should be located near existing population centers, dense housing, jobs and retain (sic) centers, and be served by public infrastructure (roads, sewer and water services).

The proposed station stop at Shovel Shop in Easton would have to serve walk/bike customers, as there is limited parking in the area. However, this part of town has no sewer.

Initial Standards for Identifying Possible Sites. The four standards for identifying possible station sites are: 1) Track geometry and land available to construct an 800-foot platform; 2) Would not require new development within an ACEC; 3) Not within a public water supply Zone I; and 4) Vacant or re-developable land. I have a number of concerns with these standards. First, if the bus alternative is truly being considered as an alternative, rather than just being given lip service, why is an 800-foot platform necessary for all alternatives? The station siting analysis should have different criteria for the bus and the train alternatives. Second, the standards eliminate stations requiring new developments in ACECs, yet several of the alternatives still on the table require massive new construction of track in ACECs. In many cases, construction of a station in an ACEC would be far less damaging than construction of miles of train track that would bisect the habitat of an ACEC. This distinction is therefore non-sensical. Third, the restriction of keeping stations out of Zone I drinking water supplies is not nearly stringent enough. Many of the municipal wells in southeastern Massachusetts are gravel-packed, and therefore extremely susceptible to contaminants. Stations and tracks should be kept out of Zone Is and Zone IIs to ensure the quality of municipal drinking water. Finally, standard four, which suggests developing station sites on "vacant or re-developable land" is directly contradictory with one of the guiding principles, which gives preference to station siting on brownfields or grayfields. After all, land is either vacant, or it is re-developable. Given that the Commonwealth has eminent domain powers, a developed site is potentially re-developable. This standard is therefore meaningless.

Screening Criteria. The screening criteria (highly favorable, favorable, neutral, unfavorable, and highly unfavorable) appear arbitrary. In other words, the range of values that lead to a particular screening value are not only unavailable to the public, but are also not justified anywhere. In order to assess the validity of the screening criteria, this information must be made available. For example, that a highway 1 mile away should receive an unfavorable rating, and why? Where did this number come from, and what is its basis?

The Matrix. The matrix presented to the task force on July 9, 2008 contained errors. When the matrix first came out, it said that the Shovel Shop station location in Easton was not in a Zone II. It appears as if the station is indeed in a Zone II. As of the date of this letter, the matrix now says TBD. How can this station stop be given a screening criteria value, and chosen as a potential station stop, when critical information is missing? Similarly, this same station originally said that it provided regional parking. It does not. The value on the matrix is now blank. How was this change factored into its ultimate ranking?

Conclusion. Choosing station locations for a mass transportation system without knowing ridership figures or even mode of transportation is putting the cart before the horse. If any of these station stops are eliminated before the Least Environmentally Damaging Practicable Alternative (LEDPA) is determined by the Corps, it is very possible that the entire process will be flawed.

Thank you for the opportunity to comment.

Sincerely,

Kyla Bennett

Kyla Bennett, Director
New England PEER
P.O. Box 574
North Easton, MA 02356
508-230-9933
fax: 508-230-2110
e-mail: nepeer@peer.org
web site: www.peer.org

8/18/2008

From: Forrest Lindwall [<mailto:forrest@mistry.com>]
Sent: Wednesday, July 30, 2008 8:40 AM
To: Egan, Kristina (EOT)
Subject: South Coast Rail Stations

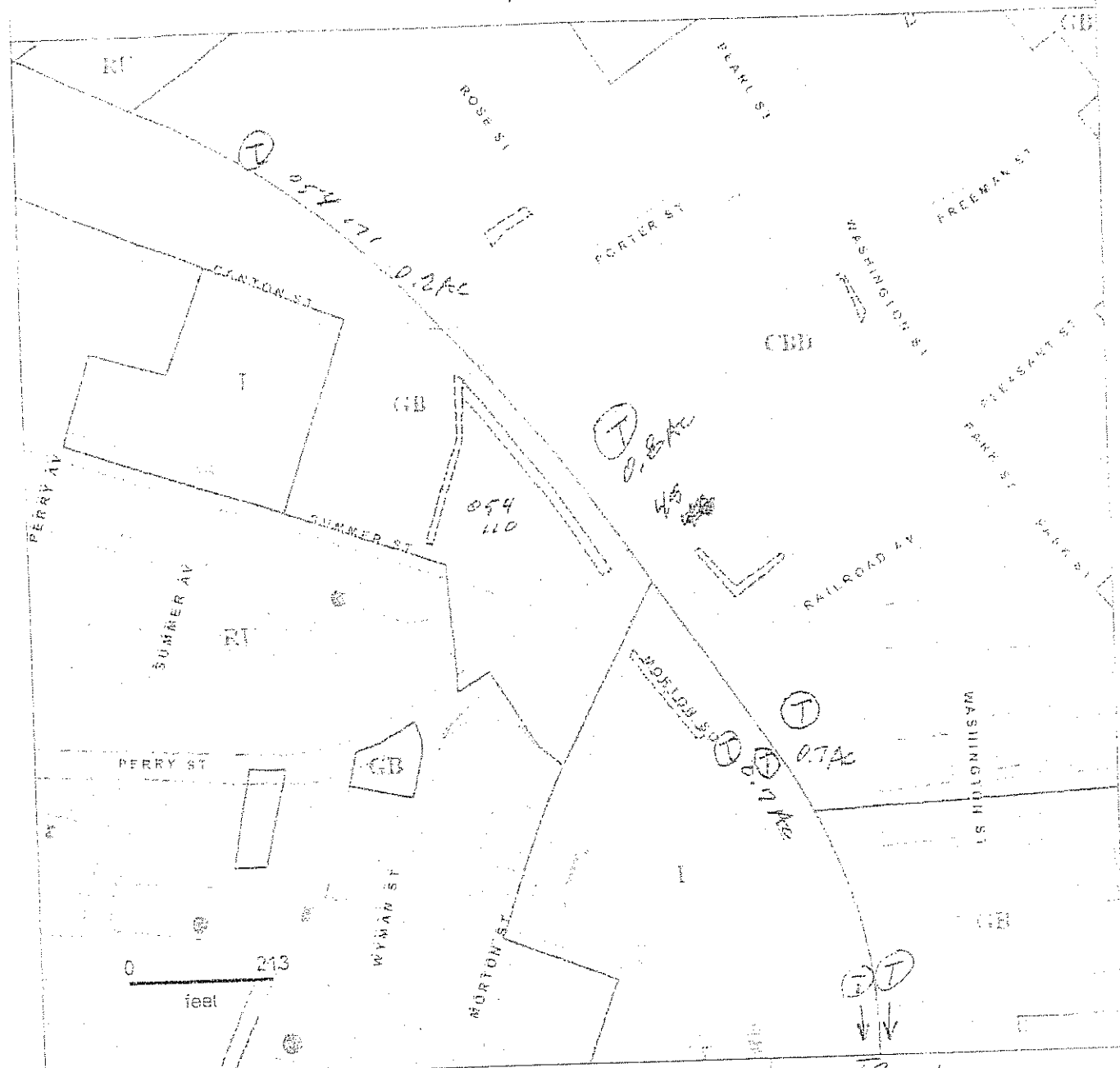
Hi Kristina:

Attempted to send you news clippings of station articles but I guess I had the wrong e-mail address. Hopefully this works--let me know if you receive it and also if you would like to continue receiving this type of info.

Sorry can't make it to Taunton this evening but do want to cast one pearl on the water regarding stations. There is a very small grass roots group that feels there would be merit in considering relocating the Station in Stoughton if that route is selected as the preferred alternative. The attached maps identify the T Parcels that currently are squeezed in and around the present station which is located one block from the center of Town and does little to enhance the character of downtown. The idea is to look at 3 distinctly underutilized parcels of land southerly of the existing station (immediately adjacent to the present layover area for trains) which offer far more area and could have access from both Morton and Brock Streets. Should this relocation be implemented the opportunity to revitalize downtown Stoughton from the back side to the front and much of the these underutilized parcels with mixed use/smart growth development would be tremendous. And obviously this could only happen as part of the South Coast Rail project with the T in front of the bus/train. If you think this is worth exploring further let me know. Hope all is well.....Forrest

Forrest C.Lindwall
Executive Vice President
Mistry Associates,Inc.
315 Main Street
Reading,MA 01867
Tel:(781)944-6400 X208
Fax:(781)944-0180

Property Map

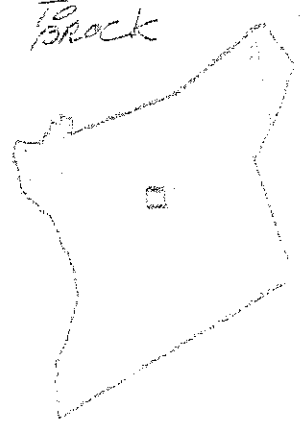


Property Information
 Property ID 053 100 0
 Location 55 BROOK ST
 Owner 1 CAMARA THERESA M
 Owner 2 CAMARA JOHN E
 Owner 3
 Bill Addr 55 BROOK ST
 City St Zip STOUGHTON MA 02072
 Sale Price \$0
 Total Area 0.310 acres



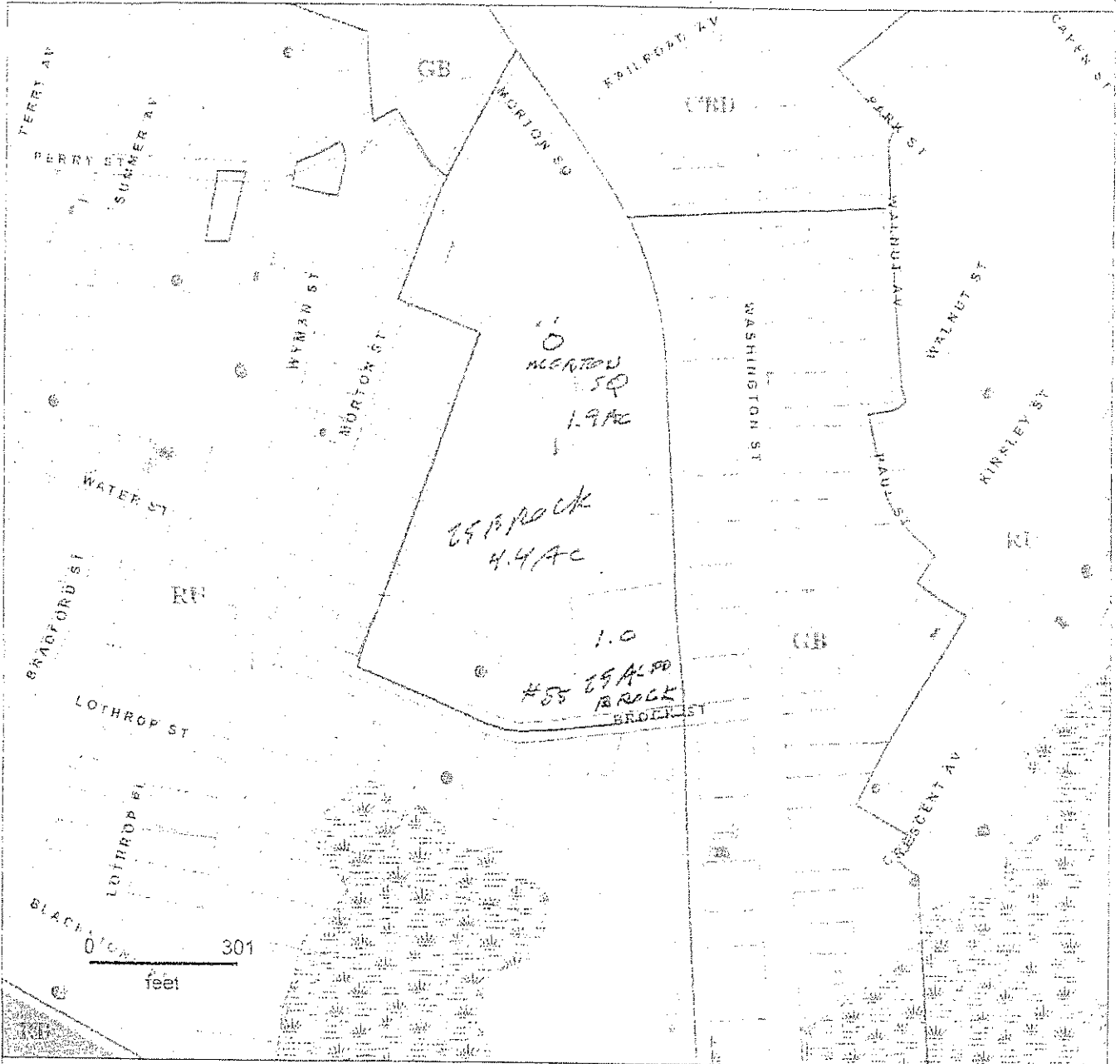
MAP FOR REFERENCE ONLY
 NOT A LEGAL DOCUMENT

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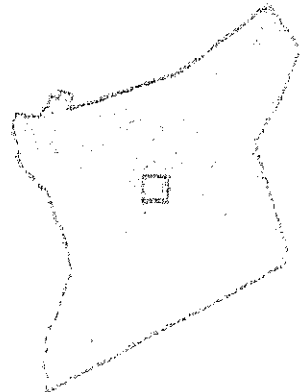


LOT 054 110 IS 2 Canton St 2.2 AC
 Stoughton Center Business Park LLC

Property Map



Property Information
 Property ID 054 406 G
 Location MORTON SQ
 Owner 1 MURPHY COAL CO INC
 Owner 2
 Owner 3
 Bill Addr P O BOX 25- 765 WASHINGT
 City St Zip STOUGHTON MA 02072
 Sale Price \$0
 Total Area 1.900 acres



MAP FOR REFERENCE ONLY
 NOT A LEGAL DOCUMENT

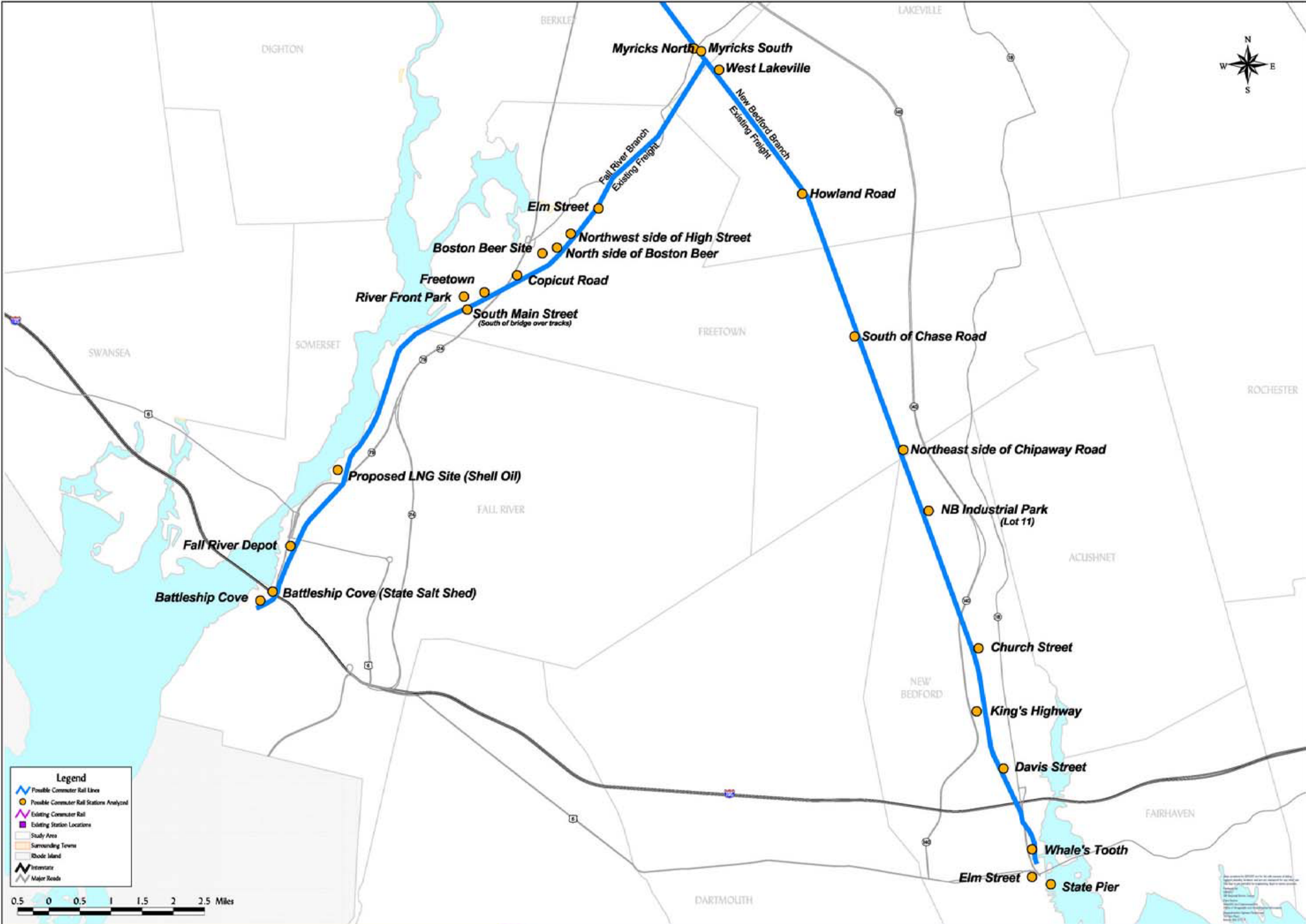
The Town of Stoughton makes no claims, no representations, and no warranties, expressed or implied, concerning the validity, correctness or timeliness, the reliability, or the accuracy of the GIS data and GIS data products furnished by the Town including the implied validity of any uses of such data. The use of this data is only such as may be required to supercede any federal, state or local laws or regulations.

