



I-90 ALLSTON INTERCHANGE A MULTIMODAL TRANSPORTATION PROJECT

TASK FORCE MEETING

March 10, 2016– FIORENTINO COMMUNITY CENTER

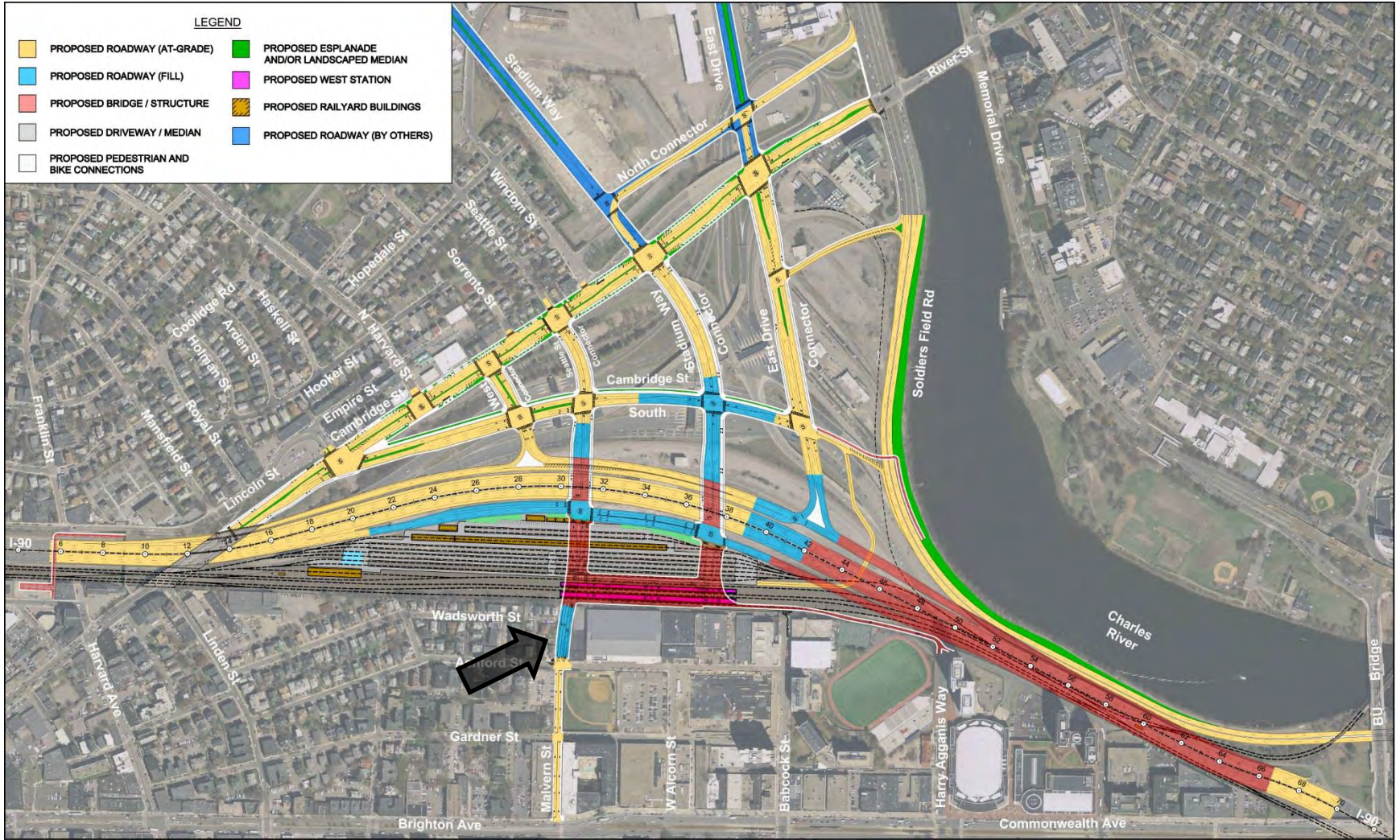
Meeting Agenda

- **Welcome & Introductions**
- **Urban Interchange Concept 3K-4c with Connection to Commonwealth Avenue**
- **Urban Interchange Concept 3K-4 Construction Staging**
- **Concept 3K-4 Construction Staging Roll Plans**
- **Section 4(f) Discussion**
- **Questions/Comments**

Meeting Agenda

- Welcome & Introductions
- **Urban Interchange Concept 3K-4c with Connection to Commonwealth Avenue**

Urban Interchange Concept 3K-4c with Connection to Commonwealth Avenue



Urban Interchange Concept 3K-4c with Connection to Commonwealth Avenue

- **Alternatives Evaluated:**
 1. **Two-Way connection open to All Vehicles**
 2. **Two-Way connection limited to Buses-Only**

Urban Interchange Concept 3K-4c

CTPS Modeling Assumptions: Traffic

- **New two-way, north-south roadway connection to West Station**
- **Includes Bicycle and Pedestrian connections**
- **No turn restrictions at Packards Corner**
- **No new restrictions on Ashford Street, Babcock Street and Gardner Street**

Urban Interchange Concept 3K-4c

CTPS Modeling Assumptions: Transit

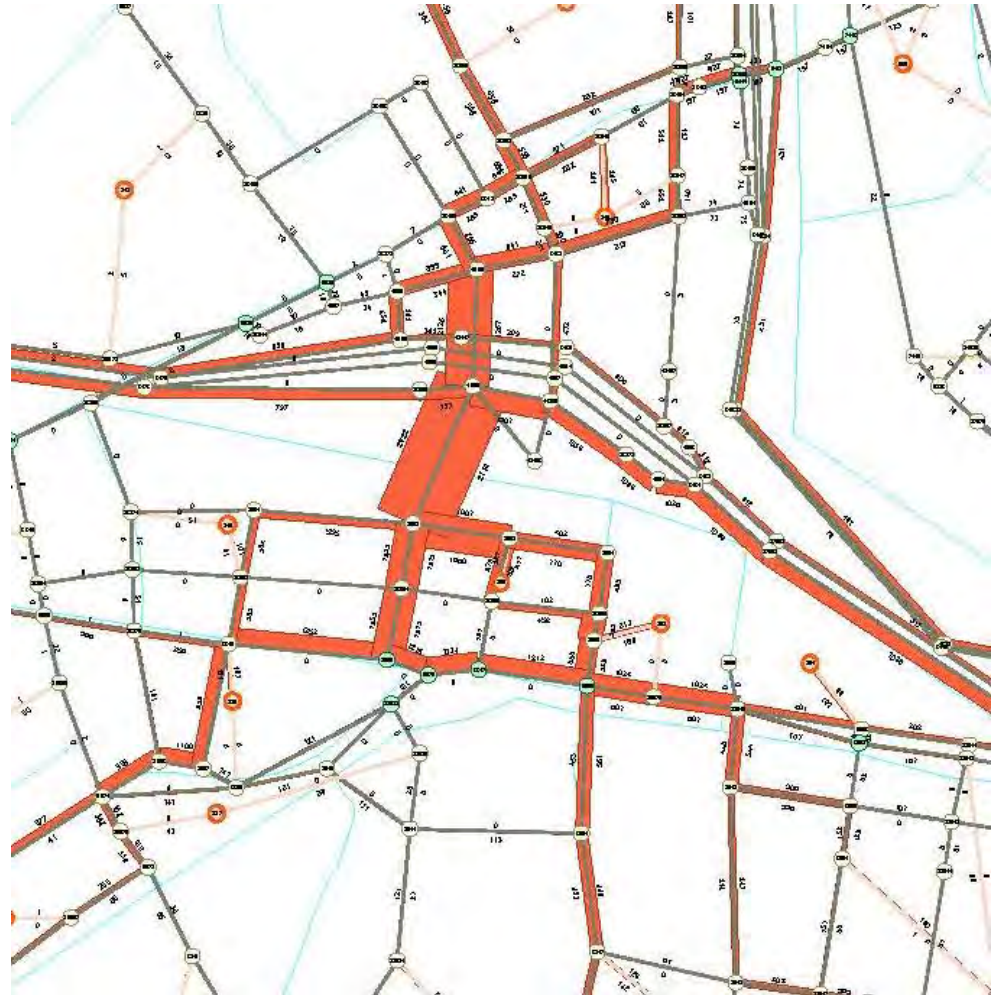
- **Commuter Rail Service – Worcester Line**
 - 4 trains during AM/PM peak 3hr period
- **Bus Service – to the North**
 - MBTA 64 and 66 Buses; partial re-routing
 - Shuttle Services (2) to Harvard Sq. and Central Sq. at 5 minute headways (Private)
- **Bus Service – to the South**
 - Shuttle Service (1) to/from Longwood Medical Area at 10 minute headways (Private)

Urban Interchange Concept 3K-4c with Connection to Commonwealth Avenue

- Options Evaluated:
 1. Two-Way connection open to All Vehicles
 2. Two-Way connection limited to Buses-Only

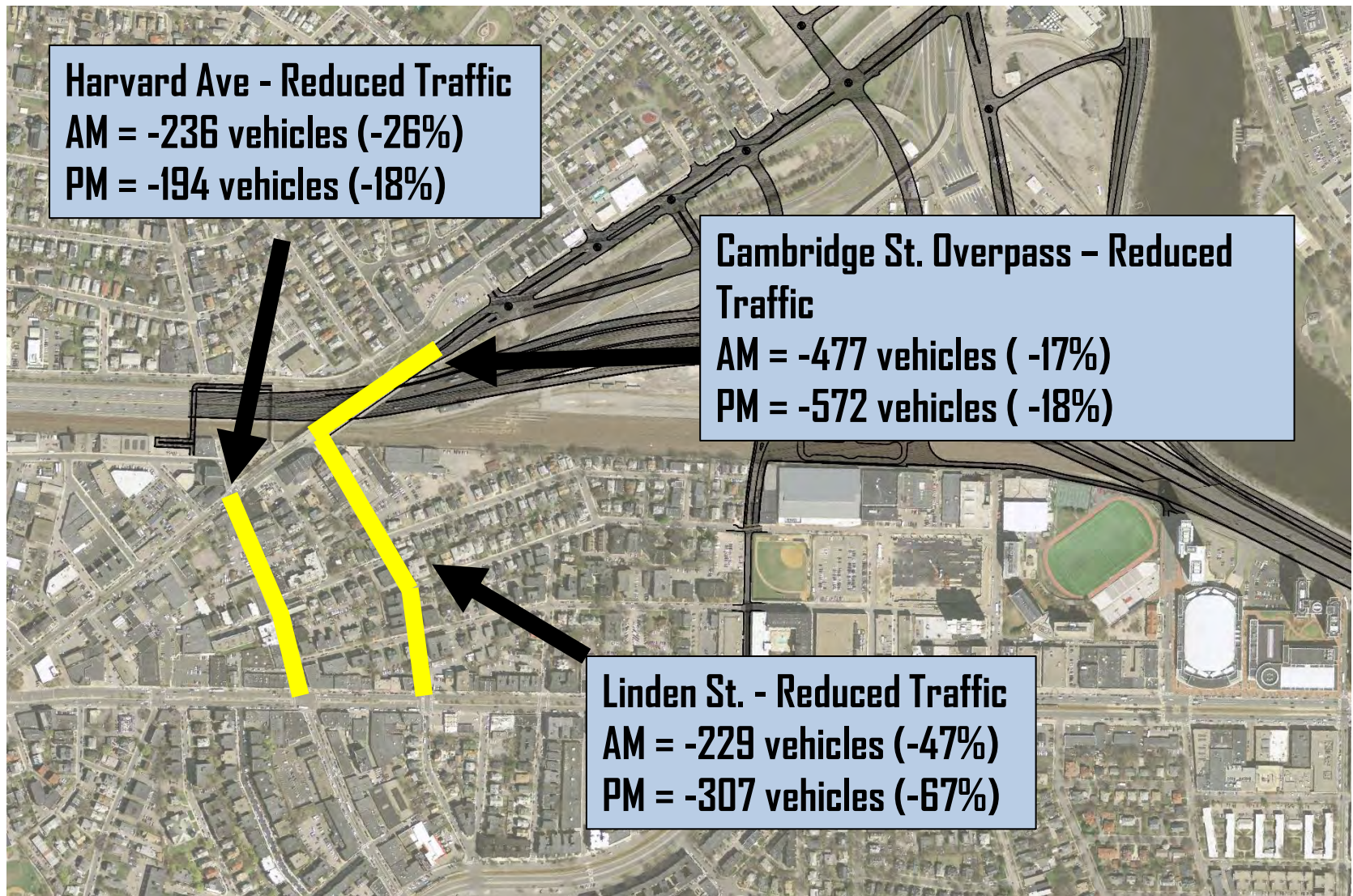
Malvern Street (full 2-way) -projected traffic volumes (2035)

