

Milton & Subway Classification: *A Critical Analysis*

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- The Mattapan Trolley is not a Subway
- The Mattapan Trolley's classification as a subway has been the source of great divide in our community



Red line subway train at Ashmont being cycled into service



Mattapan Trolley

Is this a subway?



Red Line Rapid Transit



Seating Capacity	Single vessel with 38 seats	6 vessels each with 68 seats (384 total)
Route Length	2.5 miles total (above ground), semi-exclusive right of way	22-miles (including subterranean segments), exclusive right of way
Transit Node	A stop	Developed stations, many multimode
Single-Seat Downtown Transfer	NONE	YES, for all passengers
Daily Boards at Stops in Milton	Dozens to a few hundred	Thousands to tens of thousands

Operational Inferiority of the Mattapan Line

Trolley Stop	Average Weekday Boardings	Red Line RAPID TRANSIT STATIONS	Average Weekday Boardings
Ashmont (trolley)	1,582	Braintree	4,473
Cedar Grove	71	Quincy Adams	4,665
Butler	80	Quincy Center	7,120
Milton	196	Wollaston	4,624
Central Ave	557	North Quincy	8,428
Valley Road	10	JFK/UMass	8,012
Capen Street	17	Andrew	5,721
Mattapan (trolley)	1,310	Broadway	6,021

We should not be putting forth a 25% plan based on an ambiguous classification that has never been challenged.

HLC Reduced Zoned Unit Capacity (ZUC) Requirements for 90 Communities, Including 5 “Rapid Transit” Communities:

	New Classification	Prior ZUC	New ZUC	% Change
Arlington	Adjacent	5,115	2,046	-60%
Melrose	Commuter Rail	3,154	1,892	-40%
Wellesley	Commuter Rail	2,321	1,392	-40%
Weston	Commuter Rail	1,011	750	-26%
Winthrop	Adjacent	2,205	882	-60%

► In Conclusion

Support a 10% plan



Historic PCC trolley at Capen Street