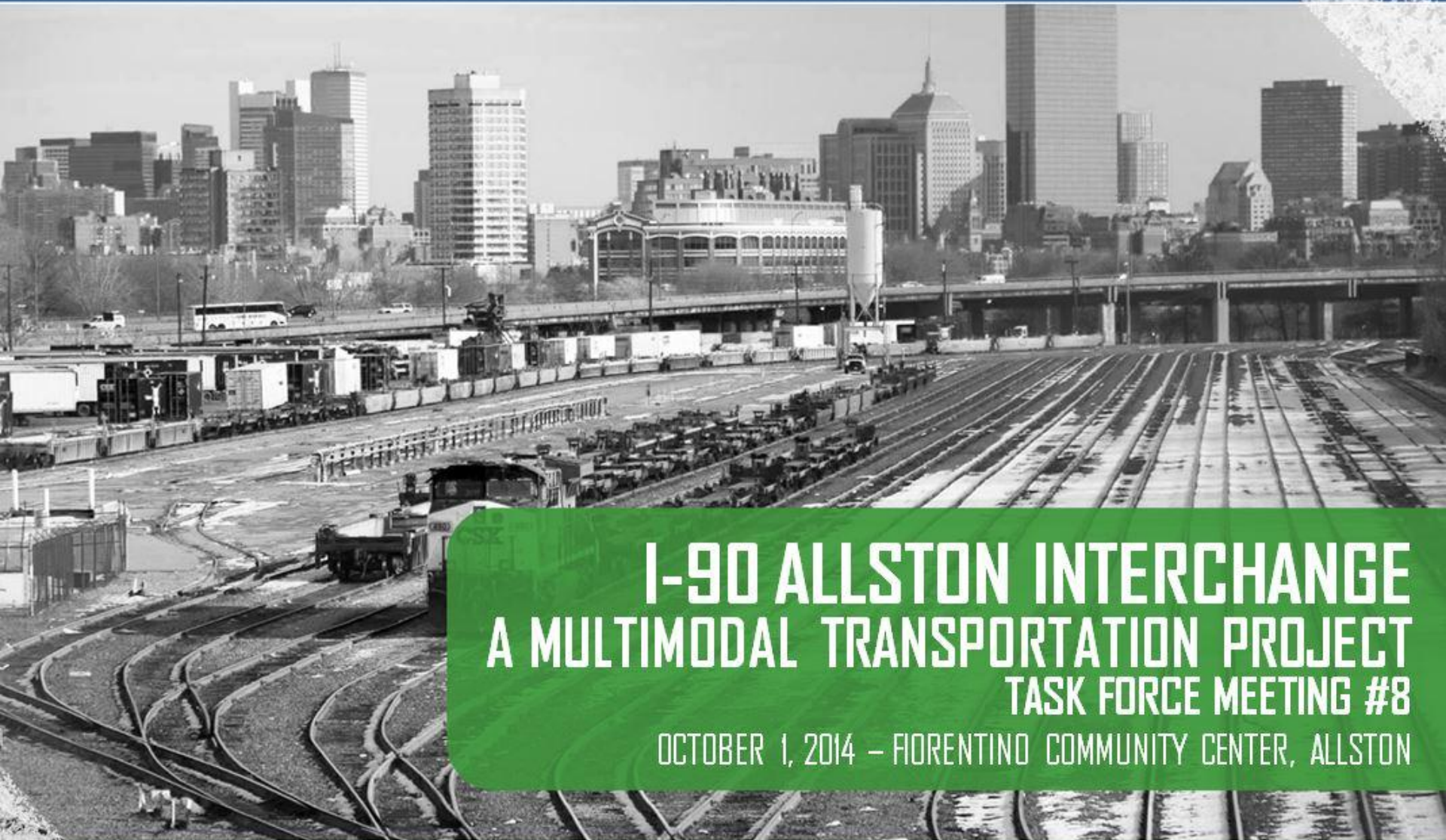


I-90 Allston Interchange

A multimodal transportation project



I-90 ALLSTON INTERCHANGE

A MULTIMODAL TRANSPORTATION PROJECT

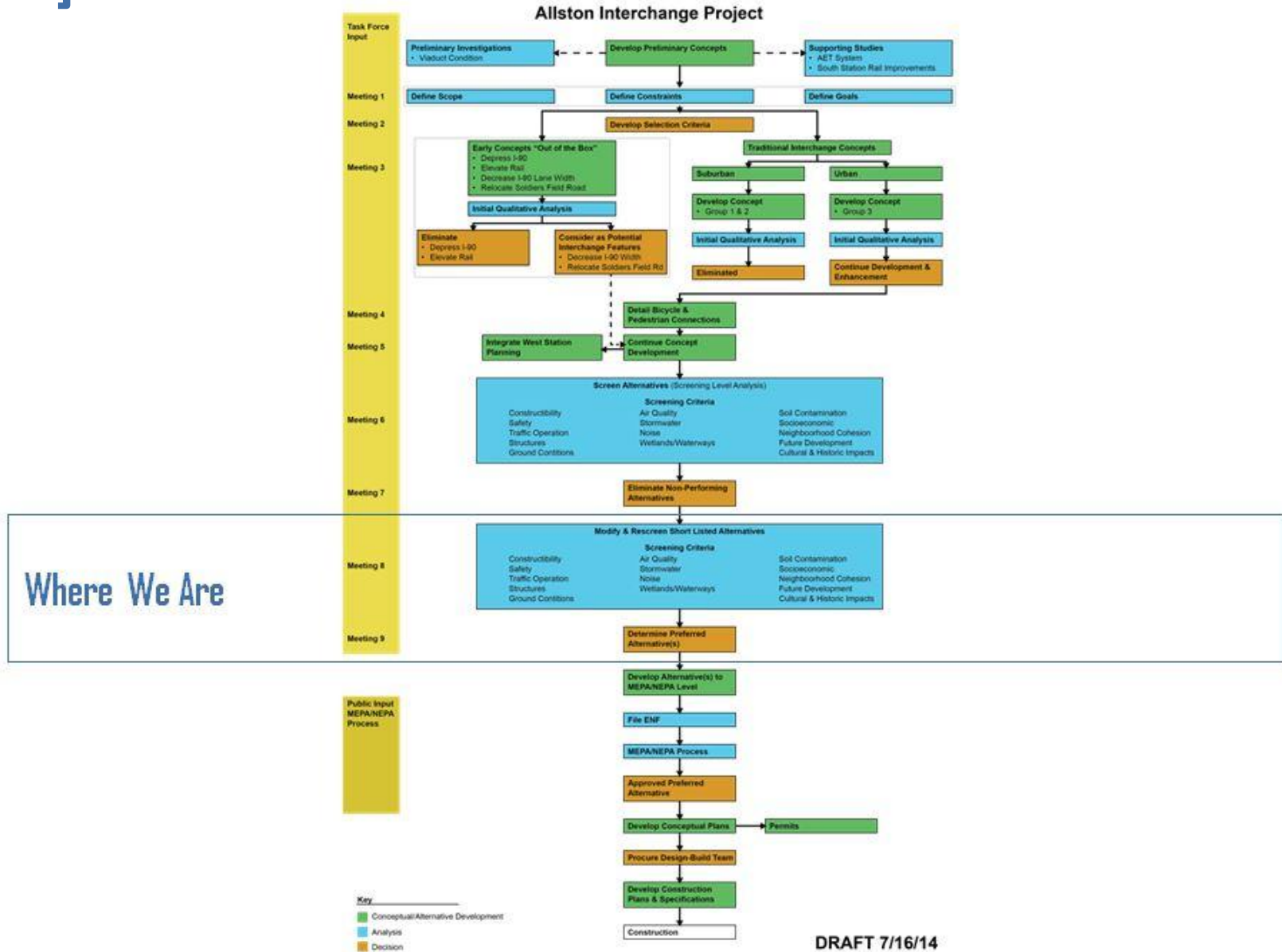
TASK FORCE MEETING #8

OCTOBER 1, 2014 – FIORENTINO COMMUNITY CENTER, ALLSTON

Task Force Administration

- **Minutes**
- **Project Flow Chart/Vision and Goals**
- **Update on Meetings with Government Entities**
- **BSA Charrette Review**
- **Cambridge Street Safety Audit**

Project Flow Chart



Shared Priorities

- ✓ *Improve safety for all modes: walking, cycling, driving, transit*
- ✓ **Realign I-90**
- ✓ **Context sensitive design or:**
 - ✓ **Lessen impact of interchange**
 - ✓ **Avoid inducing cut-through traffic with new configuration**
 - ✓ **Reconnect sections of Allston to each other and the River**
- ✓ **Protect the neighborhood during construction**
- ✓ **A more vibrant Cambridge Street that serves all modes**
- ✓ **Accessibility to transit at future West Station**

West Station Update

- **South Station Expansion**
- **West Station**
 - **Location**
 - **Accessibility**
 - **Planning Process**

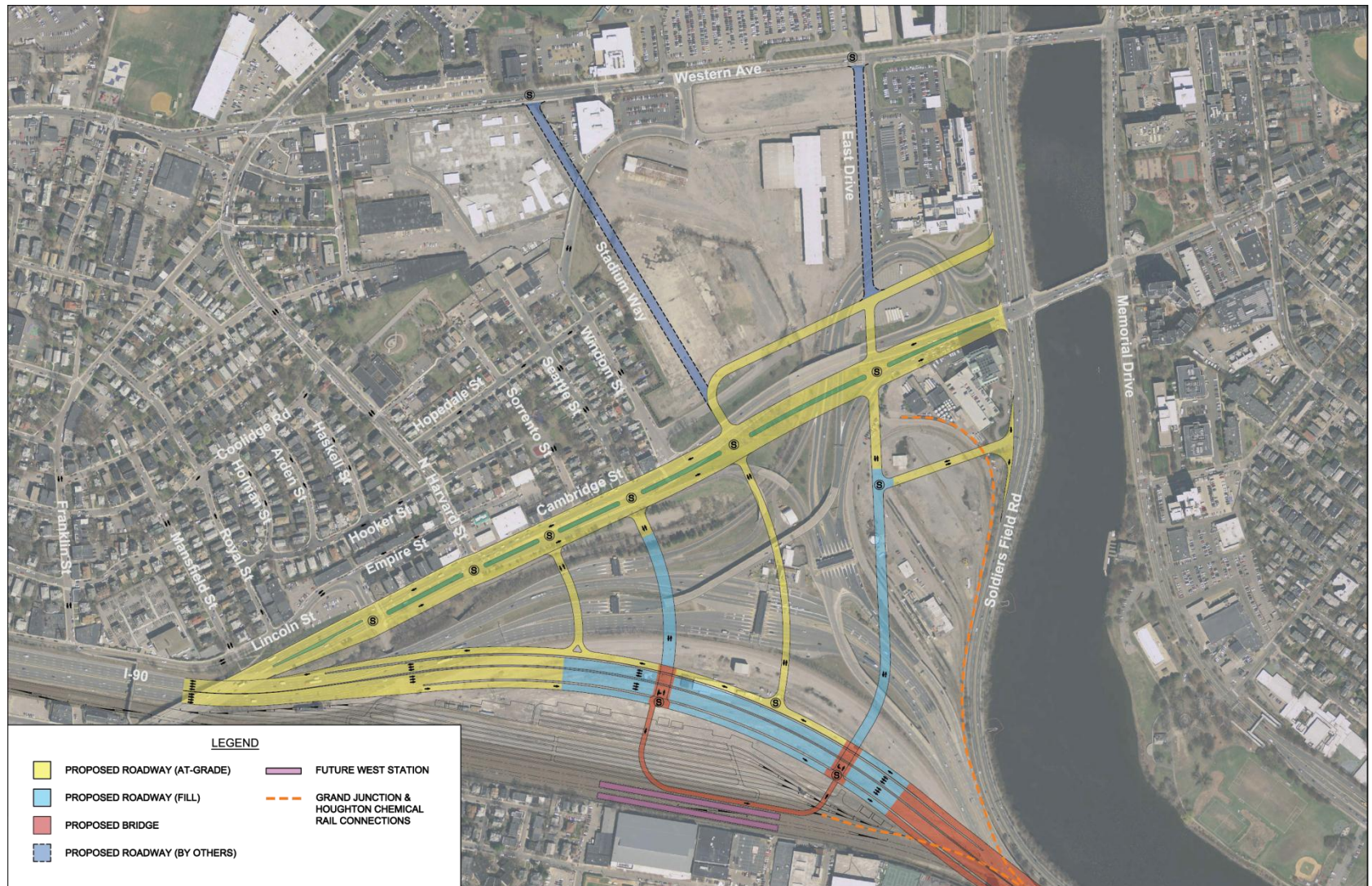
Green DOT Update

- **GreenDOT Policy**
- **Mode Shift Goal**
- **GreenDOT-supportive project elements**
 - **Accessibility for walking, bicycling, and public transit**
 - **Complete Streets design approach**
 - **Shared-use path**
 - **Greenhouse gas reduction through elimination of tolls**
 - **Open space considerations**
 - **Environmental stewardship in design, construction**

Proposed Urban Interchange Alternative

- **Concept 3J**
 - Improved Version of Earlier Concept 3I
- **Concept 3J Key Features**
- **Traffic Performance**
- **Future Design Elements**

