



I-90 ALLSTON MULTIMODAL PROJECT

Brookline Transportation Board Briefing

SEPTEMBER 26, 2019
September 26, 2019 – Denny Room, Public Health Building

Meeting Agenda

- Welcome & Introductions
- Independent Review of Throat Area Variations
- Key Project Elements
- Next Steps
- Questions & Answers



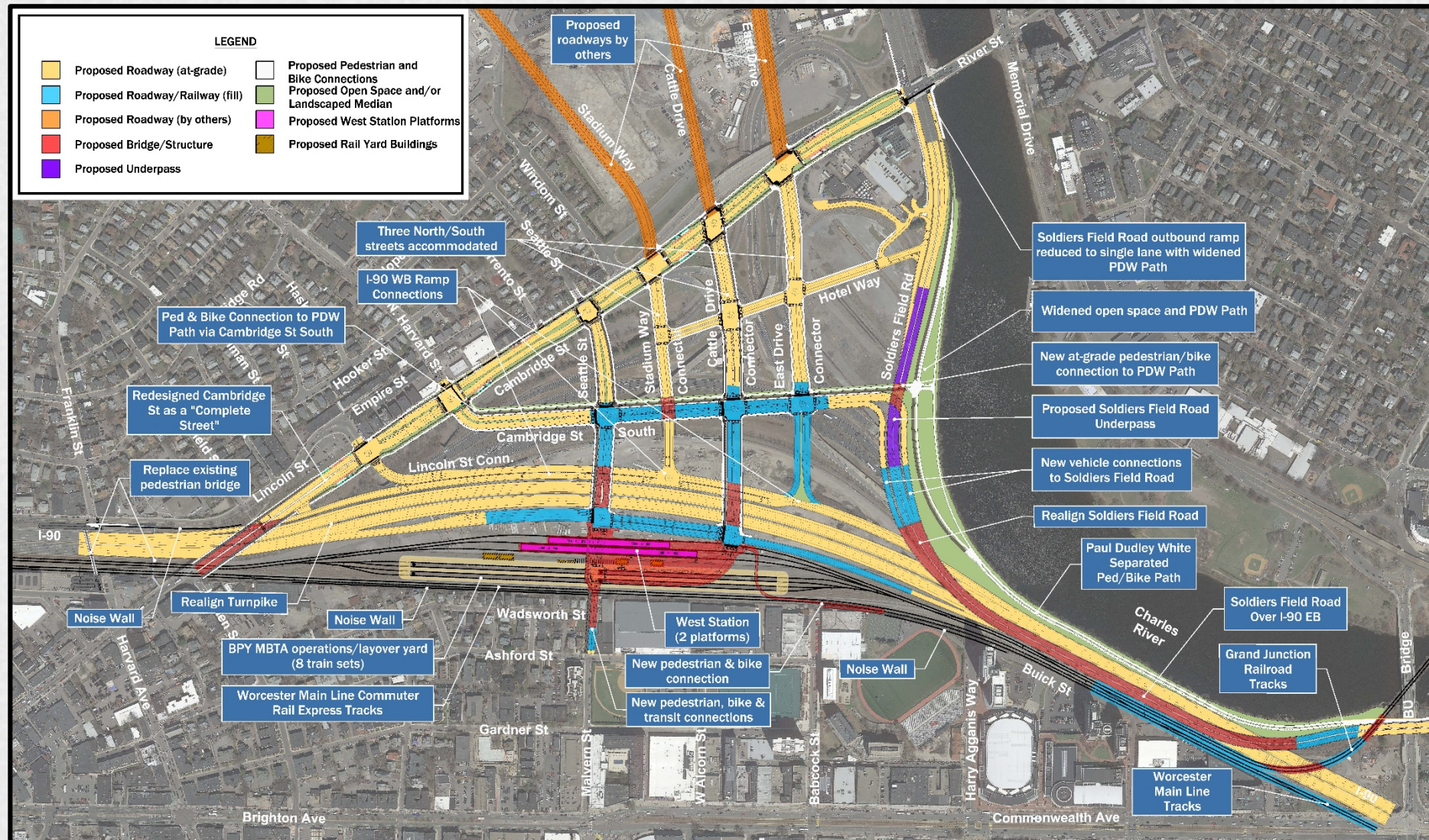
Independent Review of Throat Area Variations

- **Independent Review Team (IRT) Study Report (October 2018)**
 - 90-Day Independent Review of At-Grade and Viaduct “Throat” Alternatives managed separately from the Allston I-90 Project Management Group
 - IRT worked with Task Force, City of Boston and other stakeholders to develop refined versions of At-Grade and Viaduct Options for the “Throat” Area
 - IRT Report presented comparison of DEIR and IRT At-Grade and Viaduct “Throat” Alternatives
- **Secretary Decision on MassDOT Preferred “Throat” Alternative (January 2019)**
 - Selection of Highway At-Grade Hybrid with Elevated Soldiers Field Road Alternative
- **Refinement/Documentation of MassDOT Alternative 3L (Current)**

Key Project Elements - I

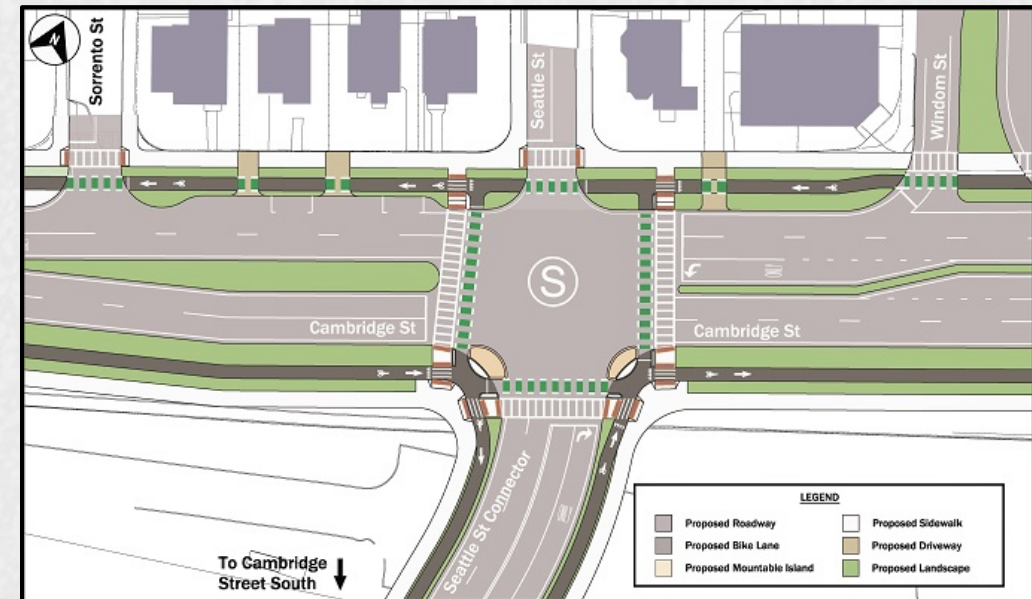
- I-90 Interchange/Urban Street Grid
- West Station
- Commuter Rail Layover Yard
- Malvern Street Transitway
- Bicycle/Pedestrian/Open Space Accommodations

