



# I-90 ALLSTON INTERMODAL IMPROVEMENT PROJECT

TASK FORCE MEETING  
JUNE 20, 2019



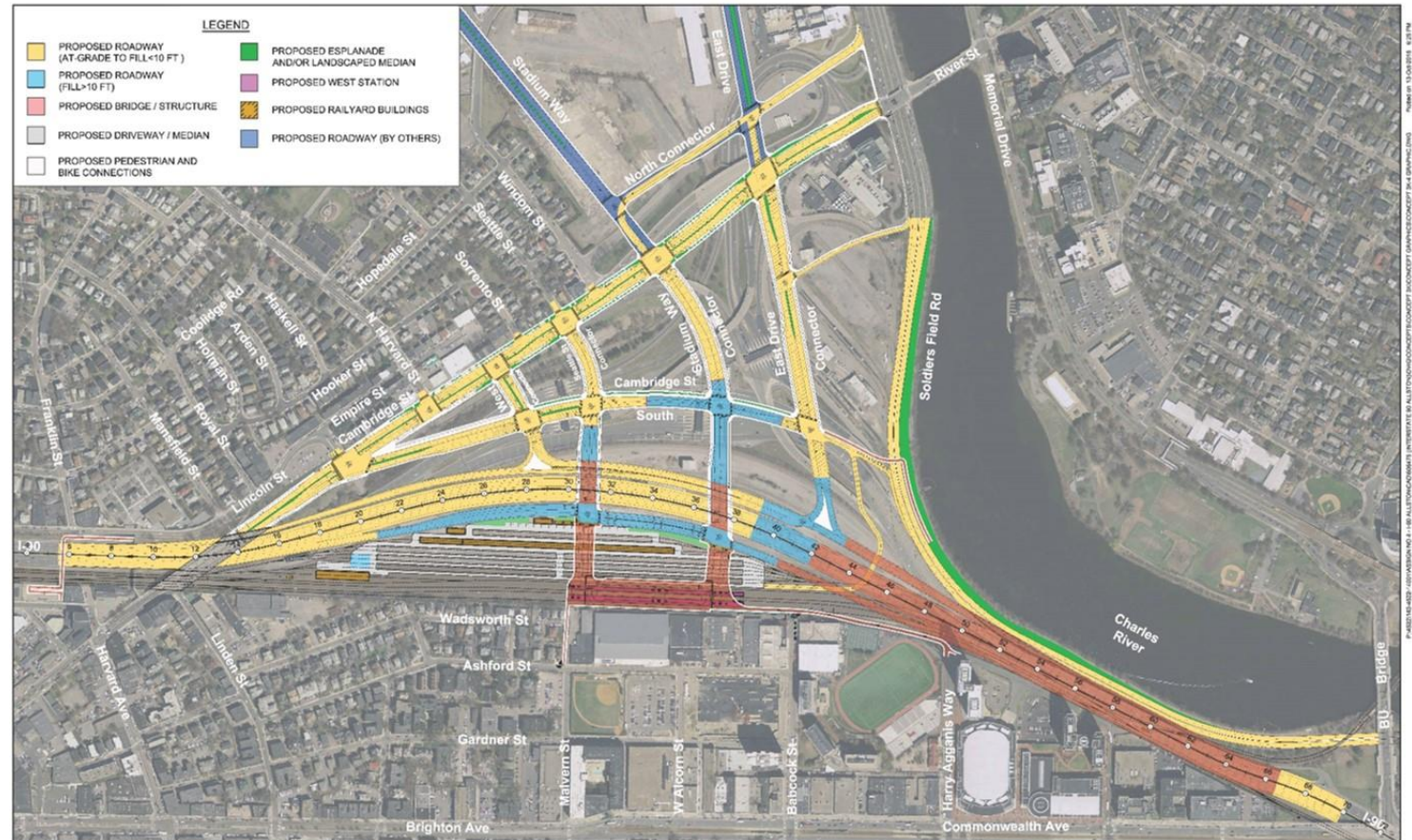
# 2014 LOI Shared Objectives:

MassDOT and Harvard LOI presents shared expectations of I-90 project. Harvard outlined the LOI to the I-90 Task Force on August 19, 2015.