Concept 3J-1



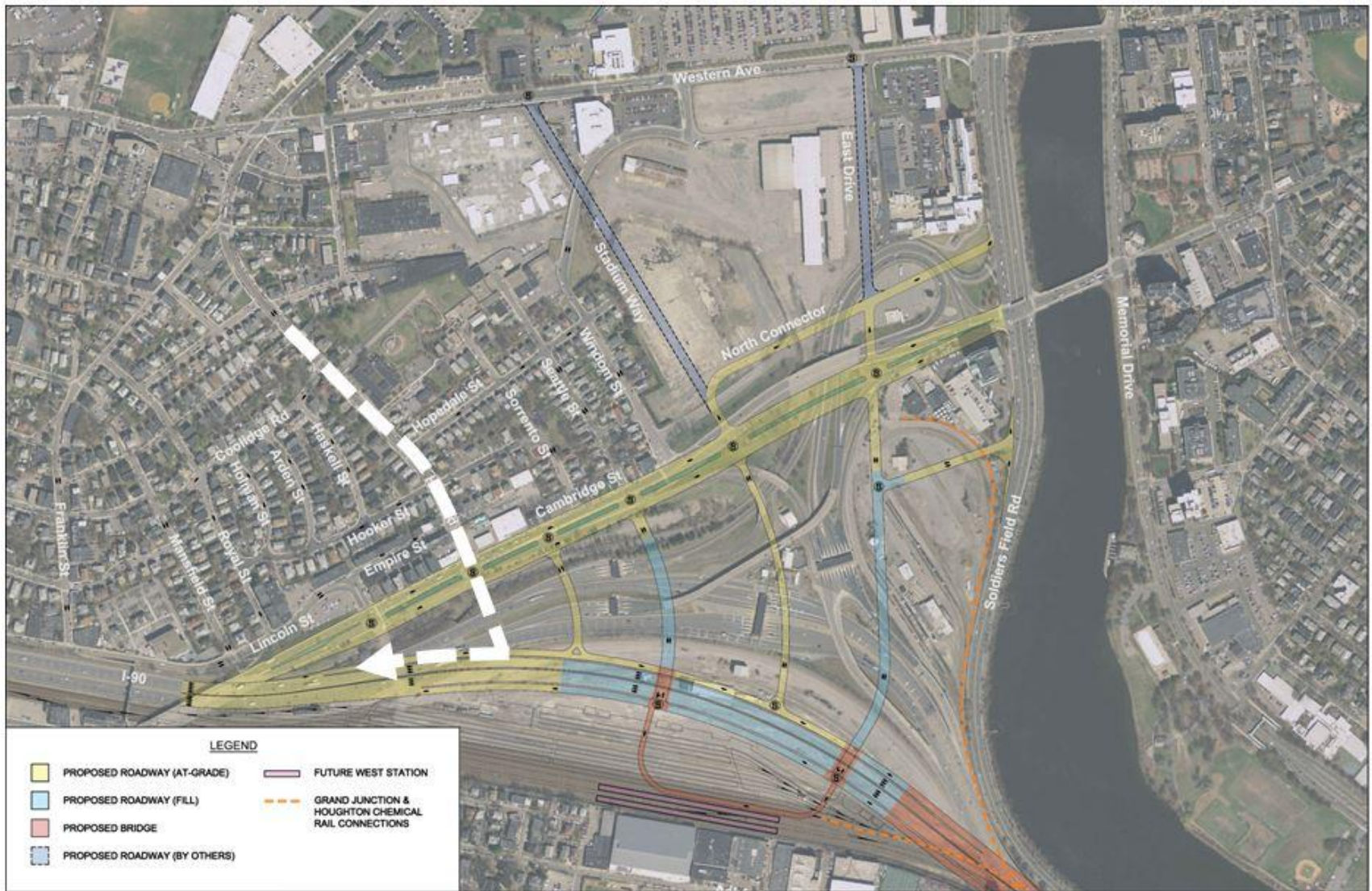
Concept 3J-1: Modifications 1

Move WB On-Ramp



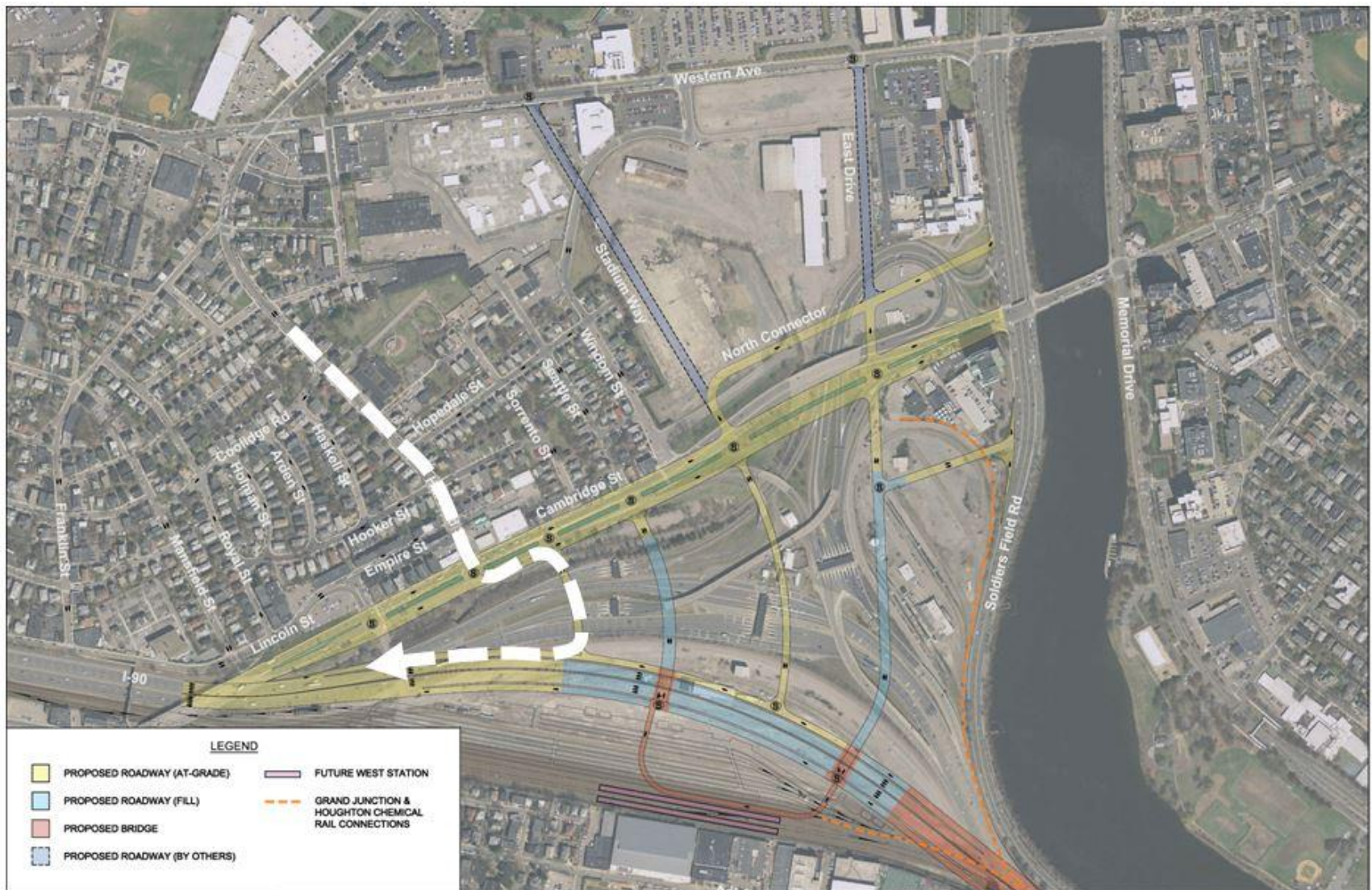
Concept 3J-1: Modifications 2

Reduce Potential for Cut-Through Traffic on N. Harvard St.



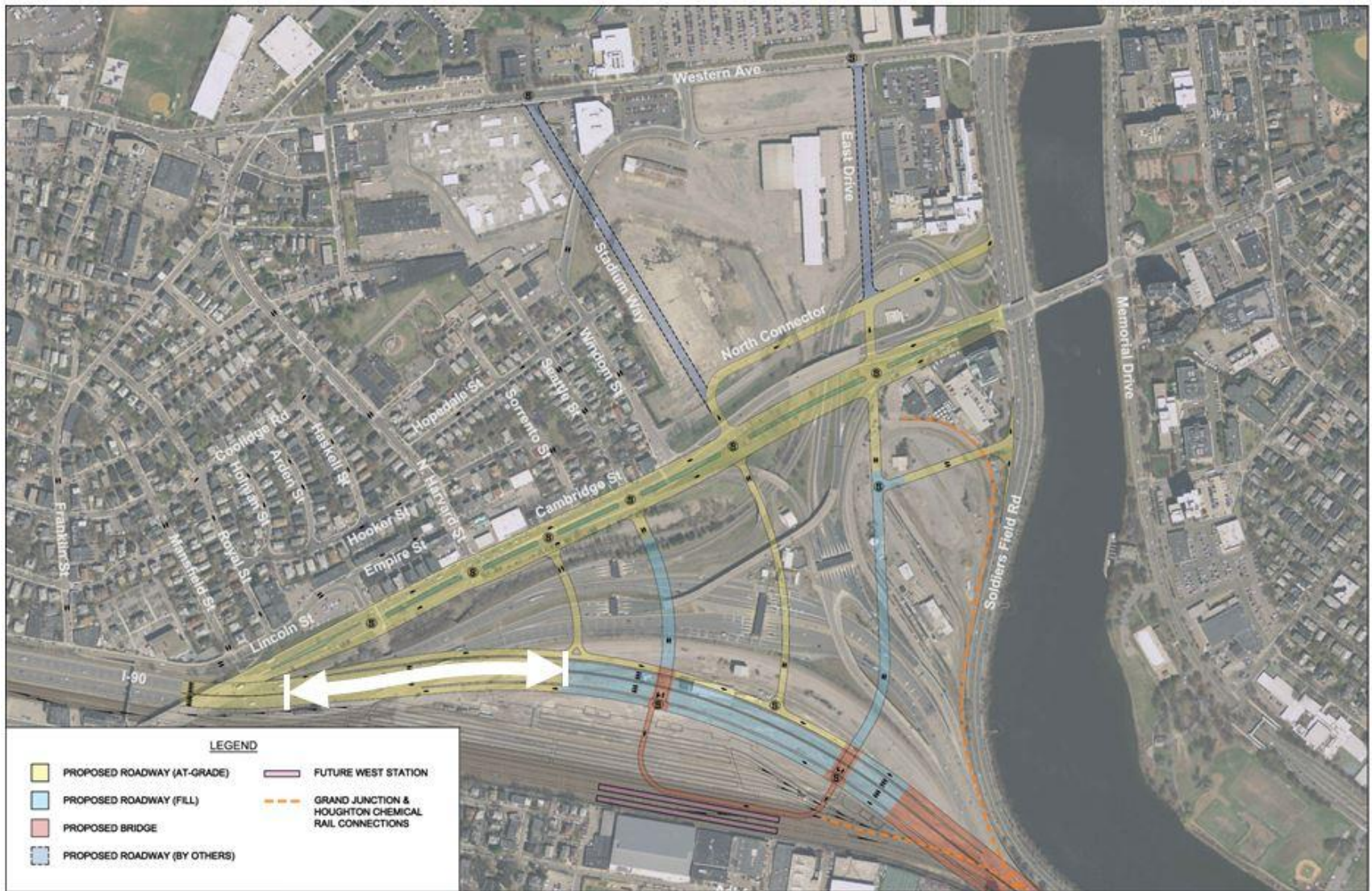
Concept 3J-1: Modifications 3

Reduce Potential for Cut-Through Traffic on N. Harvard St.



Concept 3J-1: Modifications 4

Improved Merge Geometry on WB On-Ramp



Concept 3J-1: Key Design Features 1

Connectivity to Cambridge Street



Concept 3J-1: Key Design Features 2

New Connection to Soldiers Field Road



Concept 3J-1: Key Design Features 3

New Parallel Roadway North of Cambridge St.



