



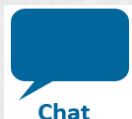
I-90 ALLSTON INTERCHANGE A MULTIMODAL TRANSPORTATION PROJECT

Task Force Meeting
November 14, 2023

Zoom meeting controls



If you have trouble with the meeting technology during the presentation, please call: [1.888.799.9666]



- Use the chat button to ask questions, Alt+H (If disabled – replace text with "Chat Disabled")



- To unmute audio - Alt + A toggles audio off/on



- To show video - Alt + V toggles video off/on



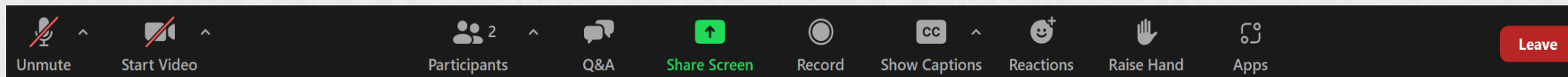
- Raise your hand - *9 for users dialing in and Alt + Y to raise your hand



- If you are unable to access the internet or are having technical problems, please call into the meeting at 646-876-9923 Webinar ID: 881 6657 8628 Passcode: 396686



- Closed captioning automatically generated by Zoom



Public meeting notes and procedures:

Notification

- While this virtual public meeting is not being recorded by zoom, the Massachusetts Department of Transportation may choose to retain and distribute images, audio, and/or the Q/A transcript.
- All parts of this meeting are considered public record.
- If you are not comfortable being part of the official record, please refrain from utilizing the Q/A feature, turn off your camera, and keep your microphone muted, or you may choose to excuse yourself from the meeting.

Important notes

- Your microphone and camera are automatically disabled upon entering the meeting.
- The meeting will be open to questions and answers at the end of the formal presentation.
- Please take time to respond to our survey at the end of the presentation. Your feedback is important.

Unauthorized use or distribution of this material is prohibited without prior consent of the MassDOT Communications Department

Notice of MassDOT's policy on diversity and civil rights:

- All MassDOT activities, including public meetings, are free of discrimination.
- MassDOT complies with all federal and state civil rights requirements preventing discrimination based on sex, race, color, ancestry, national origin (limited English proficiency), religion, creed, gender, sexual orientation, gender identity or expression, or veteran's status.
- We welcome the diversity from across our entire service area. If you have any questions or concerns, please visit <https://www.mass.gov/nondiscrimination-in-transportation-program> to reach the Office of Diversity and Civil Rights.

All questions and comments are welcome and appreciated, however we do request that you refrain from any disrespectful comments.

Share Your Questions and Comments



- Submit your questions and comments; (Alt + H)
- “Raise your hand” to be unmuted for verbal questions; (Alt + Y)
- Please state your name before your question
- Please share only **1** question or comment at a time, limited to 2 minutes, to allow others to participate.
- To ask a question via phone, dial *9 and the moderator will call out the last 4-digits of your phone number and unmute your audio when it is your turn.
- Please take a moment to take the survey on your experience after this meeting




Please be advised that all comments are subject to disclosure for public records, therefore use these functions for project-related business only.

Today's Agenda

- Welcome/Introductions
- **USDOT Grant Application Update**
- Cambridge Street Bridge
- Franklin Street Pedestrian Bridge
- Southside Buffer Path
- Central Transportation Planning Staff (CTPS) Modeling
- Lincoln Street Noise Barriers
- Questions

USDOT MEGA Grant

- MEGA supports large, complex projects that are difficult to fund by other means and likely to generate national or regional economic, mobility, or safety benefits
- Application submitted on August 21, 2023
- Pursuing \$200 million in MEGA Grant award
 - \$1.8 billion available in funding in this notice of funding opportunity (NOFO)
- MassDOT is the lead applicant, filing jointly with the City of Boston
- Strong financial commitment and collaboration between MassDOT, the City of Boston, Harvard University and Boston University



I-90 Allston Multimodal Project:
FY 2023
Multimodal Project
Discretionary Grant Application

August 21, 2023

Submitted to
Office of the Secretary of Transportation, US DOT

Submitted by
Massachusetts Department of Transportation
The City of Boston

USDOT Reconnecting Communities and Neighborhoods (RCN) Grant



- RCN combines two major Discretionary Grants sharing common characteristics; prioritizing disadvantaged communities, reconnecting communities by removing facilities which create barriers and fostering equitable development and restoration
 - Reconnecting Communities Pilot (RCP)
 - Neighborhood Access and Equity (NAE)
- Application submitted on September 28, 2023
- Pursuing \$500 million in RCN Grant award
 - \$3.353 billion available in funding in this NOFO
- MassDOT is the lead applicant, filing jointly with the City of Boston
- Strong financial commitment and collaboration between MassDOT, the City of Boston, Harvard University and Boston University



Modified At-Grade Option
(Looking East)

Today's Agenda

- Welcome/Introductions
- USDOT Grant Application Update
- **Cambridge Street Bridge**
- Franklin Street Pedestrian Bridge
- Southside Buffer Path
- Central Transportation Planning Staff (CTPS) Modeling
- Lincoln Street Noise Barriers
- Questions

Cambridge Street Bridge

- **Overview of Design Charrette Held on 9/28**
 - Discussed pros/cons of a full bridge replacement compared to a rehabilitation
 - Discussed design details of Cambridge Street Rehabilitation:
 - Opportunity to remove median fence
 - Development of three options for the two-way cycle track on WB sidewalk: terminate at Franklin St Pedestrian bridge, or terminate at Lincoln Street ramp along curb line, or terminate at Lincoln Street ramp along barrier
 - Development of location of Mid Block Crossing: HAWK signal, bridge capacity, ADA accessible grades, desire lines, signal proximity to other intersections
 - Development of Lincoln Street Switchback Ramp: grade requirements, gas line easement, retaining mature trees
 - South Side Buffer Path: provides 16' clear width and 20' overall width
 - Complexity and volume of utilities at both approaches

Cambridge Street Bridge (Cont.)

- **Your Questions, Concerns, Comments from Design Charrette**
 - Accessibility for all users
 - Safety
 - Continuous Bike Connections Across Bridge
 - Can EB Cambridge Street be a single lane from Harvard to Linden?
 - Confirm 18'-6" RR clearance required
 - Mixing zone conflict points
 - Reducing median width and provide that area to sidewalk

Cambridge Street Bridge (Cont.)

- Next Steps
 - Site walk on 12/7, 2-4 PM
 - Developing Concept Level highway, rail and bridge profiles for a replacement alternative
 - Developing Concept Level costs for a replacement alternative
 - Evaluating questions/comments from Design Charrette
 - Developing Cambridge Street Bridge Replacement/Rehabilitation Comparative Analysis
 - Used to inform MassDOT leadership decisions

Cambridge Street Bridge Comparative Analysis	
Category	(What does this mean?)
Accessibility	<ul style="list-style-type: none"> • ADA compliant • <5% roadway/sidewalk profile slope • Access points for all users • User-friendly
Safety	<ul style="list-style-type: none"> • Structure condition • Traffic safety • Safe for all non-motorized users
Cost	<ul style="list-style-type: none"> • Allocated funds • Life-cycle costs
Schedule	<ul style="list-style-type: none"> • Early action item (sequencing) • Part of Multimodal project • Construction duration
Multimodal Separation	<ul style="list-style-type: none"> • Minimize bike/ped/vehicle conflicts
Resiliency	<ul style="list-style-type: none"> • Climate
Utilities	<ul style="list-style-type: none"> • Multiple gas • Water • Sewer • Multiple electric • Multiple telecom
Permitting/Cultural Resources	<ul style="list-style-type: none"> • Depot property • Allen Building
Vertical Clearances	<ul style="list-style-type: none"> • 18'-6" over RR • 14'-6" over I-90
Span Configuration/Pier Locations	<ul style="list-style-type: none"> • Bridge structure modifications to better accommodate Multimodal design elements
Future Connectivity/Final Condition (Multimodal)	<ul style="list-style-type: none"> • Bypass Road • Franklin St Ped Bridge • Lincoln St Ped Ramp
Miscellaneous/Other Constraints	<ul style="list-style-type: none"> • Adjacent private developments • Drainage • ROW



Today's Agenda

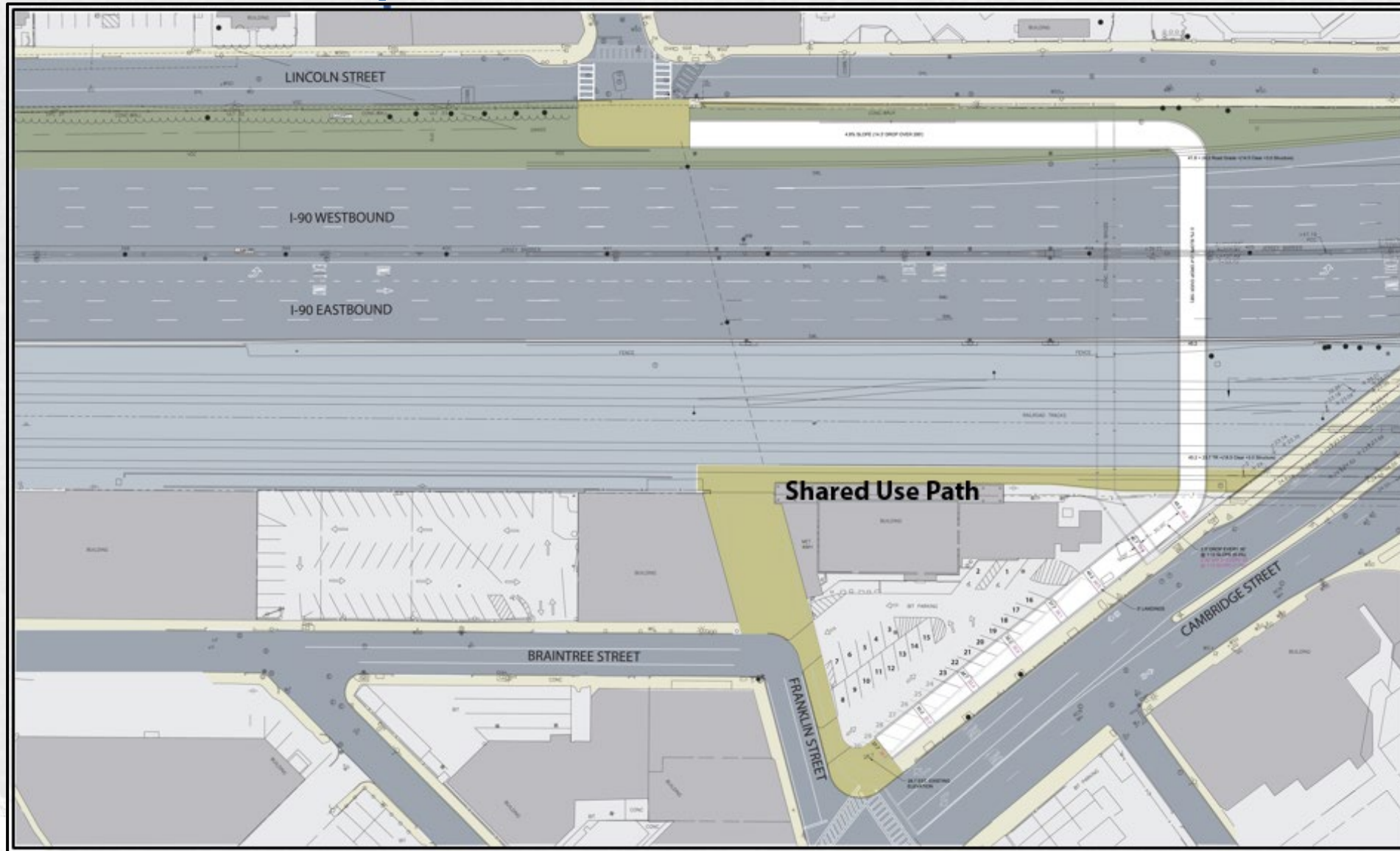
- Welcome/Introductions
- USDOT Grant Application Update
- Cambridge Street Bridge
- **Franklin Street Pedestrian Bridge**
- Southside Buffer Path
- Central Transportation Planning Staff (CTPS) Modeling
- Lincoln Street Noise Barriers
- Questions

Franklin Street Pedestrian Bridge



- 1 Access Ramp @ former Allston Depot
- 2 Spiral @ former Ace Ticket
- 3 U-Turn

1 Access Ramp



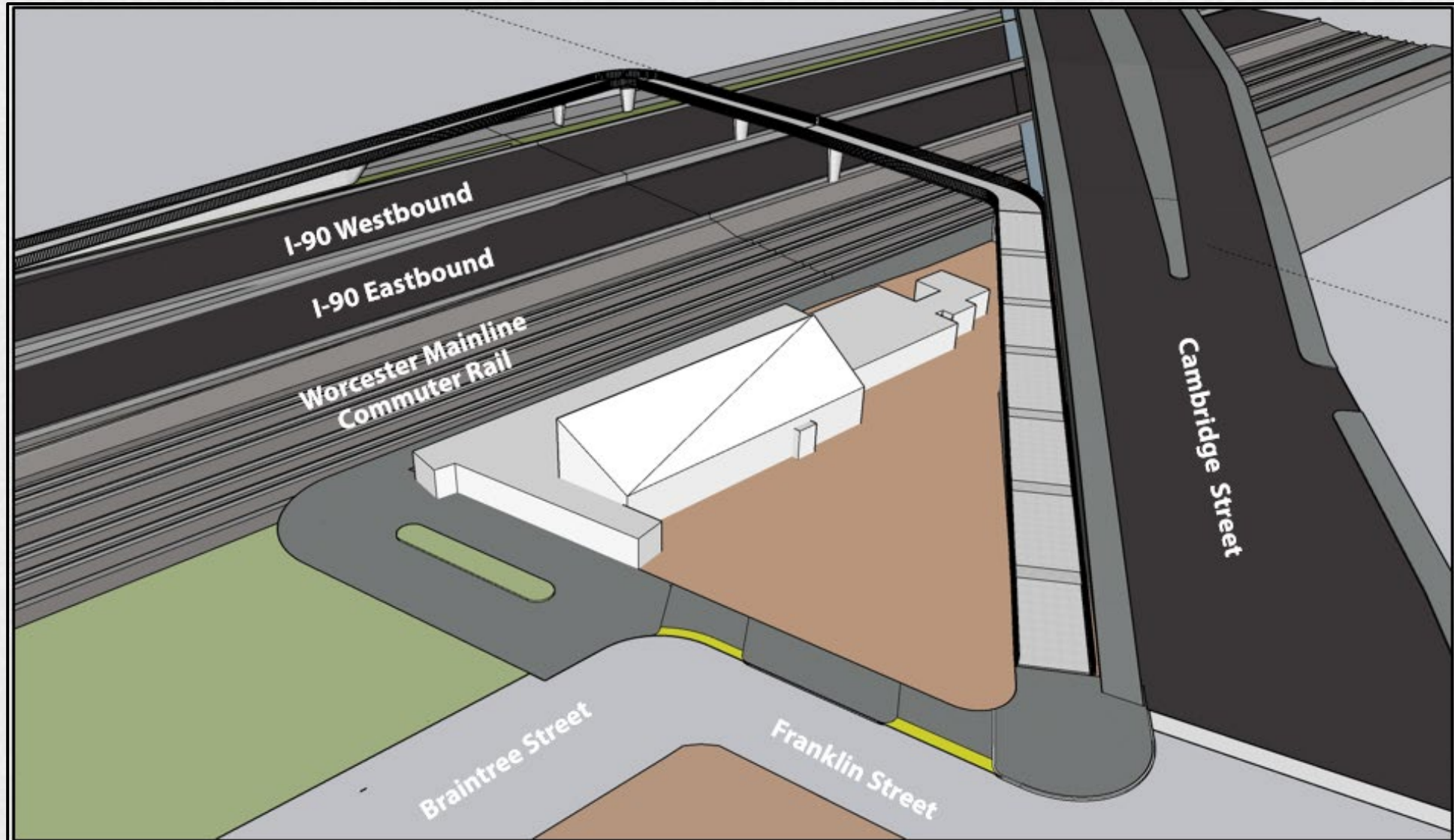
1 ACCESS RAMP <1:12 ramp, 16' wide Advantages

- Similar to existing location
- Avoids taking at Braintree Street
- Good visibility for users