- Straighter, safer I-90
  - Urban street grid
  - At-grade Cambridge St
  - Multi-use path for pedestrian/bicycle use connecting SFR/ Cambridge St
- New MBTA station:
  - Two platforms/four tracks
  - 800-ft station accessible to vehicles, pedestrians and bicycles (final condition)
  - Fully accessible single platform for MBTA commuter rail use (interim condition)
  - Two through main line tracks to and from South Station with 50 MPH design speed.
  - Layover facility
- Removal of Existing Highway/ Interchange.
- Project designed to maximize *technical feasibility and economic viability* of development of air and subsurface rights.

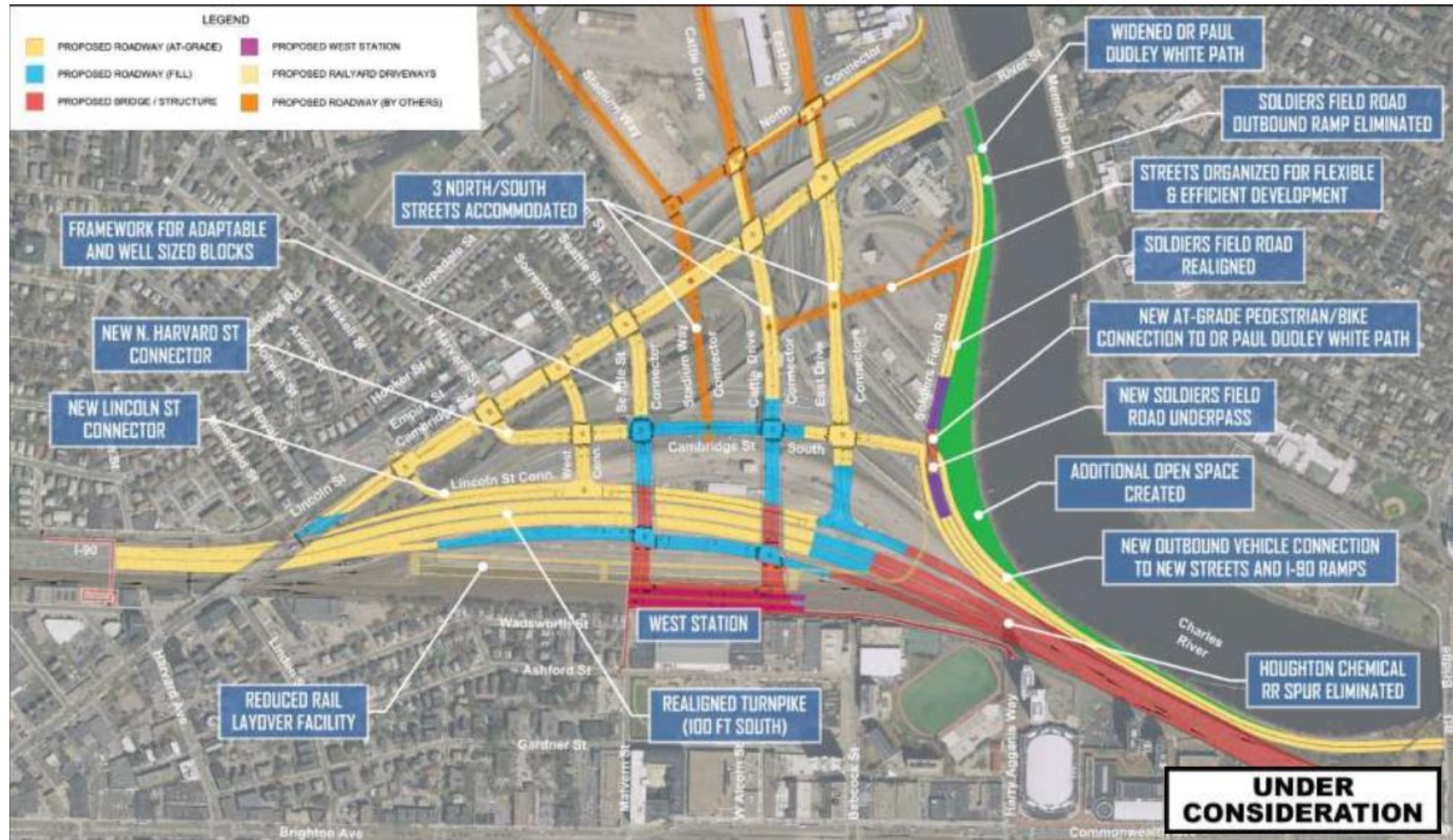
# Concept 3K-4 Model

- Feasibility of site development too limited.
- Deficiencies discussed in the placemaking study produced by the City of Boston, the Task Force, and other civic advocacy organizations.



