



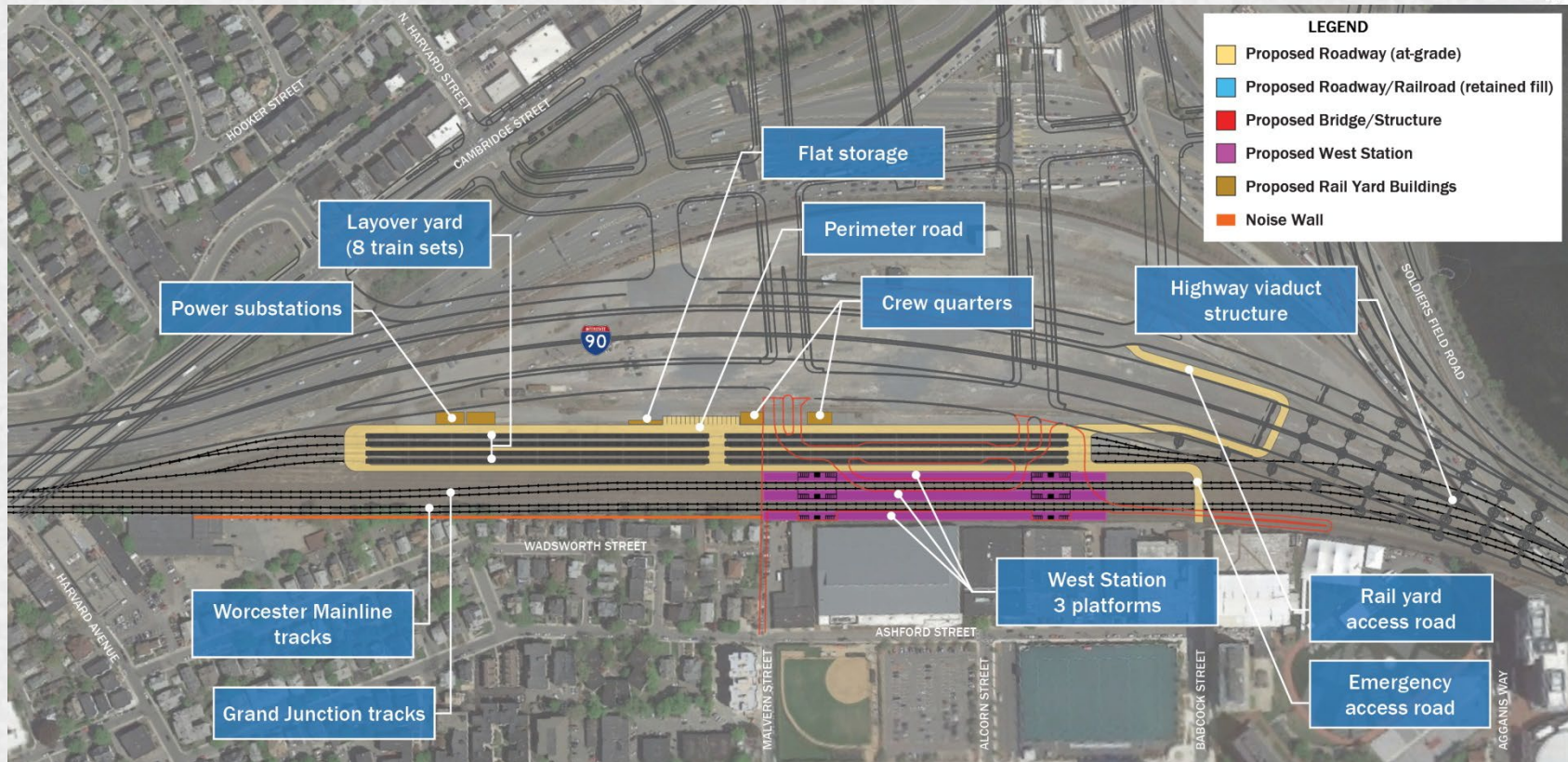
# I-90 ALLSTON INTERCHANGE

## AN INTERMODAL TRANSPORTATION PROJECT

MassDOT/FMCB JOINT MEETING  
NOVEMBER 19, 2018 – MassDOT BOARD ROOM



# DEIR West Station Layout



# Highway Interchange Compatibility

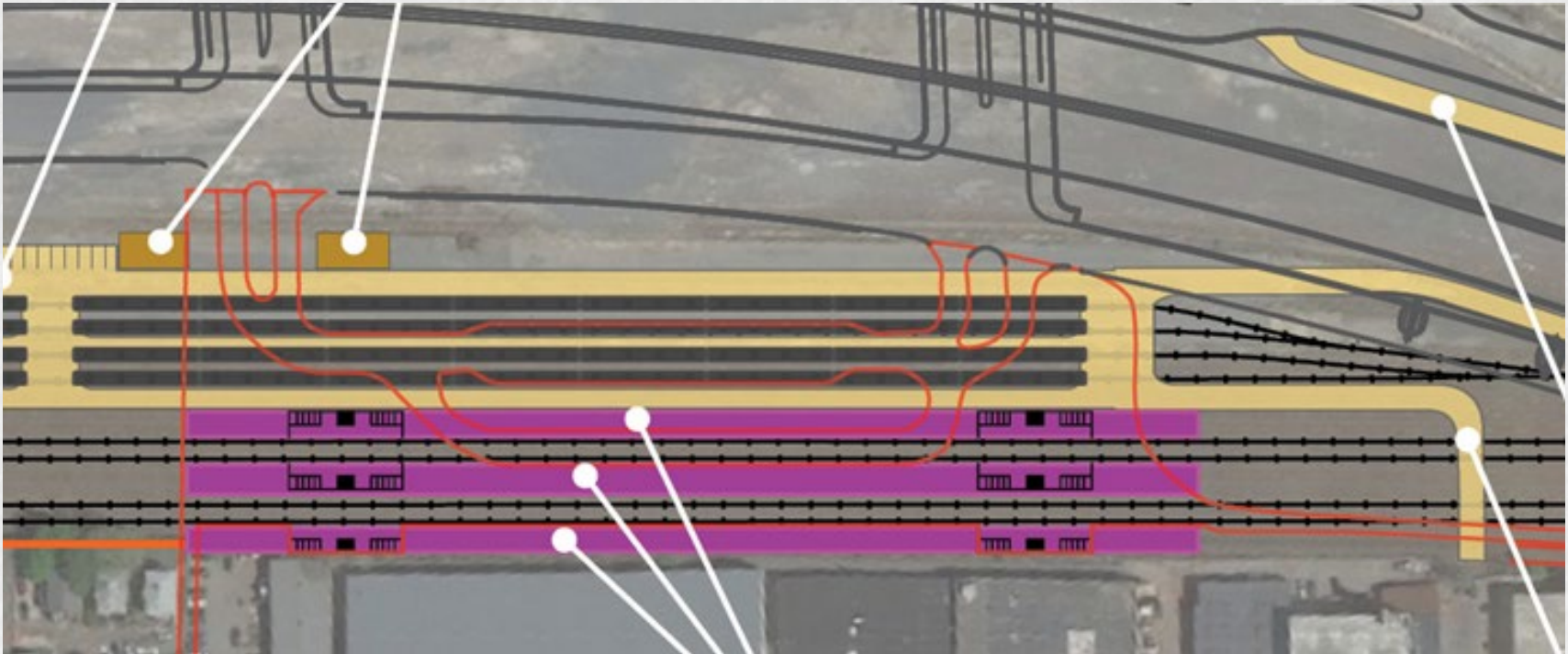
- The DEIR presented 3 railroad alignment variations
  - Highway Viaduct
  - All At-Grade
  - Railroad Viaduct
- Each are compatible with the Highway Interchange
  - Highway Viaduct and all At-Grade offer virtually identical interchange compatibility
  - Railroad Viaduct slightly differs due to the entrance of the GJR tracks into the station area at a higher elevation, pushing the rail platforms west and raising the elevation of the bus concourse slightly
- The Highway Viaduct variation offers greater ability to expand transportation infrastructure in the Throat Area due to land availability below the viaduct