- AM Peak: 1,640 vph
 - 955 Northbound
 - 685 Southbound
- PM Peak: 2,000 vph
 - 970 Northbound
 - 1,030 Southbound



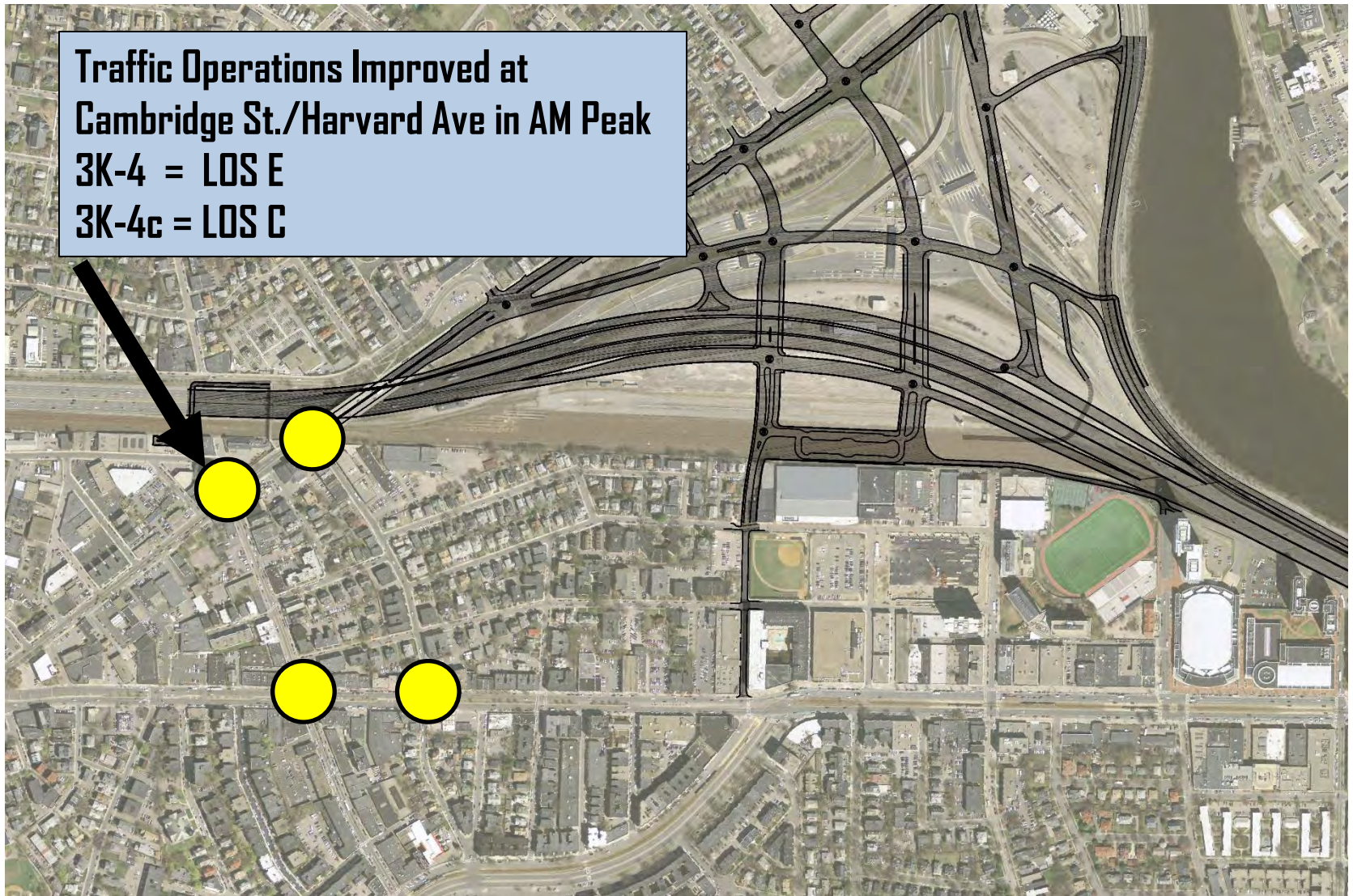
Urban Interchange Concept 3K-4c

New Roadway Connection



Interchange Alternative 3K-4c

New Roadway Connection



Urban Interchange Concept 3K-4c

New Roadway Connection

**Increased traffic on Residential
portion of Ashford Street**

AM = +67 vehicles (+77%)

PM = +63 vehicles (+90%)

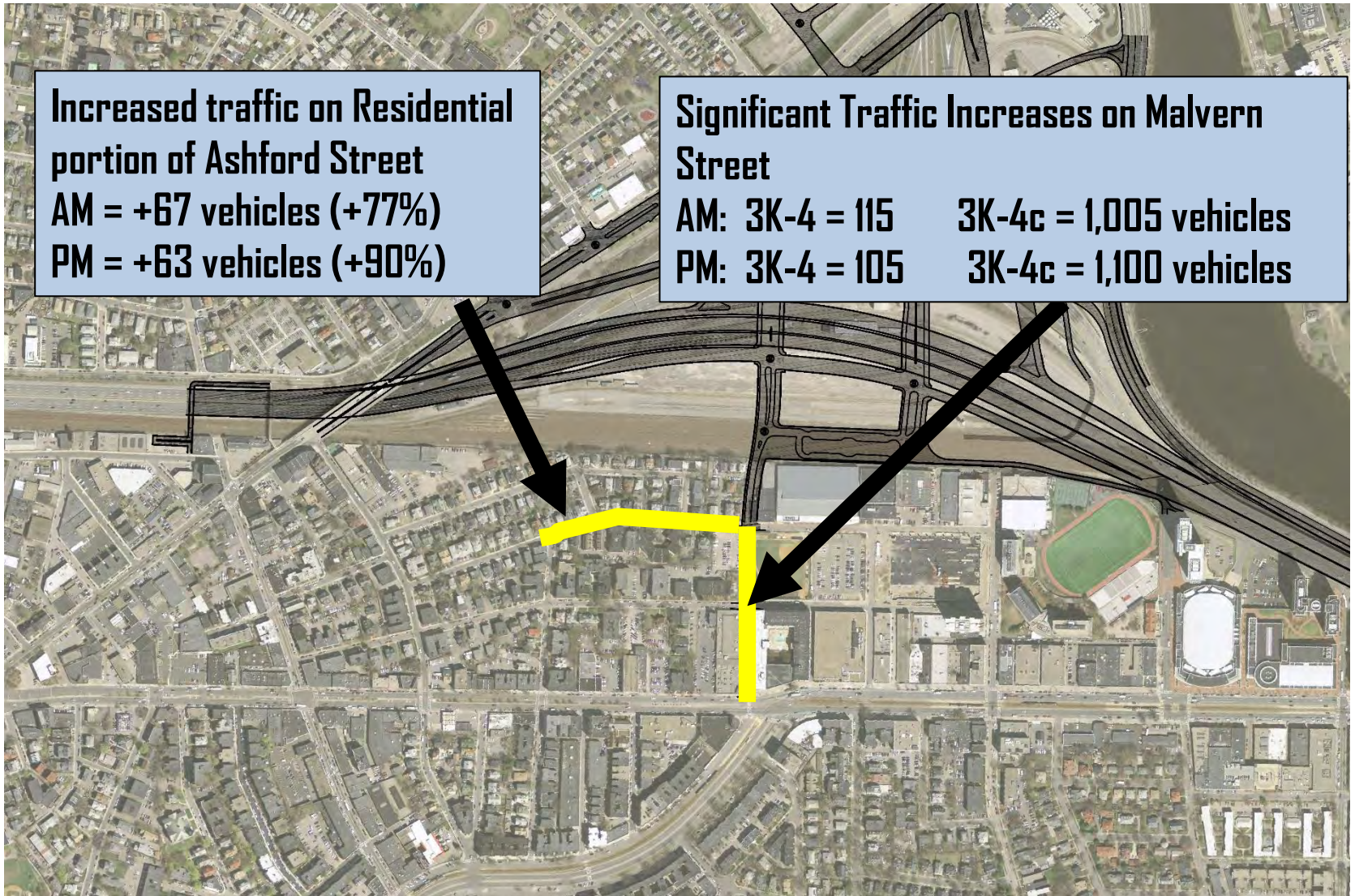
**Significant Traffic Increases on Malvern
Street**

