



TO: MassDOT DATE: August 9, 2024, 9-11 a.m.

FROM: Howard Stein Hudson HSH PROJECT NO.: 2021055.08

SUBJECT: Massachusetts Department of Transportation (MassDOT)
Allston Multimodal Project
Multimodal Connections Working Group
Meeting Summary as of August 13, 2024

Core Working Group Representatives:

Francisco Lovero (MassDOT, Chair)
Michael Murphy (MassDOT, Co-Chair)
Elizabeth Leary (Boston University, BU)
Casandra Xavier (Accessibility Advocate)
Matt Peterson (City of Boston, COB)
Harry Mattison (Community Member)
Albert Ng (Harvard University, HU)
Tom Nally (A Better City, ABC)
Galen Mook (MassBikes)
Joe Cornish (Boston Landmarks Commission)
Rita Arcand (Depot Building Property Owner)

Overview

On August 9, 2024, the MassDOT team for the Allston Multimodal Project virtually held the first meeting with the Multimodal Connections Working Group. The Working Group (WG) discussed the concept designs for four configurations of the Franklin Street Pedestrian Bridge.

The main topics of discussion were:

- Project Overview with Focus on Connectivity;
- Franklin Street Pedestrian Bridge 4 Alternatives; and
- Pedestrian and cyclist connections to Linden Street.

Requests for future meetings:

- Requested in person meeting option for those who can attend.
- Requested comparison of desire lines and bike 'nexus' for Franklin Street pedestrian bridge alternatives.
- Request for timeline of construction for different Franklin St. pedestrian bridge alternatives.



Meeting Summary

Introduction to the Working Groups

PURPOSE AND GROUND RULES

- The project team created the WGs to solicit feedback from community representatives on certain elements of the project. The feedback will be shared with the executive deciding parties and used to inform decision-making on project design.
- WG members should come to meetings on time and prepared to discuss the agenda items.
- Documents shared during WG meetings are generally not for public consumption. Certain documents can be forwarded to stakeholder groups to gather additional feedback.
- Looking at the number of lanes on I-90 mainline is not within the scope of this WG.
- Specific designs for any alternative will not be finalized by the end of the WG meetings – there will still be room to add elements from other options and make changes during design development of plans to be used for project procurement.

Franklin Street Pedestrian Bridge – Options

The meeting focused on the Franklin Street Pedestrian Bridge concepts:

OPTION 1 – ACCESS RAMP

The access ramp option provides a crossing at a similar location to the existing bridge. The ramp provides access for cyclists and pedestrians. The majority of the Working Group members are familiar with this option as it has been presented in the 2017 Draft Environmental Impact Report and at various Task Force and Public Meetings over the past several years. This design is attractive due to its more simplified alignment; however, it has been determined to be less than optimal due to an acquisition taking from a historic property, and the fact that it reduces parking spaces immediately adjacent to the restaurant. The access ramp

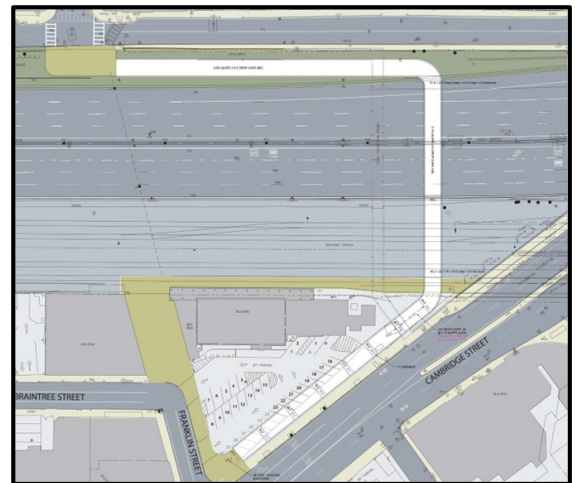


Figure 1: Design Option 1



option is prohibitive as it interferes with the historically protected Allston Depot parcel and has been dismissed from further study.

OPTION 2 – SPIRAL

The spiral ramp option provides pedestrians with stair and ramp options with a direct connection to Franklin Street and the proposed Southside Buffer Path. The majority of the Working Group members are also familiar with this option as it is a variation of the preferred Location 3 bridge option presented in the 2017 Draft Environmental Impact Report with the switchback ramps being replaced with the spiral ramps. Option 2 has also been presented at various Task Force and Public Meetings over the past several years. The bridge would be constructed using cable stays, allowing for a more impactful and iconic design. This option would require a taking of the former Ace Ticket building and a portion of the adjacent parking lot parcel. The existing billboard on the former Ace Ticket building property would also require relocation. There would also be potential utility line and/or utility vault