# West Station Rail Facilities

- Includes 4 tracks and 3 railroad platforms
  - 2 tracks principally dedicated to the WML
  - 2 additional tracks principally dedicated to the GJR
- Center platform supports cross-platform service between WML & GJR
- Crossover tracks offer flexibility for trains to access multiple tracks and platforms
- South Side at-grade walk-up paths for maximum pedestrian accessibility & intermodal efficiency

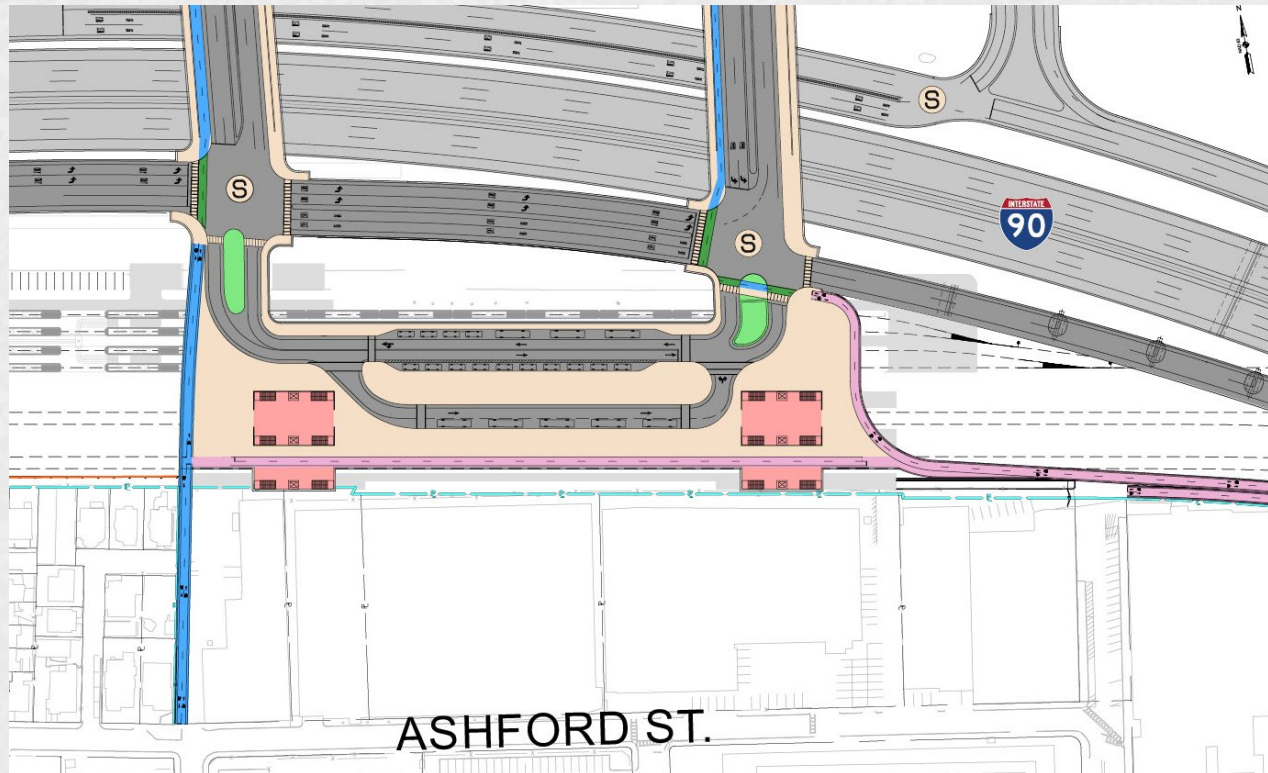
# DEIR 3-Platform Layout



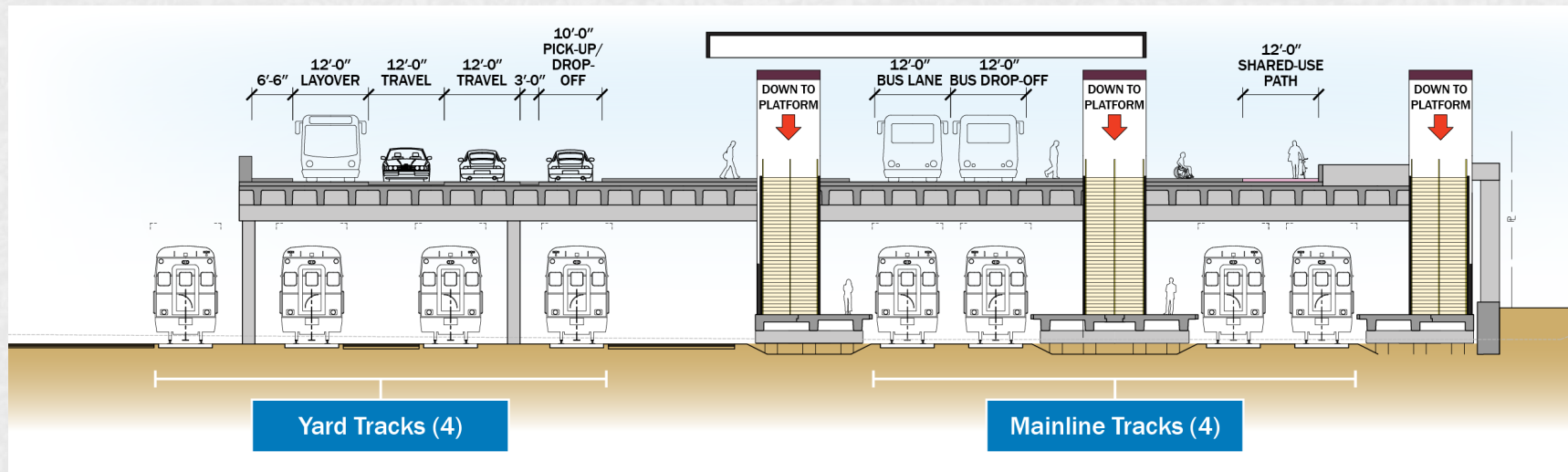


# West Station Bus Facilities

- Elevated Bus concourse for 5 live berths and 5 layover berths
- Curb space dedicated to K&R, taxi, and TNC drop-off/pick-up
- Deck area allows 24/7 North-South bike & ped movements; also supports bike share & secure storage

