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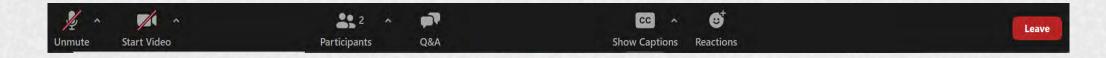
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Department



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"Raise your hand" to be unmuted for verbal questions; (Alt + Y)



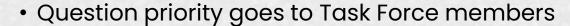
• Please state your name before your question



• Please share only **1** question or comment at a time, limited to **2** minutes, to allow others to participate.

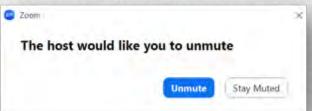


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Please be advised that all comments are subject to disclosure for public records, therefore use these functions for project-related business only.







Today's Agenda

ALLSTON INTERCHANGE

- Welcome/Introductions
- General Updates
- Shoreline Alternatives
- CTPS Modeling
- Working Groups
- Questions

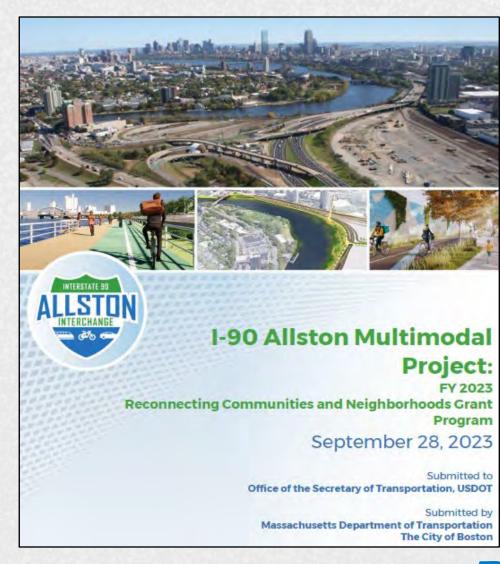


General Updates - USDOT Grant



USDOT Grant:

- The Allston Multimodal project was recently awarded \$335 Million in USDOT Reconnecting Communities and Neighborhoods (RCN) Federal Discretionary Grant money.
- MassDOT lead applicant, jointly with the City of Boston
- Strong financial commitment and collaboration between MassDOT and the City of Boston, Harvard University and Boston University
- Obligation deadline, September 2026





General Updates - Cambridge Street Bridge



- MassDOT evaluated the options described at the 2/15/24 Task Force Meeting:
 - Option 1: Rehabilitation
 - Option 2: Preservation + Full Replacement

Next Steps

- Preservation design is underway
- Anticipate preservation construction to begin spring/summer 2025
- Preservation construction duration approximately 1-2 years
- Full replacement design begins summer 2024
- Full replacement construction as part of Multimodal project

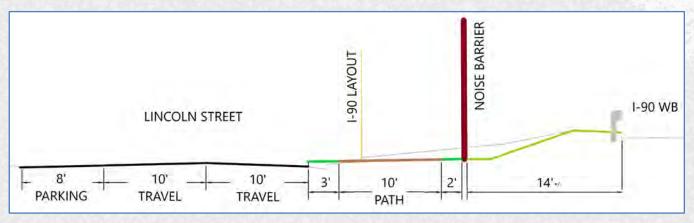


General Updates - Lincoln Street Noise Barrier

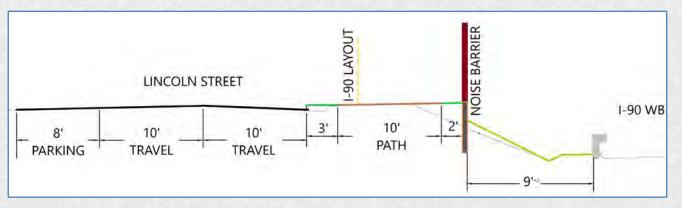


Update:

- Developed concept-level barrier alignment to support the City of Boston's vision for a future bike path, outlined in Boston Planning and Development Agency's "Allston-Brighton Mobility Plan"
 - o 10' path w buffers
 - Requires retaining walls
- Prepared subsurface boring plan
- Developing utility investigation plan – ground radar and test pits



Market Street Area



Franklin Street East Area



Today's Agenda

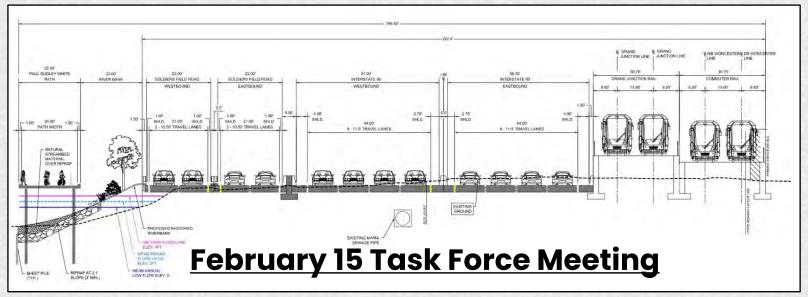
ALLSTON INTERCHANGE

- Welcome/Introductions
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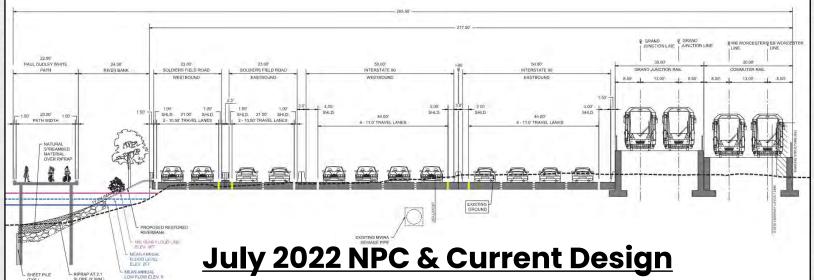


Project Overview: Modified At-Grade Alternative





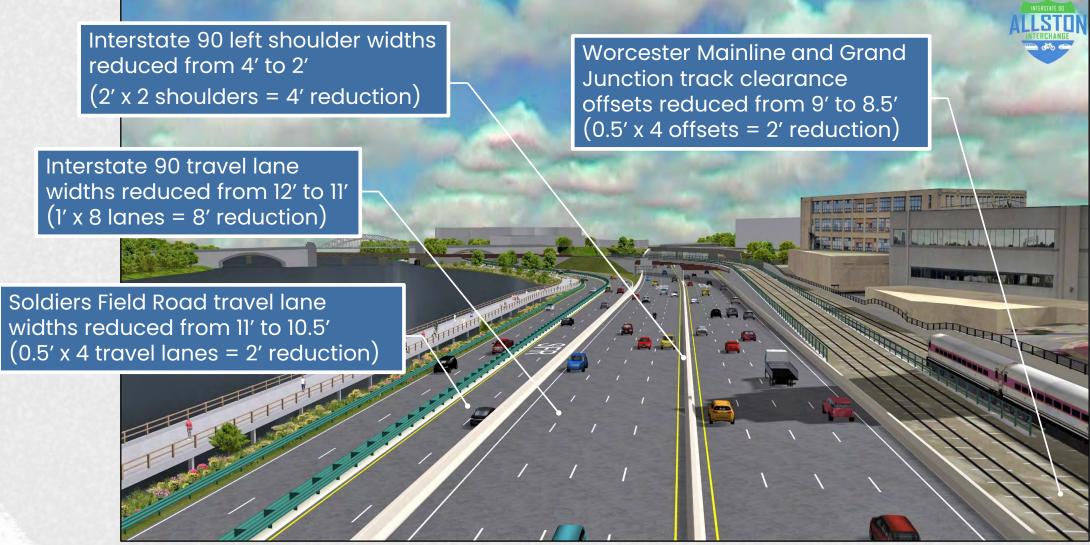






At-Grade Throat Area Highway and Rail Cross Section Reduction Measures To Date







2022 NPC Throat Area Analysis Findings



Analysis evaluated impacts if lanes were reduced on:

- -1-90
- Soldiers Field Road (SFR)
- Analysis based on future (2040) volumes
- Analysis will be updated with new CTPS data (2050)



2022 NPC Throat Area Analysis: I-90



- Capacity on I-90 = approx. 1,760 veh/hour/lane
 - Based on volume and speed data measured at AET Gantry 13
- 4 lane capacity = approx. 7,000 veh/hour
- 3 lane capacity = approx. 5,300 veh/hour
- Future volumes (2040) = 6,400 to 7,300 veh/hour
- If volumes exceed capacity: speeds drop, congestion results
- Impacts tens of thousands of people/day



2022 NPC Throat Area Analysis: I-90



- Multiple hours of congestion leads to other Impacts:
 - Diversions to local roads to avoid bottleneck
 - Degradation in local air quality
 - Increase emergency vehicle response times
 - Delays in the movement of goods and services (over 7,000 commercial veh/day)
- Permanently constrains primary east/west evacuation route



2022 NPC Throat Area Analysis: SFR



- Capacity = 1,700 1,800 veh/hour/lane
 - Two lane SFR capacity = approx. 3,500 veh/hour
- Removing lane = 50% reduction in capacity
- Future volumes (2040) = 2,900 to 3,500 veh/hour
- Multiple hours/day of congestion
- Recent count data (Dec 2022)
 - Existing volumes exceed capacity of 1 lane 7-10 hours/day



Proposed Riverbank Conditions – General Design Considerations



- The Project Team's framework for the proposed riverbank design includes:
 - Minimizing fill in Accordance with Federal, State and Local Environmental permitting requirements.
 - Preliminary discussions with Army Corp have indicated approval likely under MA General Permit that would limit fill in river to less than one acre
 - Address concerns of River Users
 - Future maintenance
 - Ecological Improvement: Enhancing and establishing habitat along the riverbank if possible
 - Historic and Cultural Preservation: Improving and re-establishing the historic parkway experience of SFR
 - Visual Effects: Preserving and enhancing views



Project Overview: Shoreline Types





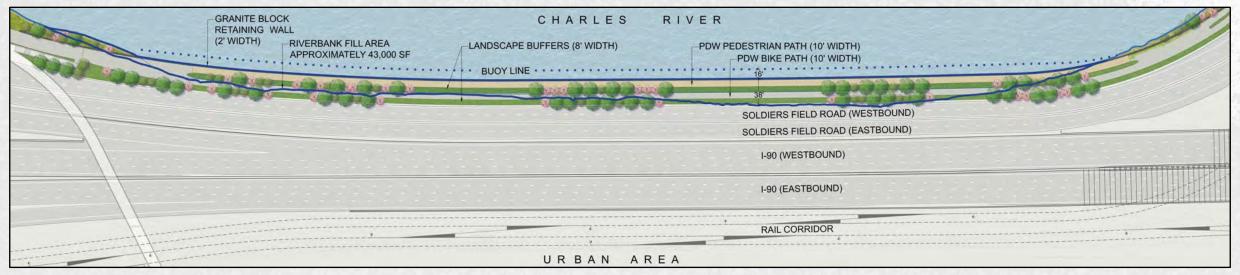
4,370 LF OF SHORELINE

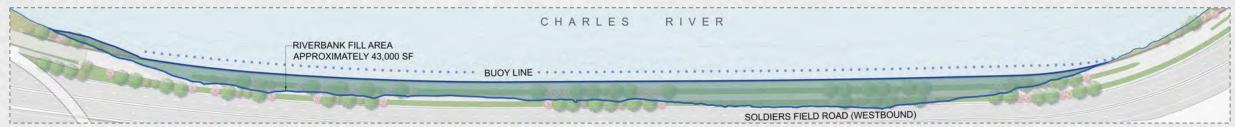
- Shoreline treatment varies for project extents
- Opportunity for planted edge at appropriate locations
- Where required, hardened edge proposed (similar to other existing edge treatments on the Charles River)



Option 1 Solid Fill Wall Option







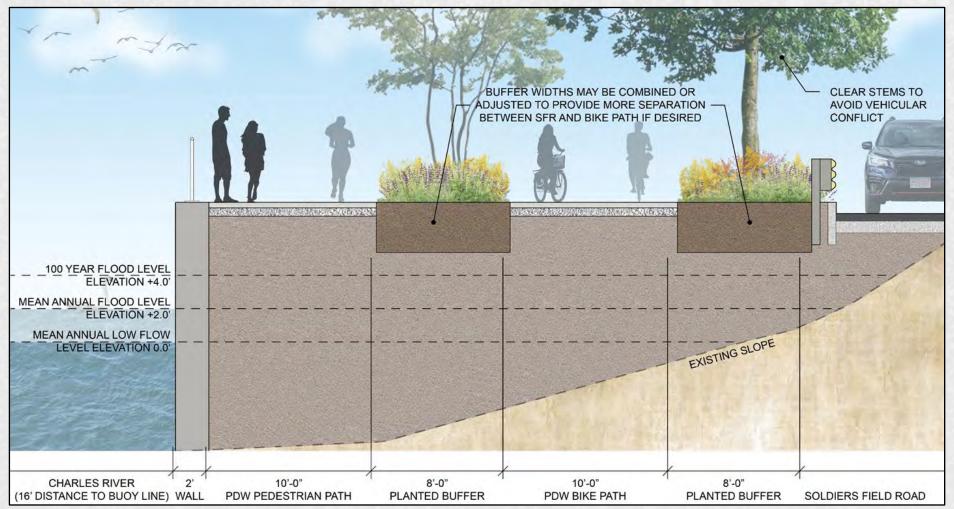
ORIGINAL WALL OPTION

- · Consistent vertical granite retaining wall for entire throat area
- · Maintenance vehicle access from either end of throat area
- No new shoreline habitat or ecological improvements