AM: 3K-4 = 115

3K-4c = 1,005 vehicles

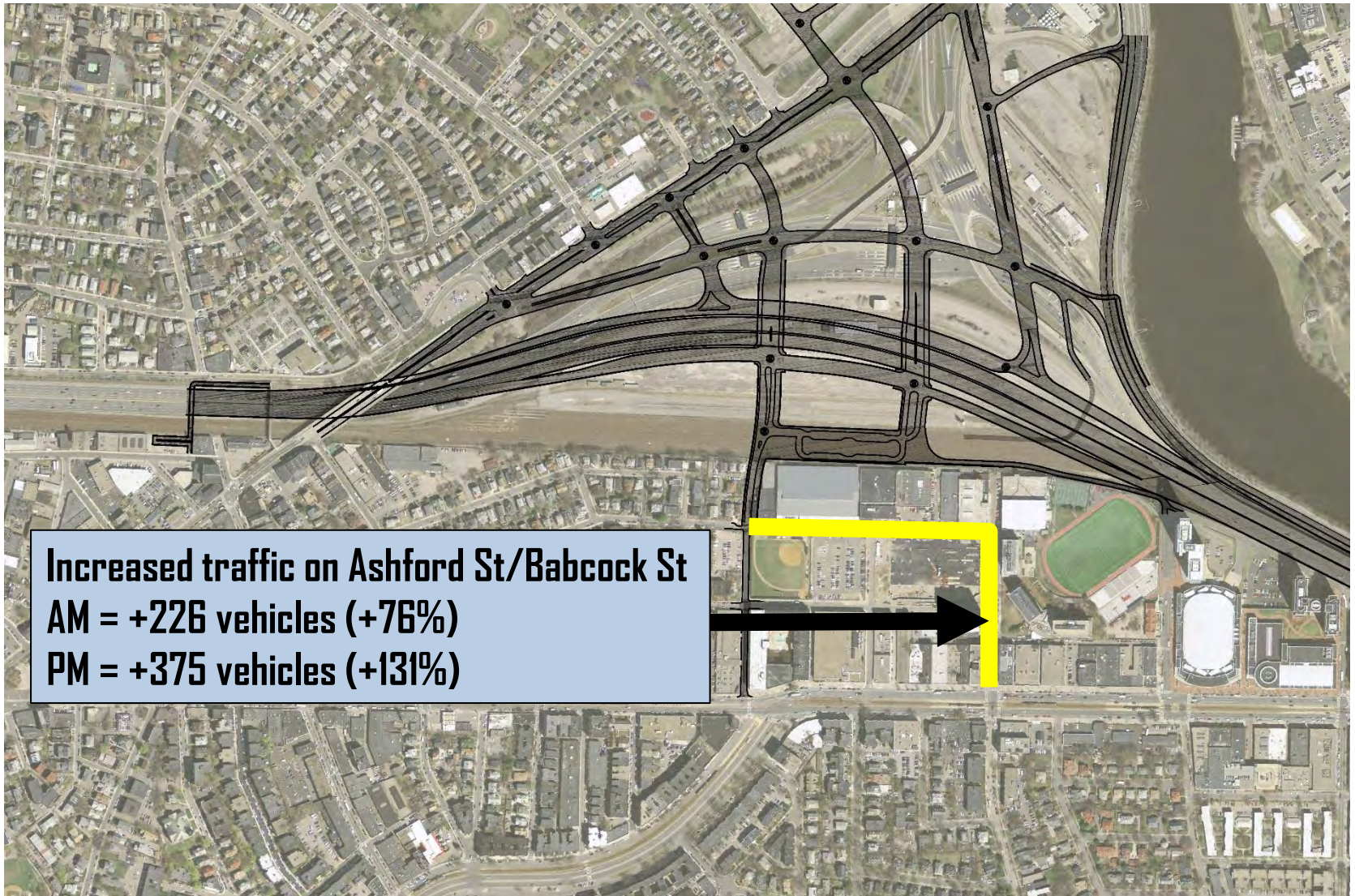
PM: 3K-4 = 105

3K-4c = 1,100 vehicles



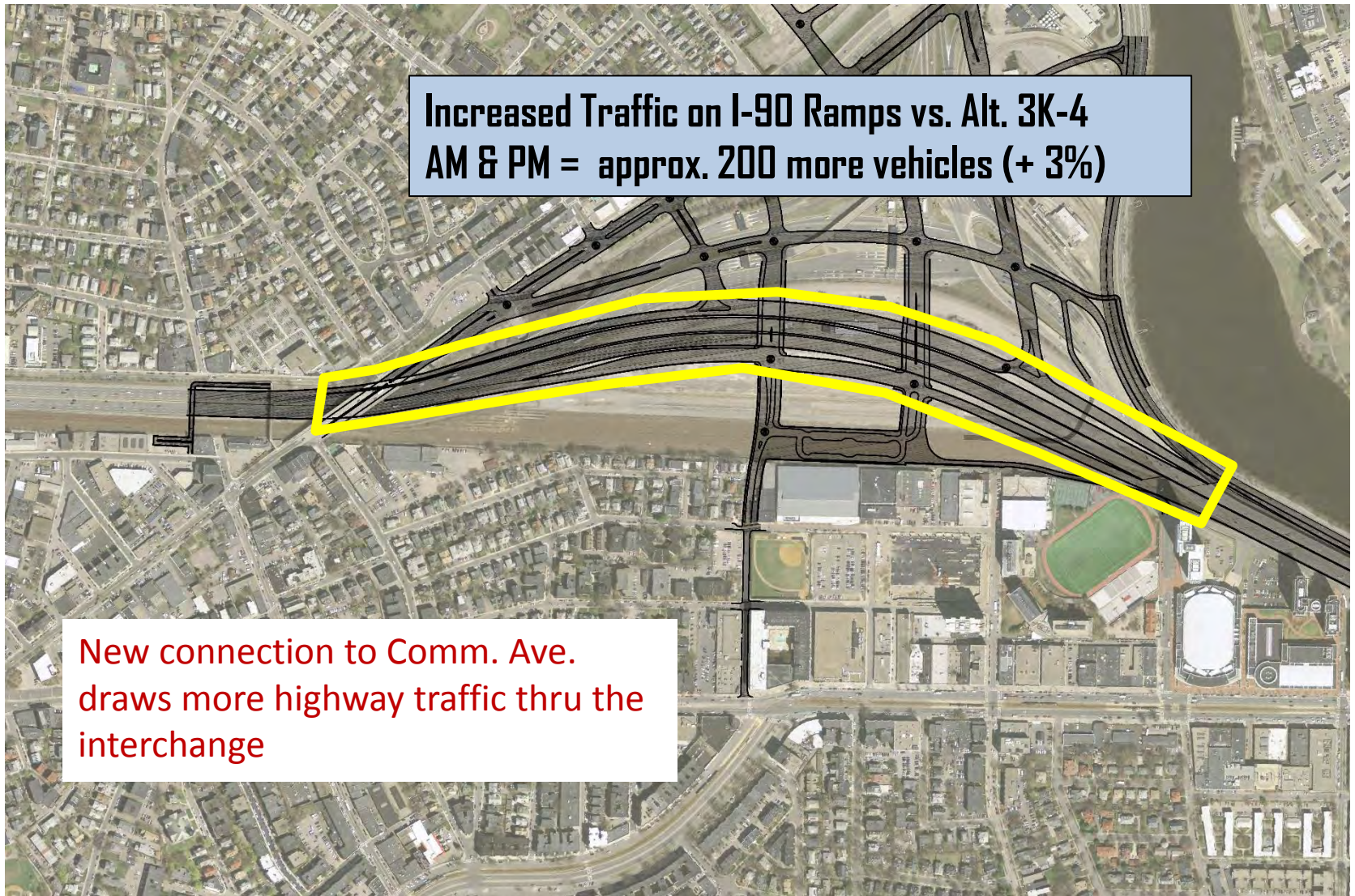
Urban Interchange Concept 3K-4c

New Roadway Connection

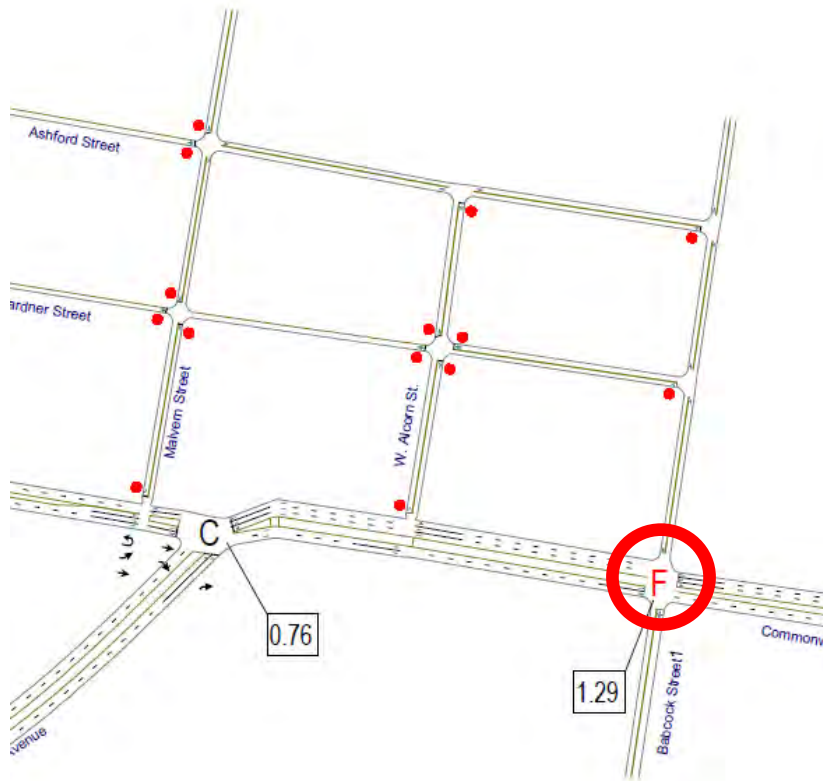


Urban Interchange Concept 3K-4c

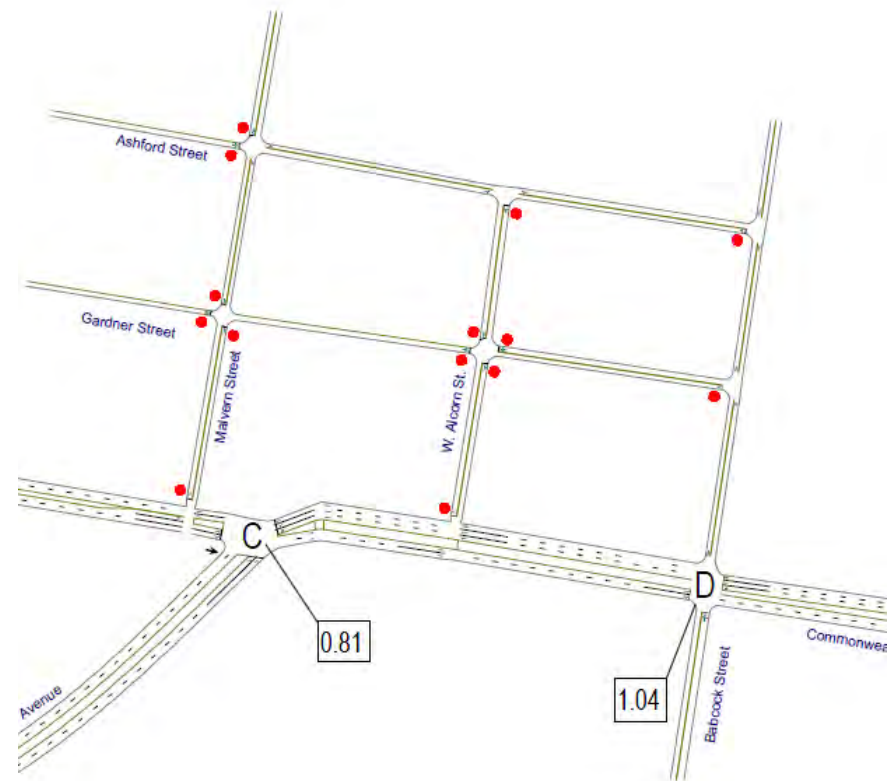
New Roadway Connection



Malvern Street Traffic Operations Existing - Level of Service (2015)