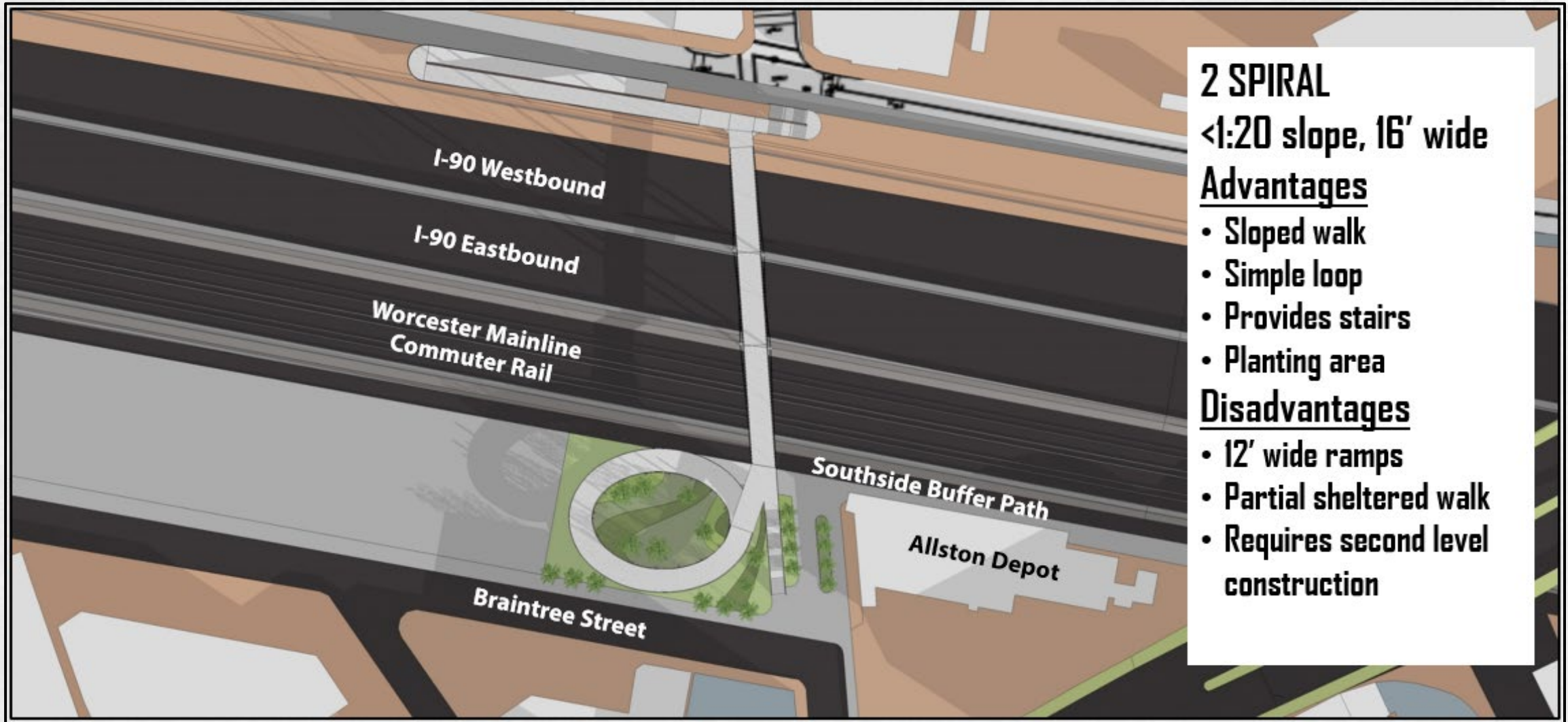
Disadvantages

- Requires a ramp
- No stair option
- No direct connection on Franklin Street
- Removes 11 parking spaces
- Uses land in a historic district Section 106 and 4(f) and local landmark

1 Access Ramp



2 Spiral – Plan View



2 SPIRAL

<1:20 slope, 16' wide

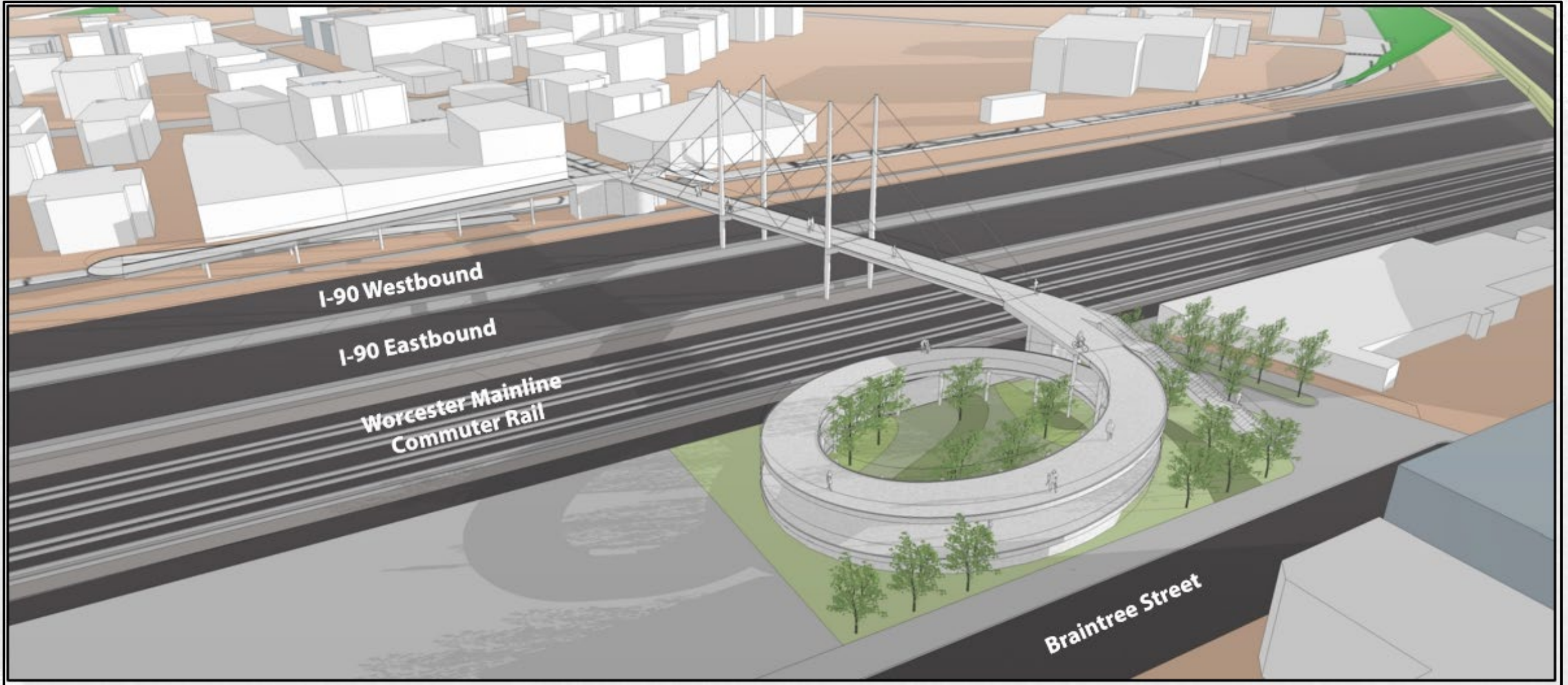
Advantages

- Sloped walk
- Simple loop
- Provides stairs
- Planting area

Disadvantages

- 12' wide ramps
- Partial sheltered walk
- Requires second level construction

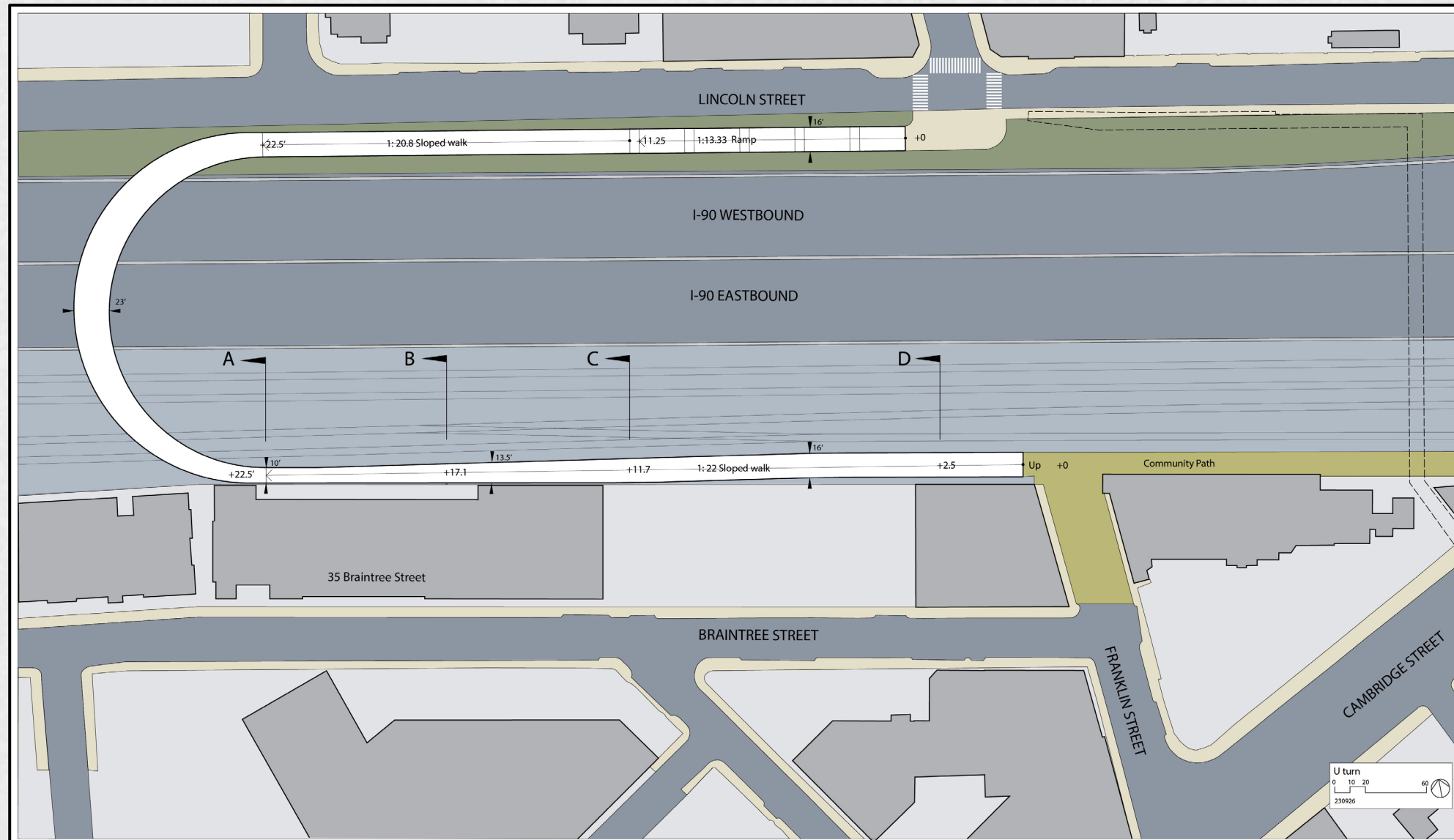
2 Spiral – View Looking Northeast



3 U-Turn Option

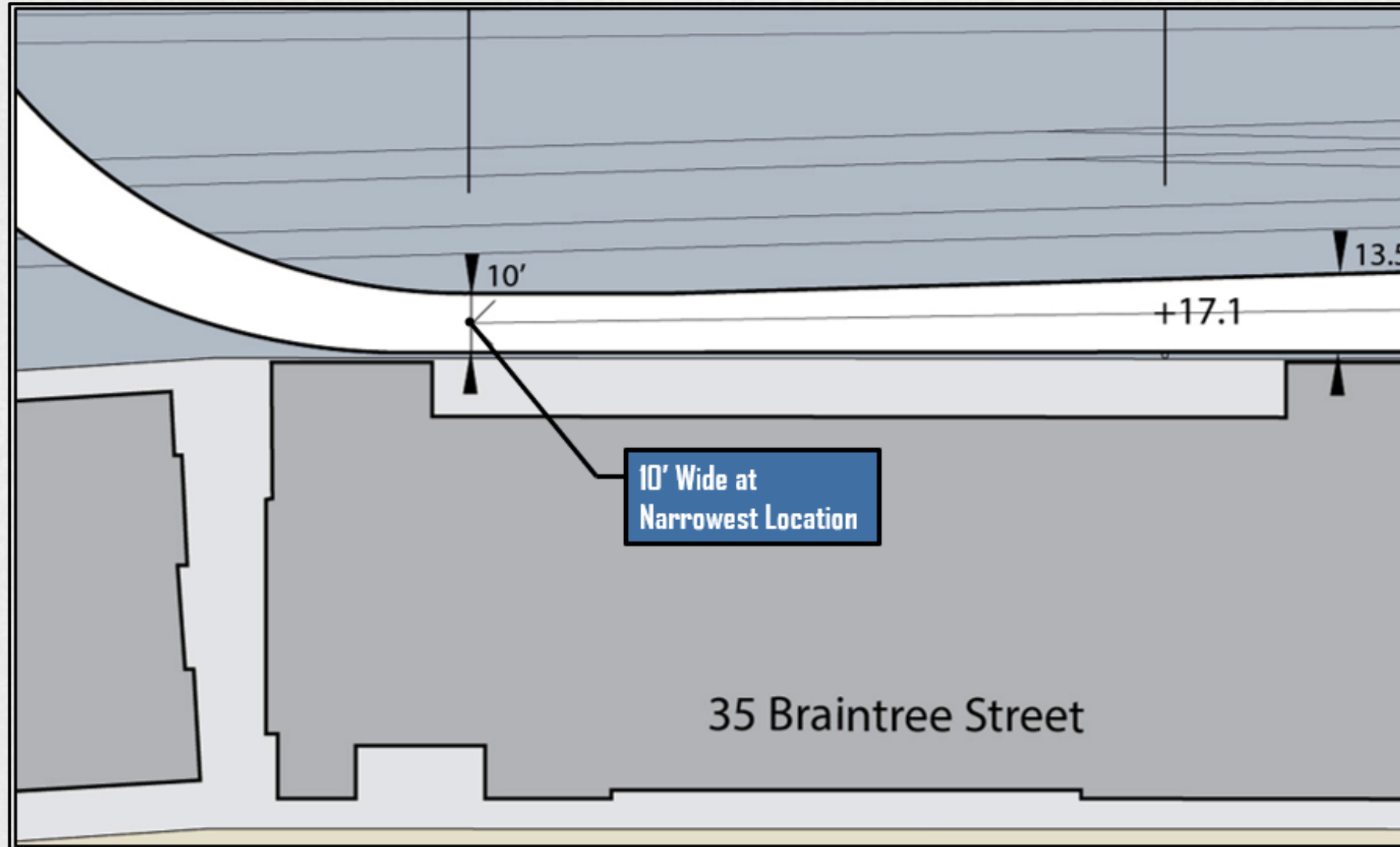
- **Your Questions, Concerns, Comments from Design Charrette**
 - Remove pinch point at southern end of curve—widen to extent possible.
 - Can path be moved away from 35 Braintree St building?
 - Can the path be more direct—rather than the large curve?
 - Less than 5% slope makes the path too long—can that be changed?
 - Flat landings every 30 feet with slope less than 8% is preferred rather than a longer sloped walk without landings.
 - Can stairs be added on both sides of the bridge?