Option 1 Solid Fill Wall Option



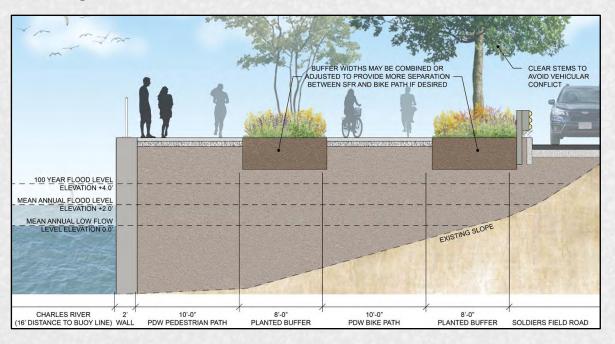


ORIGINAL WALL OPTION

- Developed to address some of the comments from the USCG and river and park users about the PDW Path on a walkway as well as historic concerns.
- All Project infrastructure located on fill
- +/- 43,000 sq. ft. of total permanent impacts



Option 1 - What We Heard





- Vertical Wall
 - creates significant wave deflection concerns (River Users)
 - provides no opportunities for river user respite or rescue (River Users)
 - provides little to no ecological value (River Users & Permitting Agencies)
- Significant river impact due to maximized fill (Permitting Agencies)
- Provides most easily maintained shoreline treatment (DCR)
- Allows for healthy and maintainable planting buffers at path edges (DCR)
- Road traffic will be loud and uninviting (River Users)



MODIFICATION OPPORTUNITIES

- Explore option to improve river's edge treatment to reduce wave deflection and provide areas of respite
- To maintain ease of maintenance access, unlikely to be able to provide a planted river's edge without increasing volume of river fill (which is already maximized).
- Consider opportunities to reduce traffic noise

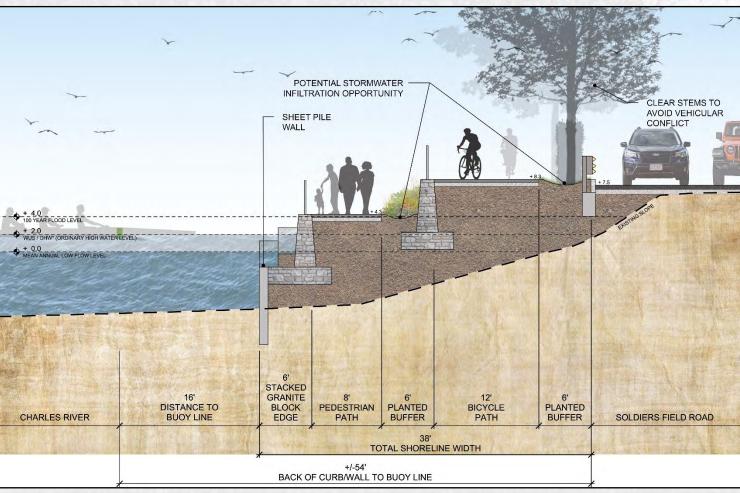


Option 1 Modifications









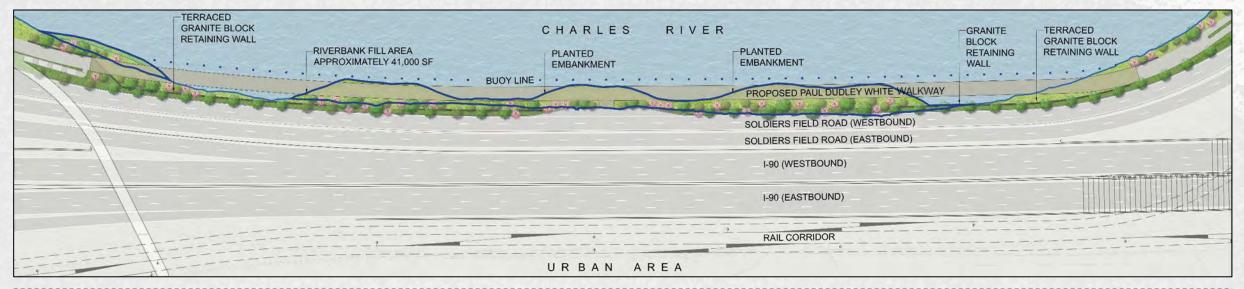
- Separated Pedestrian and Bicycle paths, at different elevations
- Stepped block wall at water's edge for reduced wave deflection

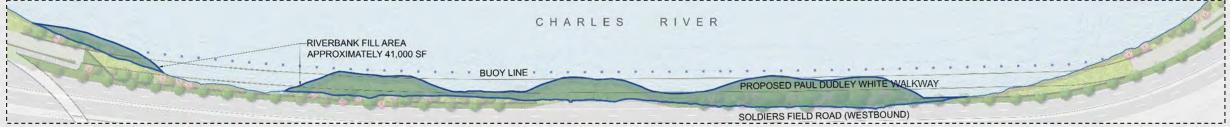
- Identify opportunities for planting and infiltration
- Requires a reduction of landscape buffers



Option 2 Varied Shoreline Edge



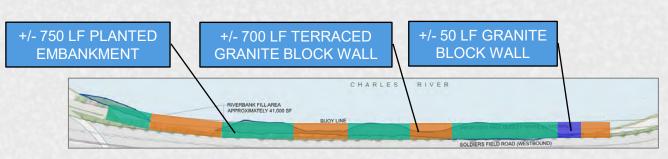




VARIED SHORELINE EDGE OPTION

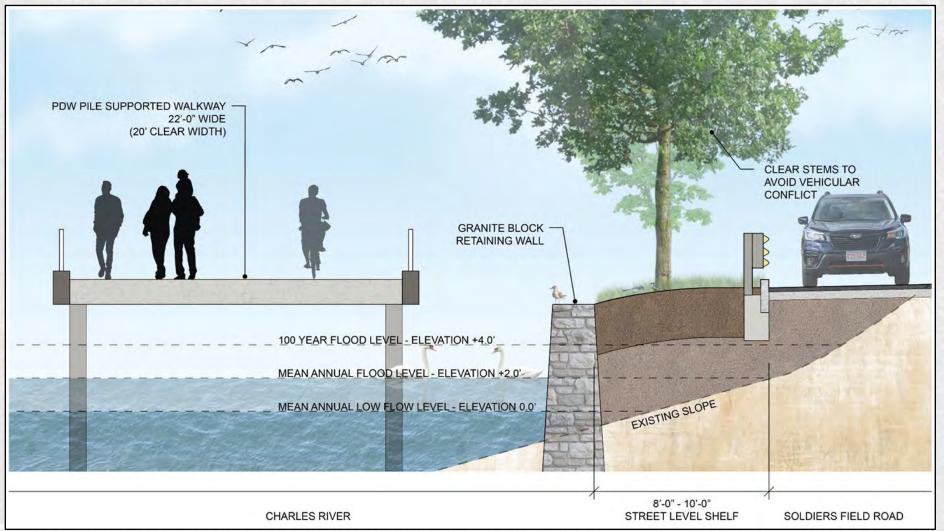
- Shoreline treatment provides visual interest
- Shoreline edge replicates the existing undulating form
- The combination of edge treatments responds to key shoreline design goals





Option 2 Varied Shoreline Edge (Granite Wall)