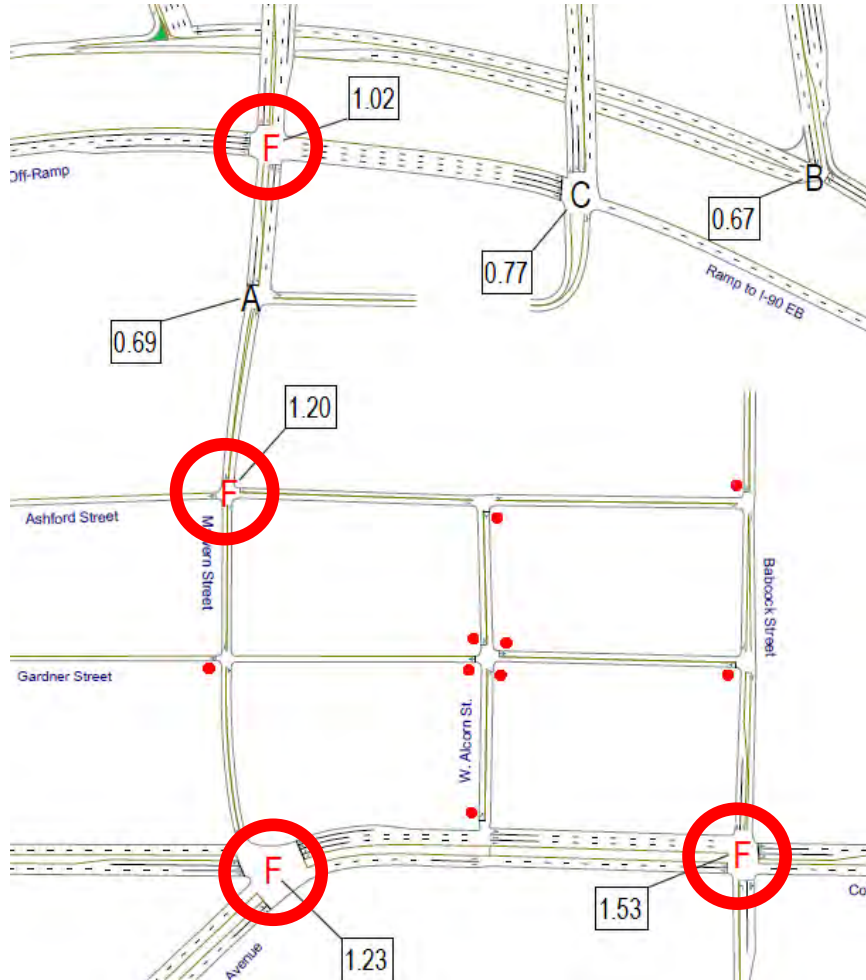


AM PEAK HOUR

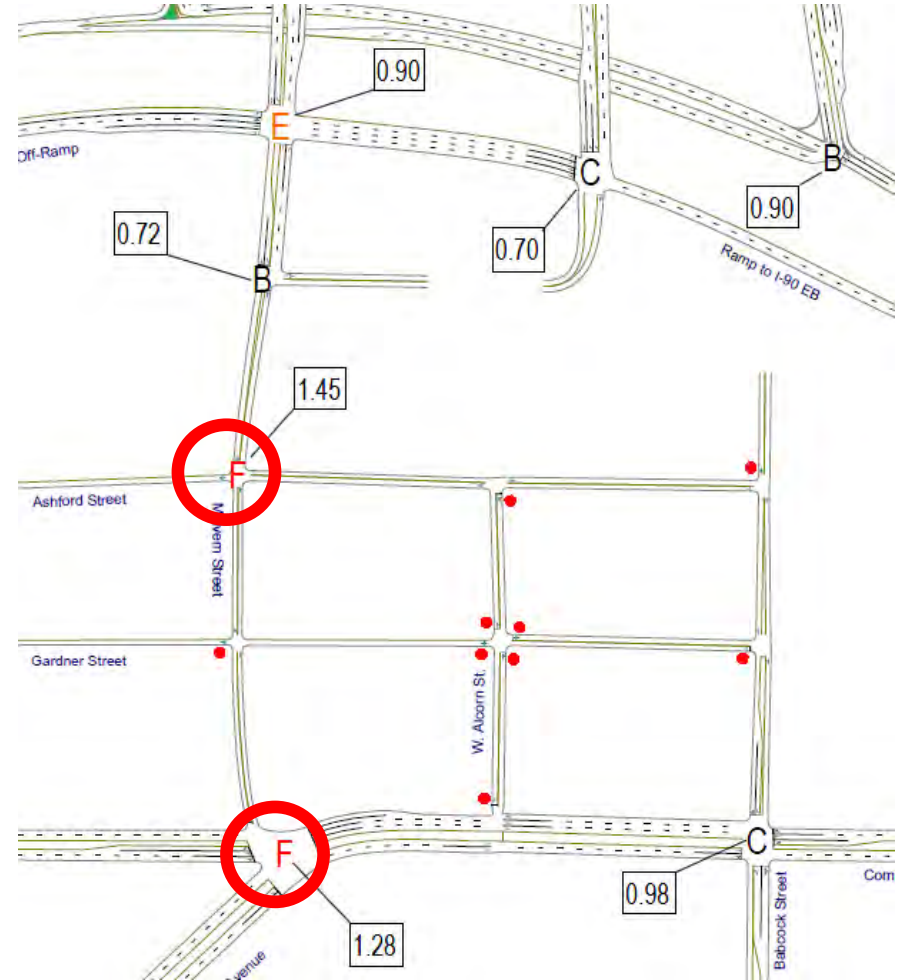


PM PEAK HOUR

Malvern Street - Alternative 1 Level of Service Full 2-Way (2035)



AM PEAK HOUR



PM PEAK HOUR

Urban Interchange Concept 3K-4c

Two-Way connection open to All Vehicles - Potential Impacts

**Full Property Taking
at 76 Ashford Street**

**Remove Parking on the
Eastern Side of
Malvern Street**

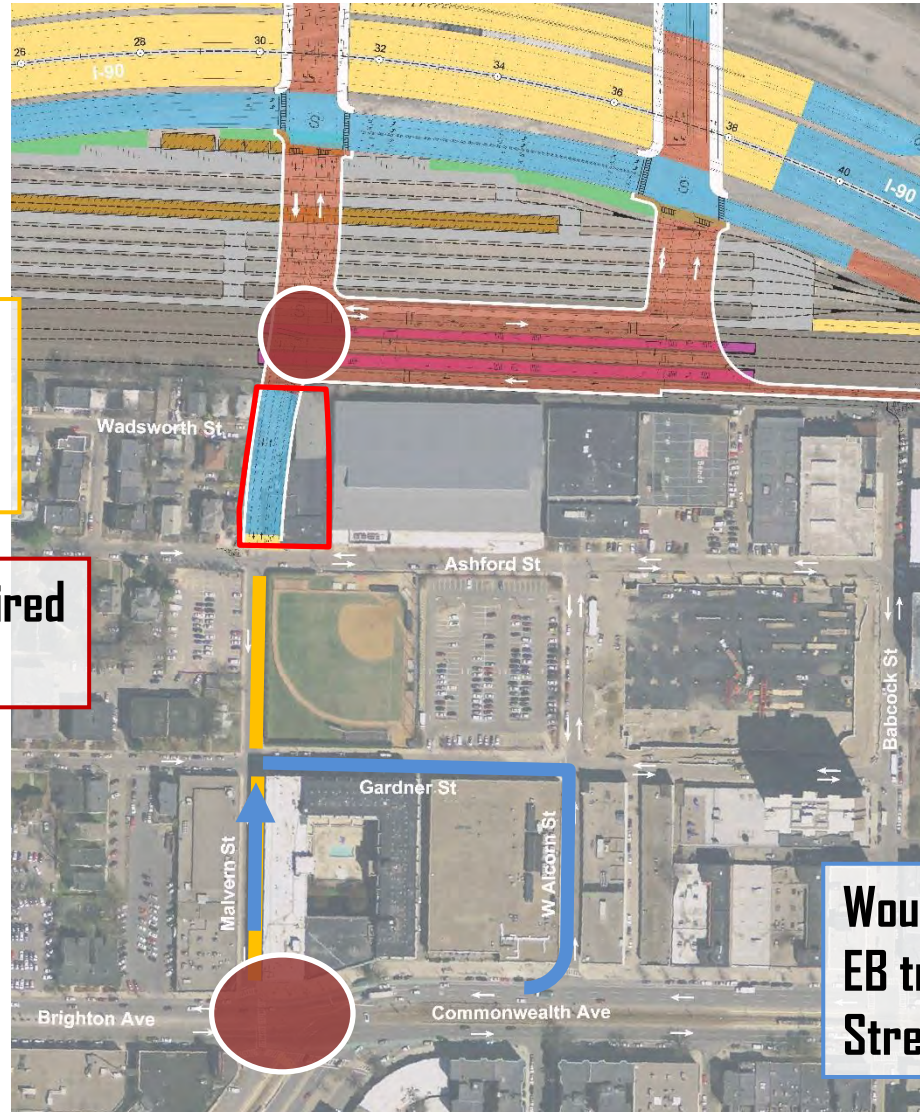
**Major Alterations Required
to Packard's Corner**

**Modify curb radii at
corner of Malvern
St/Comm Ave for
Right Turns**

**Traffic Signal Required
for Full Connection**

**Potential One-Way
Malvern Street NB
between Comm Ave
and Gardner St**

**Would Require Gardner St
EB traffic to use W Alcorn
Street**



Urban Interchange Concept 3K-4c

New Roadway Connection to Commonwealth Avenue

- Options Evaluated:
 1. Two-Way connection open to All Vehicles
 2. Two-Way connection limited to Buses-Only

Urban Interchange Concept 3K-4c

Proposed Bus Routing (inbound to West Station)

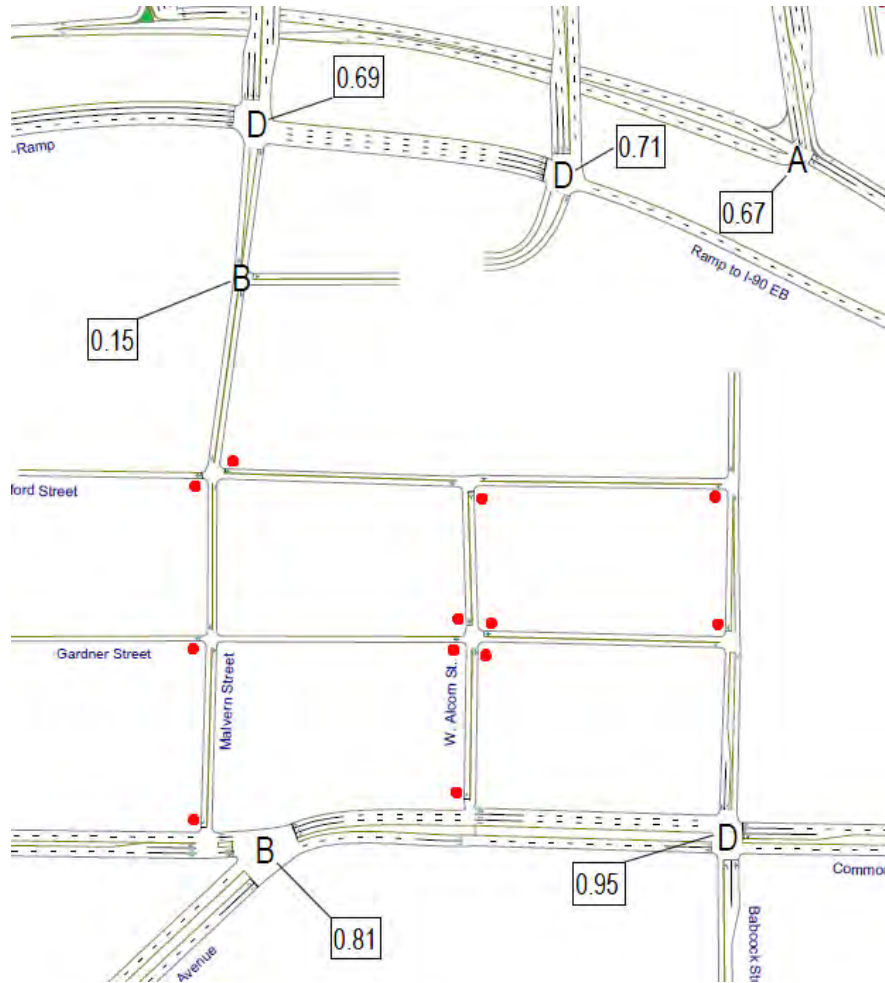


Urban Interchange Concept 3K-4c

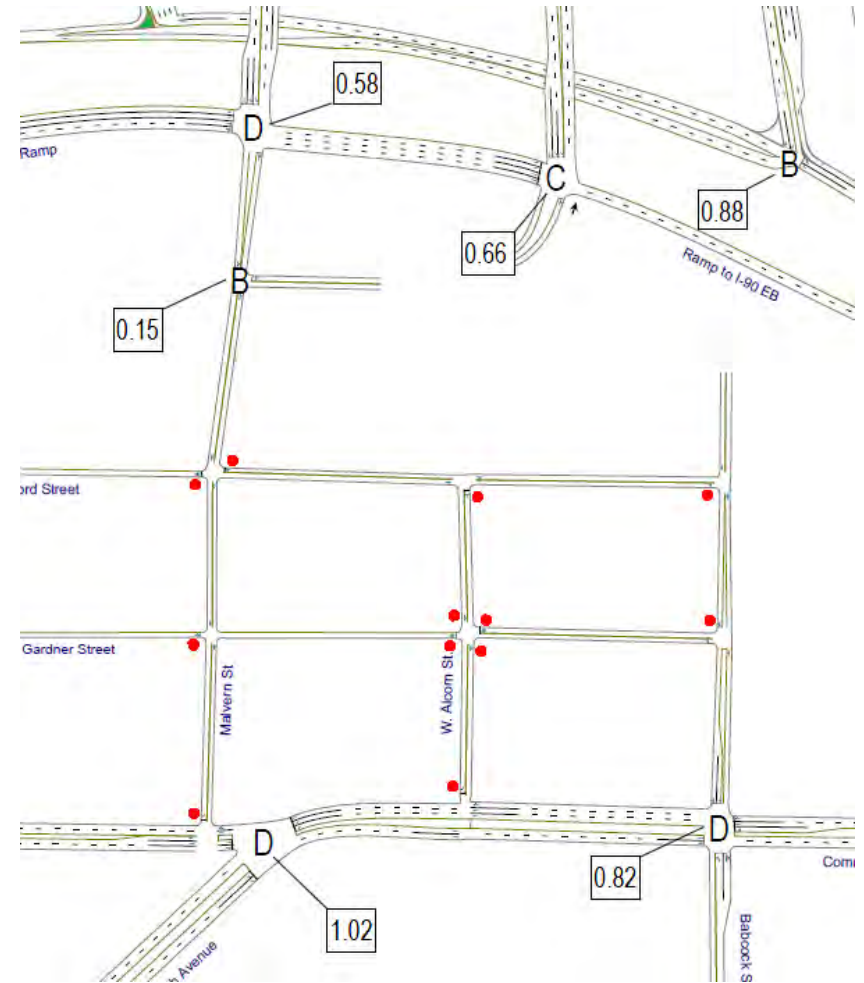
Proposed Bus Routing (outbound via Babcock St)