MassDOT Alternative 3L



Key Project Elements - II

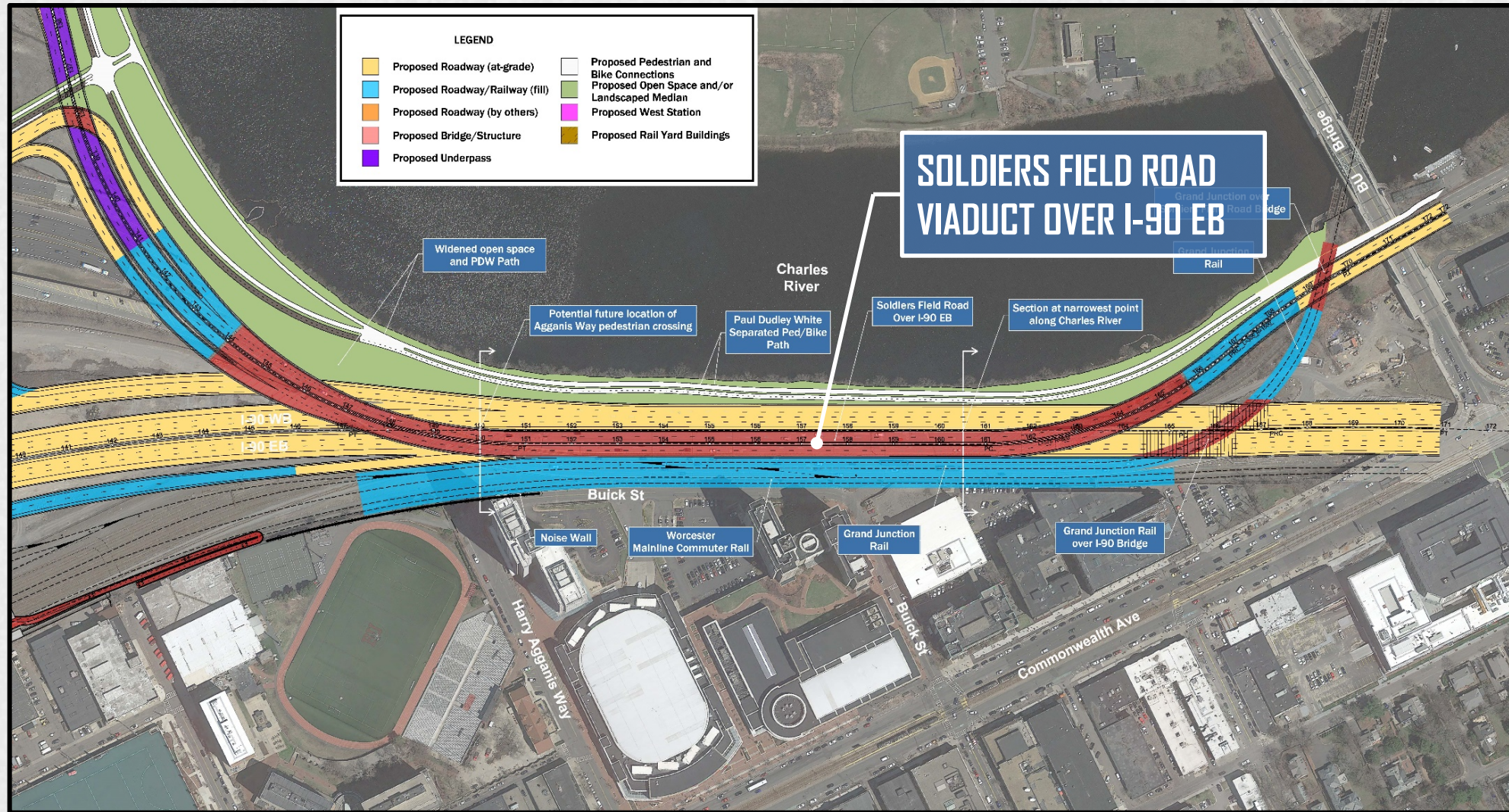
- I-90 Interchange/Urban Street Grid
 - Realign I-90 to reduce horizontal curve
 - Collector/Distributor Road System
 - Travel and/or turning lanes – based on detailed traffic analysis of CTPS model
 - Realign Soldiers Field Road (SFR) with ramp connections to Cambridge Street South for shorter connections to I-90
 - Varying “Complete Street” accommodations throughout street grid