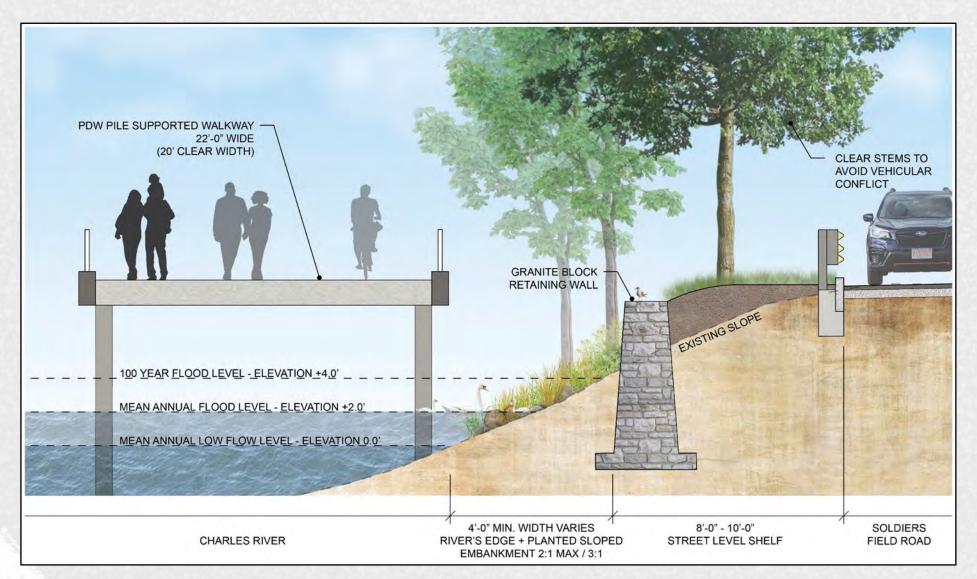
GRANITE WALL OPTION WITH WALKWAY

- Improves parkway experience
- Similar to existing granite wall treatments elsewhere on the Charles
- Less ecological restoration or habitat opportunities
- Maintainable if turnouts are provided on the SFR
- +/-50 Linear feet in Lenth



Option 2 Varied Shoreline Edge (Terraced)





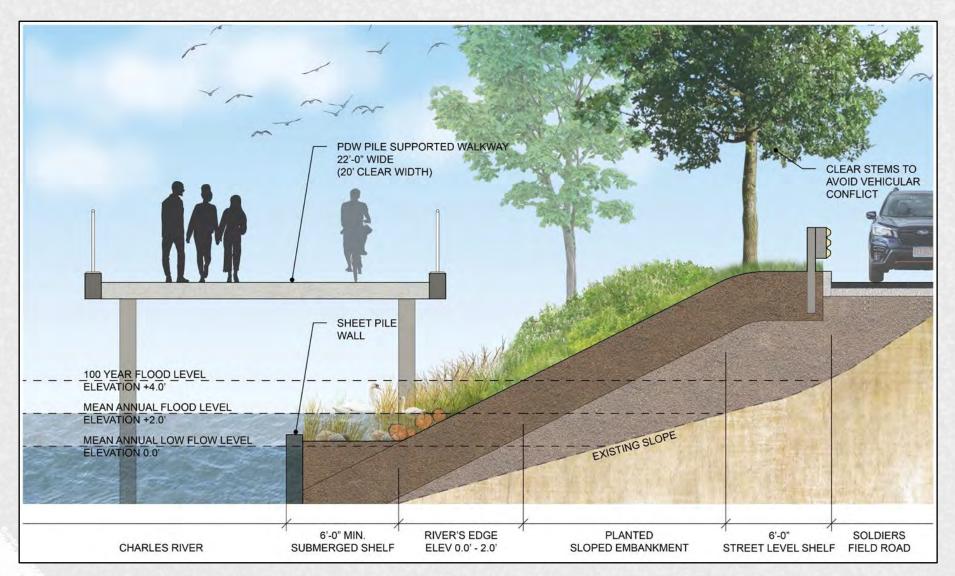
TERRACED GRANITE BLOCK WALL OPTION

- Improves parkway experience, river's edge planting provides potential ecological restoration and habitat, improves views from river.
- Notable maintenance challenges for lower slope (requires access from river to maintain)
- +/-700 Linear feet in Lenth



Option 2 Varied Shoreline Edge (Planted Embankment)





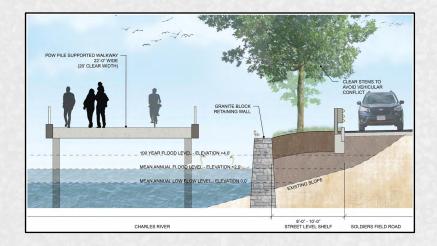
PLANTED EMBANKMENT OPTION

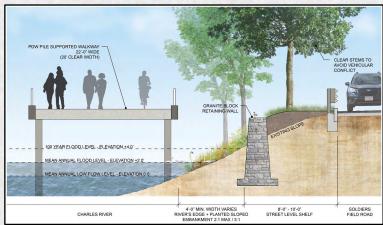
- Improves parkway
 experience, planted
 slope provides potential
 ecological restoration
 and habitat, improves
 views from river
- Reduces fill by use of sheet pile wall shelf
- Difficult to maintain due to PDW and need for water access
- +/-750 Linear feet in Lenth

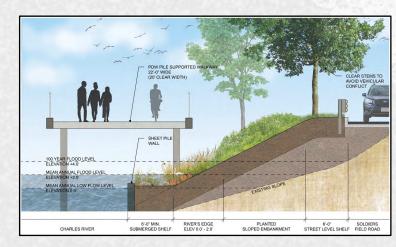


Option 2 - What We Heard









WHAT WE HEARD

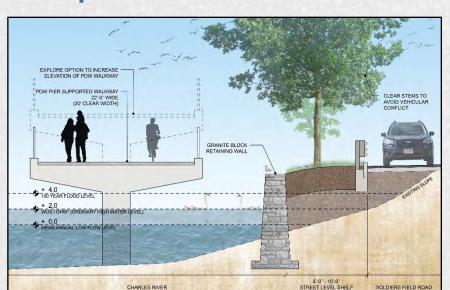
- Raised Walkway in river reduces usable water sheet and presents a safety issue for river users (i.e. navigation obstacle and head height concern) (River Users)
- Raised Walkway inhibits access to shoreline from watersheet (River Users & DCR)
- While the planted shoreline is desirable, it is limited in length and narrow (River Users)
- Challenging planting environment on north facing slope (River Users & DCR)
- Significant river impact due to fill (Permitting Agencies)
- Shoreline is inaccessible for maintenance purposes (DCR)
- Planted terraces and range of conditions are difficult to maintain (DCR)
- Pile Supported Walkway is difficult to maintain and plow (DCR)
- Safety concerns if disconnected from land (River Users)
- Potentially improve parkway experience (MassDOT & DCR)