7.3 ACRES

MORTON SQ

C. MURPHY COAL 1.9 AC
 25 B ROCK ST 4.4 AC 25 A RD 1.0 AC

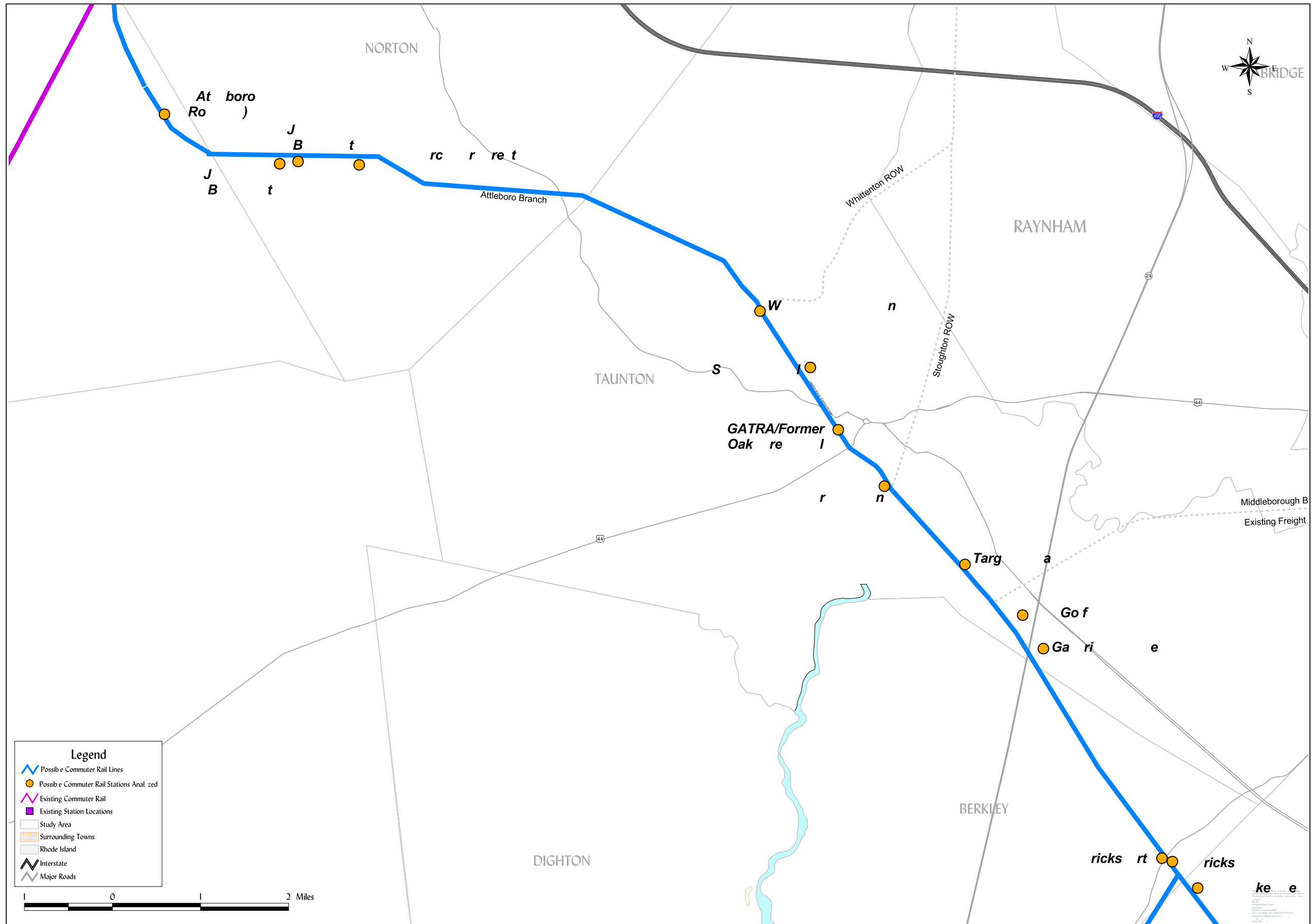
Attachment 2 – Identified Stations



SOUTH COAST RAIL
 Smart Growth
 Corridor Plan

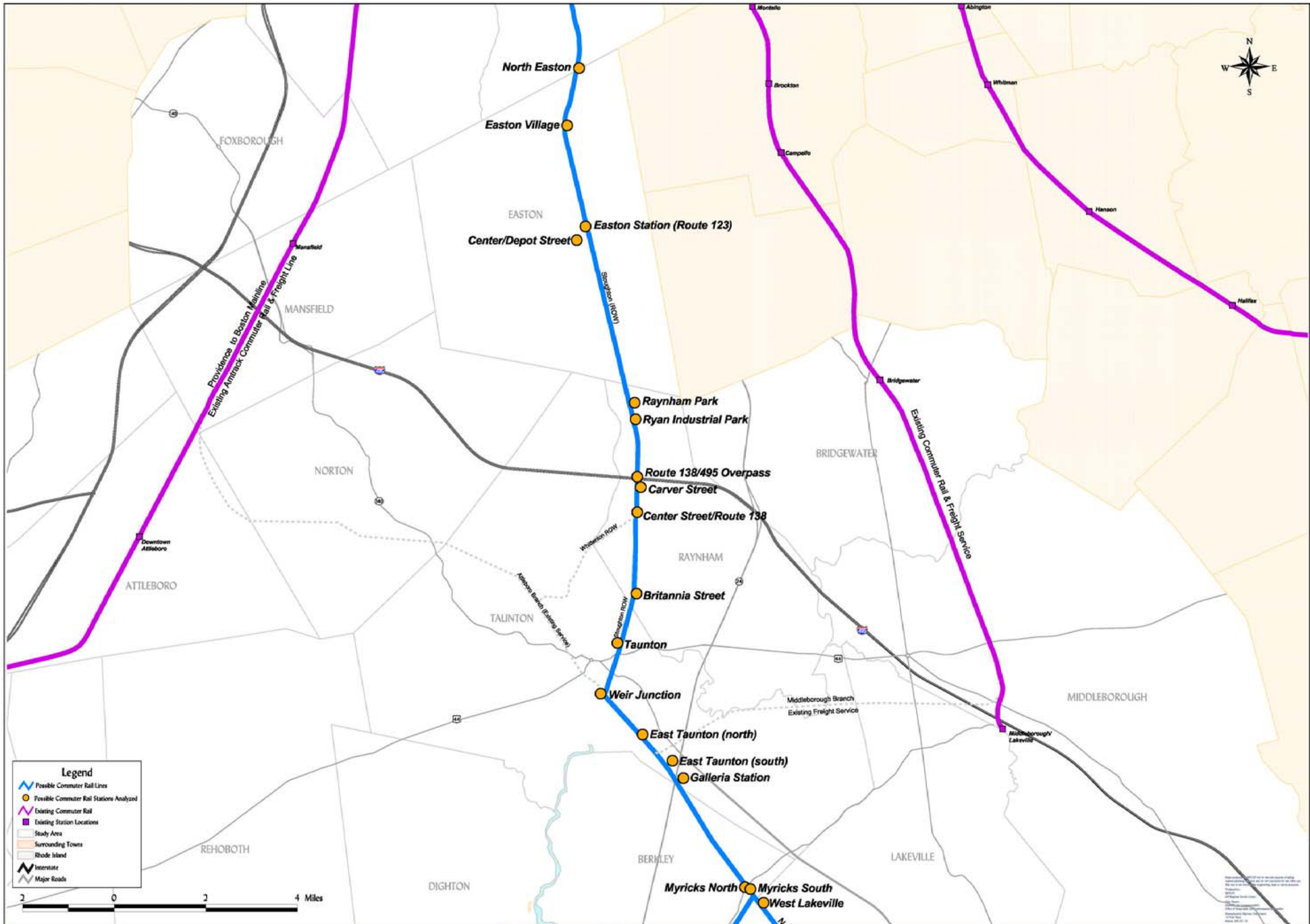
EOT's Station Recommendations for Rail Alternatives
 Map I
 New Bedford / Fall River Branches
 July 2008





- Legend**
- Possible Commuter Rail Lines
 - Possible Commuter Rail Stations Analyzed
 - Existing Commuter Rail
 - Existing Station Locations
 - Study Area
 - Surrounding Towns
 - Rhode Island
 - Interstate
 - Major Roads

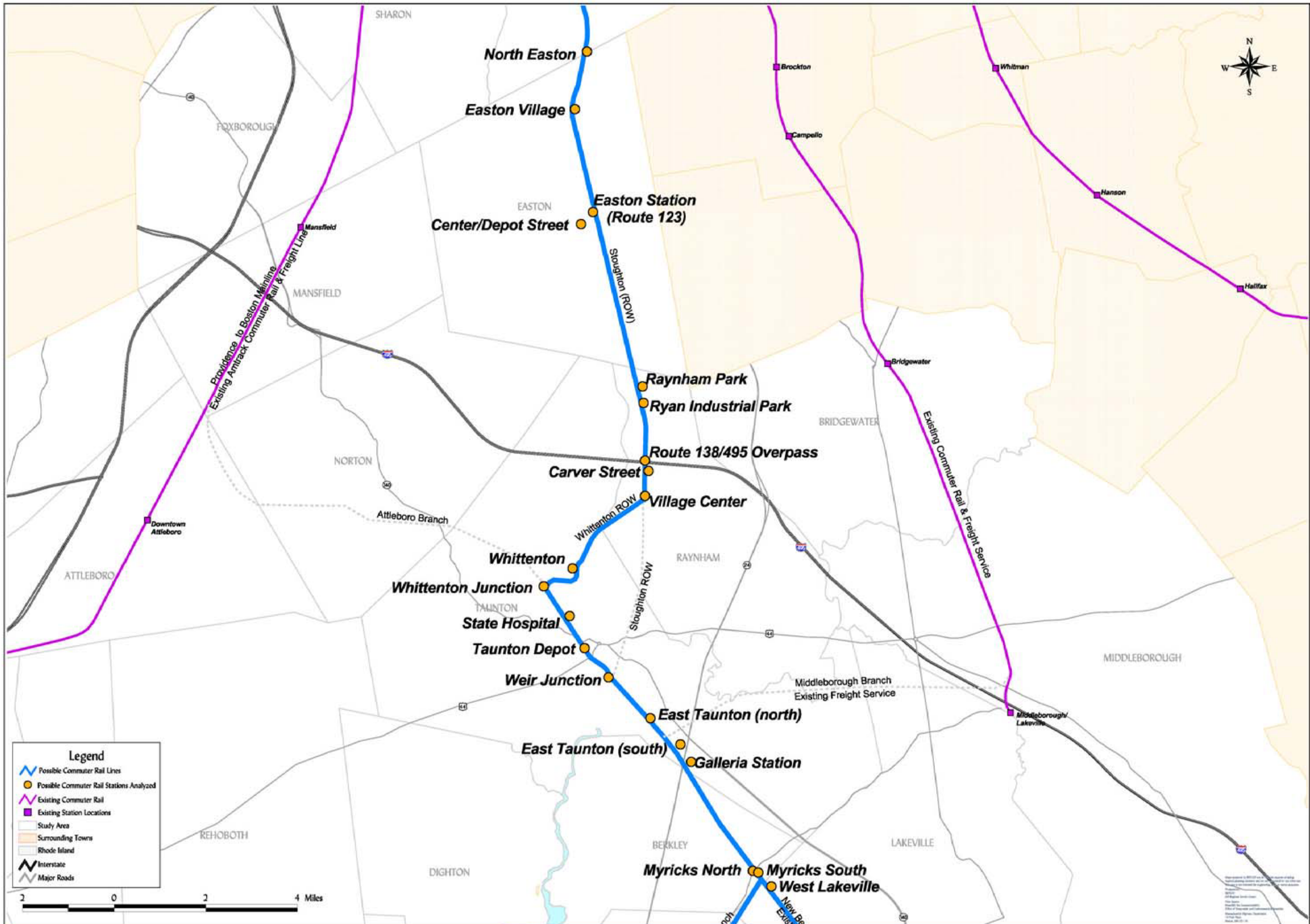


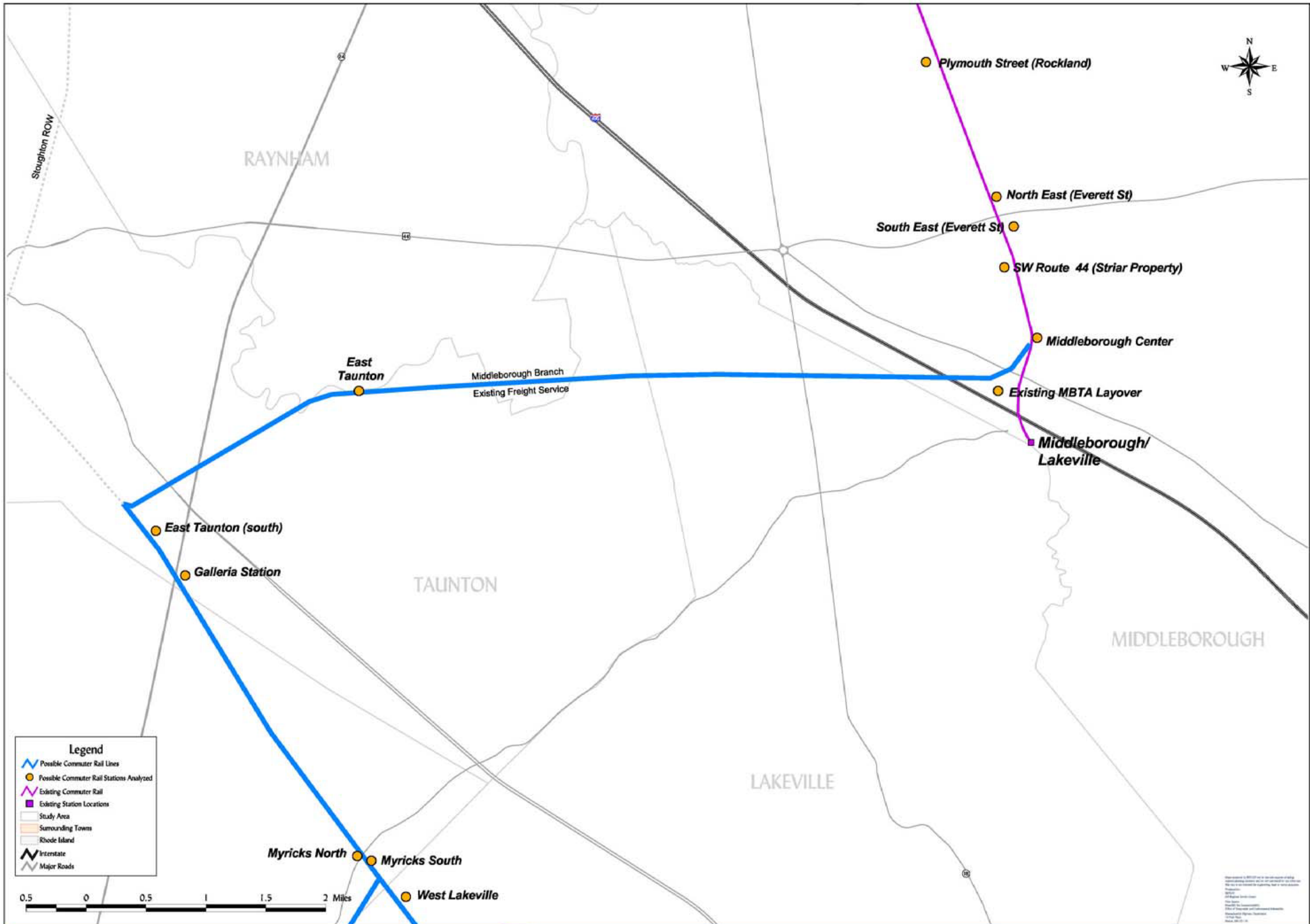


Legend

- Possible Commuter Rail Lines
- Possible Commuter Rail Stations Analyzed
- Existing Commuter Rail
- Existing Station Locations
- Study Area
- Surrounding Towns
- Rhode Island
- Interstate
- Major Roads



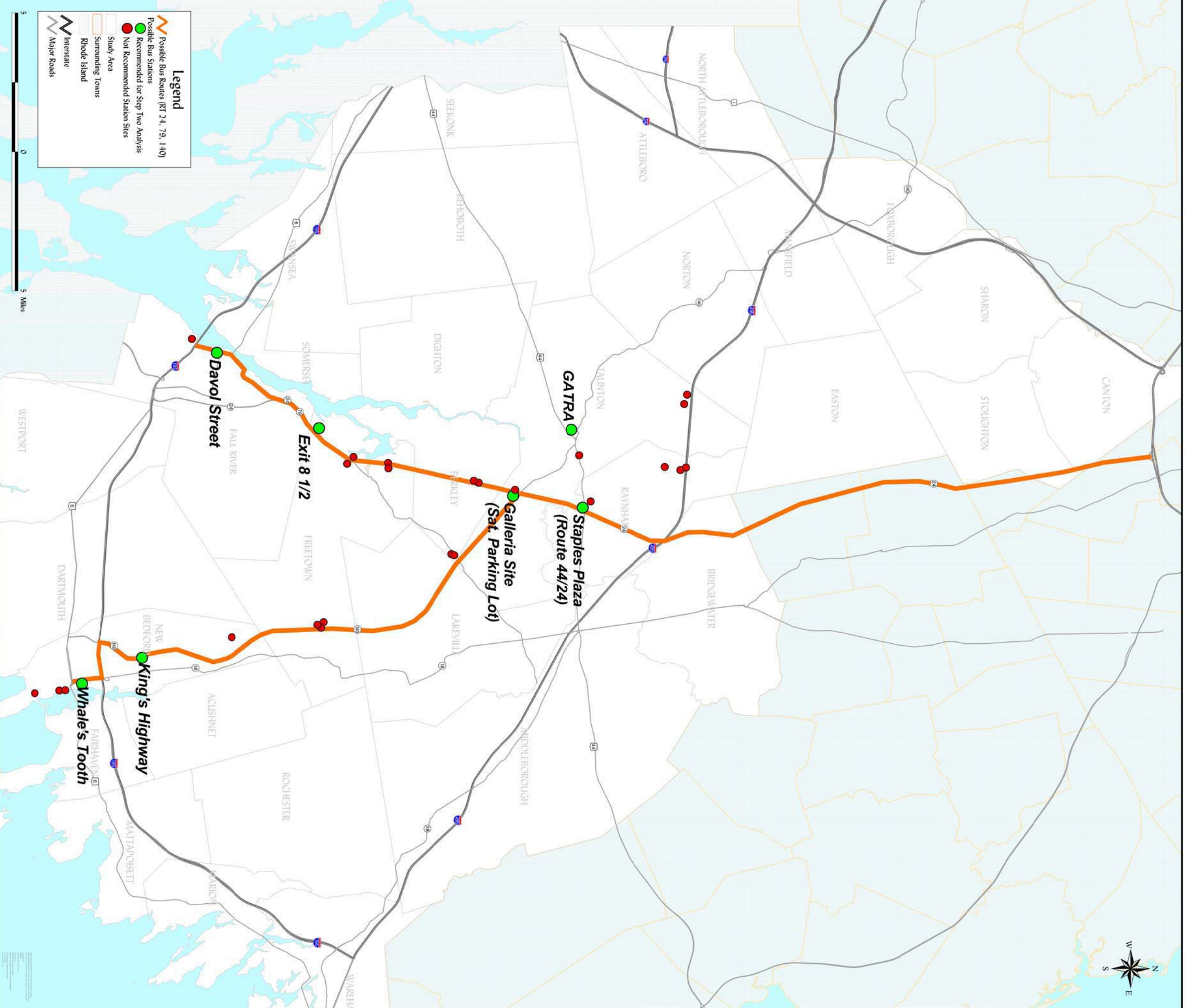




SOUTH COAST RAIL
 Smart Growth
 Corridor Plan

EOT's Station Recommendations for Rail Alternatives
 Map 4
 Middleborough Route
 July 2008

