DRAFT – FOR DISCUSSION PURPOSES ONLY

ALLSTON MULTIMODAL PROJECT
Multimodal Connections Overview Working Group Meeting

December 19, 2024

Multimodal Local Connections Feedback

- Franklin Street Pedestrian Bridge
  - How many tracks between Boston Landing and Cambridge Street?
    - 3 Tracks
  - How close to I-90 can these tracks be located and how much can they be lowered?
    - Current track layout positions the tracks as close to I-90 as possible to fit within rail bay below future Cambridge Street Bridge
    - Tracks can be lowered approximately 5 ft in the vicinity of the Franklin Street Pedestrian Bridge as currently designed
  - How much rail clearance is required above the pedestrian bridge?
    - 18’-6” (min.) is required per the MBTA due to freight and future electrification requirements. Clearance at Prudential Tunnel would be increased in the future by lowering rail profile.
  - Cambridge Street sidewalk/bike lane & Harvard Ave/Cambridge intersection
    - Conceptual layout to be presented in this meeting
  - How will Cambridge Street Bridge Connection Option connect to SSBP?
    - Connection would be via Cambridge Street westbound to Franklin Street northbound through corridor between former Allston Depot and Ace Ticket buildings
  - What is the proposed construction sequence for the Cambridge Street bridge replacement?
    - Currently anticipating a 3 phased construction sequence but staging concepts need to be further developed as part of the preliminary design
    - Early Action compatibility requires further assessment

Multimodal Local Connections Feedback

- Southside Buffer Path
  - Designs for the People's Pike Linear Park are dependent on decisions about rail layup, bypass tracks, design of the West Station concourse, and how the park will be integrated into its surroundings. Air rights projects, decking to the north of the People's Pike, and the design of the West Station Way elevated street also need to be part of the People's Pike planning to ensure that the park will be safe, accessible, and seamlessly connected into its urban context.
    - Current rail layout includes rail layover yard, 2 WML bypass tracks and 2 West Station platforms with 2 Worcester Local tracks and 2 Grand Junction tracks
    - Some of these design elements are to be developed in the future by others and will require city and state approvals
  - We appreciate your decision to widen parts of the People's Pike to 38'. A width of 50' for the entire park from Cambridge Street to Agganis Way would create space for separated walking and biking paths, shade trees and landscaping, benches, public art, and amenities.
    - Southside Buffer Path will be 30 feet wide minimum with certain locations widened to 38 feet width if existing utilities can be accommodated

Multimodal Local Connections Feedback

- Agganis-PDW Path Pedestrian Bridge
  - Options can only be compared after the number of Grand Junction and Worcester Line rail tracks and their vertical height has been resolved and MassDOT and the Working Group have collaborated with Boston University and the City of Boston to design the best possible connection near Nickerson Field and Agganis Way. The western option creates a long and isolated route over many highway lanes and rail tracks. Its urban design and adjacent air rights need more consideration.
    - Rail track layout has been refined and a 3 or 4 track alignment at the Nickerson Field curve is no longer a differentiator between the East and West Options. Both pedestrian bridge options are now feasible with a 3 or 4 track layout.
    - Similar to the Franklin Street Pedestrian Bridge, 18'-6" (min.) is required per the MBTA due to freight and future electrification requirements. Clearance at Prudential Tunnel would be increased in the future by lowering rail profile

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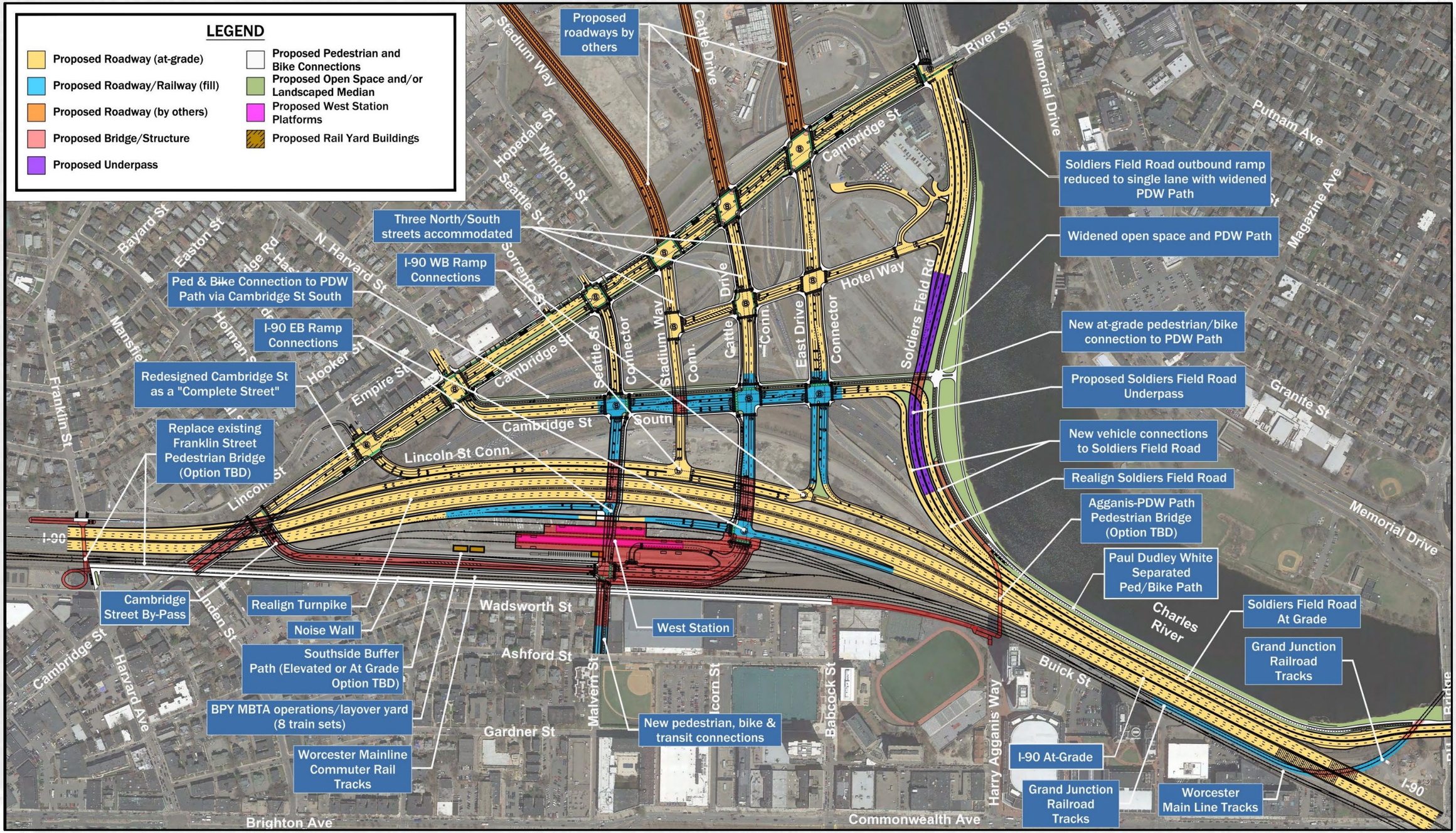
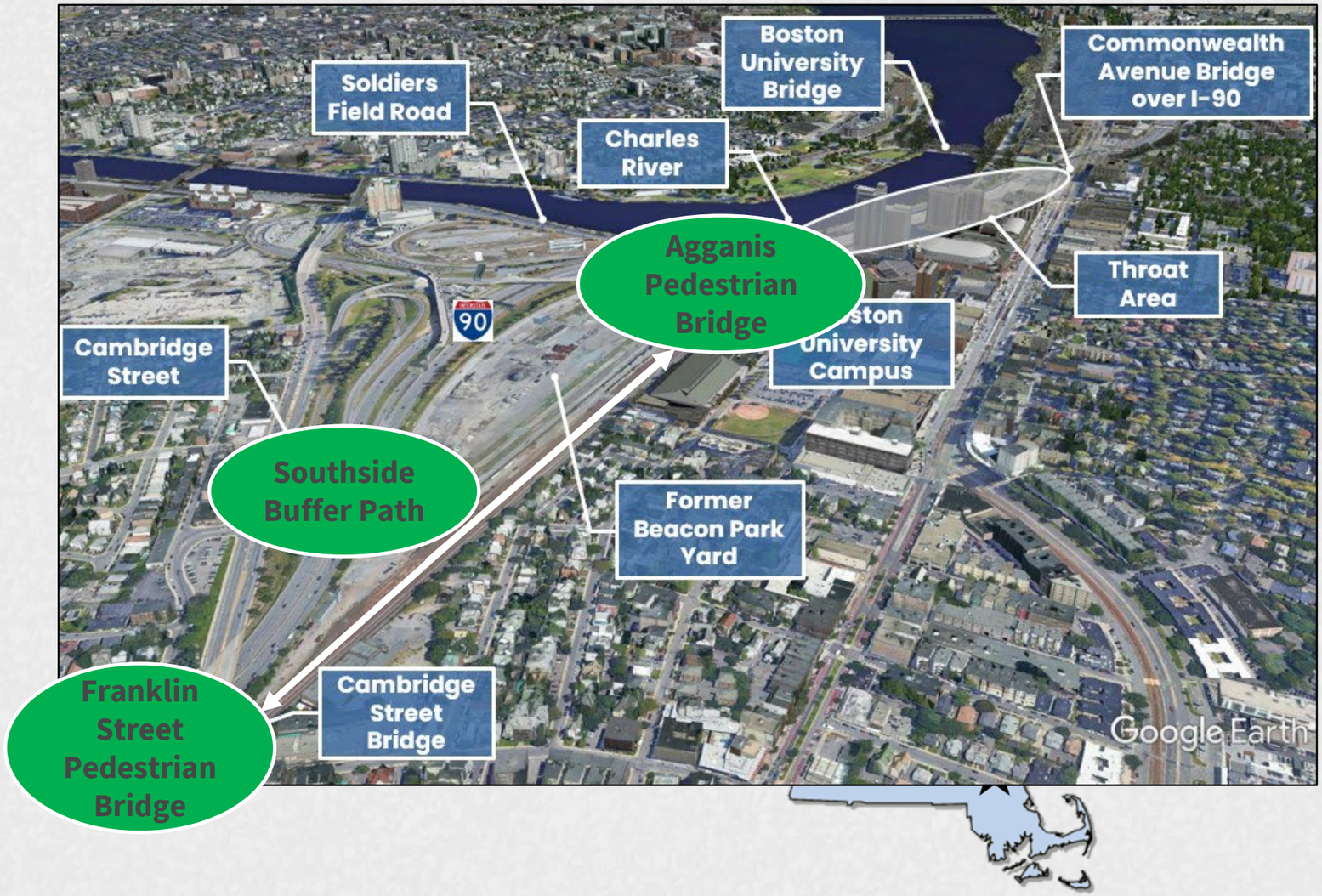
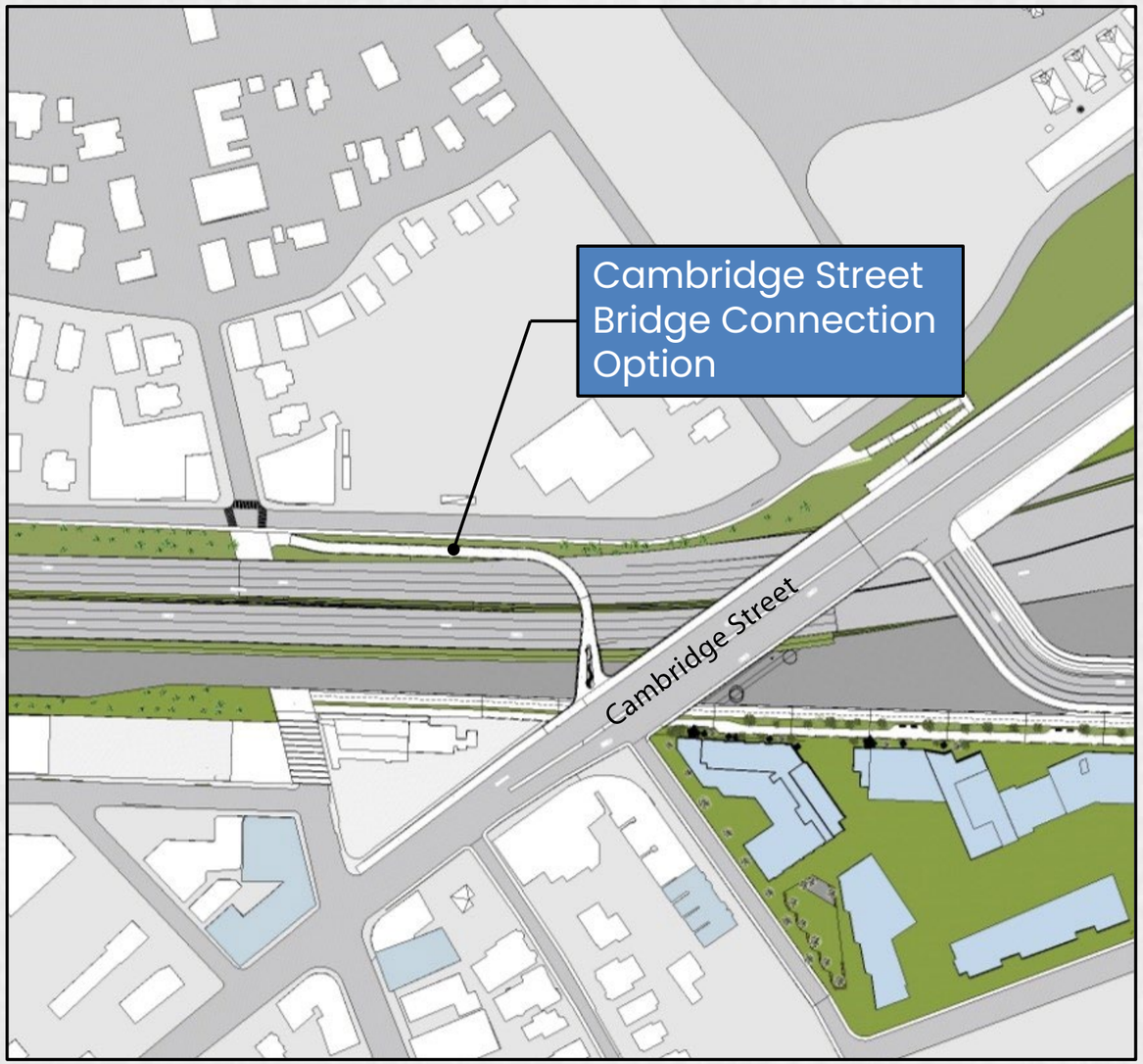
Allston Multimodal Project
3L Modified Realignment Interchange Alternative