Malvern Street – Alternative 2 Level of Service Bus Only (2035)



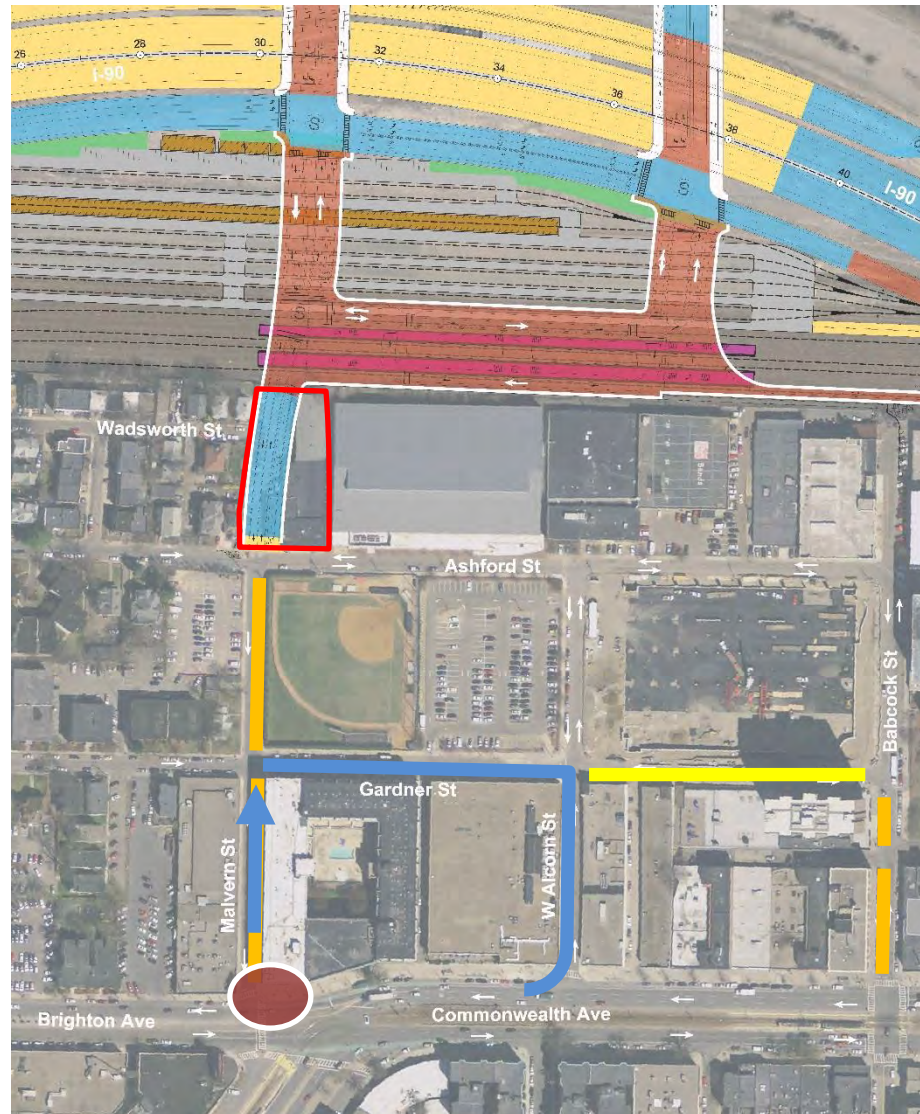
AM PEAK HOUR



PM PEAK HOUR

Urban Interchange Concept 3K-4c

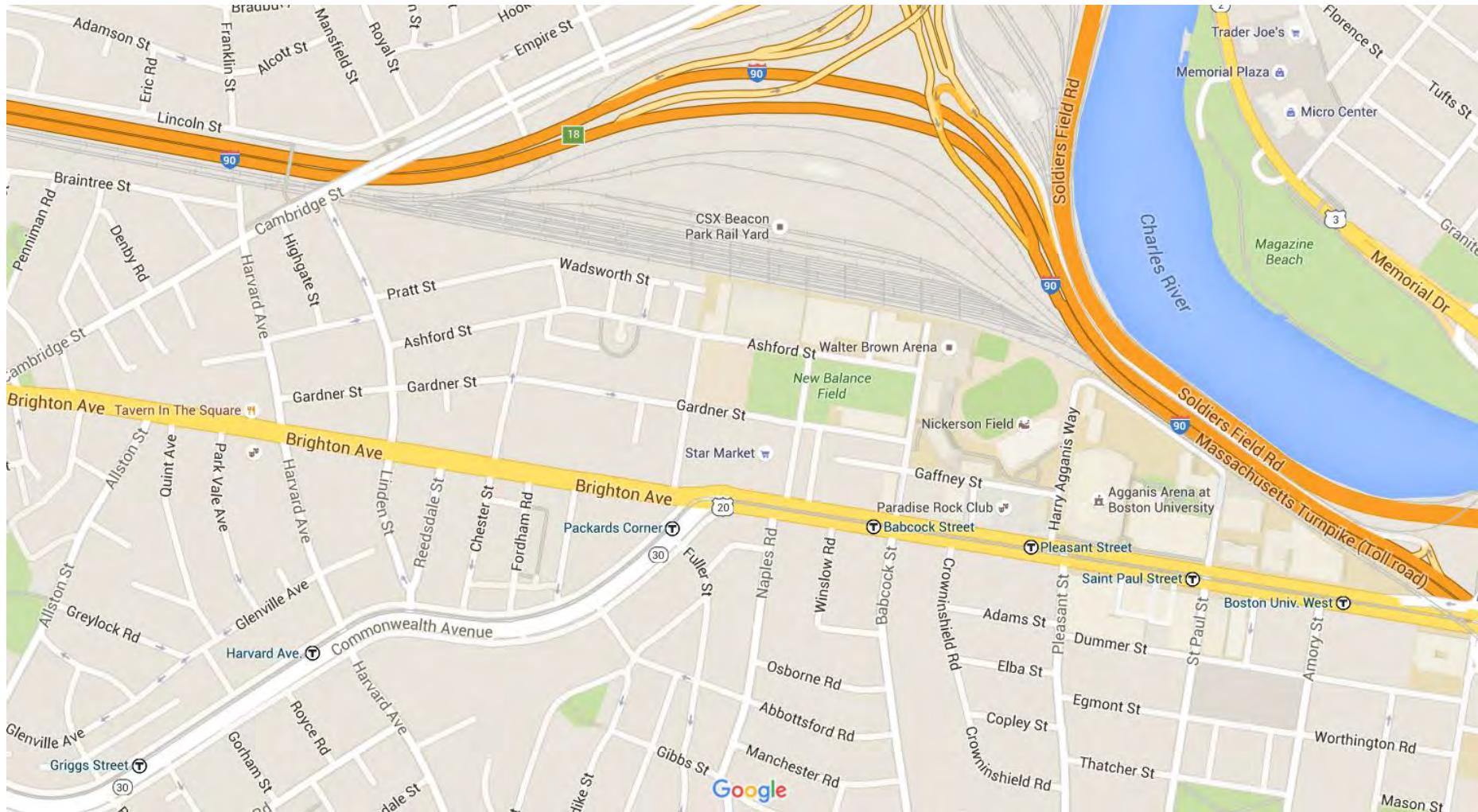
Two-Way connection limited to Buses Only - Potential Impacts



**Requires One-Way
Gardner Street EB
to Babcock Street**

**Remove Parking on
Babcock Street
to Introduce 2nd SB
Lane**

Questions?

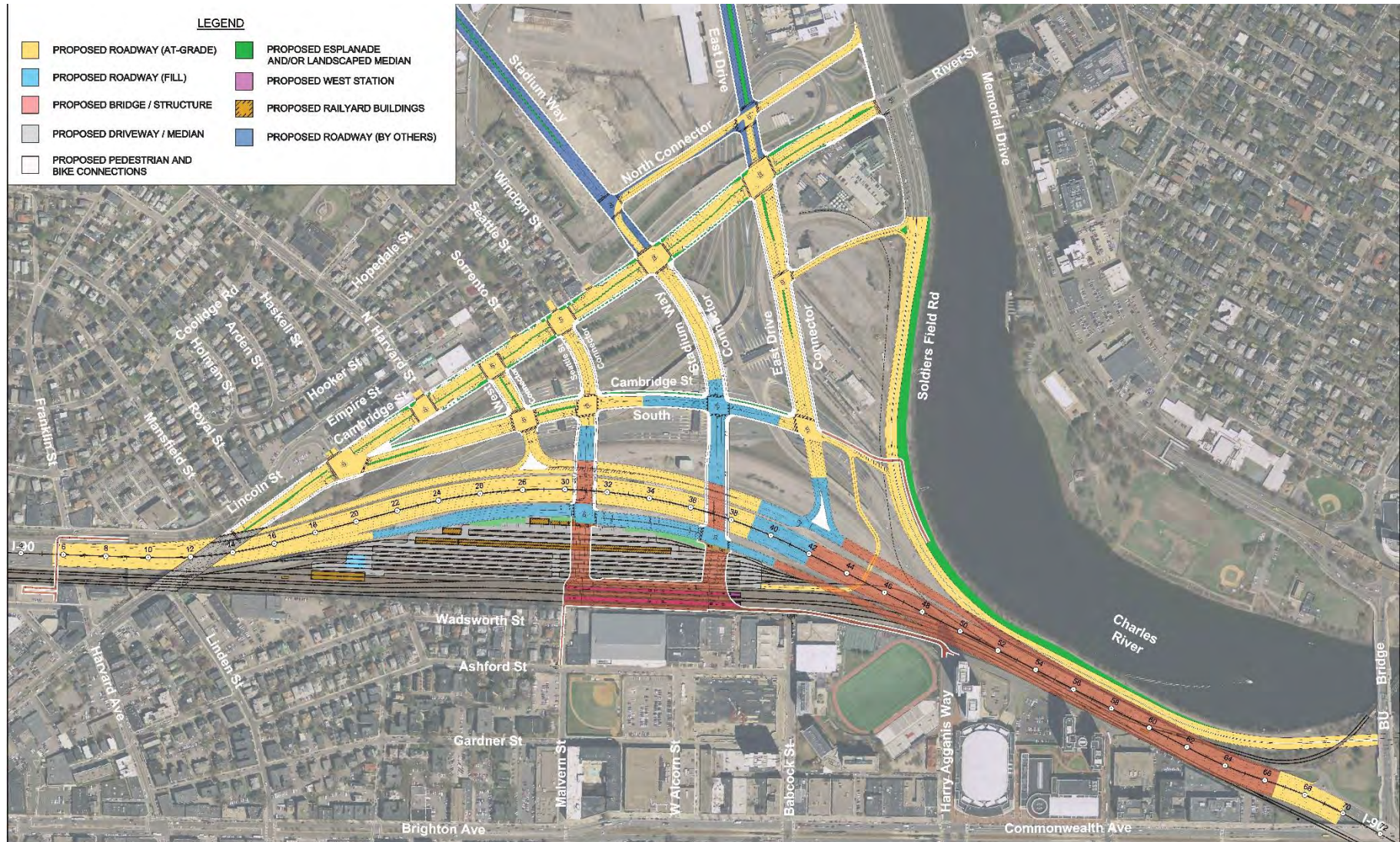


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- **Urban Interchange Concept 3K-4 Construction Staging**

