

I-90 ALLSTON INTERCHANGE
A MULTIMODAL TRANSPORTATION PROJECT
Task Force Meeting
May 15, 2025

Zoom Controls











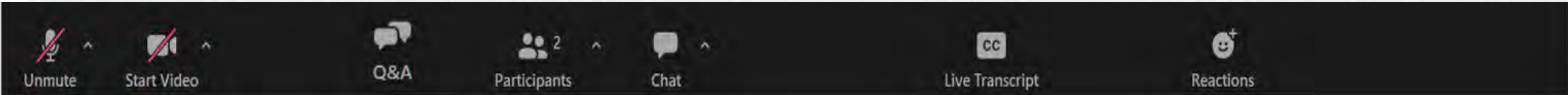


- Drop down menu to check microphone and speakers
- Ask a question and share comments; Alt+H
- Raise your hand - *9 for users dialing in; Alt+Y
- Closed captioning is automatically generated by ZOOM
- If you are unable to access the internet or are having technical problems, please call into the meeting at 305-224-1968, Meeting ID: 889 3699 8149
- Ask for support from the Virtual Public Involvement team



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

1-888-799-9666



Public meeting notes and procedures:

Notification

- While this virtual public meeting is not being recorded, the Massachusetts Department of Transportation may choose to retain and distribute images, reports, 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 is automatically disabled upon entering the meeting.
- The meeting will be open to questions and answers at the end of the formal presentation, with opportunities to ask questions after each of the updates as well.
- Task Force members will be prioritized for questions and comments

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

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.

Thank you for joining our meeting. We appreciate your participation!

Share Your Questions and Comments



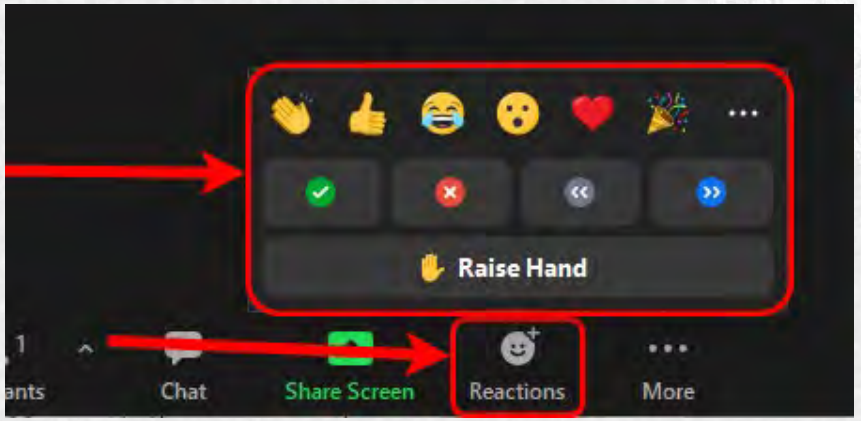








- Submit your questions and comments
- "Raise your hand" to be unmuted for verbal questions
- Please state your name before your question
- Please share only **1** question or comment at a time, limited to **2** minutes, to allow others to participate.
- To ask a question via phone, dial *9 and the moderator will call out the last 4-digits of your phone number and unmute your audio when it is your turn.



Please 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**
- Layover Update
- Multimodal Local Connections
- Temporary Grand Junction Rail Outage
- Next Steps

Today's Agenda

- Welcome/Introductions
- **Layover Update**
- Multimodal Local Connections
- Temporary Grand Junction Rail Outage
- Next Steps

Today's Agenda

- Welcome/Introductions
- Layover Update
- **Multimodal Local Connections**
- Temporary Grand Junction Rail Outage
- Next Steps

Project Purpose

- Address deteriorating I-90 viaduct and substandard highway layout & geometry
- Alleviate existing infrastructure safety concerns
- Improve mobility of people and goods across all travel modes
- Reconnect Allston community to Charles River with expanded access







Project Need



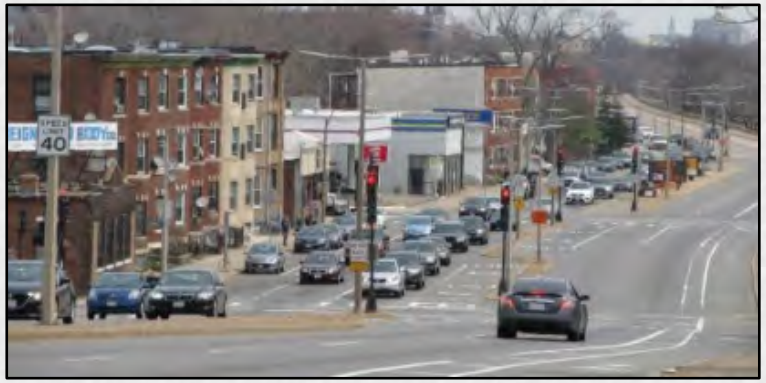
Deteriorating Viaduct



Substandard Highway Geometry & Interchange Layout



Constrained Commuter Rail Operations



Safety & Operational Deficiencies



Insufficient & Inaccessible Riverfront Green Space



Inadequate Bicycle & Pedestrian Infrastructure

Project Goals

The I-90 Allston interchange is crucial to the Commonwealth's roadway network. This project will ensure the efficient operation of the interchange and result in the following benefits:

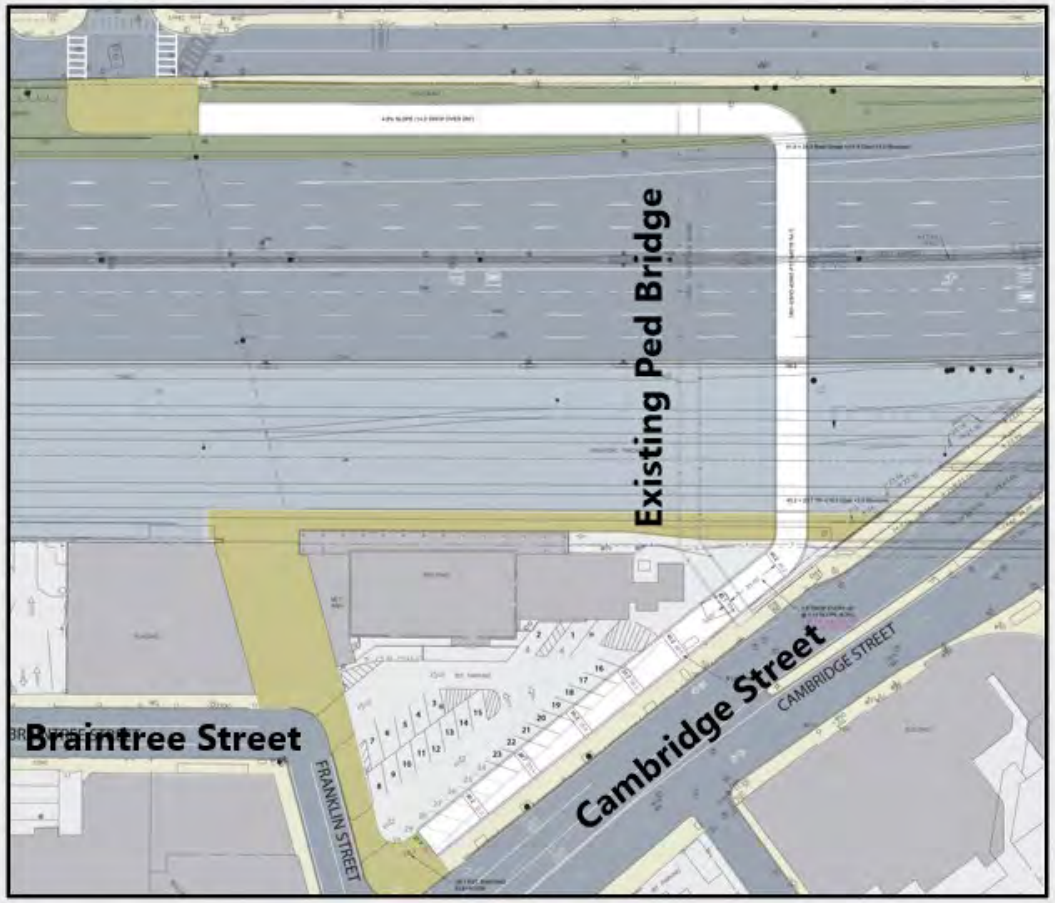
- Improved livability, connectivity, and open space for residents of Allston
- Increased regional mobility and roadway safety
- New open space along the Charles River, and expanded public access
- New multimodal street network and upgrades to Cambridge Street
- New and augmented bicycle and pedestrian connections
- Transit enhancements (new West Station)
- Improved neighborhood views due to removal of the elevated viaduct