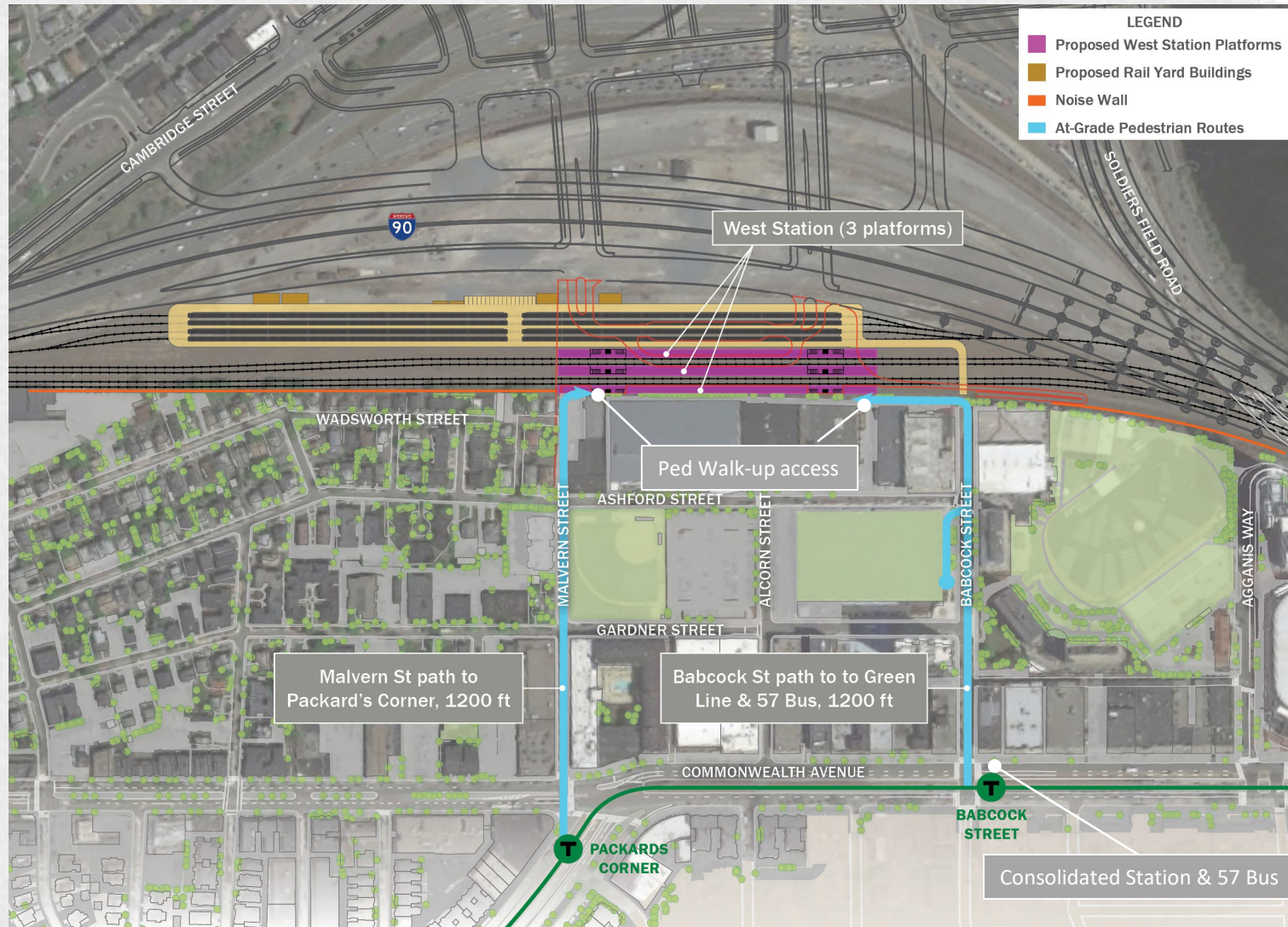


# West Station Cross Section (looking east)





# West Station & Intermodal Connection





# Street Grid Development Area-Terra Firma

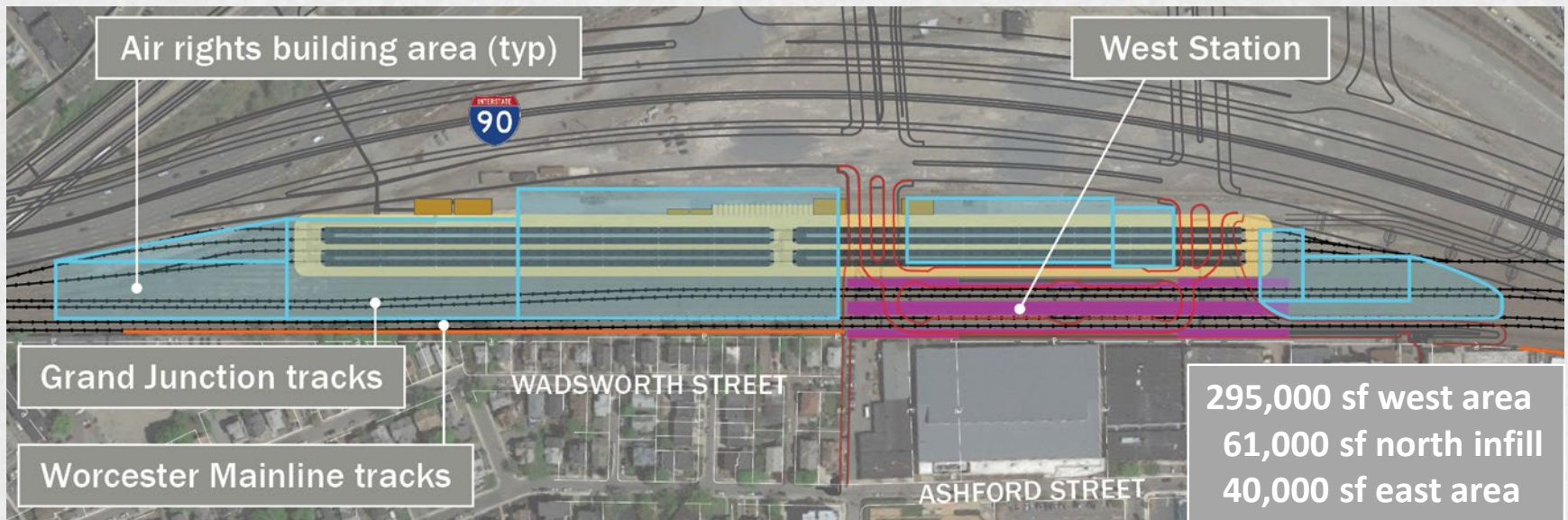
PARCEL AREA	
PARCEL NO.	SQUARE FOOTAGE
1	34,425
2	133,880
3	35,605
4	70,575
5	103,225
6	157,290
7	104,865
8	84,750
9	90,475
10	242,250
11	41,210
12	138,330
13	90,605
14	201,840
15	54,320
16	131,080
17	21,395