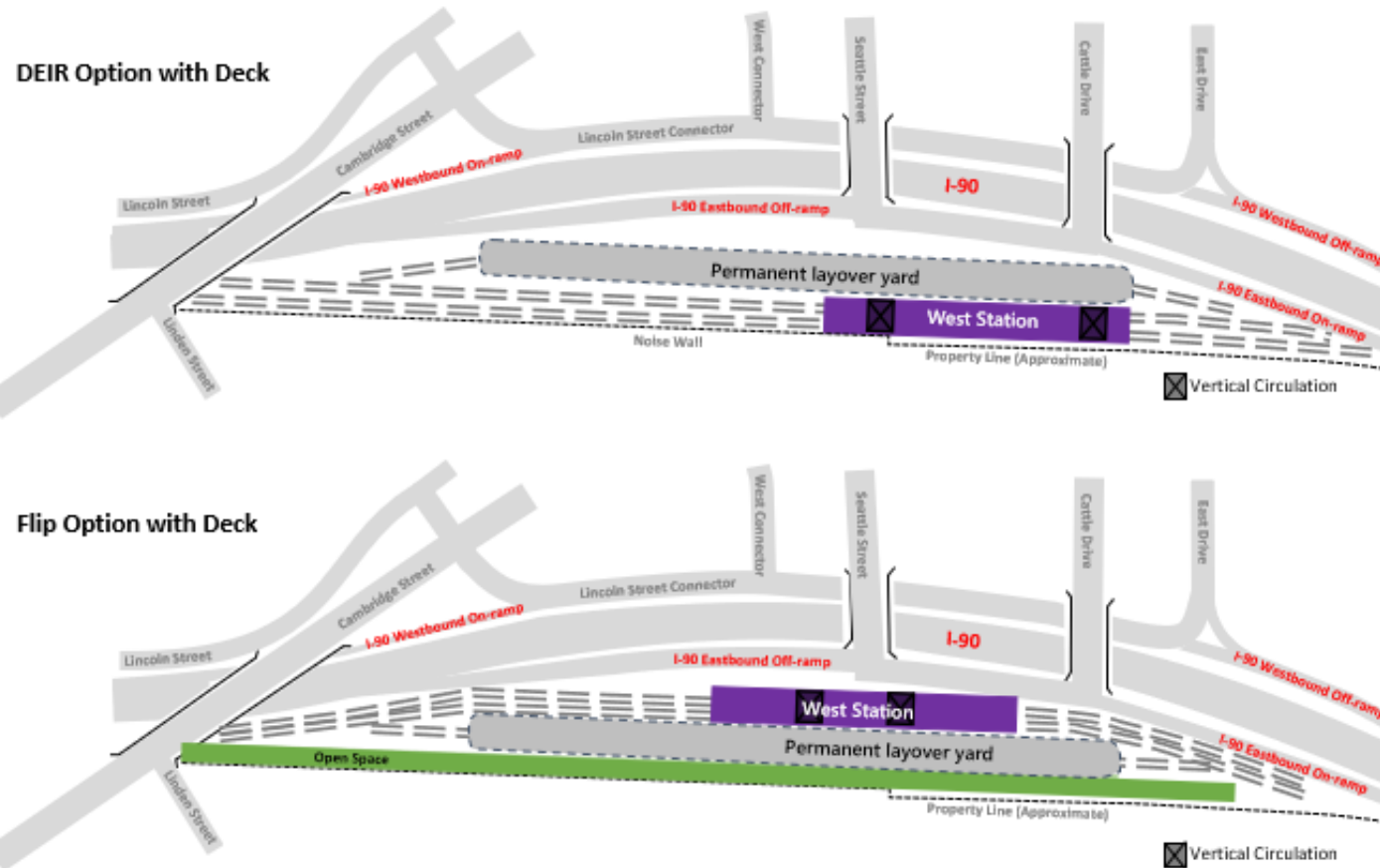


# Concept 3K-4 Refined: The "New Alternative"



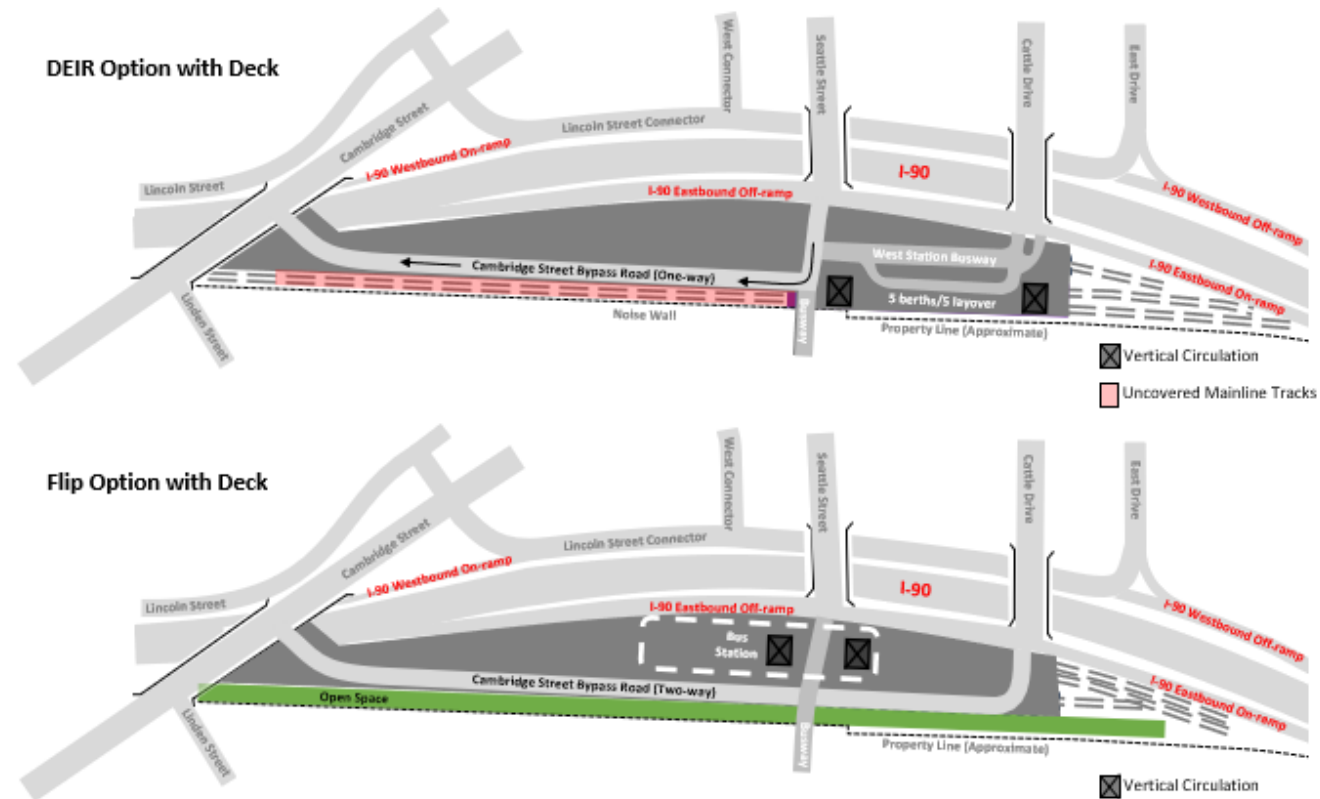
# Harvard “Flip” Option

## *Comparison of DEIR and Flip Options: Surface Level*



# Harvard “Flip” Option (Cont.)

## *Comparison of DEIR and Flip Options: Deck Level*



# Secretary Pollack/ MassDOT Decisions Since DEIR

- Throat Option Hybrid decision includes directive to consider potential introduction of West Station as early as before completion of Phase 1
- “Flip Compromise” adopts Harvard proposed relocation of West Station:
  - Air Rights development viability preserved—improved placemaking
  - Cambridge Street Bypass optionality preserved
  - Expandability of bus facility
- “Flip Compromise” contingent upon confirmation West Station 3 track design will allow future GJRR service