3 U-Turn – Plan View (Original)

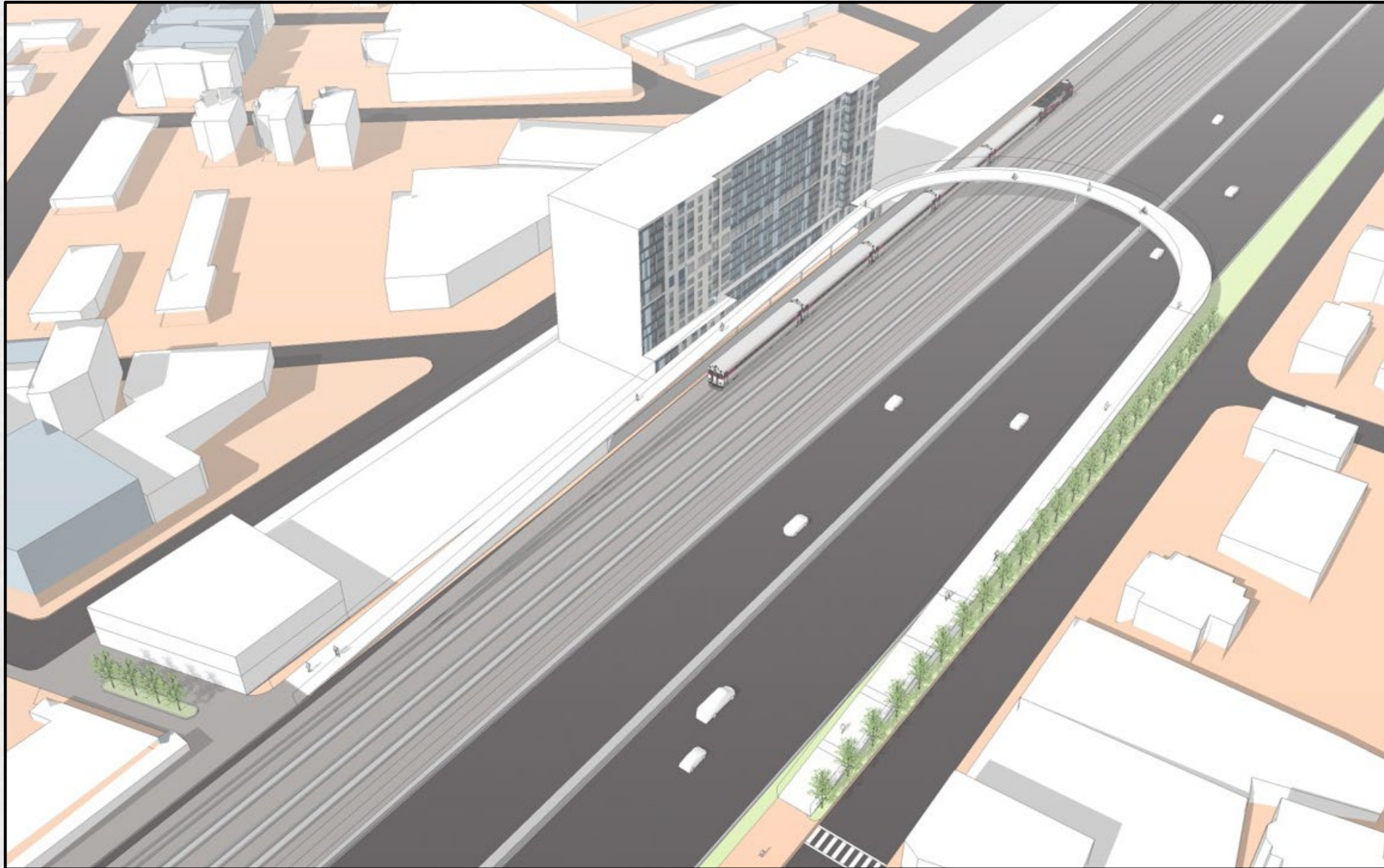


U turn
0 10 20 60
230926

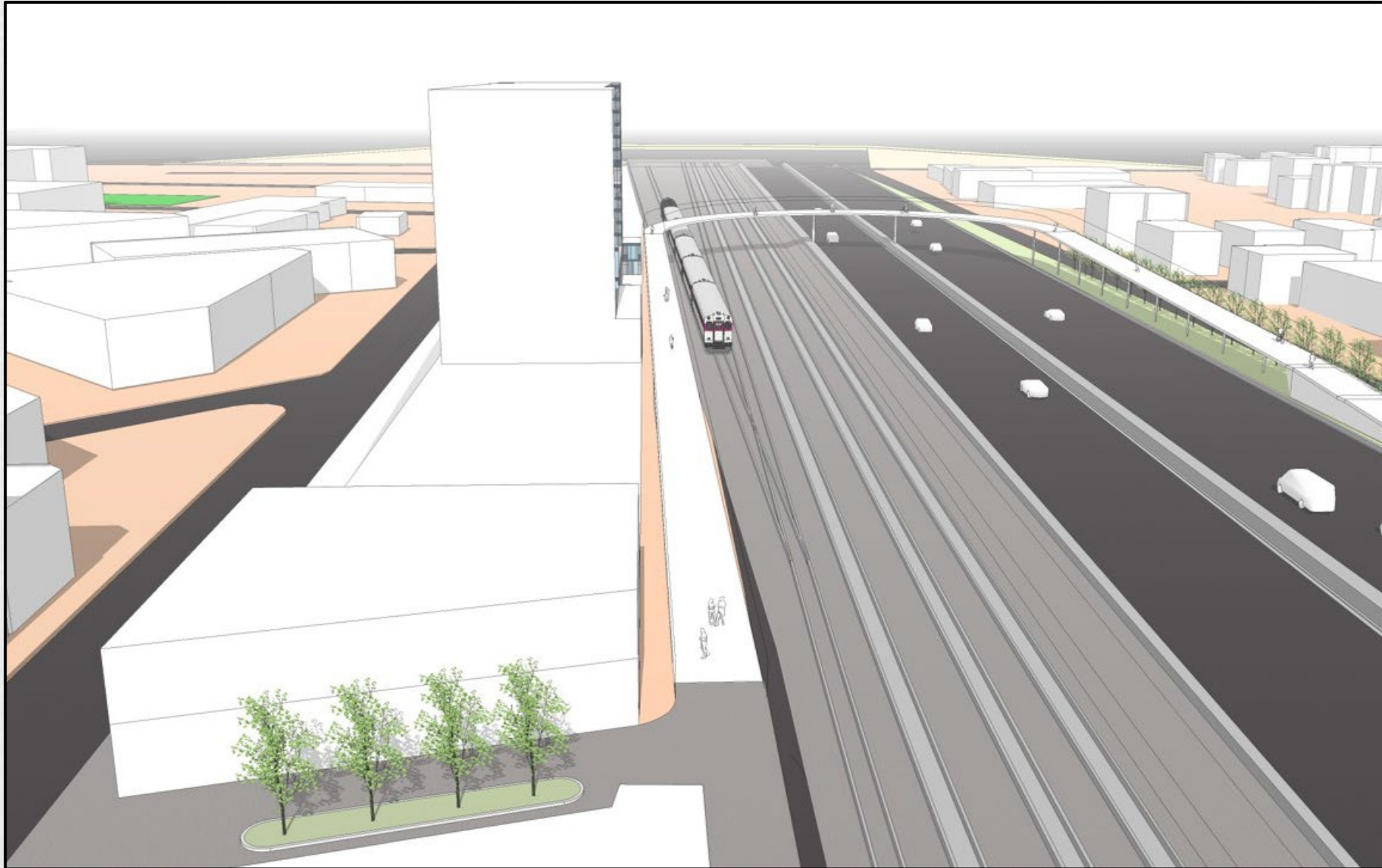
3 U-Turn – Enlarged Plan View (Original)



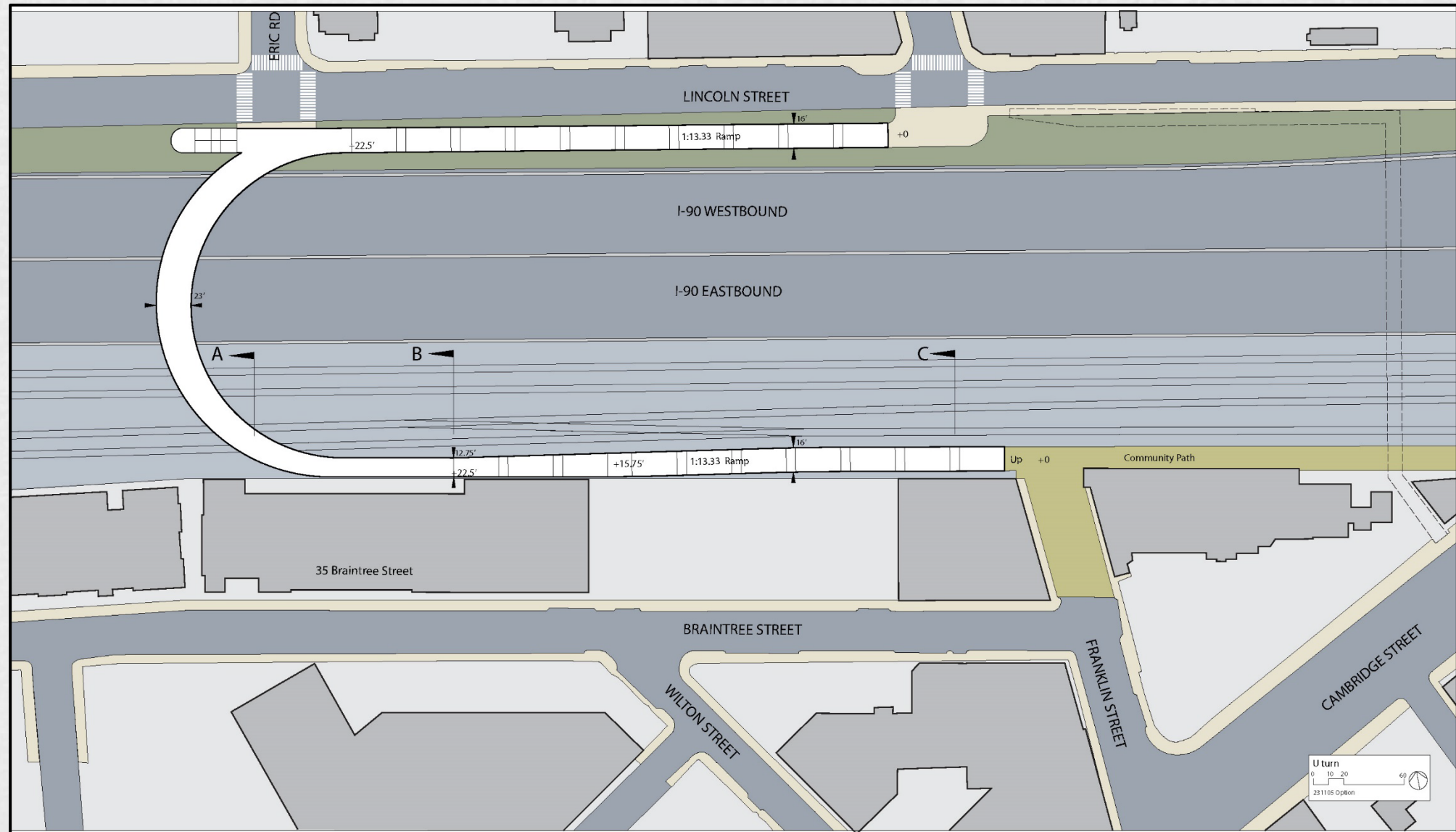
3 U-Turn – View looking Southwest



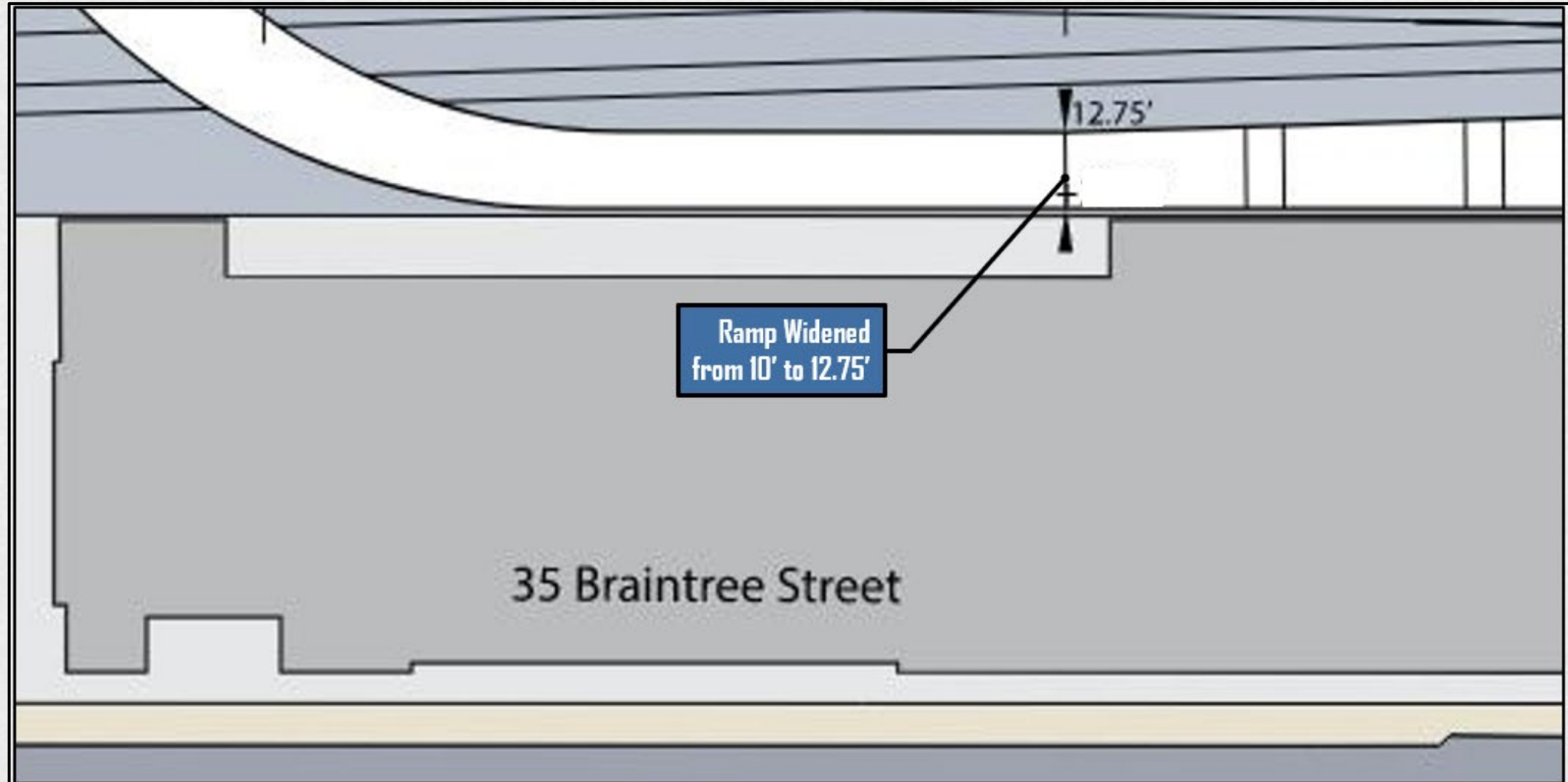
3 U-Turn – View looking West between Ped Bridge Ramp and New Building



3 U-Turn – Plan View (Updated)



3 U-Turn – Plan View (Updated)



Today's Agenda

- Welcome/Introductions
- USDOT Grant Application Update
- Cambridge Street Bridge
- Franklin Street Pedestrian Bridge
- Southside Buffer Path
- Central Transportation Planning Staff (CTPS) Modeling
- Lincoln Street Noise Barriers
- Questions

Discussion Topics

- Southside Path Options
- Malvern Street Transitway Options

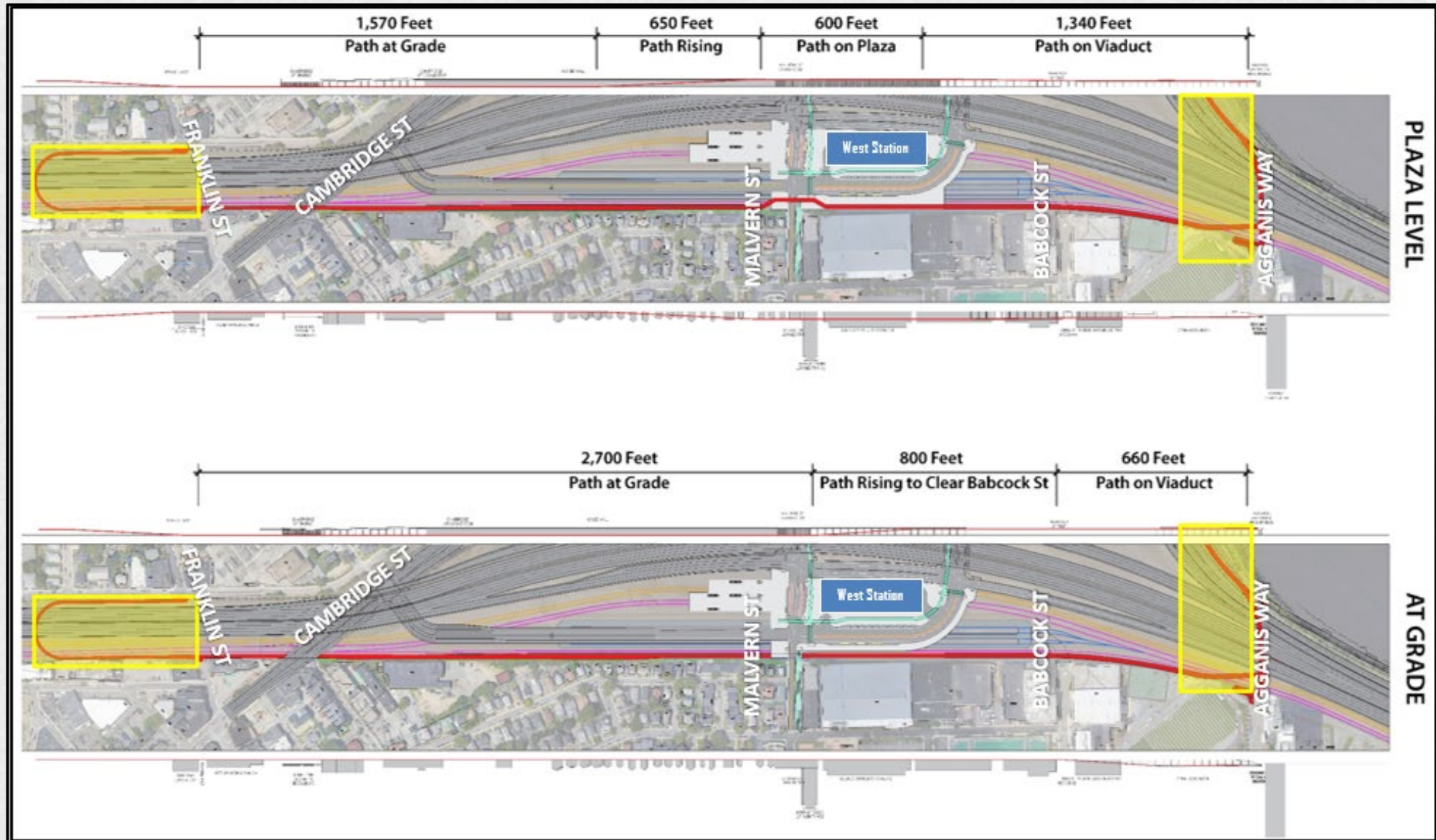


Discussion Topics

- **Southside Path Options**
 - Context and Connectivity
 - Cross-section Analysis