Franklin Street to PDW Path Pedestrian & Bike Corridor

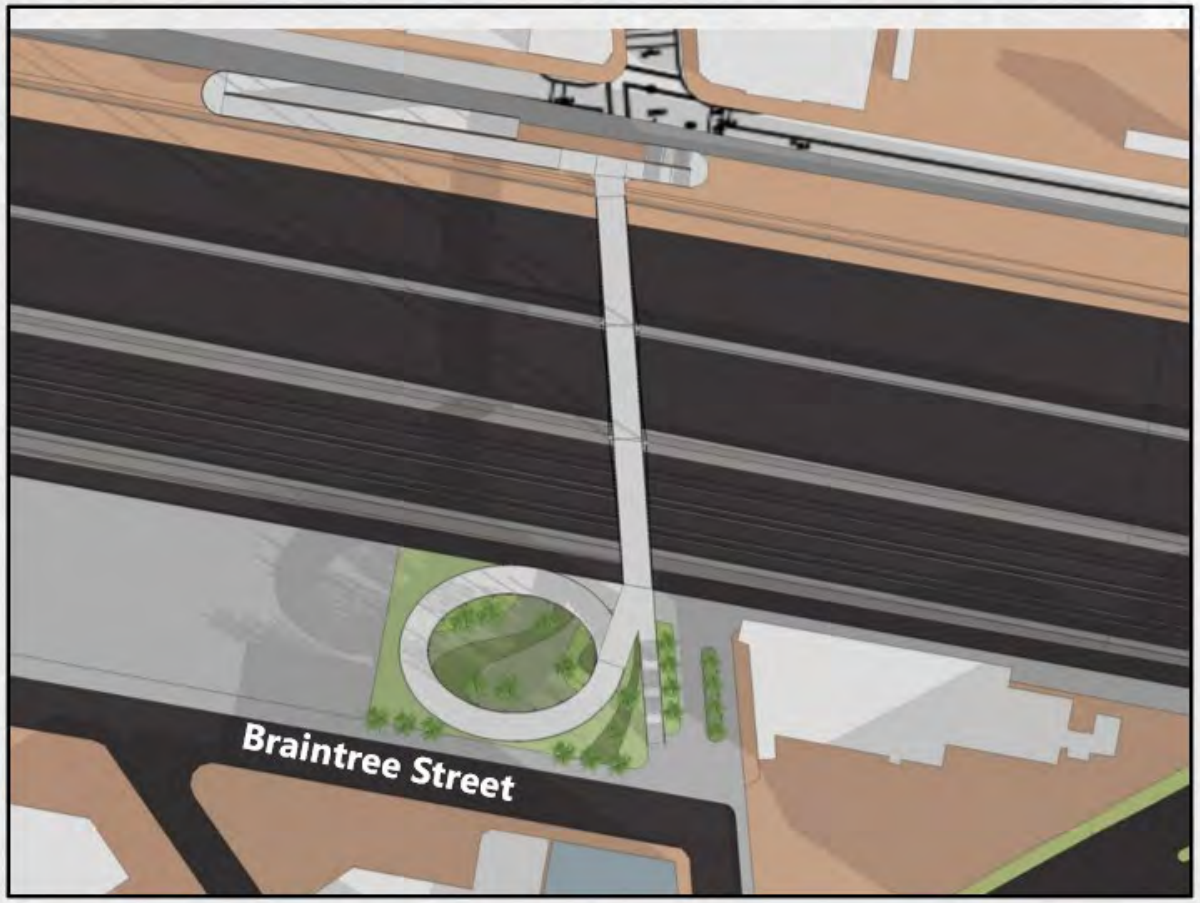


DRAFT – FOR DISCUSSION PURPOSES ONLY

Previous Franklin Street Pedestrian Bridge Options

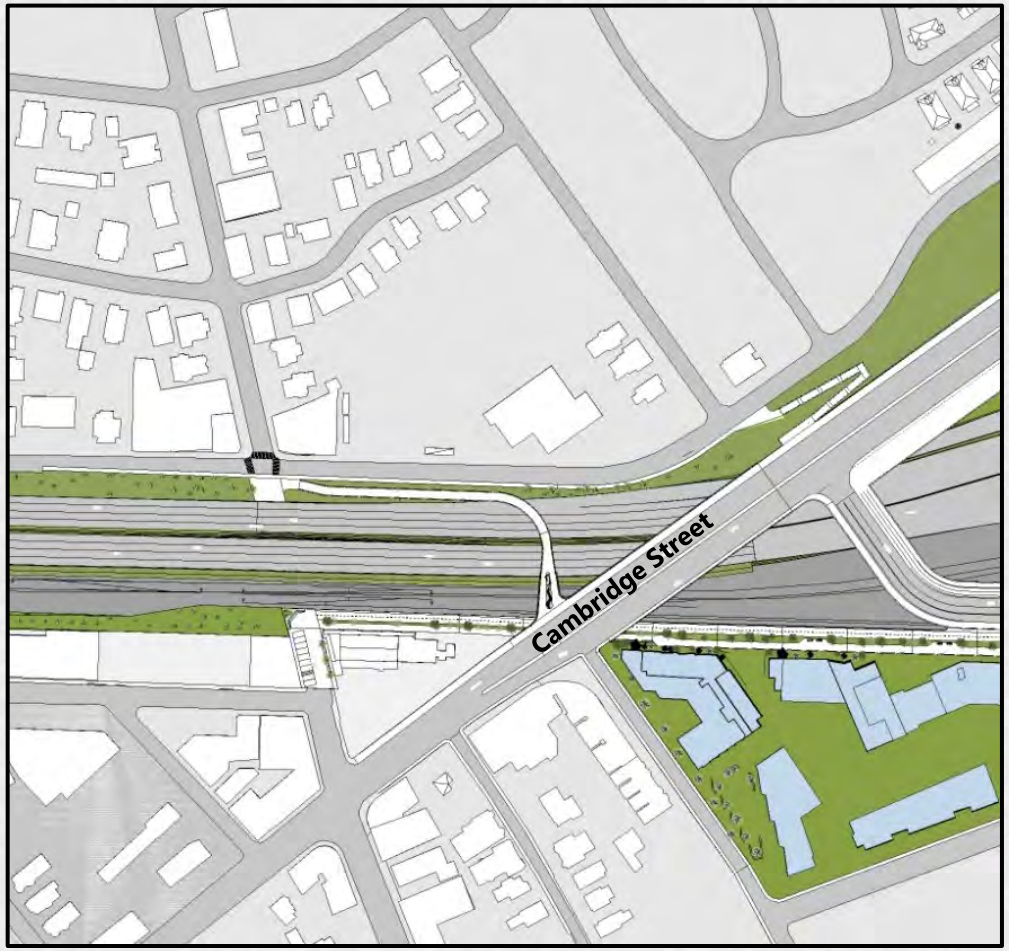


Access Ramp

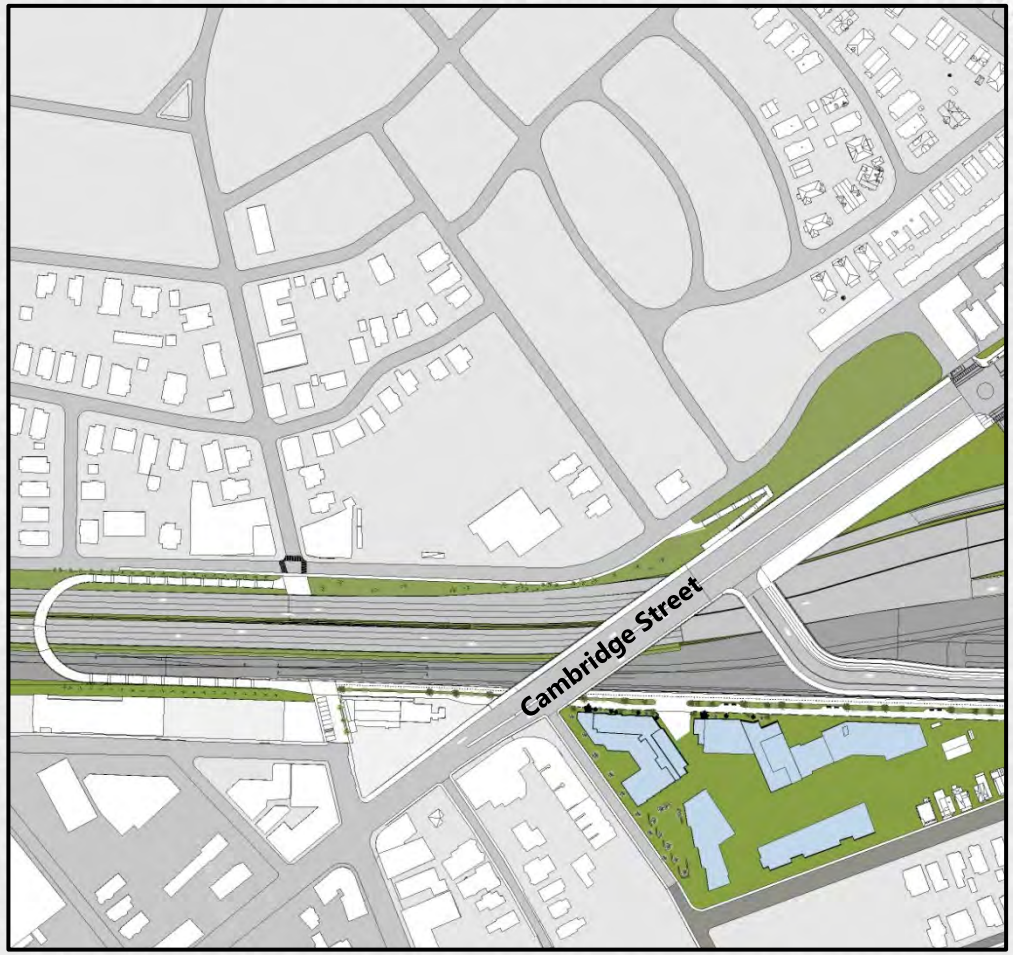


Spiral

Franklin Street Pedestrian Bridge

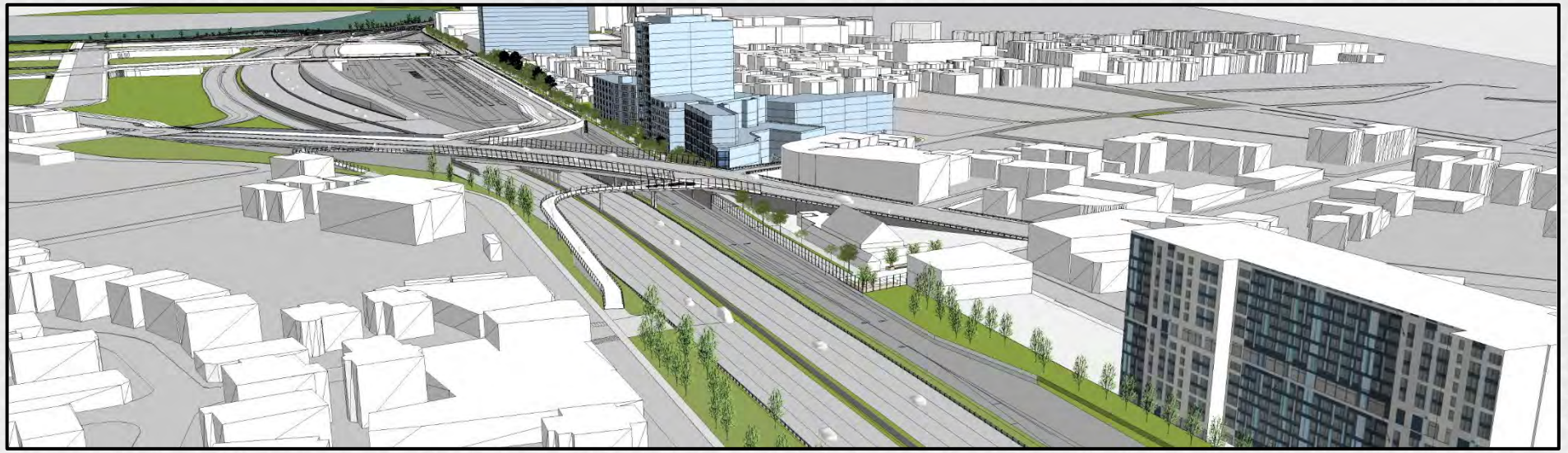


Cambridge Street Bridge Connection (CSBC) Option



U-Turn Option

Franklin Street Pedestrian Bridge (cont.)



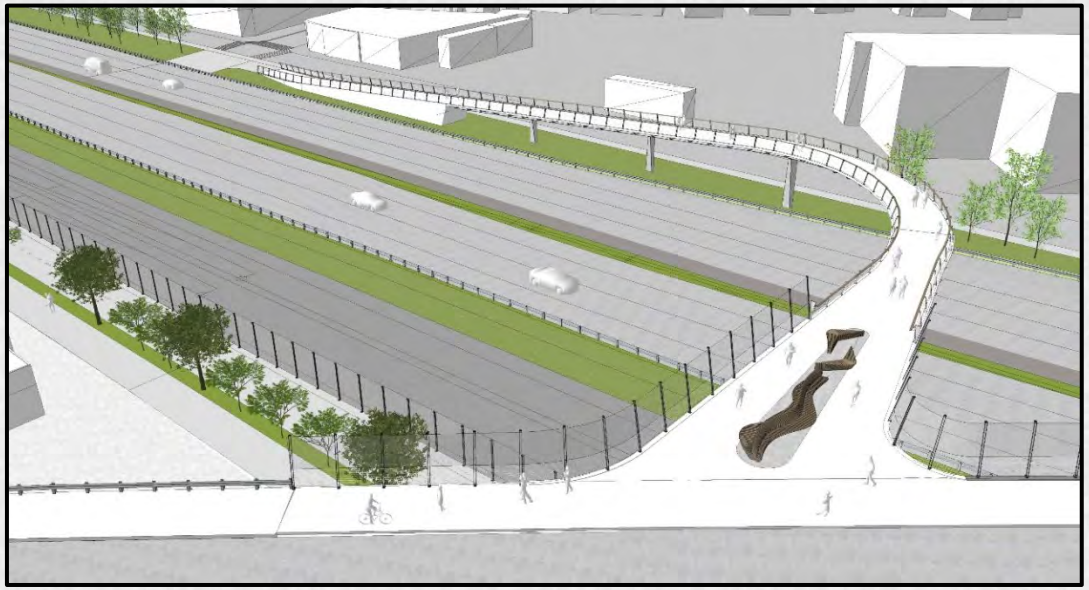
Cambridge Street Bridge Connection (CSBC) Option



U-Turn Option

DRAFT – FOR DISCUSSION PURPOSES ONLY

Franklin Street Pedestrian Bridge (cont. 3)