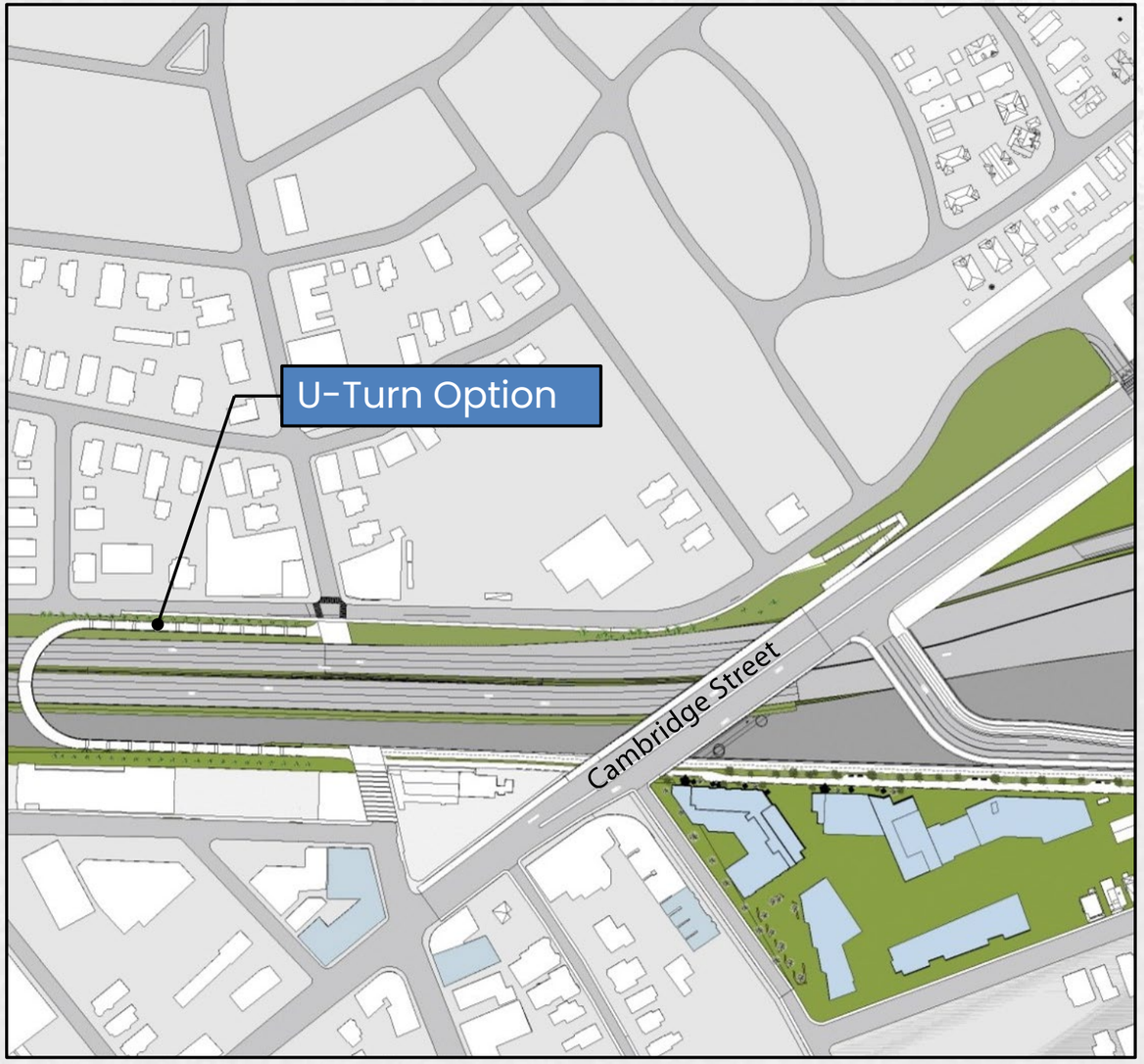
Franklin Street to PDW Path Pedestrian & Bike Corridor