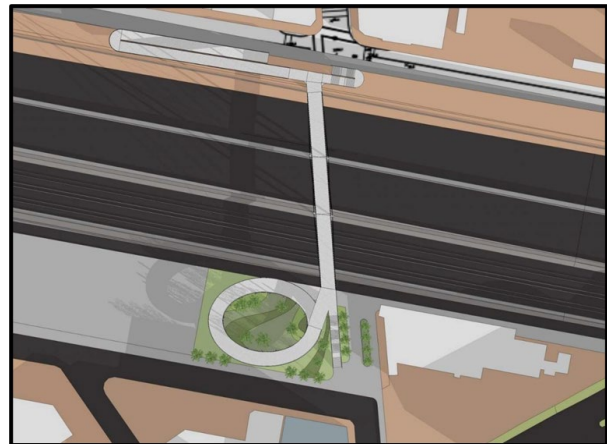


Figure 2: Design Option 2



impacts at the stair and support column foundation locations.

OPTION 3 – U-TURN

The U-turn option is functional for all pedestrians and allows for the existing bridge to be replaced with minimal interference to surrounding properties. with a direct connection to Franklin Street and the proposed Southside Buffer Path. An additional bridge crossing over I-90 and the Commuter Rail to provide stairs at the ramp entrances/exits will be explored. The option will be revised based on the potential 3 vs. 4 rail track alignment which will allow for the southern ramp pinch point to widened the 16 ft width proposed for the structure. Past discussions have highlighted what is perceived as an increased distance pedestrians and cyclists would add to their journeys by using this bridge due to the two straight ramps vs. the switch back and spiral ramps for the Option 2 - Spiral.

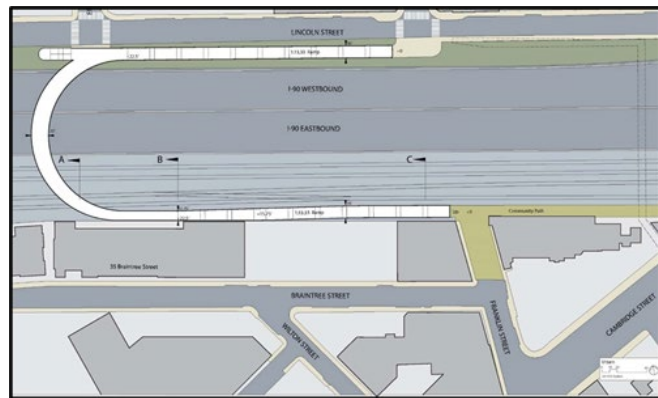


Figure 3: Design Option 3

Discussion

- Project Team Comments:



The project team also explored a two-bridge option providing ADA accessible crossing via U-shaped bridge alongside a direct staircase bridge north/south crossing from ramp entry/exits. Impacts associated with this option are listed below.

- Comments:
 - Additional property impacts within private portion of Franklin Street Extension adjacent to former Ace Ticket building.
 - Feasibility challenges due to major utility line and/or vault impacts at stairs and support column foundation locations
 - The Indie apartments (35-43 Braintree Street) property adjacent to the railroad tracks and potential U-turn alternative is configured with only parking and resident amenities on the lowest floors, making the U-turn alternative a possibility that would not encroach on the privacy of residents.
 - Rita Arcand separately submitted a revised design for the Franklin Street Pedestrian Footbridge. The aim was to shorten the loop by trying to reconfigure the crossing and soften the corners to avoid right angles. The revised design can be found in Appendix A.
 - Rita Arcand asked that the project team explore the alternatives with different sets of parameters (# of tracks, depth of tracks, etc.) as several factors have not yet been solidified.

Cambridge Street Connection – New Concept #4

A new fourth alternative for a connection between Cambridge Street and Lincoln Street was presented. It was met with enthusiasm from WG members. Discussion continued on the subjects of mid-block crossings and a pedestrian connection to Linden Street, with members stressing the importance of this connection and safety. This option was made a possibility with MassDOT's announcement for a fully replaced Cambridge Street bridge. The goal of this alternative was to provide a more pedestrian-friendly version of the U-turn model.

- Doesn't require additional stair access.
- Minimal additional travel distance compared to existing bridge.



MEETING SUMMARY

Multimodal Connections Working Group, Allston Multimodal Project
August 9, 2024

The new concept does not require an elevated ramp from the Cambridge Street side, as it would connect directly to the overpass. On the Lincoln Street side, the bridge would ramp down adjacent to the street and shared-use path. The project team was able to lower the elevation of the bridge in conjunction with modifications to the railway elevation below.

