

Meeting Agenda



- Welcome & Introductions
- IRT Status Update
- Transit Discussions
 - City of Boston
 - MAPC
 - MassDOT Planning
- Project FEIR Transit Modeling
- Charles River Edge Treatments



Meeting Agenda II



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Agenda



- Provide an update on the recent changes to the inputs for the transit analysis for the FEIR
 - Land use and demographic projections
 - Worcester Line passenger counts
- Discuss the parameters for the transit analysis of the FEIR
 - Future rail and bus service to West Station
 - Timing of service implementation
- Provide an update on ongoing transit analysis in Allston
 - MassDOT's short range transit study
 - MAPC's long range land use/transit study



FEIR Transportation Modeling



- The fundamental comparison in the FEIR will be between two modeled futures the 2040 "No Build" and the 2040 "Build."
- To control for the effects of the project, both the No Build and Build futures are based upon the same land use and demographic projections.
- The only difference between the transportation networks in the two model runs is the inclusion of the project in the Build network.
- For the purposes of the FEIR, the project includes the interchange and associated street grid, pedestrian and bicycle improvements and West Station and its associated operations,



Model Inputs - Land Use and Demographics



- Statewide and regional land use and demographic projections for long range planning are developed every four years by the Regional Planning Associations working in consultation with MassDOT and the UMASS Donahue Institute.
- The most recent update to the 2040 projections were finalized this month. The FEIR will use these projections, resulting in changes to the information presented in the DEIR.
- The FEIR assumptions for land uses in Beacon Park Yard will continue to be those from the DEIR.



Land Use and Demographics Changes



Boston	Population	Households	Employment
2010 Base	617,600	252,700	573,600
2040 DEIR	741,300	319,600	650,100
2040 FEIR	828,400	366,800	694,100
Change from DEIR	87,100	47,200	44,000
Percent Change	11.8%	14.8%	6.8%

MAPC Region	Population	Households	Employment
2010 Base	3,162,800	1,243,200	1,853,100
2040 DEIR	3,633,700	1,525,500	1,890,500
2040 FEIR	3,761,000	1,606,000	2,100,900
Change from DEIR	127,300	80,500	210,400
Percent Change	3.5%	5.3%	11.1%



Model Inputs - Commuter Rail Counts



- The DEIR ridership projections were built based upon commuter rail counts from 2012, the most recent data available at the time.
- This year we undertook a ridership count of the entire system and full results will be presented to the Board in December, and will be used in the modeling of the FEIR.
- Ridership at Boston Landing was underestimated in the DEIR due to several factors that will be corrected in the FEIR.
 - Lack of actual passenger counts
 - Increase in service during and after the preparation of the DEIR
 - Different fare structure than that assumed in the DEIR



FEIR Transit Analysis - Rail Service



- We are reviewing assumptions regarding future rail service to West Station. The DEIR assumed West Station would replicate the service provided to Boston Landing.
- There are three possible service models under review.
 - Replicate Boston Landing service. All trains that stop at Boston Landing would also stop at West Station.
 - Provide skip stop service. Trains would stop at either Boston Landing or West Station, but not both. Constitutes a reduction in service to Boston Landing.
 - Maintain existing Boston Landing stops and provide service to West Station as necessary to meet the service delivery policy (three AM peak, four PM peak, offpeak headways of at least 180 minutes).
- These alternatives were recently presented to the Worcester Line Working Group, which recommended modeling West Station consistent with the service delivery policy.



FEIR Transit Analysis - Bus Service



 We are reviewing assumptions regarding future bus service to and from West Station.

Harvard Sq. – Barry's Corner	10 min.	10 min.	10 min.	20 min.
Harvard Sq. – West Station	5 min.	15 min.	5 min.	20 min.
AND				
Kendall Sq. – West Station	5 min.	15 min.	5 min.	20 min.
Ruggles Station – West Station	5 min.	15 min.	5 min.	20 min.
OR				
Kendall Sq. – Ruggles Station	5 min.	15 min.	5 min.	20 min.

 The DEIR stated that the operator of these services has not yet been determined and they "would be operated by the MBTA or by others."