Franklin Street Pedestrian Bridge

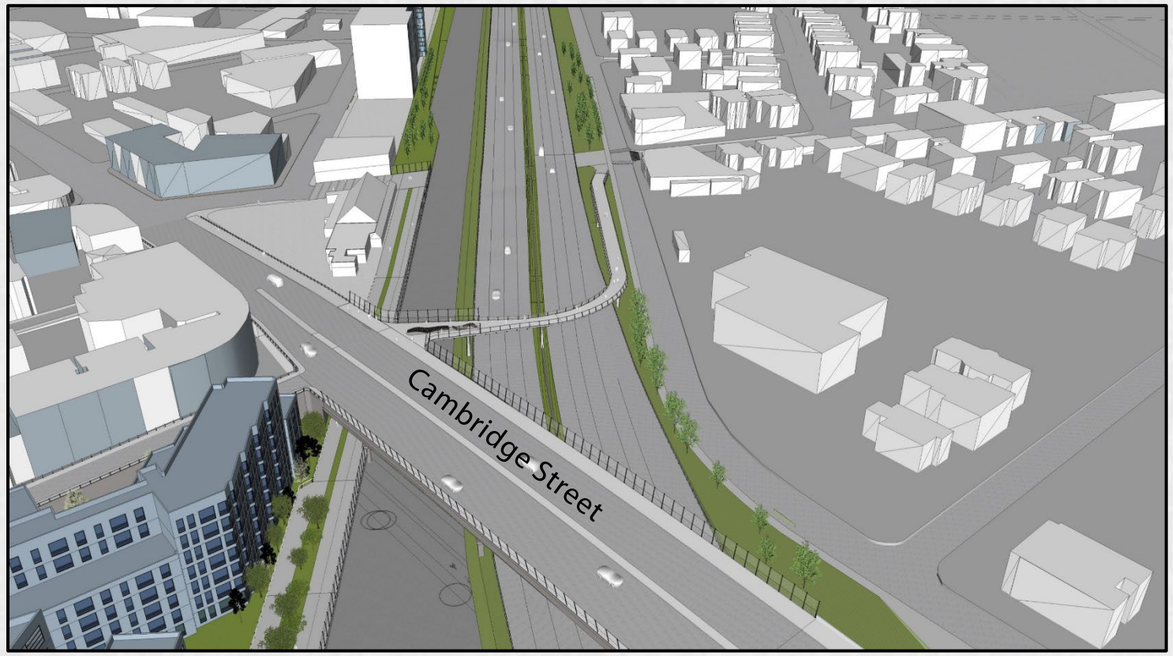


Cambridge Street Bridge Connection (CSBC) Option

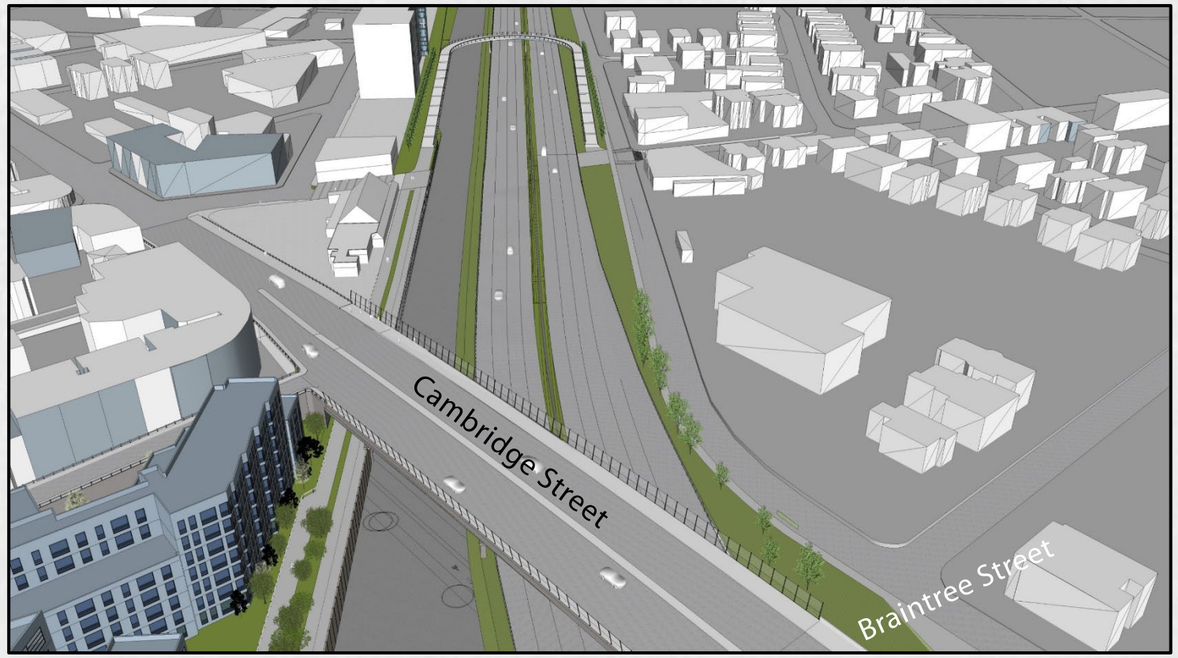


U-Turn Option

Franklin Street Pedestrian Bridge

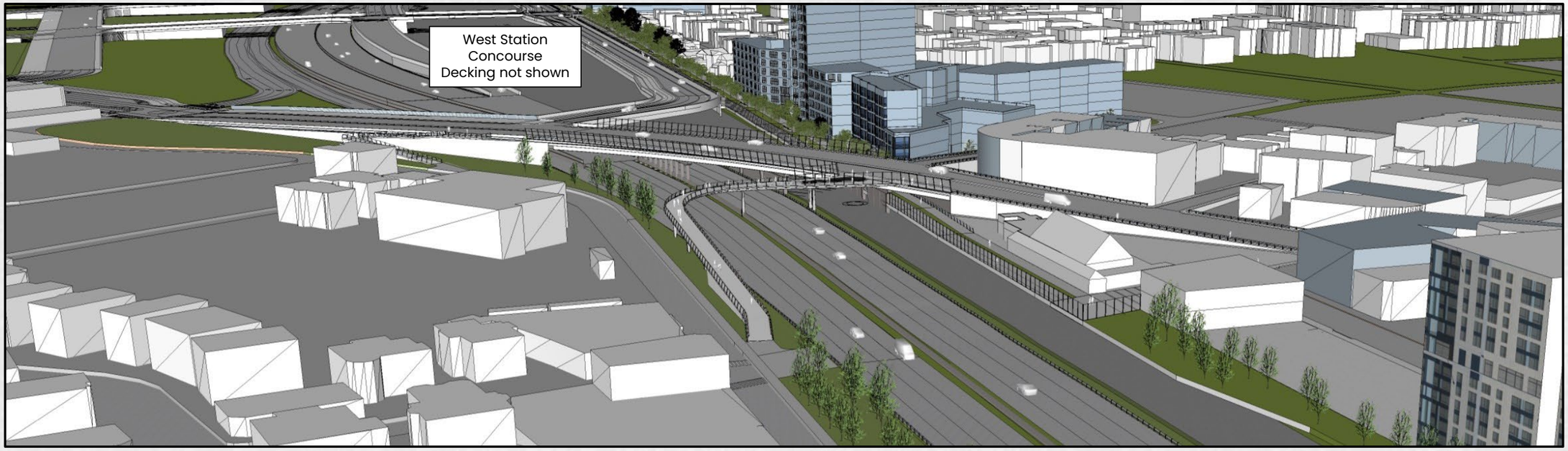


Cambridge Street Bridge Connection (CSBC) Option



U-Turn Option

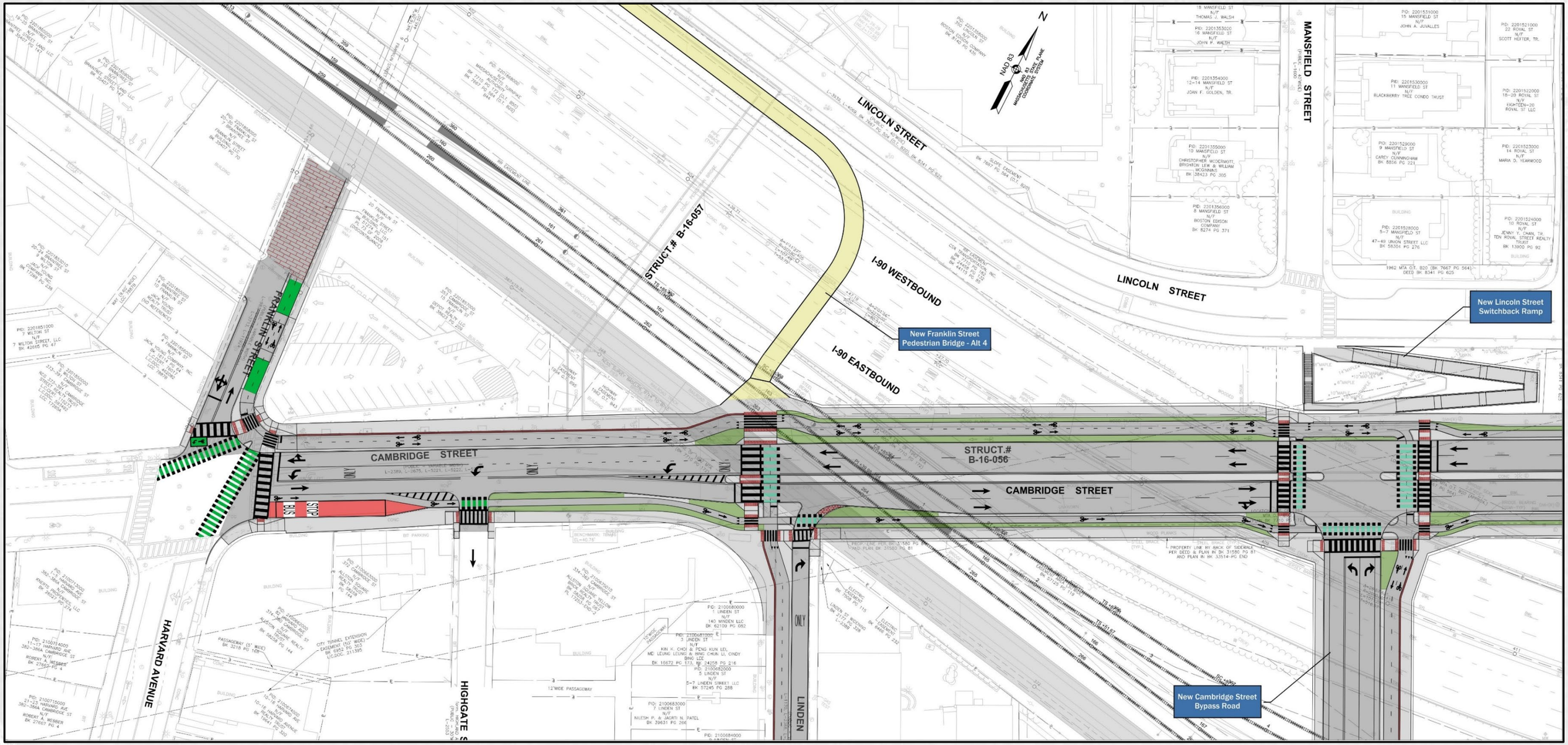
Franklin Street Pedestrian Bridge



Cambridge Street Bridge Connection (CSBC) Option

U-Turn Option

Conceptual Cambridge Street Layout with Cambridge Street Bridge Connection Option



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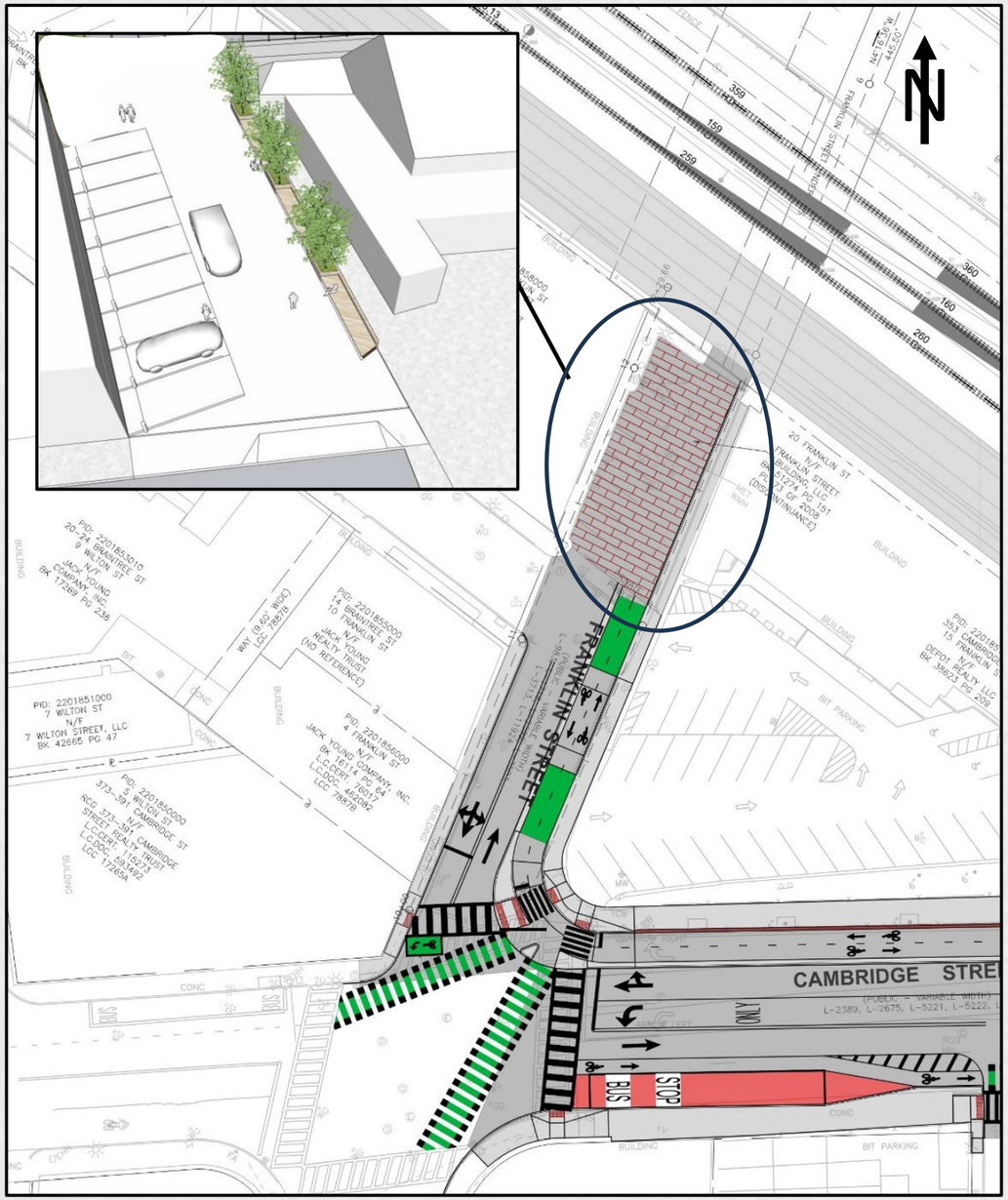
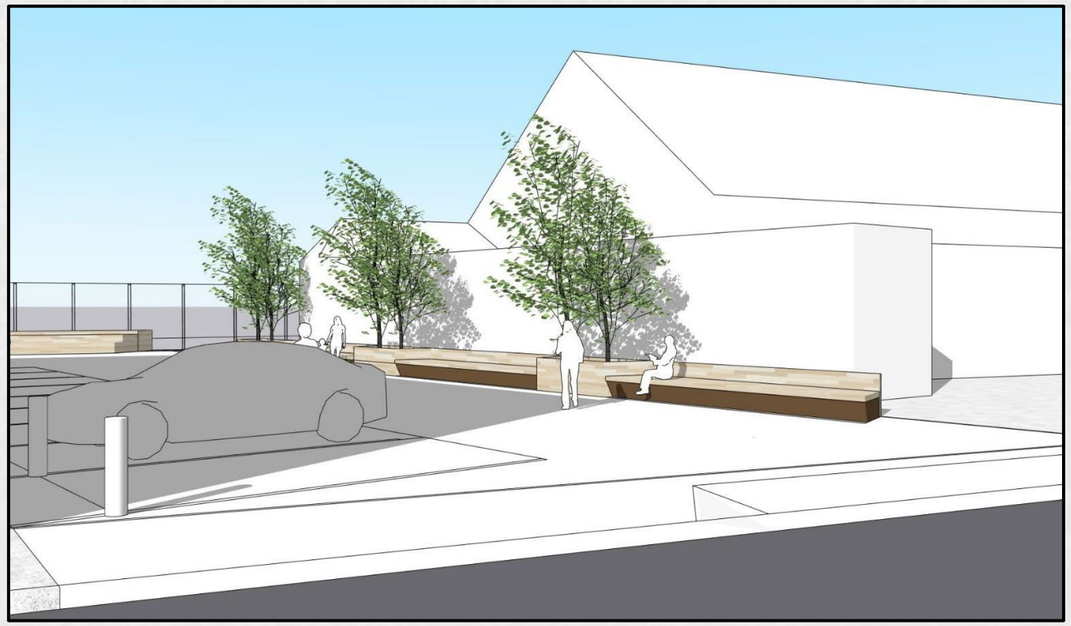
Conceptual Access to Southside Buffer Path from Franklin Street