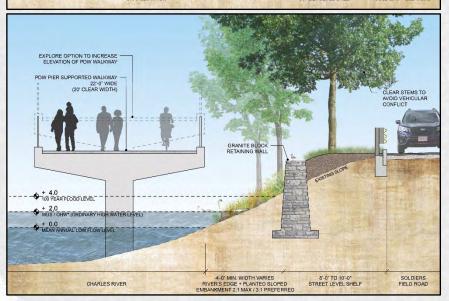
MODIFICATION OPPORTUNITIES

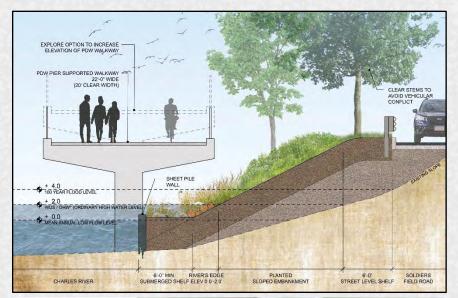
- Explore option to increase height of walkway to reduce head height concerns
- Reduce number of pile supports to lessen conflicts on water sheet (i.e. explore a mono pier type structure)
- Even if raised, conflicts at landing points remain
- Unlikely to be able to improve DCR's maintenance access concerns



Option 2 Modifications









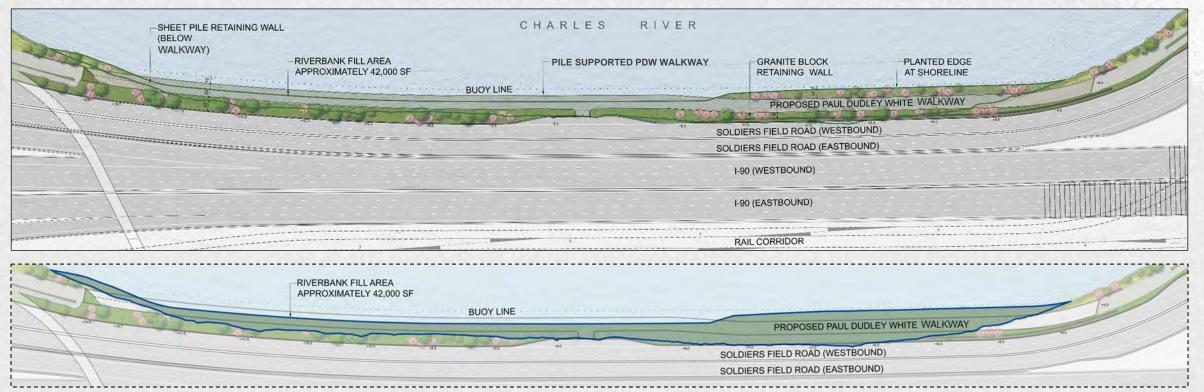


- Explores opportunity for a single pier walkway structure to reduce river impacts
- Considering
 opportunities to raise the
 walkway where feasible
 to limit head height
 concerns



Option 3 Solid Fill and Pile Supported Walkway





ALTERNATIVE ON GRADE AND PILE SUPPORTED WALKWAY OPTION

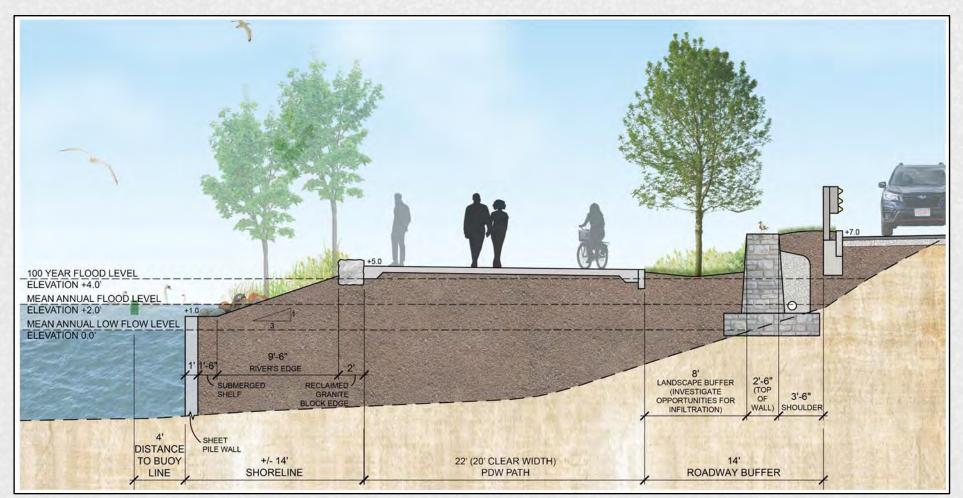
- Shoreline treatments address DCR's concerns related to maintenance access





Option 3 Solid Fill and Pile Supported Walkway





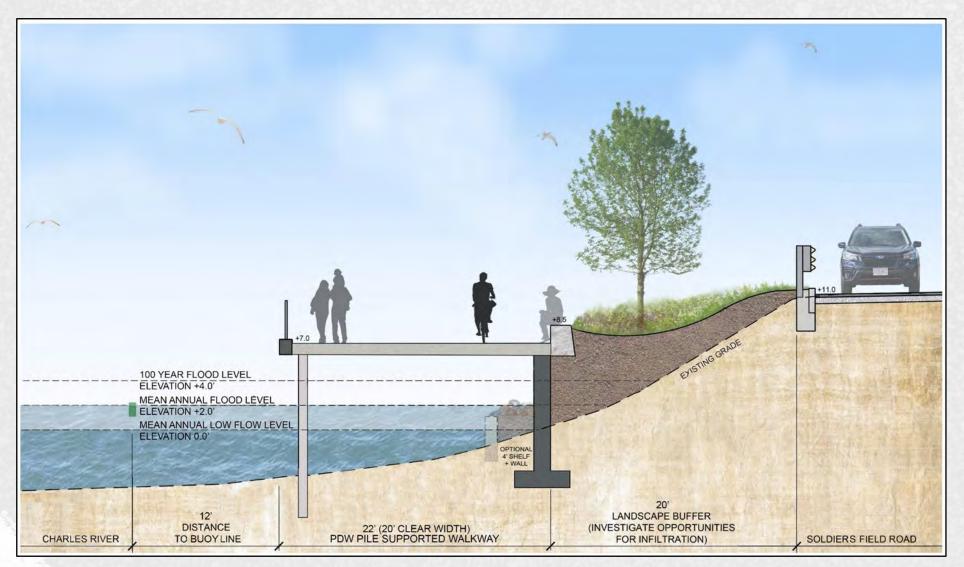
ALTERNATIVE ON GRADE PATH WITH SHORELINE OPTION

- Integrates PDW with shoreline
- Improves maintenance access
- Can only be used for a portion of Throat Area due to high fill impacts
- +/-500 Linear feet in Length



Option 3 Solid Fill and Pile Supported Walkway





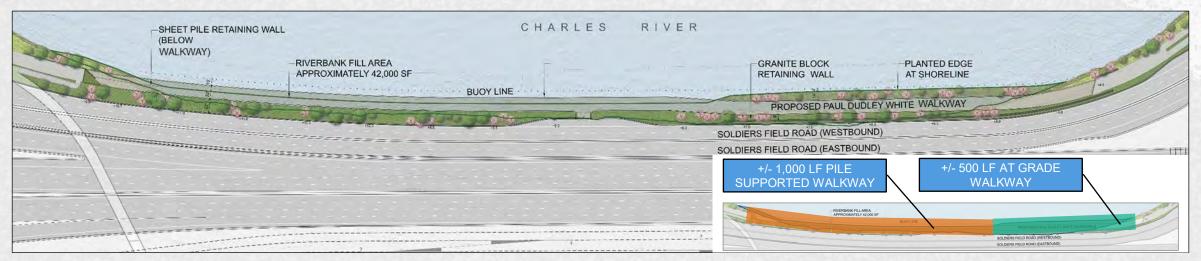
ALTERNATIVE PILE SUPPORTED WALKWAY OPTION

