

# Western Mass Commuter Rail

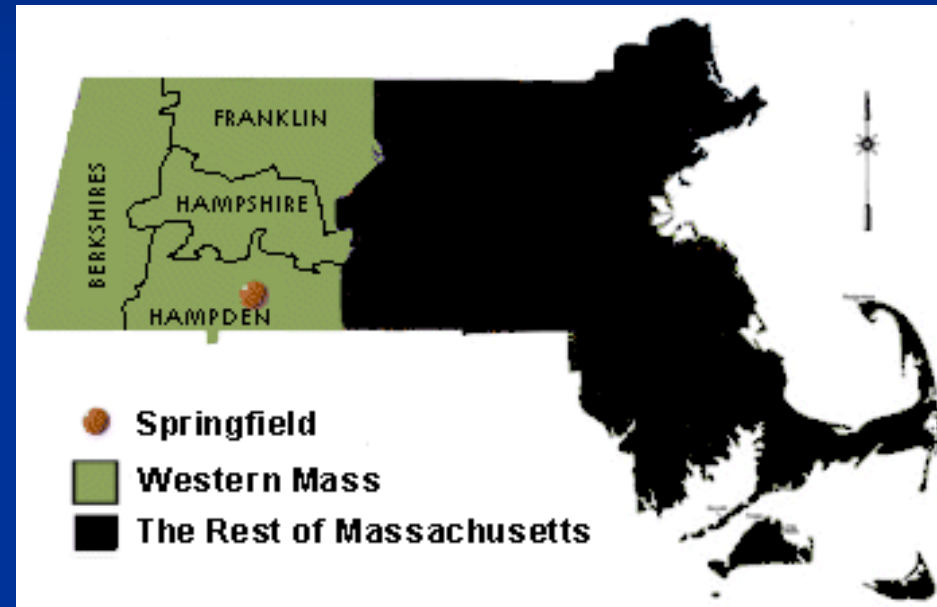
Andrew Madison

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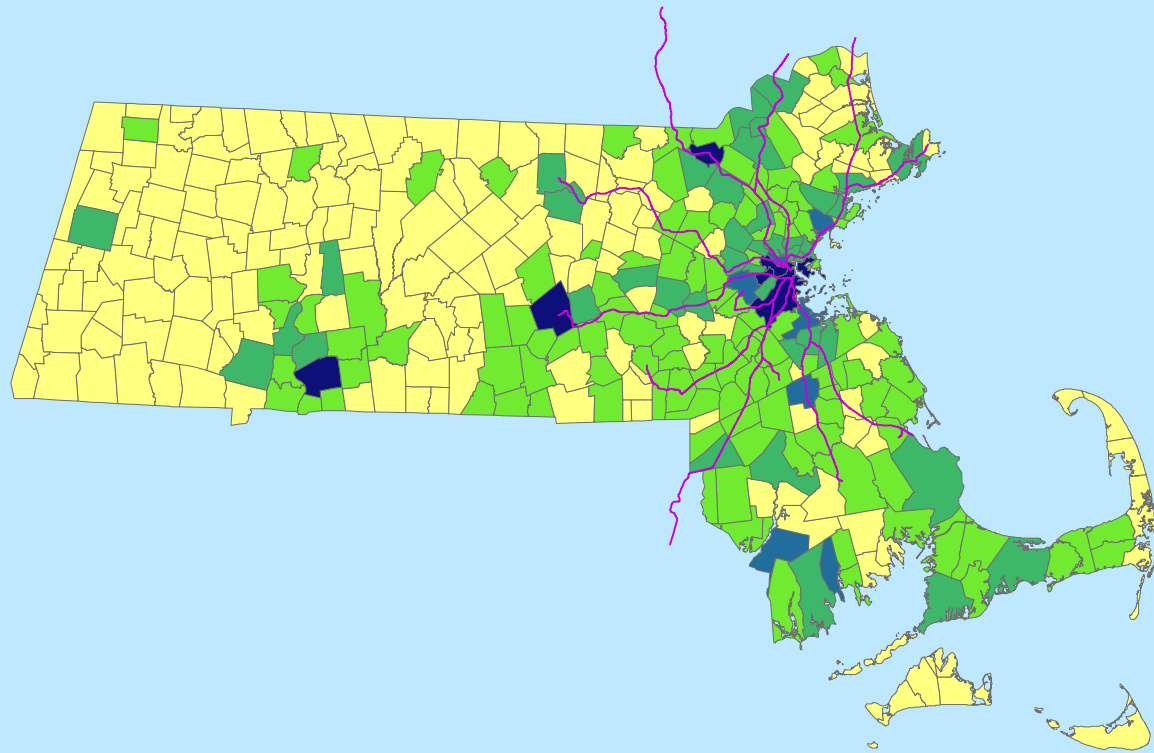
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# Why a Commuter Rail