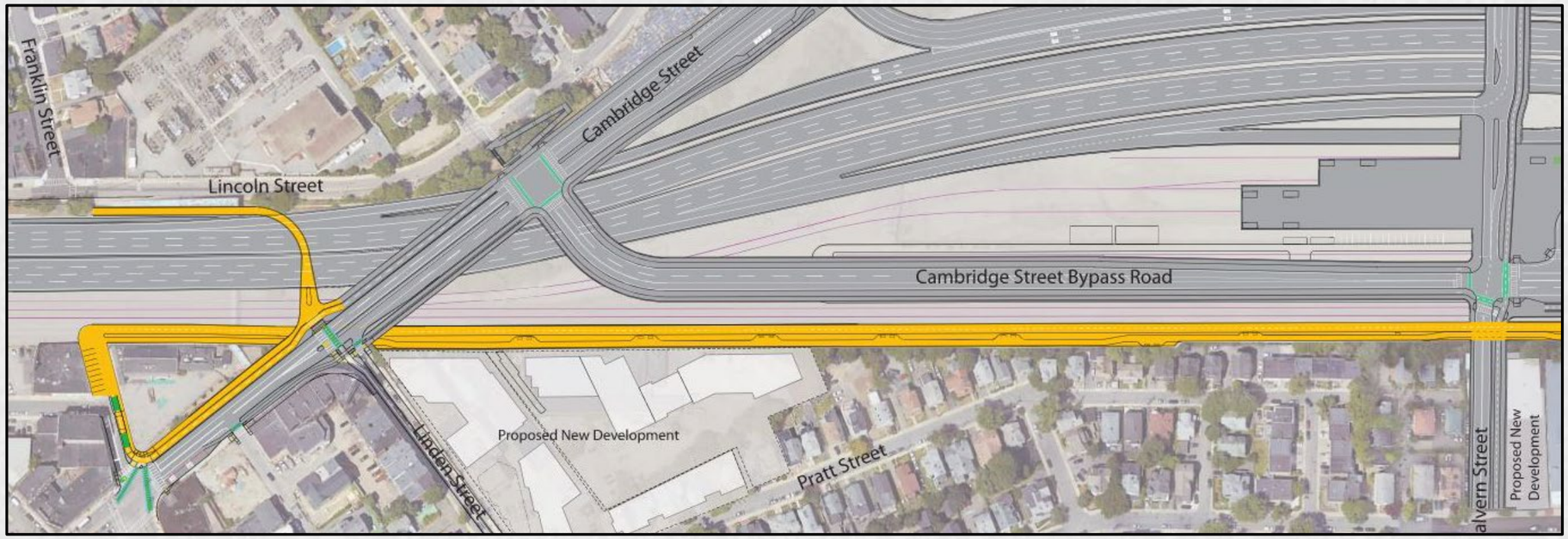


(Looking south)

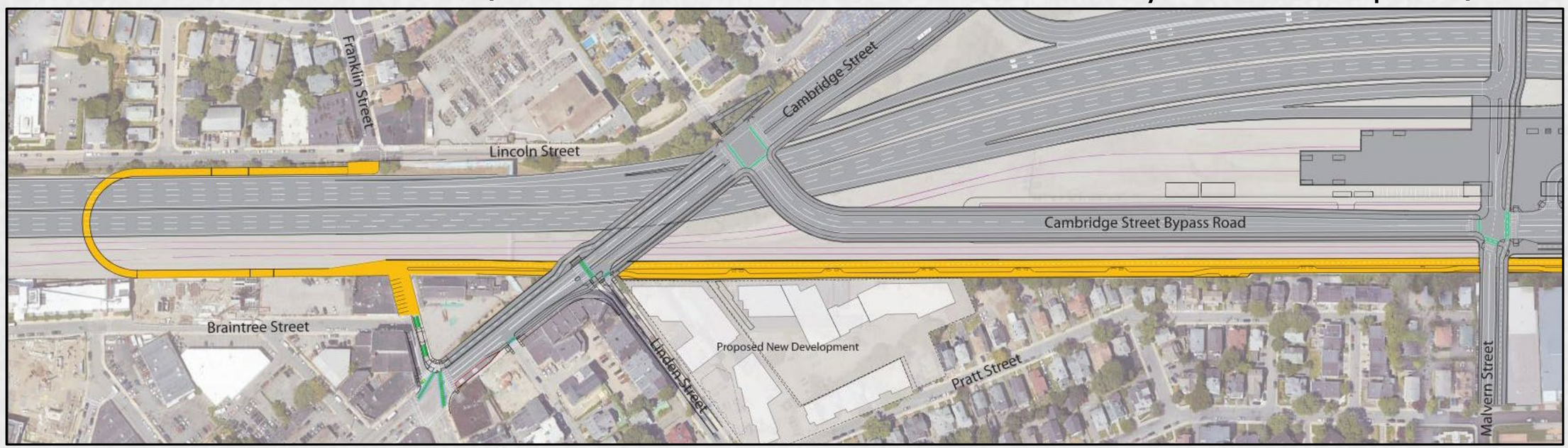


(Looking north)

Southside Buffer Path

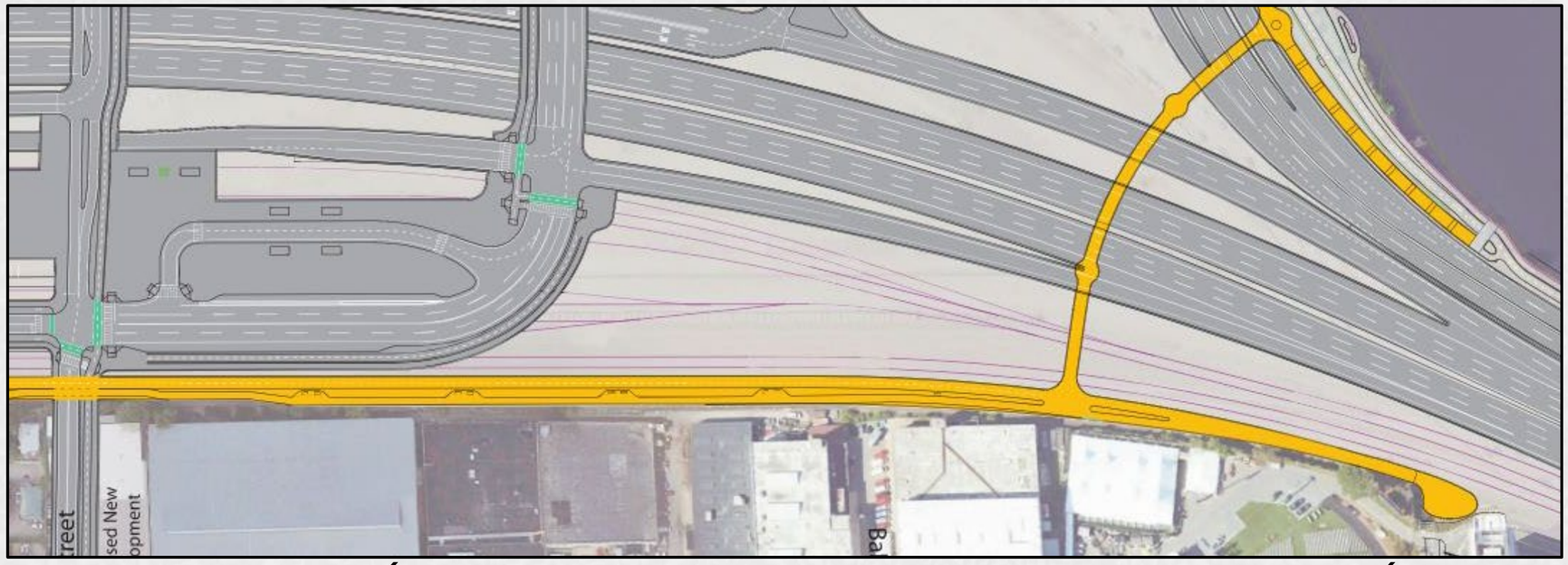


Southside Buffer Path (Franklin Street to Malvern Transit Way via CSBC Option)

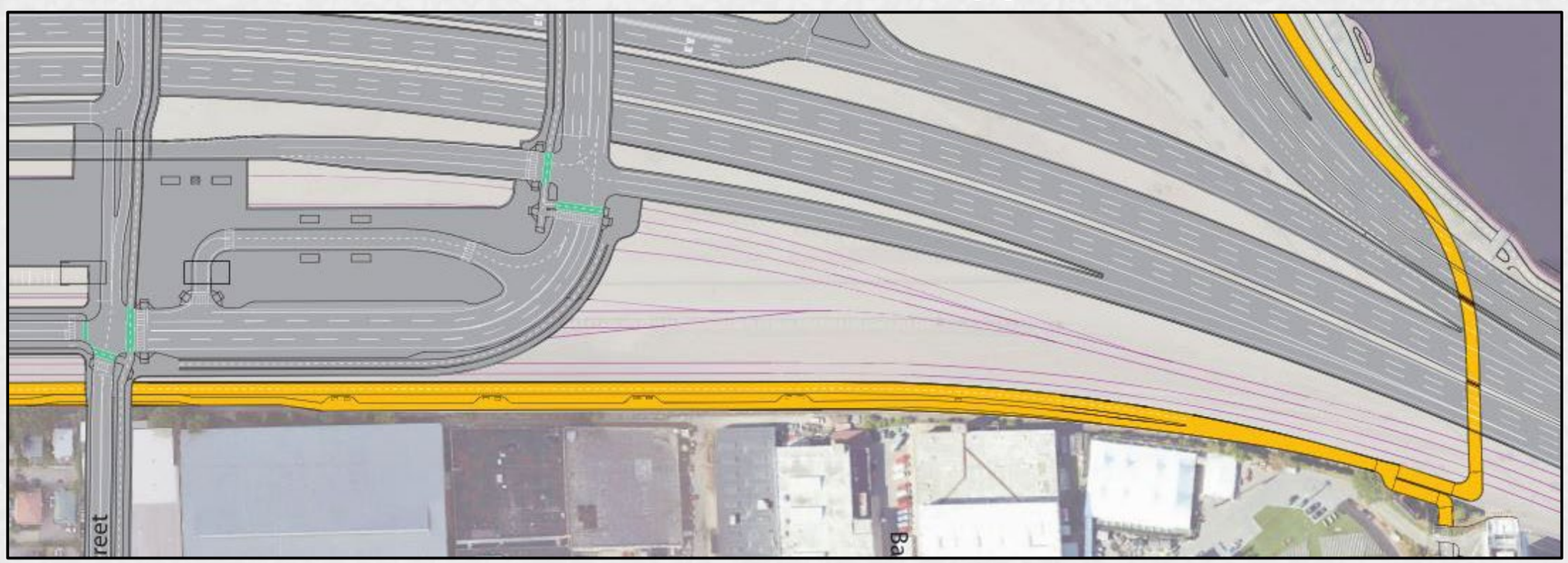


Southside Buffer Path (Franklin Street to Malvern Transit Way via U-Turn Option)