Concept 3J-1: Key Design Features 4

Grade Separation of EB & WB Ramps



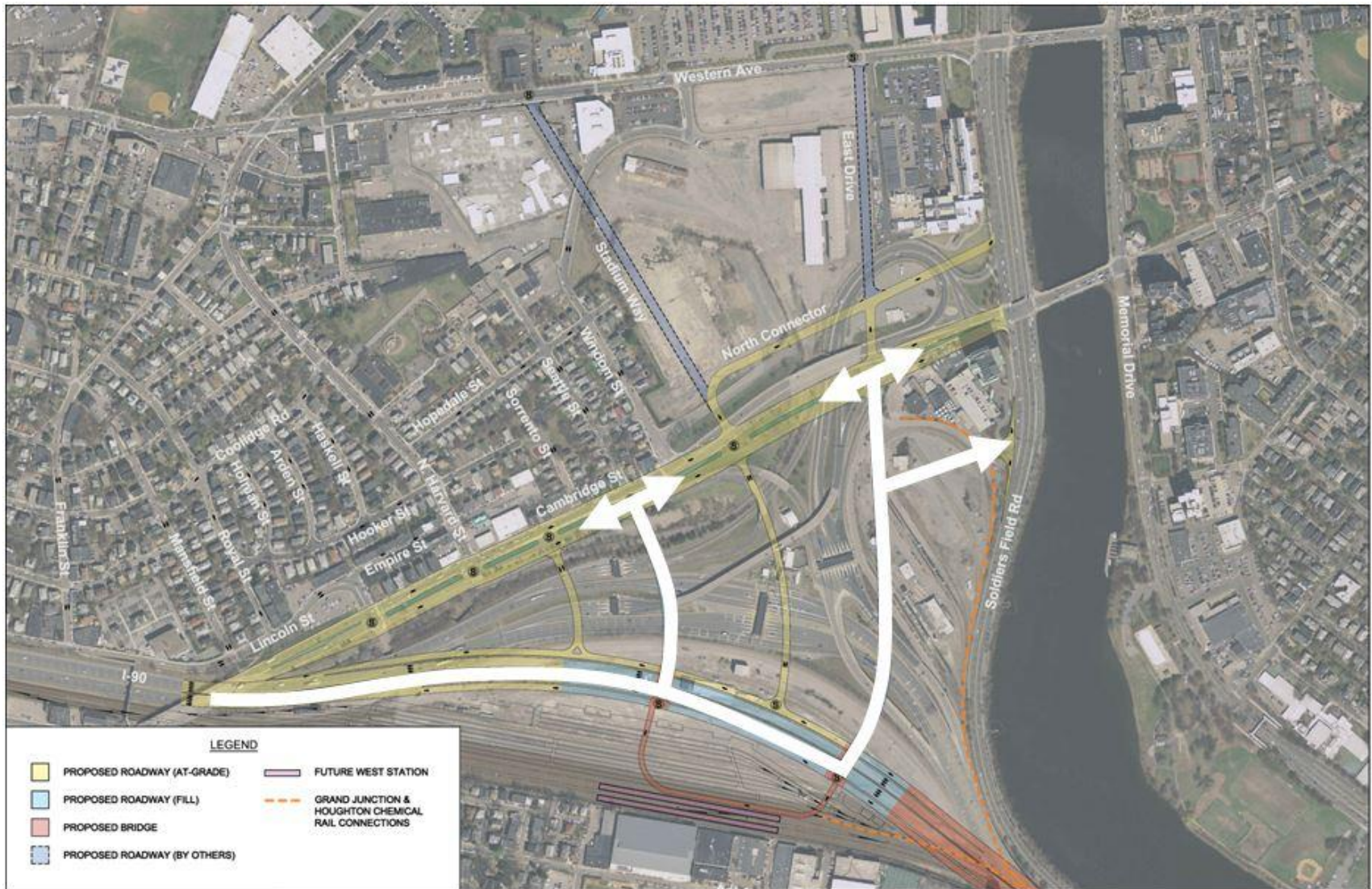
Concept 3J-1: Key Design Features 5

Vehicular Connectivity to West Station



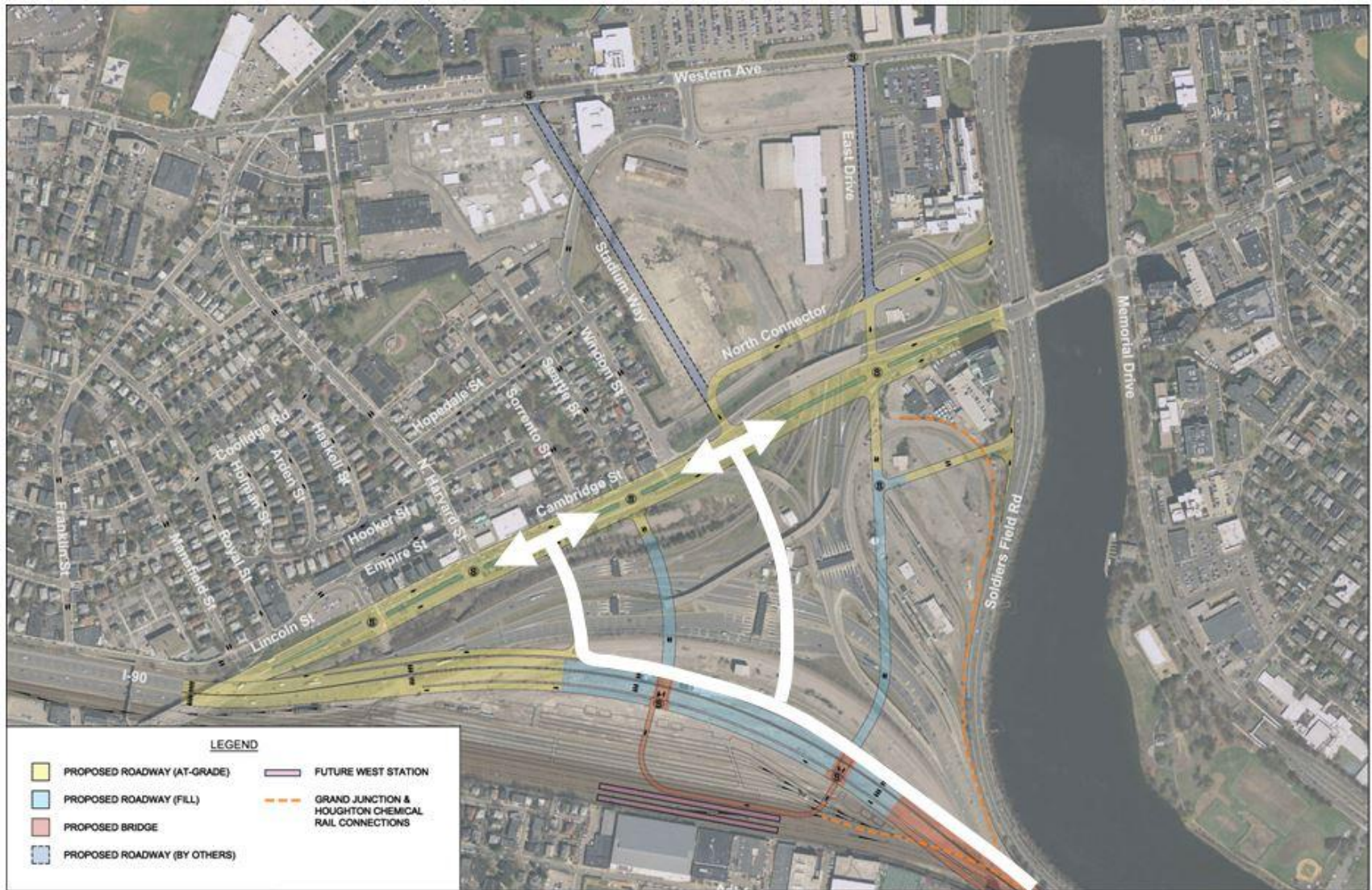
Concept 3J-1: I-90 Access 1

EB Off-Ramp



Concept 3J-1: I-90 Access 2

WB Off-Ramp



LEGEND

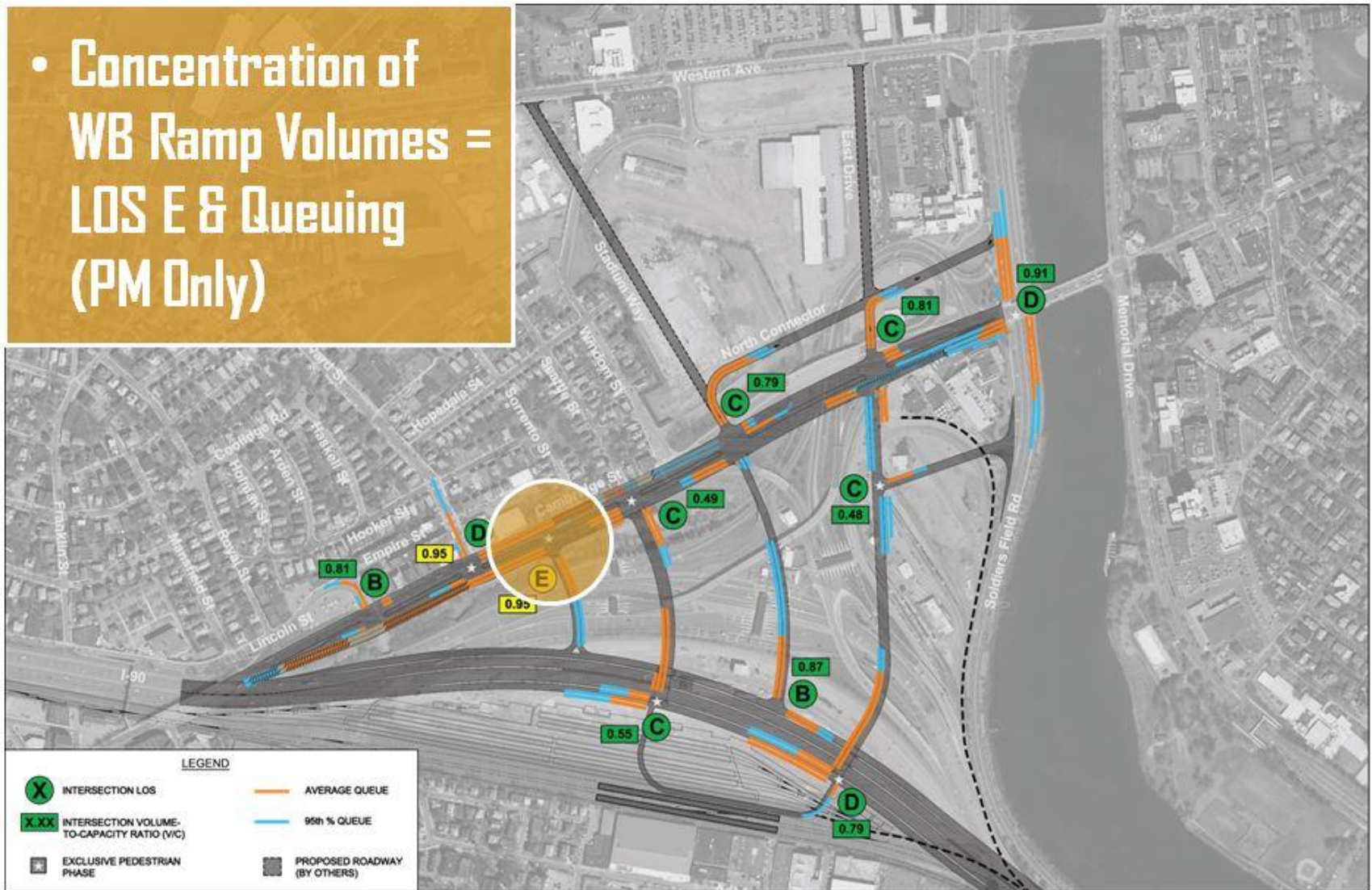
- PROPOSED ROADWAY (AT-GRADE)
- PROPOSED ROADWAY (FILL)
- PROPOSED BRIDGE
- PROPOSED ROADWAY (BY OTHERS)
- FUTURE WEST STATION
- GRAND JUNCTION & HOUGHTON CHEMICAL RAIL CONNECTIONS

Concept 3J-1: I-90 Access 4 WB On-Ramp

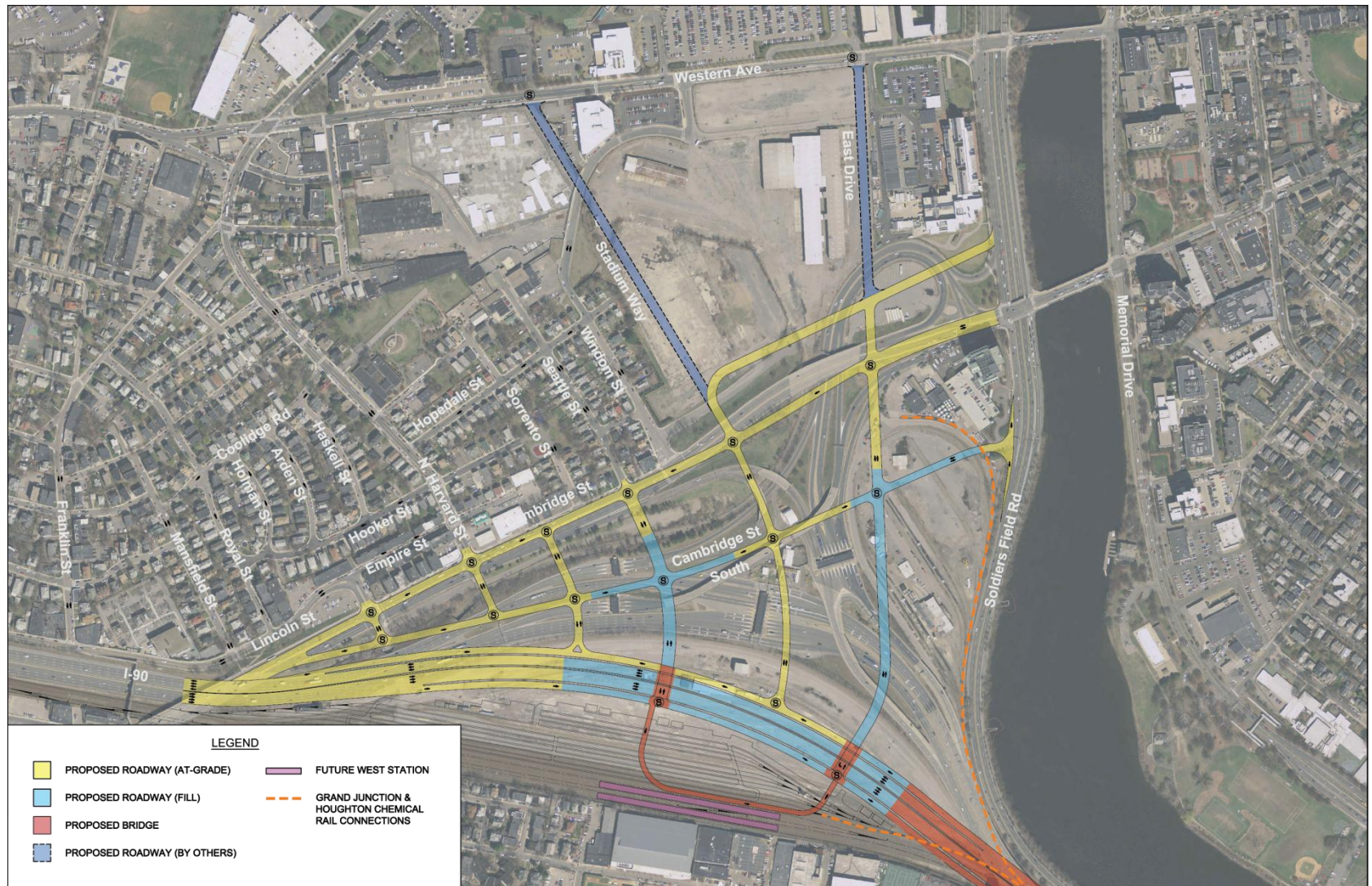


Concept 3J-1: Traffic Operations

- Concentration of WB Ramp Volumes = LOS E & Queuing (PM Only)