- Currently Western Mass has a very limited and inefficient public transportation system comprising of only a few busses in Springfield.
- A commuter rail line would better connect the Western part of the state with the East.
- It would provide a cheap, efficient alternative to the Pike for those traveling from Worcester or Boston.
- It would limit the strain on out roadways as well as on the environment.



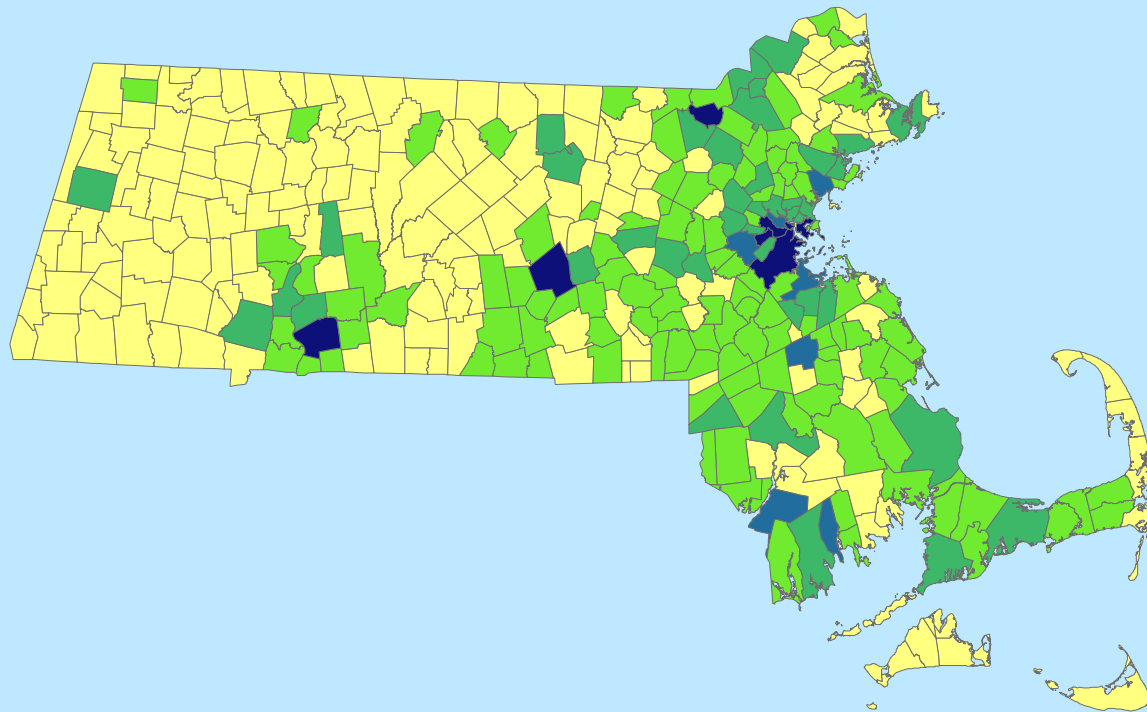
# Current Commuter Rail Lines



# Criteria

- A new commuter rail line would have to use currently existing passenger rail lines and stops must be in towns with a population of 10,000 or more.
- It must have a minimum of 5 stops going westward from Worcester, in communities with a population of 10,000 or more.
- It must be affordable and able to be competitive with current travel options from Worcester and Boston, primarily Amtrak and Peter pan Bus Lines.