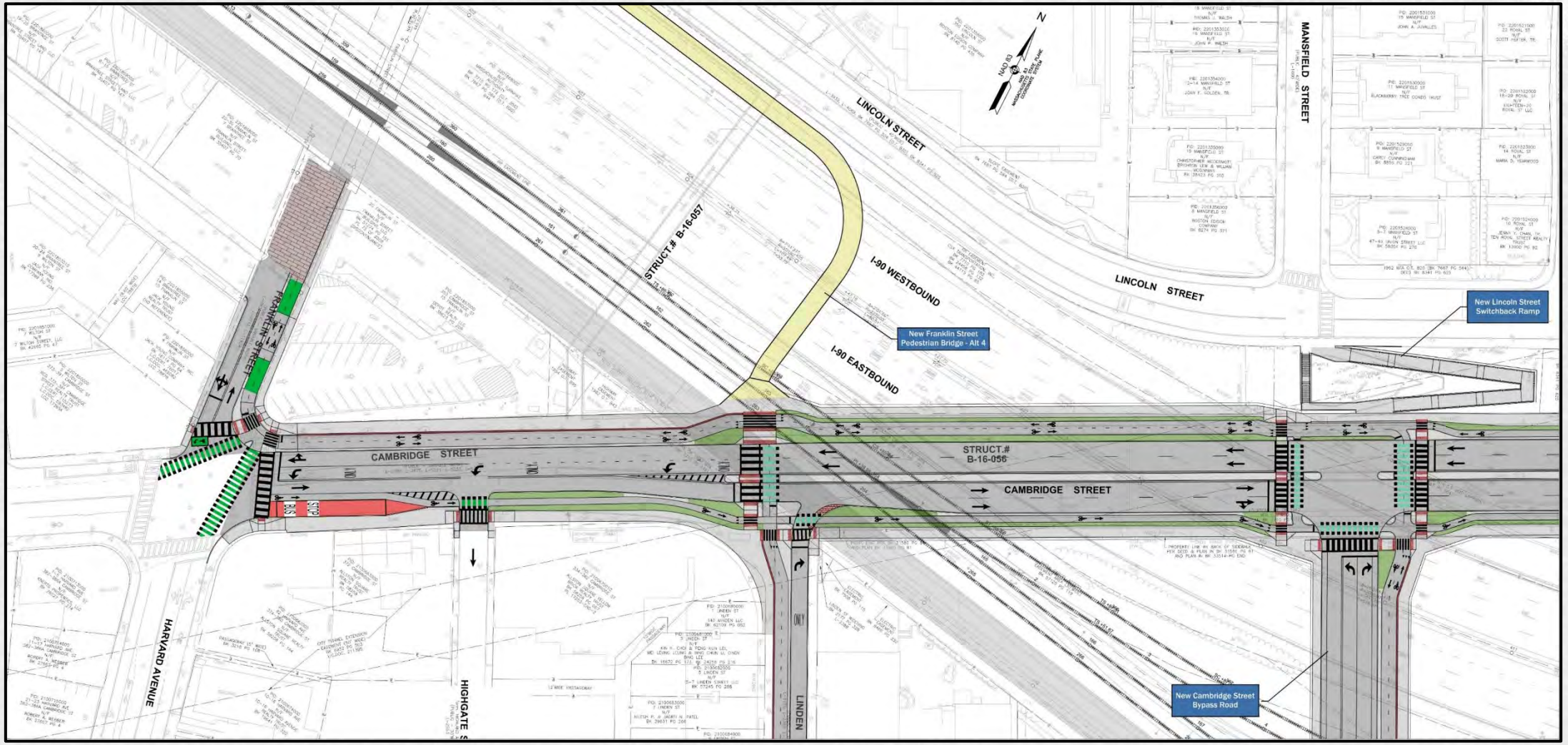
Cambridge Street Bridge Connection (CSBC) Option



U-Turn Option

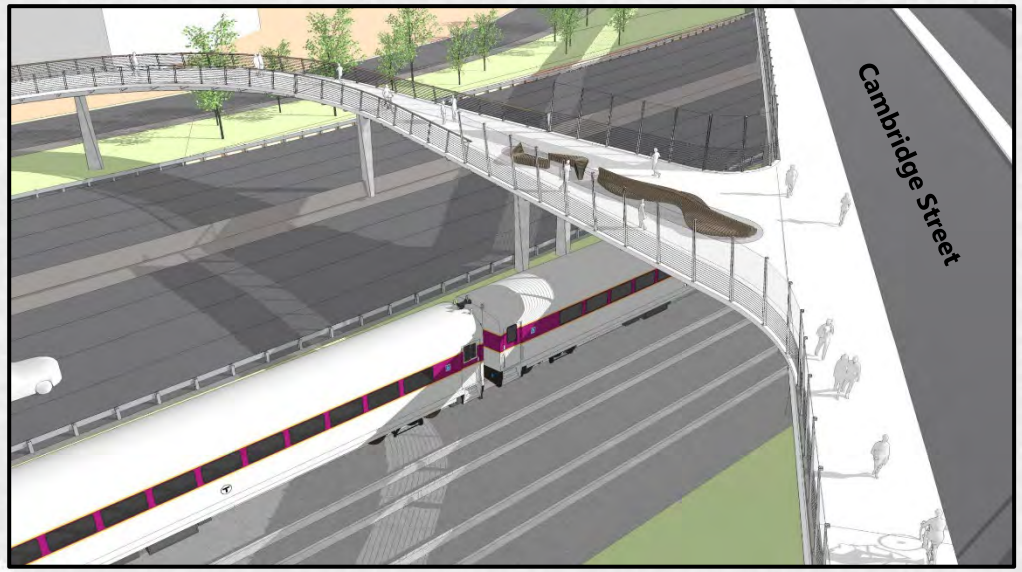
DRAFT – FOR DISCUSSION PURPOSES ONLY

Conceptual Cambridge Street Layout with Cambridge Street Bridge Connection Option



Franklin Street Pedestrian Bridge (cont. 4)

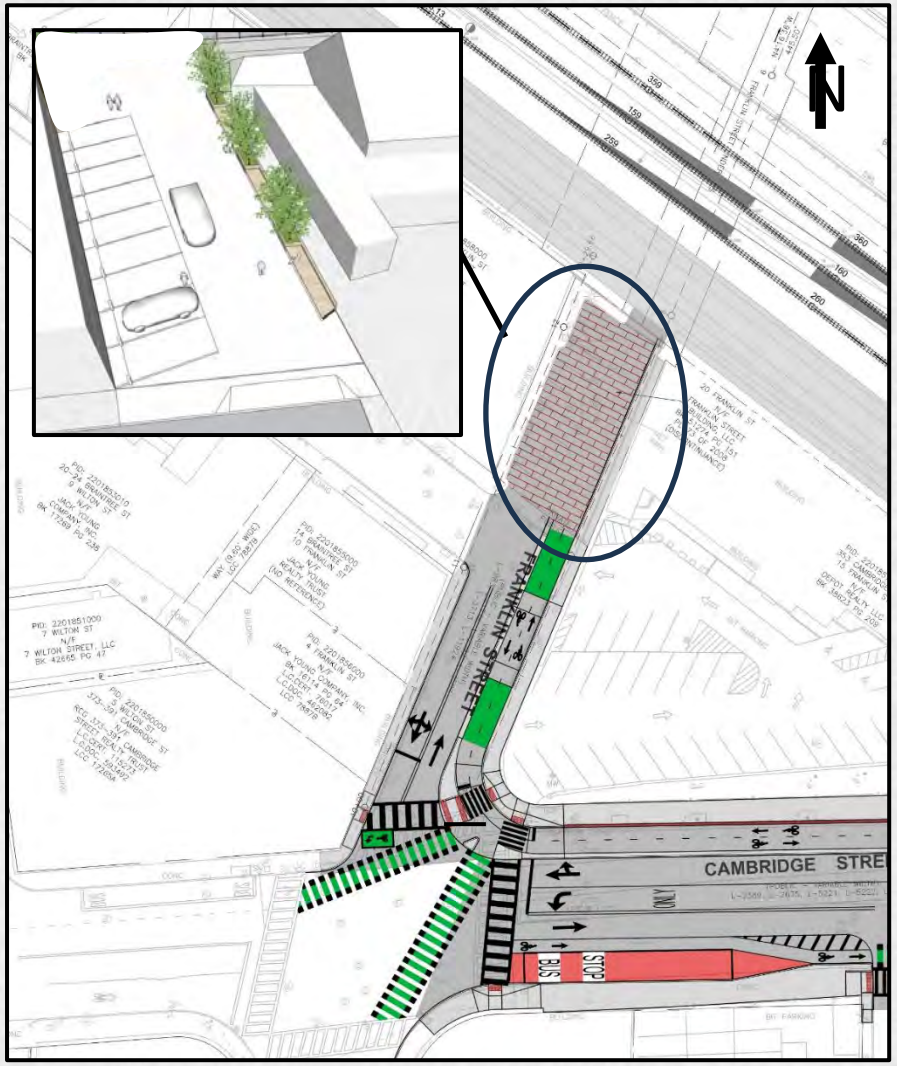




Cambridge Street Bridge Connection (CSBC) selected as the Preferred Option

- Option made feasible as a result of the Cambridge Street Bridge replacement
- This new bridge is closer to the current location
- Shorter path (particularly important for pedestrians)
- Higher visibility of path users
- Less visual impact to adjacent development properties
- Does not require taking of former Ace Ticket building and tenant relocation
- Does not require traversing Harvard Street/Cambridge Street intersection for all pedestrian/bike movements
- Direct connection to future Cambridge Street crossing to Linden Street

Conceptual Access to Southside Buffer Path from Franklin Street





(Looking south)



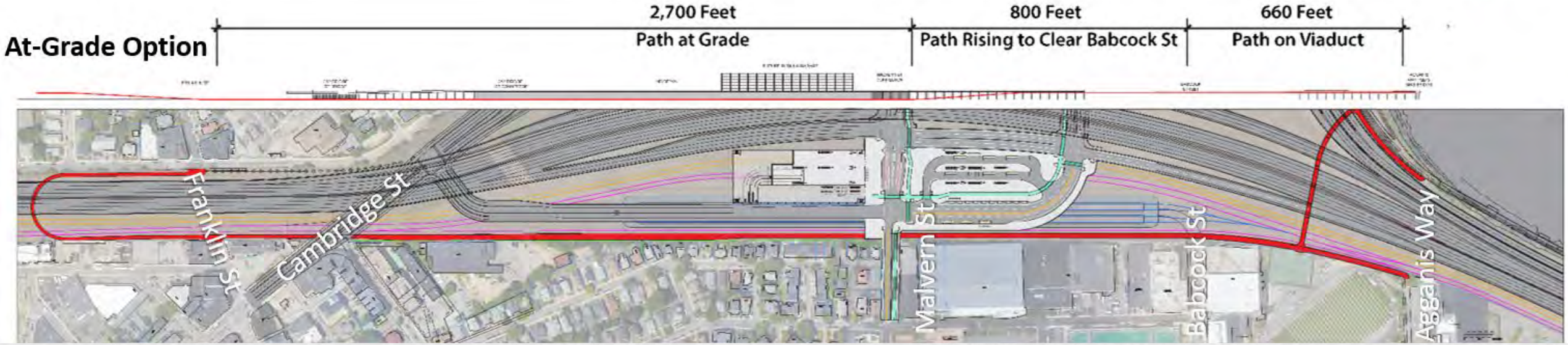
(Looking north)