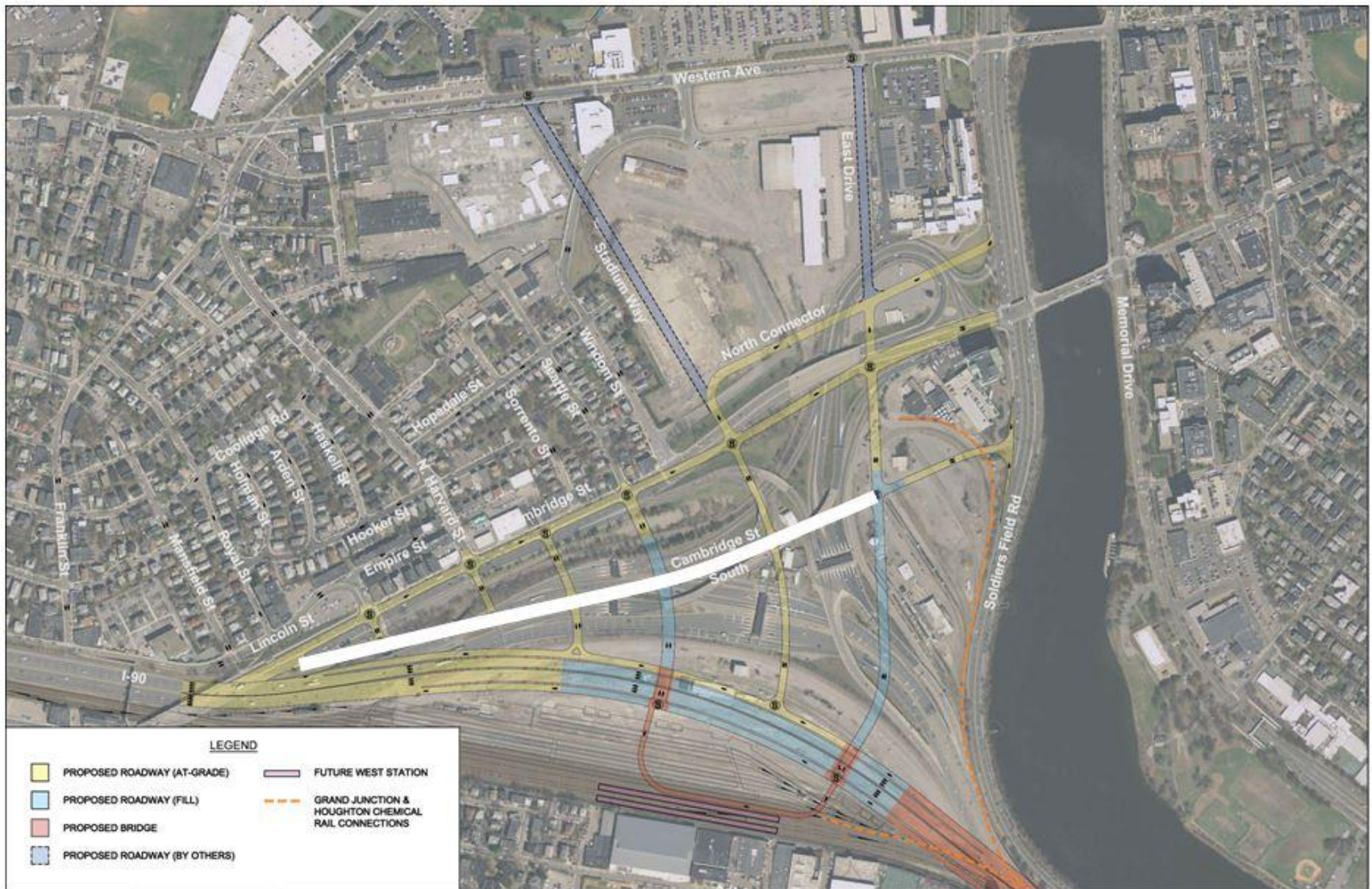


Concept 3J-2



Concept 3J-2: Key Design Features 1

One-Way Parallel Road South of Cambridge St



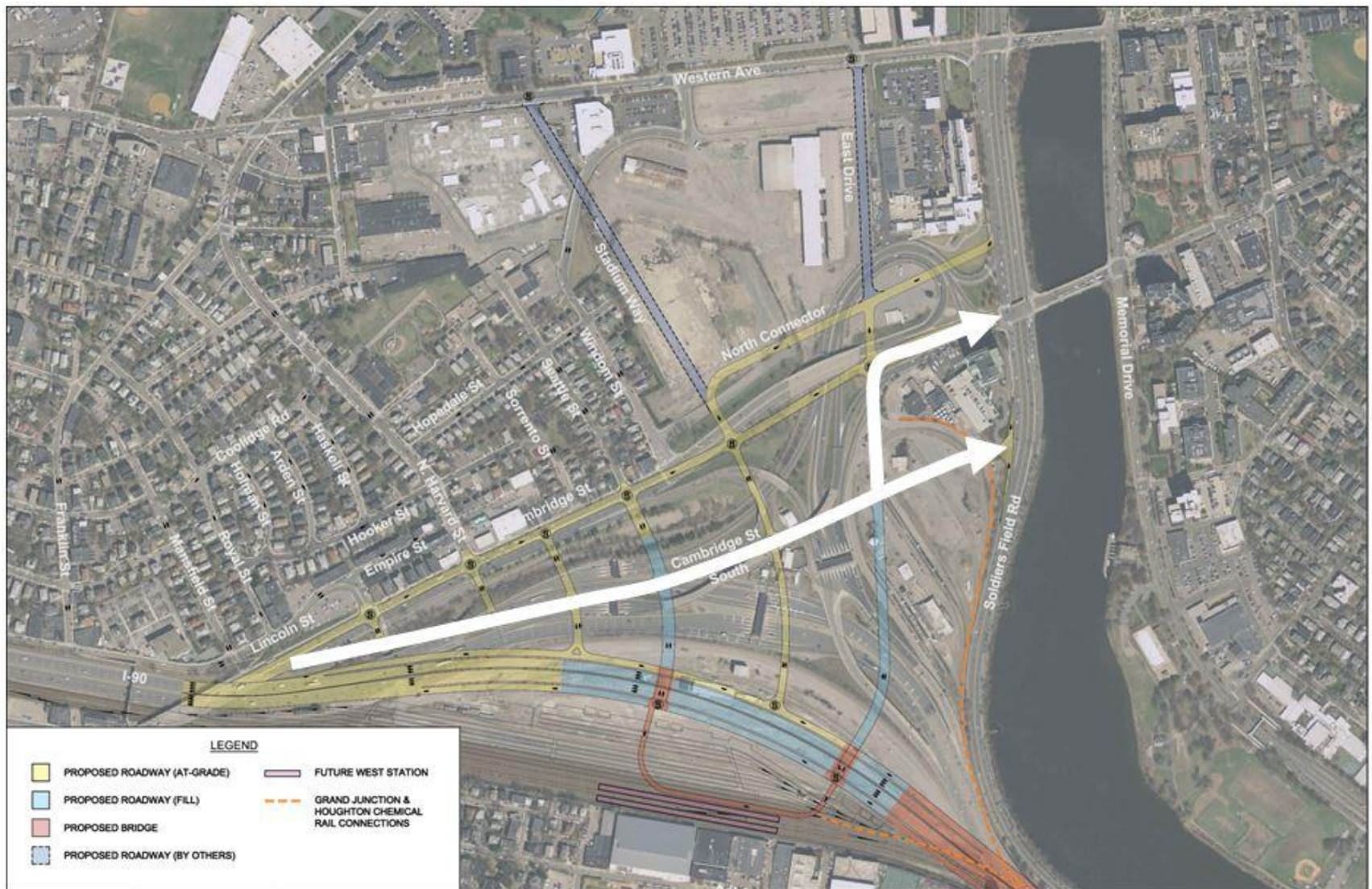
Concept 3J-2: Key Design Features 2

Cambridge Street One-Way Pair



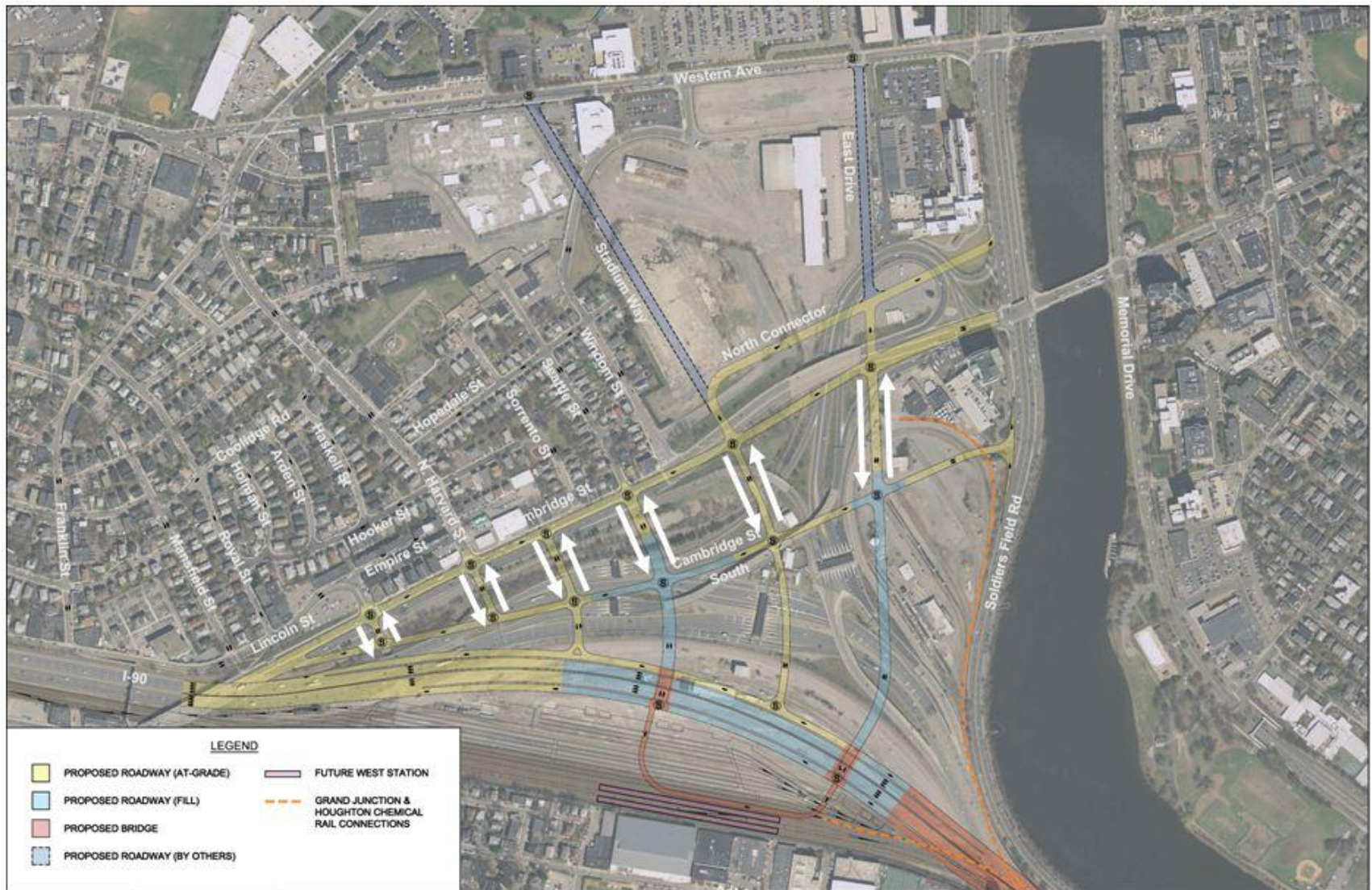
Concept 3J-2: Key Design Features 3

Cambridge Street One-Way Pair



Concept 3J-2: Key Design Features 4

Cambridge Street One-Way Pair



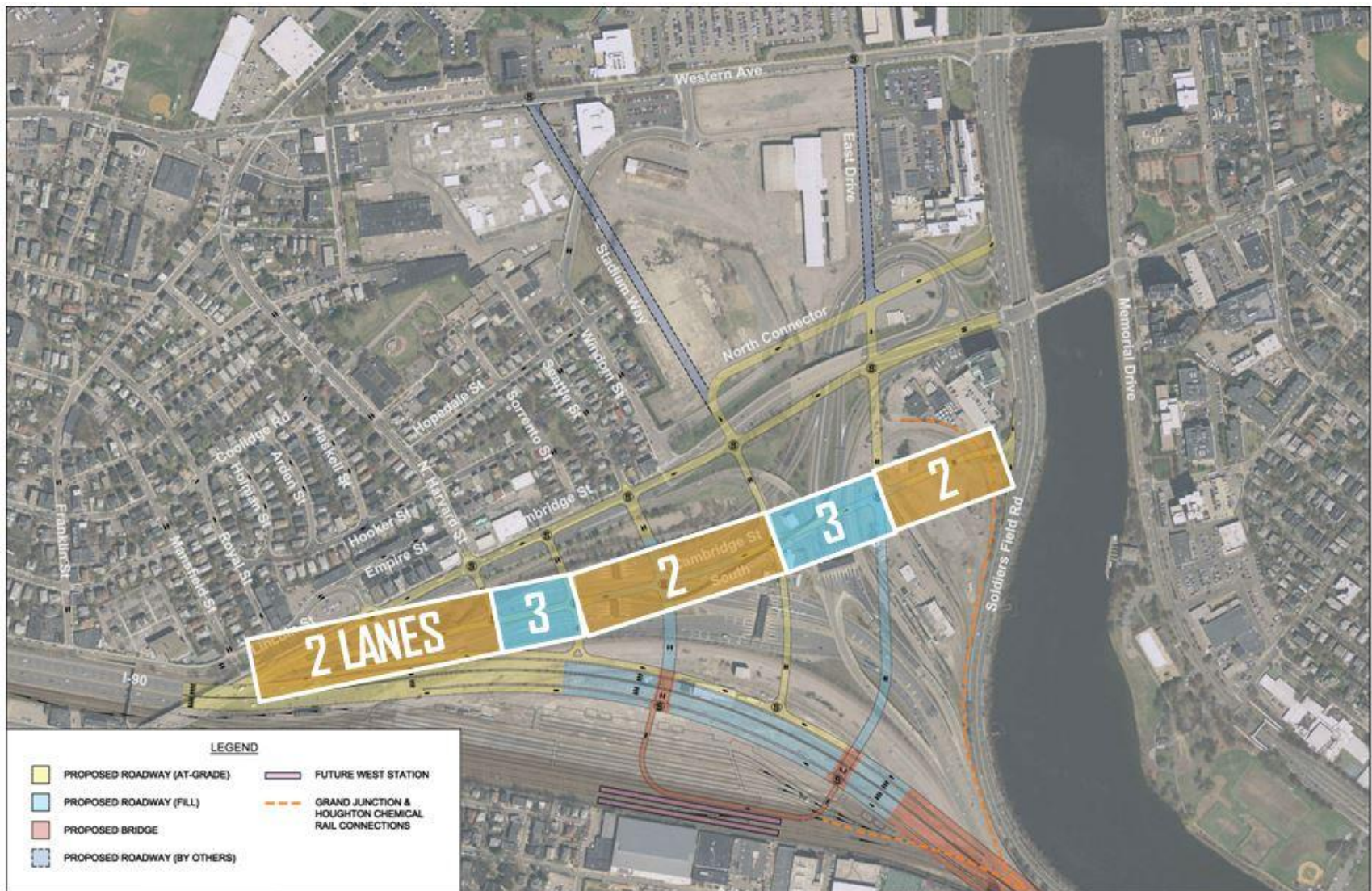
Concept 3J-2: Key Design Features 5

Cambridge Street One-Way Pair Cross-Section

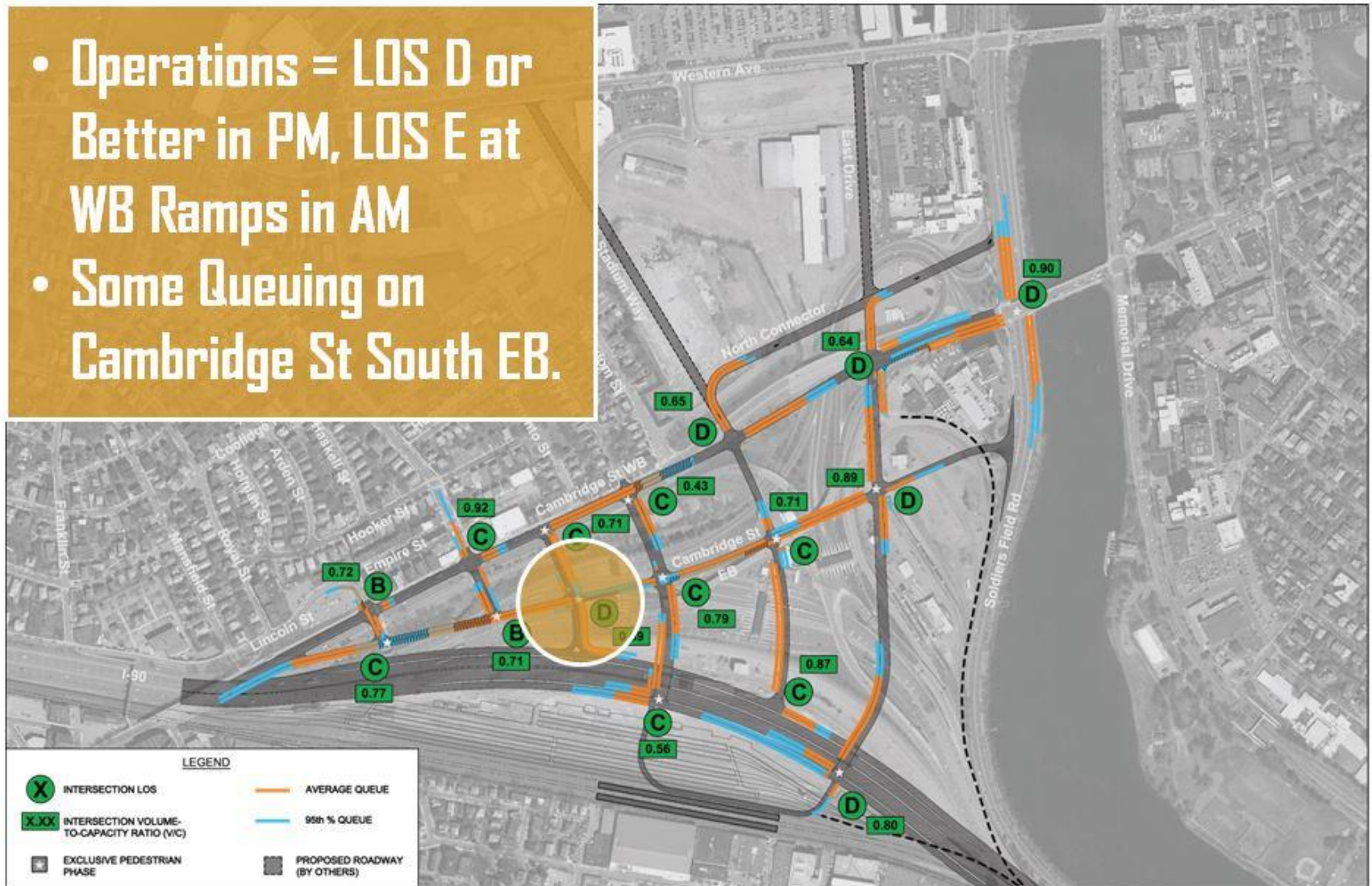


Concept 3J-2: Key Design Features 6