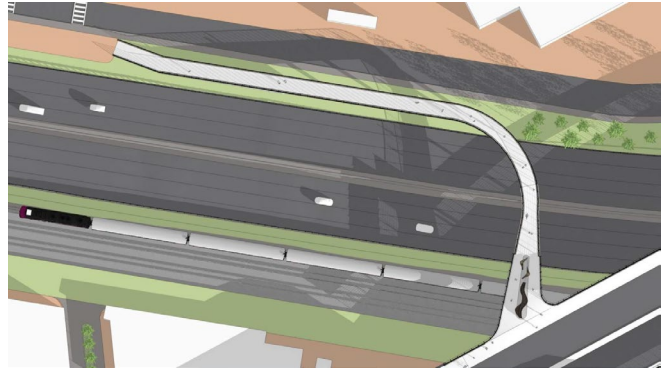


Figure 4: Design Option 4

Discussion

■ Project Team Comments:

- Design provides an ADA-compliant solution.
- Minimized impact to surrounding properties. No impact to Historic property, parking spaces or existing billboard.

■ Support:

- Creative solution to provide a more manageable travel distance for pedestrians.
- Similar length and placement to the existing bridge.
- Provides a more direct walking and cycling connection to Linden Street.
- Allows wide paths for both cyclists and pedestrians.
- Linden Street is a local street under City of Boston ownership. It runs adjacent to Cambridge Street and is commonly used as a pedestrian alternative for those traveling toward Brighton Avenue and Commonwealth Avenue. It allows travelers to circumvent the intersection of Cambridge Street and Harvard Avenue and is perceived as a safer option for pedestrians. The Harvard Avenue and Cambridge Street intersection is very dangerous for pedestrians. A Linden Street connection is necessary to allow pedestrians to avoid the intersection.
- A mid-block crossing is desirable as pedestrians currently cross without priority, Question if this option could be connected directly to the SSBP
- Arcand expressed general support of the fourth alternative, pointing out that it addressed many concerns the group had previously mentioned.

■ Concerns:



- Moving the pedestrian bridge connection to the east will make the distance greater for Franklin Street residents.
- Concern was expressed for the safety of cyclists and pedestrians looking to connect with the street network from the pedestrian bridge.
- Intersection with Cambridge Street opposite Linden Street would need to be evaluated for safety and stop controlled
- Will this alternative be possible without disrupting the existing pedestrian bridge? Minimal impact with bridge closures will be important.
- Visual representations need to be easier to decipher for group members.

Next Steps

- Based on feedback from this meeting, the project team will:
 - Explore refinements to concept designs.
 - Create visual representations showing regional context.
 - Continue discussion with MBTA, Amtrak, and CSX regarding the future of existing rail yard.
- Next WG meeting to be held on **August 23, 2024**.
- The WG will not meet on August 16.