FEIR Timing of Transit Implementation



- The DEIR envisioned three phases for the project.
 - Phase 1 Construction of the interchange and associated street grid.
 Substantially complete by 2025.
 - Phase 2 Construction of temporary and permanent layover facilities.
 Completed in advance of 2040.
 - Phase 3 Construction of West Station and related improvements. Completed no later than 2040 to respond to future ridership demand.
- The FEIR will maintain the interchange as Phase 1, but we are reviewing the timing of Phases 2 and 3, including the possibility of establishing a development trigger for the construction of West Station.
- This analysis may result in the need to perform two model runs for transit service – one at a defined date of opening and one at 2040similar to the analysis being done for the interchange.



I-90 Allston Interchange Q&A



Questions or Comments?



Meeting Agenda III



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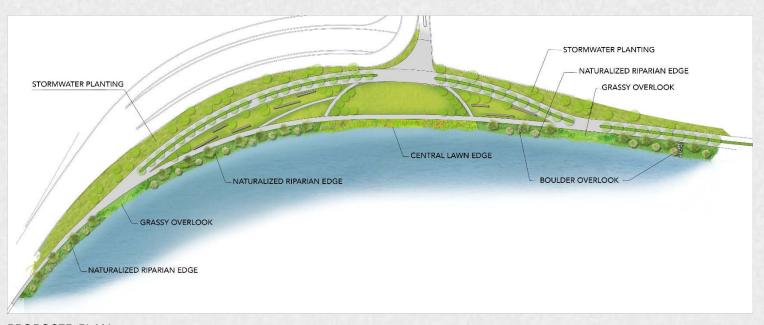


Charles River Edge Treatments





EXISTING CONDITION (VIEW FROM BOSTON UNIVERSITY BRIDGE)



PROPOSED PLAN

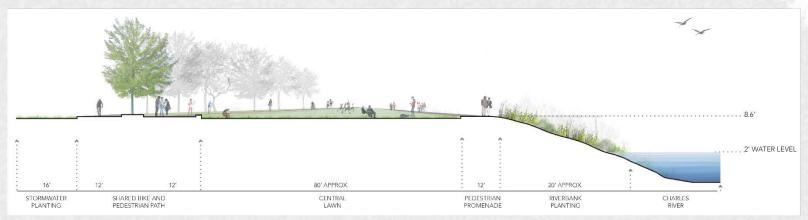
Allston River Park

Existing condition and Proposed Plan



Charles River Edge Treatments I





SITE SECTION







Allston River Park

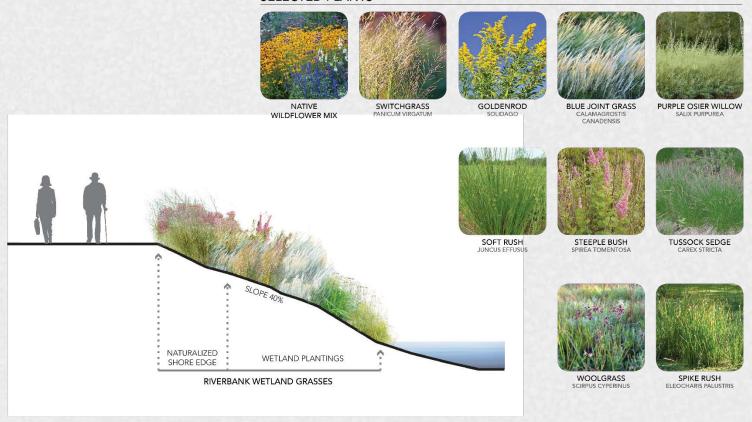
Central Lawn Edge- Sedges & grasses, willows, and wildflowers