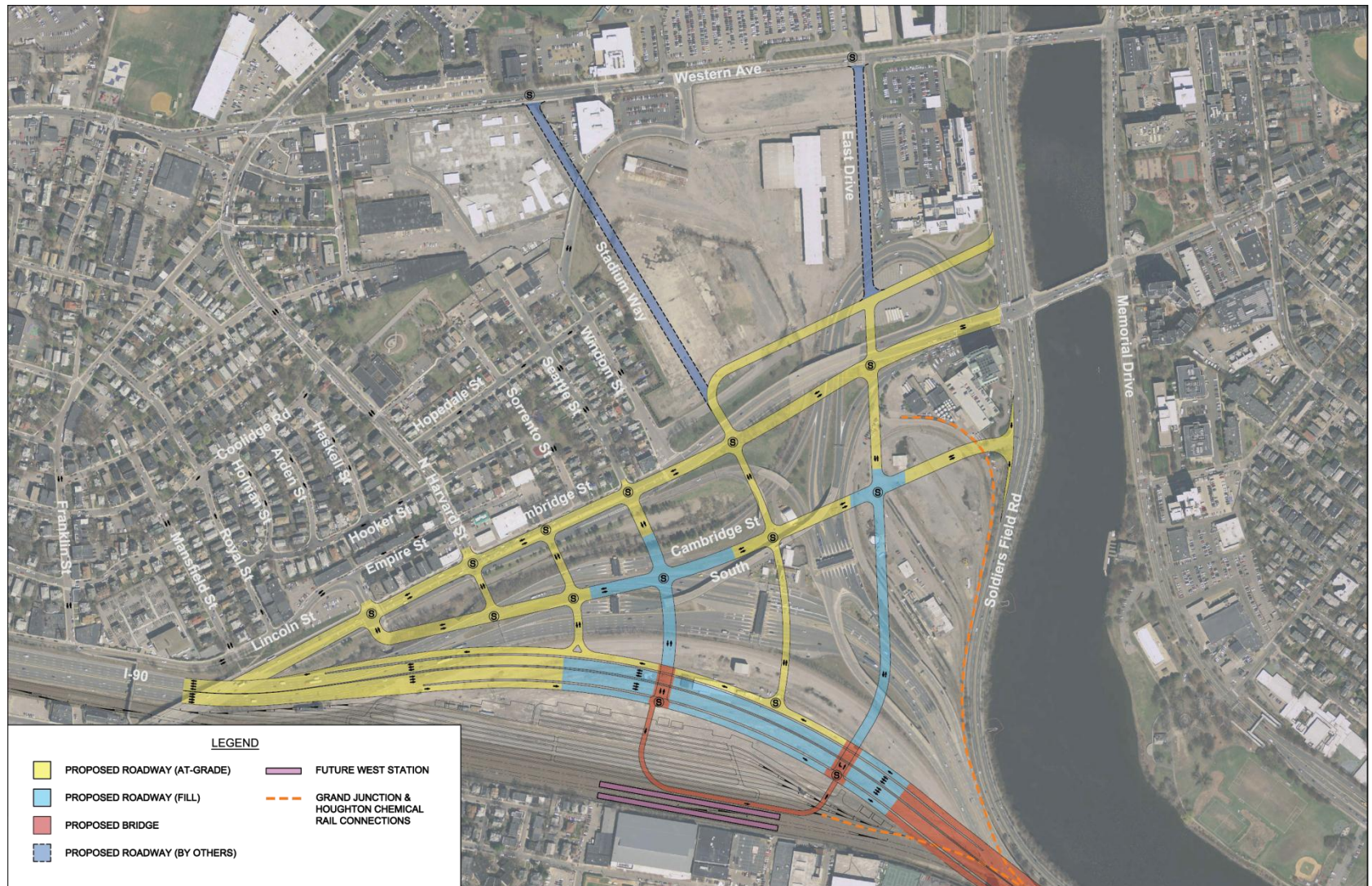
Parallel Road One-Way Pair Cross-Section



- Operations = LOS D or Better in PM, LOS E at WB Ramps in AM
- Some Queuing on Cambridge St South EB.

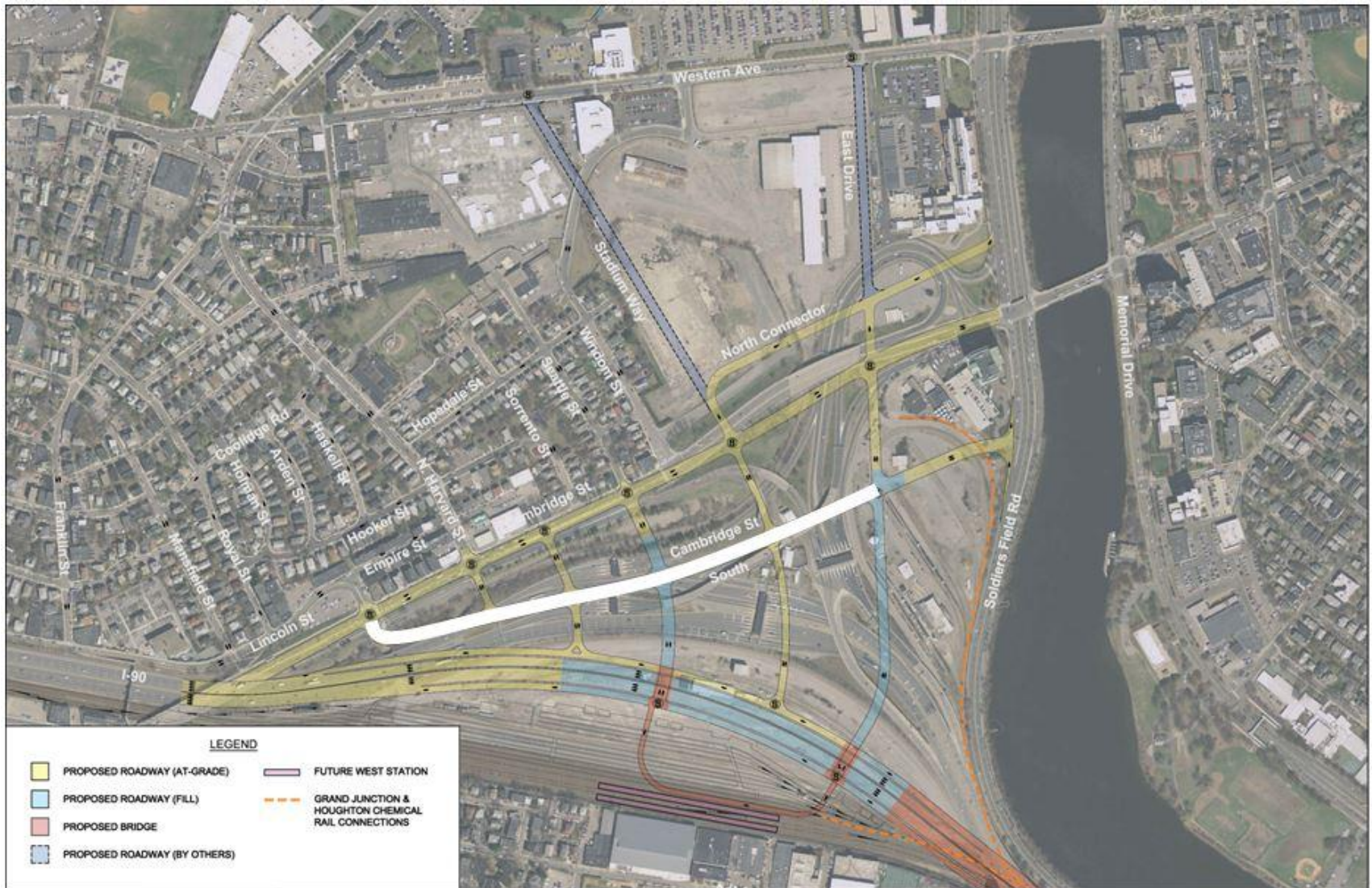


Concept 3J-3



Concept 3J-3: Key Design Features 1

Two-Way Parallel Road South of Cambridge St



Concept 3J-3: Key Design Features 2

Right Turns onto I-90 Shifted Away From Cambridge St



Concept 3J-3: Key Design Features 3

Right Turns onto I-90 Shifted Away From Cambridge St

- Elimination of Right Turn Lanes
- Minimizes Right Turn Conflicts with Bikes on Cambridge St