- PDW on pile supported structure
- Planted roadway buffer improves parkway experience
- Optional sheet pile toe to provide habitat structure and continuous corridor
- More easily maintained
- +/-1,000 Linear feet in Length



Option 3 - What We Heard





WHAT WE HEARD

- Consider opportunities to expand locations of shoreline to improve river user's ability to pull up along land (MassDOT & River Users)
- Provides some ecological value but not extensive (River Users)
- Number of different planting conditions for at-grade portion could be reduced to improve ease of maintenance (DCR)
- · Raised Walkway presents same challenges as other options (River Users & DCR)
- Significant river impact due to maximized fill (Permitting) Agencies)
- Potentially provides some desirable stormwater infiltration opportunities (DCR & Permitting Agencies)
 Road traffic might be loud and uninviting at some locations
- (River Users)

MODIFICATION OPPORTUNITIES

- Explore options to better distribute locations of planted shoreline to improve river user's experience
- Cannot increase planted shoreline length without increasing river fill.
- · Potential to reduce number of different planting conditions to improve ease of maintenance
- Explore opportunities to reduce wave deflection
- Consider opportunities to reduce traffic noise

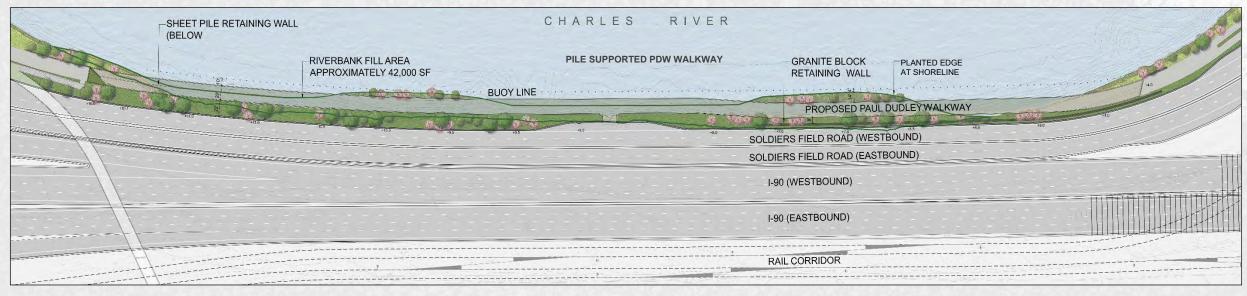


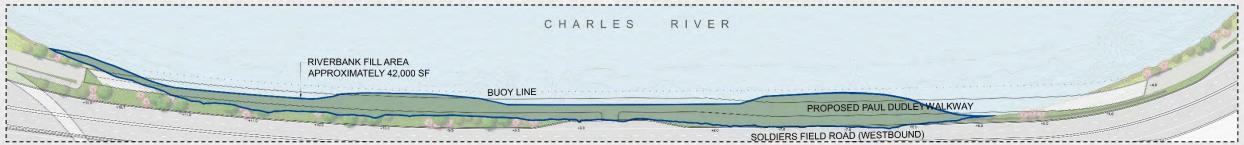




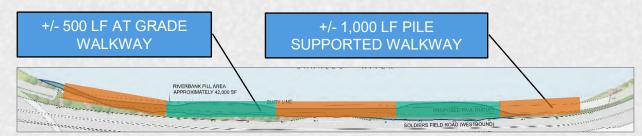
Option 3 Modifications







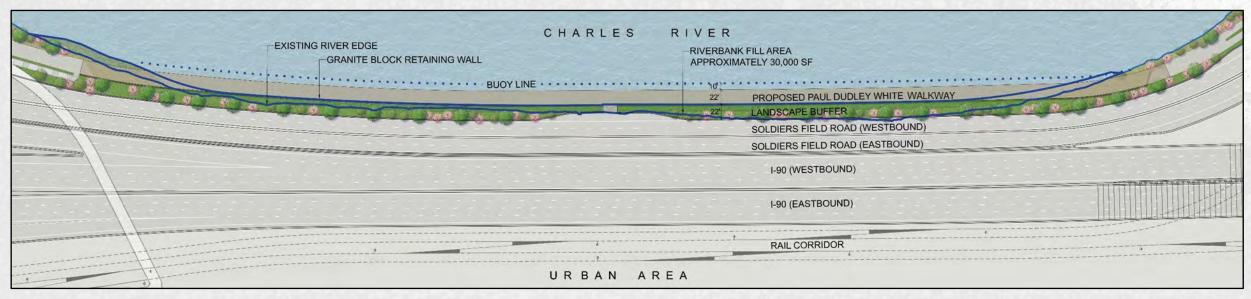
- Provides two areas of shoreline fill and three segments of raised walkway
- Two shoreline fill locations evenly distributes river user refuge areas through the Throat Area





Option 4 Pile Supported Walkway





	CHARLES RIVER
EXISTING RIVER EDGE GRANITE BLOCK RETAINING WALL	RIVERBANK FILL AREA APPROXIMATELY 30,000 SF
	22' PROPOSED PAUL DUDLEY WHITE WALKWAY
latt pro	22 LANDSCAPE BUFFER
	SOLDIERS FIELD ROAD (WESTBOUND)

REDUCED FILL OPTION

- Reduce landscape buffer width in order to minimize river impacts
- Reduced landscape areas means narrow buffer between PDW users and SFR vehicles
- Granite retaining wall supports landscape buffer and SFR



Option 4 Pile Supported Walkway





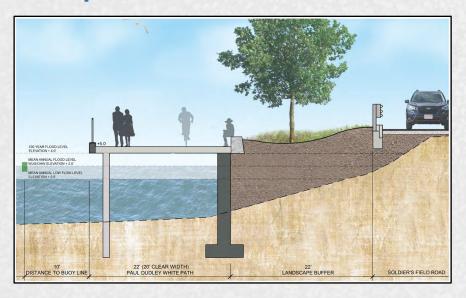
REDUCED FILL OPTION WITH WALKWAY

- Minimizes impacts to Charles River
- Planted roadway buffer improves parkway experience
- Consistent edge treatment for throat area



Option 4 - What We Heard





WHAT WE HEARD

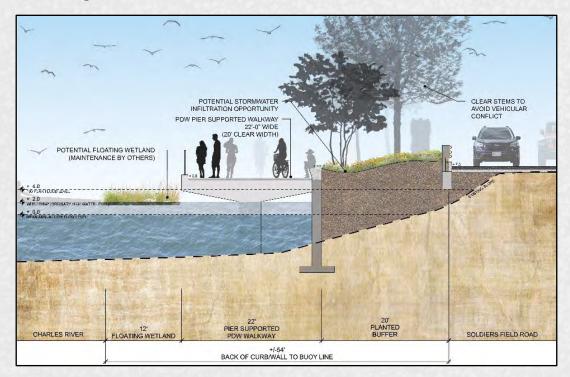
- Vertical Wall
 - creates significant wave deflection concerns (River Users)
 - provides no opportunities for river user respite or rescue (River Users)
 - provides little to no ecological value (River Users & Permitting Agencies)
- Raised Walkway in river reduces usable water sheet and presents a safety issue for river users (i.e. navigation obstacle and head height concern) (River Users)
- Reduced river fill is desirable (Permitting Agencies)
- Provides a more easily maintained planting area and walkway (DCR)
- Potentially provides some desirable stormwater infiltration opportunities (DCR & Permitting Agencies)
- Provides minimal ecological benefit at river's edge (River Users and Permitting Agencies)
- Road traffic will be loud and uninviting (River Users)