18	44,800
TOTAL	1,780,920





# BPY Air Rights Development Potential

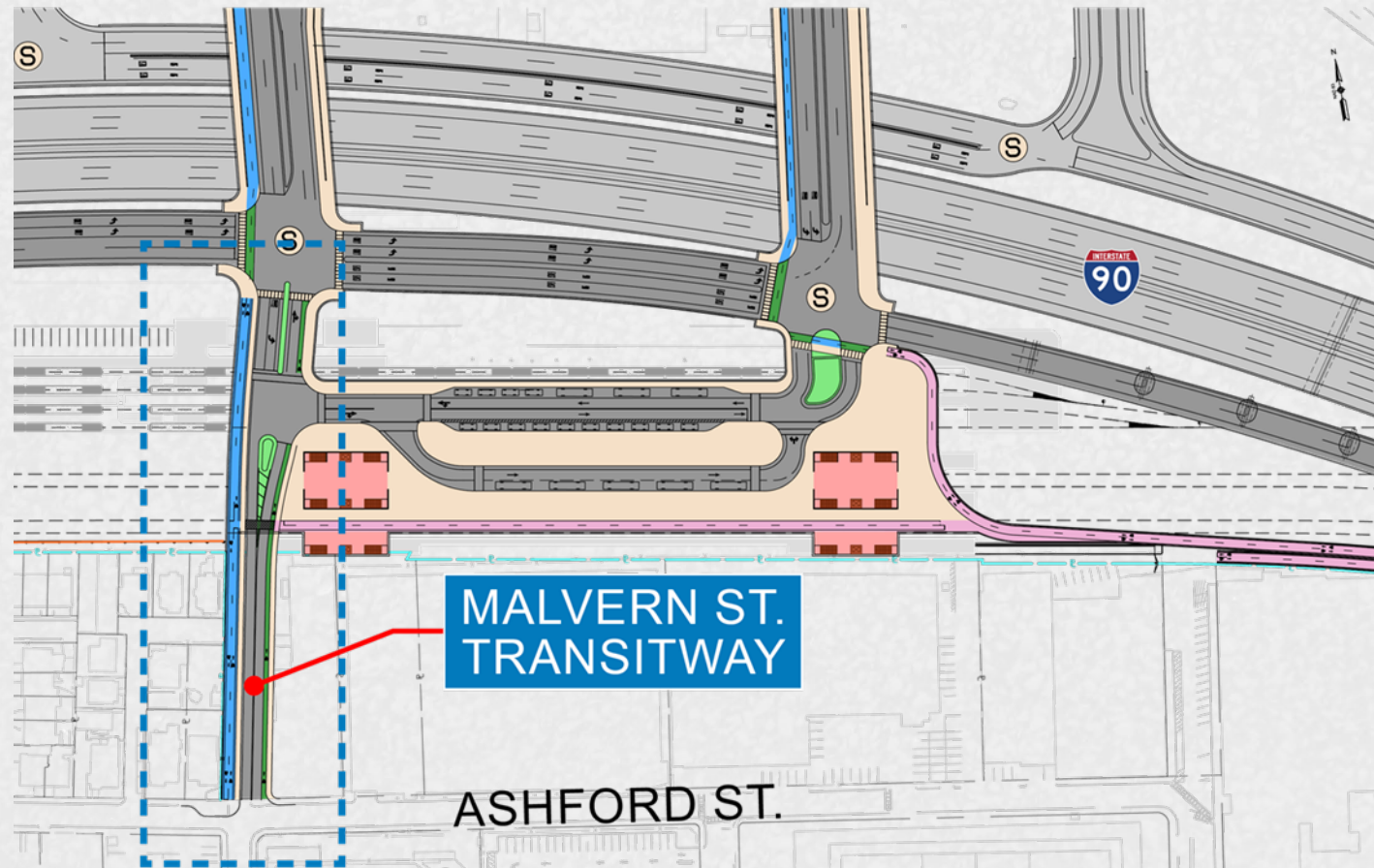
- Shaded areas are available for Air Rights development for Highway Viaduct and All At-Grade variations
- Railroad Viaduct variation reduces Air Rights potential
  - Retained fill supporting GJR tracks limits overbuild potential (east)
  - Platform move to west limits air rights in favor of vertical circulation