Southside Buffer Path

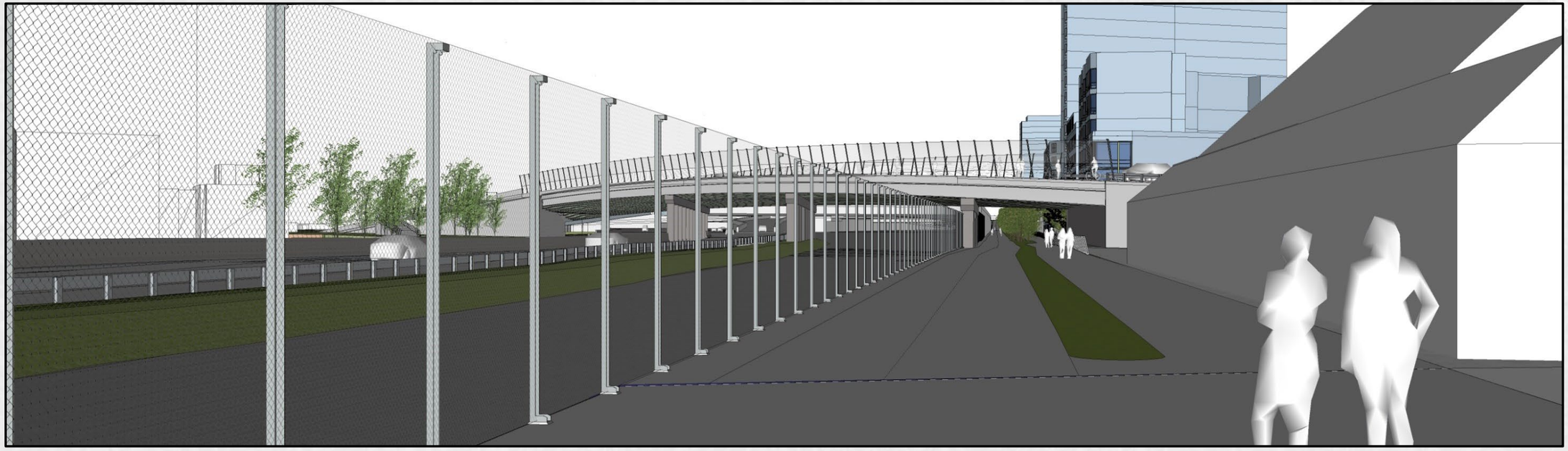


Southside Buffer Path (Malvern Transit Way to Agganis-PDW Path (West Option))



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

Southside Buffer Path



Southside Buffer Path at former Allston Depot

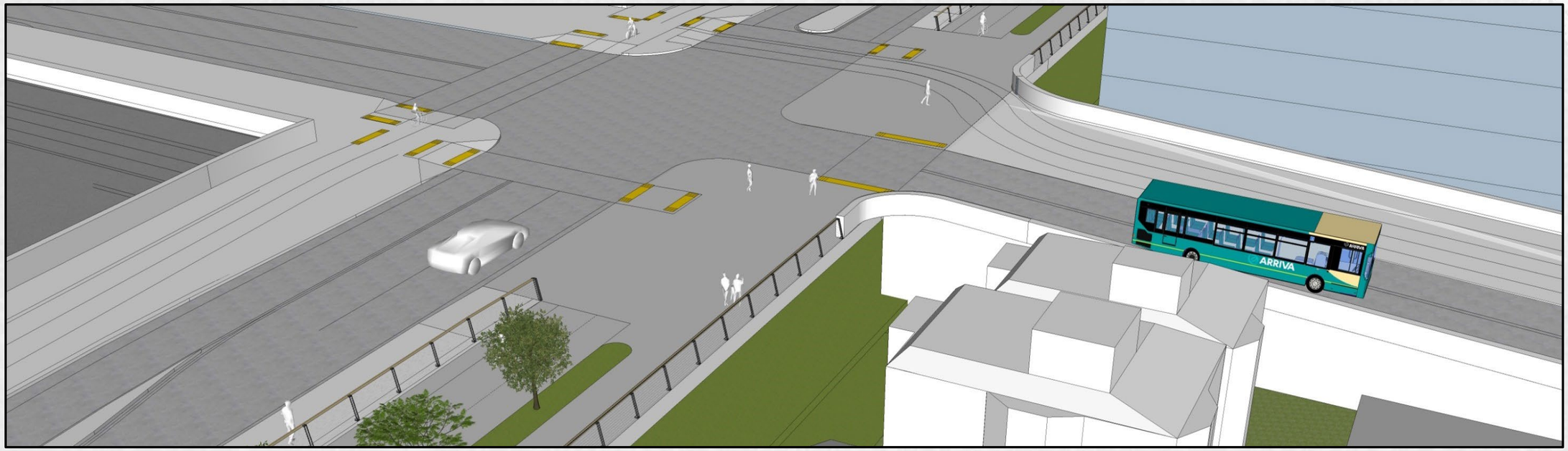
Southside Buffer Path at former Allston Depot

Southside Buffer Path

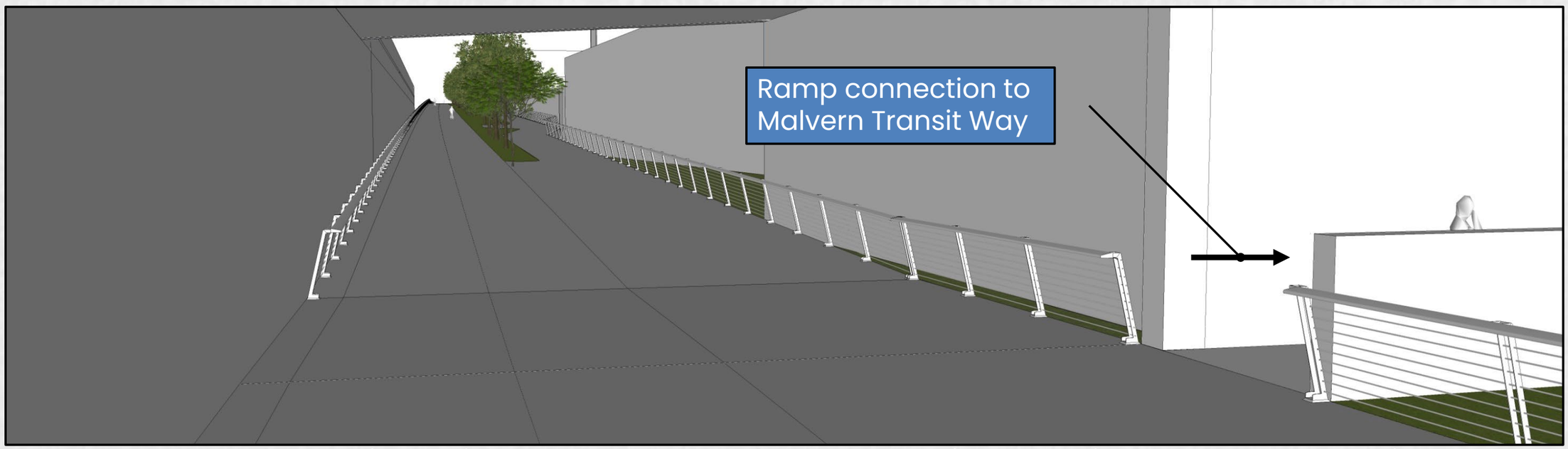
Southside Buffer Path (Elevated Option looking East)

Southside Buffer Path (At-Grade Option looking East)