MODIFICATION OPPORTUNITIES

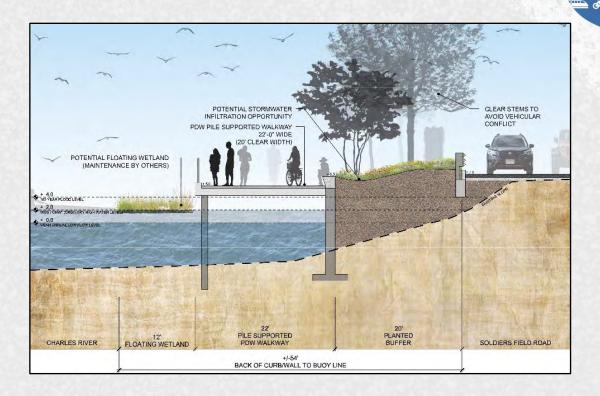
- Explore option to improve river's edge treatment to reduce wave deflection and provide areas of respite
- Reduce number of pile supports to lessen conflicts on water sheet (i.e. explore a mono pier type structure)
- This option includes a walkway structure fixed to land (as opposed to Option 2) to promote utility/drainage design efficiency. Raising walkway could be explored however
- · Even if raised, conflicts at landing points remain
- Consider opportunities to reduce traffic noise



Option 4 Modifications







- Alternative explores the use of a single pier supported structure to reduce river fill impacts
- Explore potential for floating wetlands for improved interest, habitat, water quality, and possibility to reduce wave deflection
- If used, potential floating wetlands to be maintained by others



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CTPS Modeling



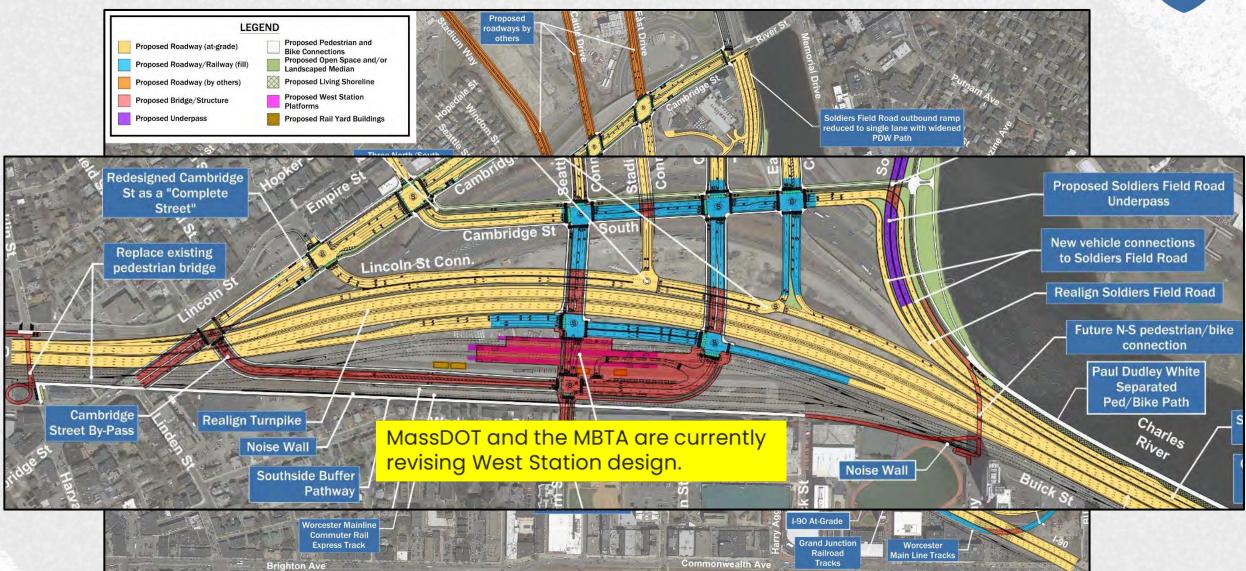
2050 Design Year Interchange Alternatives

- No Build Alternative
- Build Alternatives
 - 3L Realignment Option
 - 3L Modified Option
 - 3-Bridge Option