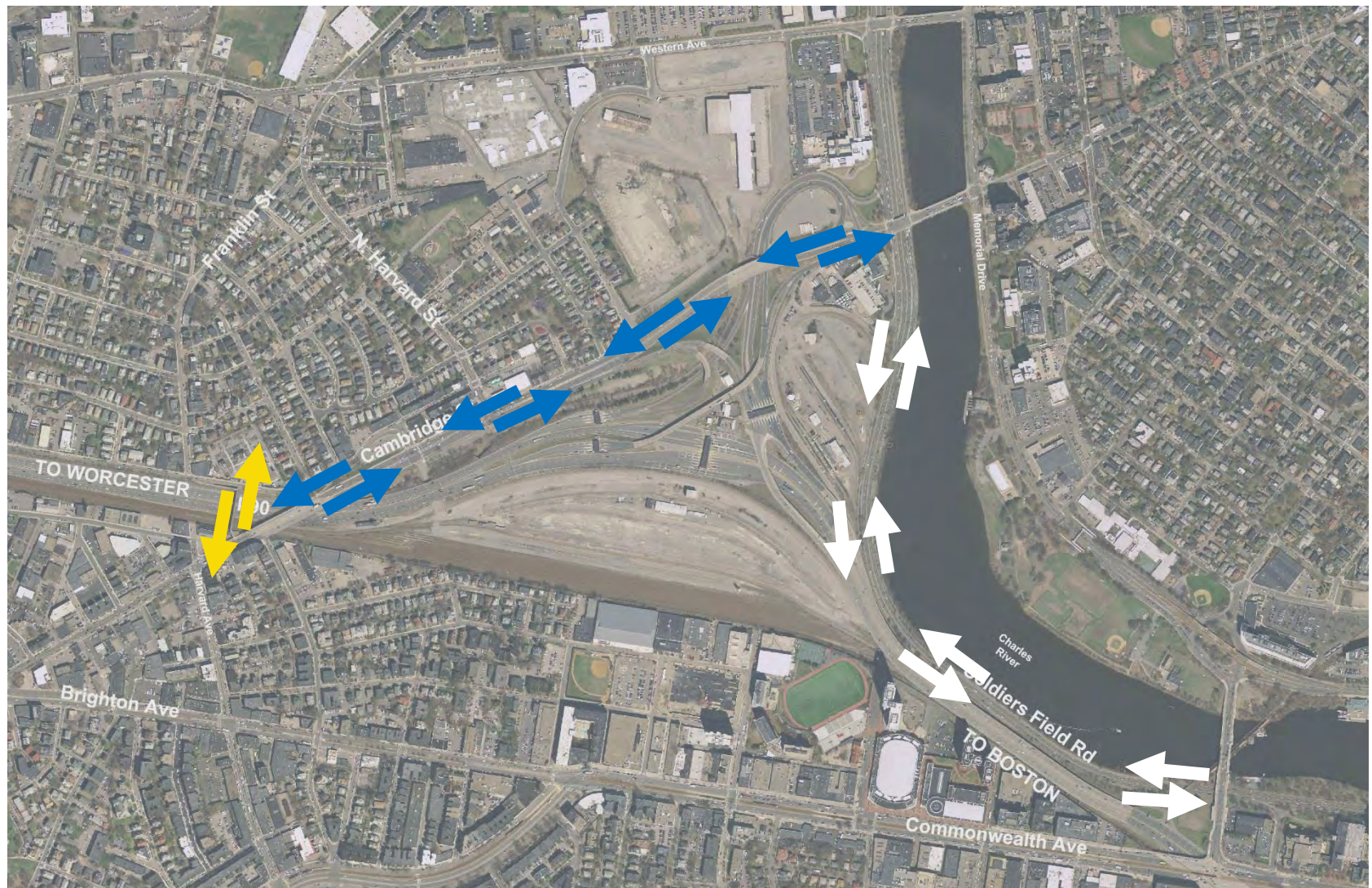
Urban Interchange Concept 3K-4

Construction Staging



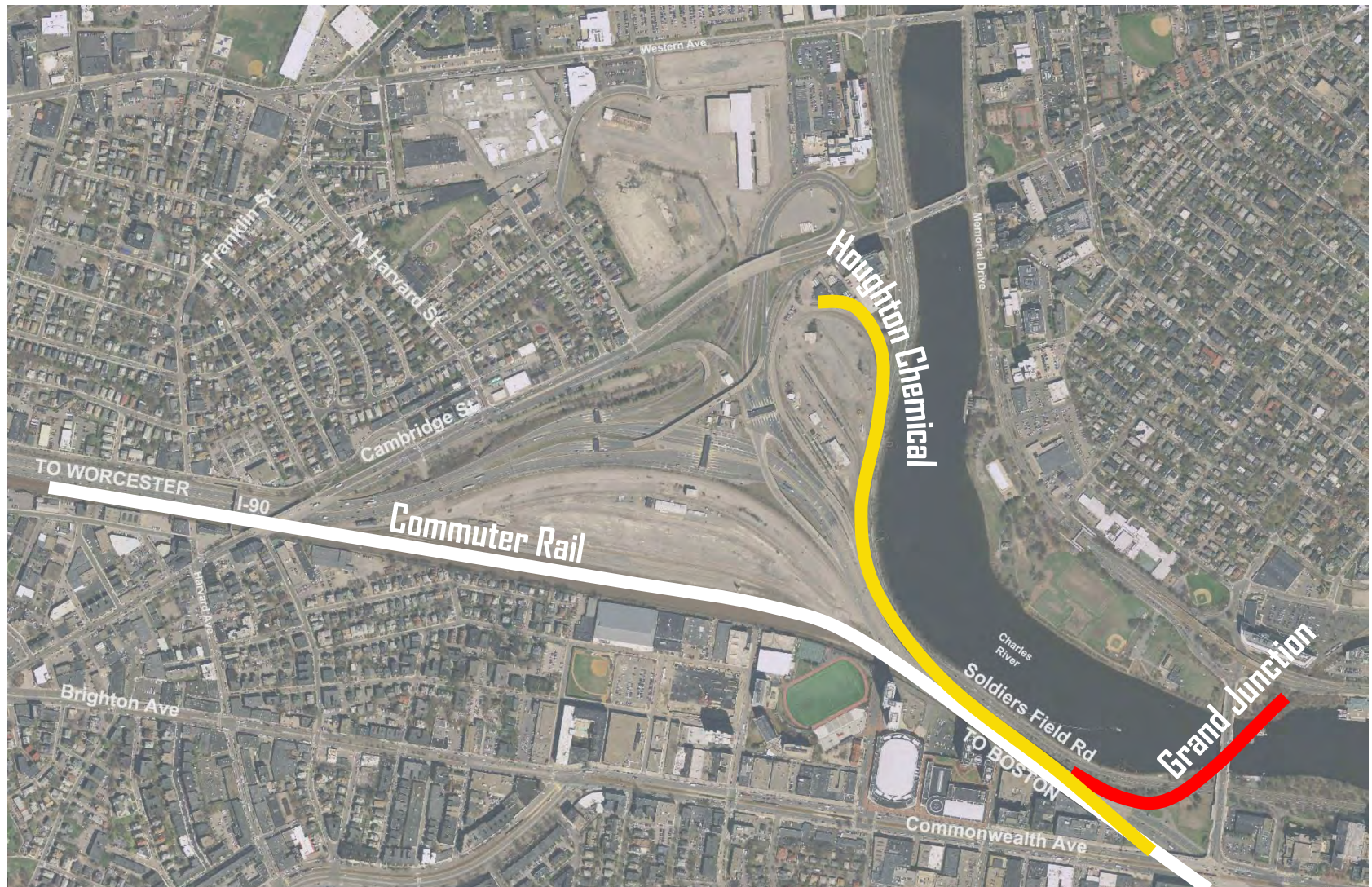
Maintain Bike & Pedestrian Movements

Cambridge St/SFR/Cross I-90

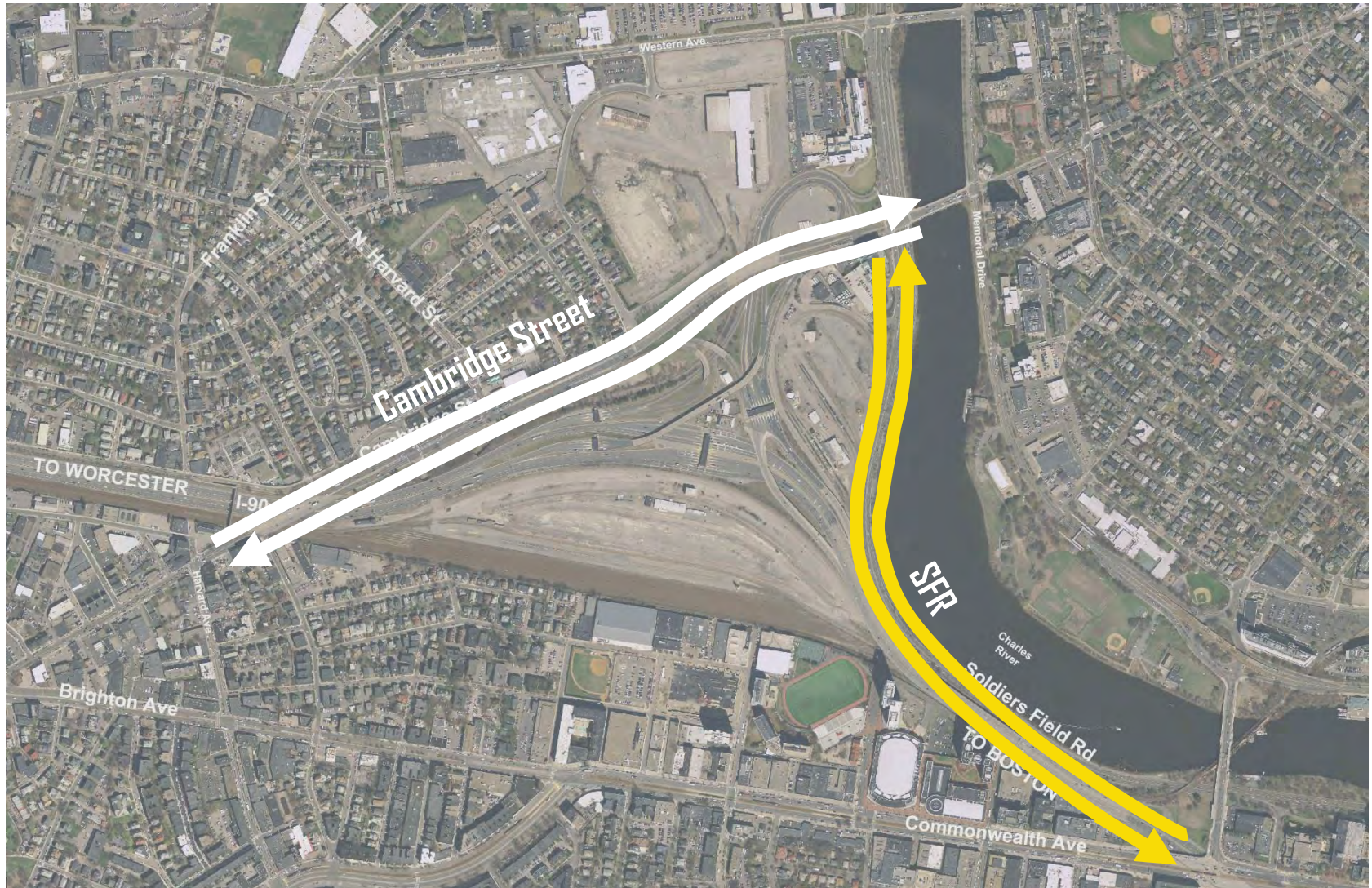


Maintain Rail Service

Commuter Rail/Grand Junction/Houghton Chemical



Maintain Traffic Movements Cambridge Street and Soldiers Field Road



Maintain Interchange Traffic Movements

I-90 East and West Bound



Maintain Interchange Traffic Movements

I-90 East Bound Exit Ramp



Maintain Interchange Traffic Movements

I-90 West Bound Exit Ramp



Maintain Interchange Traffic Movements

I-90 East Bound Entrance Ramp



Maintain Interchange Traffic Movements

I-90 West Bound Entrance Ramp



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Interchange Alternatives

Construction Staging Service Impacts and Durations

	ABC	Amateur Planner	3K
Worcester Line Construction Impacts	12 months low speed operation 24 months intermittent impacts	12 months low speed operation 24 months intermittent impacts	24 months intermittent impacts
Grand Junction Construction Shutdown	Minimum 3 year closure	Minimum 4 year closure	Short term outages (few weeks)
PDW Path Construction Impacts	Min. 6 month closure or detour (temporary relocation of path to the south requires additional stage and duration)	Min. 5 year closure or detour	No closures anticipated