Southside Buffer Path

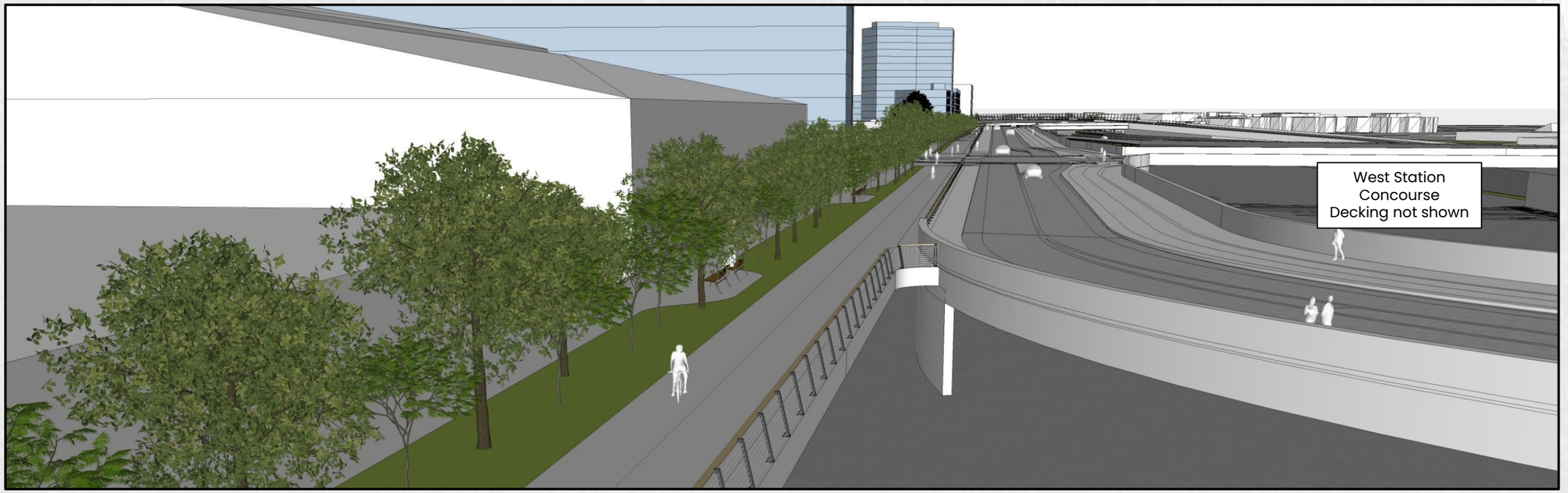


Elevated Option at Malvern Transit Way

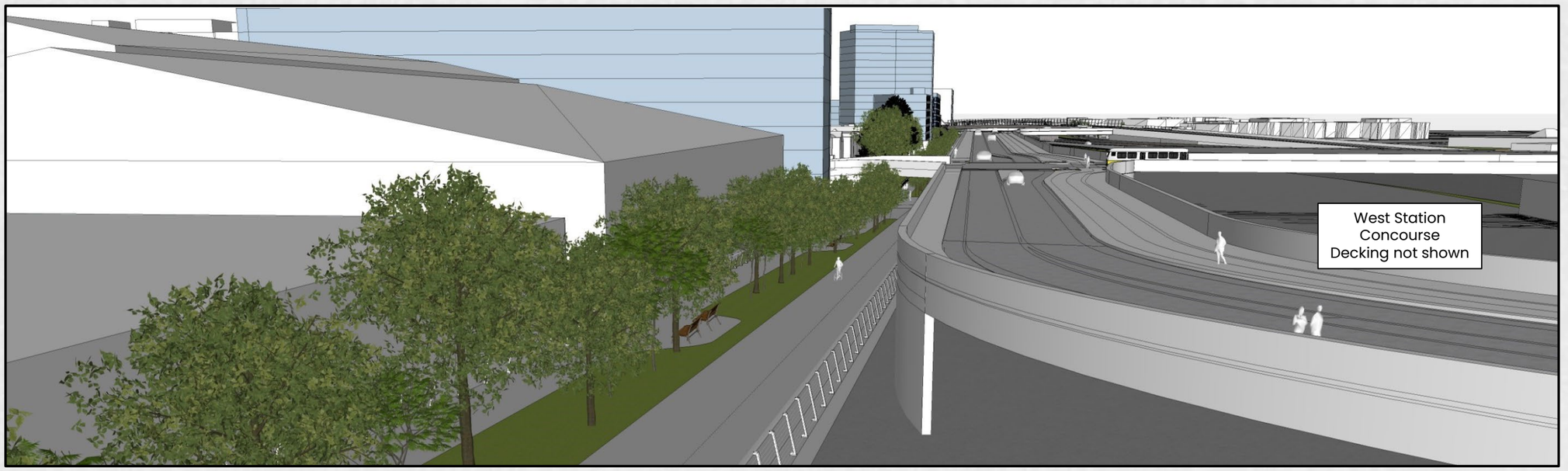


At-Grade Option with access to Malvern Transit Way via ramp connection

Southside Buffer Path

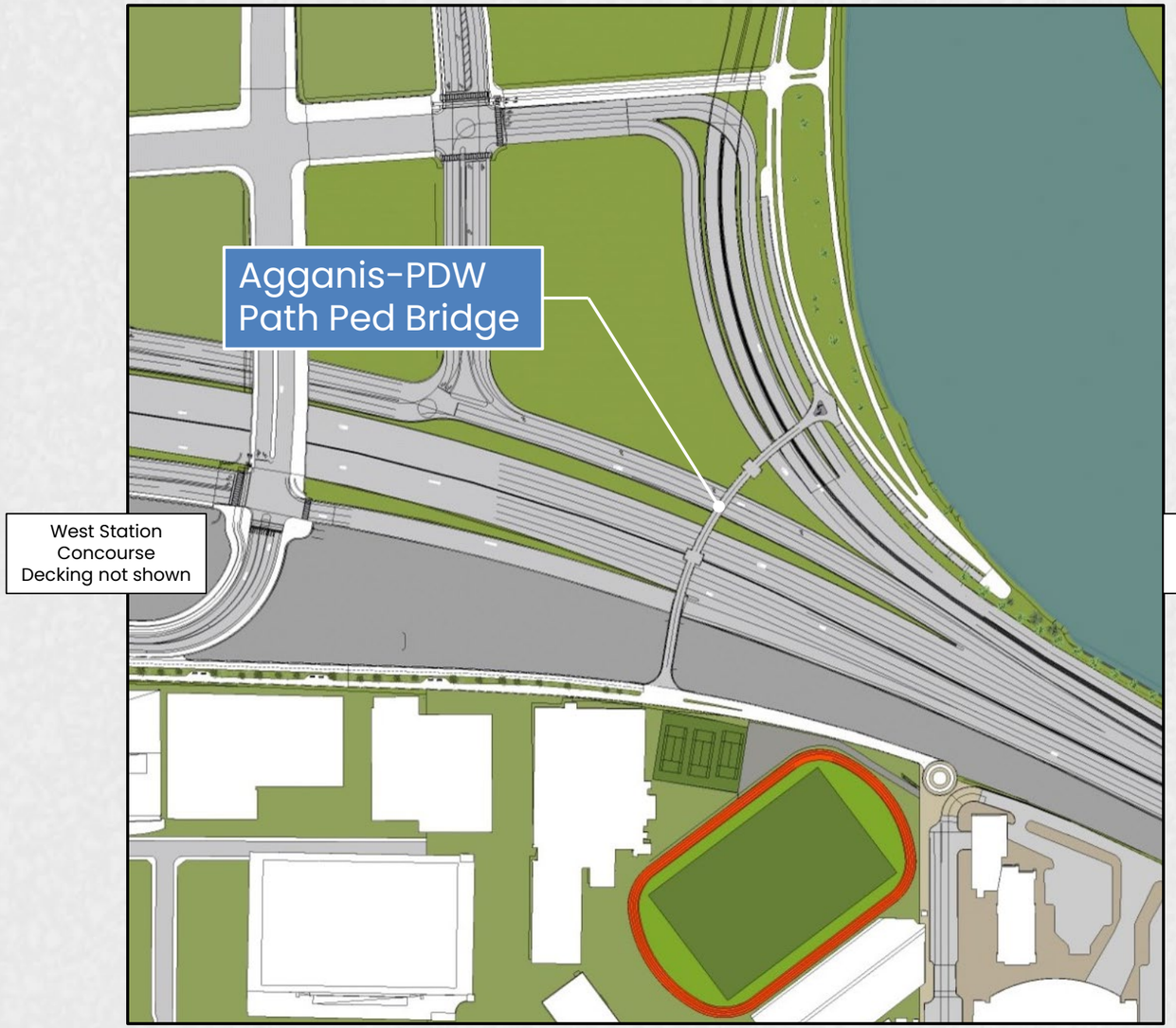


Elevated Option Connection from Malvern Street to Agganis-PDW Path Ped Bridge

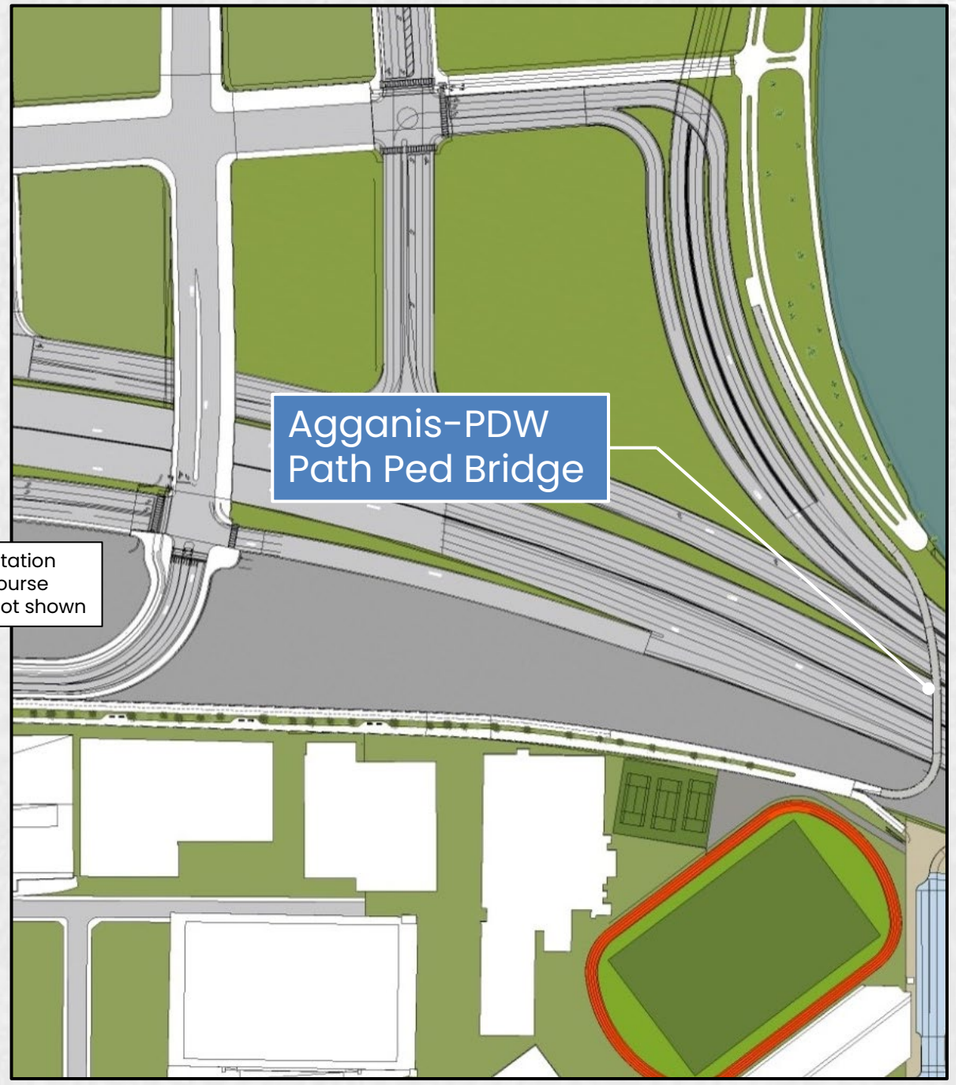


At-Grade Option Connection from Malvern Street to Agganis-PDW Path Ped Bridge

Agganis-PDW Path Ped Bridge

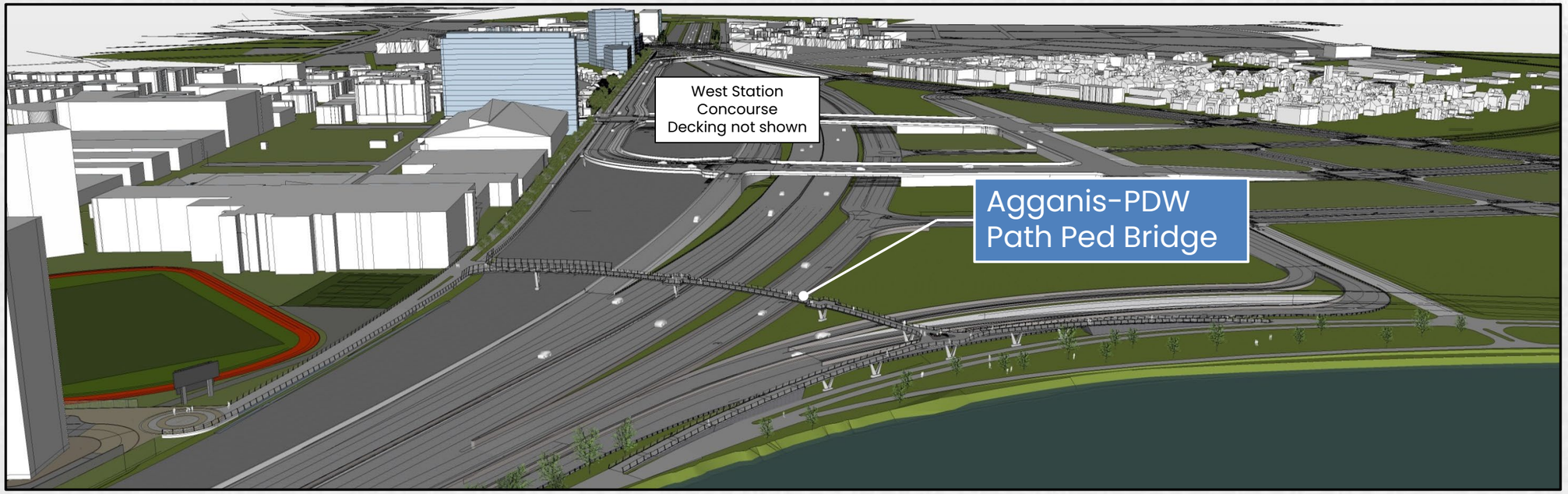


Agganis-PDW Path Ped Bridge (West Option)

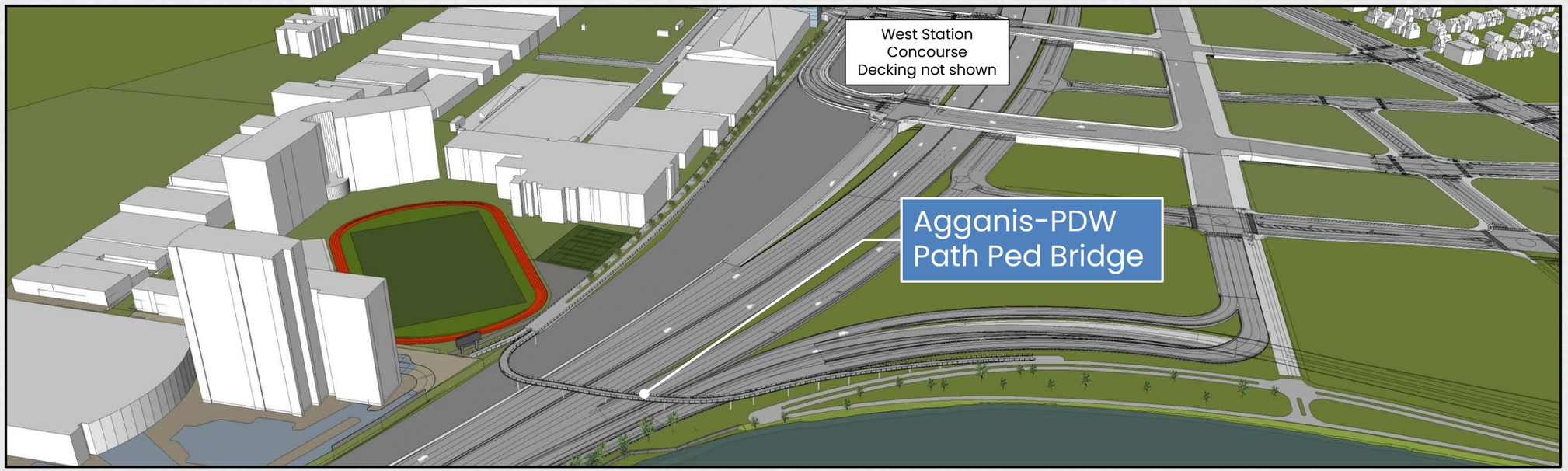


Agganis-PDW Path Ped Bridge (East Option)