3L Realignment Interchange Option

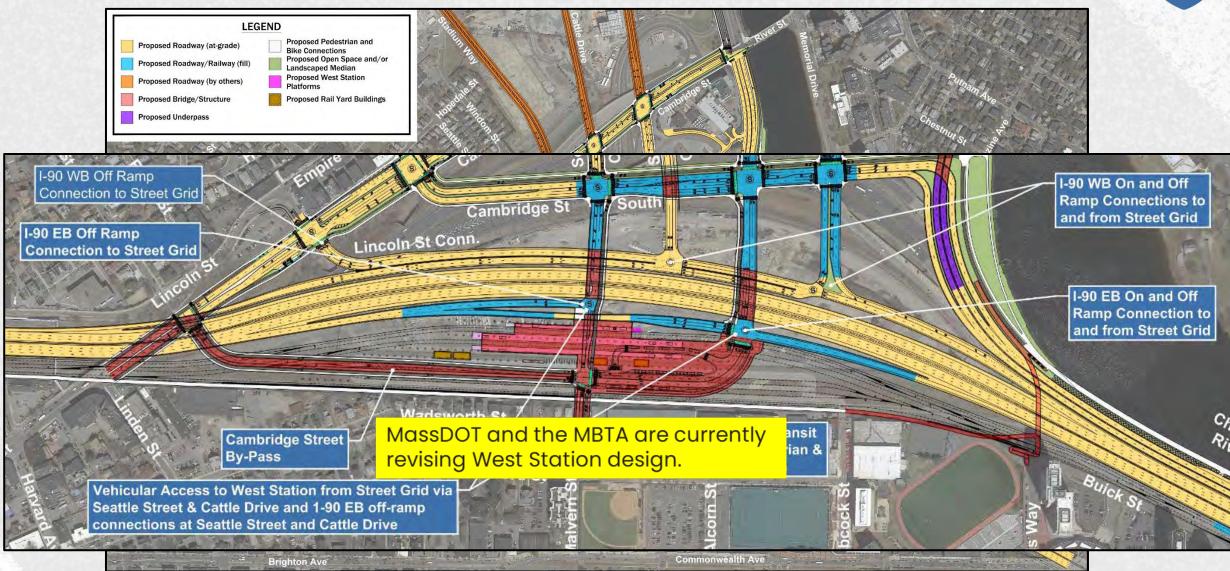






3L Modified Realignment Interchange Option

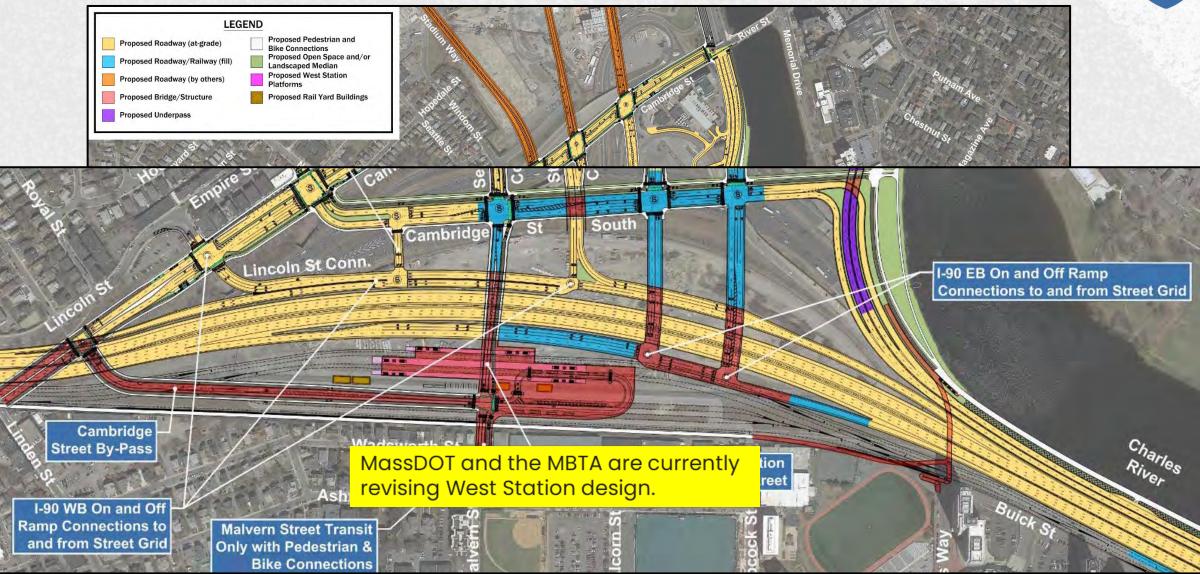






3-Bridge Realignment Interchange Option







CTPS Modeling



2050 Land Use Assumptions

- Assumptions Developed by MAPC
 - Regional growth (2050 LRTP) + Study Area-Specific Growth
 - Input from Harvard University and City of Boston
- 2050 No Build Scenario
 - Additional development in Harvard ERC and IMP areas
 - Approximately 5.4m s.f.
- 2050 Build
 - Additional development in the BPY (terra firma & air rights parcels)
 - Approximately 5.9m s.f.
 - Total new development = approximately 11.3m s.f. (DEIR = approx. 7m s.f.)



Rail and Bus Service Modeling Assumptions



2050 Build Model Scenario:

- Rail: Quadruples stops at West Station vs. 2017 DEIR
- MBTA Bus 64 routed through West Station roadways
- West Station Shuttle Bus Service Modeling assumptions:
 - Routes
 - Harvard-West Station
 - Lechmere/Kendall/Central-West Station
 - Ruggles/LMA-West Station
 - Frequencies
 - 5-minute peak period headways
 - 15 to 20-minute off-peak headways



West Station Rail Service Assumptions/Comparison



West Station Stops	2017 DEIR Build Model*	2024 SDEIR/DEIS Model**
Inbound Stops	9	40
Outbound Stops	10	40
Total Daily Stops	19	80



^{*}MBTA Service Delivery Policy plus one peak period/peak direction trip

^{**}Every 'local' train stops at West Station

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Working Groups: Purpose



Purpose

- Focused discussion on design tasks and decision points
- Regular, more frequent meetings, weekly or biweekly
- Structured reporting to Project Executives and Task Force
- Timely communication to meet permit/ grant deadlines
- Identifying prioritization of alternatives that have been presented, by September of 2024
- 15% design level needed to advance documentation and analysis for DEIS/ SDEIR filings



Working Groups: Structure



Structure

- Project Executives:
 - Deciding Party, State Department/Agency
- Meeting Leaders:
 - Chair and Co-Chair, Deciding Party Affiliate
- Partnering Party:
 - Permitting Authority, City, University, Property Owner
- Core Members:
 - Max. 10 Task Force Members Representing Various Interests, Invited
 - All Feedback on Topics Routed Through Official Group Members
 - Suggestions from Task Force members are welcome



Working Groups: Topics



Topics

Project Executives (State)

Task Force Meetings

Throat Area/ Charles River

- Shoreline Treatment/ Parkland
- Paul Dudley White Path
- Commuter Impacts

Multimodal Local Street Network

- Dedicated Bus Lanes
- Sidewalks and Cycle Tracks
- Travel/ Turning Lanes

Multimodal Local Connections

- Franklin Street
 Pedestrian Bridge
- Agganis Pedestrian
 Bridge
- South Side Buffer Path

Rail and Transit

- Rail and Platform Infrastructure
- Bus Concourse Configuration
- Commuter Impacts



Working Group: Throat Area/ Charles River



Tasks	Shoreline TreatmentPaul Dudley White PathParkland							
Meeting Leaders	Chair MassDOT Environmental, Co-Chair DCR							
Partnering Party	DEP, Conservation Commission, Sect 106, Army Corps, MEPA							
Core Working Group	 Accessibility Advocate Bike Advocate City of Boston City of Cambridge Community Representative Pedestrian Advocate River Advocate River User University Representative MetroWest Representative 							



Working Group: Multimodal Local Street Network



Tasks	 Dedicated Bus Lanes Sidewalks and Cycle Tracks Travel/Turning Lanes
Meeting Leaders	Chair MassDOT HQ Traffic, Co-Chair MassDOT D6
Partnering Party	City of Boston, MBTA, FHWA
Core Working Group	 Accessibility Advocate Bike Advocate Business Association Representative MetroWest Representative Community Representative University Representative



Working Group: Multimodal Local Connections



Tasks	 Franklin Street Pedestrian Bridge Agganis Pedestrian Bridge South Side Buffer Path
Meeting Leaders	Chair MassDOT HQ Complete Streets, Co-Chair MassDOT HQ Hwy Design
Partnering Party	City of Boston, Boston University, Harvard University, Property Owner
Core Working Group	 Accessibility Advocate Bike Advocate Community Representative Pedestrian Advocate Transportation Advocate



Working Group: Rail and Transit



Tasks	 Rail and Platform Infrastructure Bus Concourse Configuration
Meeting Leaders	Chair MassDOT Rail & Transit, Co-Chair MBTA
Partnering Party	City of Boston, Harvard University, FTA
Core Working Group	 Accessibility Advocate Bike Advocate City of Cambridge Community Representative Pedestrian Advocate Business Association Representative MetroWest Representative



Working Groups: Schedule



Working Group	June		July			Aug				Sept					
Project Executives															
Throat Area/ Charles River															
Multimodal Local Street Network															
Multimodal Local Connections															
Rail and Transit															



Questions?