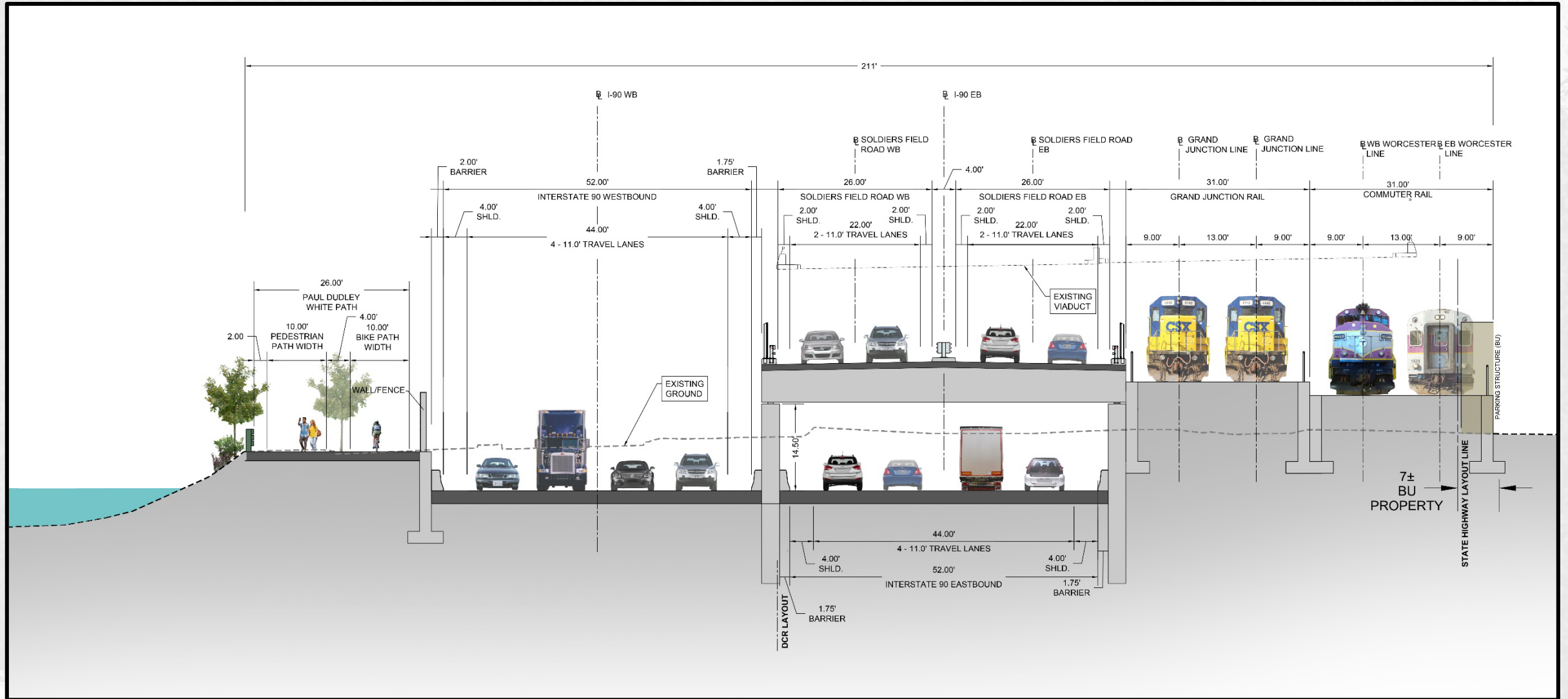
"Throat" Area (looking West)



EB SFR Viaduct - Plan View (SFR over I-90 EB)



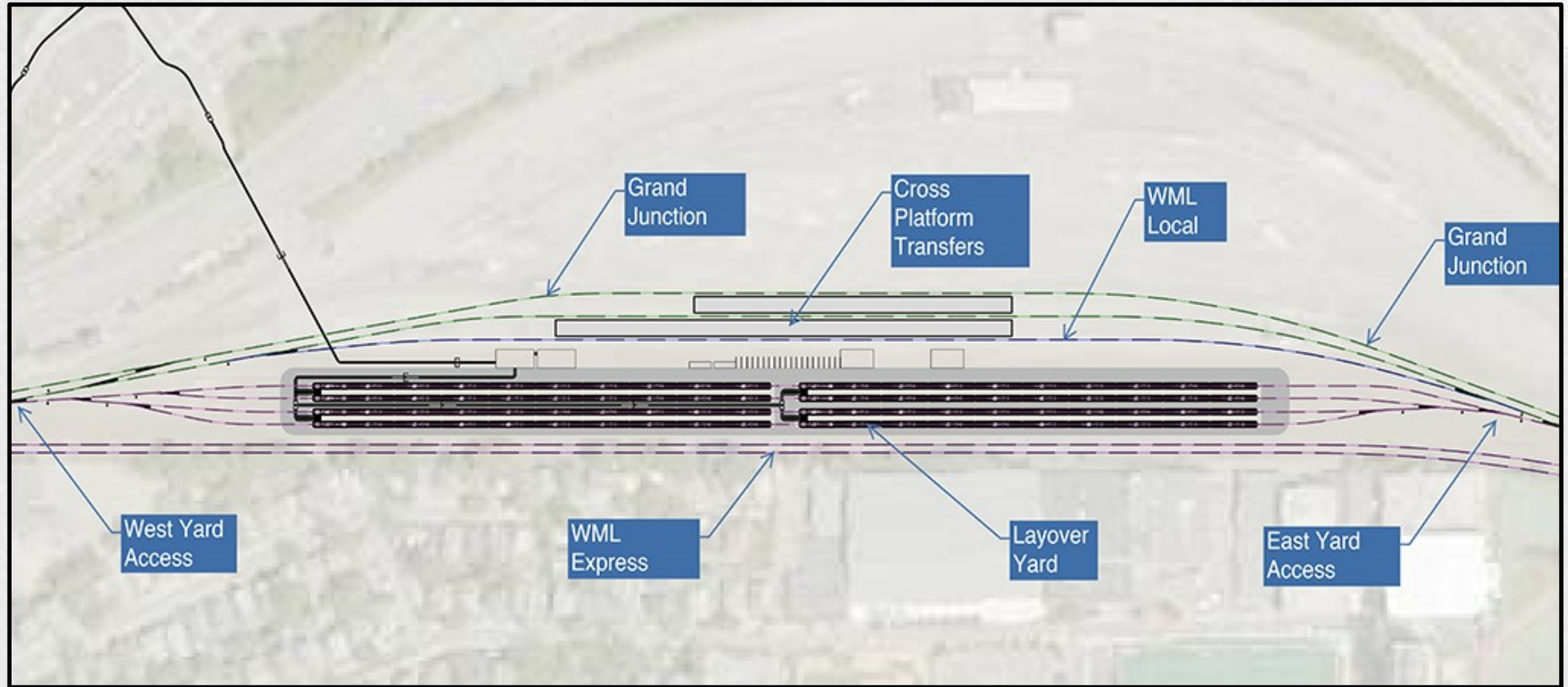
EB SFR Viaduct - Section View (SFR over I-90 EB)