Charles River Edge Treatments II



SELECTED PLANTS



DETAIL SECTION

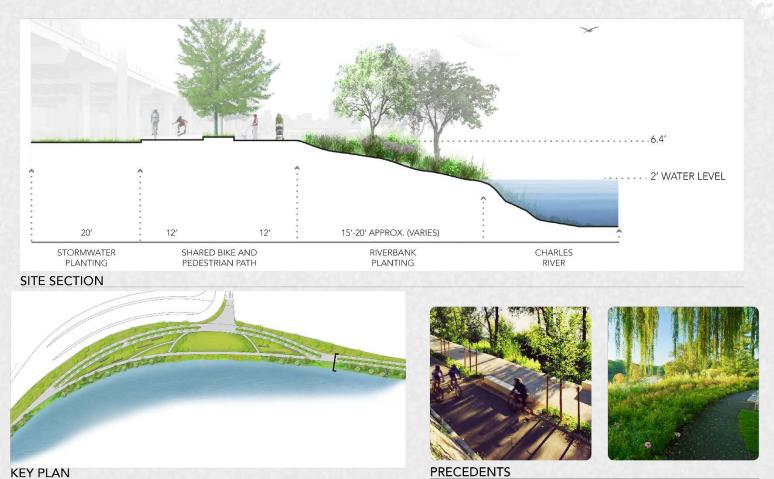
Allston River Park

Central Lawn Edge- Sedges & grasses, willows, and wildflowers



Charles River Edge Treatments III





Allston River Park

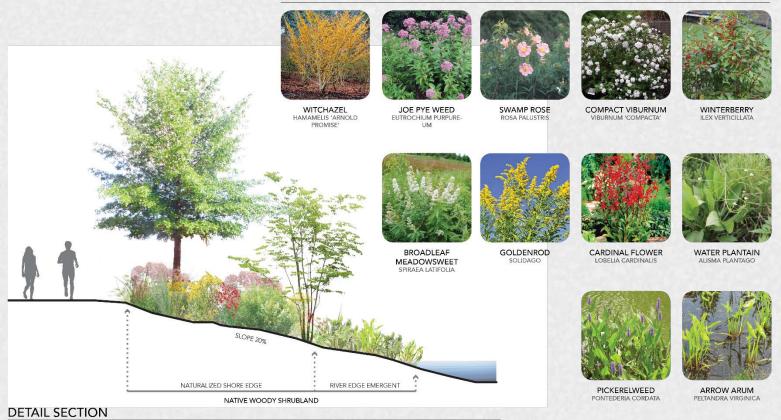
Naturalized riparian edge- Woody shrubs, perennials, and emergent plants



Charles River Edge Treatments IV



SELECTED PLANTS



Allston River Park

Naturalized riparian edge- Woody shrubs, perennials, and emergent plants



Charles River Edge Treatments V

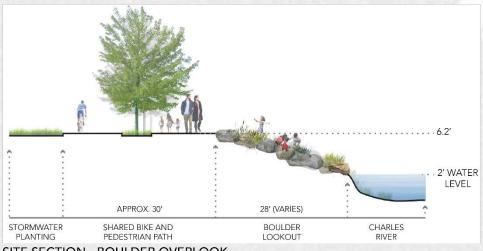




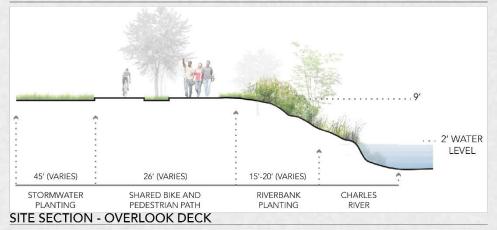




PRECEDENTS



SITE SECTION - BOULDER OVERLOOK



Allston River Park

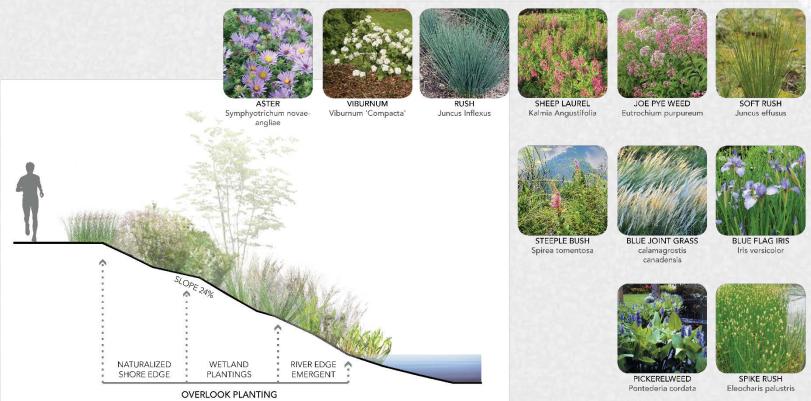
Grassy overlooks- Naturalized riparian edge species and wetland species



Charles River Edge Treatments VI







DETAIL SECTION - OVERLOOK

Allston River Park

Grassy Overlooks- Naturalized riparian edge species and wetland species