Construction Duration	52-76 months	66-96 months	58-72 months


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- **Section 4(f) Discussion**

Section 4(f) Discussion

Section 4(f) Hierarchy of Considerations

According to 49 U.S.C. §303, a project that requires the use of **parkland or a historic district** may be approved only if:

No prudent and feasible alternative exists; **and** it includes all possible planning to minimize harm. 

 **this happens through one of three ways:**

Secretary determines
there will be a
de minimis impact

Project undergoes a
**Programmatic Section
4(f) Evaluation**

Project undergoes an
**Individual Section 4(f)
Evaluation**

Section 4(f) Discussion

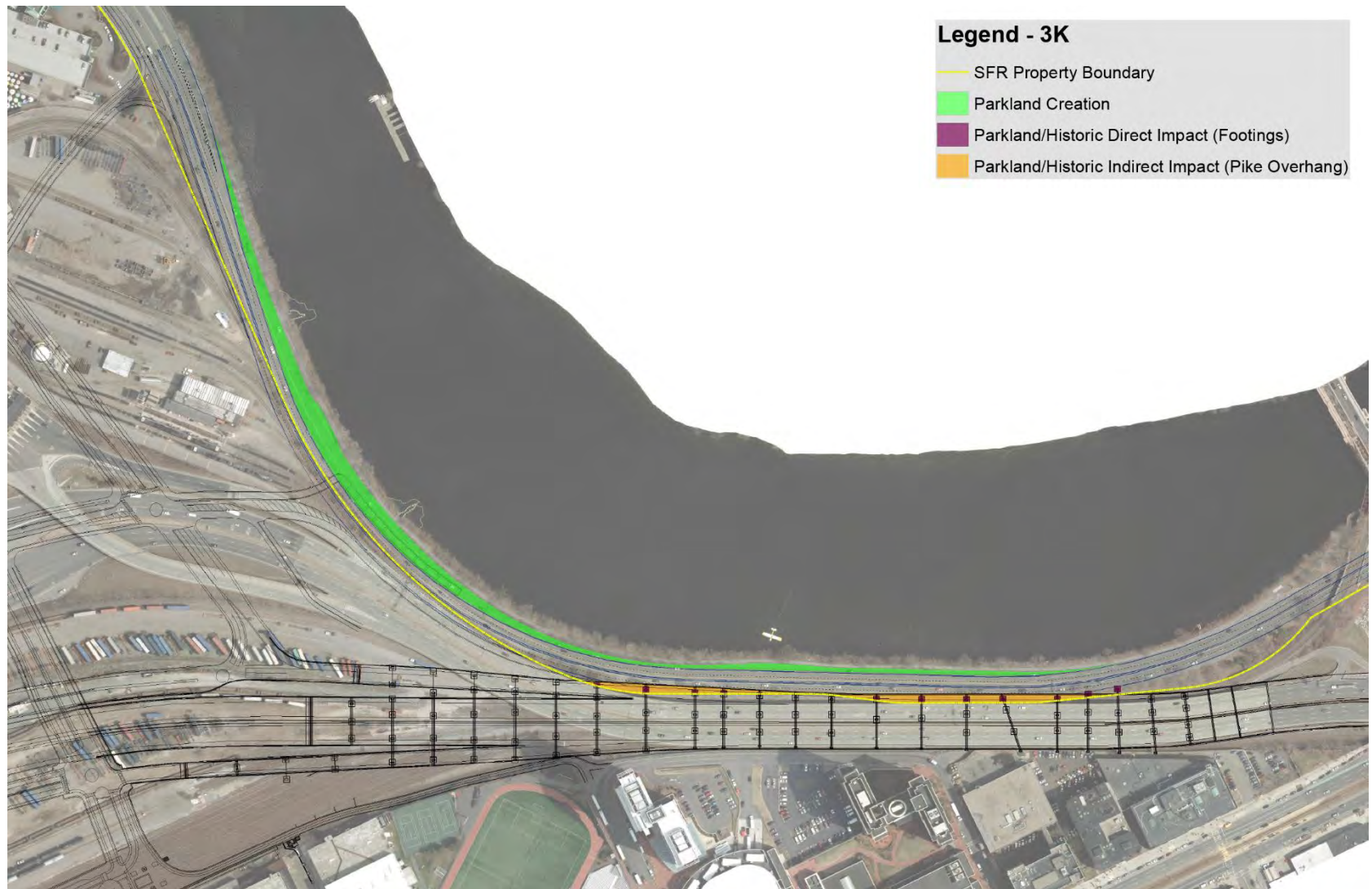
4(f) mandates which alternative to select:

Primary Criteria	Avoids	Must select an alternative that completely avoids impacts; if there is not an alternative that is prudent and feasible that does so, then...
Secondary Criteria	Least Harm (Minimizes)	Considers: Ability to mitigate or enhance Severity of unmitigated impacts Significance of 4(f) property Jurisdictional views of 4(f) property
Tertiary Criteria	Purpose & Need, cost, and non-4(f) resources	Consideration of purpose and need, other resources, or cost may factor into the alternative selection only after applying the secondary criteria.

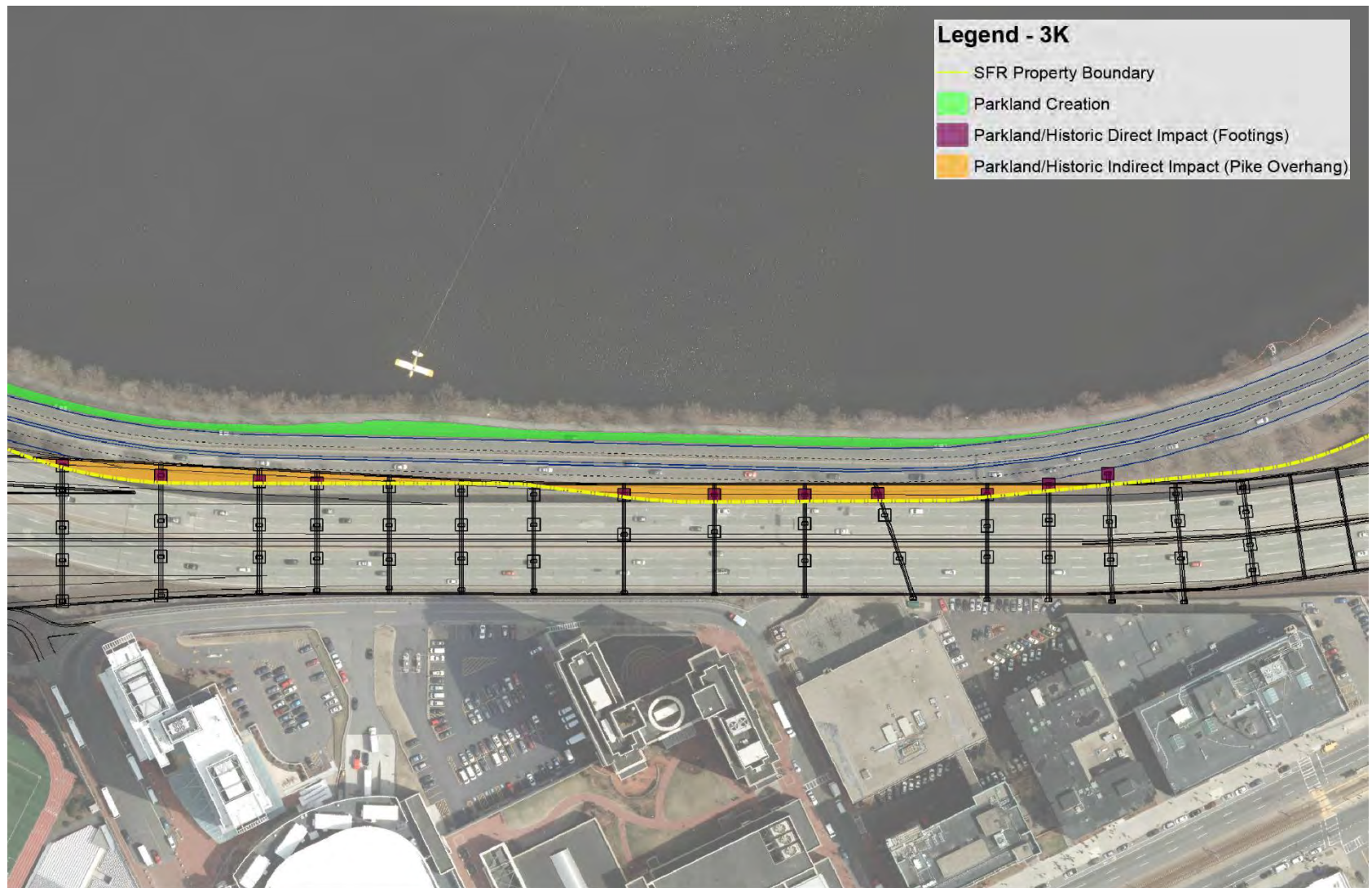
Section 4(f) Discussion – Existing Conditions