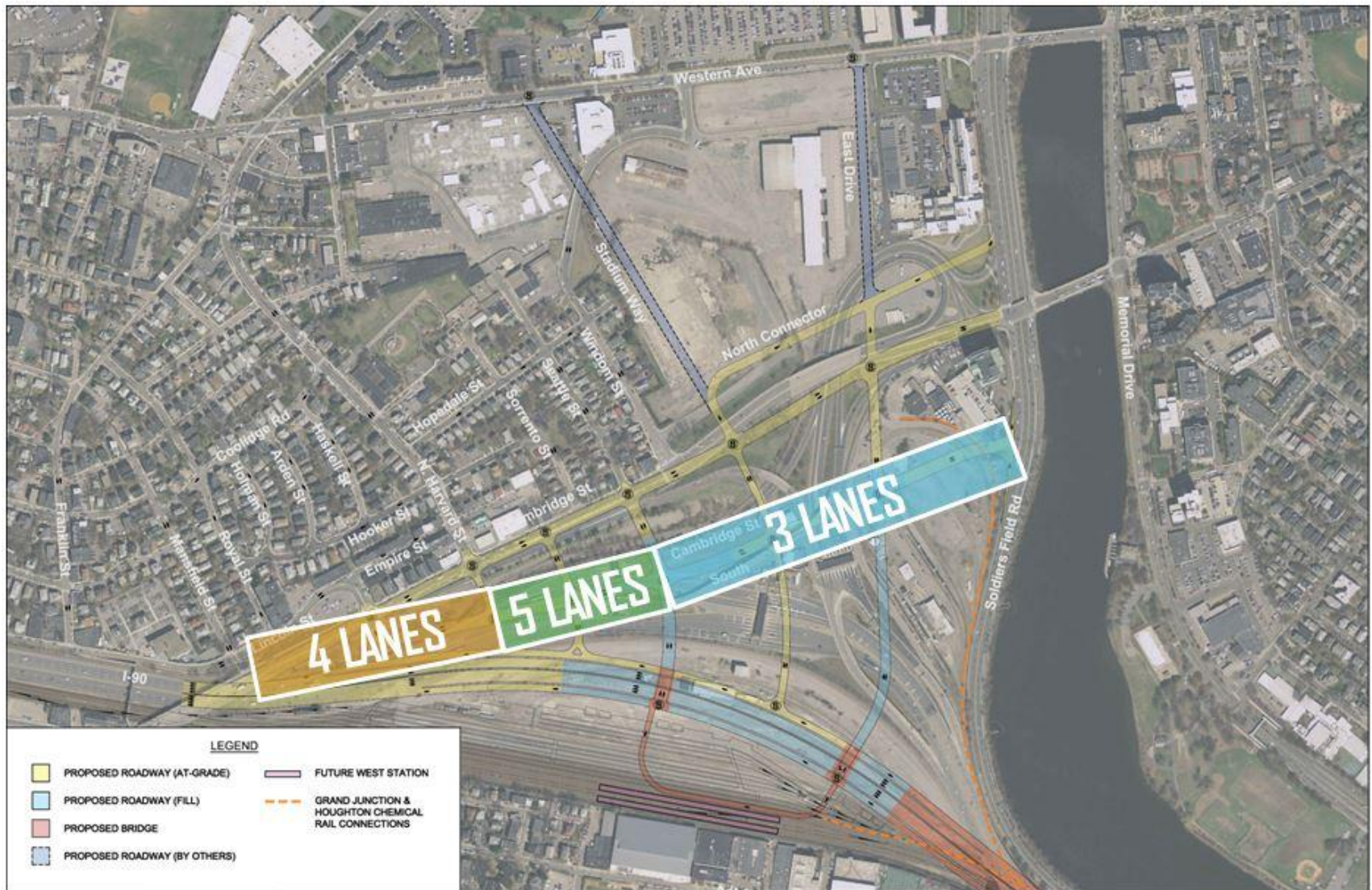
Concept 3J-3: Key Design Features 4

Cambridge Street Cross-Section



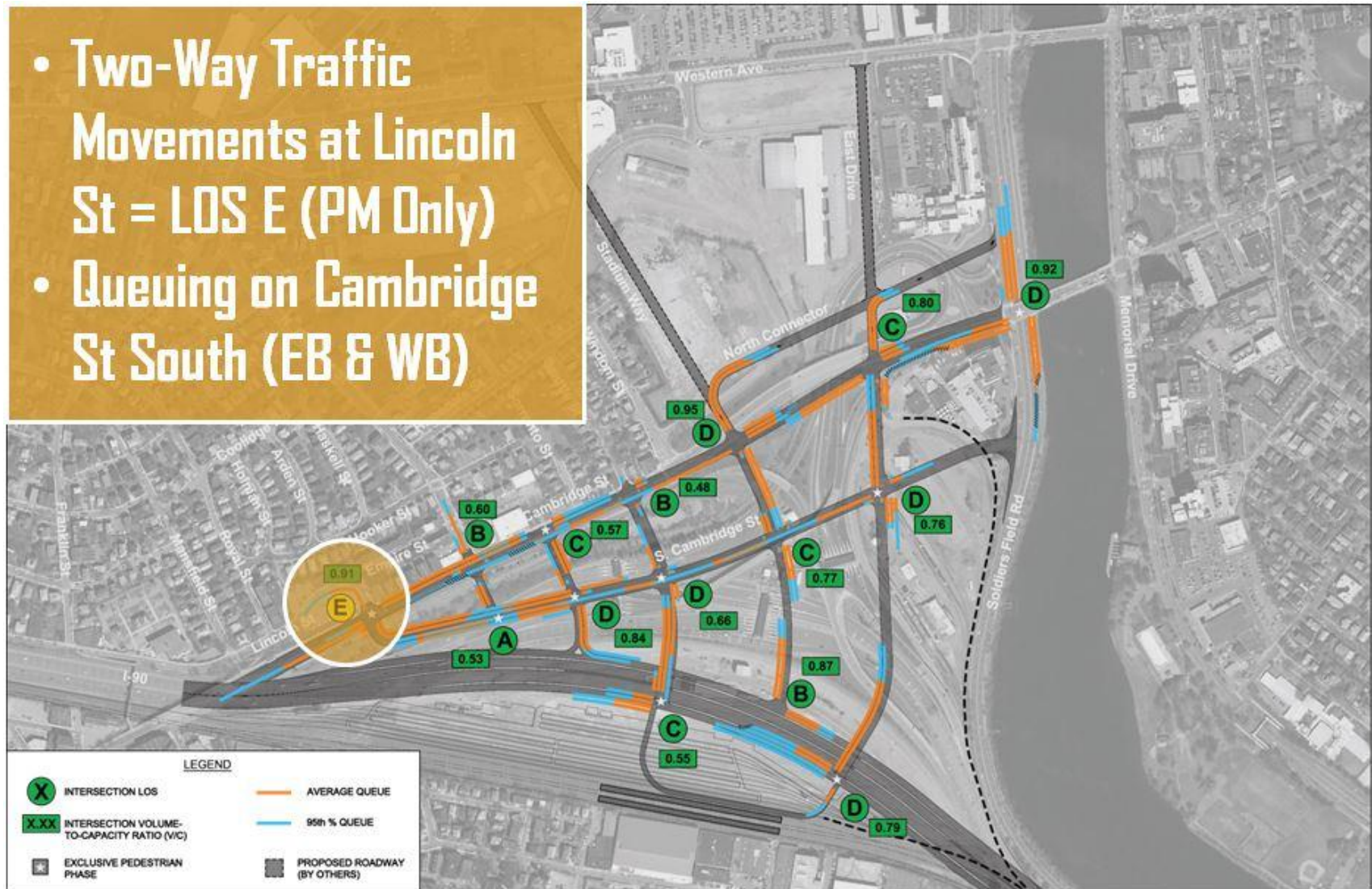
Concept 3J-2: Key Design Features 5

Parallel Road Cross-Section

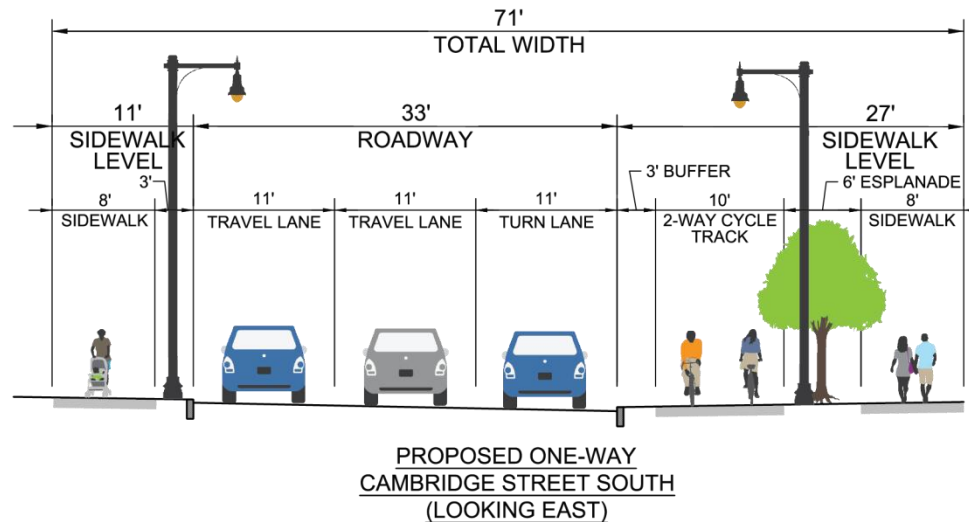
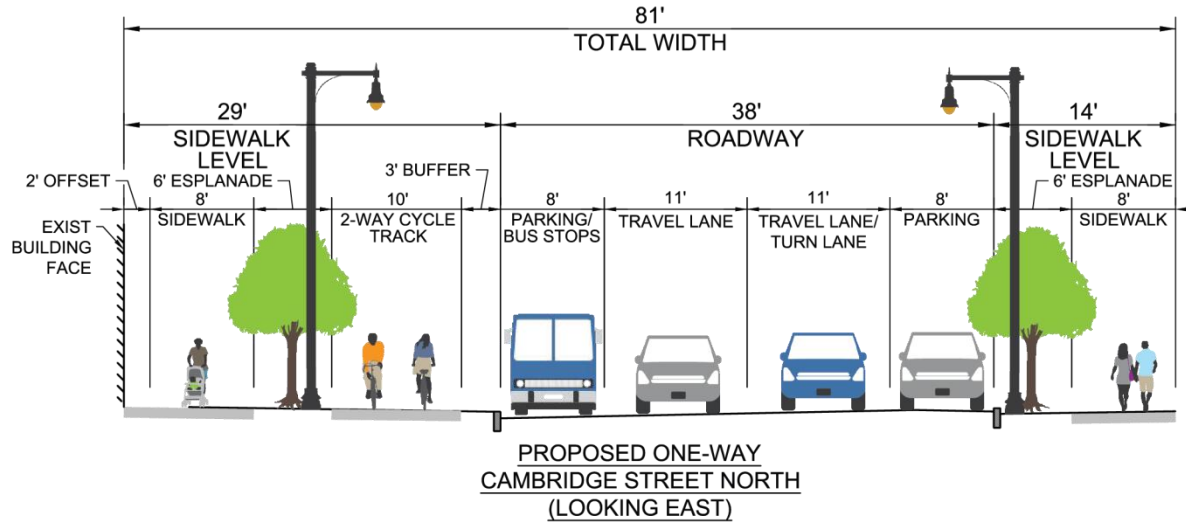


Concept 3J-3: Traffic Operations

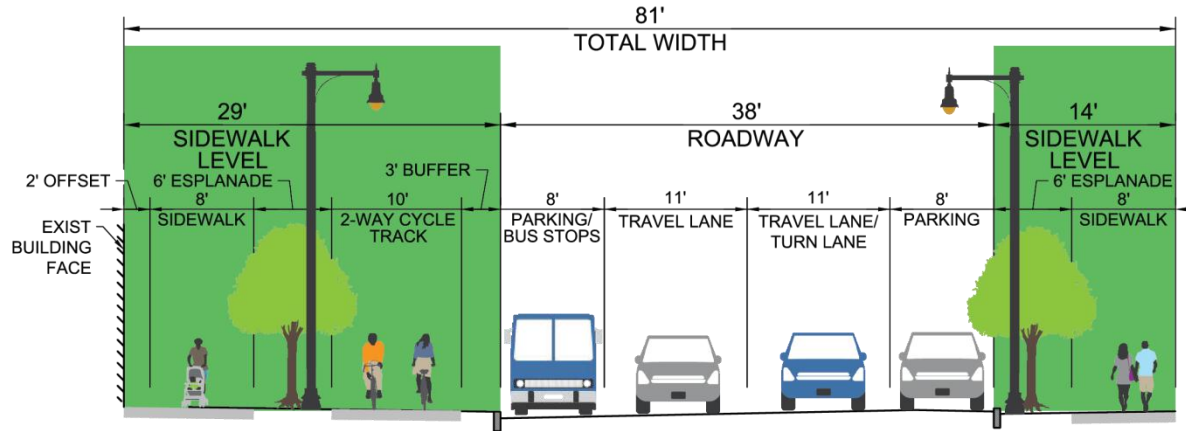
- Two-Way Traffic Movements at Lincoln St = LOS E (PM Only)
- Queuing on Cambridge St South (EB & WB)