EOT
 Prepared by:
 SRPEDD



Legend

- Possible Bus Routes (RT 24, 79, 140)
- Recommended for Step Two Analysis
- Not Recommended Station Sites
- Study Area
- Surrounding Towns
- Rhode Island
- Interstate
- Major Roads



SOUTH COAST RAIL
Commuter Rail Corridor
Study Area

Proposed Bus Stations

Attachment 3 - Data on Identified Station Sites

Draft Commuter Rail and Express Bus Station Sites

Fall River		Route Served	Zoning, Land Use and Economic Development										Infrastructure					Location			Environmental							
			Acres	Topo- graphy	Geometry	Zoning	Existing Land Use	Surrounding Land Use	Historic District	Redev. Potential	Potential TOD	Eco. Opp. Area	Water Line	Sewer line	Distance to Highway Intersection	Suitability of road network	Avg. Daily Trips	Prox. To Pop.	Prox. To Jobs	Environ. Justice Population	Area of Critical Concern	Wetlands	Cert. Vernal	2006 Priority. Hab.	Well- head Prot.	Surface Water	Flood- plain	Brown- field
Site #	Possible Station Locations																											
Rail																												
R1	Battleship Cove (behind gate)	All Rail Routes	2.2	Level	Poor	Industrial	Vacant	Commercial/Industrial	No	Yes	Limited	Potential	Yes	Yes	0.5 mile	Fair	N/A	Excellent	Excellent	Yes	No	No	No	No	No	No	Yes	
R2	Battleship Cove (state salt shed)	All Rail Routes	3.2	Level	Poor	Industrial	State DPW yard	Commercial/Museum	No	Yes	V limited	Yes	Yes	Yes	0.5 mile	Fair	N/A	Good	Good	Yes	No	No	No	No	No	Yes	Yes	
R3	Davol Street	All Rail Routes	7.9	Level	Good	Industrial	Abandon Building	Commercial/Industrial	No	Yes	Moderate	Yes	Yes	Yes	0.6 mile	Good	6,100	Excellent	Excellent	Yes	No	No	No	No	No	No	Yes	
R4	Proposed LNG Site (Weaver's Cove)	All Rail Routes	3.5	Level	Good	Industrial	Industrial	Highway/Industrial/ Park	No	Yes	No	Potential	Yes	Yes	0.03 miles	Good	25,400	Fair	Fair	No	No	No	No	No	No	Adjacent	Yes	
Bus																												
B1	Battleship Cove (State salt shed)	Bus Rapid	3.2	Level	Poor	Industrial	State DPW yard	Commercial/Museum	No	Yes	V limited	Yes	Yes	Yes	0.5 mile	Fair	N/A	Good	Good	Yes	No	No	No	No	No	Yes	Yes	
B2	Davol Street (Pearce and Davol Street)	Bus Rapid	7.9	Level	Good	Industrial	Abandon Building	Commercial	No	Yes	Moderate	Yes	Yes	Yes	0.6 mile	Good	6,100	Excellent	Excellent	Yes	No	No	No	No	No	No	Yes	
New Bedford																												
New Bedford		Route Served	Zoning, Land Use and Economic Development										Infrastructure					Location			Environmental							
			Acres	Topo- graphy	Geometry	Zoning	Existing Land Use	Surrounding Land Use	Historic District	Redev. Potential	Potential TOD	Eco. Opp. Area	Water Line	Sewer line	Distance to Highway Intersection	Suitability of road network	Avg. Daily Trips	Prox. To Pop.	Prox. To Jobs	Environ. Justice Population	Area of Critical Concern	Wetlands	Cert. Vernal	2006 Priority. Hab.	Well- head Prot.	Surface Water	Flood- plain	Brown- field
Site #	Possible Station Locations																											
Rail																												
R5	State Pier	All Rail Routes	7	Poor	Level	Industrial	Industrial	Industrial	Yes	Yes	None	Yes	Yes	Yes	0.01 mile	Good	29,000	Good	Good	Yes	No	No	No	Yes	No	No	Yes	Yes
R6	Elm Street	All Rail Routes	3.1	Poor	Cut Required	Mixed use Business	Parking and Highway	Business	Adjacent	Yes	Existing CBD	Yes	Yes	Yes	0.01 mile	Fair	45,600	Good	Good	Yes	No	No	No	No	No	No	No	
R7	Whale's Tooth (parking lot)	All Rail Routes	14	Fair	Level	Industrial B	Industrial	Industrial	No	Yes	Limited	Potential	Yes	Yes	0.7 mile	Fair	45,600	Fair	Fair	Yes	No	No	No	No	No	Yes	Yes	
R8	Davis Street	All Rail Routes	4	Poor	Level	Industrial	Vacant	Industrial/ Residential	No	Yes	Existing residential	Potential	Yes	Yes	.69 mile	Poor	N/A	Good	Good	Yes	No	No	No	No	No	No	Yes	
R9	King's Highway	All Rail Routes	55	Fair	Level	Industrial B	Commercial	Commercial	No	Yes	Moderate	Yes	Yes	Yes	0.9 mile	Good	23,900 (2001)	Excellent	Excellent	No	No	No	No	No	No	No	Yes	
R10	Church Street	All Rail Routes	7.2	Good	Level	Industrial	Commercial	Commercial/ Industrial	No	Yes	Limited	Yes	Yes	Yes	1 mile	Good	8,900	Good	Fair	No	No	No	No	No	No	No	Yes	
R11	New Bedford Industrial Park (Lot 11)	All Rail Routes	9.2	Good	Level	Industrial C	Industrial	Industrial	No	No	None	Yes	Yes	Yes	0.7 mile	Fair	3,710 (2002)	Fair	Excellent	No	No	Partial	No	No	No	No	No	
Bus																												
B3	Cove Street & JFK	Bus Rapid	2.2	Poor	Level	Industrial B	Industrial	Industrial	No	Yes	V. Limited	Yes	Yes	Yes	1.72 miles	Fair	19,200	Good	Good	Yes	No	No	No	No	No	Yes	Yes	
B4	NSTAR site	Bus Rapid	12	Good	Level	Industrial B	Industrial	Industrial	No	Yes	V. Limited	Yes	Yes	Yes	0.52 mile	Fair	23,700	Good	Good	Yes	No	No	No	No	No	Yes	Yes	
B5	New Bedford State Pier	Bus Rapid	7	Poor	Level	Industrial B	Industrial	Industrial	Yes	Yes	None	Yes	Yes	Yes	0.01 mile	Good	29,000	Good	Good	Yes	No	No	No	Yes	No	Yes	Yes	
B6	Whale's Tooth (parking lot)	Bus Rapid	14	Fair	Level	Industrial B	Industrial	Industrial	No	Yes	Limited	Potential	Yes	Yes	0.7 mile	Good	45,600	Fair	Fair	Yes	No	No	No	No	No	Yes	Yes	
B7	Kings Highway	Bus Rapid	55	Good	Level	Industrial B	Commercial	Commercial	No	Yes	Moderate	Yes	Yes	Yes	0.9 mile	Good	23,900 (2001)	Excellent	Excellent	No	No	No	No	No	No	No	Yes	
B8	New Bedford Industrial Park (Lot 11)		9.2	Good	Level	Industrial C	Industrial	Industrial	No	No	None	Yes	Yes	Yes	0.7 mile	Fair	3,710 (2002)	Fair	Excellent	No	No	Partial	No	No	No	No	No	
Freetown																												
Freetown		Route Served	Zoning, Land Use and Economic Development										Infrastructure					Location			Environmental							
			Acres	Topo- graphy	Geometry	Zoning	Existing Land Use	Surrounding Land Use	Historic District	Redev. Potential	Potential TOD	Eco. Opp. Area	Water Line	Sewer line	Distance to Highway Intersection	Suitability of road network	Avg. Daily Trips	Prox. To Pop.	Prox. To Jobs	Environ. Justice Population	Area of Critical Concern	Wetlands	Cert. Vernal	2006 Priority. Hab.	Well- head Prot.	Surface Water	Flood- plain	Brown- field
Site #	Possible Station Locations																											
Rail																												
R12	South Main Street (South of bridge over tracks)	All Rail Routes	5	Steep	Poor	Industrial	Field/Woods	Field/Woods	No	N/A	None	Yes	Yes	Yes	0.10 mile	Good*	2,700	Good	Fair	No	No	Likely	No	No	No	No	No	
R13	South Main Street U Storage site	All Rail Routes	18	Level	Good	General Use	U storage	Industrial/ Comm./Resid.	No	Yes	Moderate	Yes	Yes	Yes	0.25 mile	Good*	2,700	Good	Good	No	No	Yes	No	No	No	No	Potential	
R14	River Front Park	All Rail Routes	60 +	Rolling	Good	Industrial	Industrial	Industrial	No	Yes	None	Yes	No	No	1.20 miles	Good*	2,700	Good	Good	No	No	Yes	No	No	No	Adjacent	Potential	
R15	Copicut Road	All Rail Routes	9.4	Level	Fair	General Use	Industrial	Resid./ Gravel Removal	No	Yes	None	Yes	No	No	1.20 miles	Fair	N/A	Fair	Fair	No	No	No	No	No	No	Adjacent	Potential	
R16	North of Boston Beer site	All Rail Routes	6	Level	Fair	Industrial	Industrial/ Residential	Industrial	No	Yes	None	Yes	Potential	Potential	0.5 mile	Fair	N/A	Poor	Good	No	No	Yes	No	No	No	No		
R17	Boston Beer Site	All Rail Routes	29	Level	Good	Industrial	Gravel	Industrial	No	Yes	None	Yes	Potential	Potential	0.6 mile	Fair	N/A	Poor	Good	No	No	Yes	No	No	No	No		
R18	NW Side of High Street	All Rail Routes	5	Level	Good	General Use	Residential	Residential	No	Yes	None	No	No	No	0.9 mile	Fair	N/A	Fair	Poor	No	No	Likely	No	No	No	No		
R19	SE Side of Elm Street	All Rail Routes	3.5	Level	Fair	General Use	Residential	Residential/ Historical	Adjacent	Yes	None	No	No	No	1.23 miles	Fair	3,600	Fair	Poor	No	No	Yes	No	No	No	No		
R20	NE Side of Chipaway Road	All Rail Routes	3	Level	Fair	General Use	Residential	Residential	No	Yes	None	No	No	No	1.12 miles	Fair	1,800	Fair	Fair	No	No	Yes	No	Yes	No	No		
R21	South of Chase Road	All Rail Routes	22	Level	Good	General Use	Auto/ Comm.	Bogs/ Gravel/ Residential	No	No	Limited	No	No	No	1.2 miles	Good	3,400	Poor	Poor	No	No	Adjacent	No	Adjacent	No	Yes		
Bus																												
B9	Exit 8 1/2 Interchange	Bus Rapid	3	Level	Fair	General Use	Woods/ Vacant	Residential	No	No	No	No	Yes	Yes	0.05 mile	Good*	2,700	Good	Fair	No	No	No	No	No	No	No	No	

Draft Commuter Rail and Express Bus Station Sites

Site #	Possible Station Locations	Route Served	Acres	Topography	Geometry	Zoning	Existing Land Use	Surrounding Land Use	Historic District	Redev. Potential	Potential TOD	Eco. Opp. Area	Water Line	Sewer line	Distance to Highway Intersection	Suitability of road network	Avg. Daily Trips	Prox. To Pop.	Prox. To Jobs	Environ. Justice Population	Area of Critical Concern	Wetlands	Cert. Vernal	2006 Priority. Hab.	Well-head Prot.	Surface Water	Flood-plain	Brown-field	
B10	Boston Beer Site	Bus Rapid	29	Level	Good	Industrial	Vacant	Industrial	No	No	No	Yes	Yes	Yes	0.6 mile	Fair	N/A	Poor	Good	No	No	No	No	No	No	No	No	No	
B11	Fly Ash Site	Bus Rapid	18	Level	Fair	General Use	Capped Fly Ash	Residential	No	Limited	No	Limited	Yes	Yes	0.13 mile	Fair	5,990	Poor	Fair	No	No	No	No	Yes	No	No	Yes	Yes	
B12	Park Ride off N. Main St. (Exit 10)	Bus Rapid	3	Level	Fair	General Use	Park and Ride	Residential	No	No	No	No	No	No	0.11 mile	Good	3,600	Fair	Poor	No	No	No	No	No	No	No	No	No	
B13	Northeast Corner of Exit 10	Bus Rapid	8	Hilly	Good	General Use	Residential/Woods	Residential	No	No	No	No	No	No	0.08 mile	Good	3,600	Poor	Poor	No	No	No	No	Yes	No	No	No	No	
B14	East Side of Gurney Road, South of Chase Road	Bus Rapid	11	Level	Good	General Use	Woods/Vacant	Residential	No	Yes	No	No	No	No	0.75 mile	Good	7,400	Poor	Poor	No	No	No	No	No	No	No	No	No	
B15	Western Interchange of Route 140 /Chase Road	Bus Rapid	3.5	Steep	Poor	General Use	Land within Interchange	Residential	No	No	No	No	No	No	0.01 mile	Good	7,400	Poor	Fair	No	No	No	No	No	No	No	No	No	
B16	Northeast side of Chase and Gurney Road	Bus Rapid	6.5	Level	Good	General Use	Commercial/Industrial	Residential	No	No	No	No	No	No	0.5 mile	Good	N/A	Poor	Fair	No	No	No	No	No	No	No	Yes	No	
Lakeville		Route Served	Zoning, Land Use and Economic Development										Infrastructure					Location			Environmental								
			Acres	Topography	Geometry	Zoning	Existing Land Use	Surrounding Land Use	Historic District	Redev. Potential	Potential TOD	Eco. Opp. Area	Water Line	Sewer line	Distance to Highway Intersection	Suitability of road network	Avg. Daily Trips	Prox. To Pop.	Prox. To Jobs	Environ. Justice Population	Area of Critical Concern	Wetlands	Cert. Vernal	2006 Priority. Hab.	Well-head Prot.	Surface Water	Flood-plain	Brown-field	
Site #	Possible Station Locations																												
R22	West Lakeville	All Rail Routes	11	Level	Good	Residential	Vacant Brick yard	Residential	No	Yes	No	No	No	No	1.5 miles	Poor	N/A	Poor	Poor	No	No	Yes	No	Yes	No	No	Adjacent	Yes	
R23	Howland Rd.	All Rail Routes	33	Level	Good	Residential	Vacant	Residential	No	No	No	No	No	No	2.8 miles	Poor	1,900	Poor	Poor	No	No	No	No	Yes	No	No	No	Yes	
Berkley		Route Served	Zoning, Land Use and Economic Development										Infrastructure					Location			Environmental								
			Acres	Topography	Geometry	Zoning	Existing Land Use	Surrounding Land Use	Historic District	Redev. Potential	Potential TOD	Eco. Opp. Area	Water Line	Sewer line	Distance to Highway Intersection	Suitability of road network	Avg. Daily Trips	Prox. To Pop.	Prox. To Jobs	Environ. Justice Population	Area of Critical Concern	Wetlands	Cert. Vernal	2006 Priority. Hab.	Well-head Prot.	Surface Water	Flood-plain	Brown-field	
Site #	Possible Station Locations																												
R24	Myricks Junction	All Rail Routes	2	Level	Good	General Business	Commercial	Mixed Comm./ Ind. Res.	No	Yes	No	No	No	No	1.2 miles	Good	3,200	Fair	Poor	No	No	Adjacent	No	Adjacent	No	No	No	No	
R25	NW of Myricks Junction	All Rail Routes	3.4	Level	Good	Residential	Residential/Farm	Commercial/Residential	No	Yes	No	No	No	No	1.3 miles	Good	3,200	Fair	Poor	No	No	No	No	Yes	No	No	No	No	
B17	Parcel 15	Bus Rapid	2.7	Level	Good	General Business	Commercial	Commercial	No	Yes	No	Yes	No	No	0.23 mile	Good	8,400	Poor	Poor	No	No	No	No	No	No	No	No	Yes	
B18	Parcel 14	Bus Rapid	3.1	Level	Good	General Business	Vacant Commercial	Commercial	No	Yes	No	Yes	No	No	0.31 mile	Good	8,400	Poor	Poor	No	No	Yes	No	No	No	No	No	Yes	
B19	Parcel 1	Bus Rapid	2.8	Level	Good	General Business	Residential/Home Business	Residential	No	No	No	Yes	No	No	0.74 mile	Good	4,700	Poor	Poor	No	No	No	No	No	No	No	No	No	
B20	Parcel 2	Bus Rapid	5.3	Level	Good	General Business	Cleared Vacant	Residential	No	Yes	No	Yes	No	No	0.12 mile	Good	4,700	Poor	Poor	No	No	Yes	No	No	No	No	No	No	
Taunton		Route Served	Zoning, Land Use and Economic Development										Infrastructure					Location			Environmental								
			Acres	Topography	Geometry	Zoning	Existing Land Use	Surrounding Land Use	Historic District	Redev. Potential	Potential TOD	Eco. Opp. Area	Water Line	Sewer line	Distance to Highway Intersection	Suitability of road network	Avg. Daily Trips	Prox. To Pop.	Prox. To Jobs	Environ. Justice Population	Area of Critical Concern	Wetlands	Cert. Vernal	2006 Priority. Hab.	Well-head Prot.	Surface Water	Flood-plain	Brown-field	
Site #	Possible Station Locations																												
R26	Galleria Site (Mall)	All Rail Routes	47.5	Rolling	Good	Industrial	Commercial	Commercial/ Res. Industrial	No	Yes	High	Yes	Yes	Yes	0.4 miles	Good	29,600	Poor	Good	No	No	Yes	No	No	No	No	Adjacent	No	
R27	Mini Golf Site	Middleborough only	13.1	Level	Fair	Industrial	Commercial	Commercial/ Industrial/ Commercial	No	Yes	No	Yes	Yes	Yes	0.46 miles	Poor	68,000	Fair	Fair	No	No	Yes	No	No	No	No	No	No	
R28	Target Plaza	Attleboro/Whittenton/Stoughton	14	Level	Fair	Industrial	Vacant	Commercial/ Multi-family Res.	No	Yes	Limited	Yes	Yes	Yes	1.0 miles	Good	23,020	Good	Good	No	No	Yes	No	No	No	No	No	No	
R29	Weir Junction	Attleboro/Whittenton/Stoughton	18	Level	Poor	Industrial	Industrial	Industrial/ Residential	No	Yes	Moderate	Yes	Yes	Yes	2.7 miles	Poor	7,900	Excellent	Good	Yes	No	No	No	No	No	No	No	Yes	
R30	Dean Street	Stoughton only	8	Level	Fair	Industrial	Vacant	Vacant Ind./ Residential	Adjacent	Yes	Limited	Yes	Yes	Yes	2.1 miles	Fair	24,800	Excellent	Fair	No	No	Yes	No	No	No	No	Yes	Yes	
R31	GATRA / Oak Street Mall	Attleboro/Whittenton	24	Level	Good	Business District	Bus Station/ Office/ Retail	Residential/ Commercial	No	Yes	High	Yes	Yes	Yes	2.9 miles	Fair	23,700	Excellent	Excellent	Yes	No	No	No	No	No	No	No	Yes	
R32	State Hospital	Attleboro/Whittenton	161	Level	Good	Open Space and Con.	State offices/Vacant	Residential	No	Yes	High	No	Yes	Yes	3.4 miles	Poor	3,300	Fair	Fair	Yes	No	Yes	No	No	No	No	Yes	Yes	
R33	Whittenton Junction	Attleboro/Whittenton	3.4	Level	Fair	Industrial	Vacant	Industrial	No	Yes	No	Yes	Yes	Yes	4.2 miles	Poor	N/A	Fair	Poor	Yes	No	Adjacent	No	No	No	No	No	Yes	
R34	Whittenton	Whittenton only	18	Level	Good	Industrial/ Urban Resid.	Vacant	Commercial/ Resid./ Industrial	No	Yes	Moderate	Yes	Yes	Yes	3.5 miles	Poor	1,580	Excellent	Good	No	No	Adjacent	No	No	No	No	Yes	Yes	
R35	Old Colony Avenue (East Taunton)	Middleborough only	3.5	Level	Poor	Industrial	Industrial Bldg.	Industrial/ Residential	No	Yes	V. Limited	No	Yes	Yes	1.8 miles	Fair	8,700	Good	Fair	No	No	Yes	No	No	No	No	Adjacent	Yes	
B21	Galleria Mall Overflow Parking lot	Bus Rapid	9.2	Level	Good	Industrial	Vacant parking Lot	Woods/ Highway	No	Yes	No	Yes	Yes	Yes	0.6 mile	Good	29,600	Poor	Fair	No	No	Yes	No	No	No	No	No	No	
B22	Dean Street	Bus Rapid	8	Level	Fair	Industrial	Vacant	Vacant Ind./ Residential	Adjacent	Yes	Limited	Yes	Yes	Yes	2.1 miles	Poor	24,800	Good	Fair	No	No	Yes	No	No	No	No	Yes	Yes	
B23	GATRA / Oak Street	Bus Rapid	12	Level	Good	Business District	Bus Station/ Office/ Retail	Residential/ Commercial	No	Yes	High	Yes	Yes	Yes	2.9 miles	Poor	23,700	Good	Good	Yes	No	No	No	No	No	No	No	Yes	
B24	Industrial Park	Bus Rapid	3	Level	Fair	Industrial	Warehouse	Industrial	No	Yes	No	Yes	Yes	Yes	0.4 mile	Good	15,100	Poor	Good	No	Yes	Yes	No	Yes	Yes	No	Yes	Yes	
B25	Northwoods	Bus Rapid	3	Level	Good	Industrial	Commercial	Industrial	No	Yes	No	Yes	Yes	Yes	0.41 mile	Good	15,100	Poor	Good	No	No	No	No	Yes	Yes	No	Yes	Yes	

