

I-90 ALLSTON MULTIMODAL PROJECT

TASK FORCE MEETING

GENERAL UPDATE

MAY 15, 2025



1. Project Schedule

Key milestones/activities include:

NEPA

2025 May	MassDOT/FHWA Over the Shoulder Review Process (Ongoing)
2025 Late Summer	File DEIS

Interchange Modification Report (IMR)

2025 April	Interchange Modification Report submitted to FHWA
2025 May	Receive initial feedback from FHWA (Pending)
2025 June	Present Briefing to the Task Force

MEPA

2025 Late Summer	File Supplemental DEIR
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2. Layover Update

Discussions are ongoing with the City of Boston to identify alternate locations within the City to offset layover currently proposed at Beacon Park Yard.

3. CTPS Update

Mode Share

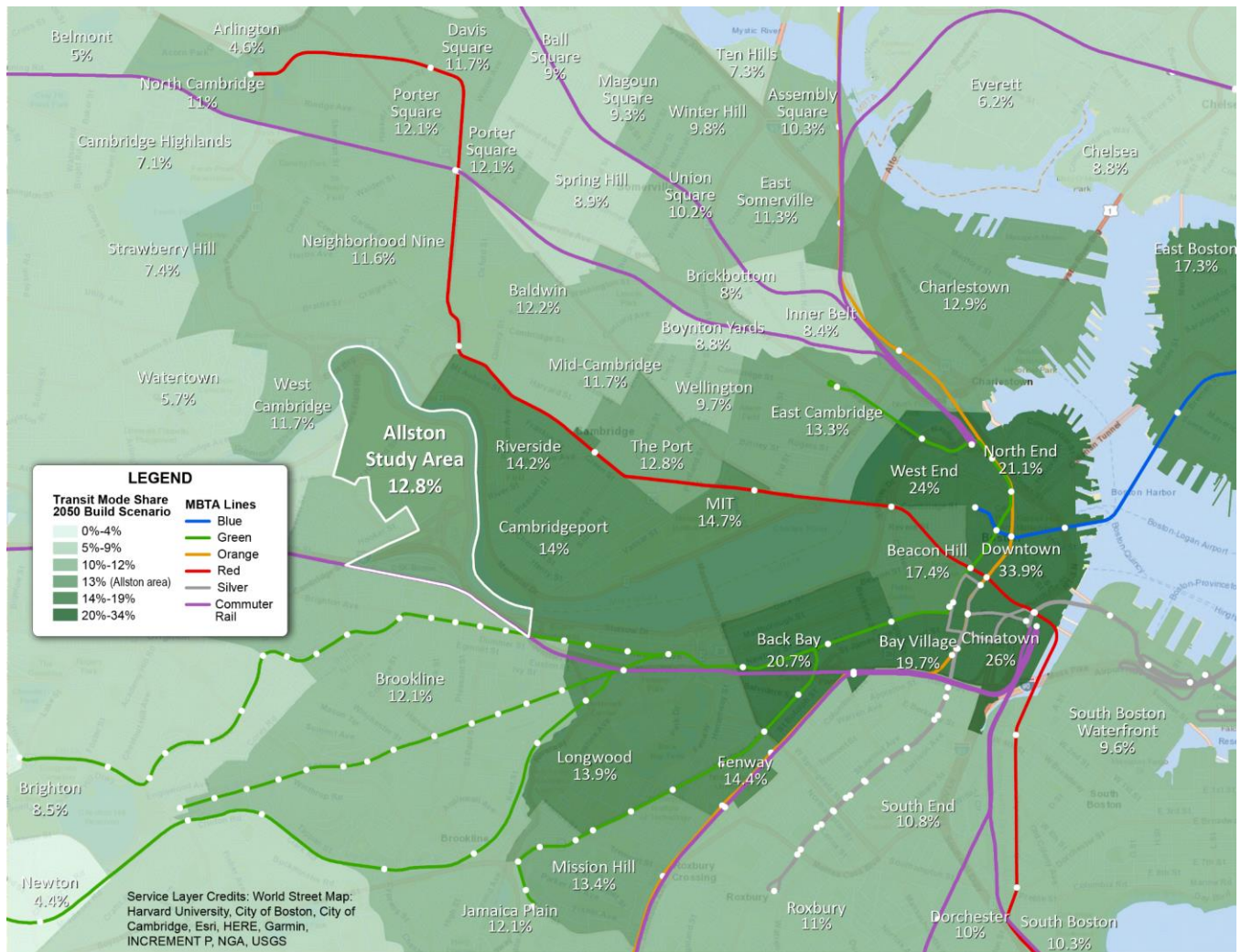
In TDM23, mode choice is an output generated by the model rather than a predefined input. Mode choice is sensitive to a number of factors such as the trip purpose, the trip destination, the number of vehicles available to a household, and the time of day that the trip is made. Trips that occur regularly, such as commute trips or trips to a university have a higher transit share (around 25 percent in the Allston area build scenario) whereas occasional trips like those made for social or recreational purposes have a lower transit share (around 10 percent in the Allston area build scenario). The overall mode share is determined by the mode choice for each purpose and the number of trips for each purpose.