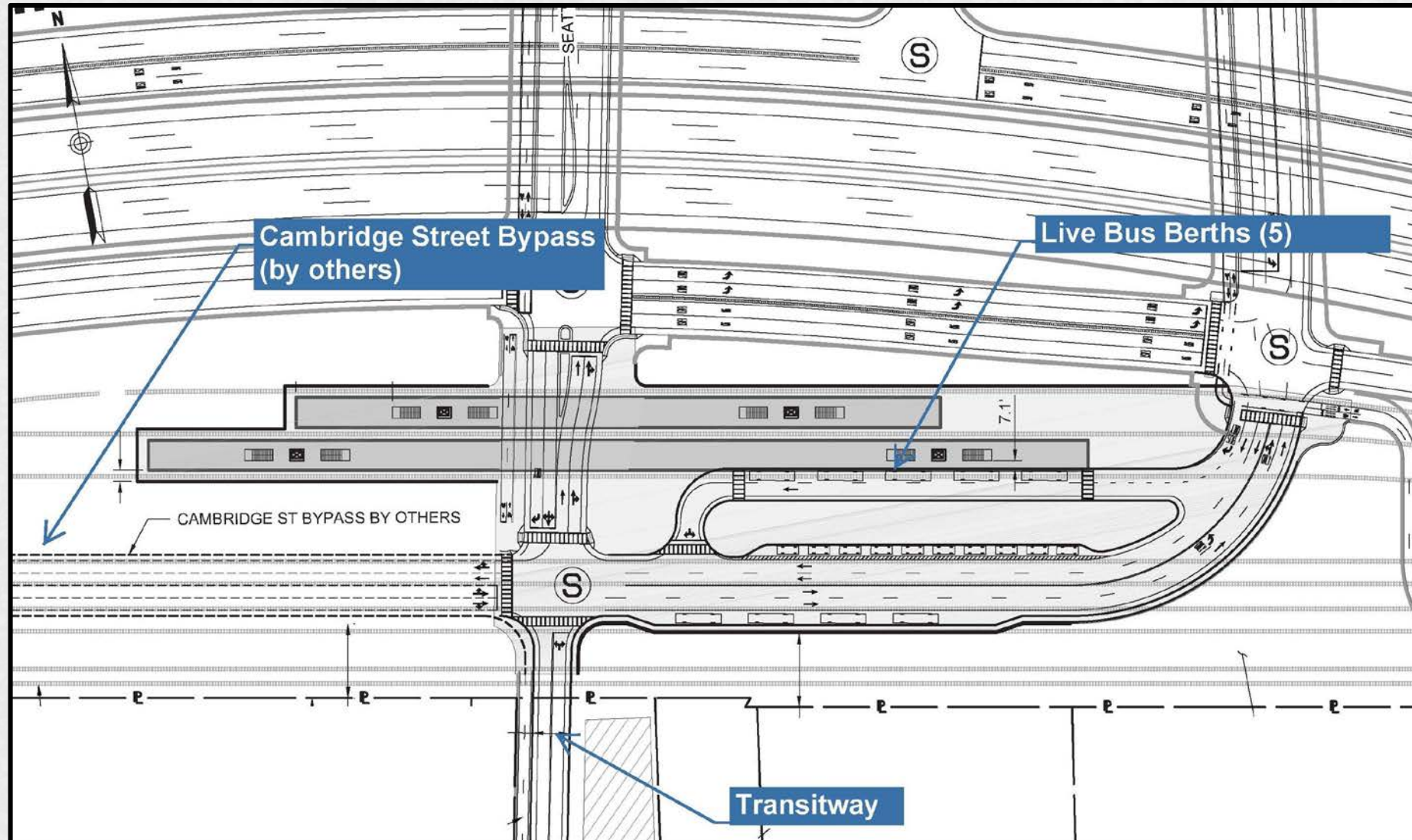
Key Project Elements (cont.)

- **West Station**
 - Two platform configuration
 - Two Worcester Mainline Commuter Rail Express Tracks
 - Two-way bus loop, “kiss and ride” and provisions for shuttles and taxis
 - Accommodate potential future Urban Rail service to North Station via Grand Junction Line
- **Commuter Rail Layover Yard**
 - Need for layover capacity and light maintenance for commuter rail operations to the west of South Station to provide a more-balanced mix of layover sites
 - Noise barrier along south side of RR tracks adjacent to residential neighborhood

West Station Platforms & Rail Yard Concept (Flip)



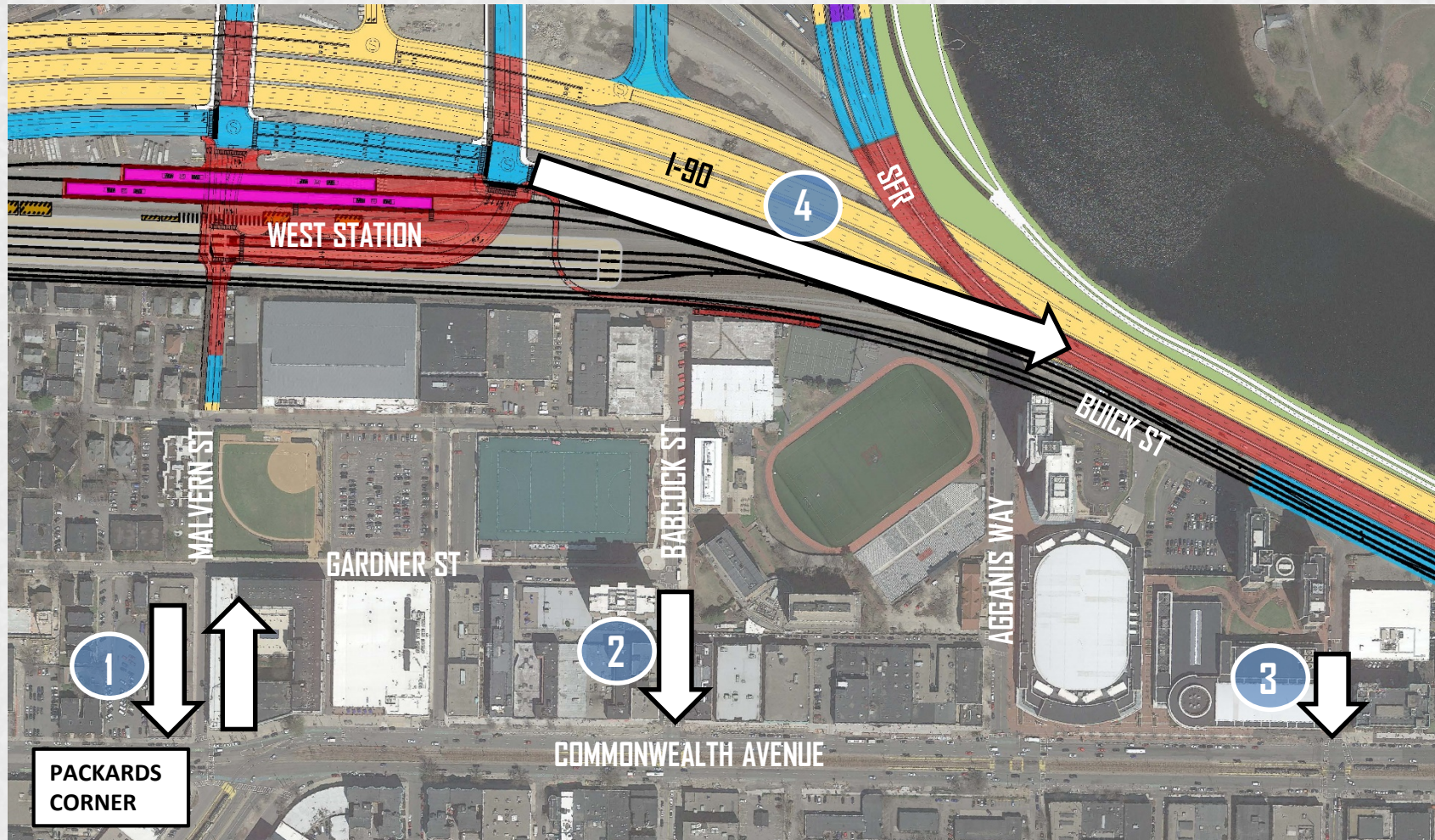
West Station Bus Concourse Concept (Flip)