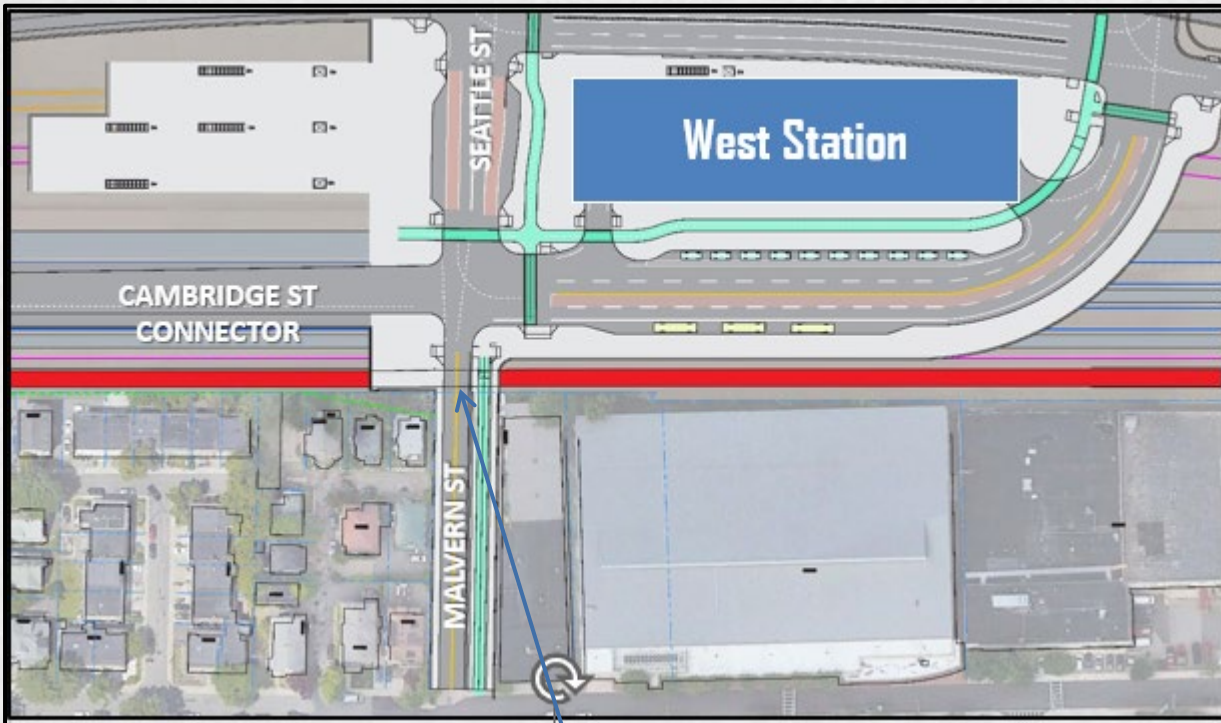
Southside Path Options



Southside Path Connection Options



Southside Path At-Grade Option



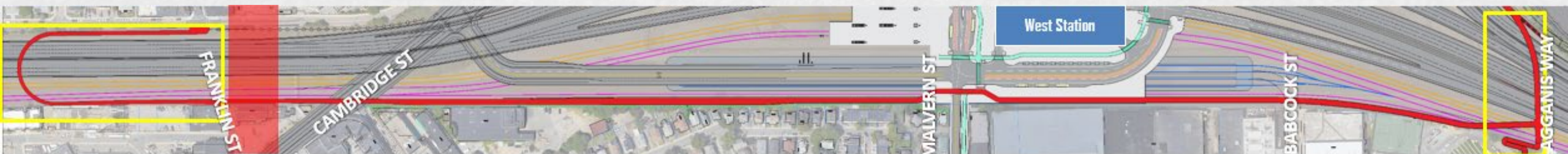
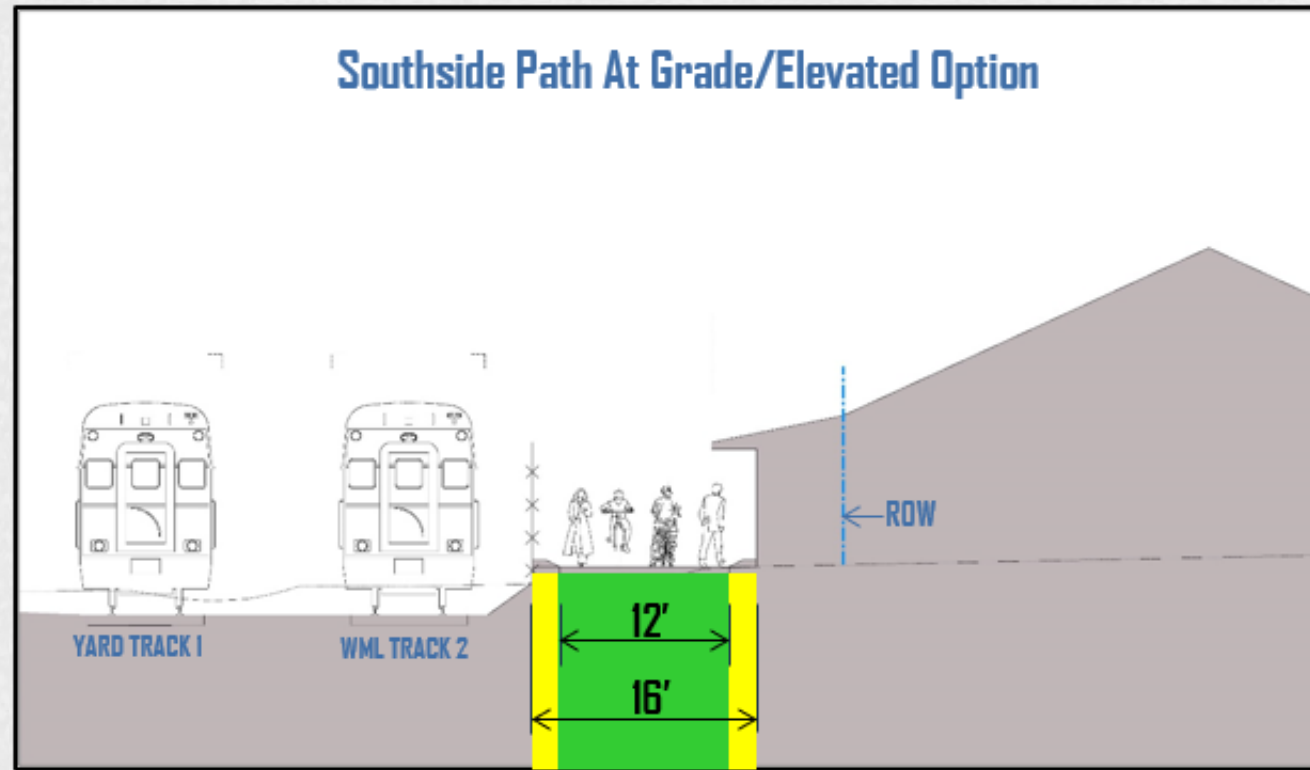
Path runs below plaza level

Southside Path Elevated Option

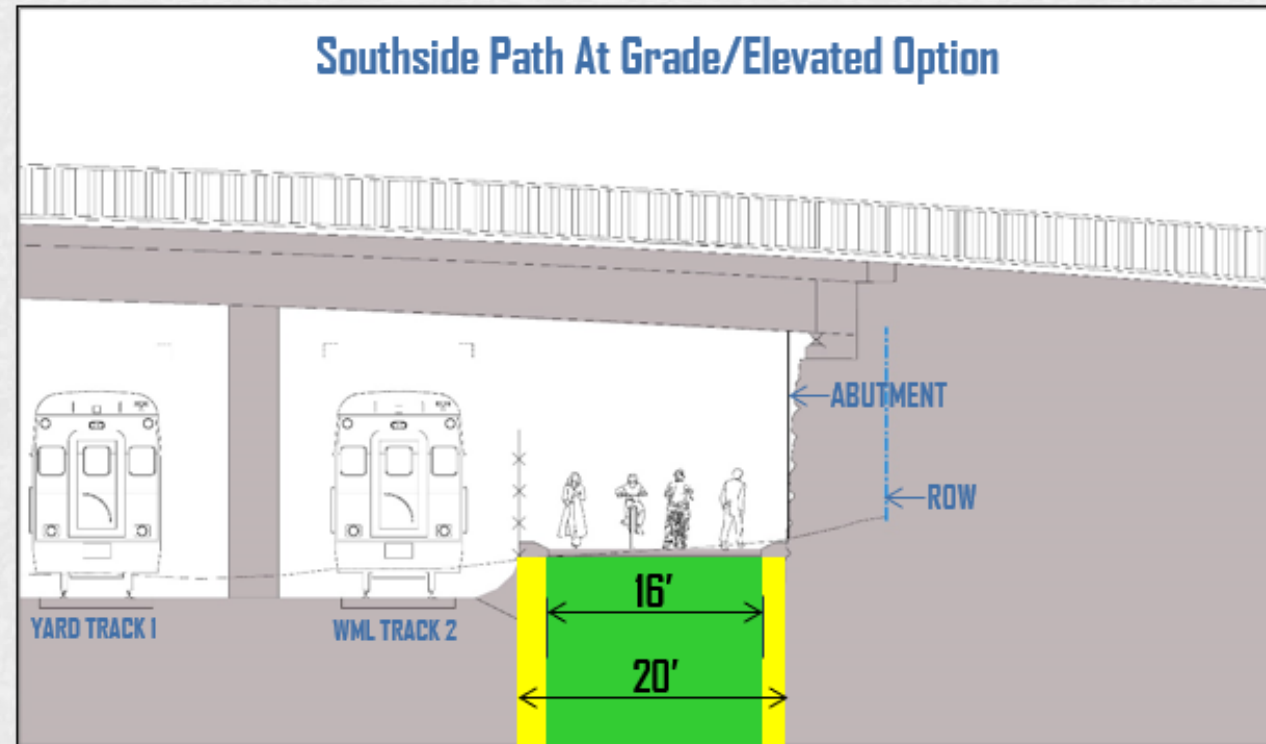


Path rises to plaza level

Cross Section at Allston Depot Building

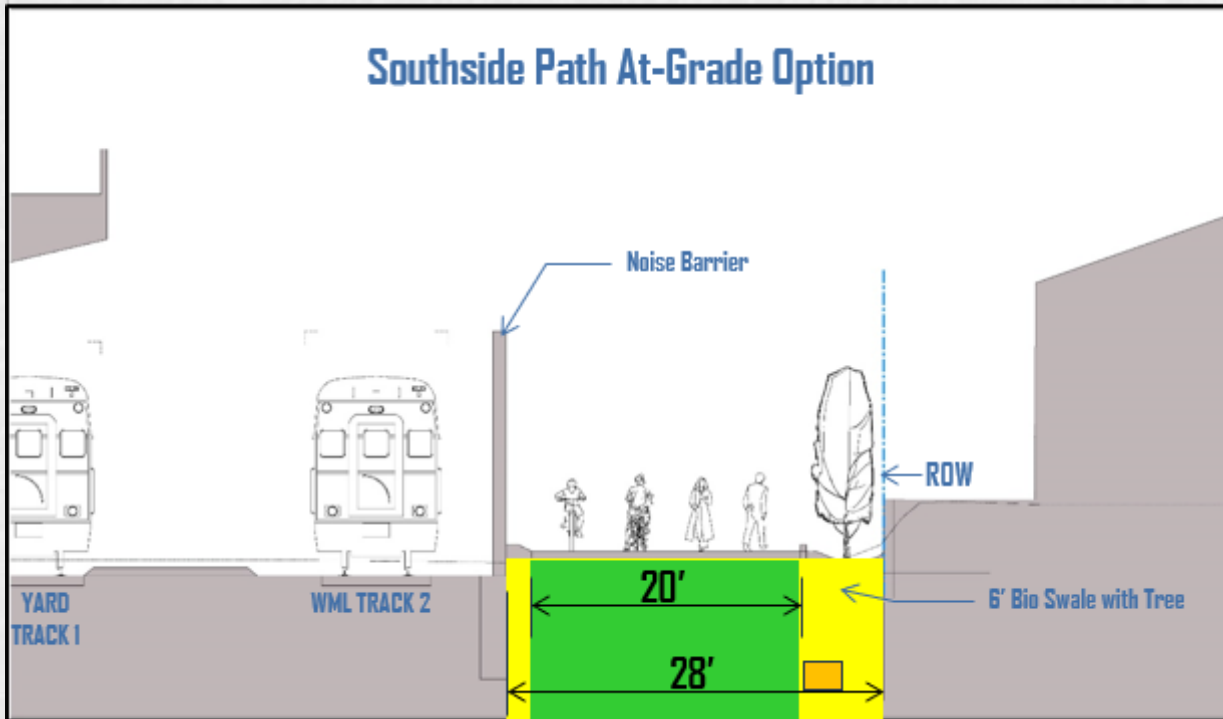


Cross Section below Cambridge Street

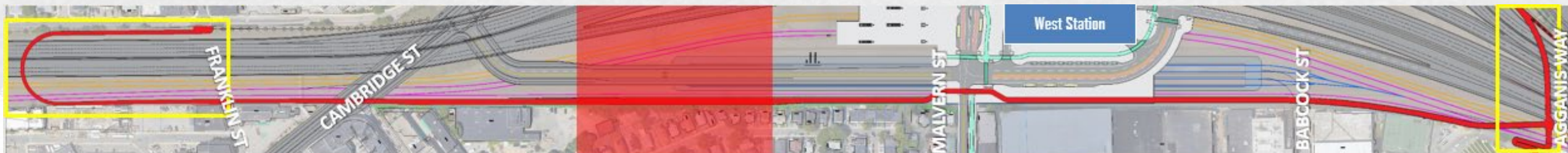
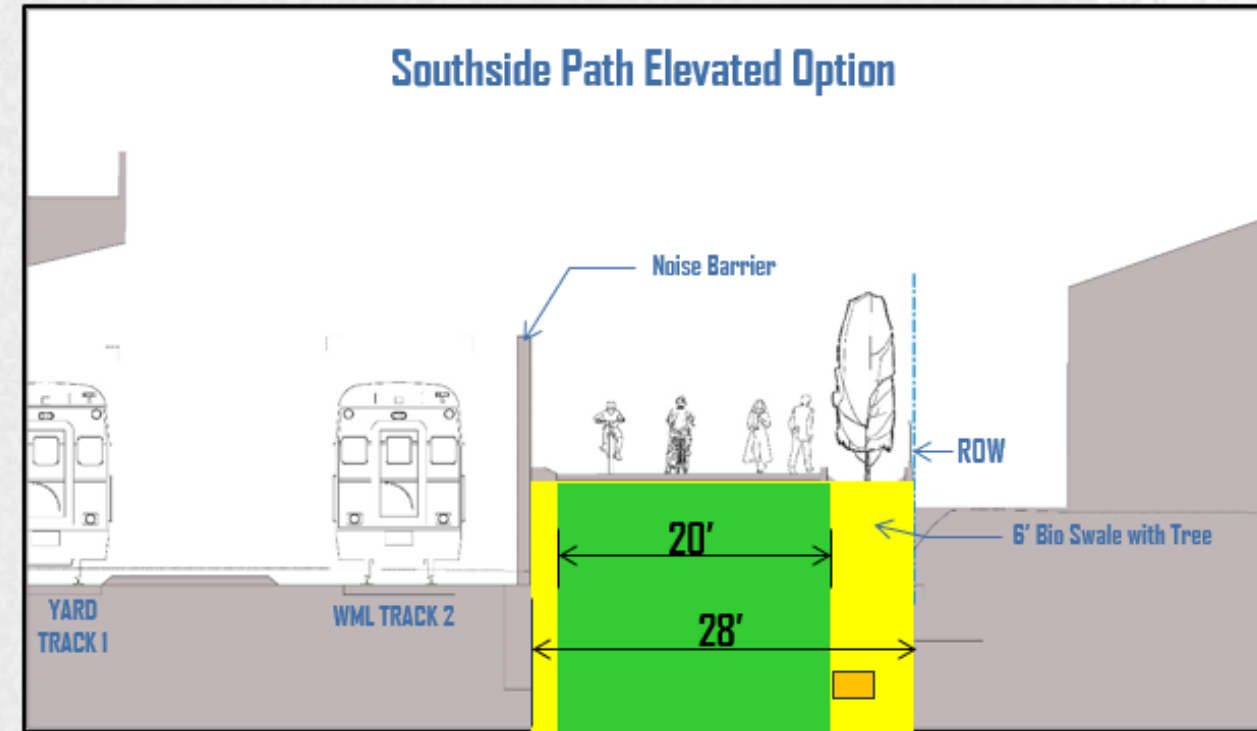