The overall transit mode share in the Allston area travel demand model is 12.8 percent in the study area in the 2050 build scenario. Comparing the mode share to other neighborhoods in Boston, Cambridge, and Somerville reveals that the estimated transit share is similar to that in the Charlestown neighborhood of Boston and The Port neighborhood of Cambridge.

Transit Share by Neighborhood (Top 30)

	Neighborhood	Transit Mode Share (2050 Build)
1	Downtown	33.9%
2	Chinatown	26.0%
3	West End	24.0%
4	Leather District	23.7%
5	North End	21.1%
6	Back Bay	20.7%
7	Bay Village	19.7%
8	Beacon Hill	17.4%
9	East Boston	17.3%
10	Area 2/MIT	14.7%
11	Fenway	14.4%
12	Riverside	14.2%
13	Cambridgeport	14.0%
14	Longwood	13.9%
15	Mission Hill	13.4%
16	East Cambridge	13.3%
17	Charlestown	12.9%
18	Allston Study Area	12.8%
19	The Port (Cambridge)	12.8%
20	Baldwin	12.2%
21	Jamaica Plain	12.1%
22	Porter Square	12.1%
23	West Cambridge	11.7%
24	Davis Square	11.7%
25	Mid-Cambridge	11.7%
26	Neighborhood Nine	11.6%
27	East Somerville	11.3%
28	Roxbury	11.0%
29	North Cambridge	11.0%
30	South End	10.8%

Transit Share by Neighborhood



Parking Sensitivity

Non-residential parking constraint is represented in TDM23 through parking cost, which impacts the attractiveness and mode of travel to a given area. Demand for residential parking is estimated for each household. Residential parking constraint impacts the number of trips and mode of travel generated by a household. The Allston area travel demand model leveraged both of these perspectives to constrain parking demand estimates in the study area.

From the residential parking perspective, the model estimates household vehicle availability based on the household size, income, and workers; the presence and connectivity of nearby transit; and the density of development in the household travel analysis zones (TAZs). The estimated vehicle availability for each household influences the number and types of trips the household makes, as well as the trip mode and destination. For the Allston modeling effort, vehicle availability was adjusted through the area model development process. The share of “sufficient vehicle” households (households that have at least as many cars as drivers) was decreased and the share of “insufficient vehicle” and zero-vehicle households was increased

in the study area TAZs to align the number of household vehicles with the number of residential parking spaces.

For trips by non-residents, parking cost influences the attractiveness of travel to a given TAZ and the auto mode share for trips to that TAZ. Parking cost represents the availability, ease, and literal monetary cost of parking within a given TAZ and is factored based on the observed hourly, daily, and monthly parking costs in the area and the expected frequency and duration of parking by trip purpose. Adjustment of parking cost was another element of the Allston area model development process. As the intensity of development increased from the base, no-build, and build scenarios, the parking cost increased accordingly to reflect the greater density of development relative to the supply of parking.

The model estimates the development at the former Beacon Park Yard site will have a peak daily non-residential demand of approximately 2,300 spaces. The land use analysis provided through input from Harvard University and the City of Boston assumes a similar parking supply and assumes a high degree of transit access and mobility improvements delivered through the Allston Multimodal Project as well as subsequent improvements to include Grand Junction passenger service. This estimated supply of parking spaces for the new development reflects a parking ratio of approximately 0.35 - 0.4 spaces per 1,000 square feet.

In the 2050 build scenario, the model estimates peak daily demand for non-resident parking spaces in the entire Allston project study area to be approximately 6,000 spaces. The total parking supply assumed in the land use analysis was 7,000 spaces, exclusive of the on-street parking that currently exists in the study area and any new on-street parking that may be available in the build scenario.

As part of the calibration phase of the Allston Multimodal Project Study, CTPS conducted several sensitivity tests to understand the impact of TDM23's parking cost component on travel to and from the project study area. As expected, increasing the parking cost reduces auto trips to the study area leading to a reduced auto mode share. Some of the trips shift from auto modes, while other trips shift location but remain auto trips. The Allston area model was calibrated such that estimated parking demand was constrained to align with existing and proposed parking supply and validated by comparing to areas with similar parking availability and constraints.

4. Reconnecting Communities and Neighborhoods Grant

MassDOT's Project schedule is currently aligned to maintain the Reconnecting Communities and Neighborhoods Grant obligation deadline. MassDOT continues to monitor and engage with FHWA and the Massachusetts Delegation regarding the status of the Grant. In addition, MassDOT is working with the project team to expedite filing of environmental documents to add contingency to the schedule for obtaining the necessary environmental Record of Decision.

5. Project Funding

MassDOT is currently updating the Project finance plan.