South Side Buffer Path – A Linear Park Concept

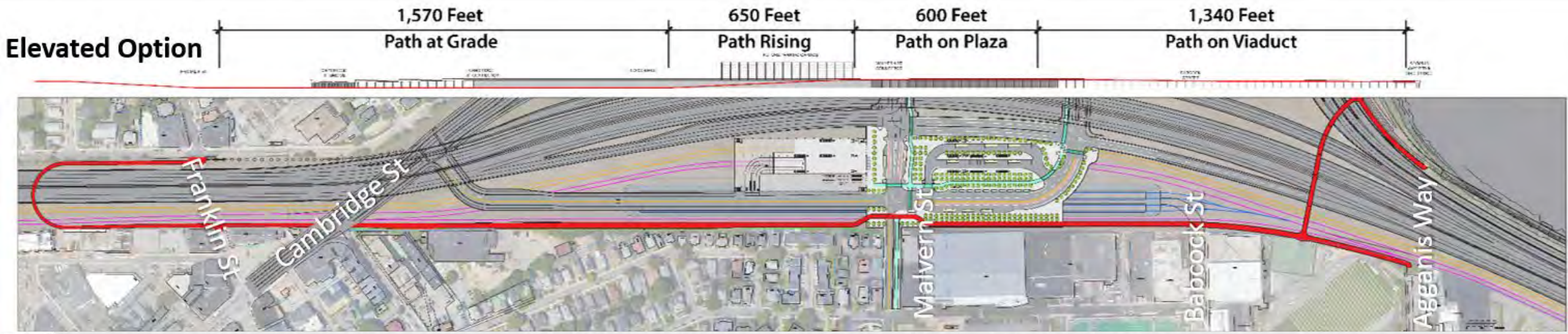


Southside Path Options

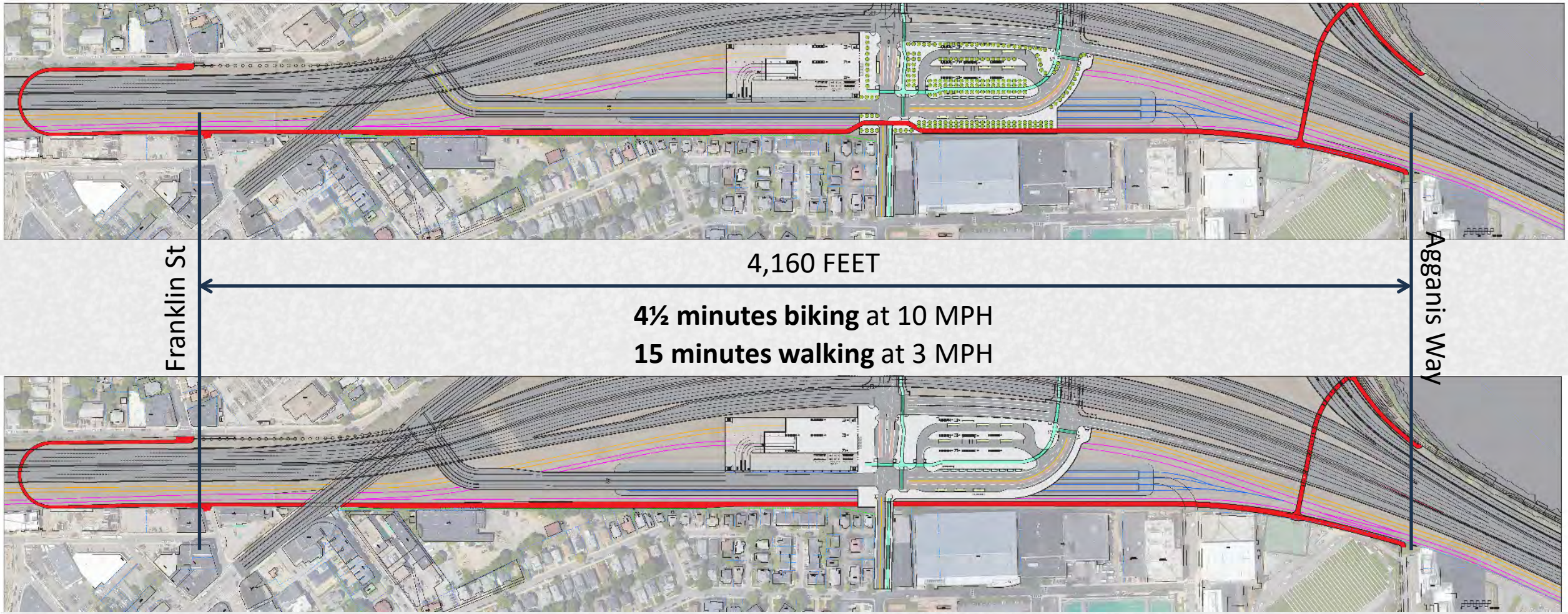
At-Grade Option



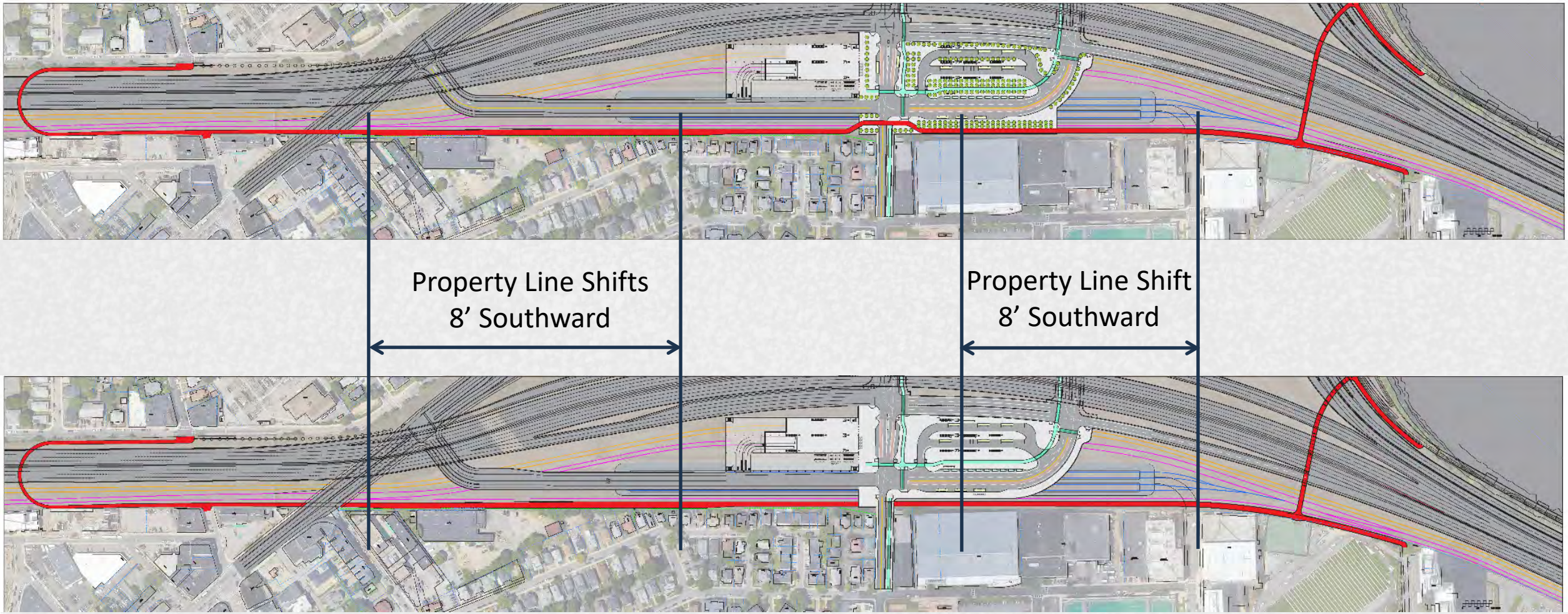
Elevated Option



Southside Path Options (cont.)

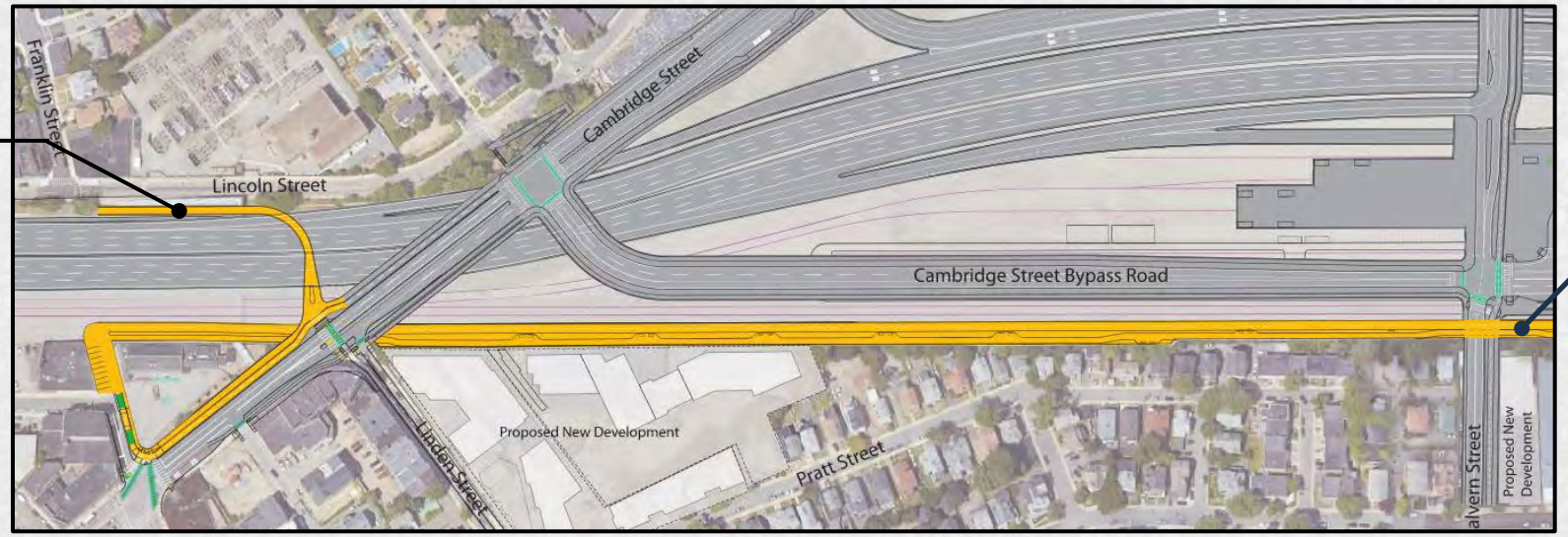


Southside Path Options (cont. 3)



Southside Buffer Path Options (cont. 4)

Cambridge Street Bridge Connection Option



Elevated Option

Southside Buffer Path (Franklin Street to Malvern Transit Way via CSBC Option)