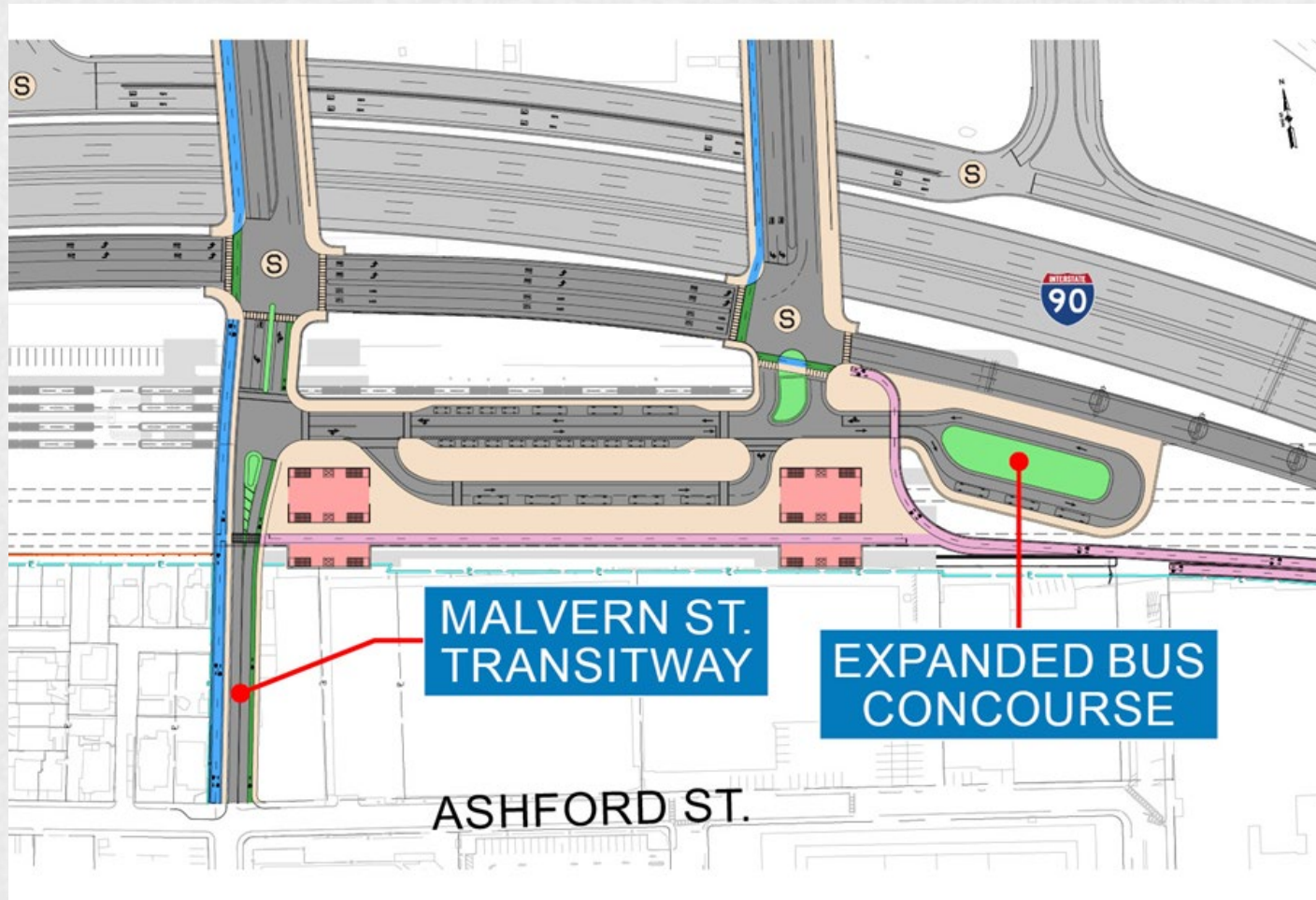
# Potential West Station with Transitway

- Transit-only north south ramp West Station ↔ Malvern St
  - Improves shuttle and bus services between Harvard, Ruggles, LMA



# West Station with Bus Deck Expansion Option

- Adds 3 or more bus berths east of concourse





# West Station Rail Service Incremental Build



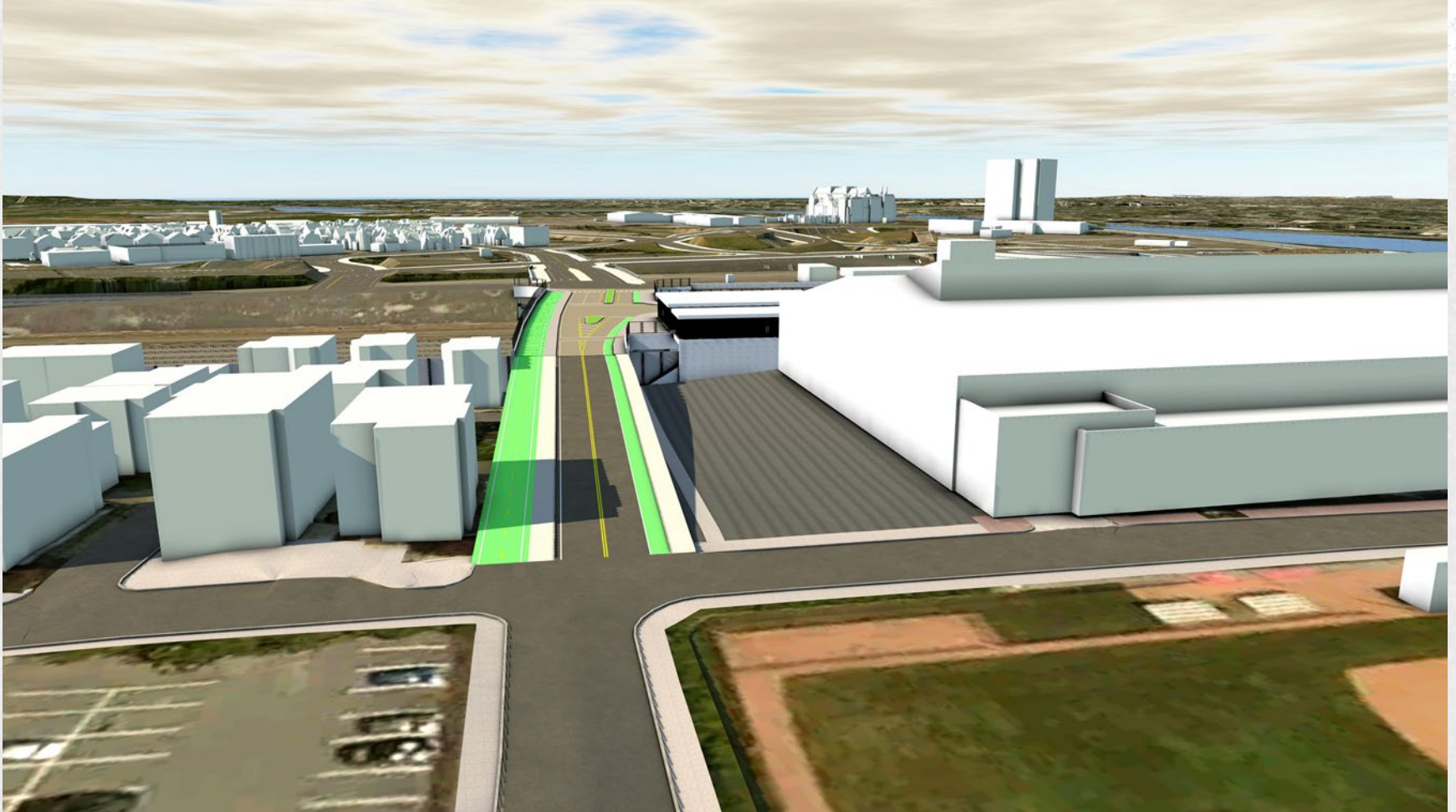
- **Build-out of West Station rail facilities could be incremental**
  - Examined center island platform options including initial center island between WML tracks 2 and 1 correlating to proposed Newton Stations
  - Does not provide optimum flexibility of service, maintenance, operations and passenger connectivity between WML and GJRR
  - Phased platform construction would make future West Station bus concourse construction more difficult
  - It is possible to construct a south side platform that could be operational in conjunction with completion of the highway interchange
  - It is preferred not to build and operate a south-side platform ahead of highway construction