Key Project Elements – Malvern Transitway



- Malvern Street Transitway

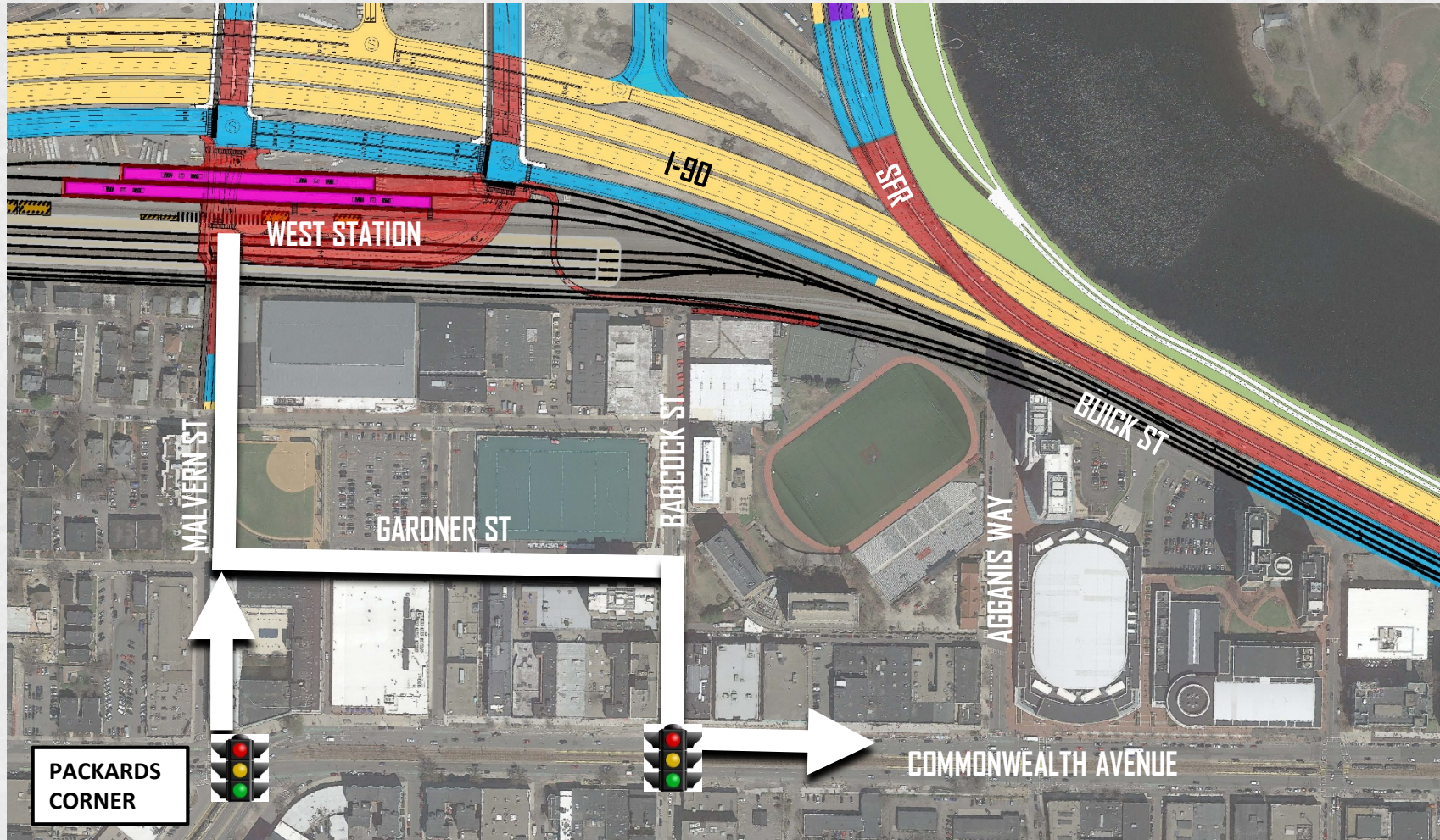


1. MALVERN STREET TWO-WAY
2. MALVERN STREET & BABCOCK STREET
3. MALVERN STREET & BUICK STREET
4. MALVERN ST WITH EXISTING STREET NETWORK

Key Project Elements – Malvern Street Transitway Option #2



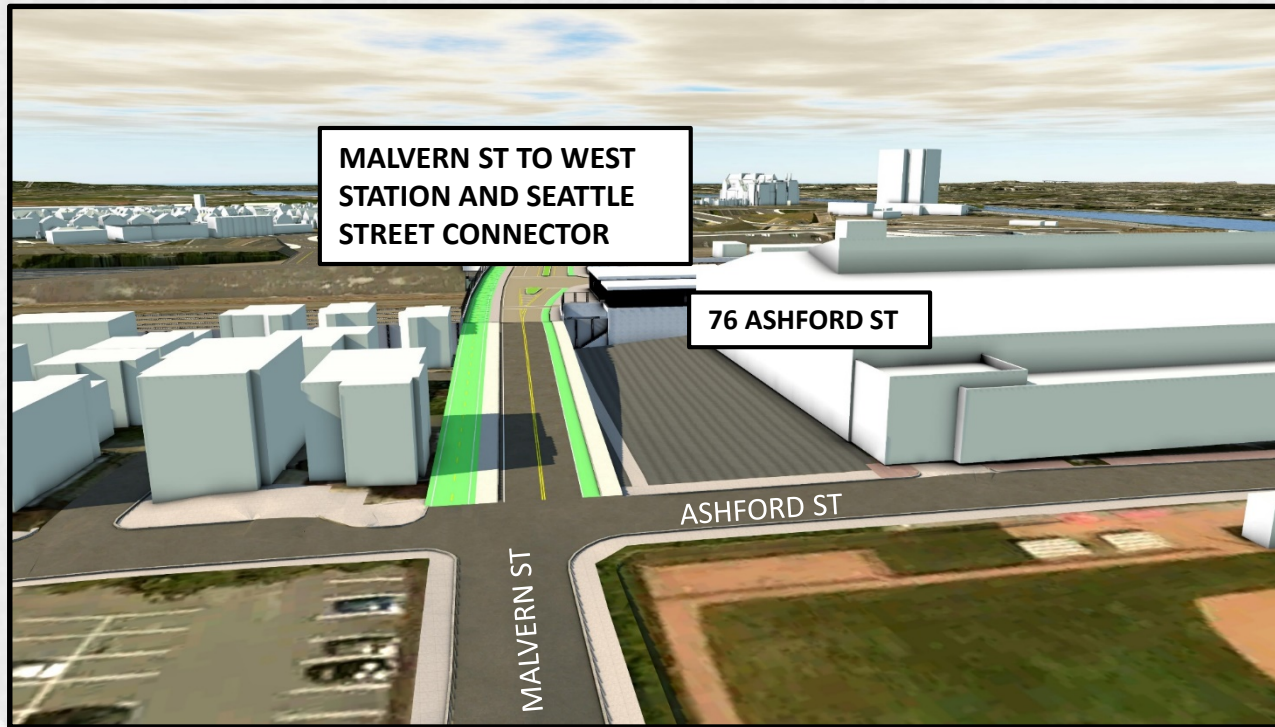
- Malvern Street Transitway – Option #2 Bus Circulation Identified as “Least Disruptive”