Draft Commuter Rail and Express Bus Station Sites

Raynham		Route Served	Zoning, Land Use and Economic Development									Infrastructure					Location			Environmental								
			Acres	Topo- graphy	Geometry	Zoning	Existing Land Use	Surrounding Land Use	Historic District	Redev. Potential	Potential TOD	Eco. Opp. Area	Water Line	Sewer line	Distance to Highway Intersection	Suitability of road network	Avg. Daily Trips	Prox. To Pop.	Prox. To Jobs	Environ. Justice Population	Area of Critical Concern	Wetlands	Cert. Vernal	2006 Priority. Hab.	Well- head Prot.	Surface Water	Flood- plain	Brown- field
Site #	Possible Station Locations																											
Rail																												
R36	E. Britanna Street	Stoughton only	2.9	Level	Poor	Business District	Junk Yard	Land Fills/ Residential	No	Yes	Very Limited	Yes	Yes	No	3.2 miles	Poor	N/A	Poor	Poor	No	No	Yes	No	Yes	No	No	Adjacent	Yes
R37	Center Street/ Route 138	Stoughton/ Whittenton	6.6	Cut required	Poor	Business District	Commercial	Commercial/ Residential	No	Yes	Very Limited	Yes	Yes	Yes	0.65 miles	Good	18,300	Fair	Good	No	No	Yes	No	No	No	Adjacent	Potential	
R38	Carver Street	Stoughton/ Whittenton	21	Level	Good	Business District	Commercial/ Residential	Warehouse/ Residential	No	Yes	Very Limited	Yes	Yes	Yes	0.21 miles	Good	24,000	Fair	Fair	No	No	Yes	No	Yes	No	No	Potential	
R39	Route 138/ I-495 Overpass	Stoughton/ Whittenton	16	Major structural	Good	Business District	Highway	Commercial/ Residential	No	Yes	No	Yes	Yes	Yes	0.04 miles	Good	24,000	Fair	Fair	No	No	Yes	No	Yes	No	Yes	No	
R40	Ryan Industrial Park	Stoughton/ Whittenton	3.4	Level	Good	Industrial	Warehouse	Industrial	No	Limited	No	Yes	Yes	Yes	1.3 miles	Good	21,300	Fair	Fair	No	Adjacent	Yes	No	Yes	No	No	Yes	
R41	Dog Track	Stoughton/ Whittenton	80+	Level	Good	Industrial	Greyhound Track	Vacant/ Industrial/ Commercial	No	Yes	Yes	Yes	Yes	Yes	1.6 miles	Good	21,300	Fair	Fair	No	Adjacent	Yes	No	No	No	Adjacent	Yes	
Bus																												
B26	Staples Plaza	Bus Rapid	12	Level	Good	Business District	Commercial	Commercial	No	Yes	No	Yes	Yes	Yes	0.42 mile	Good	14,900	Fair	Good	No	No	No	No	No	No	No	Yes	
B27	Center Street	Bus Rapid	6	Level	Poor	Business District	Commercial	Commercial	No	Yes	No	Yes	Yes	Yes	0.68 mile	Fair	21,400	Fair	Good	No	No	Yes	No	No	Yes	No	Yes	
B28	Flea Market	Bus Rapid	6	Level	Fair	Business District	Commercial	Commercial	No	Yes	No	Yes	Yes	Yes	0.48 mile	Good	14,900	Fair	Good	No	No	Yes	No	Yes	No	No	Yes	
B29	Carver Street	Bus Rapid	21	Level	Good	Business District	Commercial/ Residential	Warehouse/ Residential	No	Yes	Very Limited	Yes	Yes	Yes	0.21 miles	Good	24,000	Fair	Fair	No	No	Yes	No	Yes	No	No	Potential	
B30	Route 138/ 495 Overpass	Bus Rapid	16	Level	Good	Business District	Highway	Commercial/ Residential	No	Yes	No	Yes	Yes	Yes	0.04 miles	Good	24,000	Fair	Fair	No	No	Yes	No	Yes	No	Yes	No	
Easton																												
Easton		Route Served	Zoning, Land Use and Economic Development									Infrastructure					Location			Environmental								
			Acres	Topo- graphy	Geometry	Zoning	Existing Land Use	Surrounding Land Use	Historic District	Redev. Potential	Potential TOD	Eco. Opp. Area	Water Line	Sewer line	Distance to Highway Intersection	Suitability of road network	Avg. Daily Trips	Prox. To Pop.	Prox. To Jobs	Environ. Justice Population	Area of Critical Concern	Wetlands	Cert. Vernal	2006 Priority. Hab.	Well- head Prot.	Surface Water	Flood- plain	Brown- field
Site #	Possible Station Locations																											
Rail																												
R42	Easton Station (Route 123)	Stoughton/ Whittenton	4.4	Level	Fair	Industrial	Lumber Company	Houses	No	Yes	No	No	Yes	No	3.1 miles	Poor	18,700 (2001)	Fair	Fair	No	No	Yes	No	No	No	No	Partial	Yes
R43	Center / Depot Street (Church)	Stoughton/ Whittenton	12.6	Rolling	Fair	Residential	Former Church	Residential	No	Yes	No	No	Yes	No	3.2 miles	Poor	18,700	Fair	Fair	No	No	Yes	No	No	No	Yes	Yes	
R44	Old Train Station (Downtown)	Stoughton/ Whittenton	7.9	Level	Poor	Industrial	Office/ Museum	Factories/ Offices	Yes	Yes	Yes	No	Yes	No	3.6 miles	Poor	3,715 (2003)	Good	Good	No	No	No	No	Zone 2	No	No	Yes	
R45	North Easton (Roche Brothers)	Stoughton/ Whittenton	10+	Rolling	Fair	Commercial	Retail/ Office Residential	Office/ Shopping Apartments	No	Yes	Yes	No	Yes	No	2.8 miles	Good	13,000 (2000)	Fair	Good	No	No	Partial	No	No	Zone 2	No	No	No
Middleborough																												
Middleborough		Route Served	Zoning, Land Use and Economic Development									Infrastructure					Location			Environmental								
			Acres	Topo- graphy	Geometry	Zoning	Existing Land Use	Surrounding Land Use	Historic District	Redev. Potential	Potential TOD	Eco. Opp. Area	Water Line	Sewer line	Distance to Highway Intersection	Suitability of road network	Avg. Daily Trips	Prox. To Pop.	Prox. To Jobs	Environ. Justice Population	Area of Critical Concern	Wetlands	Cert. Vernal	2006 Priority. Hab.	Well- head Prot.	Surface Water	Flood- plain	Brown- field
Site #	Possible Station Locations																											
Rail																												
R46	Existing MBTA Layover	Middleborough only	25	Level	Good	General Use	MBTA Layover	Residential /Comm.	No	Yes	No	Potential	Yes	Yes	0.41 mile	Poor	15,410	Good	Good	No	No	No	No	No	Yes	No	No	Potential
R47	Old Station Site	Middleborough only	7.1	Level	Fair	General Use	Armory /CSX operations	Residential	No	Yes	V. Limited	Potential	Yes	Yes	0.82 mile	Fair	3,900	Excellent	Excellent	No	No	No	No	No	No	No	No	Potential
R48	SW Route 44 (Striar Property)	Middleborough only	26	Rolling	Fair	General Use / Resid.	Pond, Bogs, woods and	Residential / Warehousing	No	Limited	No	HWS	Yes	Yes	1.3 miles	Poor	5,800	Good	Good	No	No	Yes	No	Yes	Yes	No	Yes	
R49	SE Route 44 (Everett St.)	Middleborough only	7.6	Rolling	Fair	General Use	Vacant	Residential	No	Yes	No	Potential	Yes	No	2.2 miles	Good	3,310	Good	Good	No	No	Yes	No	No	No	No	No	
R50	NE Route 44 (Everett St.)	Middleborough only	7.1	Level	Good	General Use	Agr./ Residential	Agriculture and Residential	No	Yes	No	Potential	Yes	No	2.4 miles	Good	2,300	Good	Good	No	No	Yes	No	No	No	No	No	
R51	Plymouth Street (Rockland)	Middleborough only	70	Level	Fair	General Use	Former Ind.	Residential	No	Limited	No	HWS	Yes	No	3.8 miles	Poor	N/A	Poor	Poor	No	No	Yes	No	No	No	Partial	Yes	
Norton																												
Norton		Route Served	Zoning, Land Use and Economic Development									Infrastructure					Location			Environmental								
			Acres	Topo- graphy	Geometry	Zoning	Existing Land Use	Surrounding Land Use	Historic District	Redev. Potential	Potential TOD	Eco. Opp. Area	Water Line	Sewer line	Distance to Highway Intersection	Suitability of road network	Avg. Daily Trips	Prox. To Pop.	Prox. To Jobs	Environ. Justice Population	Area of Critical Concern	Wetlands	Cert. Vernal	2006 Priority. Hab.	Well- head Prot.	Surface Water	Flood- plain	Brown- field
Site #	Possible Station Locations																											
Rail																												
R52	Barrowsville (South Worcester Street)	Attleboro only	6.8	Level	Poor	Commercial	Residential/ Industrial	Residential	No	Yes	No	Potential	Yes	Yes	3.3 miles	Poor **	N/A	Fair	Good	No	Adjacent	No	No	No	No	No	No	Potential
R53	John Scott Blvd. East	Attleboro only	1.5	Level	Fair	Industrial	Industrial	Residential	No	Yes	No	Potential	Yes	Yes	5.2 miles	Fair	14,040	Fair	Fair	No	No	Potential	No	No	No	No	No	Potential
R54	John Scott Blvd. West	Attleboro only	3	Level	Fair	Industrial	Industrial	Residential	No	Yes	No	Potential	Yes	Yes	5.1 miles	Fair	14,040	Fair	Fair	No	No	No	No	No	No	No	No	Potential
Attleboro																												
Attleboro		Route Served	Zoning, Land Use and Economic Development									Infrastructure					Location			Environmental								
			Acres	Topo- graphy	Geometry	Zoning	Existing Land Use	Surrounding Land Use	Historic District	Redev. Potential	Potential TOD	Eco. Opp. Area	Water Line	Sewer line	Distance to Highway Intersection	Suitability of road network	Avg. Daily Trips	Prox. To Pop.	Prox. To Jobs	Environ. Justice Population	Area of Critical Concern	Wetlands	Cert. Vernal	2006 Priority. Hab.	Well- head Prot.	Surface Water	Flood- plain	Brown- field
Site #	Possible Station Locations																											
Rail																												
R55	Pleasant St. (Route 123)	Attleboro only	3	Level	Fair	SF Resid.	Residential	Residential	No	No	No	No	Yes	No	5.2 miles	Good	12,500	Poor	Fair	No	No	Yes	No	No	No	No	No	No

Attachment 4 – City and Town Maps (May 2008 Drafts)



Parcel 2
Parcel 1

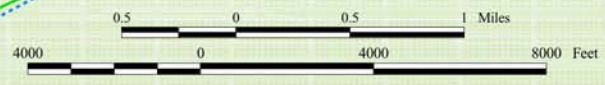
Parcel 15
Parcel 14

BERKLEY



Legend

- Possible Commuter Rail Lines
- Existing Freight Line
- Existing Commuter Rail
- Zone II
- Possible Bus Stations
- Rivers and Streams
- Lakes and Ponds
- NHEHP Priority Habitats of Rare Species and NHEHP Estimated Habitats of Rare Wildlife
- NHEHP Certified Vernal Pools
- Wetland
- Open Space