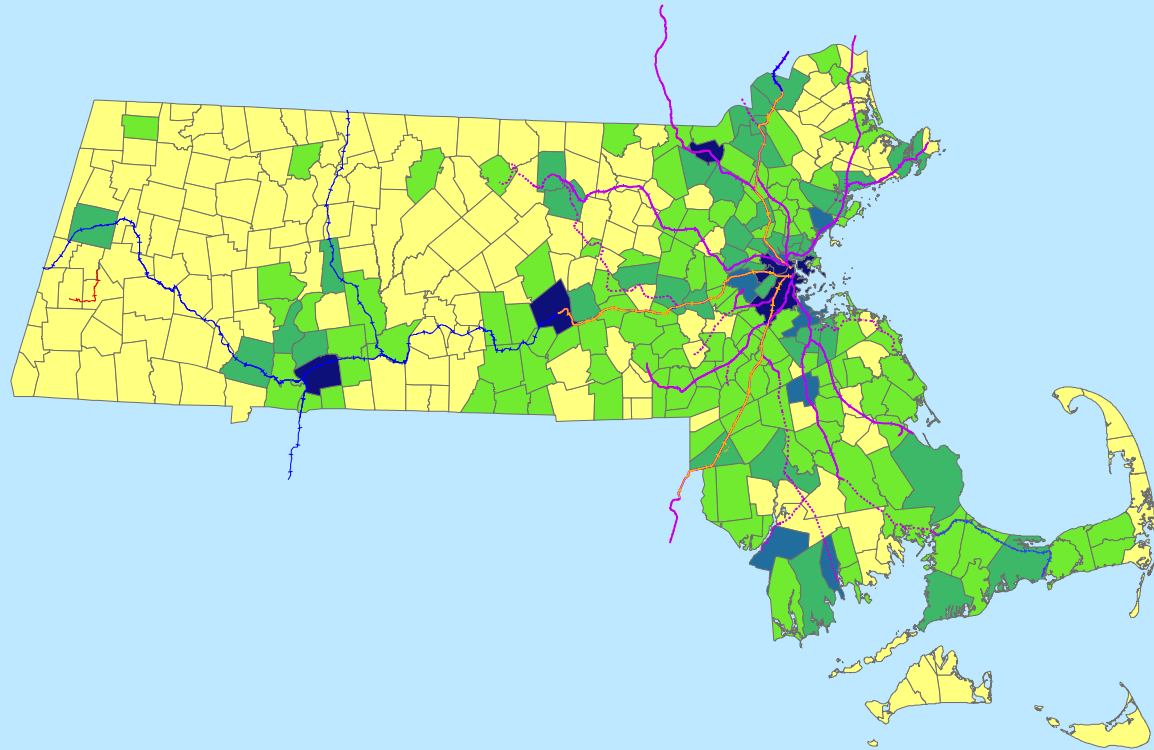
# Population 2000



# Methodology

- After developing my criteria I made a map showing the primary data layers I would need. All of the GIS data I received came from MassGIS
- These data layers were the Mass\_Towns, POP\_2000, and the Passenger railway by ownership layer. These would show me the population of the towns of Western and Central Mass as well as what existing passenger rail lines were there.
- I decided these towns would be divided into three different lines; one going to Pittsfield, one going to Longmeadow and one going to Amherst.

# All Mass Passenger Railroads



# Costs

- I found that 14 communities, all West of Worcester meet the criteria of both having a population of 10,000 or more and having a passenger rail line already in it.
- After deciding which communities would have a rail stop, I needed to find out how much it would cost to travel to these places.
- I did this by first finding out how much it costs per mile for the MBTA by dividing the distance from South Station to Worcester by the price of a ticket to Worcester. The result was \$0.14 per mile.
- I then took the \$0.14 and multiplied it by the number of miles between each stop and Worcester.



# Results

- I found that the proposed Commuter Rail would be highly competitive versus the current Bus and Amtrak options. Of the 14 proposed stops on the Commuter Rail line, 10 have no other option of traveling to that location.
- Of the 4 stops that have another option, 3 would be cheaper taking the Commuter Rail with an average savings of \$6.40 when traveling from Worcester or Boston.
- Pittsfield is the only exception where Amtrak is cheaper by \$3.50