Agganis-PDW Path Ped Bridge



Agganis-PDW Path Ped Bridge (West Option)



Agganis-PDW Path Ped Bridge (East Option)

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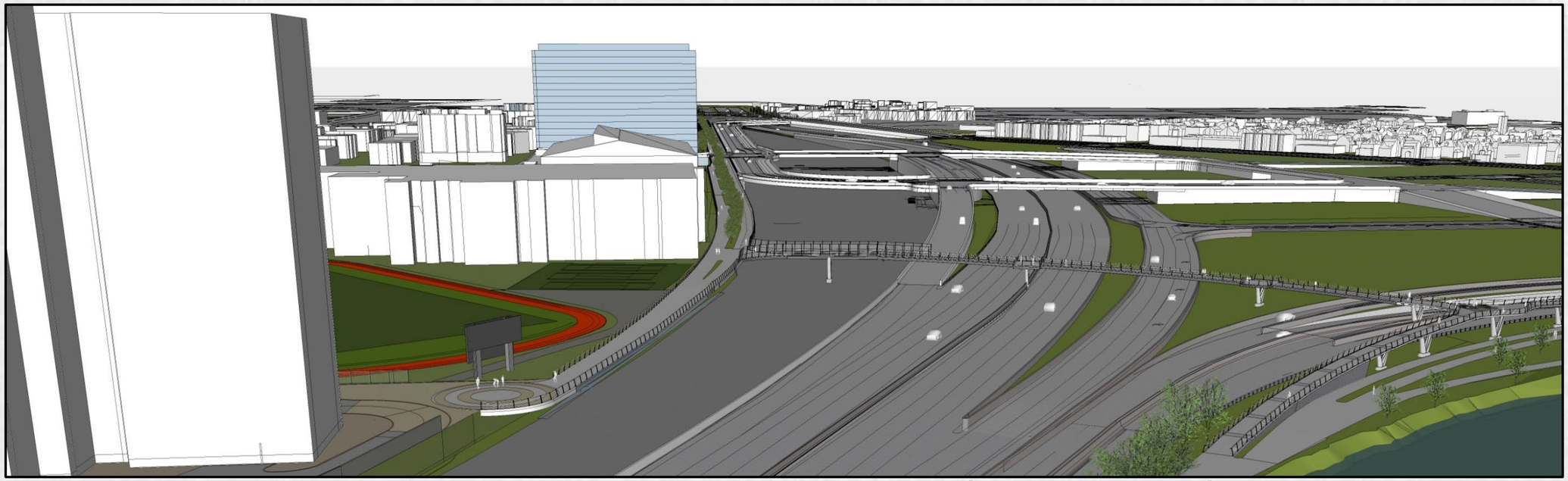
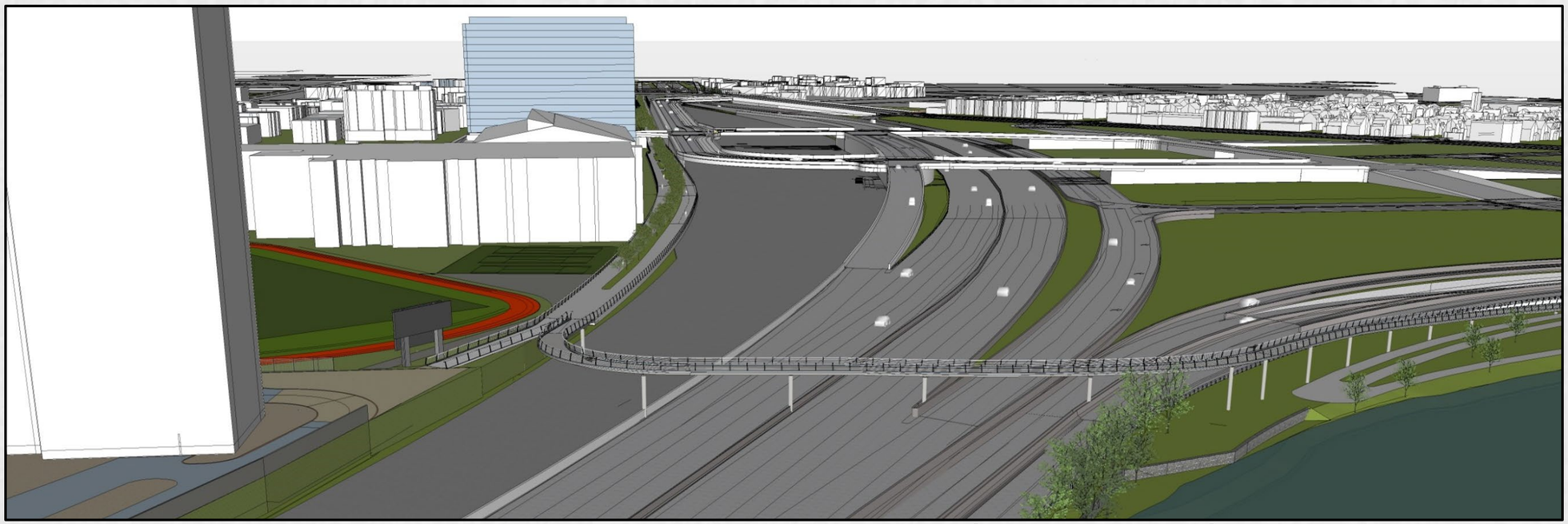
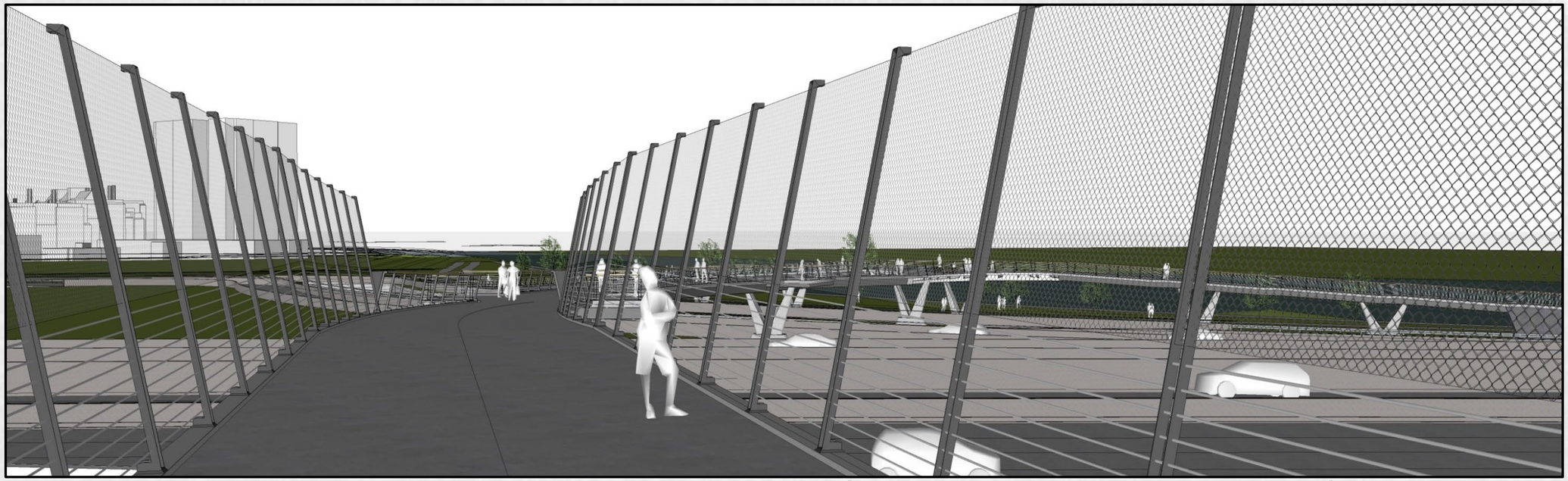


Agganis-PDW Path Ped Bridge (West Option)

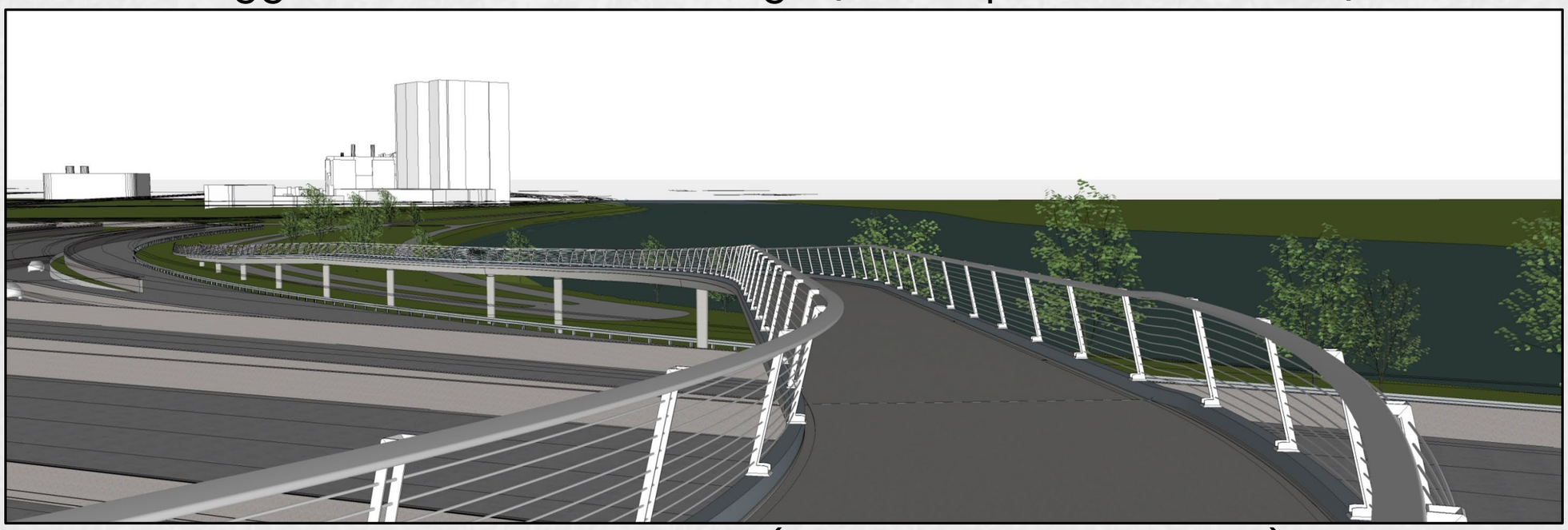


Agganis-PDW Path Ped Bridge (East Option)

Agganis-PDW Path Ped Bridge



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



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

Franklin Street Pedestrian Bridge Options Matrix

Option # Name	1 Access Ramp	2 Spiral	3 U-Turn	4 Cambridge Street Bridge Connection
Length of Structure	~750± ft	1,260± ft	Via 7.5% Ramps: 1,100 - 1,125± ft Via 4.5% Ramps with 1.5% level landings at north/south ramp midpoints: 1,485± ft	500± ft
Path Width	16 ft	16 ft (Bridge) 14 ft (South Spiral) 12 ft (North Switchback)	16 ft	12 ft (north ramp/curve) Bridge flares out to two ~9 - 12.5 ft paths with splitter island south of I-90 median Future design refinement would look to widen further.
Ramp Slopes & Grades	7.5%-8.5% slope on south ramp with level landings every 30 ft. 5.0% slope on north ramp. 3.0% slope on bridge	<5% slopes throughout	7.5% slopes on both ramps with level landings every 30 ft for shortest ramp length OR 4.5% slopes with 1.5% level landings at north/south ramp midpoints	4.5% north ramp 0.5% bridge <5% on Cambridge St
Equal Access	Yes	Yes	Yes	Yes
Bikeability	Steep grades with level landings on south ramp	North switchback ramp is narrow (12') with tight turning radius	Steep grades with level landings on both ramps (shortest ramp option)	No direct connection to South Side Buffer Path. Terminus on Cambridge Street is at Linden St crossing.