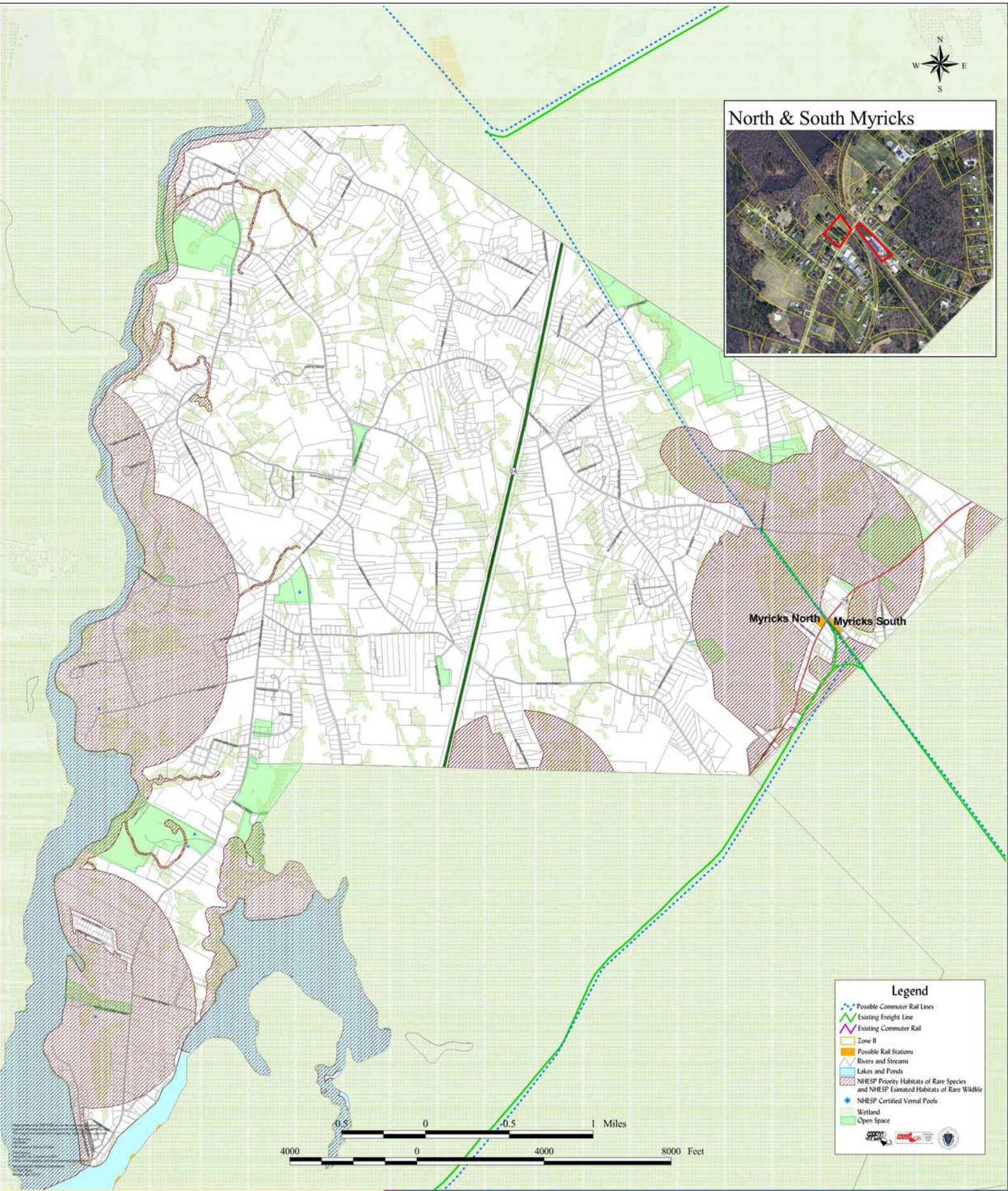


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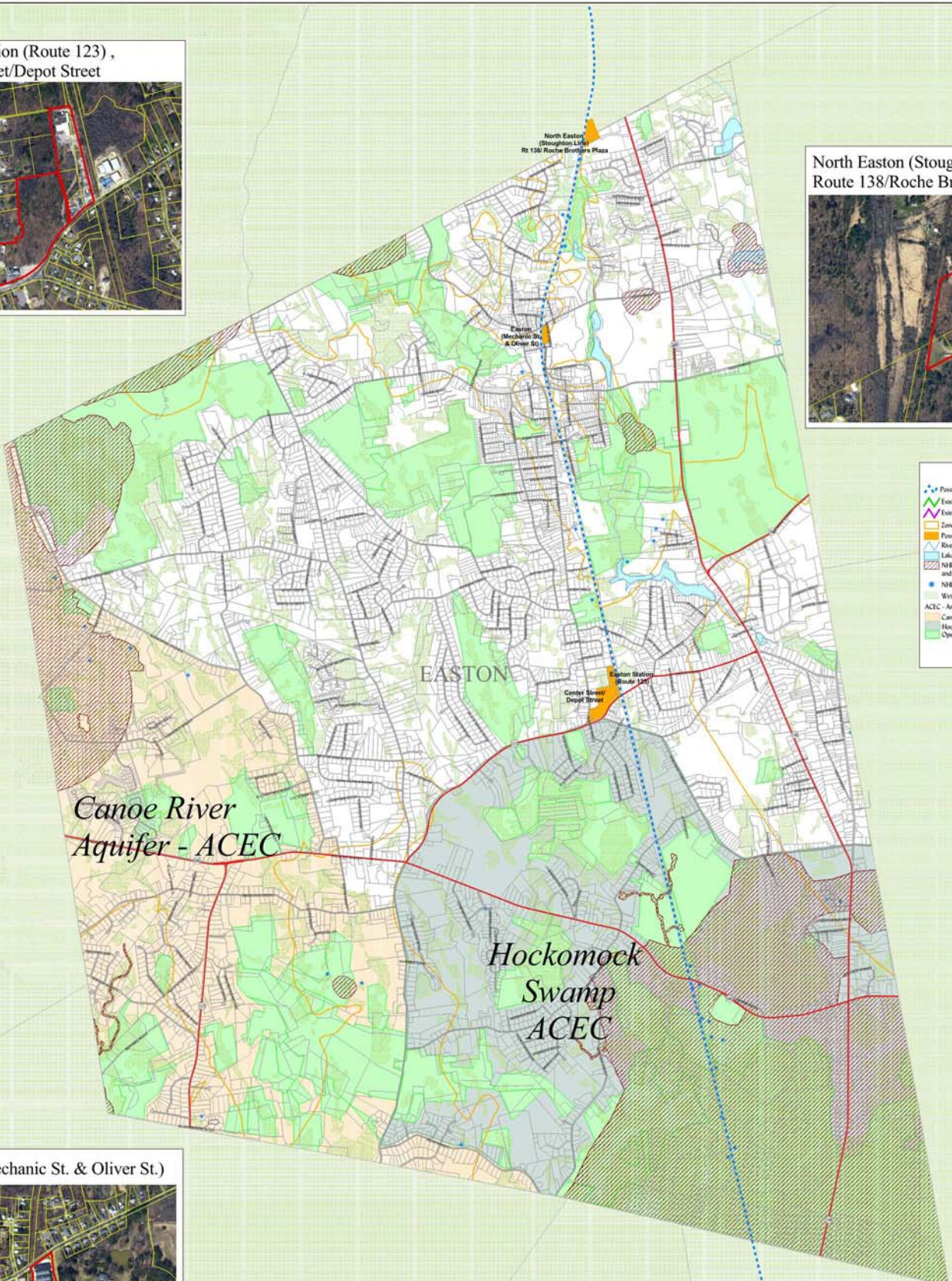


North & South Myricks



Legend

- Possible Commuter Rail Lines
- Existing Freight Line
- Existing Commuter Rail
- Zone II
- Possible Rail Stations
- Rivers and Streams
- Lakes and Ponds
- NHESP Priority Habitats of Rare Species and NHESP Estimated Habitats of Rare Wildlife
- NHESP Certified Vernal Pools
- Wetland
- Open Space



Legend

- Possible Commuter Rail Lines
- Existing Freight Line
- Existing Commuter Rail
- Zone II
- Possible Station Locations
- Rivers and Streams
- Lakes and Ponds
- NHEHP Priority Habitats of Rare Species and NHEHP Limited Habitats of Rare Wildlife
- NHESP Certified Vernal Pools
- Wetland
- ACEC - Areas of Critical Environmental Concern
- Canoe River Aquifer
- Hockomock Swamp
- Open Space



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 2008-05-01
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 100 State Street
 Springfield, MA 01103
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 100 State Street
 Springfield, MA 01103

Davol Street



Battleship Cove



Fall River Branch



Legend

- Possible Commuter Rail Lines
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- Zone II
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- NHESP Certified Vernal Pools
- Wetland
- Open Space

Davol Street

Battleship Cove

2000 4000 Feet
0.5 1 Miles

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SOUTH COAST RAIL

Commuter Rail Corridor
Study Area

City of Fall River
Possible Bus Station Sites
June 2008 DRAFT



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SRPEDD

Davol Street



Proposed LNG Site



Battleship Cove



Fall River Branch



Legend

- Possible Commuter Rail Lines
- Existing Freight Line
- Existing Commuter Rail
- Zone II
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- Lakes and Ponds
- NHEHP Priority Habitats of Rare Species and NHEHP Essential Habitats of Rare Wildlife
- NHEHP Certified Vernal Pools
- Wetland
- Open Space

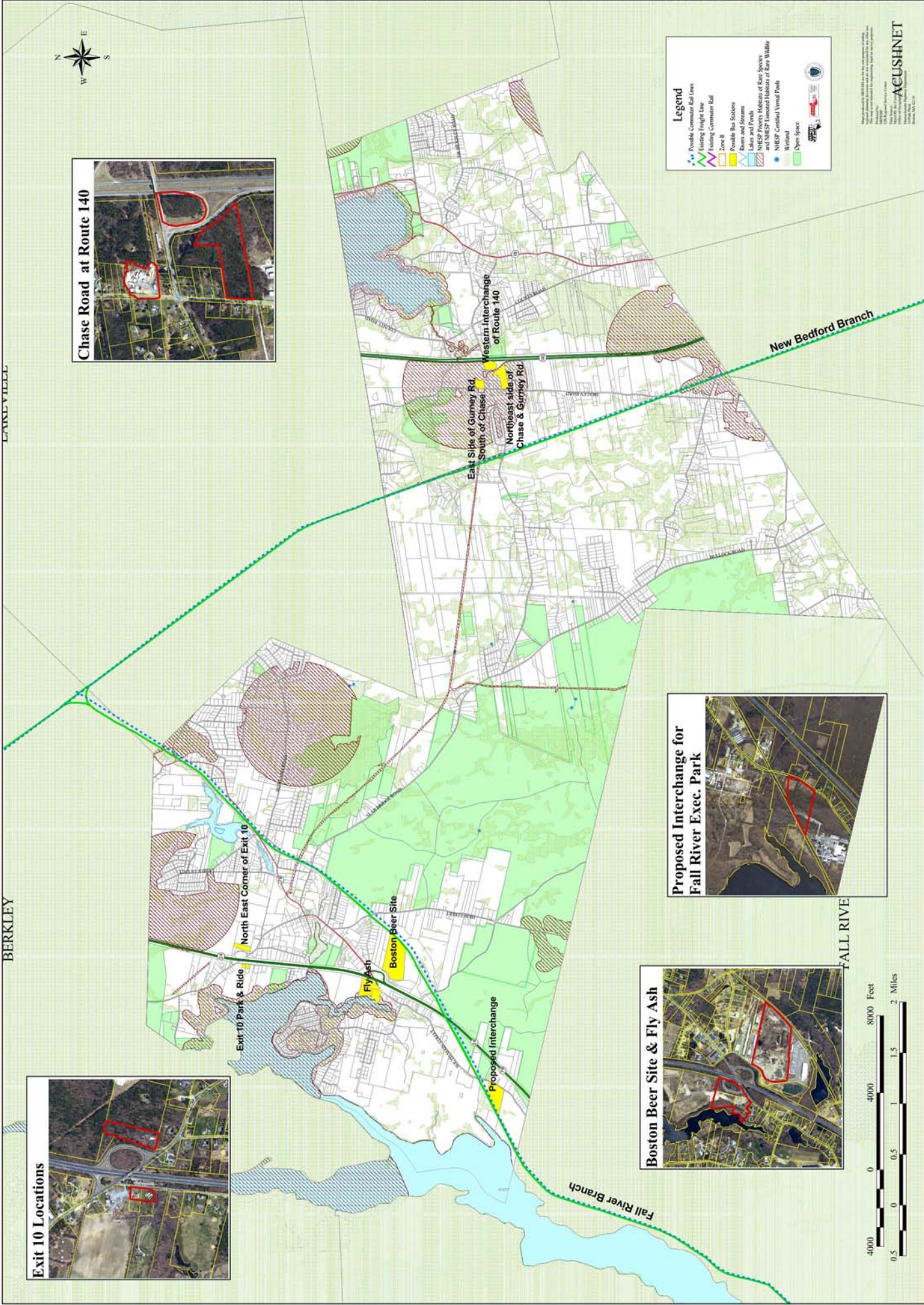


SOUTH COAST RAIL
Commuter Rail Corridor
Study Area

City of Fall River
Possible Rail Station Sites
May 2008 DRAFT

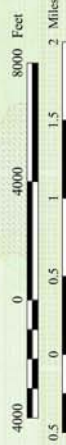


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LANEVILLE

BERKLEY



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SOUTH COAST RAIL
 Commuter Rail Corridor
 Study Area

Town of Freetown
 Possible Bus Station Sites
 June 2008 DRAFT

EOI
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LANEVILLE

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WATERVILLE



ACUSHNET



Legend

- Possible Commuter Rail Line
- Possible Freight Line
- Existing Commuter Rail
- Zone B
- Possible Rail Station
- Rivers and Streams
- Lakes and Ponds
- NHESP Priority Habitats of Rare Species and NHESP Emulated Habitats of Rare Wildlife
- NHESP Certified Vernal Pools
- Wetland
- Open Space



Town of Freetown
Possible Rail Station Sites
May 2008 DRAFT

SOUTH COAST RAIL
Commuter Rail Corridor
Study Area

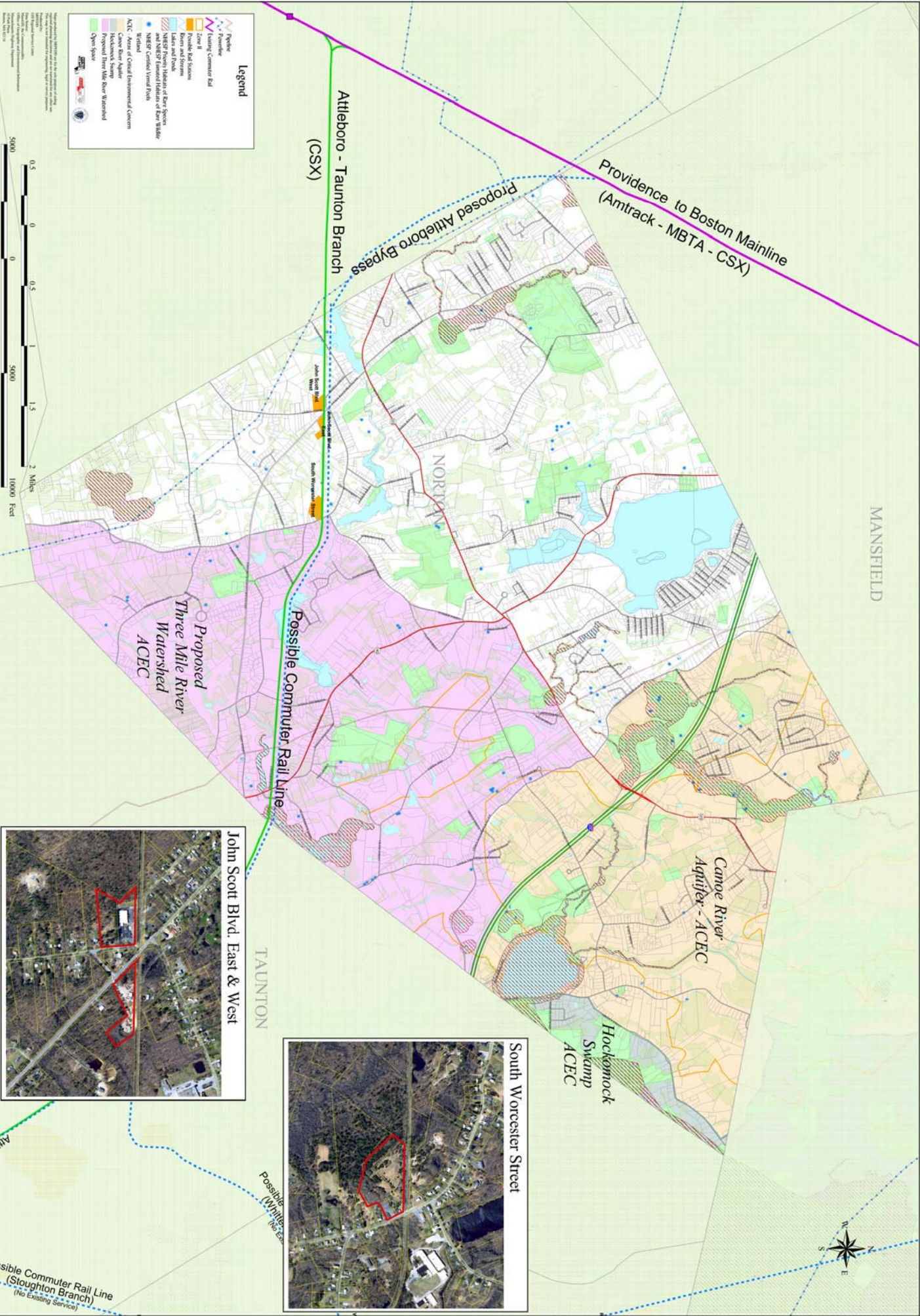


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SOUTH COAST RAIL

Commuter Rail Corridor
Study Area



Town of Norton
Possible Rail Station Sites
May 2008 DRAFT

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Howland Road

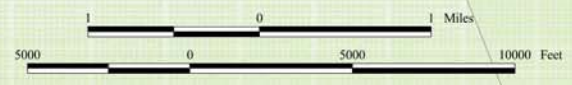


West Lakeville



Legend

- Possible Commuter Rail Lines
- Existing Freight Line
- Existing Commuter Rail
- Zone II
- Possible Rail Stations
- Rivers and Streams
- Lakes and Ponds
- NHESP Priority Habitats of Rare Species and NHESP Estimated Habitats of Rare Wildlife
- NHESP Certified Vernal Pools
- Wetland
- Open Space



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 State of New Hampshire
 Office of Transportation
 100 North Main Street
 Concord, NH 03301



Plymouth Street (Rockland)



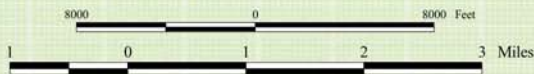
SW Route 44 (Striar Property), SE Route 44 (Everett St.), NE Route 44 (Everett St.)