Meeting Attendees

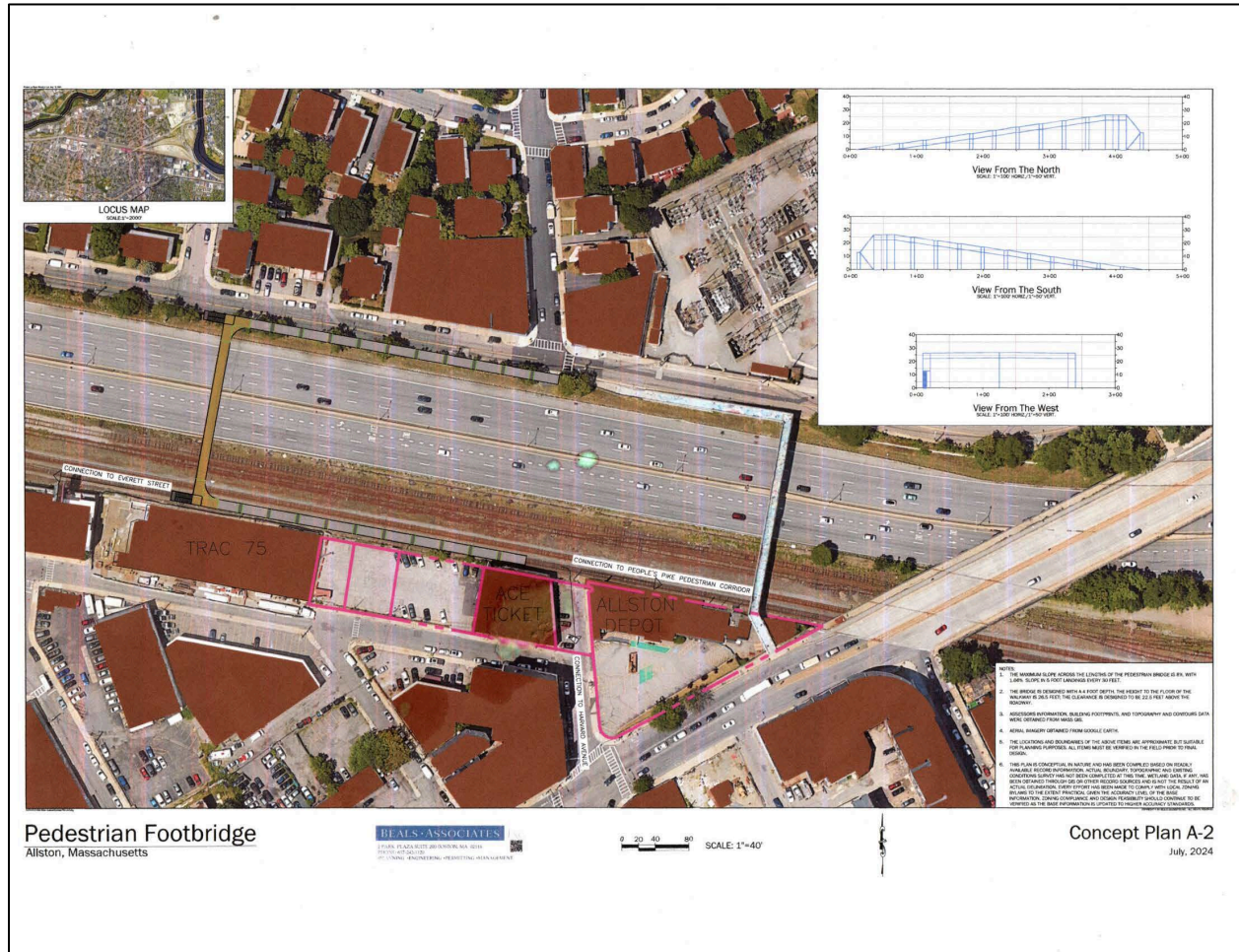
Name	Working Group Role	Affiliation
Albert Ng	Working Group Member – Harvard University	Harvard University
Bridget McBride	ASL Interpreter	
Bronwyn Shields	Core Working Group Member – Harvard University (Alternate)	Harvard University
Casandra Xavier	Core Working Group Member – Accessibility Advocate	Local Resident
Chris Calnan	Project Team	TetraTech
Chris Calnan	Project Team	Tetratech
David Andrews	Project Team	BRR
Don Kindsvatter	Project Team	Urban Idea Lab
Douglas Arcand	Partnering Party	Property Owner
Elizabeth Leary	Core Working Group Member – Boston University	Boston University (BU)
Etty Padmodipoetro	Project Team	Urban Idea Lab
Francisco Lovero	Chair	MassDOT
Galen Mook	Core Working Group Member	MassBike
Glen Berkowitz	Working Group Member – A Better City (Alternate)	A Better City (ABC)
Gregory Boles	Project Team	VHB
Harry Mattison	Core Working Group Member – Community Representative	Local Resident
Jim Keller	Project Team	TetraTech
Jimin Kim	Project Team	HSH
Katie Mancinelli	Project Team	VHB
Leng Woo	Project Team	Urban Idea Lab
Maddy Declerck	SME	MassDOT
Matt Peterson	Core Working Group Member – City of Boston	City of Boston, Transportation Department (COB)
Meredith Avery	Project Team	VHB
Meredith Avery	Project Team	VHB



Mike Murphy	Co-Chair	MassDOT
Richard Lenox	Project Team	WSP
Rick Plenge	Project Team	VHB
Rita Arcand	Partnering Party	Property Owner
Rob Cahoon	Project Team	VHB
Ryan Cullen	Project Team	VHB
Ryan Cullen	Project Team	VHB
Simon Martinez	ASL Interpreter	
Susan Harrington	Project Team	MassDOT
Taylor O'Neill	Project Team	HSH
Tom Nally	Core Working Group Member – A Better City	A Better City (ABC)
Wayne Amico	Project Team	VHB
William Wilson	Project Team	HSH



Appendix A: Rita Arcand Revised Design



NOTES:

1. The maximum slope across the lengths of the pedestrian bridge is 8X, with 1.66% slope in 5-foot landings every 30 feet.
2. The bridge is designed with a 4-foot depth. The height to the floor of the walkway is 26.5 feet; the clearance is designed to be 22.5 feet above the roadway.
3. Assessors information, building footprints, topography and contours data were obtained from Mass GIS.
4. Aerial imagery obtained from Google Earth.



5. The locations and boundaries of the above items are approximate but suitable for planning purposes. All items must be verified in the field prior to final design.
6. This plan is conceptual in nature and has been compiled based on readily available record information. Actual boundary, topographic, and existing conditions survey has not been completed at this time. Wetland data if any has been obtained through GIS or other record sources and is not the result of an actual delineation. Every effort has been made to comply with local zoning bylaws to the extent practical given the accuracy level of the base information. Zoning compliance and design feasibility should continue to be verified as the base information is updated to higher accuracy standards.