Cross Section along Wadsworth Street

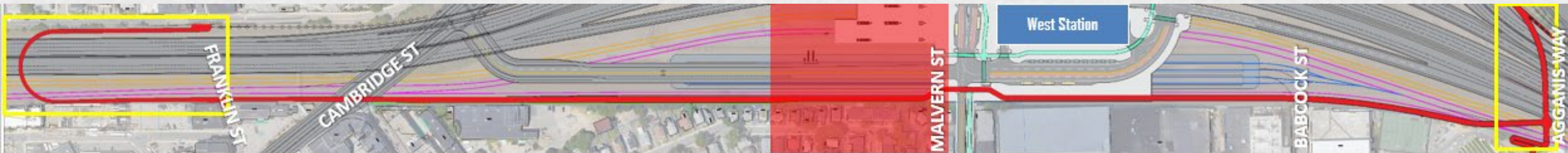
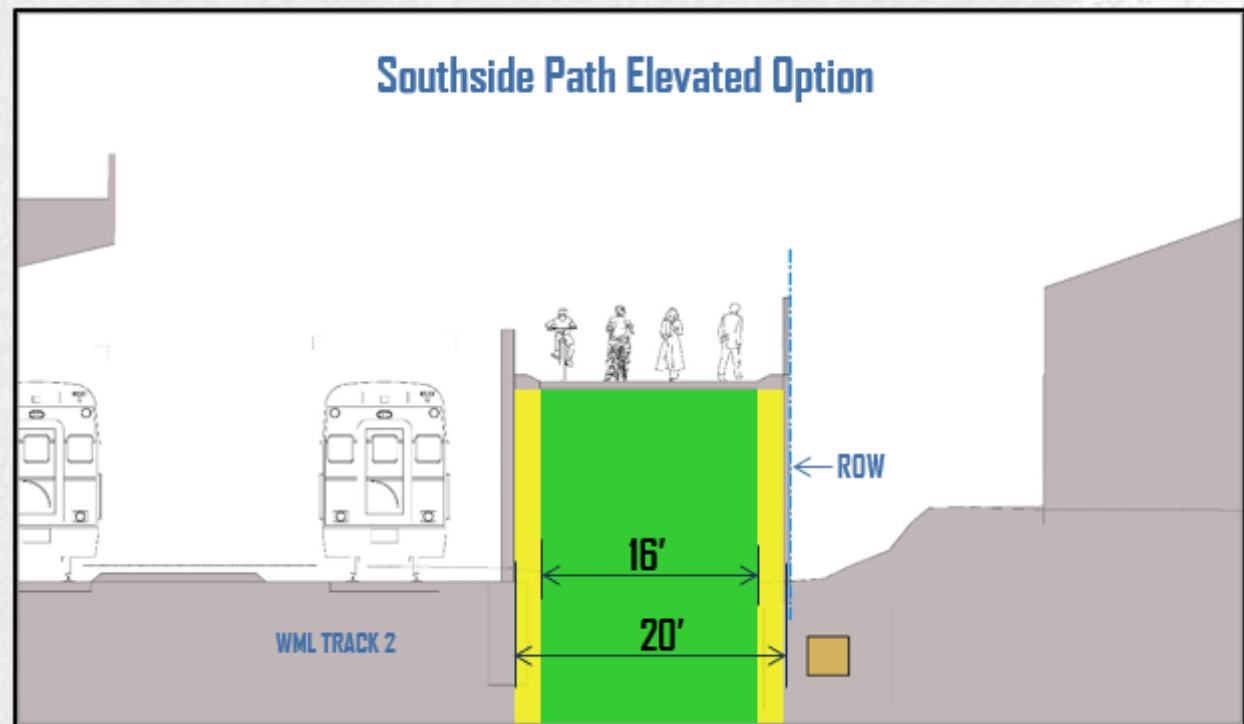
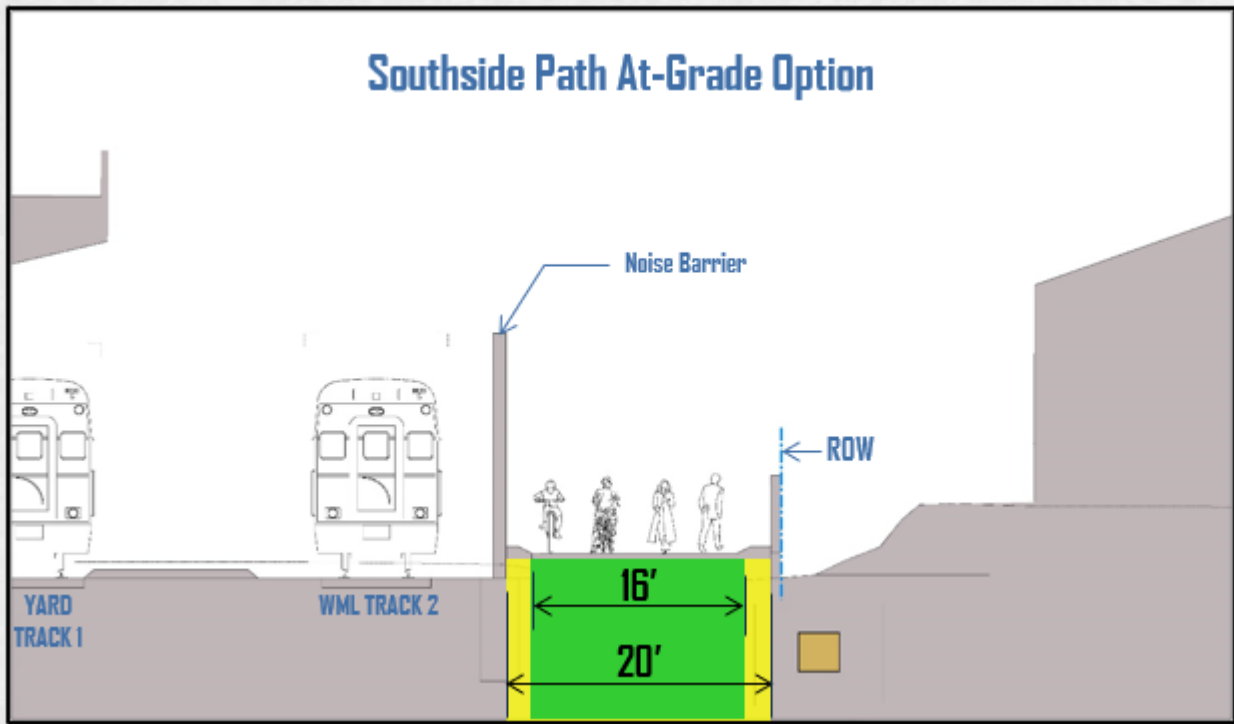
Southside Path At-Grade Option



Southside Path Elevated Option



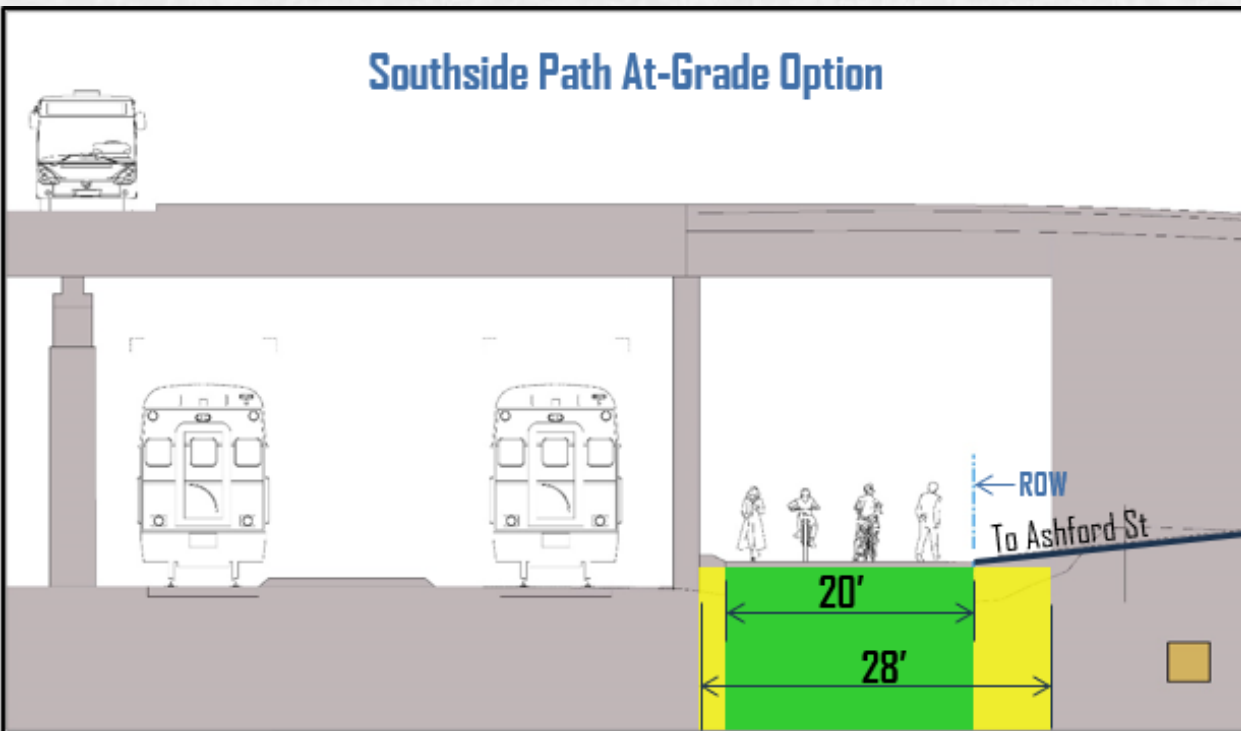
Cross Section along Sawyer Terrace (reduced ROW)



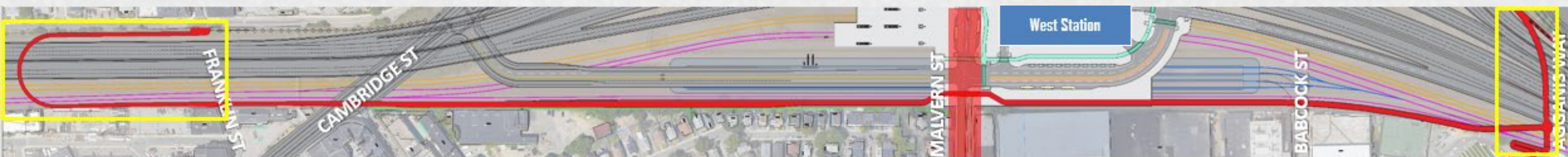
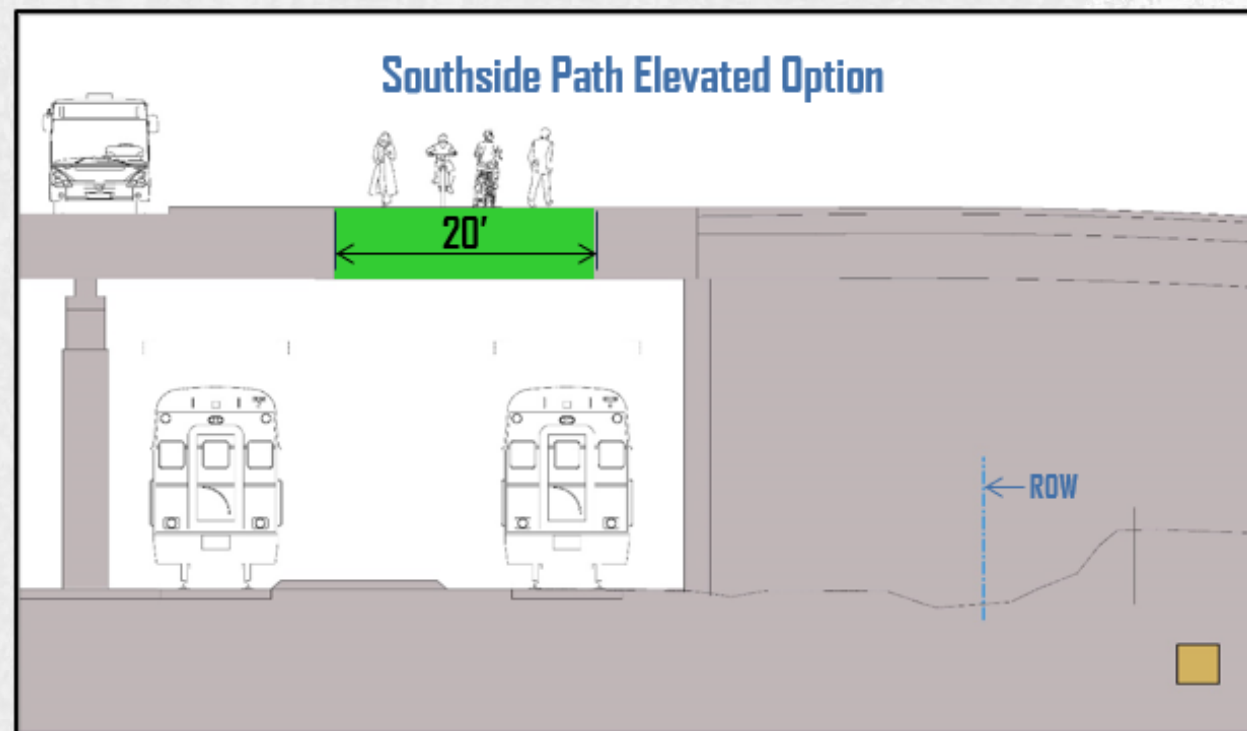
Cross Section at Malvern Transitway



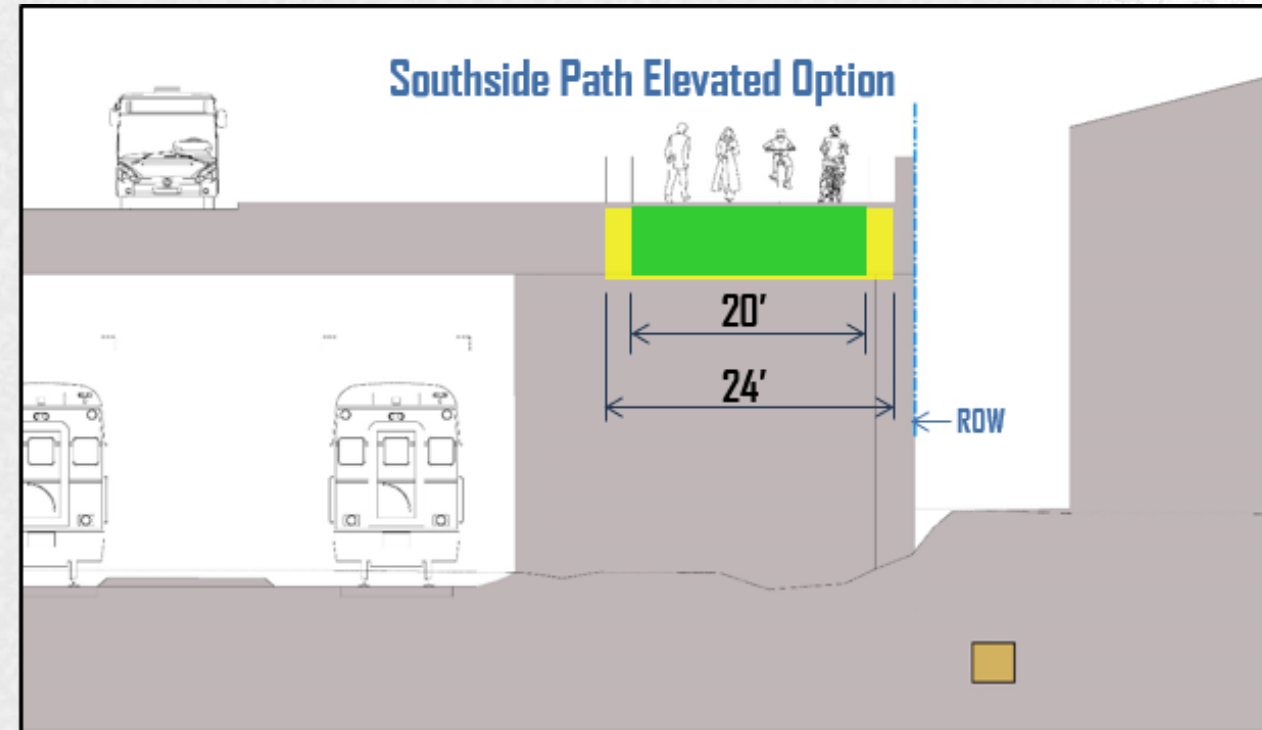
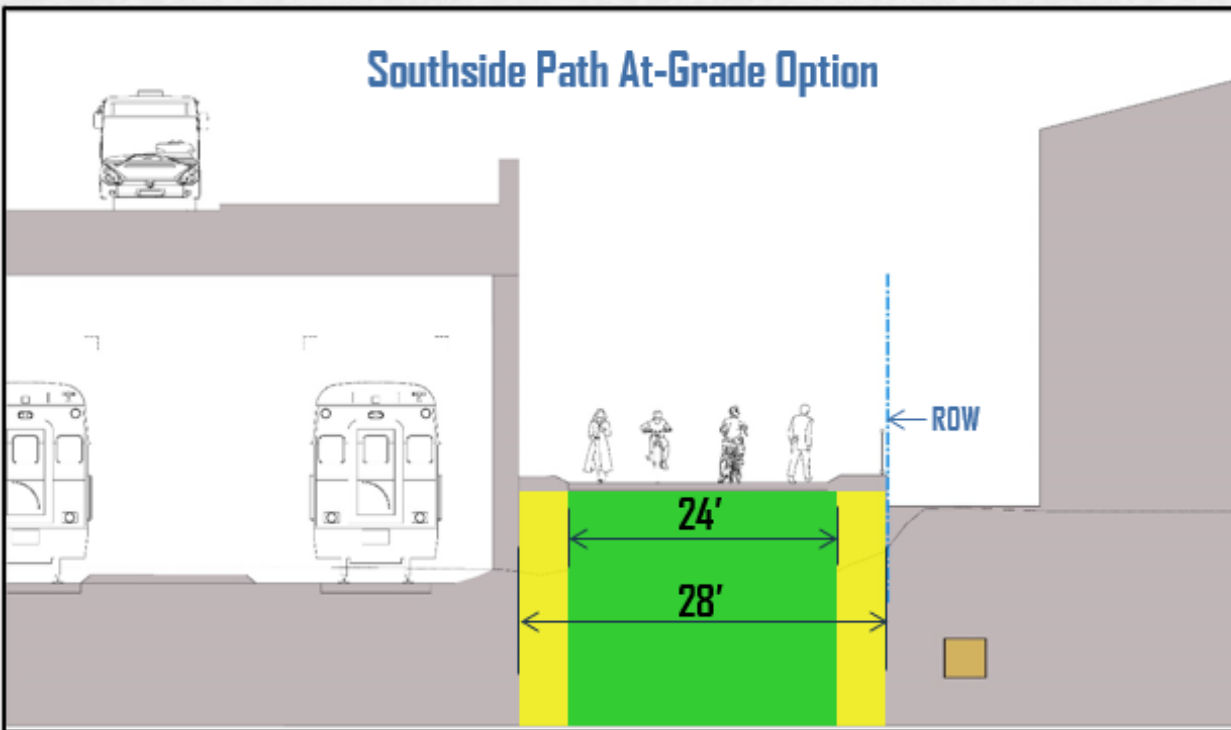
Southside Path At-Grade Option