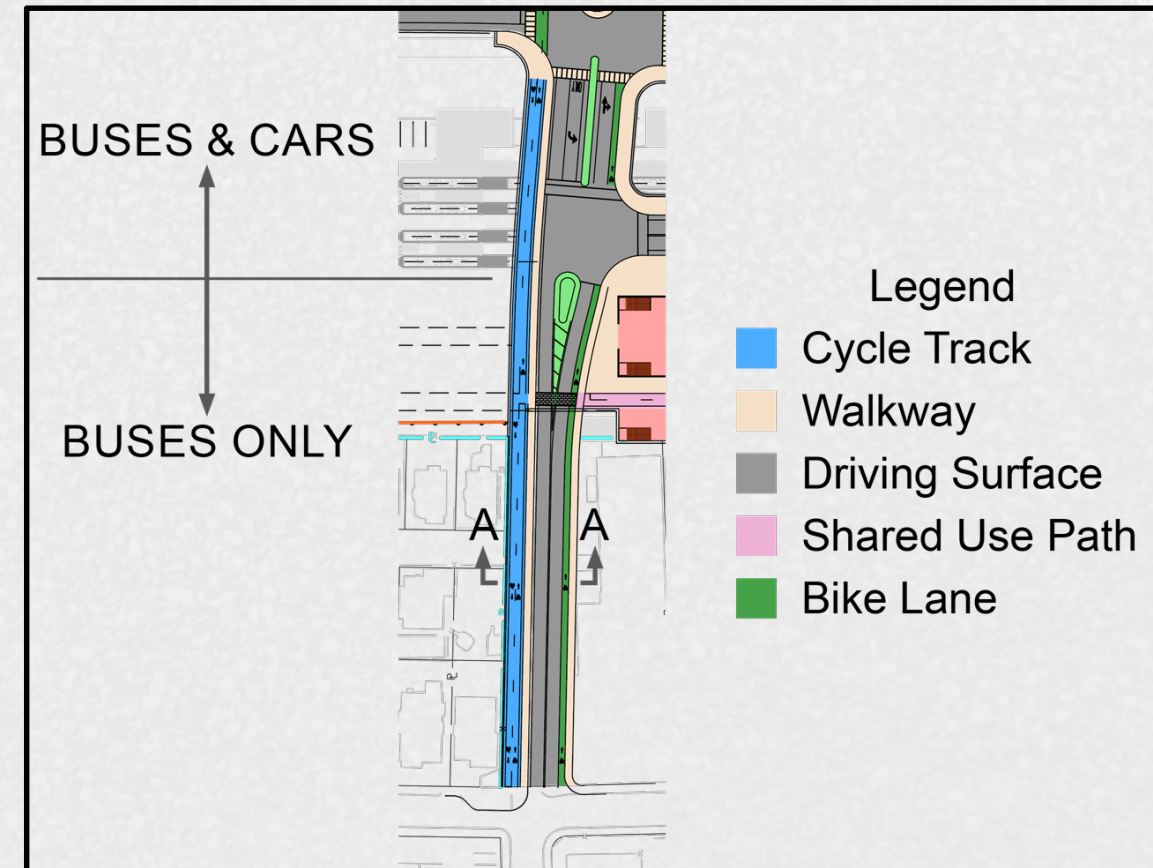
Key Project Elements - Bicycle/Pedestrian/Open Space Accommodations



- Bicycle/pedestrian access to West Station from south via Malvern and Ashford Streets



Malvern Street Transitway

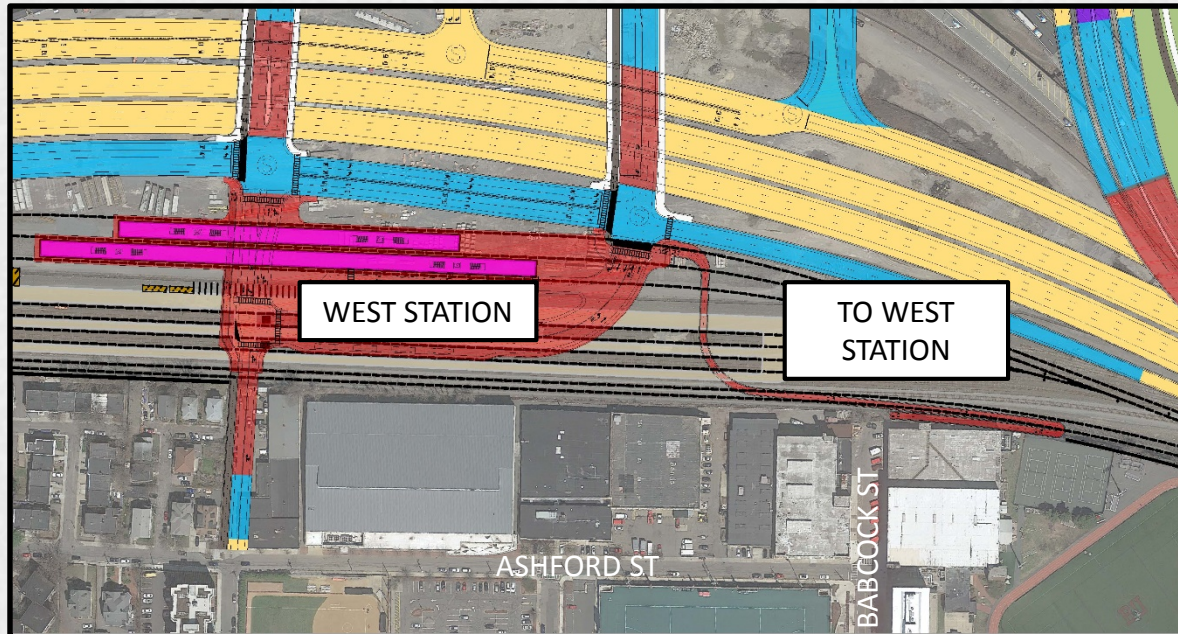


Malvern Street Transitway Ped/Bike Facilities

Key Project Elements - Bicycle/Pedestrian/ Open Space Accommodations (cont.)