Layover Site & Old Station Site

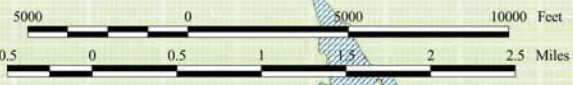
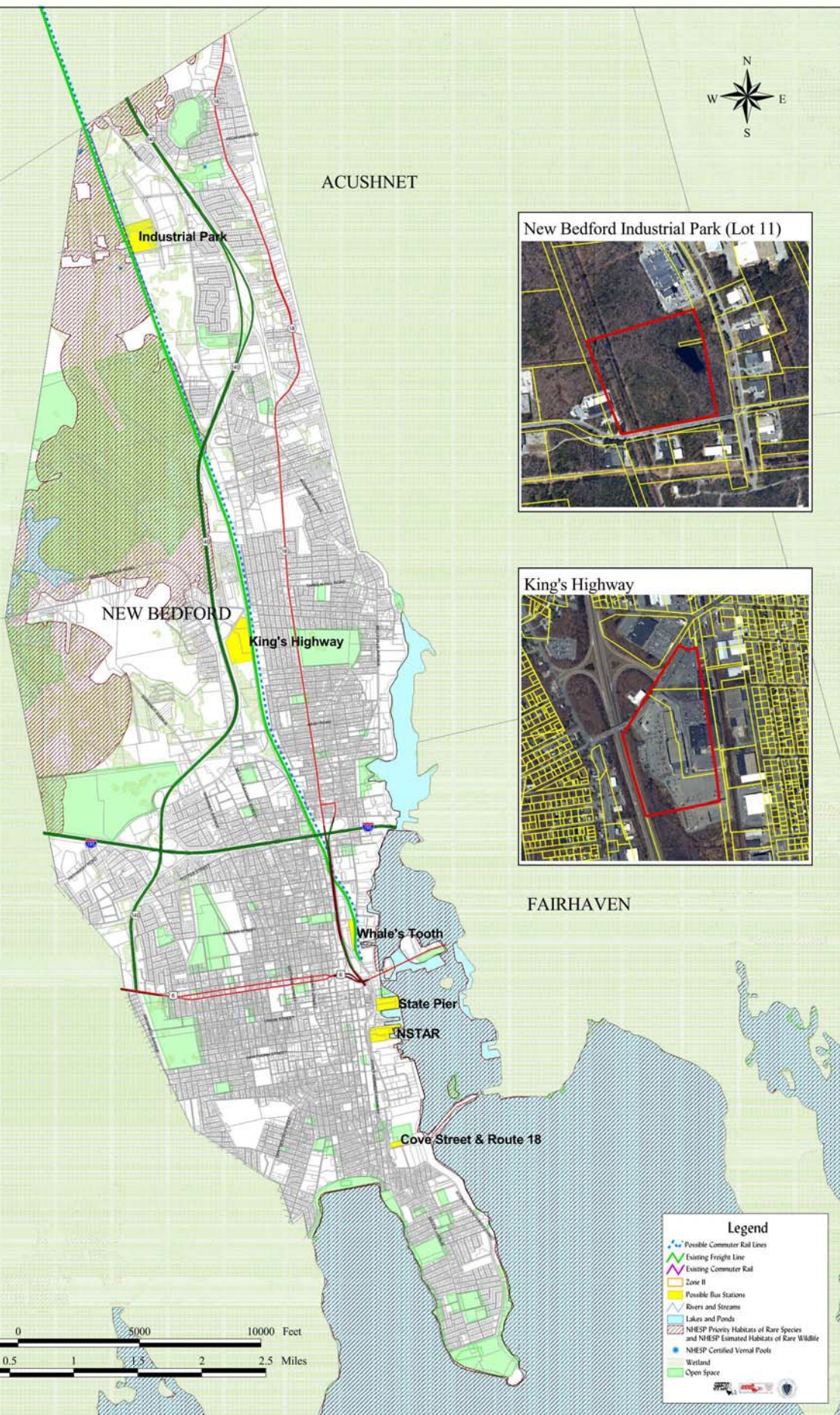
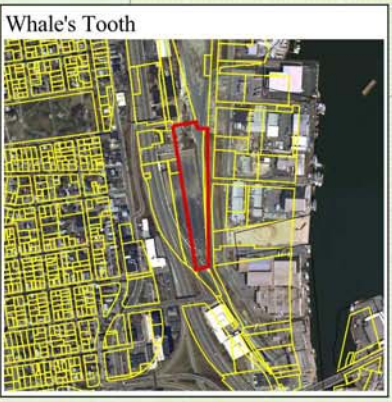


Map produced by SRPEDD on the site of the proposed rail corridor. SRPEDD is not responsible for any errors or omissions. SRPEDD is not responsible for any errors or omissions. SRPEDD is not responsible for any errors or omissions.



Legend

- Possible Commuter Rail Lines
- Existing Freight Line
- Existing Commuter Rail
- Zone II
- Possible Rail Stations
- Rivers and Streams
- Lakes and Ponds
- NHESP Priority Habitats of Rare Species and NHESP Estimated Habitats of Rare Wildlife
- NHESP Certified Vernal Pools
- Wetland
- Open Space

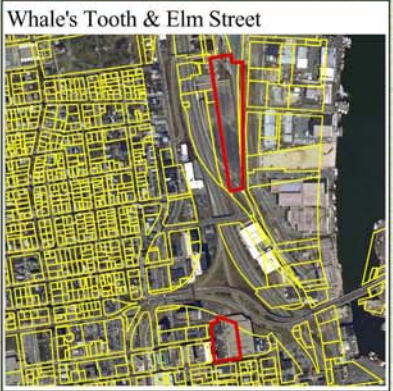


Legend

- Possible Commuter Rail Lines
- Existing Freight Line
- Existing Commuter Rail
- Zone II
- Possible Bus Stations
- Rivers and Streams
- Lakes and Ponds
- NHESP Priority Habitats of Rare Species and NHESP Estimated Habitats of Rare Wildlife
- NHESP Certified Vernal Pools
- Wetland
- Open Space

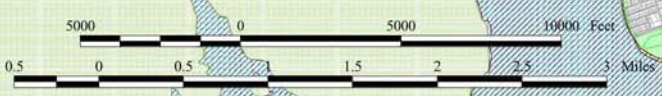
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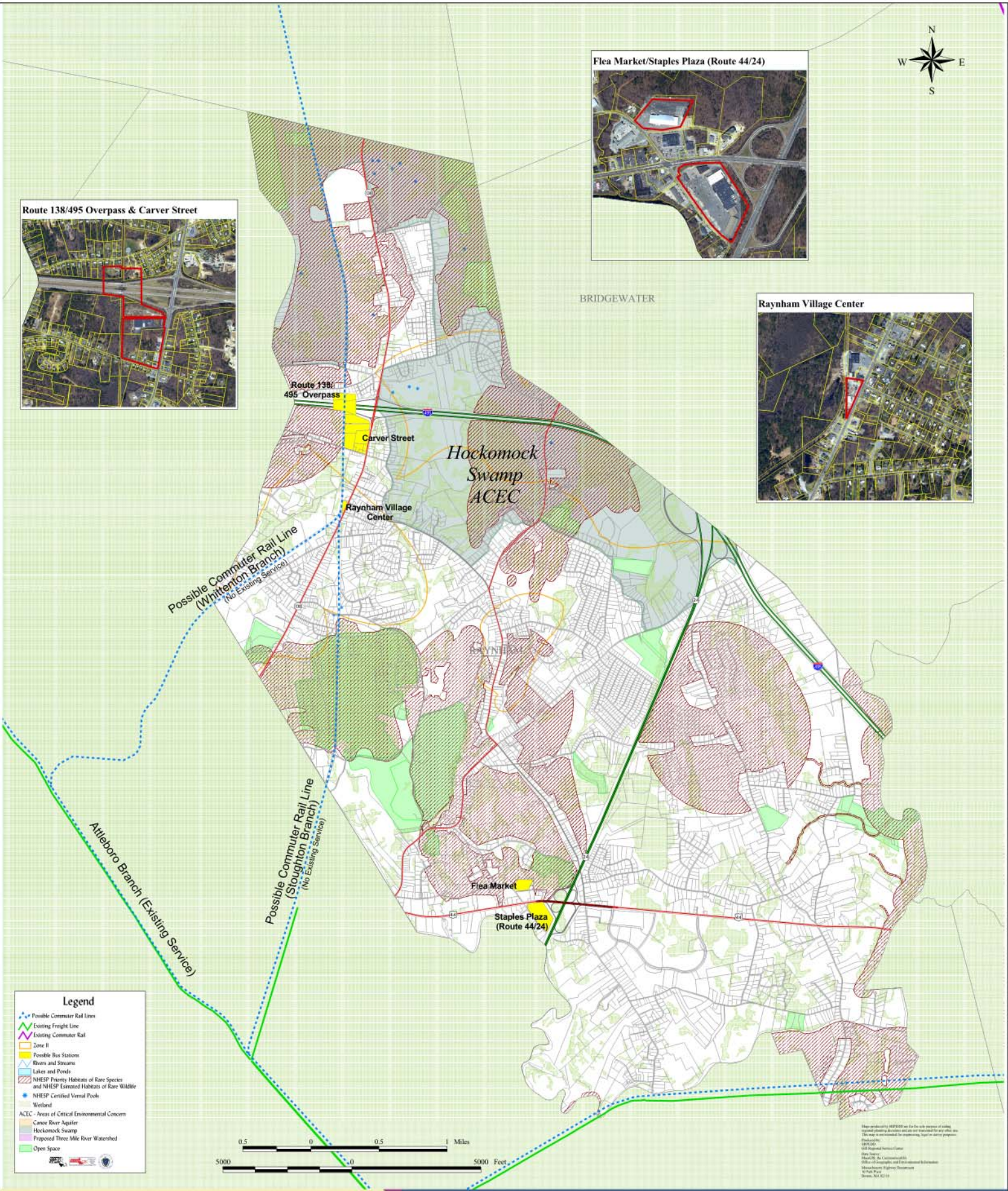
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2008
Date:
2008
Map of New Bedford
City of New Bedford
Department of Planning and Environmental Services
100 Park Plaza
New Bedford, MA 01905



Legend

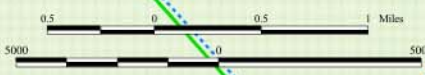
- Possible Commuter Rail Lines
- Existing Freight Line
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- Zone II
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Legend

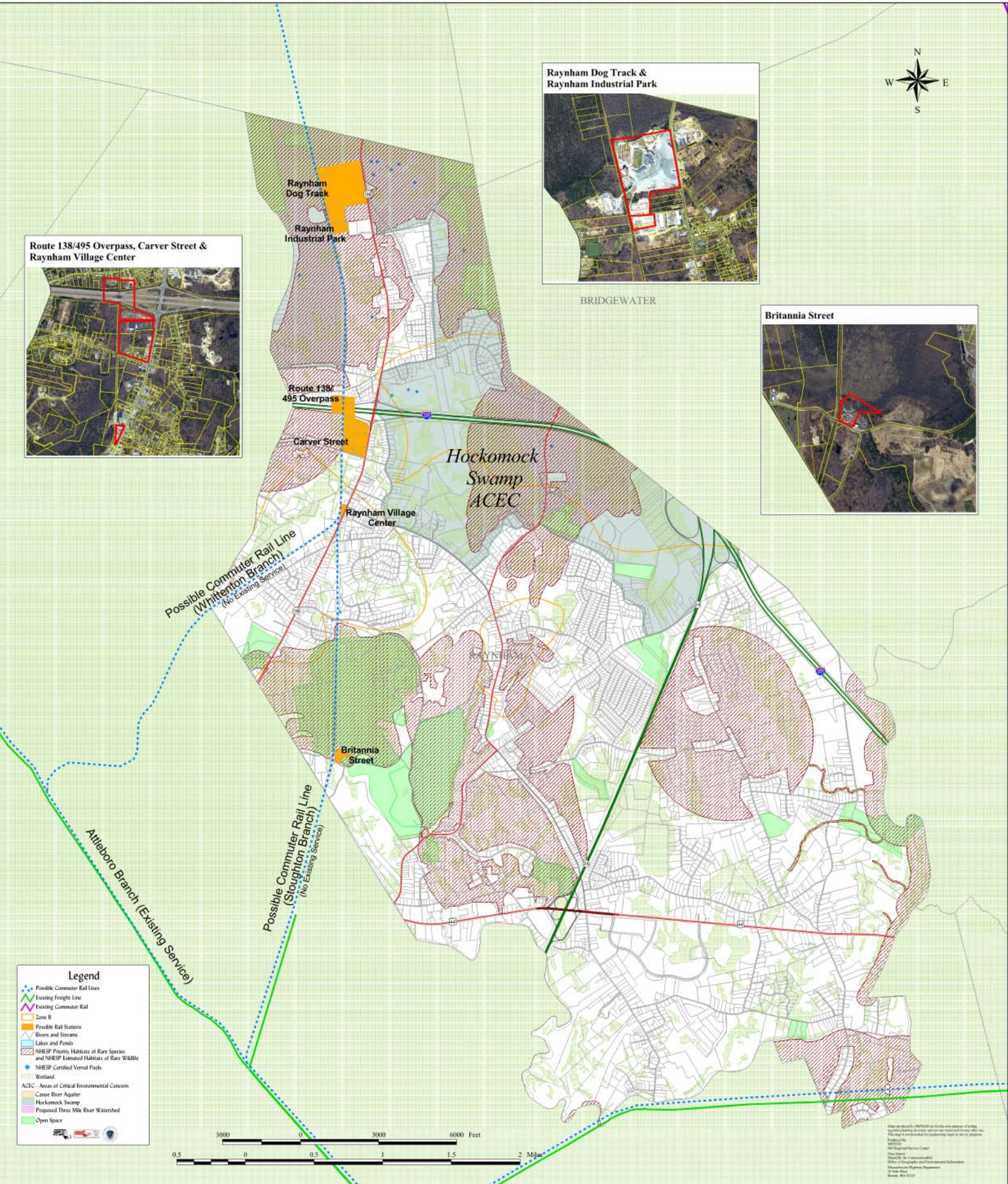
- Possible Commuter Rail Lines
- Existing Freight Line
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- Zone II
- Possible Bus Stations
- Rivers and Streams
- Lakes and Ponds
- NHEHP Priority Habitats of Rare Species and NHEHP Estimated Habitats of Rare Wildlife
- NHEHP Certified Vernal Pools
- Wetland
- ACEC - Areas of Critical Environmental Concern
 - Canoe River Aquifer
 - Hockomock Swamp
 - Proposed Three Mile River Watershed
- Open Space



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BRIDGEWATER



- Legend**
- Possible Commuter Rail Lines
 - Existing Freight Line
 - Existing Commuter Rail
 - Zone II
 - Possible Rail Stations
 - Rivers and Streams
 - Lakes and Ponds
 - NHESP Priority Habitats of Rare Species and NHESP Estimated Habitats of Rare Wildlife
 - NHESP Certified Vernal Pools
 - Wetland
 - ACEC - Areas of Critical Environmental Concern
 - Canoe River Aquifer
 - Hockomock Swamp
 - Proposed Three Mile River Watershed
 - Open Space



Map prepared by SRPEDD on the 2nd revision of a map...
This map is a technical drawing and is not intended for any other use...
SRPEDD
400 Regional Service Center
Raynham, MA 01926
Office of Geographic and Environmental Information
Massachusetts Highway Department
10 Park Street
Boston, MA 02101



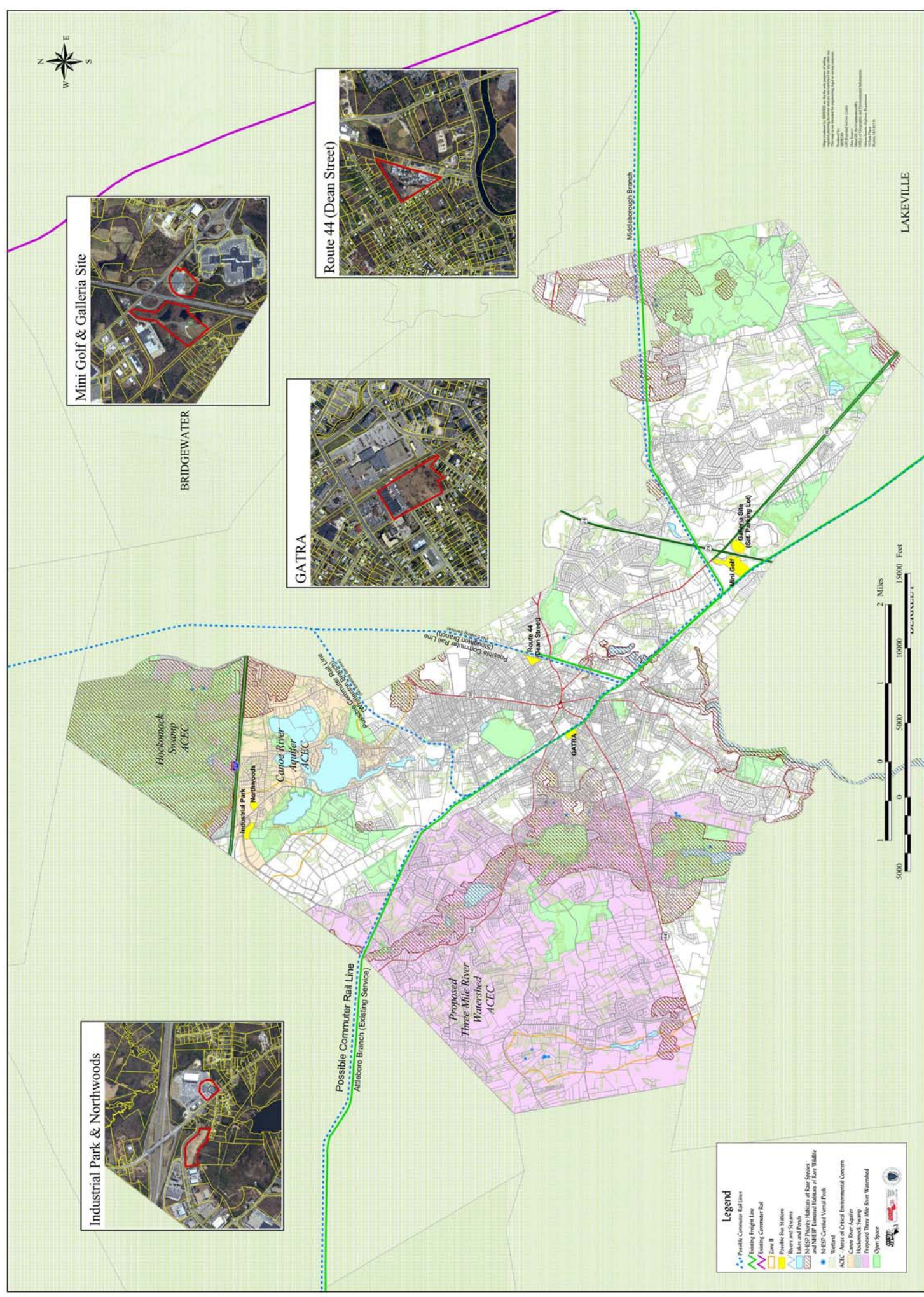
SOUTH COAST RAIL
Commuter Rail Corridor
Study Area

Town of Raynham
Possible Rail Station Sites
May 2008 DRAFT

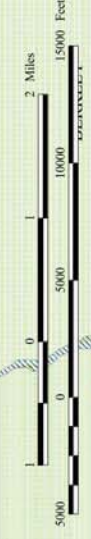




BRIDGEWATER



- Legend**
- Possible Commuter Rail Line
 - Existing Freight Line
 - Existing Commuter Rail
 - Zone II
 - Possible Bus Stations
 - Rivers and Streams
 - Lakes and Ponds
 - Wetlands
 - Wetland
 - Wetland
 - ACEC - Area of Critical Environmental Concern
 - Caneo River Aquifer
 - Hickmoor Swamp
 - Proposed Three Mile River Watershed
 - Open Space



LAKEVILLE

Target Plaza



Whittenton



Weir Junction



Route 44 (Dean Street)



East Taunton



Whittenton Junction

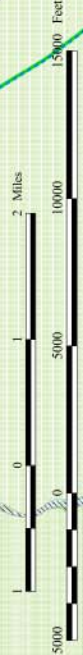


GATRA/Former Oak St. Mall, State Hospital



Legend

- Possible Commuter Rail Line
- Existing Freight Line
- Existing Commuter Rail
- Zone II
- Zone III
- Possible Rail Station
- Wetland
- MSRP Priority Habitats of Rare Species and MSRP Potential Habitat of Rare Wildlife
- MSRP Critical Visual Footh
- ACEC - Areas of Critical Environmental Concern
- Proposed Three Mile River Watershed
- Hochkomock Swamp
- Open Space