Southside Path Elevated Option



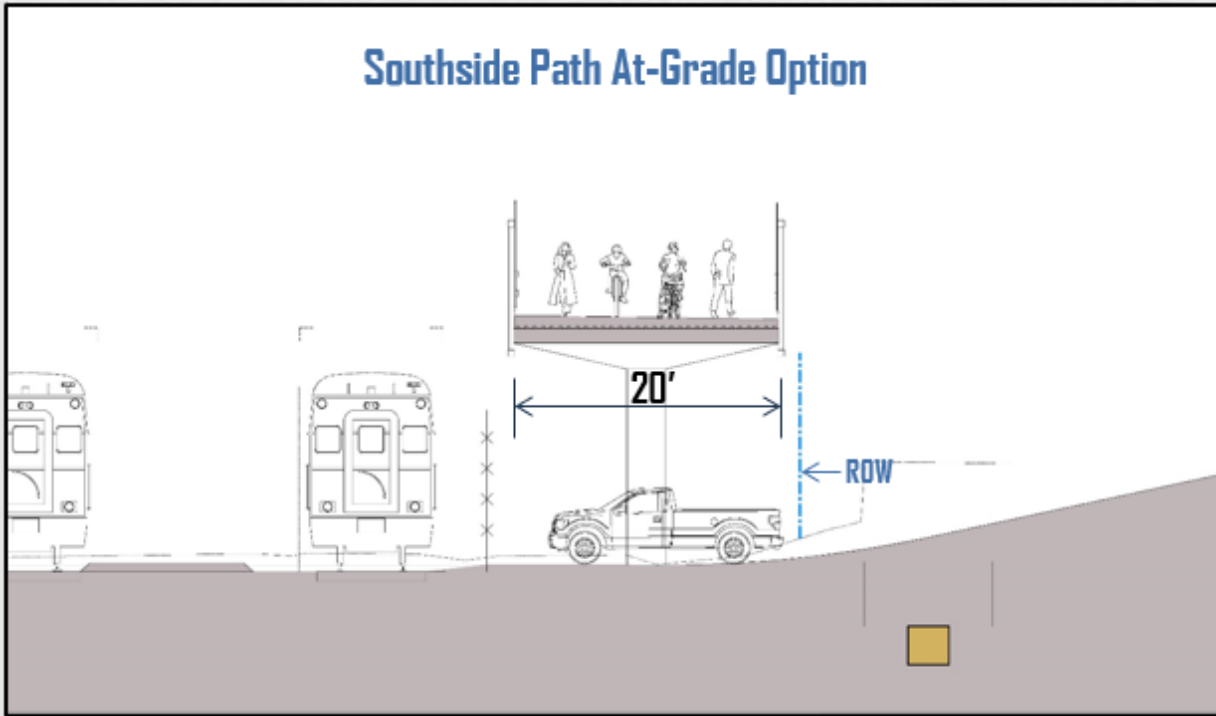
Cross Section at BU Track & Tennis Center



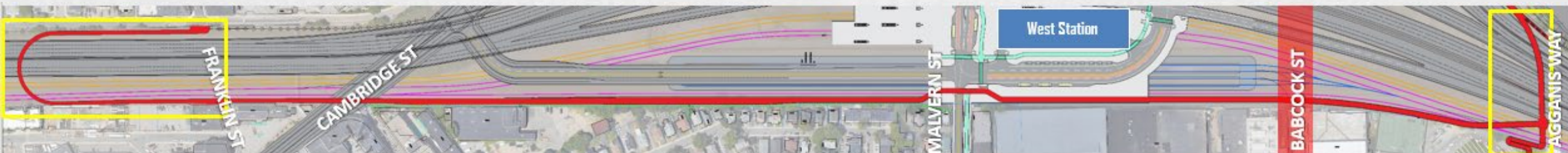
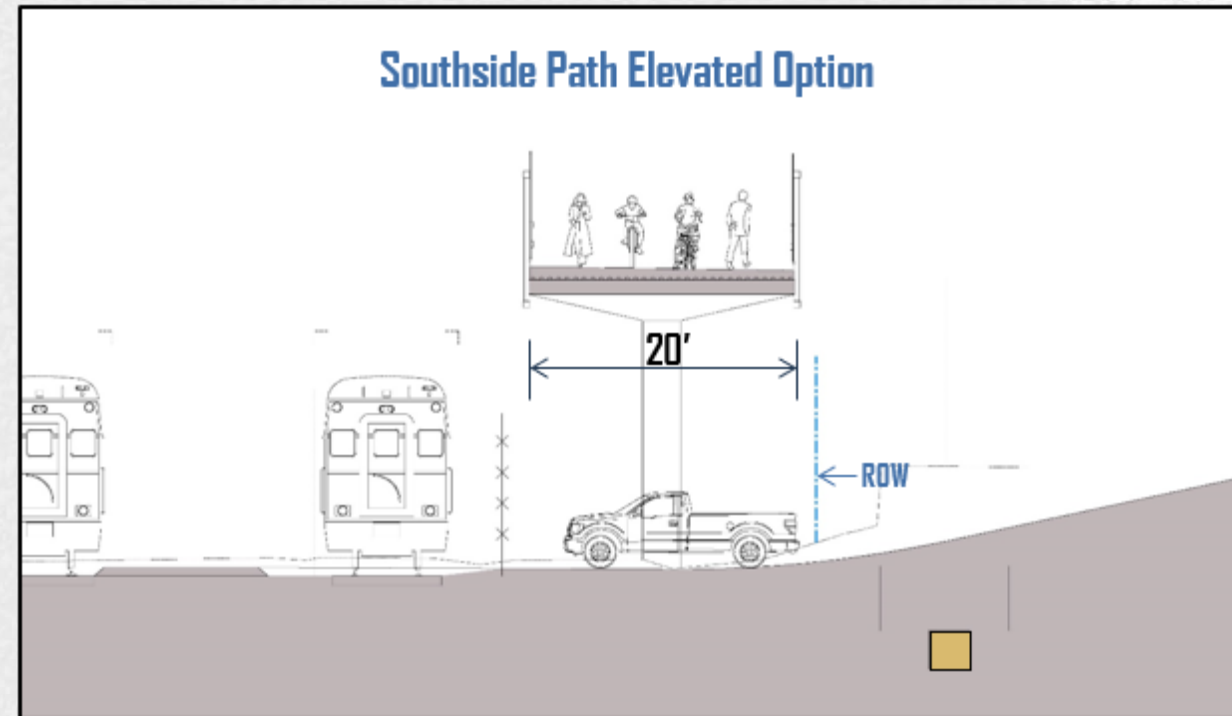
Cross Section over Babcock St Emergency Entrance



Southside Path At-Grade Option

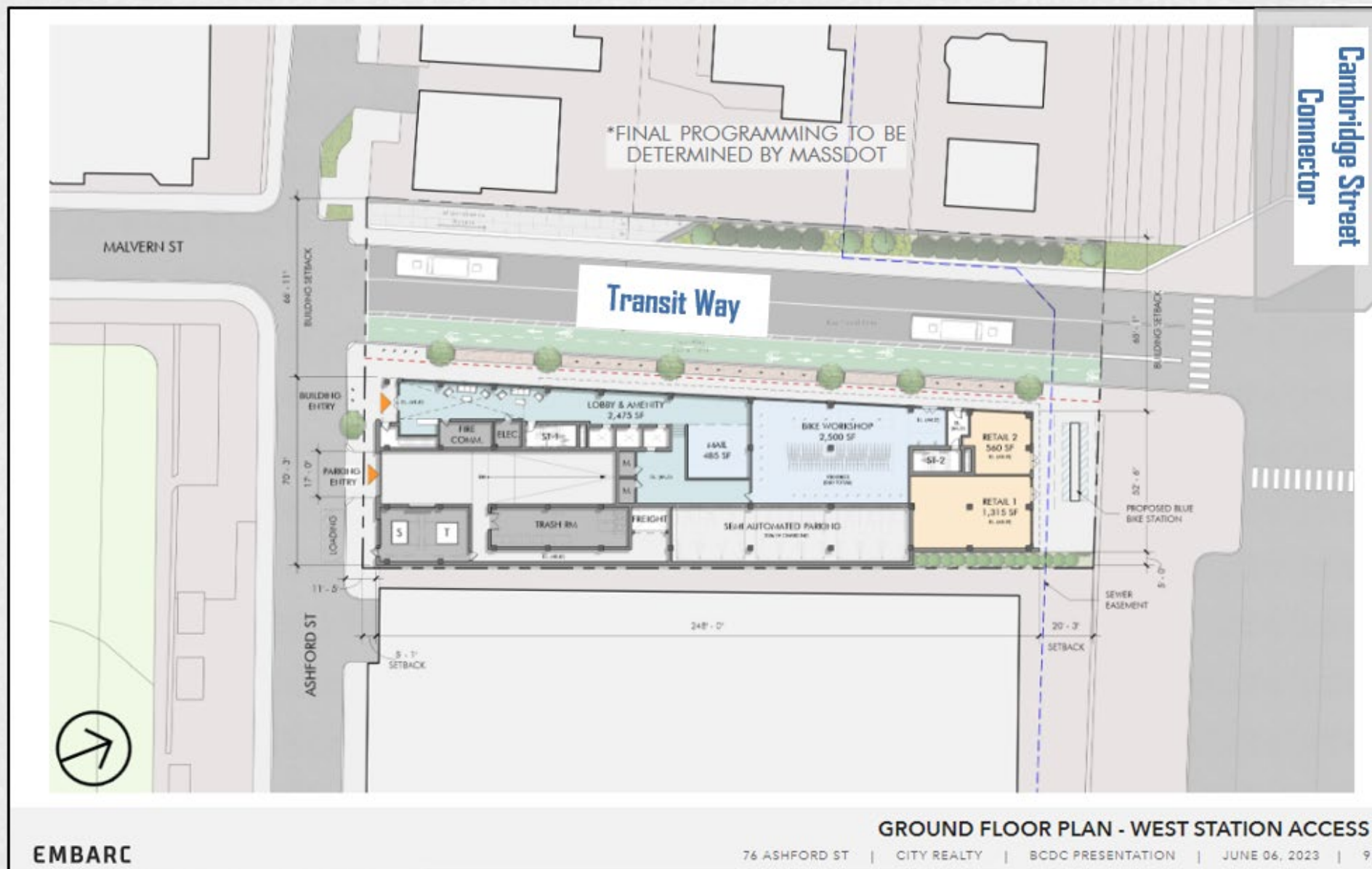


Southside Path Elevated Option

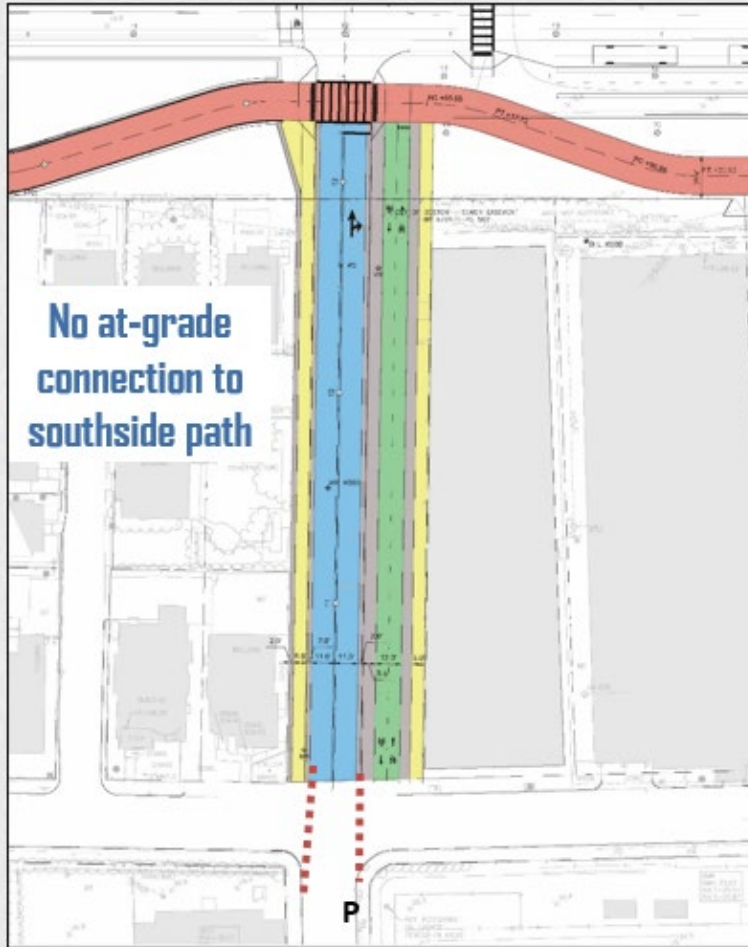


Discussion Topics

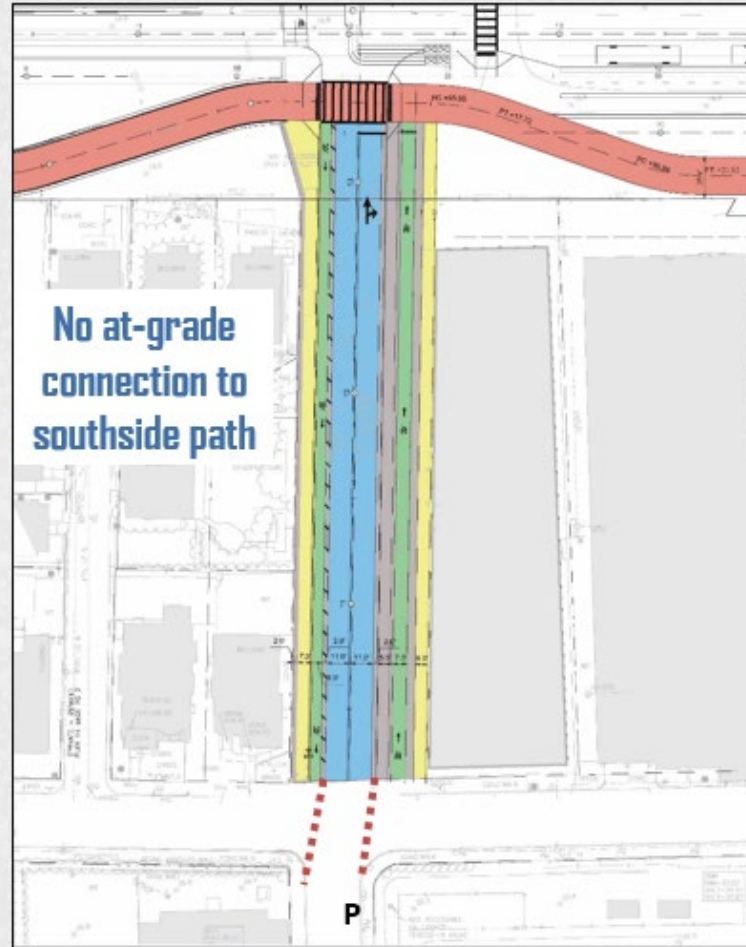
- **Malvern Street Transitway**
 - Relationship to 76 Ashford Street
 - Connections to Southside Path
 - Cross-section