- Bicycle/pedestrian access to West Station from south via Babcock St



Babcock Street Ped/Bike Connection



Babcock Street Ped/Bike Connection

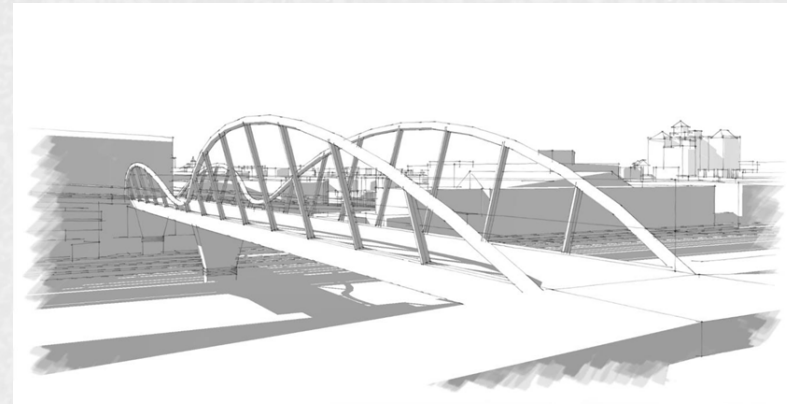
Key Project Elements - Bicycle/Pedestrian/ Open Space Accommodations (cont)



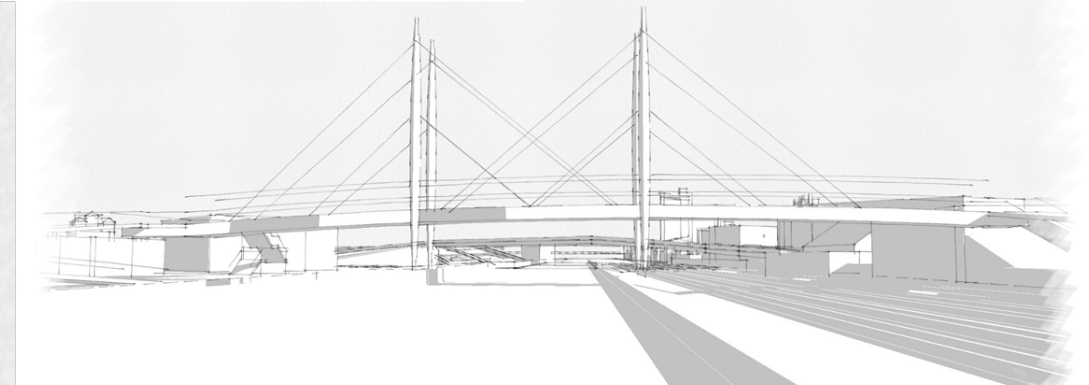
- Replacement of Franklin Street pedestrian bridge over I-90



Proposed Franklin Street Ped/Bike Connection



Steel Arch

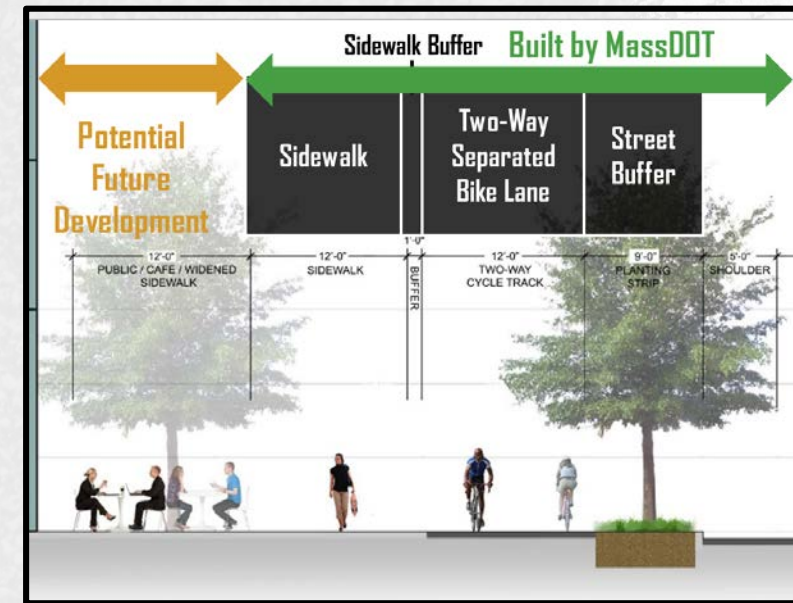


Cable Stay

Franklin Street Bridge - Possible Types

Key Project Elements - Bicycle/Pedestrian/ Open Spaces Accommodations (cont.)