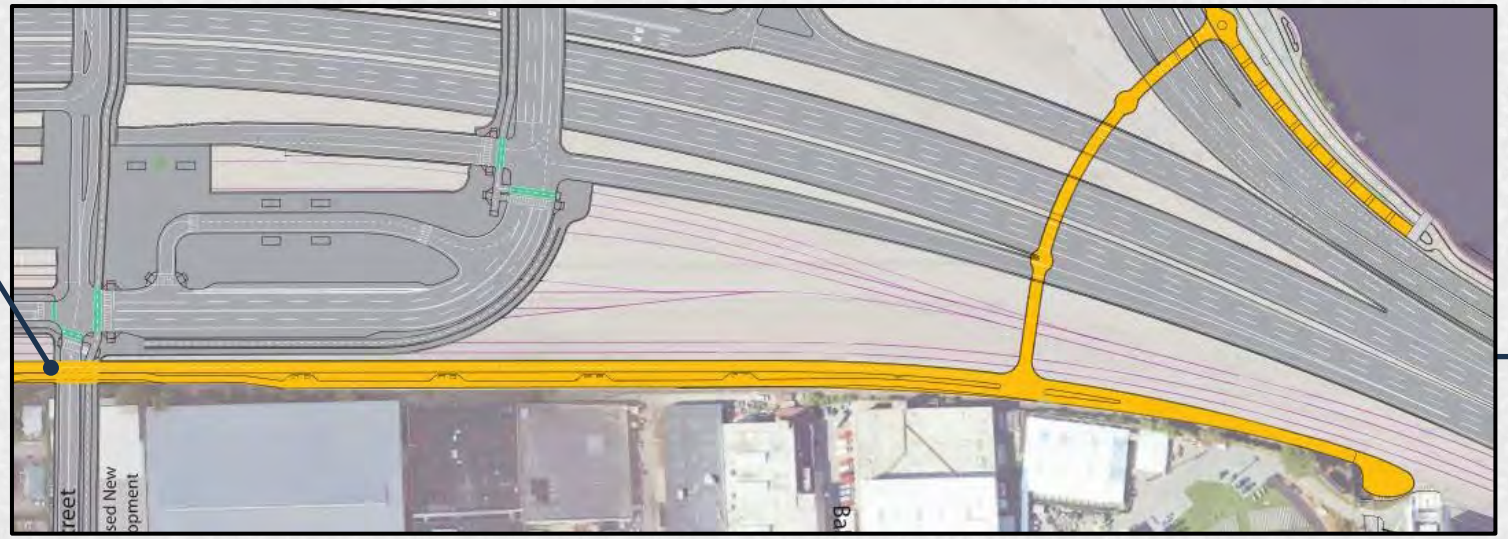
U-Turn Option



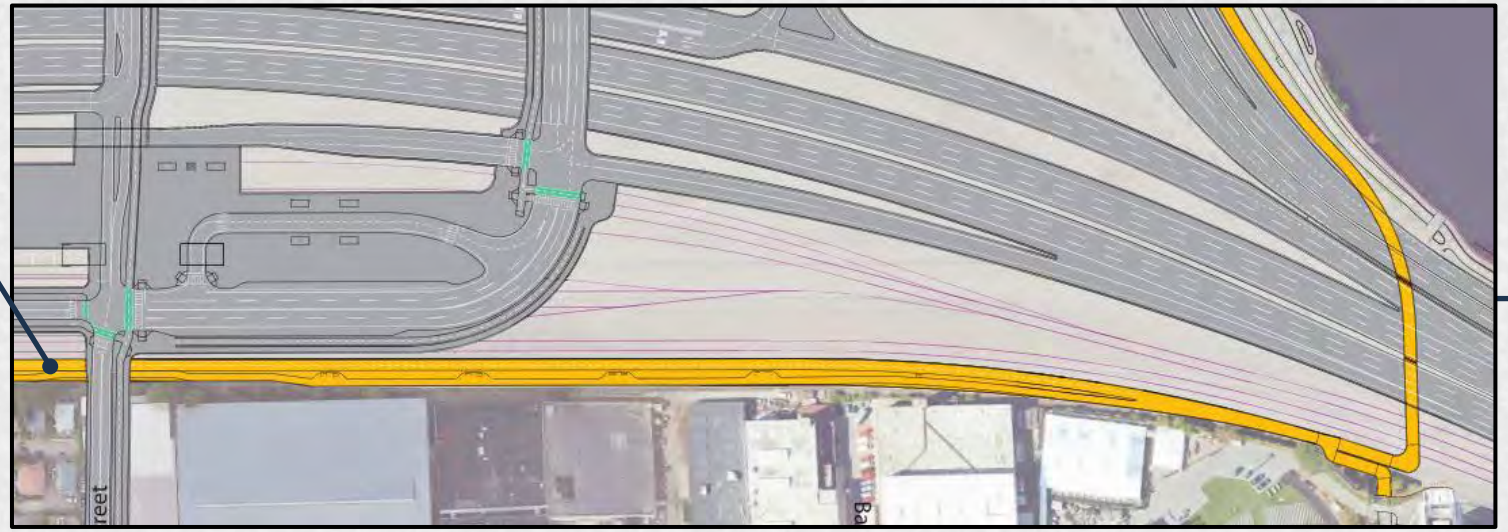
At-Grade Option

Southside Buffer Path (Franklin Street to Malvern Transit Way via U-Turn Option)

Southside Buffer Path Options (cont. 5)

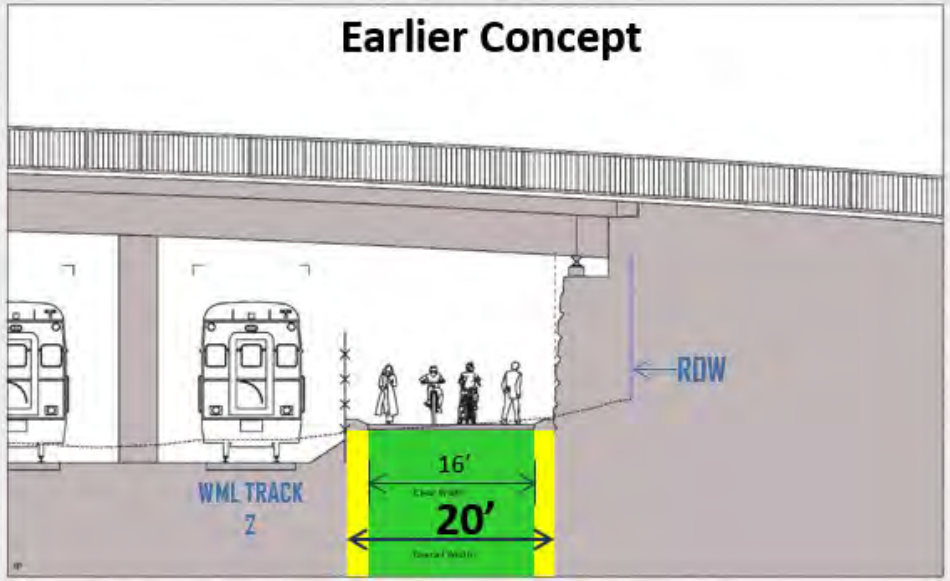


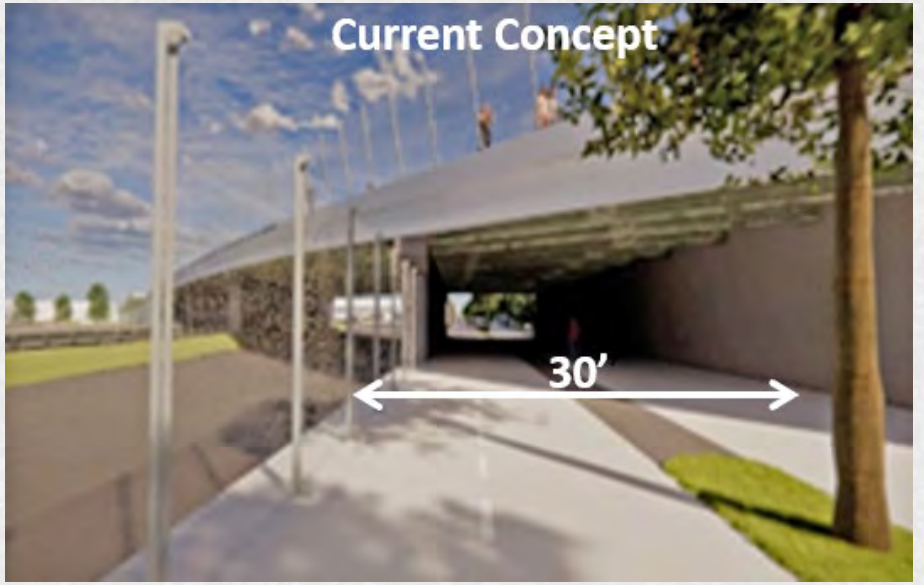
Southside Buffer Path (Malvern Transit Way to Agganis-PDW Path (West Option)



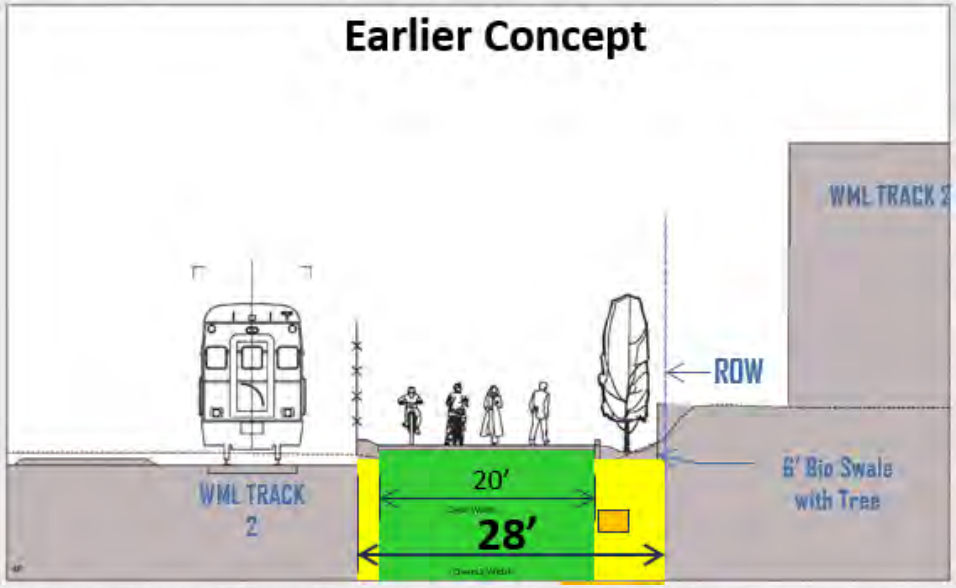
Southside Buffer Path (Malvern Transit Way to Agganis-PDW Path (East Option))

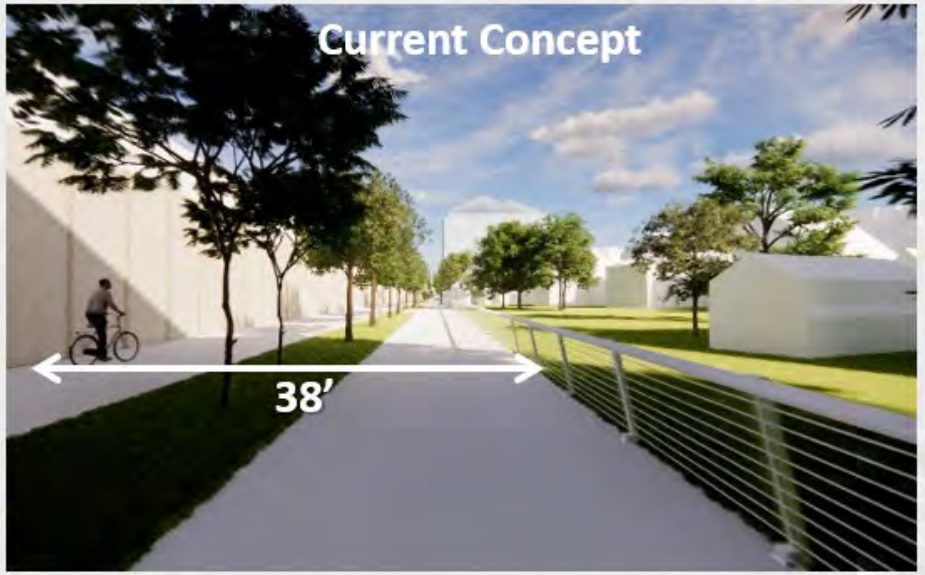
Southside Buffer Path Options (cont. 6)





Southside Path At Cambridge Street –Widens from 30' to 30'