Franklin Street Pedestrian Bridge Options Matrix

Option # Name	1 Access Ramp	2 Spiral	3 U-Turn	4 Cambridge Street Bridge Connection
Personal/Pedestrian Safety Considerations	Good visibility along Cambridge Street and across bridge, no covered areas	Partially covered spiral ramp limits visibility	Fully open with broad curve allowing for good visibility. Remote feeling for pedestrians being isolated from major roadways.	Good visibility at wide connection to Cambridge Street.
Property/Business Impacts	Impacts historic property (Allston Depot) and eliminates 11 parking spaces for restaurant tenant	Requires taking/demolition of former Ace Ticket Building (1 Braintree Street), portion of adjacent parking lot parcel, and billboard	No takings required. Close proximity to new apartment building ("The Indie", 35-43 Braintree Street) could result in privacy/obstructed view concerns for residents.	Potential direct ramp connection to South Side Buffer Path could impair views for Allston Depot restaurant tenant
Historic/4(f) Impacts?	Yes, would require taking from National Register-listed and local landmark Allston Depot.	Not anticipated. Would not require takings from any historic resources as currently designed.	Not anticipated. Would not require takings from any historic resources as currently designed.	Not anticipated. Would not require takings from any historic resources as currently designed.
Utility Impacts	Minimal potential utility impacts (existing underground electrical & communication/ telephone lines at north ramp to be avoided where possible)	Bridge piers: potential impacts to telephone, water, electric, gas North ramp: potential impacts to telecom, drainage, electric	U-Turn bridge: minimal potential utility impacts (underground communication/telephone lines at north ramp to be avoided where possible)	Minimal potential utility impacts (existing underground electrical & communication/ telephone lines at north ramp to be avoided where possible)

Franklin Street Pedestrian Bridge Options Matrix

Option # Name	1 Access Ramp	2 Spiral	3 U-Turn	4 Cambridge Street Bridge Connection
Connections	North: Lincoln St @ Franklin St South: Franklin St @ Cambridge St/Harvard Ave No direct connection to South Side Buffer Path	North: Lincoln St @ Franklin St South Ramp: South Side Buffer Path	North: Lincoln St @ Franklin St South: South Side Buffer Path and Franklin St	North: Lincoln St @ Franklin St South: Cambridge St @ Linden St (RRFB/HAWK?) No direct connection to South Side Buffer Path
Distance Lincoln @ Franklin to South Side Buffer Path	~970± ft	1,260± ft	Via 7.5% Ramps: 1,100± - 1,125± ft Via 4.5% Ramps with 1.5% level landings at north/south ramp midpoints: 1,485± ft	1,070± ft
Distance Lincoln @ Franklin to Cambridge @ Linden	~1,110± ft	1,850± ft	Via 7.5% Ramps: 1,695± - 1,710± ft Via 4.5% Ramps with 1.5% level landings at north/south ramp midpoints: 2,070± ft	500± ft
Winter Maintenance Considerations	Accessible for maintenance equipment	North switchback ramp would require hand shoveling	Accessible for maintenance equipment	Accessible for maintenance equipment

Franklin Street Pedestrian Bridge Options Matrix

Option # Name	1 Access Ramp	2 Spiral	3 U-Turn	4 Cambridge Street Bridge Connection
Early Action Compatibility	Does not impact existing rail, potential to construct during early stages	Would require rail relocation prior to construction	Potential to construct during early stages but would require single track commuter rail operations on existing Track 1 between CP6 and Beacon Park Yard throughout the majority of construction which would limit Boston Landing Station to single track station. This would not meet the 2 commuter rail track operation currently required to the maximum extent practicable during construction. Further investigation and coordination with the MBTA would be required.	Must be built in conjunction with Cambridge Street Bridge replacement, which would require rail lowering prior to construction.
Construction Impacts to Existing Ped Bridge	Would require closure of existing pedestrian bridge for extended period during construction.	Existing pedestrian bridge could remain open for longer period during construction depending on phasing of proposed track realignments and Cambridge Street bridge replacement	Existing pedestrian bridge could remain open for longer period during construction depending on phasing of proposed track realignments and Cambridge Street bridge replacement	Existing pedestrian bridge could remain open for longer period during construction depending on phasing of proposed track realignments and Cambridge Street bridge replacement
Existing Desire Lines Served	Serves North-South desire line	Serves North-South and East-West desire lines	Serves North-South and East-West desire lines	Serves North-South and East-West desire lines

Southside Buffer Path Options Matrix

Option # Name	1 At-Grade Option (Fully At-Grade to Malvern)	2 Elevated Option (Gradual Rise to Malvern)
Path Length	Franklin St to Agganis Crossing East: 4,000'± Franklin St to Agganis Crossing West: 3,670'±	Franklin St to Agganis Crossing East: 4,000'± Franklin St to Agganis Crossing West: 3,670'±
Path Width	30' (38' in certain areas)	30' (38' in certain areas)
Slopes & Grades	Franklin to Cambridge: -0.4%± (At-Grade) Cambridge to Malvern: -0.3%± (At-Grade) Malvern to Agganis West: +1.5% (Gradual rise to provide vehicular clearance to rail yard from Babcock) OR Malvern to Babcock: -0.2%± (At-Grade) Babcock to Agganis East: +3.3%± (Rises to connect to switchback ramp)	Franklin to Cambridge: -0.4%± (At-Grade) Cambridge to Malvern: +1.0%± (Elevated) Malvern to Agganis West: -0.2%±(Elevated) OR Malvern to Agganis East: -0.3%± (Elevated)
Equal Access	Yes	Yes
Bikeability	Flat grades from Franklin to Malvern Street with more circuitous connection to West Station Concourse via Malvern Transitway	Gradual grades rising to meet Malvern Transitway/West Station Concourse at-grade

Southside Buffer Path Options Matrix

Option # Name	1 At-Grade Option (Fully At-Grade to Malvern)	2 Elevated Option (Gradual Rise to Malvern)
Connections	Franklin Street (and possibly Cambridge Street), Malvern Street, Agganis Ped Bridge	Franklin Street (and possibly Cambridge Street), Malvern Street, Agganis Ped Bridge
Potential Connections to Future Development	Feasible	May still be feasible at some locations, but complicated by gradual rise of path with developments presumably at existing grade
Personal/Pedestrian Safety Considerations	May create sense of isolation and "canyon effect" due to noise wall/retaining wall on the north side with Bypass Road and West Station bus concourse above. Also few access points with long distances in between	Reduces "canyon effect" by rising sooner to meet Malvern Street and West Station concourse (and potentially Bypass Road if 1.0% slope is made steeper). Increased access via Bypass Road and West Station bus concourse would also reduce isolation and improve safety
Malvern Transitway/West Station Connection	Main path is grade-separated from transitway, with a narrow path up to Ashford Street to then turn, cross the transitway, and continue north up Malvern bikeway/sidewalk to access West Station.	At-Grade crossing of transitway
Connections	Franklin Street (and possibly Cambridge Street), Malvern Street, Agganis Ped Bridge	Franklin Street (and possibly Cambridge Street), Malvern Street, Agganis Ped Bridge

Southside Buffer Path Options Matrix

Option # Name	1 At-Grade Option (Fully At-Grade to Malvern)	2 Elevated Option (Gradual Rise to Malvern)
Potential Direct Connections to Cambridge Street	Direct connection on either East or West sides of Cambridge Street would significantly decrease width of SSBP and create conflicts and potential safety concerns at entry/exit points. Feasibility of structural connections and pedestrian/bicycle circulation would require further feasibility study.	Direct connection on either East or West sides of Cambridge Street would significantly decrease width of SSBP and create conflicts and potential safety concerns at entry/exit points. Feasibility of structural connections and pedestrian/bicycle circulation would require further feasibility study.
Property Impacts	None Easier access for future potential development along the south side of the path	None Access for future potential development along the south side of the path will need to be at the elevated level
Historic/4(f) Impacts?	Not anticipated. Would not require takings from any historic resources as currently designed.	Not anticipated. Would not require takings from any historic resources as currently designed.
Utility Impacts	Will impact existing sewer & overhead electric/communication	Will impact existing sewer & overhead electric/communication. Maintaining sewer line access complicated by elevated path and would require modifications to access structures.
Winter Maintenance Considerations	Accessible for maintenance equipment	Accessible for maintenance equipment

Agganis-PDW Path Pedestrian Bridge Options Matrix

Option # Name	1 East Option	2 West Option
Travel Distance	Agganis Way to PDW EB: 1,700'± Agganis Way to PDW WB: 1,125'± Malvern to PDW EB: 3,260'± Malvern to PDW WB: 2,680'±	Agganis Way to PDW EB: 1,350'± Agganis Way to PDW WB: 1,350'± Malvern to PDW EB: 2,300'± Malvern to PDW WB: 2,300'±
Actual Crossing Distance (Abutment to Abutment) over Rail/Highway	365'±	520'±
Path Width	16 ft	16 ft
Ramp Slopes & Grades	3.75%± on Agganis switchback, with 1.50% landings at turns 0.50%± over rail & I-90 EB 4.50% over I-90 WB & SFR 1.50% landing at stair connection 4.50% on north ramp	1.90%± on Agganis Way ramp Flat at circular landing and over rail & I-90 mainline 4.00%± over I-90 WB off-ramp & SFR Flat at landing 7.50% on northern ramps with level landings every 30' Potential to lessen slope and eliminate level landings on NW ramp by lengthening ramp
Equal Access	Fully Accessible	Fully Accessible

Agganis-PDW Path Pedestrian Bridge Options Matrix

Option # Name	1 East Option	2 West Option
Bikeability	16-foot wide switchback at Agganis Way with sharp/acute angle turn at South abutment	Steep northern ramps (7.5%) with level landings every 30' Potential to lessen slope and eliminate level landings on NW ramp by lengthening ramp
Personal/Pedestrian Safety Considerations	Good visibility across bridge from Agganis Way, no covered areas	Good visibility from approach ramps/SSBP, but not fully visible from Agganis Way. No covered areas. Wide overlook areas at either end of bridge crossing
Property/Business Impacts	Requires an easement or taking from BU property. Switchback ramp does not affect Nickerson Field driveway access, but may impact existing scoreboard and will impact existing concrete wall at corner of property (behind scoreboard)	Requires easement(s) or taking(s) from BU property. Will not impact operations at Nickerson Field/tennis courts. However, existing concrete wall at corner of property (behind scoreboard) will be impacted
Historic/4(f) Impacts?	Not anticipated. Would not require takings from any historic resources as currently designed.	Not anticipated. Would not require takings from any historic resources as currently designed.
Utility Impacts	Potential minor utility impacts	Potential minor utility impacts

Agganis-PDW Path Pedestrian Bridge Options Matrix

Option # Name	1 East Option	2 West Option
Connections	North: PDW Path @ new riverfront park (No direct ramp connection to PDW Path @ Throat for users heading east along Charles River South: South Side Buffer Path/West Station & Harry Agganis Way/BU	North: PDW Path @ new riverfront park & PDW Path @ Throat South: South Side Buffer Path/West Station & Harry Agganis Way/BU
Winter Maintenance Considerations	Accessible for maintenance equipment	Accessible for maintenance equipment
Early Action Compatibility	No	No
Existing Desire Lines Served	All desire lines served with Direct Visual Connection to Agganis Way (Longer travel distance for those traveling to/from East on PDW Path (+370'± for Agganis, +965'± for SSBP/West Station)	All desire lines served without Direct Visual Connection to Agganis Way

BU Bridge/PDW Path Pedestrian and Bike Connection

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