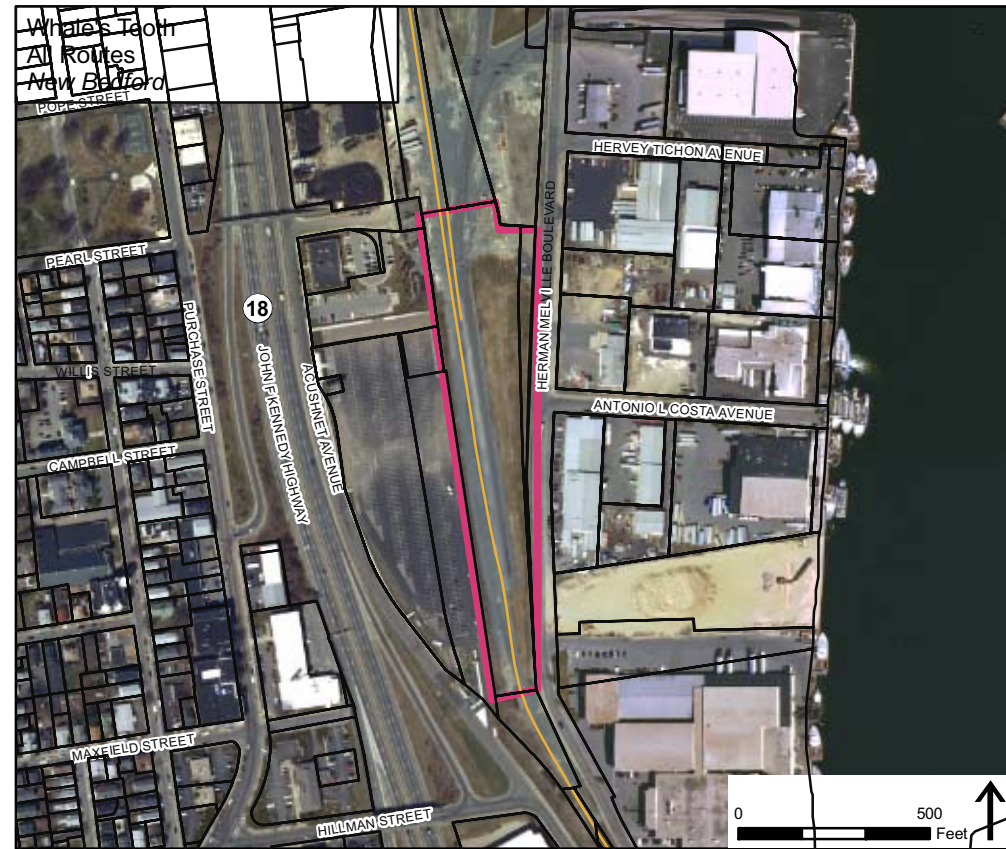
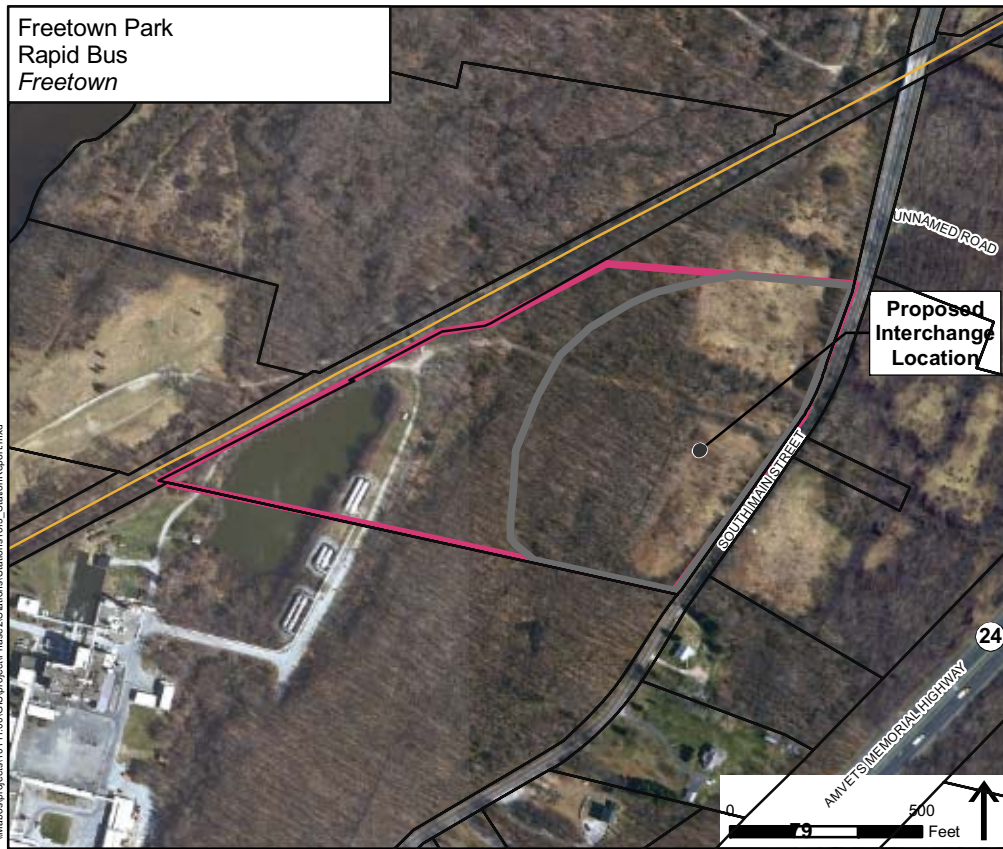
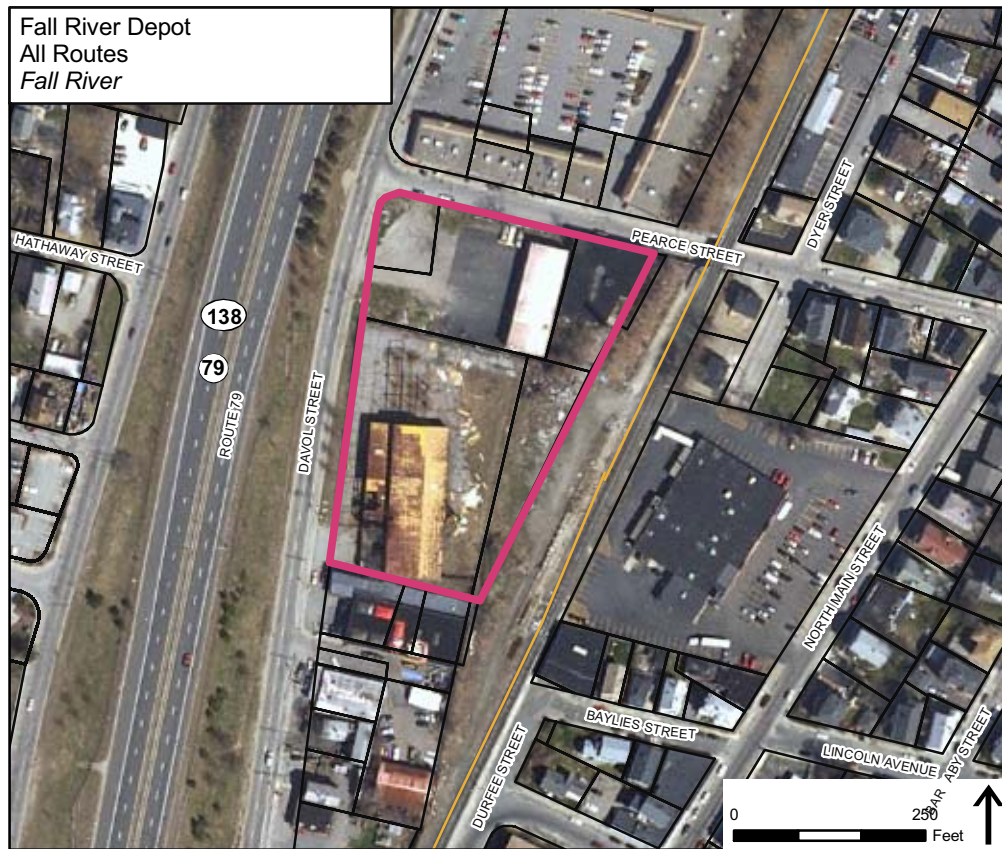
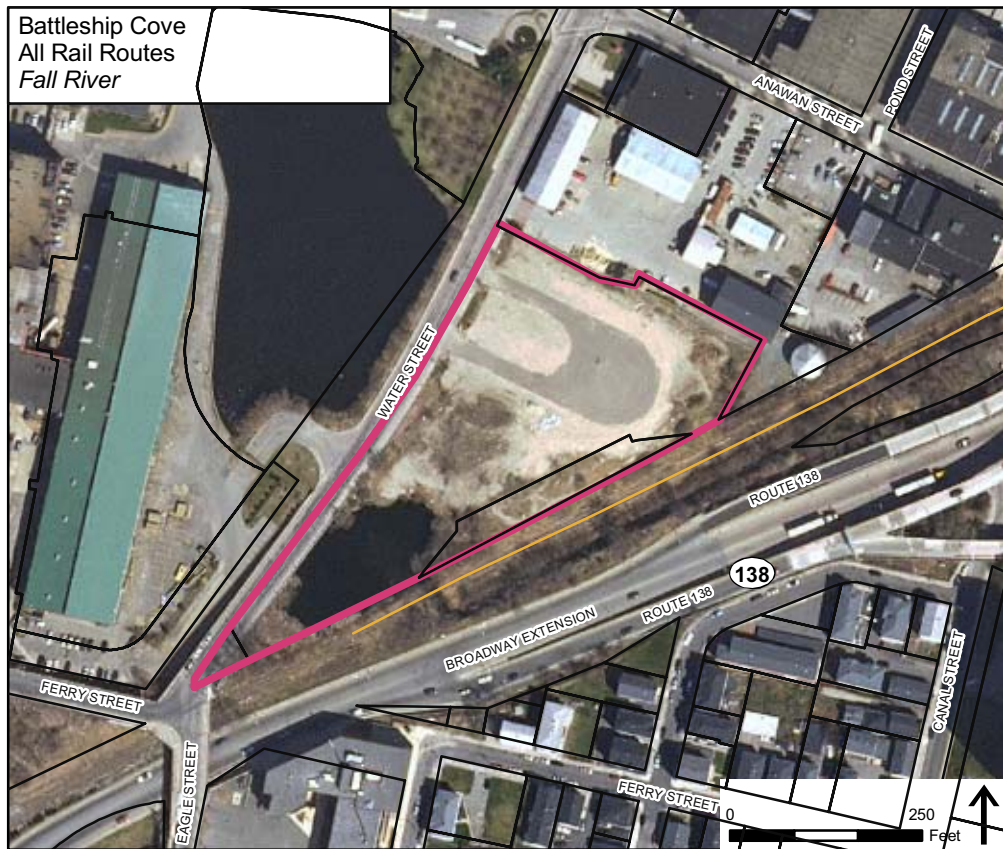
SOUTH COAST RAIL
Commuter Rail Corridor
Study Area

City of Taunton
Possible Rail Station Sites
May 2008 DRAFT



LAKEVILLE

Attachment 5 - Recommended Station Site Photos

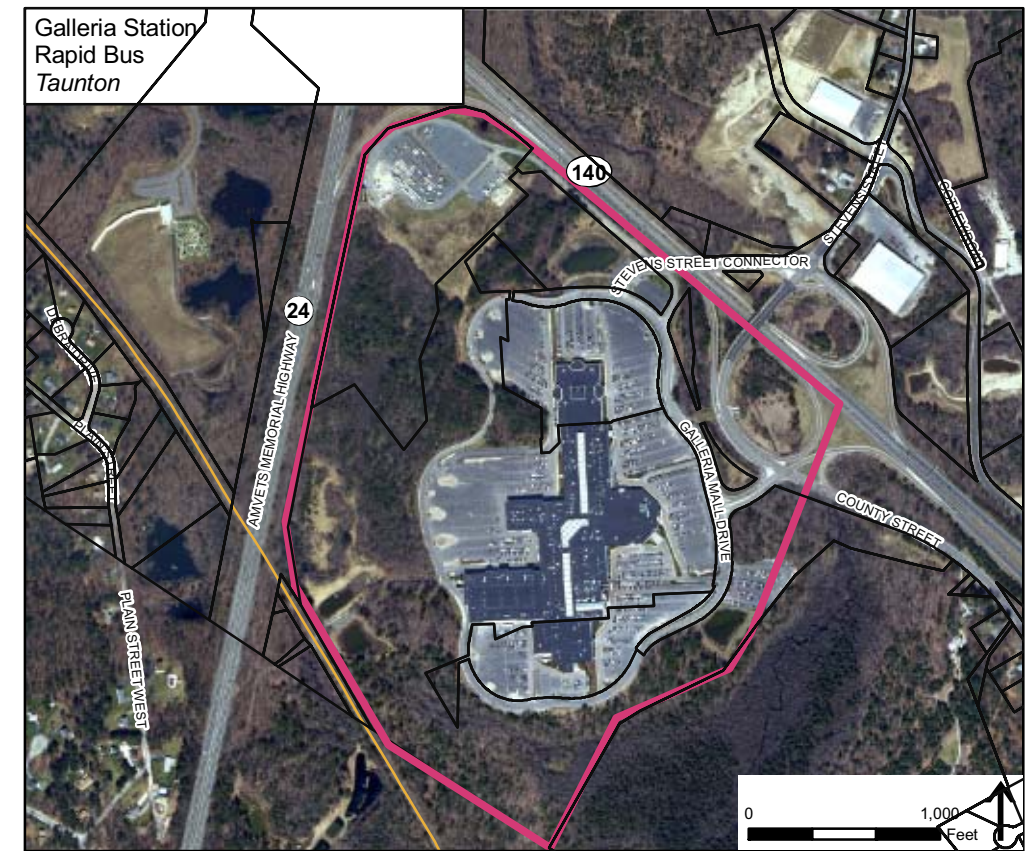
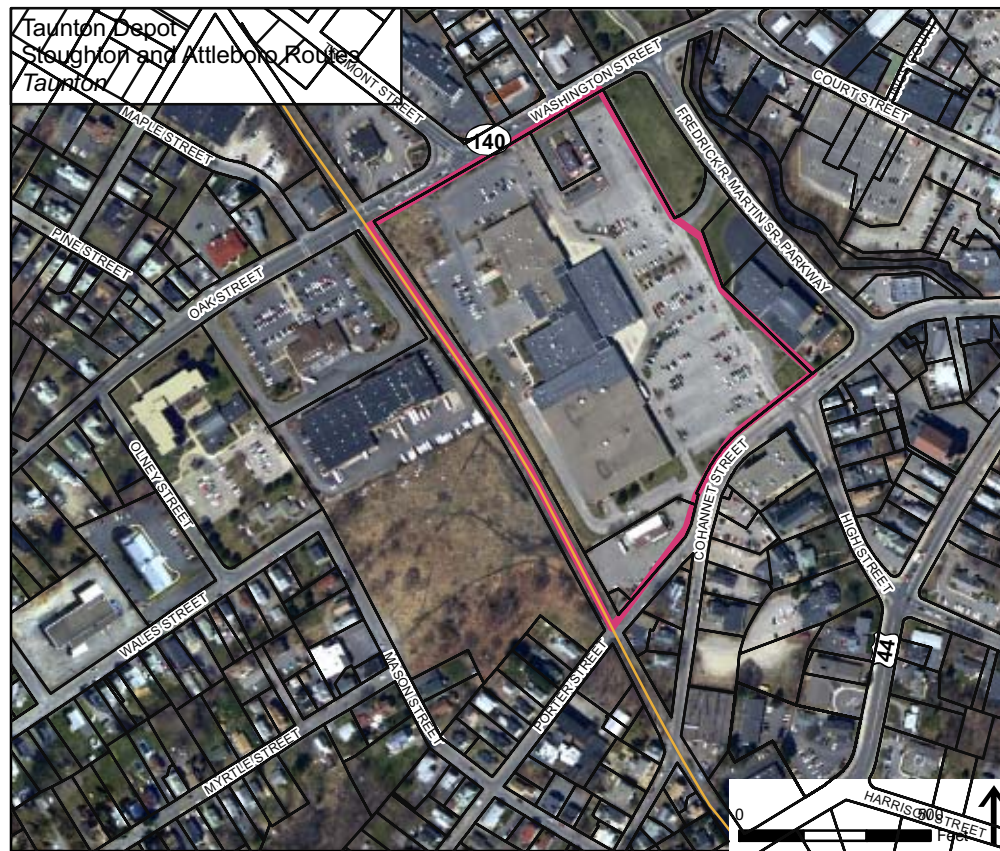
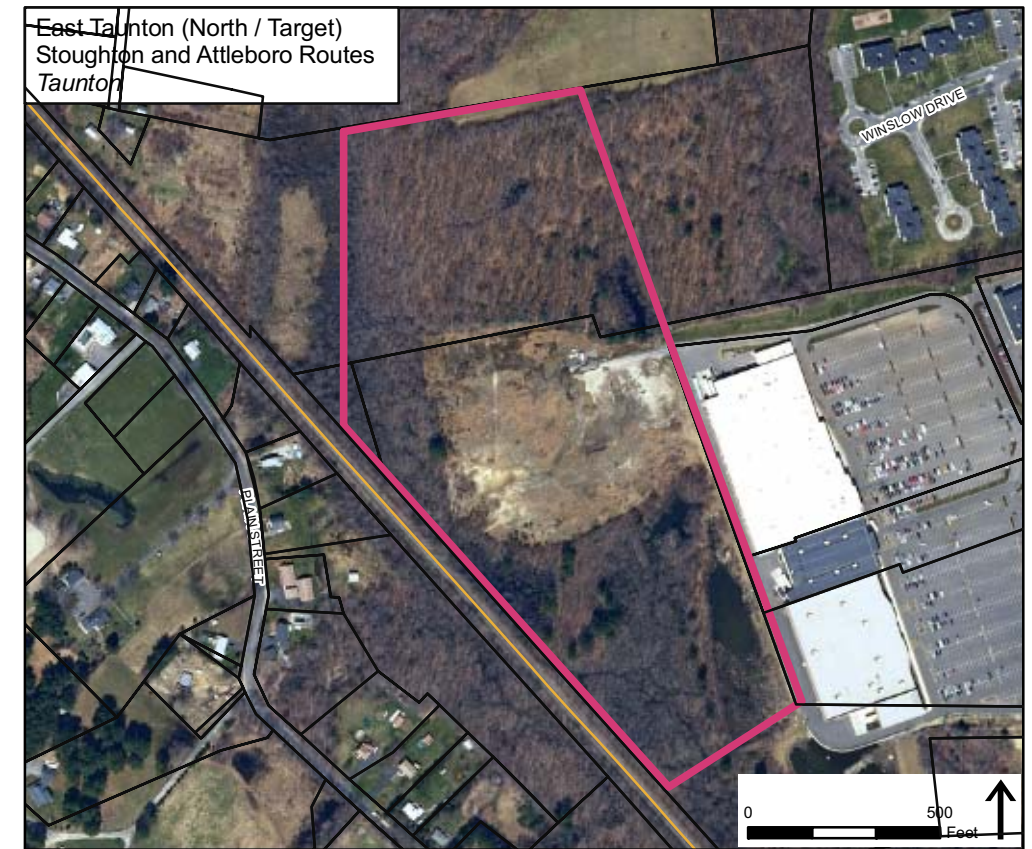
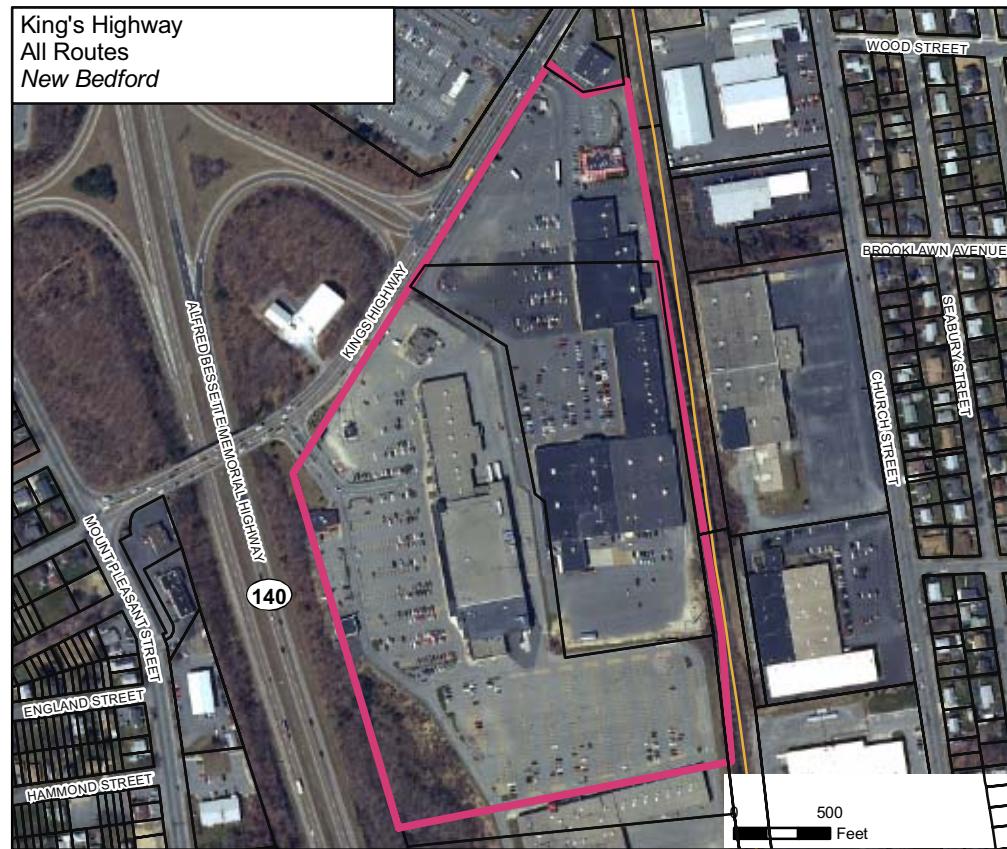