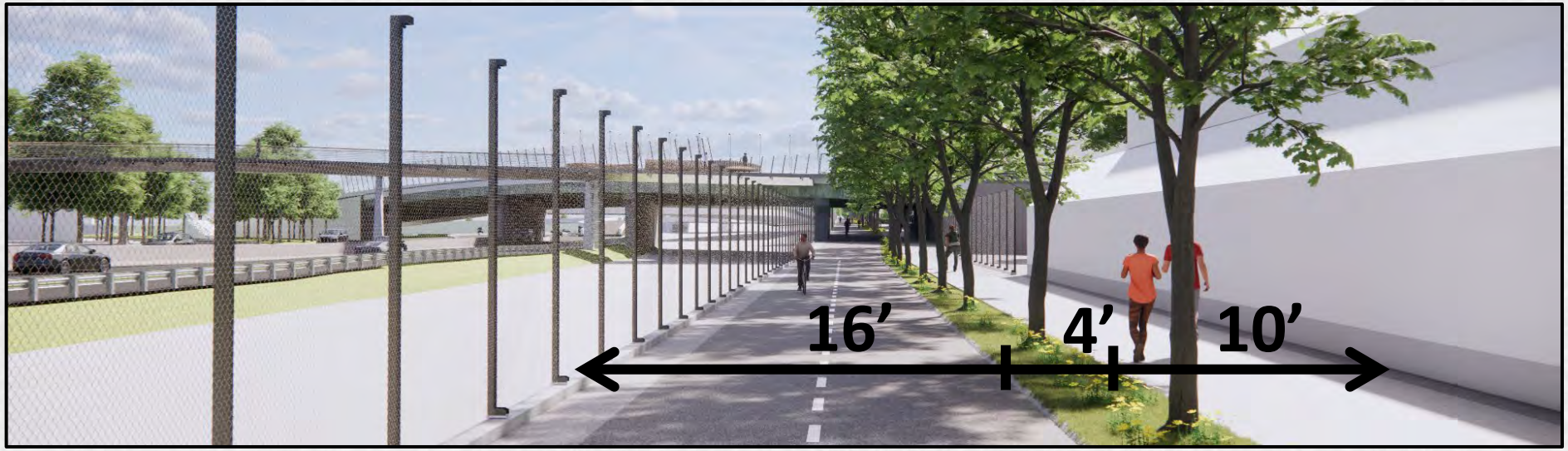




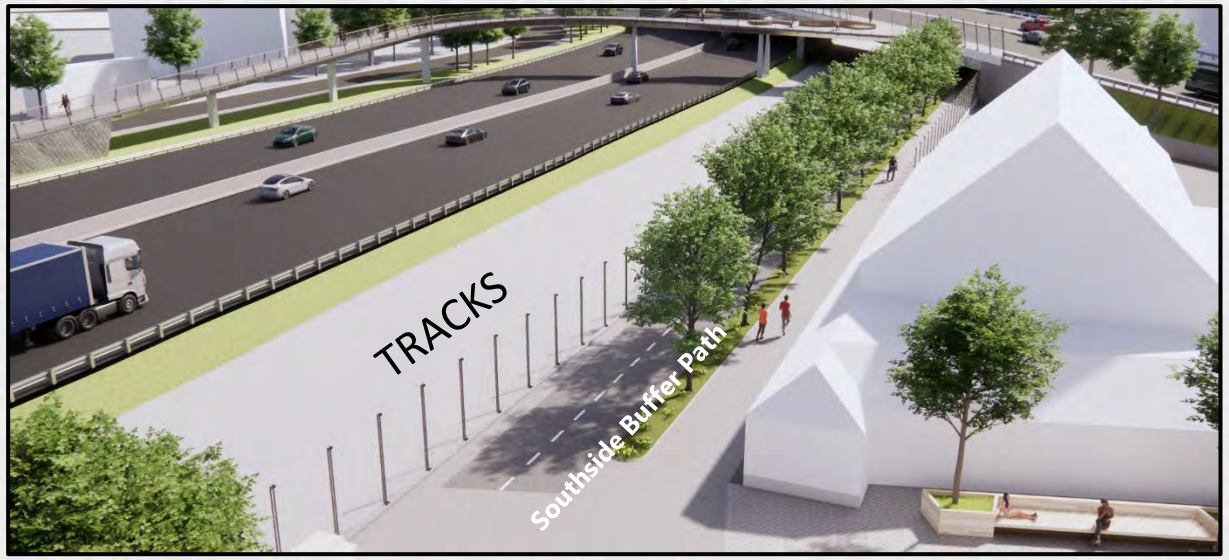
Southside Path East of Cambridge Street – Widens from 28' to 38'

DRAFT – FOR DISCUSSION PURPOSES ONLY

Southside Buffer Path



Southside Buffer Path at former Allston Depot



Southside Buffer Path at former Allston Depot

DRAFT – FOR DISCUSSION PURPOSES ONLY

Southside Buffer Path (cont.)



Southside Buffer Path (Elevated Option looking East)



Southside Buffer Path (At-Grade Option looking East)

DRAFT – FOR DISCUSSION PURPOSES ONLY

Concept Diagrams – Not to Scale







Southside Buffer Path (cont. 3)



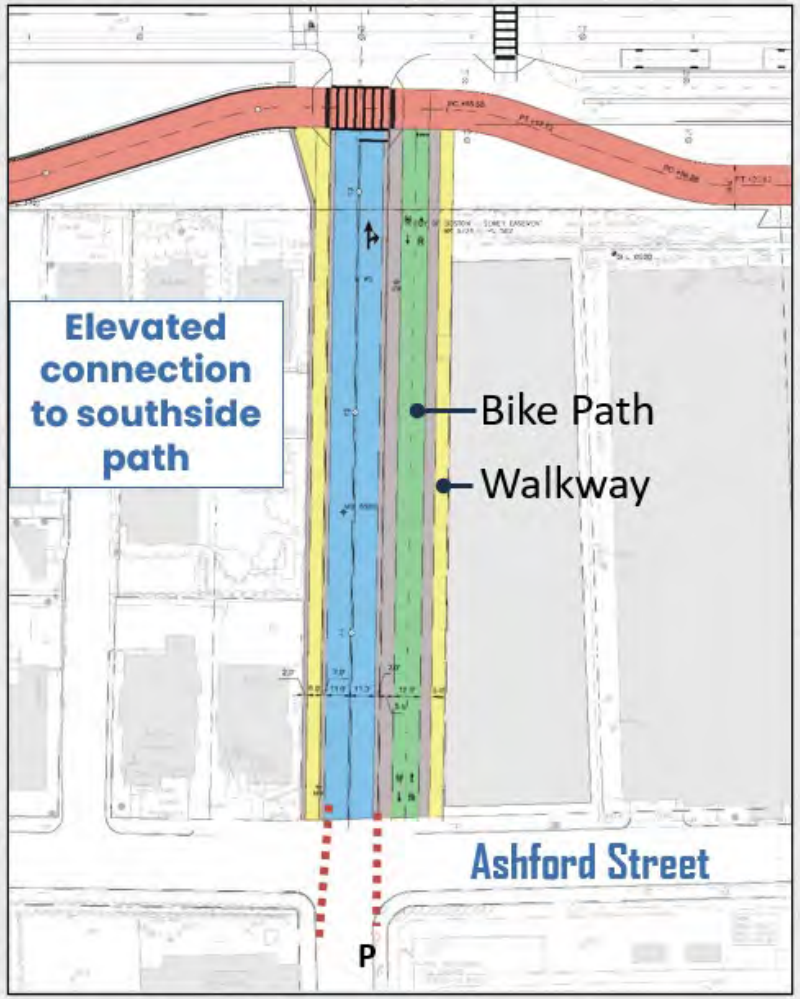
Elevated Option at Malvern Transit Way



At-Grade Option with access to Malvern Transit Way via ramp connection

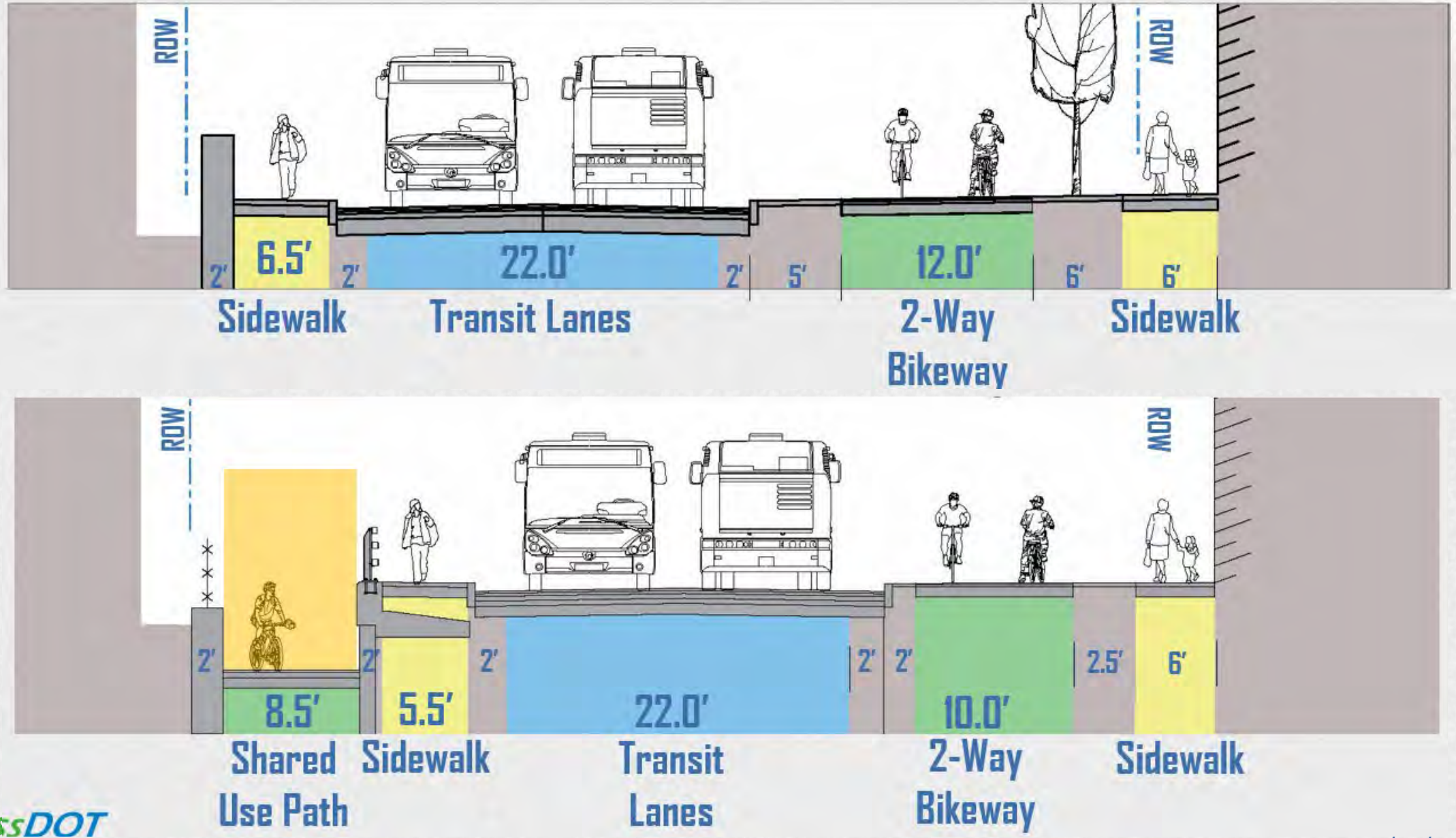
DRAFT – FOR DISCUSSION PURPOSES ONLY

Malvern Street Transitway Options





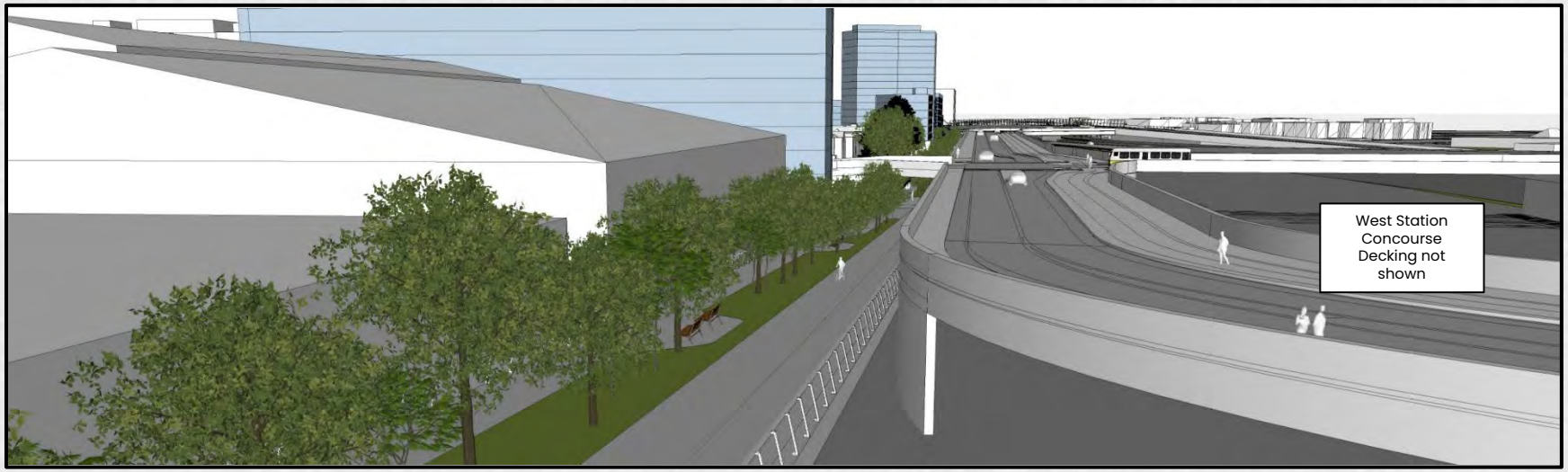
Malvern Street Transitway Cross Sections – Comparison



Southside Buffer Path (cont. 4)