# West Station Aerial Rendering





# Looking North above Malvern St



# West Station Looking East (no transitway)





# West Station Looking West



# West Station Bus Service

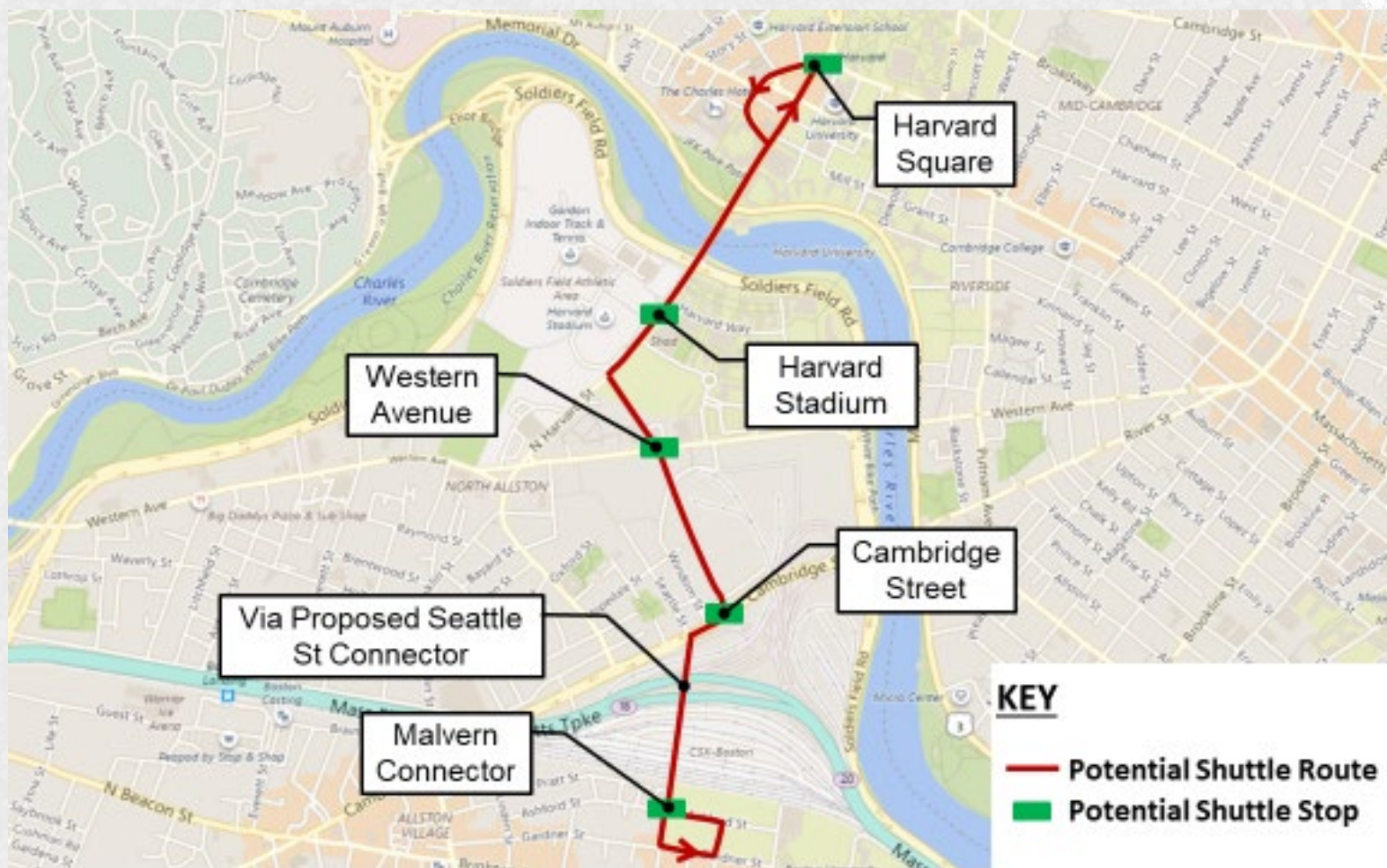
- **Several West Station bus concourse configurations were considered before identifying a preferred**
  - Selection considered access and egress, optimizing safe and efficient movements, and pedestrian and bicycle access
- **DEIR bus service plans are intended to satisfy projected private shuttle demands to service Harvard, and MASCO, and considered BU.**
  - The service needs projected in the DEIR would serve 30 directional buses during each peak hour or 60 in total.
  - The station will accommodate 5 live berthing areas and 5 layup berths.
- **The MBTA does not currently anticipate any new routes, but is open to re-routing some 64 & 66 buses through West Station.**
- **The opportunity exists to expand bus berthing in the future, but this action would reduce potential air rights development areas**
  - The DEIR railroad viaduct variation has less flexibility to expand bus deck areas due to the elevated rail section entering BPY from the east