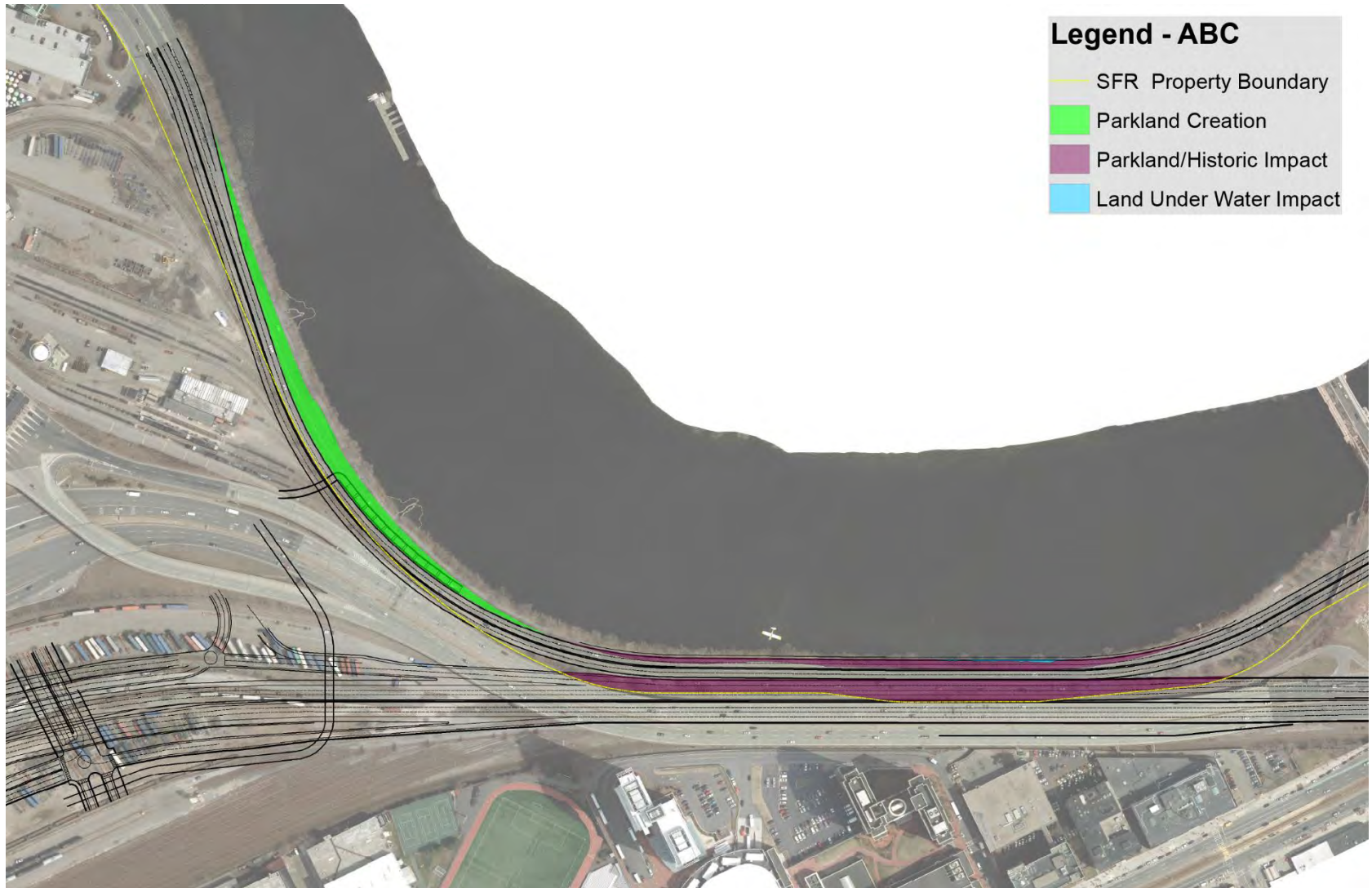
Section 4(f) Discussion – Concept 3K



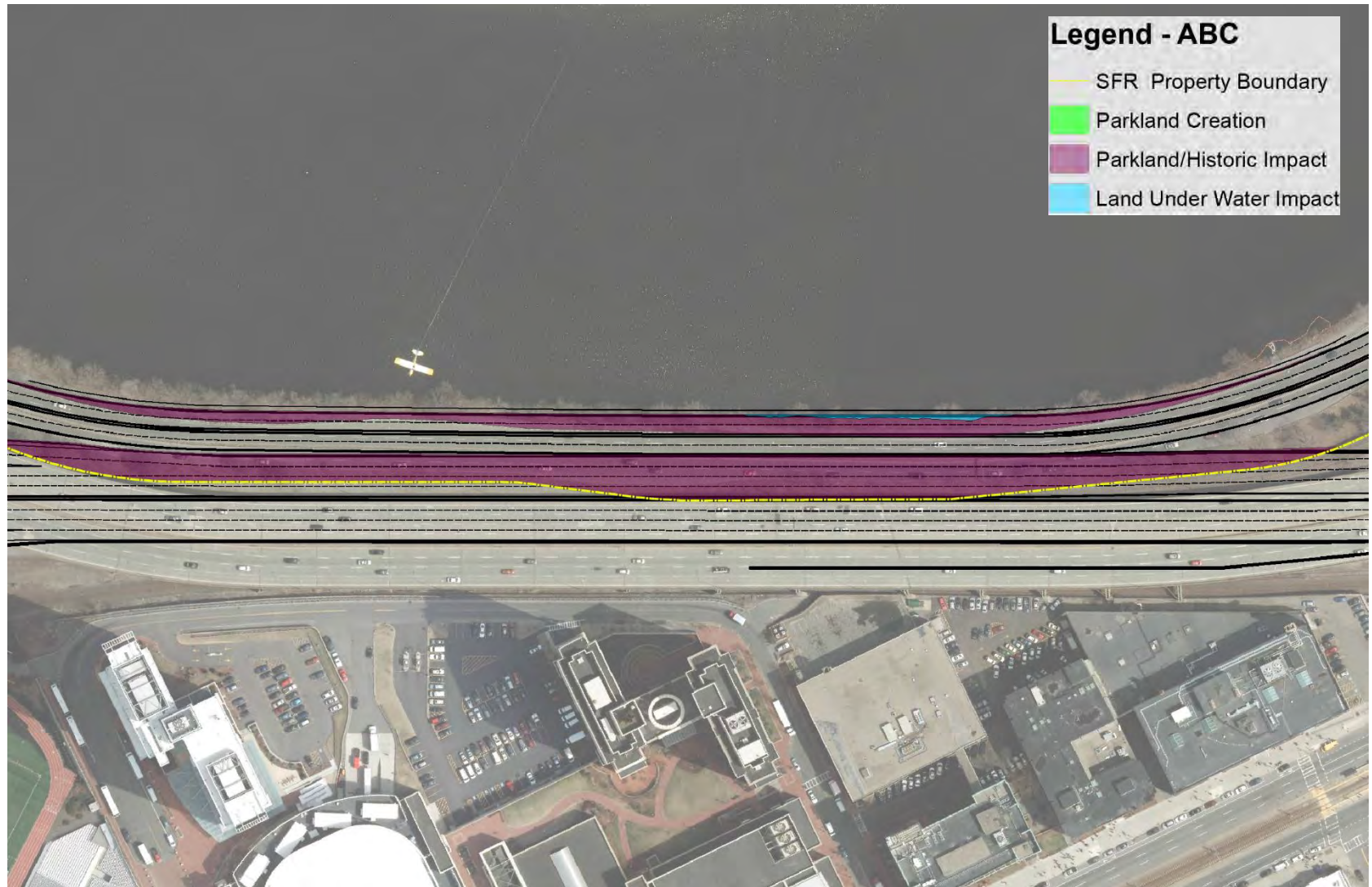
Section 4(f) Discussion – Concept 3K



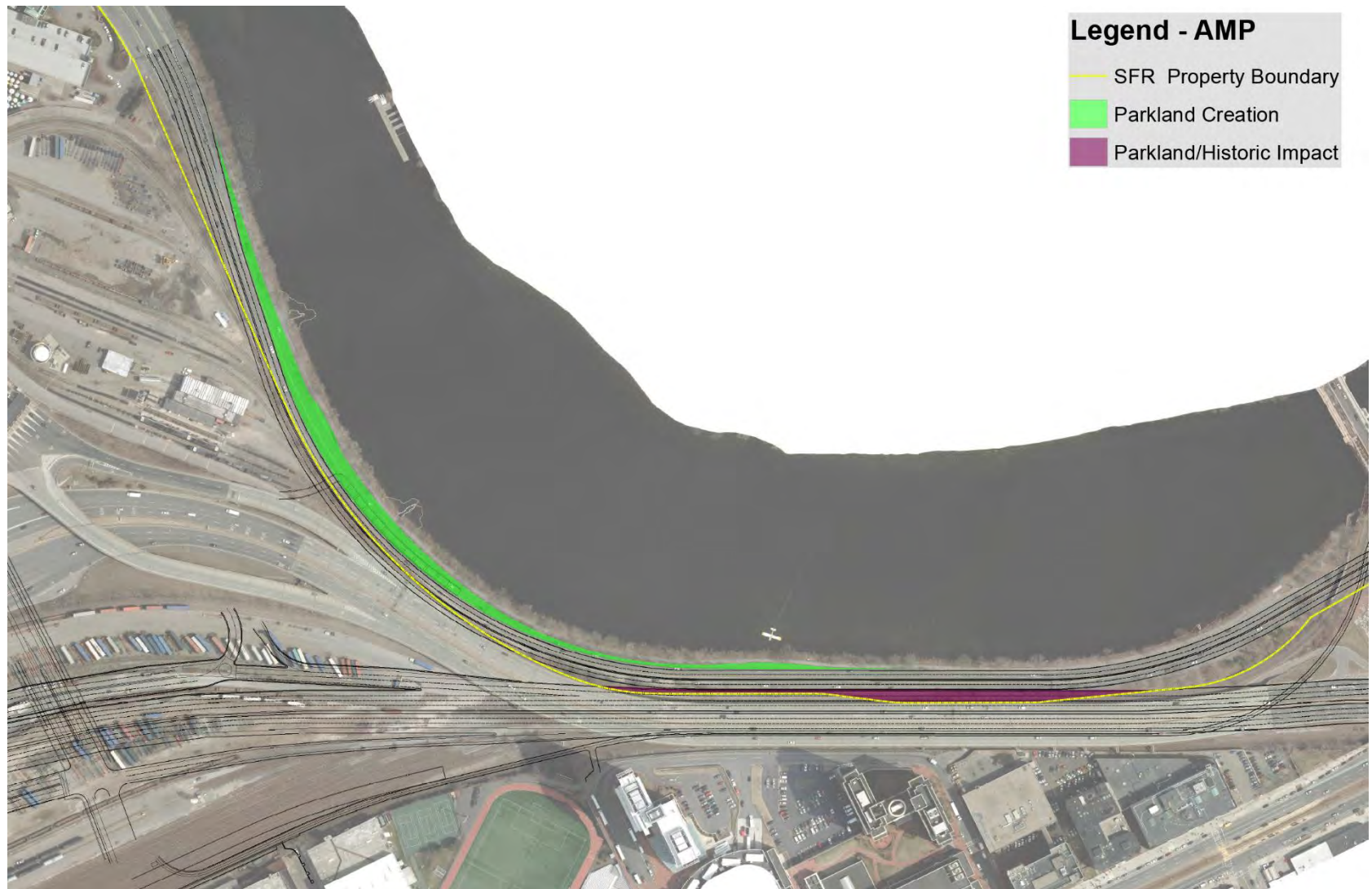
Section 4(f) Discussion – ABC Alternative



Section 4(f) Discussion – ABC Alternative



Section 4(f) Discussion – Amateur Planner Alternative



Section 4(f) Discussion – Amateur Planner Alternative



Section 4(f) Discussion – Summary Table

DRAFT

Alternative	Parkland Creation	Parkland/Historic Indirect Impacts	Parkland/Historic Direct Impacts	Land Under Water
3K	65,000 sf	21,000 sf	2,200 sf	0 sf
ABC	21,000 sf = 45,000 sf Created – 24,000 sf Lost	0 sf	88,000 sf	1,500 sf
Amateur Planner	58,000 sf	0 sf	26,200 sf	0 sf

Questions/Comments

- **BRA Meeting – March 28 – Fiorentino Community Center**
- **Full Meeting – April 7 – Fiorentino Community Center**