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- Legend**
- Proposed Alternative
 - Proposed Station Location
 - Parcel Boundary

SOUTH COAST RAIL

Proposed Station Locations
 Fall River, Freetown and New Bedford



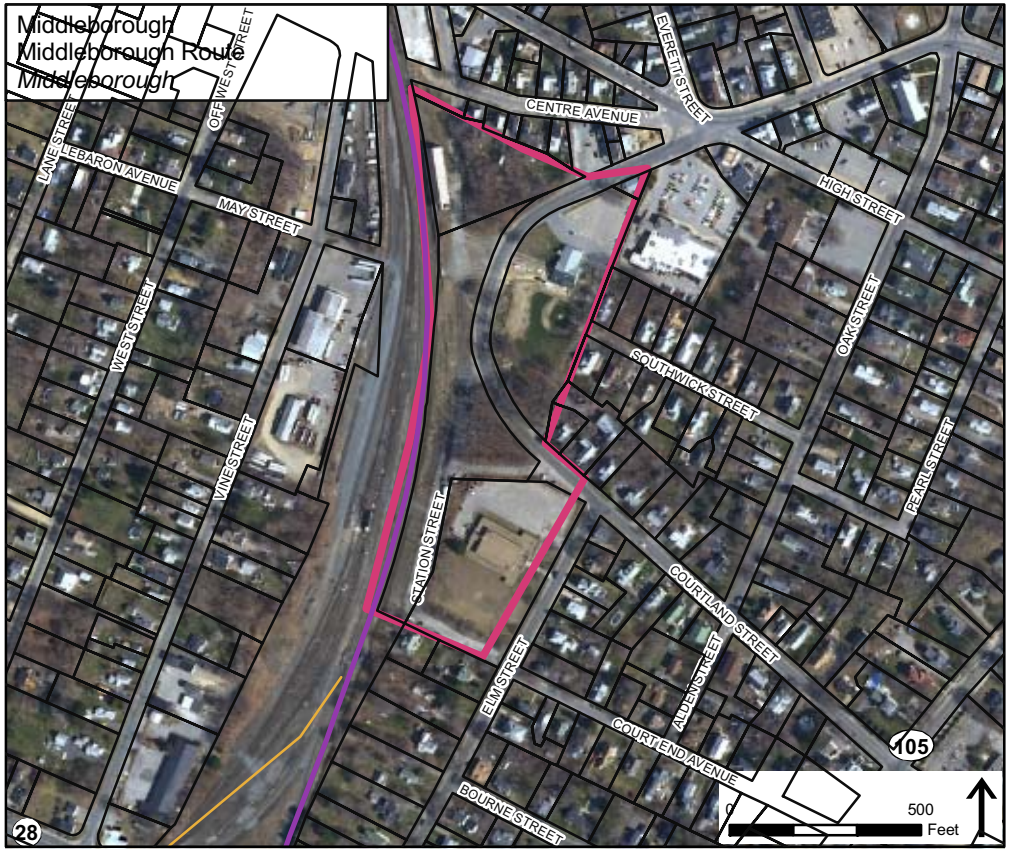
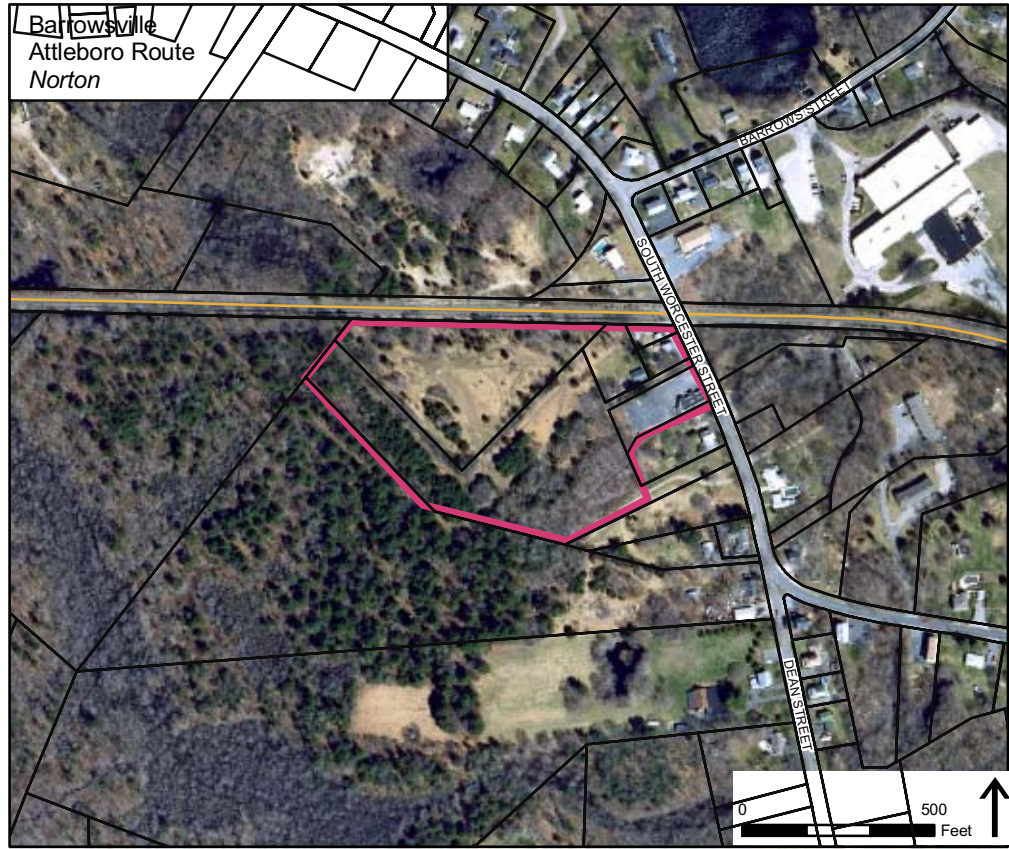
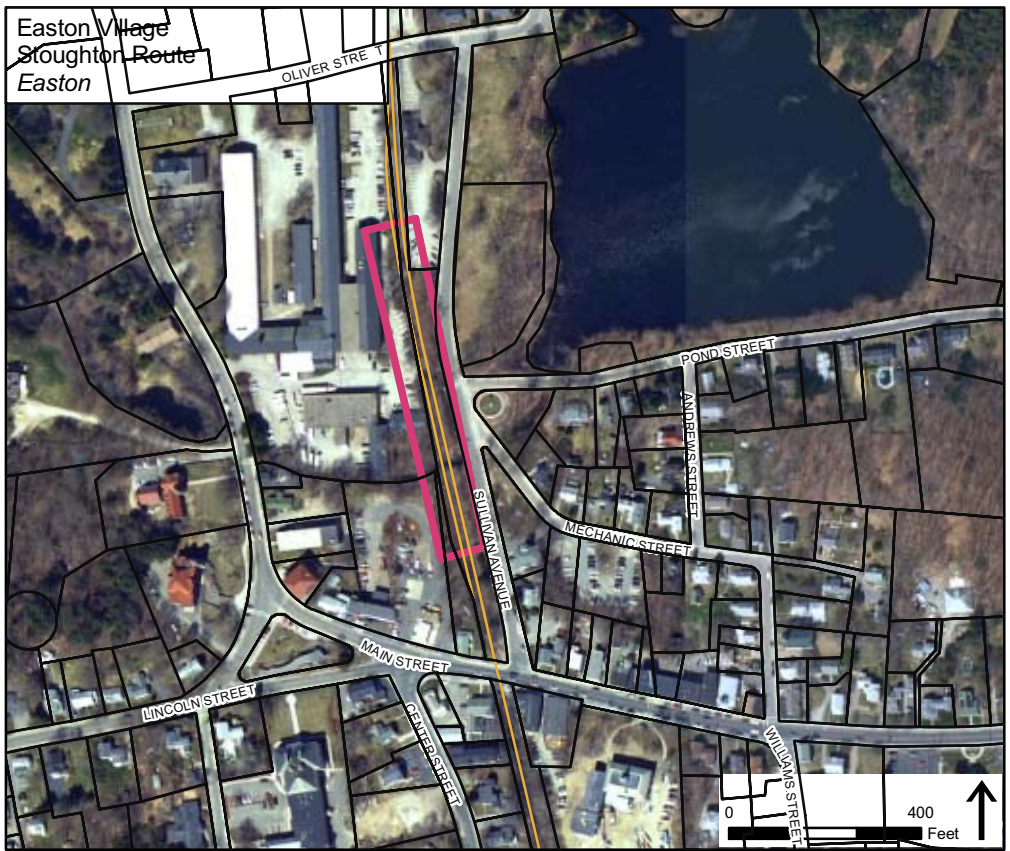
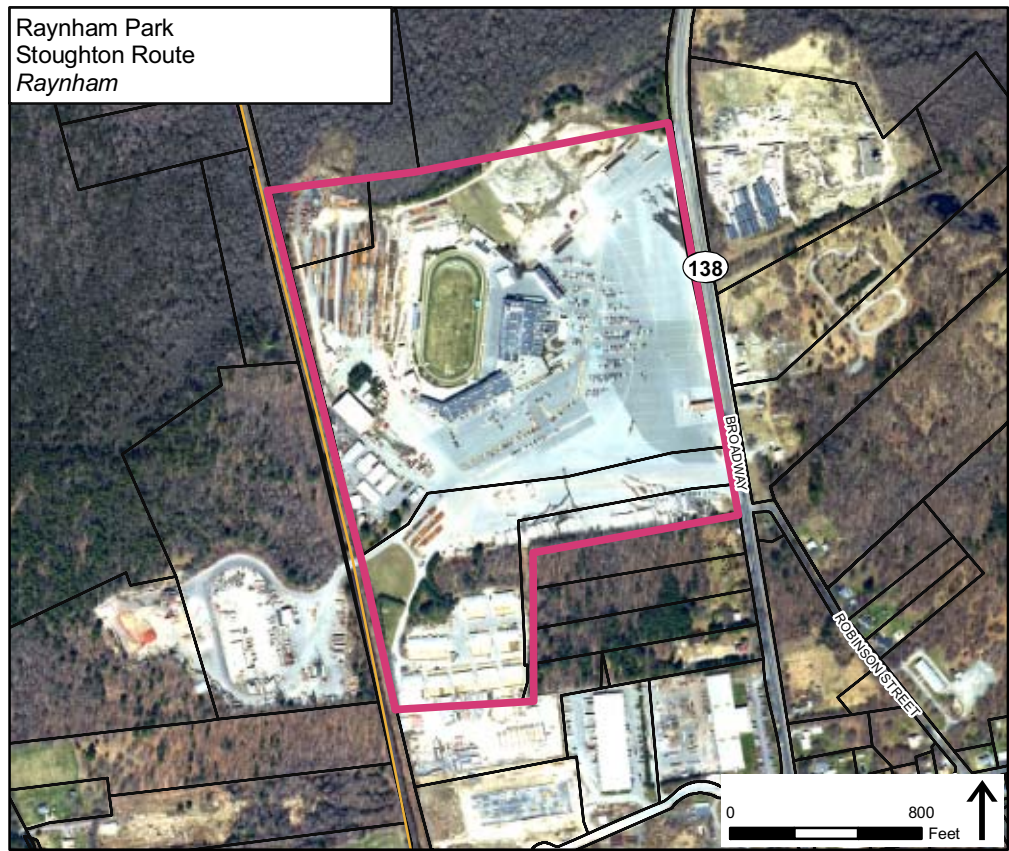
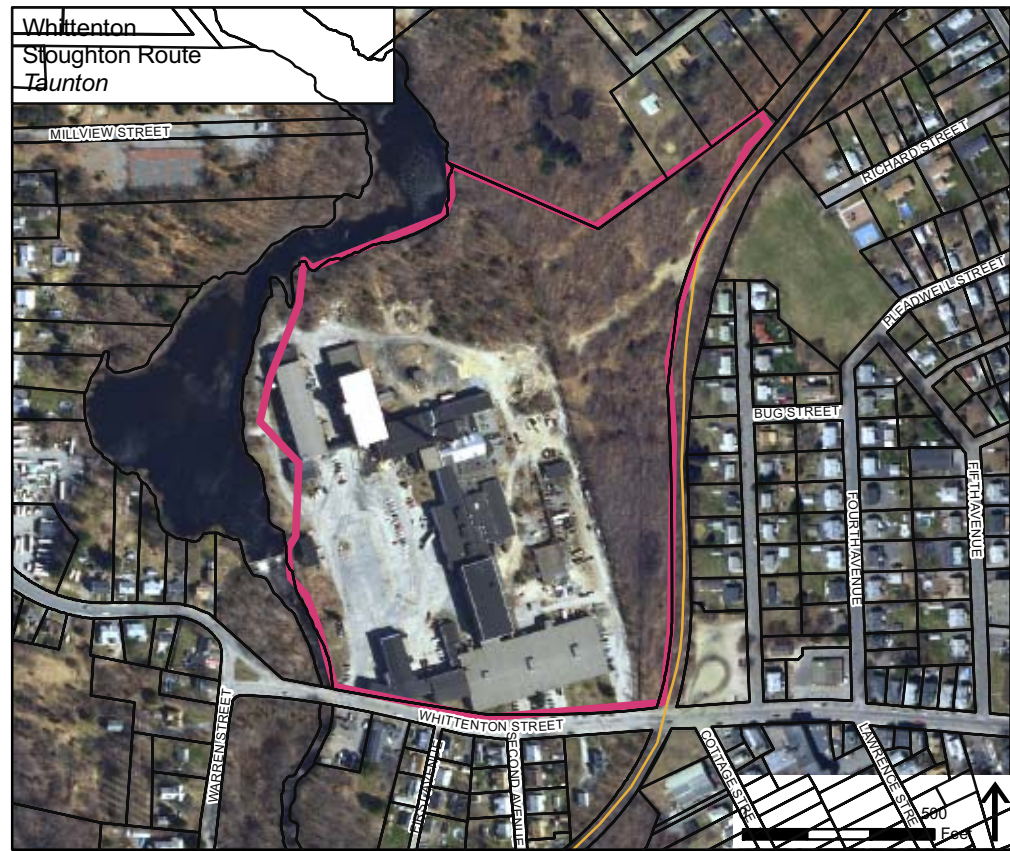
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- Legend**
- Proposed Alternative
 - Proposed Station Location
 - Parcel Boundary

SOUTH COAST RAIL

Proposed Station Locations

New Bedford and Taunton



- Legend**
- Proposed Alternative
 - Proposed Station Location
 - Parcel Boundary

SOUTH COAST RAIL

Proposed Station Locations
Taunton, Raynham, Easton, Norton, and Middleborough