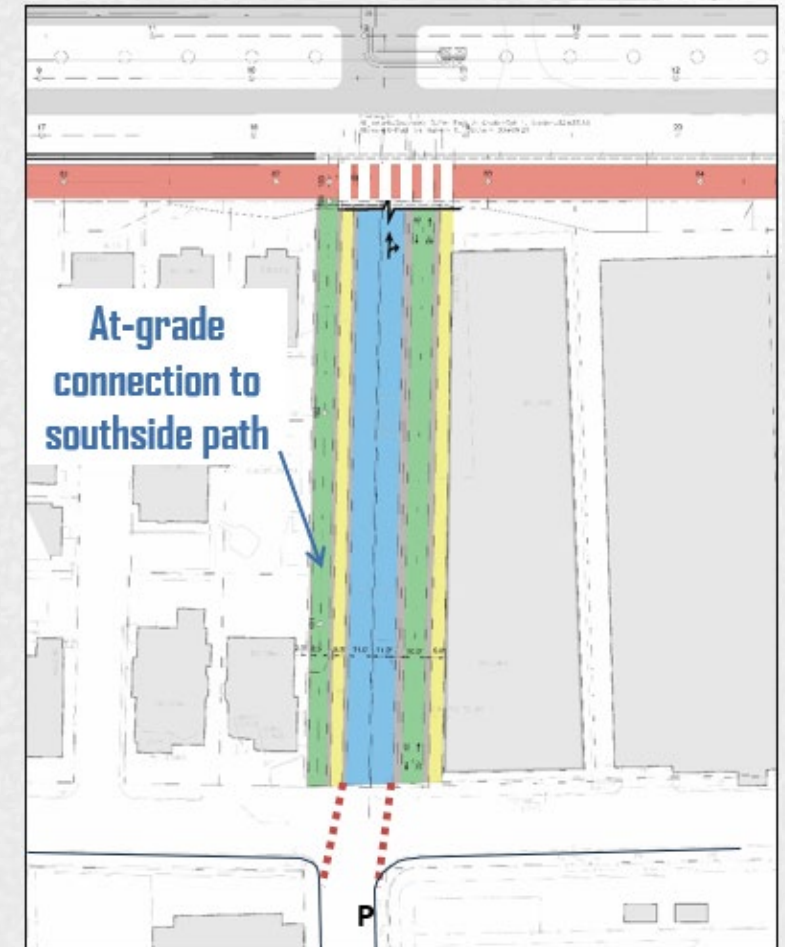
Malvern Street Transitway Options



Option 1 - Eastside Two-way Bikeway

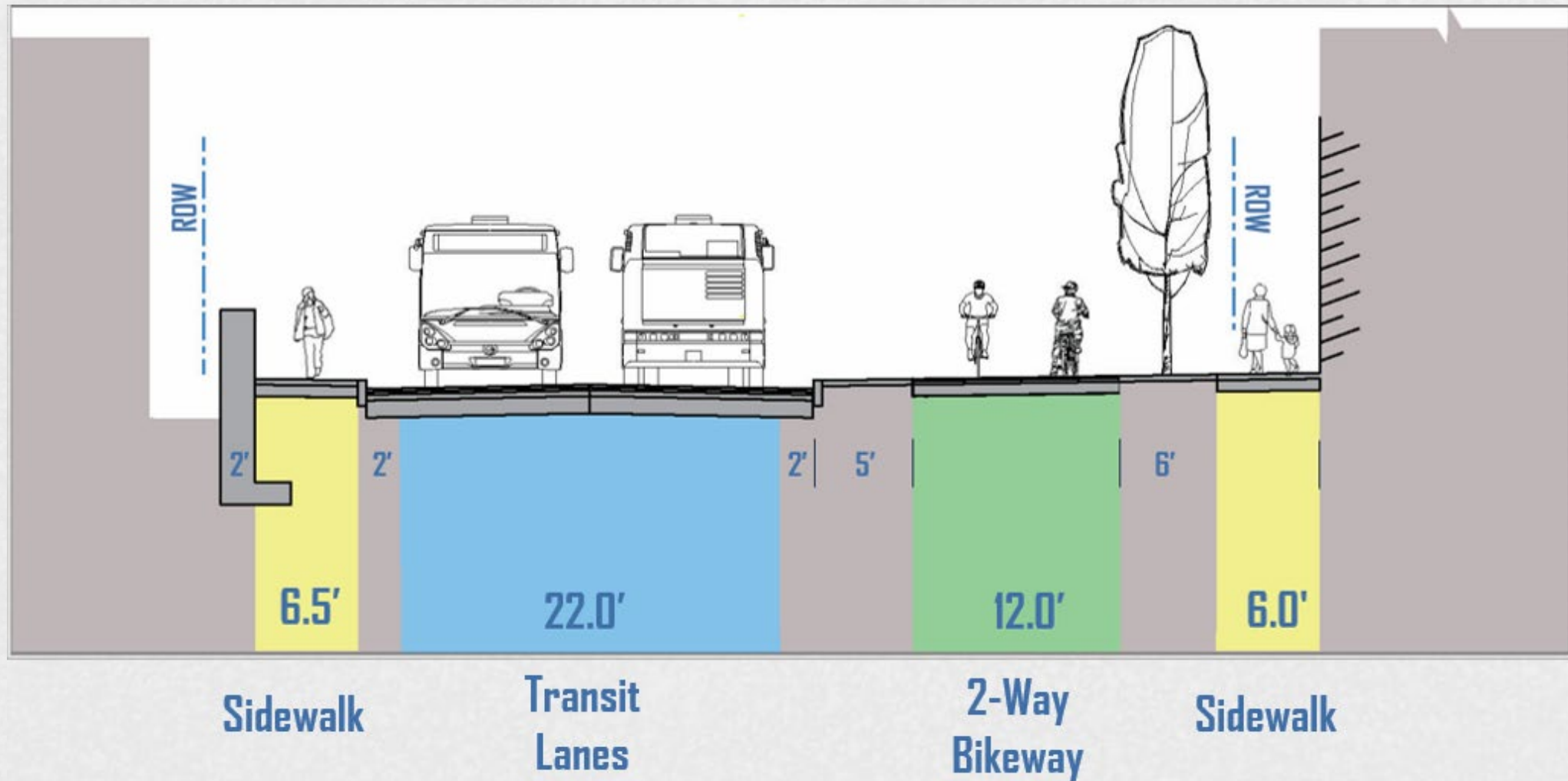


Option 2 - Separate NB/SB Bikeways

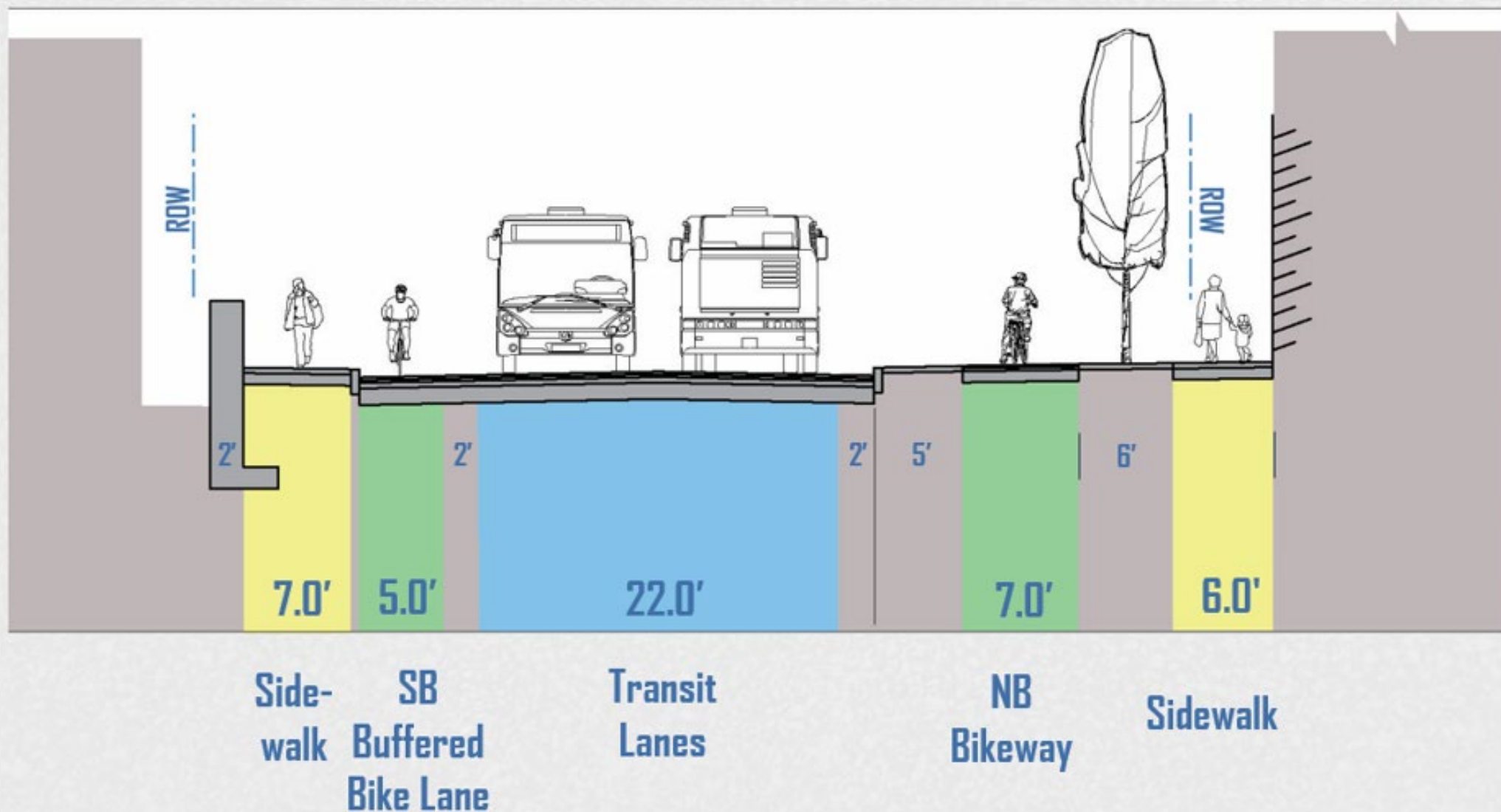


Option 3 - Two-way Bikeway w/Connection to At-Grade Southside Path

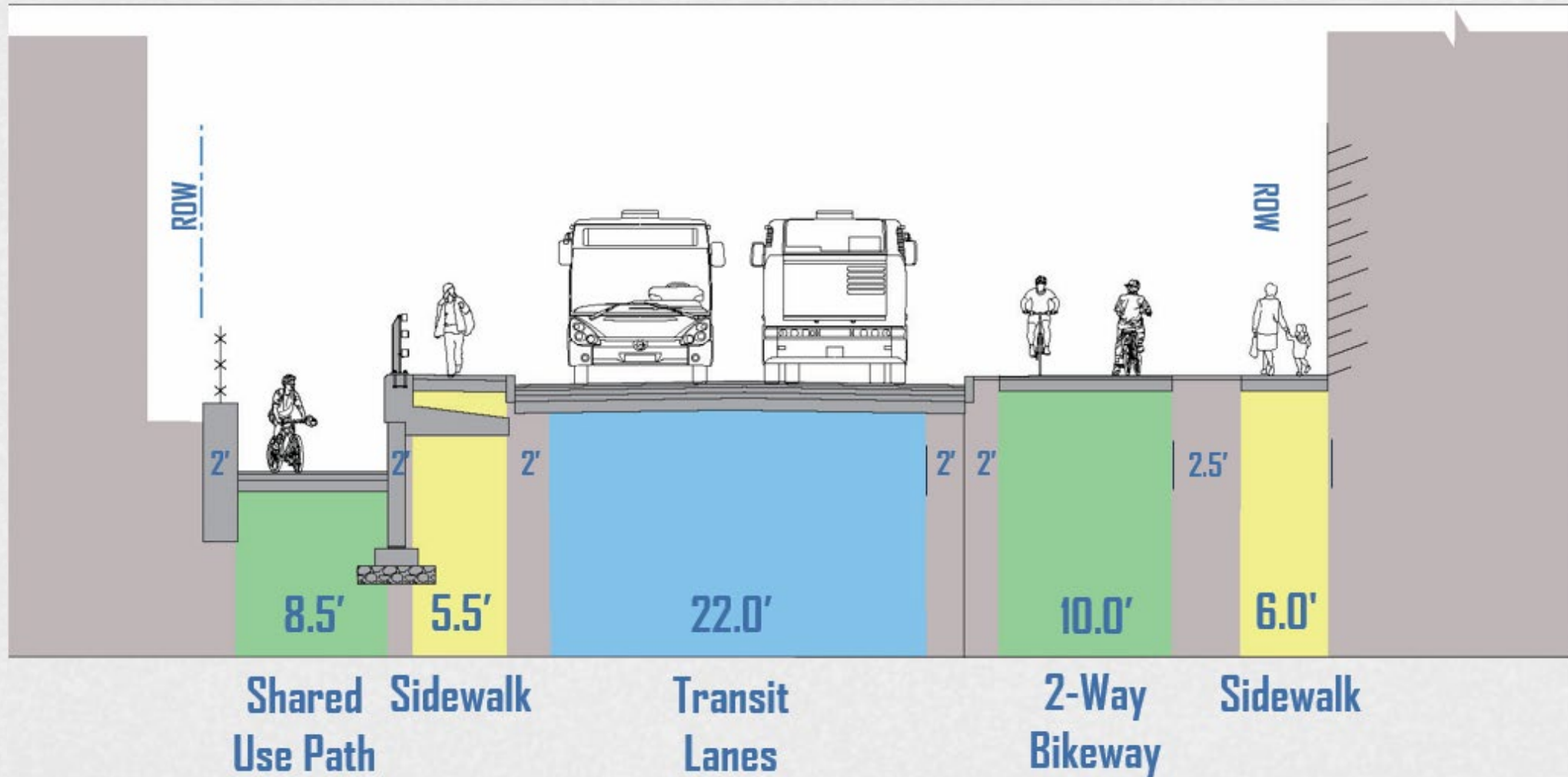
Malvern Street Transitway Cross Sections – Option 1 (Eastside Two-way Bikeway)



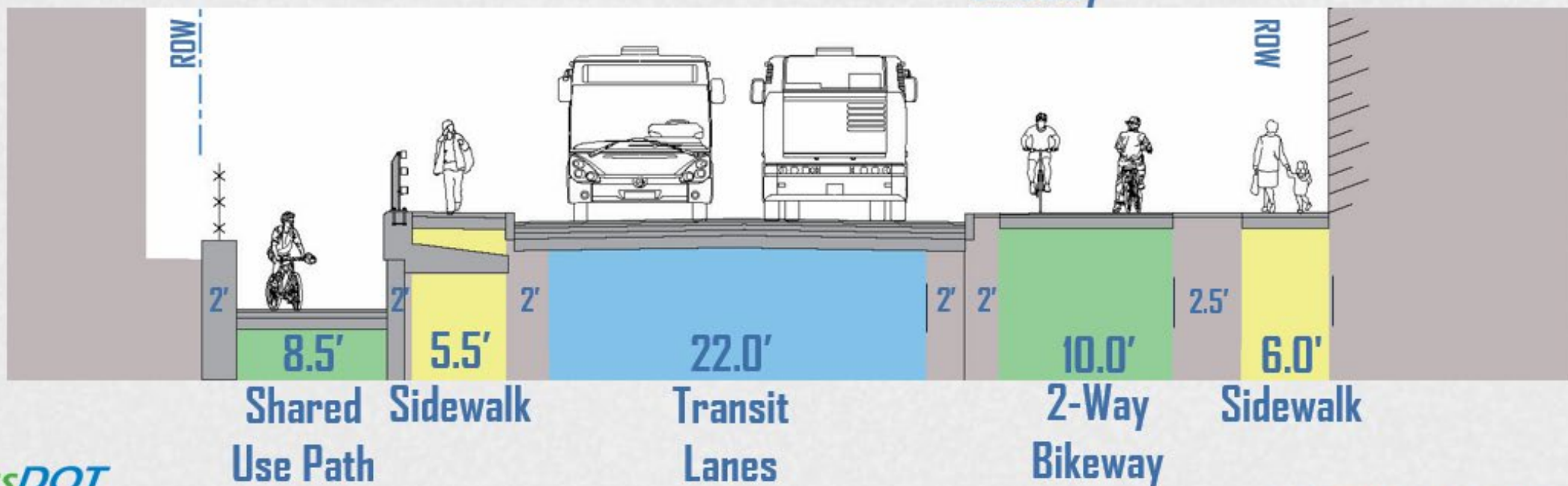
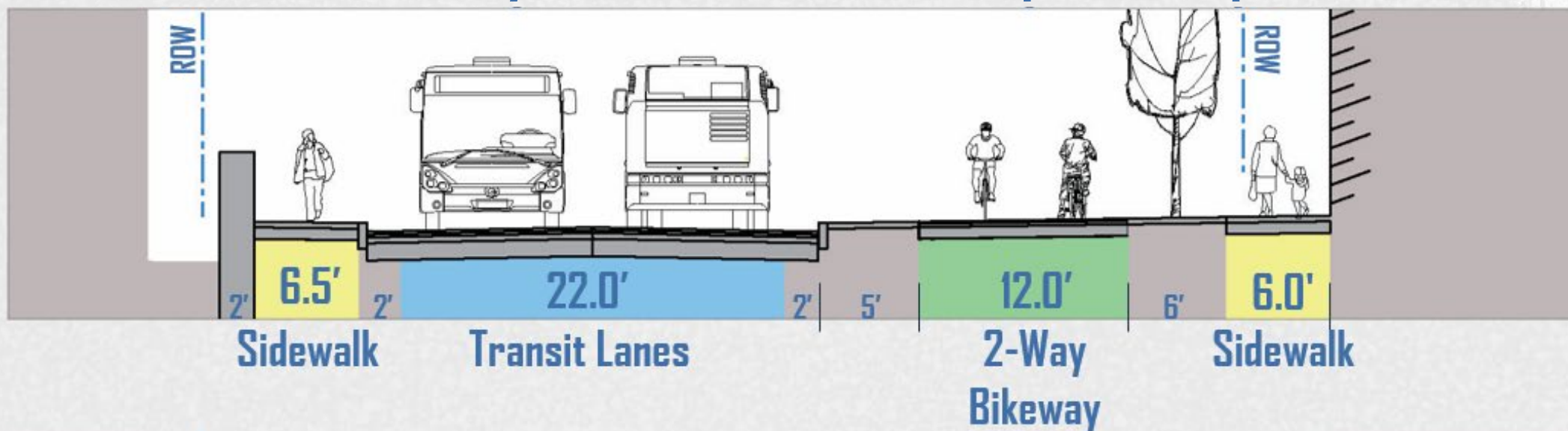
Malvern Street Transitway Cross Sections – Option 2 (Separate NB/SB Bikeways)



Malvern Street Transitway Cross Sections - Option 3 (Two-way Bikeway w/Connection to At-Grade Southside Path)



Malvern Street Transitway Cross Sections – Comparison Options 1 & 3



Today's Agenda

- Welcome/Introductions
- USDOT Grant Application Update
- Cambridge Street Bridge
- Franklin Street Pedestrian Bridge
- Southside Buffer Path
- **Central Transportation Planning Staff (CTPS) Modeling**
- Lincoln Street Noise Barriers
- Questions

CTPS Modeling



Changes since the 2017 DEIR:

- **New Design Year: was 2040, now 2050**
 - Consistency with Boston MPO's latest Long Range Transportation Plan (LRTP) modeling year
 - Compliance with FHWA guideline for 20-year planning horizon
- **New CTPS Model**
 - Consistency with modeling package used for the 2050 LRTP
 - Travel Demand Model 23 (TDM 23)

CTPS Modeling (Cont.)