Elevated Option Connection from Malvern Street to Agganis-PDW Path Ped Bridge



At-Grade Option Connection from Malvern Street to Agganis-PDW Path Ped Bridge

DRAFT – FOR DISCUSSION PURPOSES ONLY

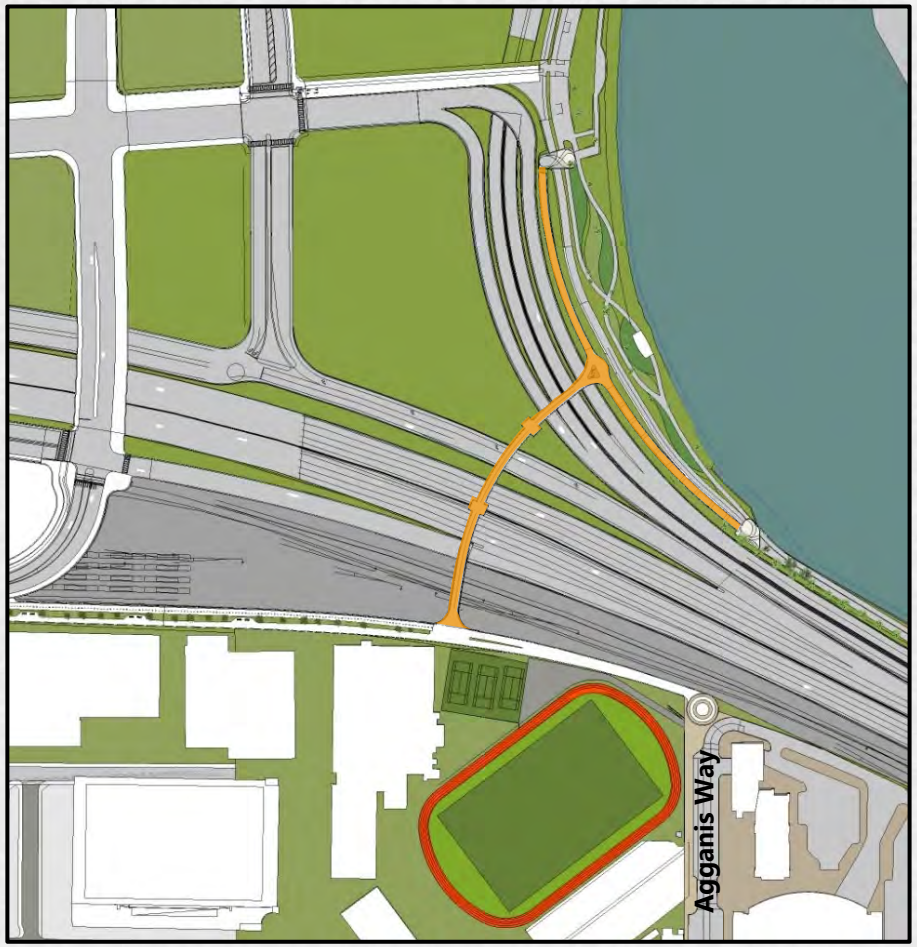
Southside Buffer Path (cont. 5)



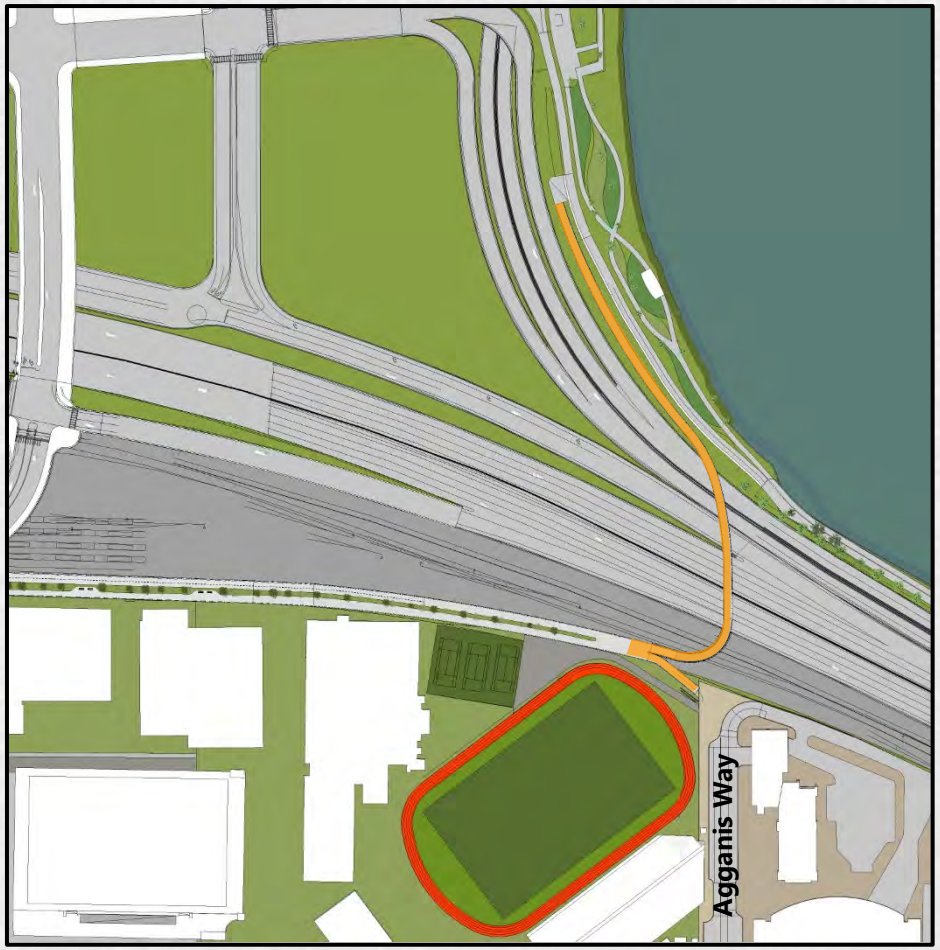
Elevated selected as the preferred Option

- Higher visibility of path users
- Better connections to Malvern Street Transit Way, Ashford Street and plaza-level bicycle and pedestrian network
- Reduces "canyon effect" by rising sooner to meet Malvern Street Transit Way and West Station concourse. Increased access via Bypass Road and West Station bus concourse would also reduce isolation and improve safety.

Agganis-PDW Path Ped Bridge

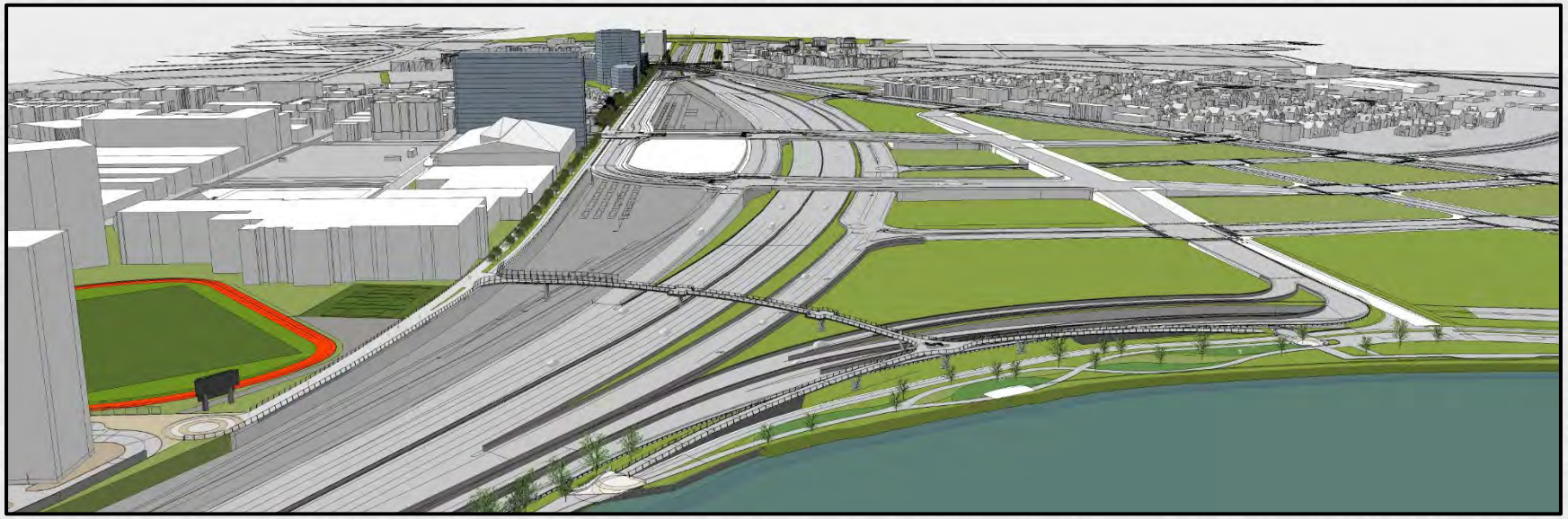


Agganis-PDW Path Ped Bridge
(West Option)

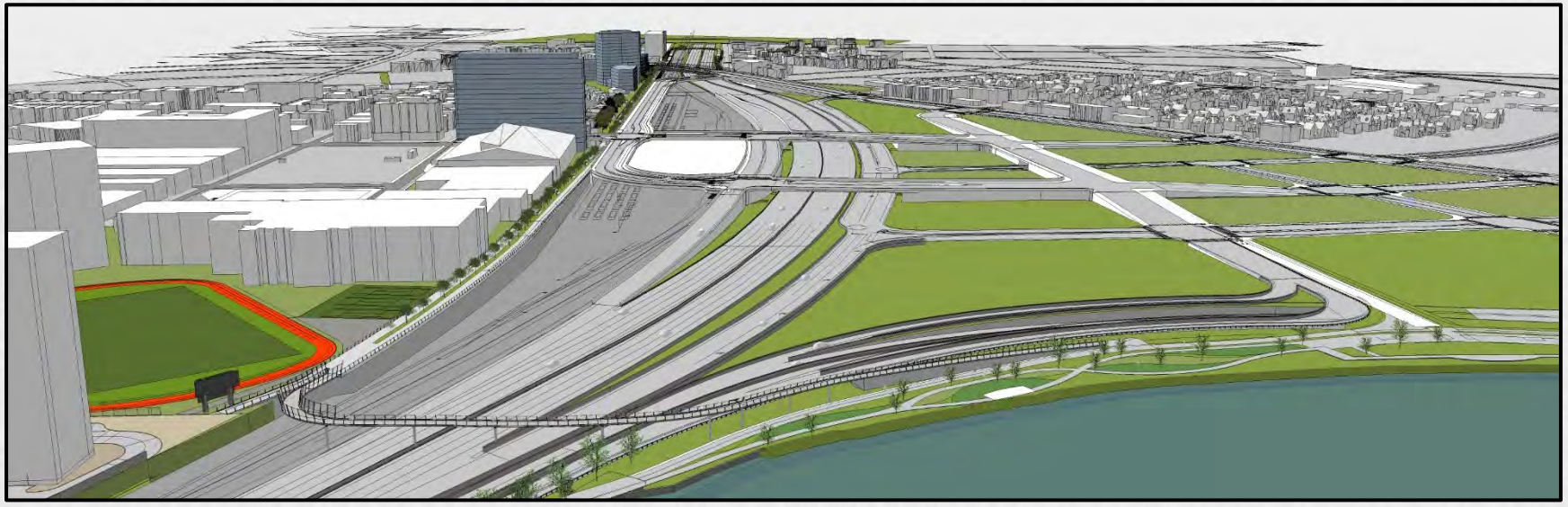


Agganis-PDW Path Ped_Bridge
(East Option)

Agganis-PDW Path Ped Bridge (cont.)