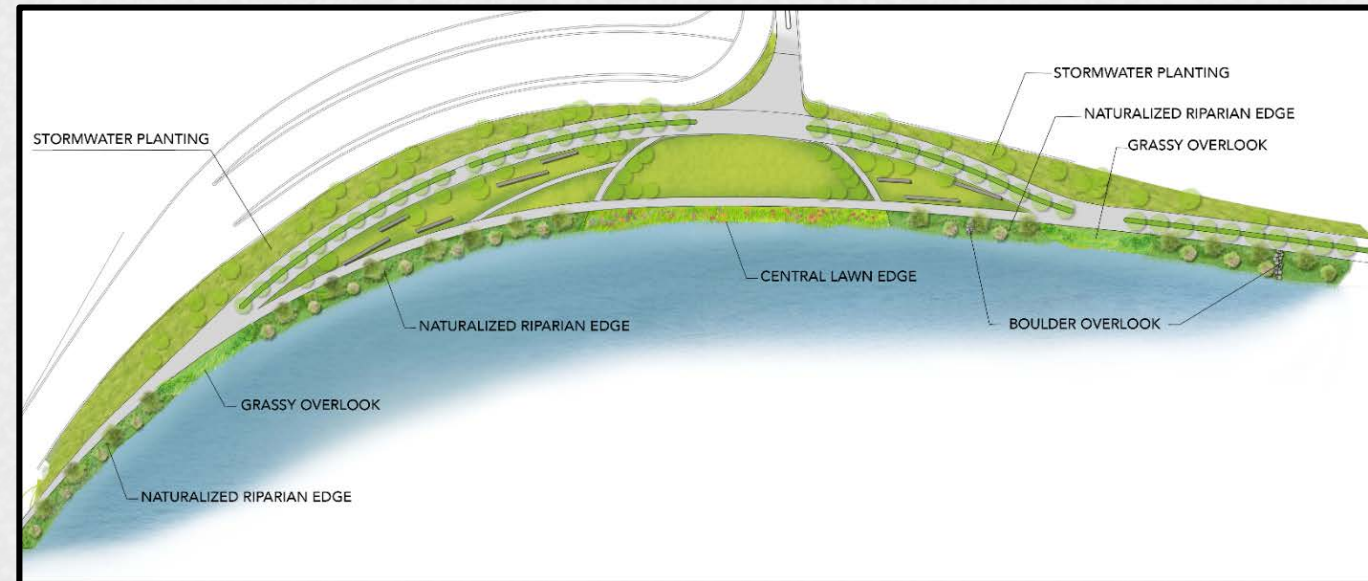
- Realign Soldiers Field Road (SFR) with underpass to allow for additional open space and at-grade bicycle/pedestrian connection to PDW Path via enhanced bicycle/pedestrian facilities along Cambridge Street South



Cambridge Street South Ped/Bike Facilities



**Cambridge Street South Connection
To PDW Path Ped/Bike Facilities**



Enhanced PDW Path and Additional Open Space along River

Project Development Process



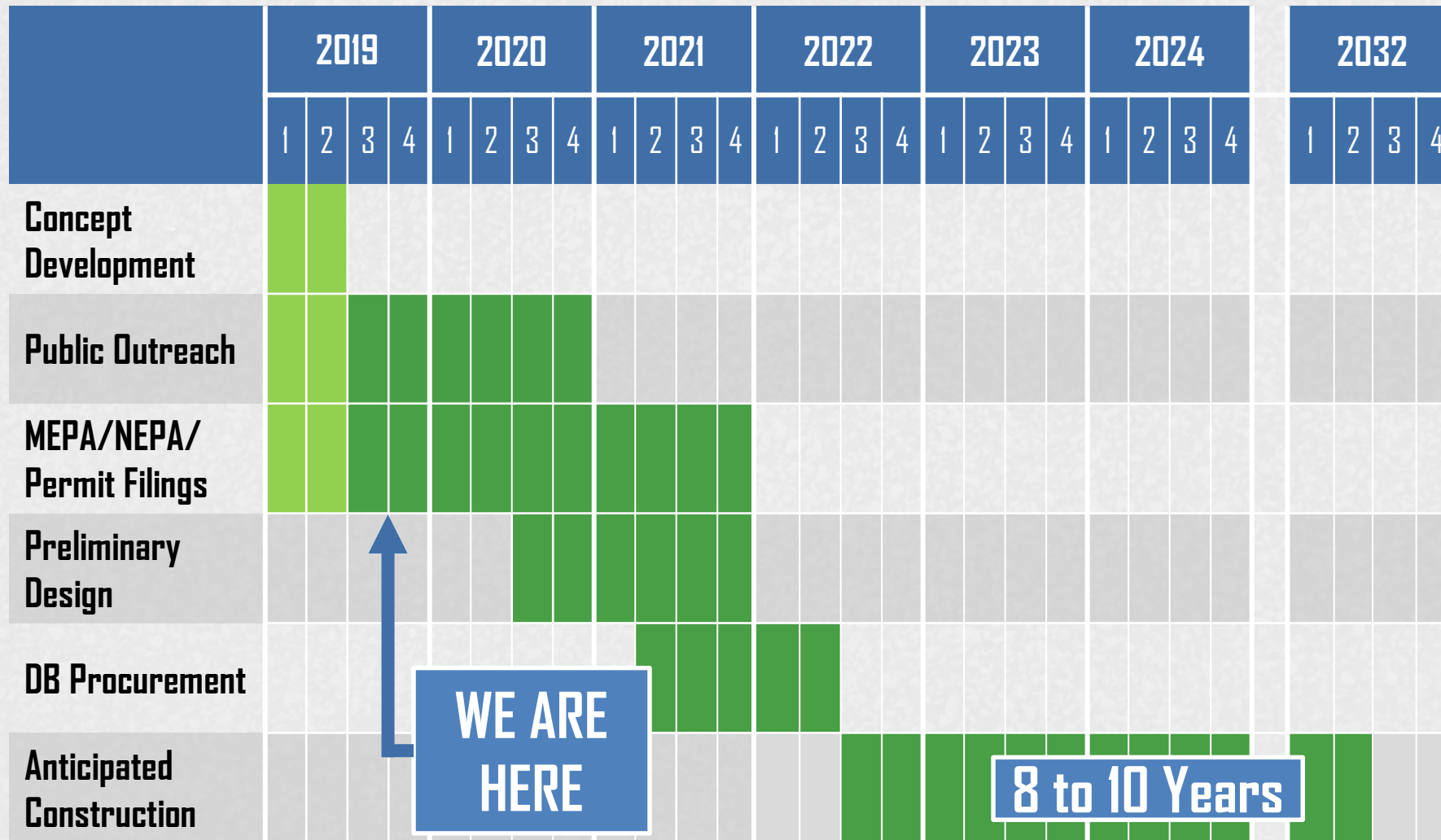
Public Involvement

- Data Collection and Analyses of Existing Conditions
- Development of Conceptual Alternatives
- Evaluation of Alternatives:
Functional, Environmental (Social & Natural Environments)
- Refinement/Selection of Preferred Alternative
- Environmental Documentation
- Preliminary Design
- Design-Build Procurement and Implementation

Next Steps

- **Continued NEPA & MEPA Process**
 - **NEPA Notice of Intent (NOI) to Prepare an Environmental Impact Statement (EIS) (Fall 2019)**
 - Kicks off the scoping process and starts the two year clock - from publication of the NOI to publication of the Record of Decision (ROD)
 - Scoping Report to be published after publication of the NOI
 - **MEPA Notice of Project Change (Early 2020)**
 - Will discuss the SFR Viaduct Option which was not included in previous MEPA filings
- **Upcoming Task Force Meeting**
 - **October 10th, 2019**
Jackson-Mann Community Center
500 Cambridge Street
6:00-8:00PM

Project Timeline



Questions & Answers