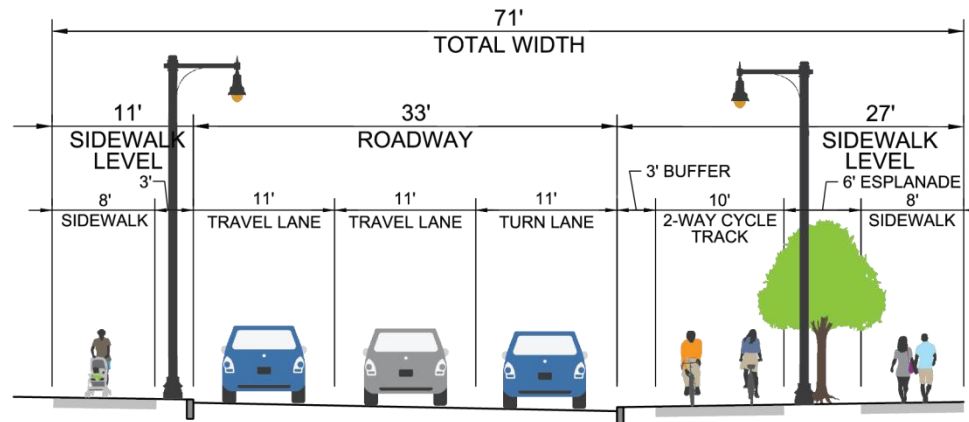
Concept 3J-2: Typical Sections 1



Concept 3J-2: Typical Sections 2

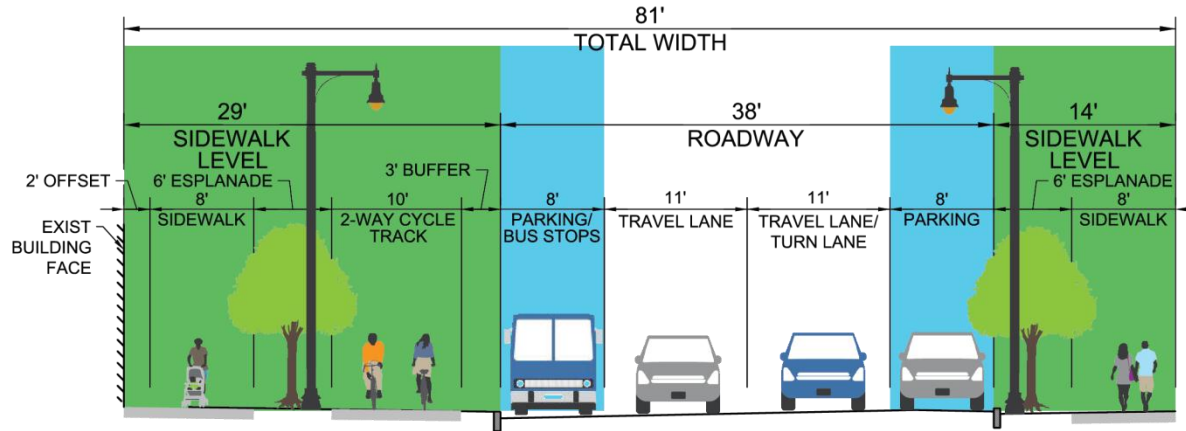


PROPOSED ONE-WAY
CAMBRIDGE STREET NORTH
(LOOKING EAST)

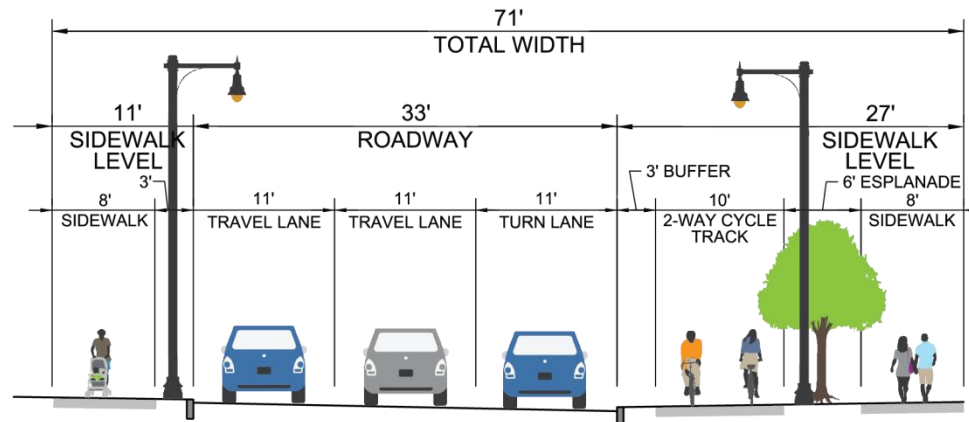


PROPOSED ONE-WAY
CAMBRIDGE STREET SOUTH
(LOOKING EAST)

Concept 3J-2: Typical Sections 3

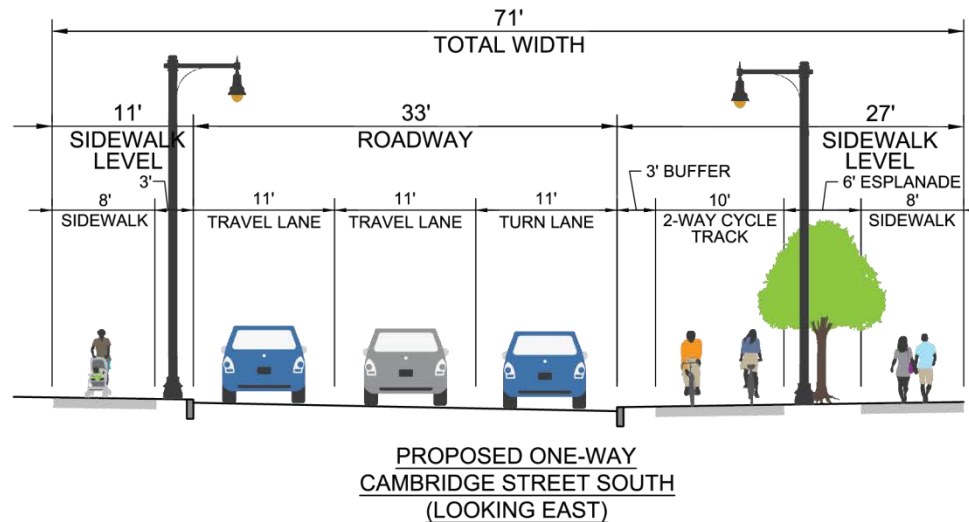
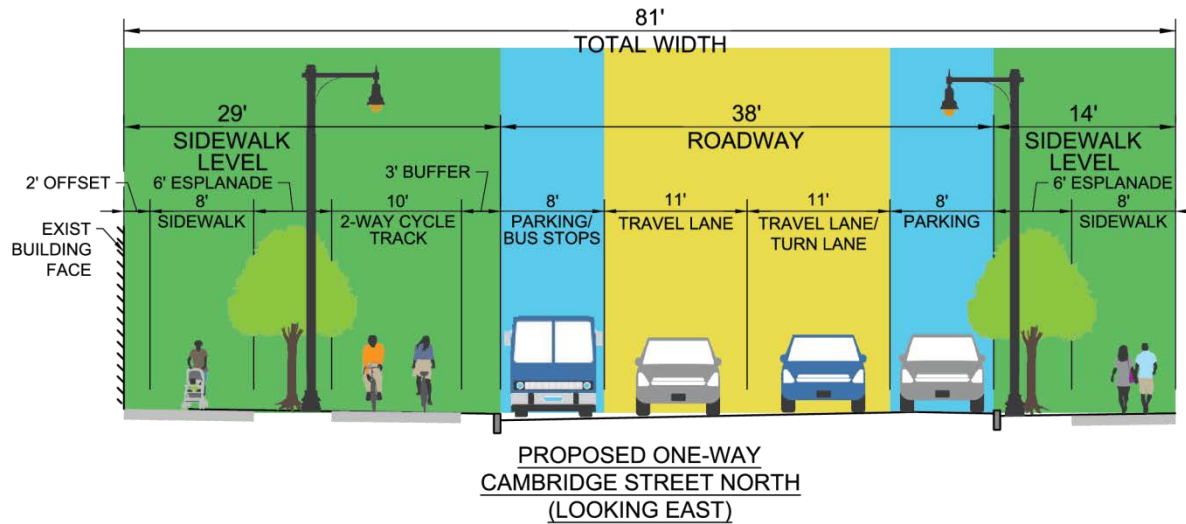


PROPOSED ONE-WAY
CAMBRIDGE STREET NORTH
(LOOKING EAST)

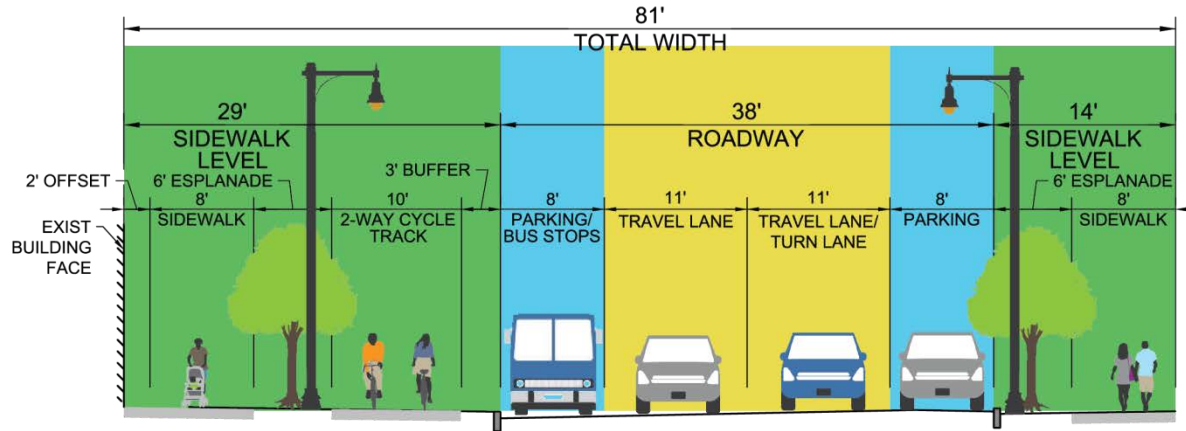


PROPOSED ONE-WAY
CAMBRIDGE STREET SOUTH
(LOOKING EAST)

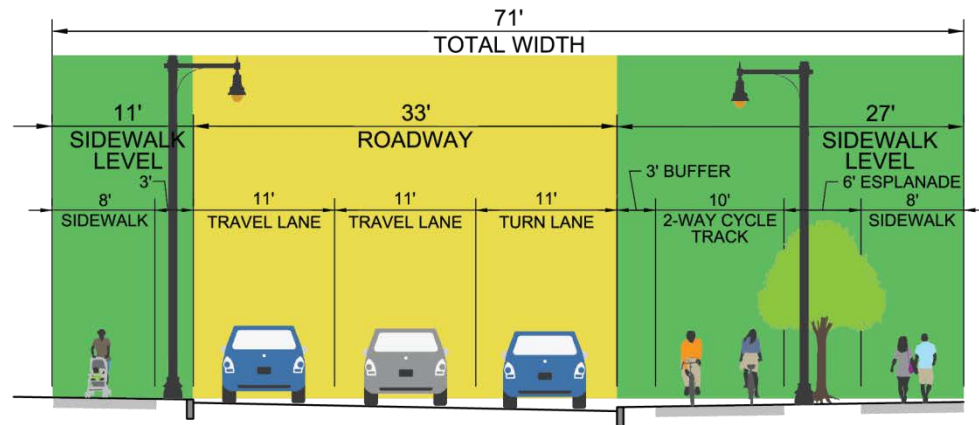
Concept 3J-2: Typical Sections 4



Concept 3J-2: Typical Sections 5

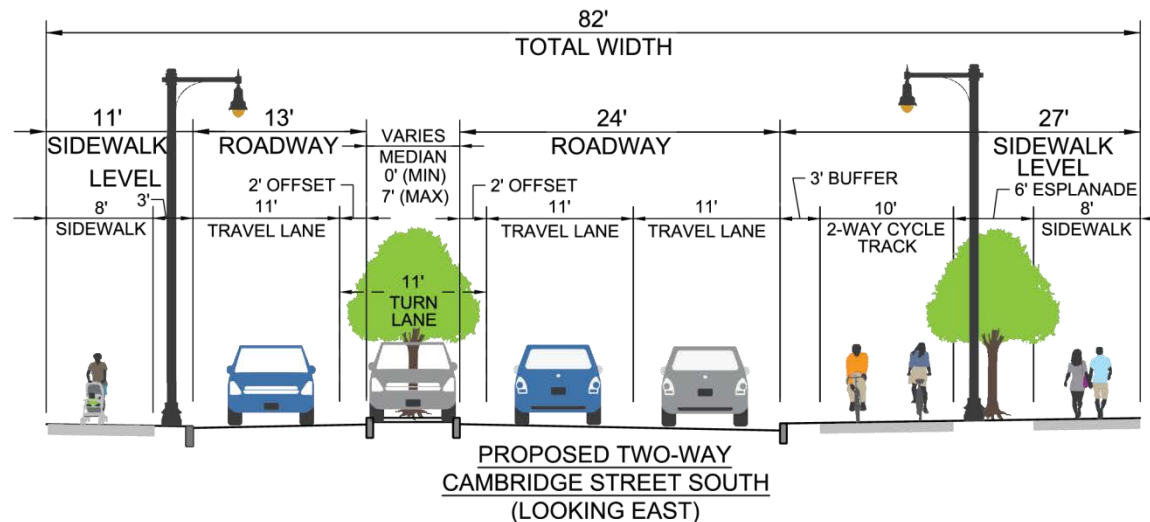
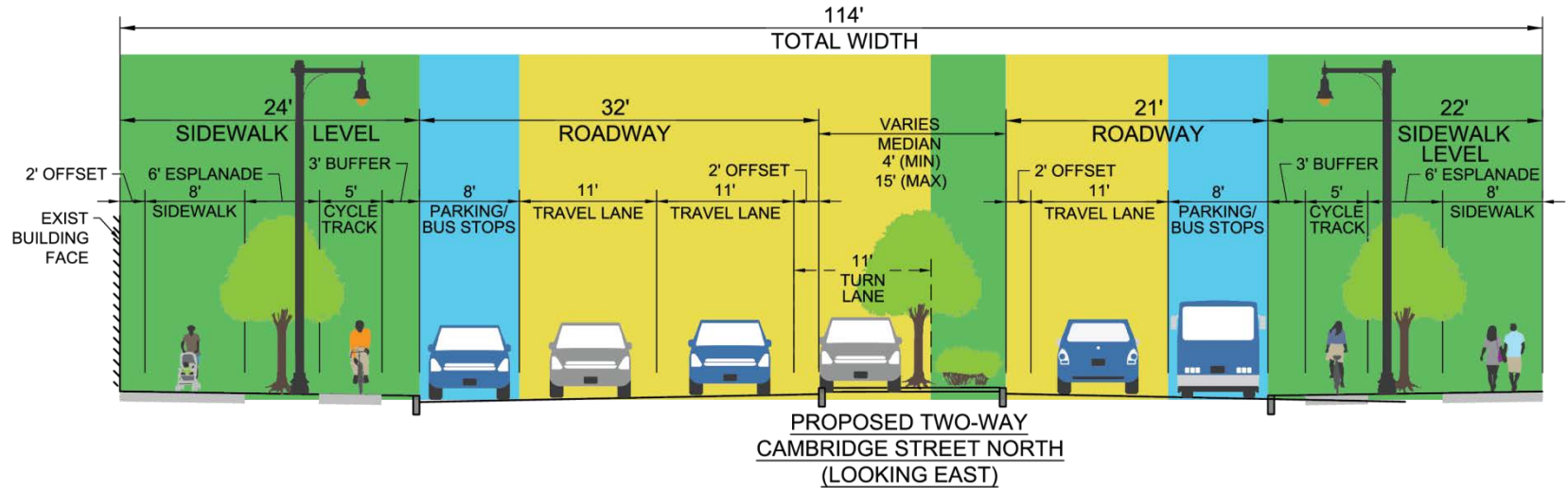