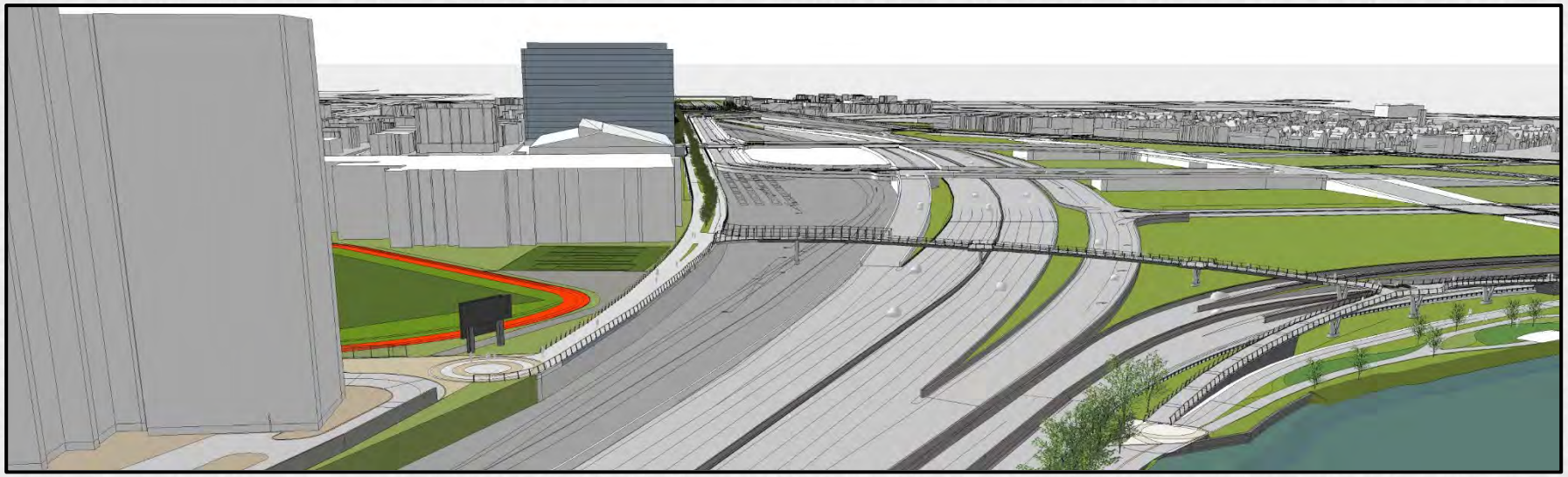
Agganis-PDW Path Ped Bridge (West Option)



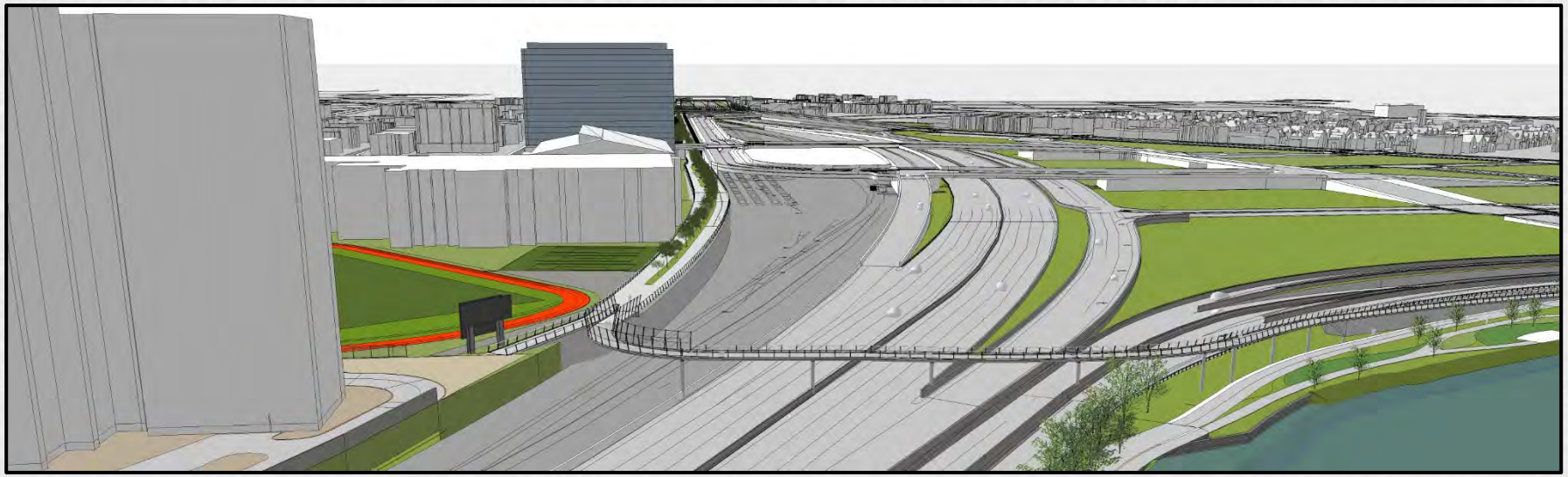
Agganis-PDW Path Ped Bridge (East Option)

DRAFT – FOR DISCUSSION PURPOSES ONLY

Agganis-PDW Path Ped Bridge (cont. 3)



Agganis-PDW Path Ped Bridge (West Option)



Agganis-PDW Path Ped Bridge (East Option)

DRAFT – FOR DISCUSSION PURPOSES ONLY

Agganis-PDW Path Ped Bridge (cont. 4)



Agganis-PDW Path Ped Bridge (West Option to PDW Path)



Agganis-PDW Path Ped Bridge (East Option to PDW Path)

DRAFT – FOR DISCUSSION PURPOSES ONLY

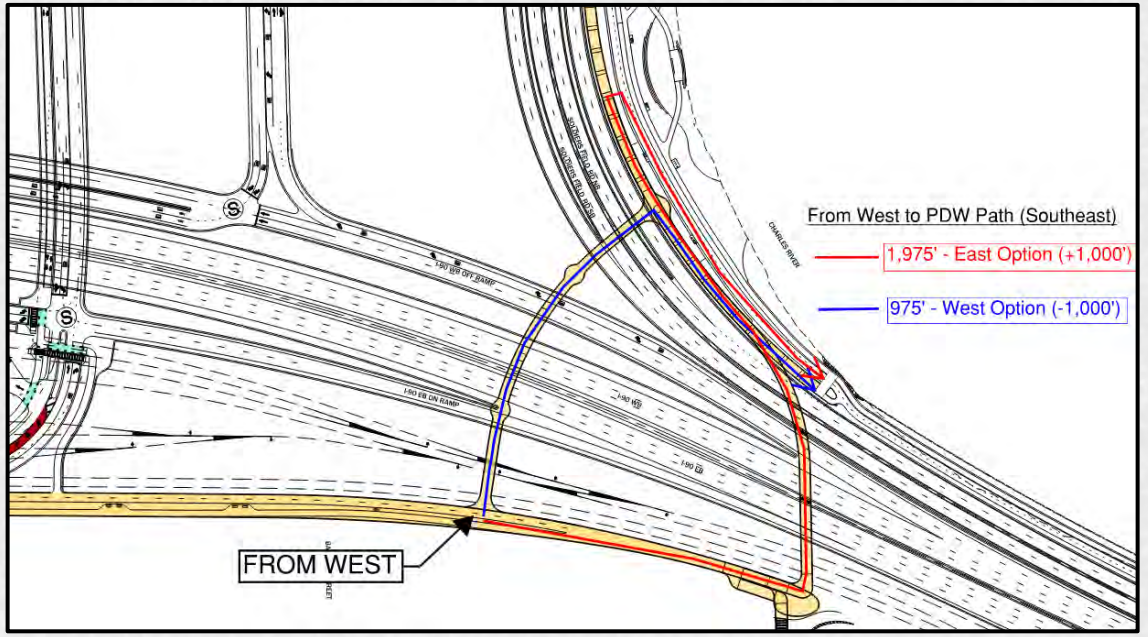
Agganis-PDW Path Ped Bridge (cont. 5)



Agganis-PDW Path Ped Bridge
(West Option)

Western alignment selected as the preferred Option

- Avoids switchback at Agganis Way
- Provides both east and west connections at PDW Path
- T intersection at PDW path provides opportunity for overlook of river and park
- Provides shorter route to PDW Path from Franklin Street, Malvern Street and West Station (up to 1,000 ft)



Today's Agenda

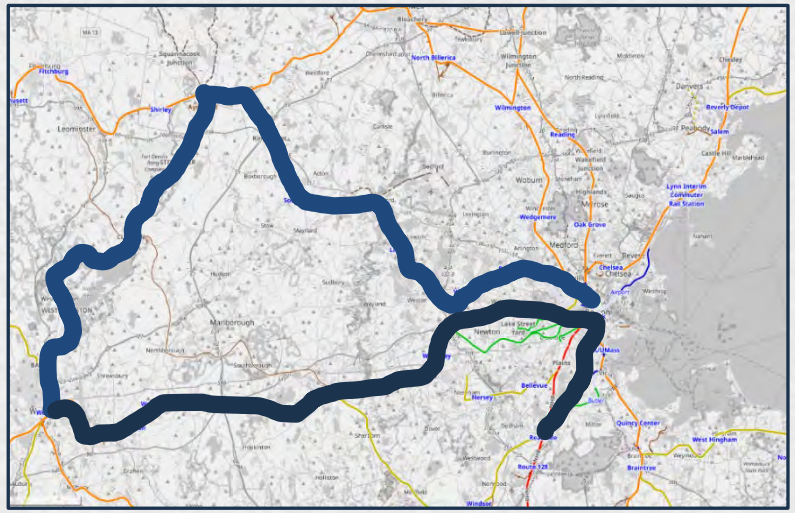
- Welcome/Introductions
- Layover Update
- Multimodal Local Connections
- MBTA, MassDOT Compass Rail and Amtrak Rail Operations
- **Temporary Grand Junction Rail Outage**
  - **Outage Schedule Reduction Approach**
  - Service Contingency Measures
- Next Steps

Grand Junction Update
Outage Schedule Reduction Approach

- MBTA's “North Side” and “South Side” Commuter rail infrastructure connected by Grand Junction (GJR)
- At-grade alternative would sever the GJR connection
- Alternative route requires a 100+ mile detour and is very challenging for the MBTA and Amtrak.
  - The MBTA’s heavy maintenance facility (the Boston Engine Terminal) is on the north side
  - MBTA's proposed south side heavy maintenance facilities are currently unfunded
  - MBTA service would cease within weeks without reliable access to a heavy maintenance facility
  - Downeaster trains would lose access to Amtrak’s heavy maintenance facility in South Boston, risking that service



Grand Junction route to Boston Engine Terminal



Detour route to BET via Ayer

Grand Junction Update
Outage Schedule Reduction Approach (cont.)

- Staging previously developed assuming a long-term Grand Junction (GJ) outage would be acceptable with construction of a planned MBTA South Side Maintenance Facility
- Harvard University and A Better City have proposed the evaluation of alternative staging strategies intended to reduce the duration of the Grand Junction outage
  - Currently being vetted by MassDOT
- Purpose is to re-evaluate previously developed staging to potentially reduce the duration of GJ outage within limits acceptable to rail operators (Amtrak, CSX, MBTA)
- Evaluation Criteria:
  - Maintaining all transportation modes throughout
  - Temporary & Permanent Geometric Challenges within Constrained Throat Area for all transportation facilities
  - Reconstruction of GJ Bridge over Soldiers Field Road
  - Construction of retained fill approaches and new GJ Bridge over I-90
  - Schedule and Cost Implications

Grand Junction Update
Where We Are Today

- Recognition that Grand Junction (GJ) operations are crucial to local and regional rail operations
- Priority to minimize disruption to Grand Junction rail access
- With this focus, the City, ABC, and Harvard worked to improve the efficiency of the staging plan to reduce duration GJ is out of service while still delivering on all other objectives of the staging plan



"Little" Grand Junction Bridge from SFR looking east



Grand Junction Rail below I-90 Viaduct looking west

Content prepared and presented by A Better City (ABC)

Today's Agenda

- Welcome/Introductions
- Layover Update
- Multimodal Local Connections
- MBTA, MassDOT Compass Rail and Amtrak Rail Operations
- **Temporary Grand Junction Rail Outage**
  - Outage Schedule Reduction Approach
  - **Service Contingency Measures**
- Next Steps

GJR Outage – Service Contingency Measures

- Goal: Understand impacts of the Grand Junction outage on Amtrak and the MBTA's operations, and determine how rail operators would be able to support reliable service during a GJR outage

- Analyze:
  - Rail operations across the system
  - Equipment Inspection and Maintenance Cycles
  - Maintenance Facility Capabilities
  - Equipment Layover/Marshalling (construction period)
  - Operating Agreements
  - Environmental & Cost Considerations

Today's Agenda

- Welcome/Introductions
- Layover Update
- Multimodal Local Connections
- MBTA, MassDOT Compass Rail and Amtrak Rail Operations
- Temporary Grand Junction Rail Outage
- **Next Steps**

Next Steps

- Proposed Upcoming Task Force Meeting Dates: June 17, July 17, August 21
- Potential Topics at Upcoming Task Force Meetings
  - Status of Alternate Layover Sites
  - Grand Junction Rail Temporary Outage/Mitigation
  - Rail Operations Analysis and Needs
  - IMR Briefing
  - Rail and West Station Location/Layout
  - Future Beacon Park Yard Land Use
- Other Suggested Topics for Upcoming Task Force Meetings?

Thank You!