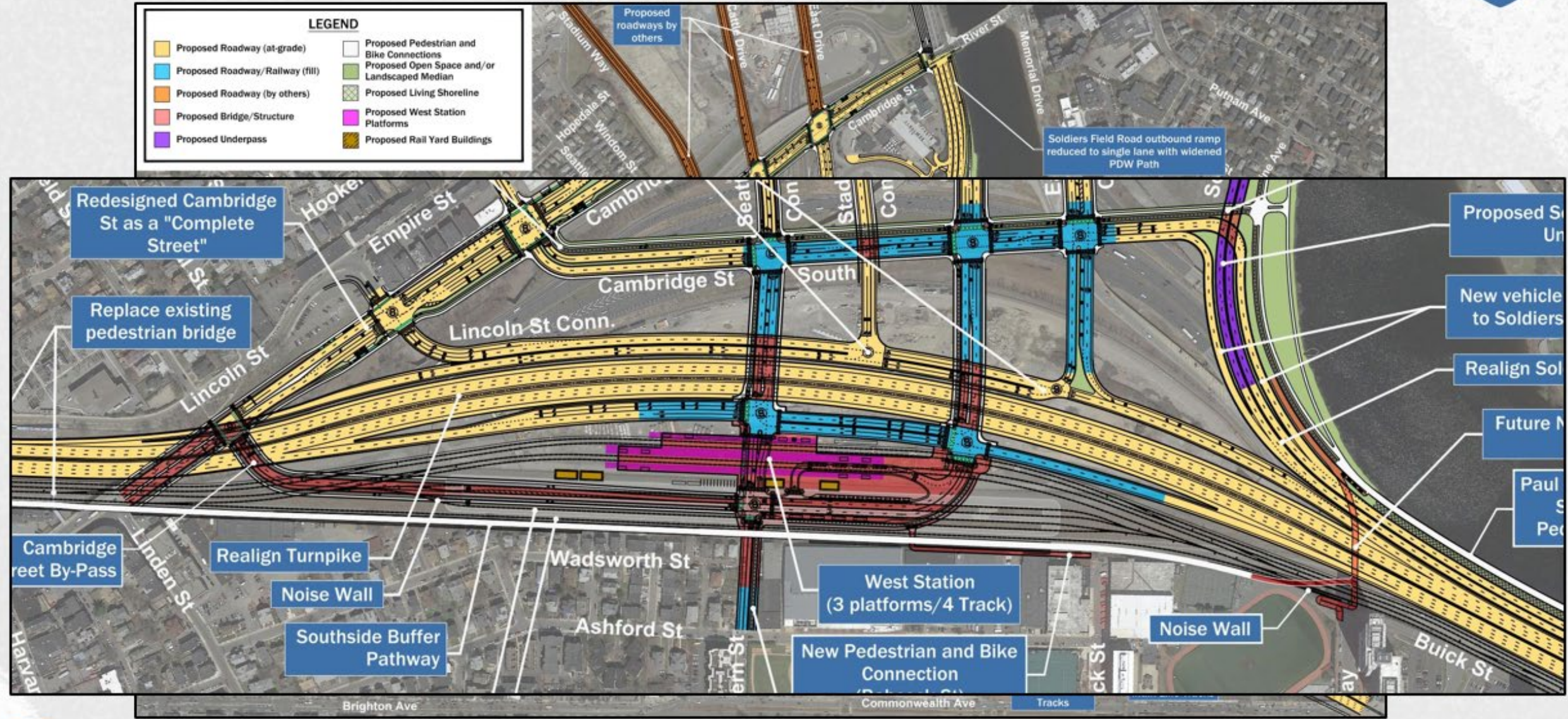
Modeling/Analysis Scenarios:

- **2050 No Build Alternative**
- **2050 Build Alternatives**
 - 3L Realignment Option
 - 3L Modified Option
 - 3-Bridge Option
- **2050 Build infrastructure/No Build land use assumptions**
 - Quantify direct effects of the project
- **Opening Year Analysis**
 - Included in the DEIR because project construction was phased (West Station = Phase 3)
 - West Station to be constructed with interchange, Opening Year analysis no longer needed

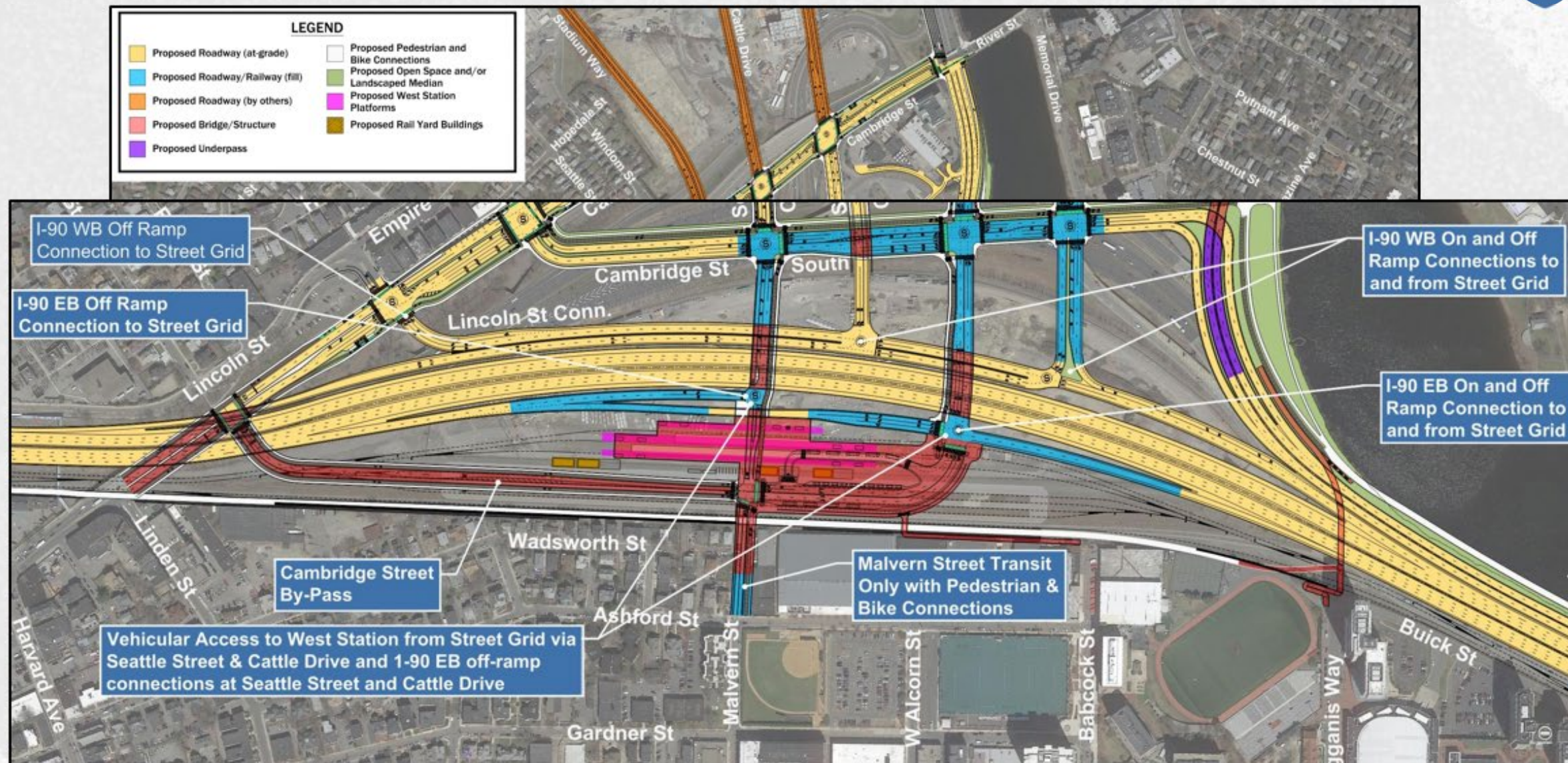
3L Realignment Interchange Alternative

LEGEND

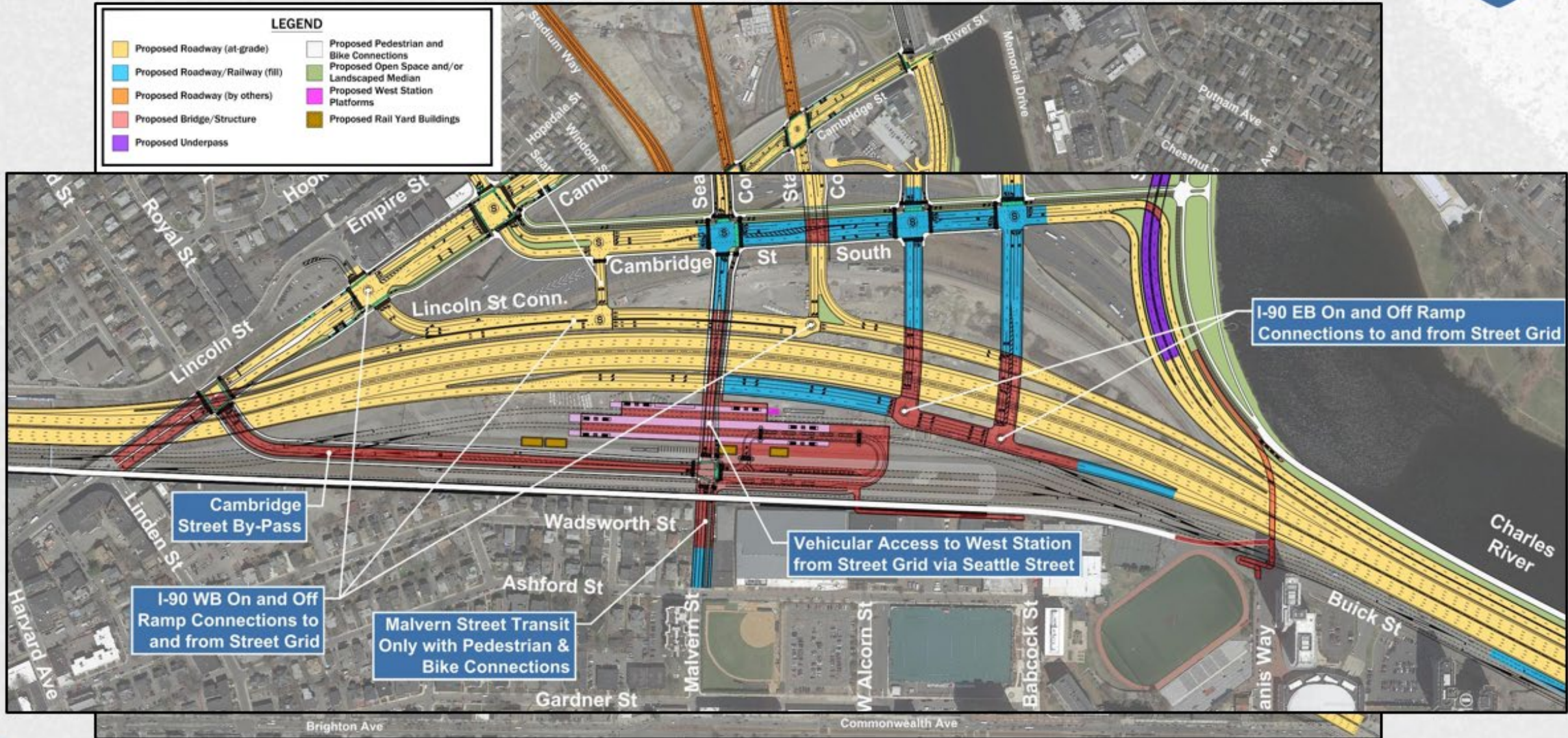
Proposed Roadway (at-grade)	Proposed Pedestrian and Bike Connections
Proposed Roadway/Railway (fill)	Proposed Open Space and/or Landscaped Median
Proposed Roadway (by others)	Proposed Living Shoreline
Proposed Bridge/Structure	Proposed West Station Platforms
Proposed Underpass	Proposed Rail Yard Buildings



3L Modified Interchange Potential Refinement



3 Bridge Interchange Potential Refinement



CTPS Modeling (Cont.)



CTPS Status:

- Finalizing 2050 modeling inputs (e.g., land use assumptions)
- Modeling begins

Today's Agenda

- Welcome/Introductions
- USDOT Grant Application Update
- Cambridge Street Bridge
- Franklin Street Pedestrian Bridge
- Southside Buffer Path
- Central Transportation Planning Staff (CTPS) Modeling
- **Lincoln Street Noise Barriers**
- Questions

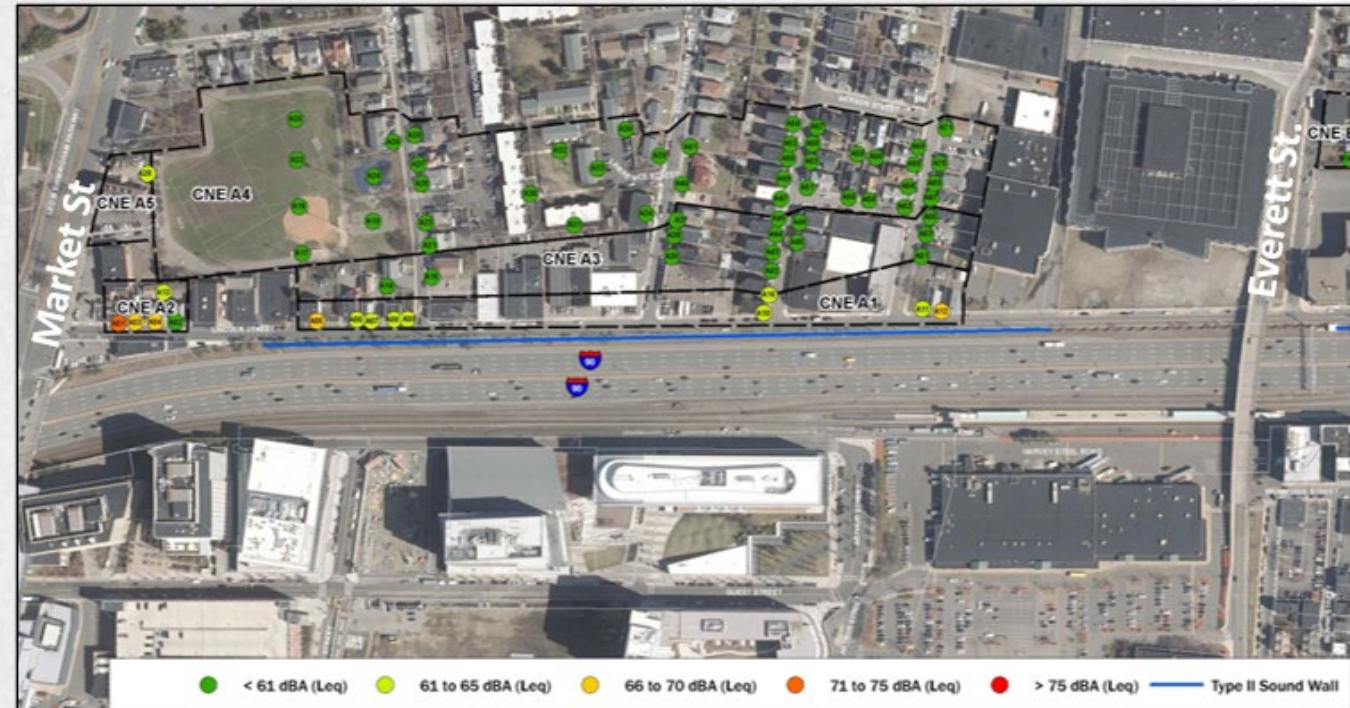
Lincoln Street Noise Barriers - Highlight

- **Type II Barriers were previously determined eligible under a Mass Turnpike priority study**
- **Lincoln Street noise barriers have the potential to be advanced as an Early Action**
- **Construction is being evaluated for feasibility and need to avoid conflicts with:**
 - The overall Multimodal project,
 - Cambridge Street bridge
 - Franklin St. pedestrian bridge
- **Subject to Neighborhood Approval –**
 - Formal public meeting would be set after final noise analysis (based on design year traffic data)

Lincoln Street Noise Barriers - Location 1: Market St to Everett St

- Preliminary Design Features

- 1700 ft long
- 18 ft height above I-90
- 10 ft offset



- Average Noise Reduction = 6.8 dBA
 - ✓ 9.9 dBA max (54 Lincoln St)
- Benefits 82 Receptors

Lincoln Street Noise Barriers - Location 2: Everett St to Franklin St

- **Preliminary Design Features**
 - 1200 ft long
 - 18 ft height above I-90
 - 10 ft offset
 - Avoid or integrate with ped bridge
- **Possible 2-phase (Ped Bridge)**



- **Average Noise Reduction = 7.1 dBA**
 - ✓ 9.6 dBA max (2 Eric Rd)
- **Benefits 58 Receptors**

Today's Agenda

- Welcome/Introductions
- USDOT Grant Application Update
- Cambridge Street Bridge
- Franklin Street Pedestrian Bridge
- Southside Buffer Path
- Central Transportation Planning Staff (CTPS) Modeling
- Lincoln Street Noise Barriers
- Questions