# Bus Ridership Modeling

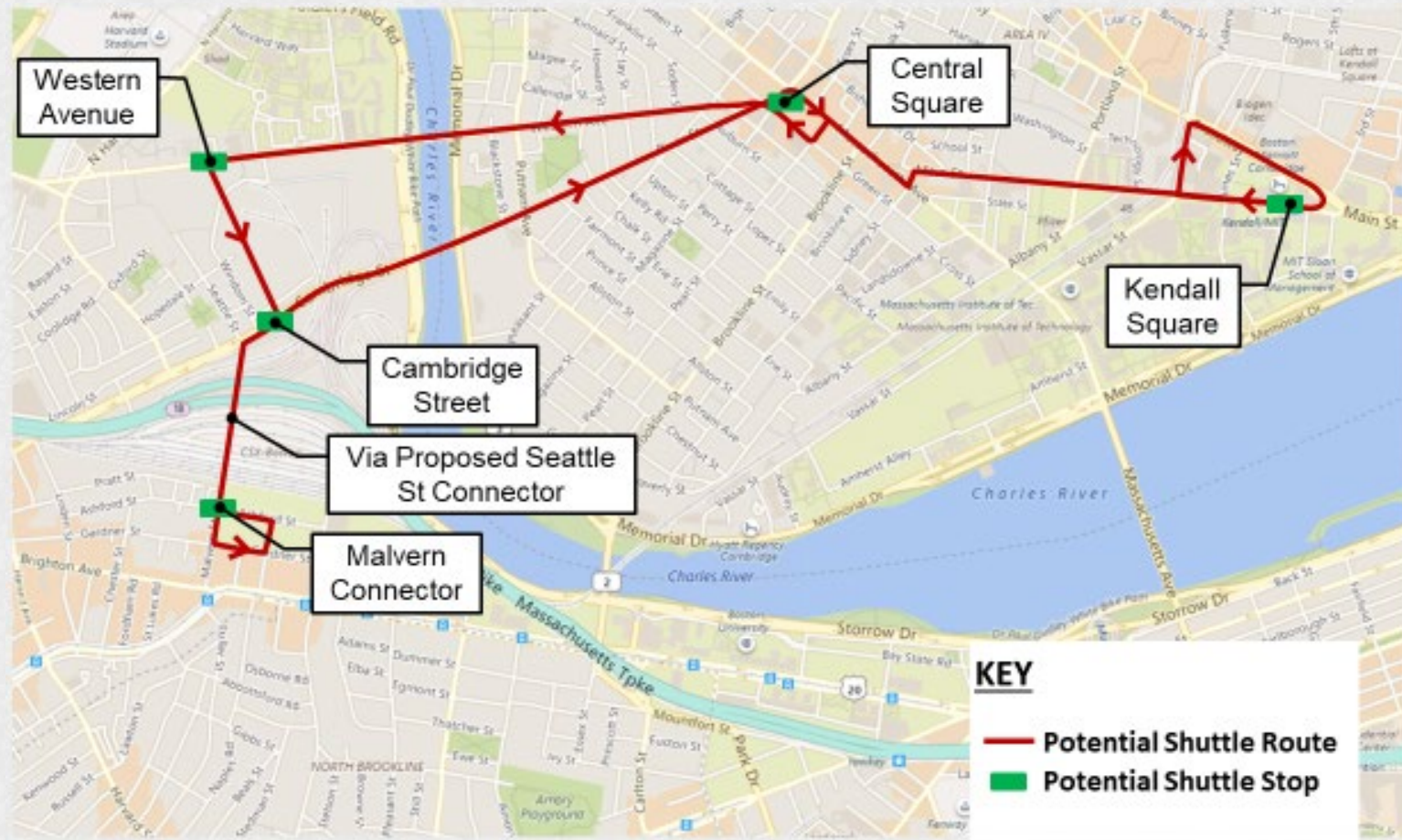
- **Bus Ridership was modeled for 2 time frames**
  - **Limited service for 2025- Proposed Highway Interchange Opening**
    - Single bus between Harvard Square and Barry's Corner/North Allston
  - **Full Service for West Station Build-out**
    - 5 minute express shuttle Harvard ← → West Station
    - 5 minute express shuttle Kendall/Central ← → West Station
    - 10 minute express shuttle West Station ← → LMA/Ruggles
    - 10 minute express shuttle West Station ← → Kendall via LMA

# Harvard – West Station Shuttle Route



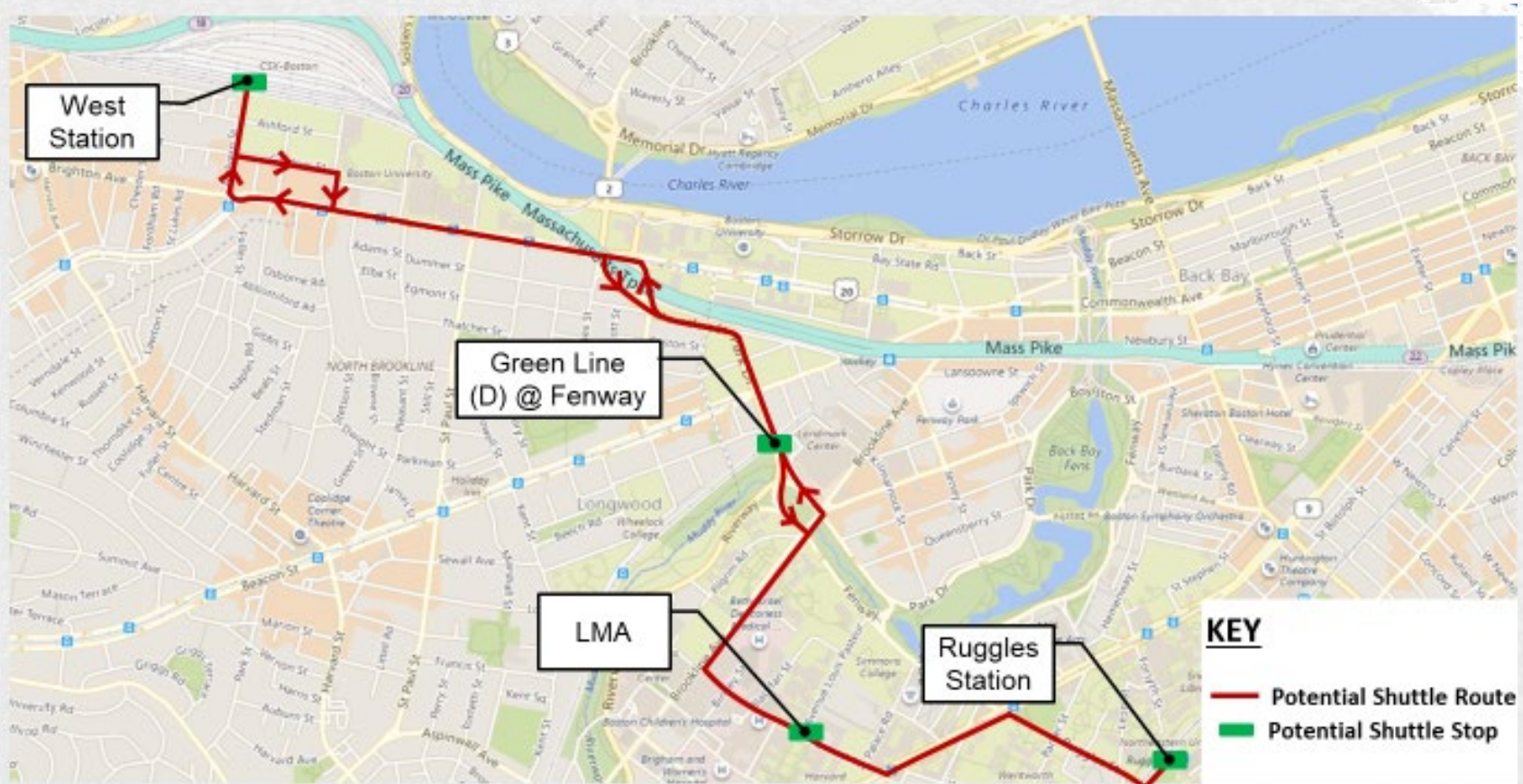


# Kendall/Central – West Station Shuttle Route



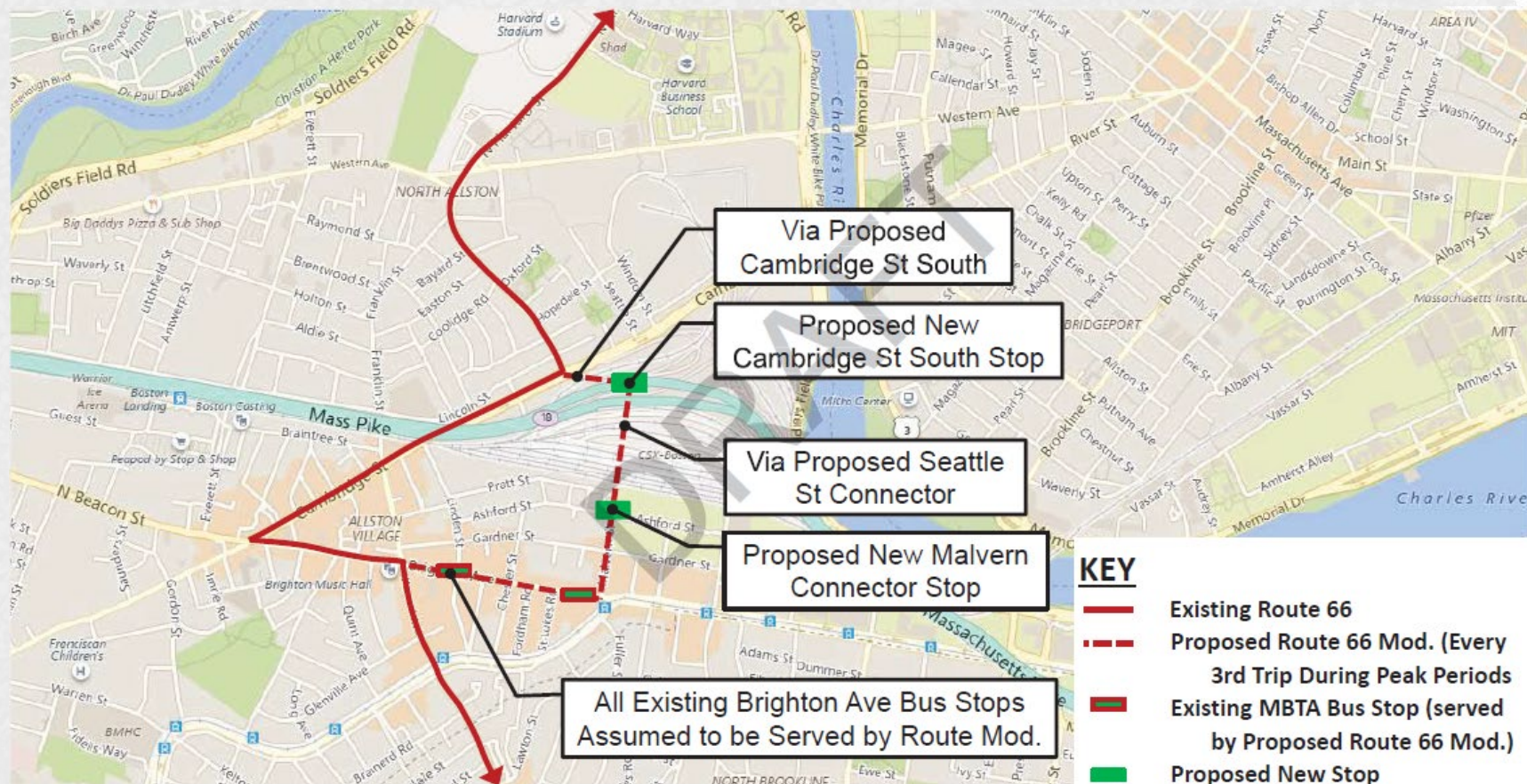


# Ruggles/LMA – West Station Shuttle Route





# Potential MBTA 66 Bus Route Alteration





# Potential MBTA 64 Bus Route Alteration