PROPOSED ONE-WAY
CAMBRIDGE STREET NORTH
(LOOKING EAST)

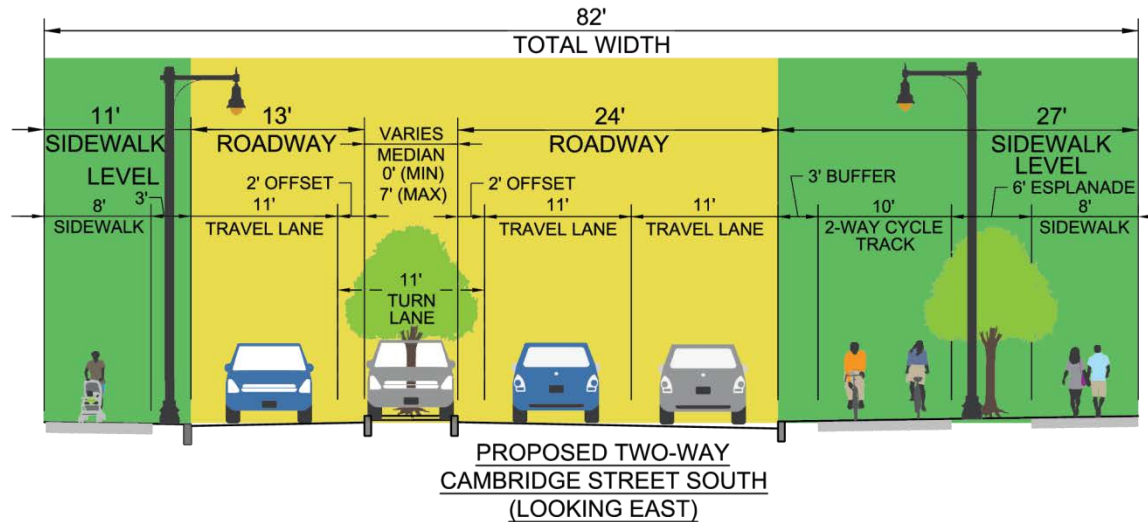
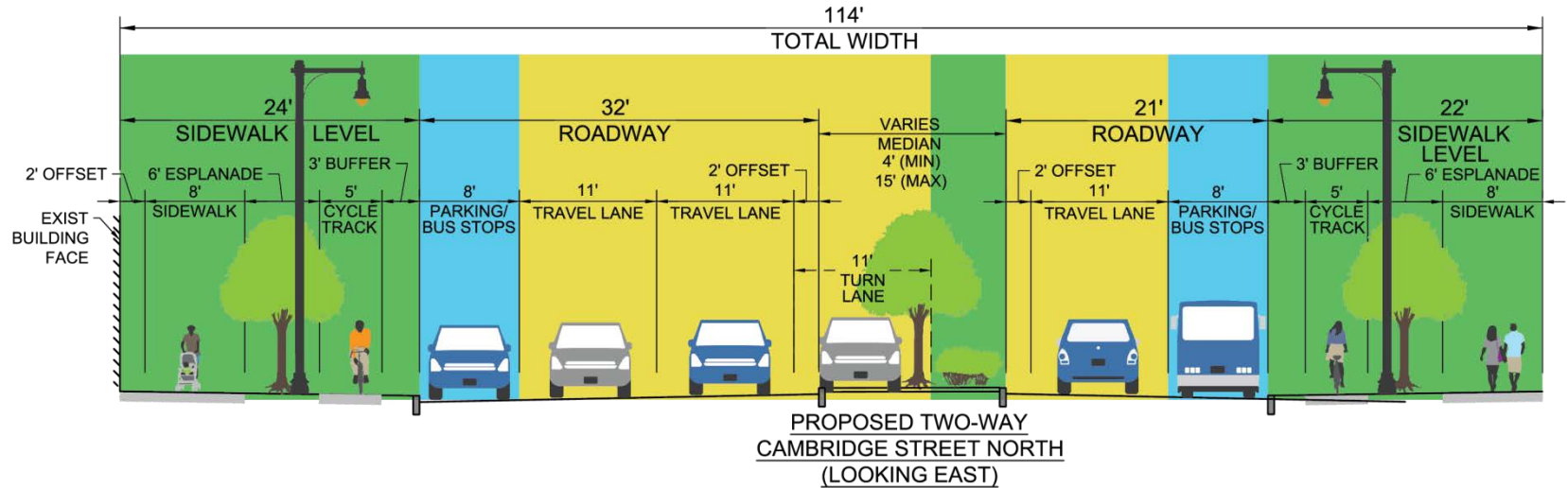


PROPOSED ONE-WAY
CAMBRIDGE STREET SOUTH
(LOOKING EAST)


































Concept 3J-3: Typical Sections 1



Concept 3J-3: Typical Sections 2



Traffic Summary Matrix

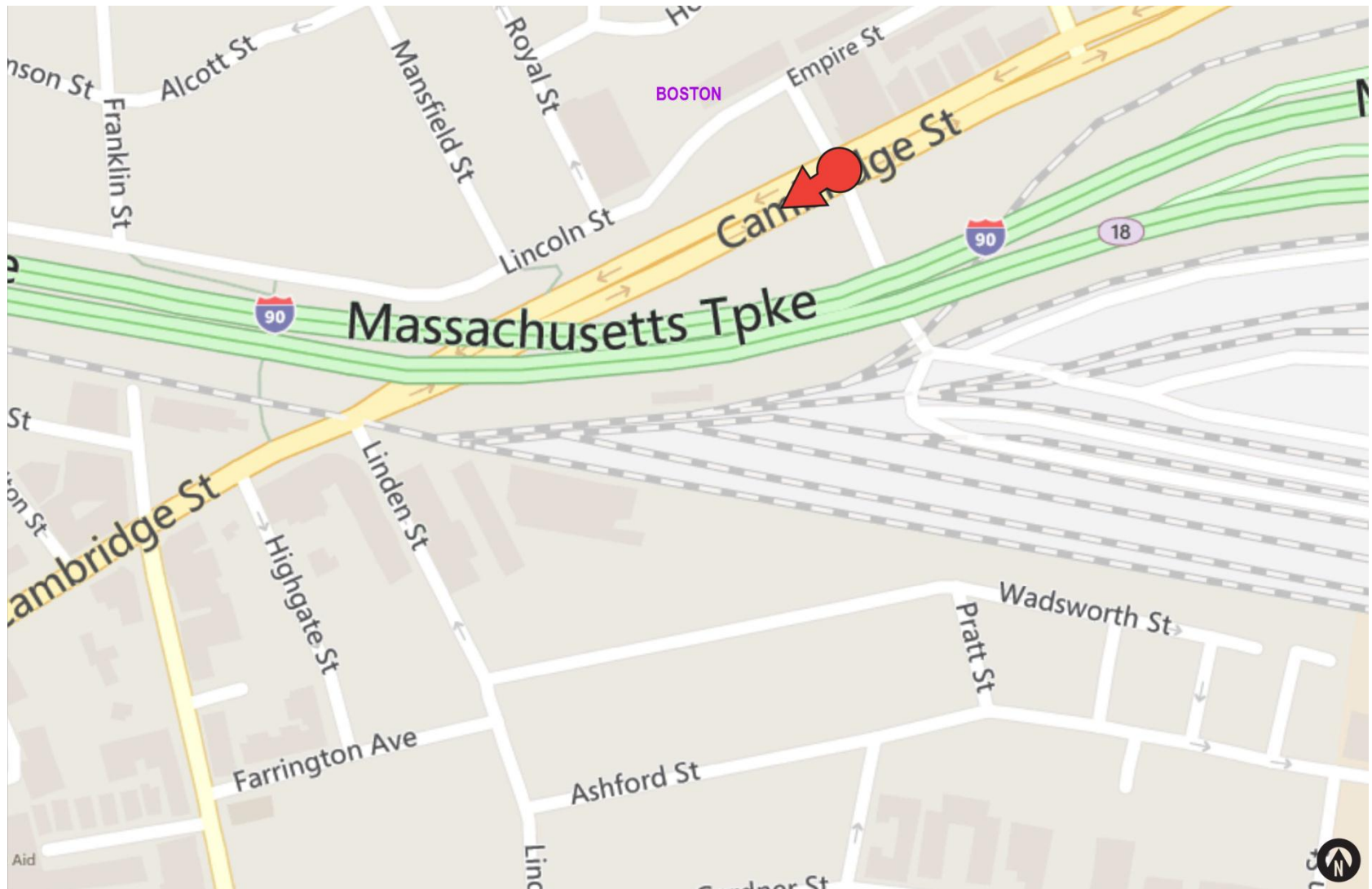
	OPTION 3J-1	OPTION 3J-2	OPTION 3J-3
Ramp Operations (intersections)			
Ramp Operations (impacts on mainline I-90)			
Operations at Cambridge/S. F. Rd			
Operations at Cambridge/North Harvard			
Operations at Cambridge/Stadium			
Cut-Through Traffic on North Harvard			
Queues into residential areas			
Need for Exclusive Pedestrian Phases			
Connectivity to West Station			
Cambridge Street Cross Section (width)			
Impact on Pedestrian and Bicycle Environment			

Positive 

Neutral 

Negative 

City Street Profile View: Cambridge St 1



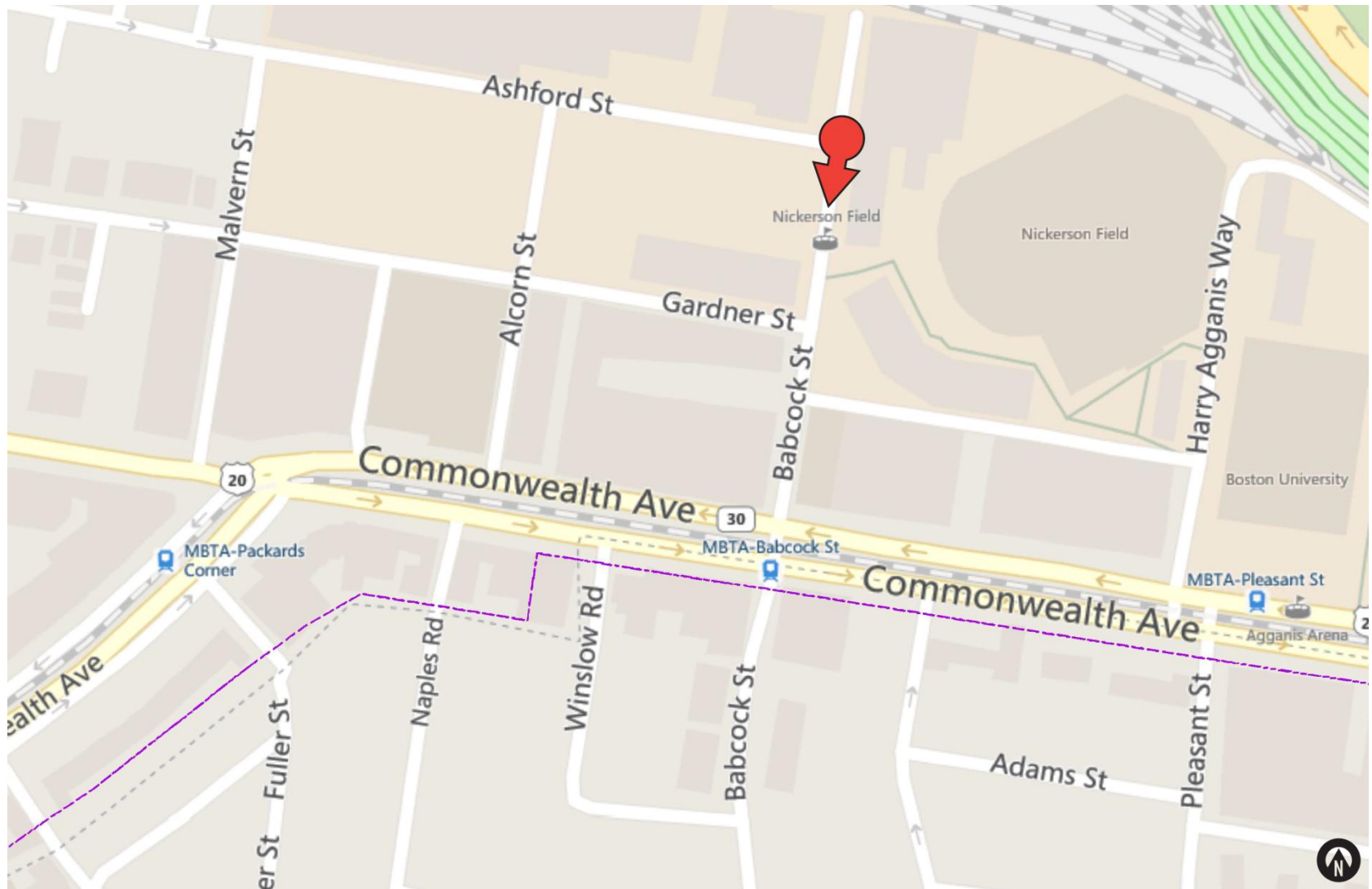
City Street Profile View: Cambridge St 2



City Street Profile View: Cambridge St 3



City Street Profile View: Babcock St 1



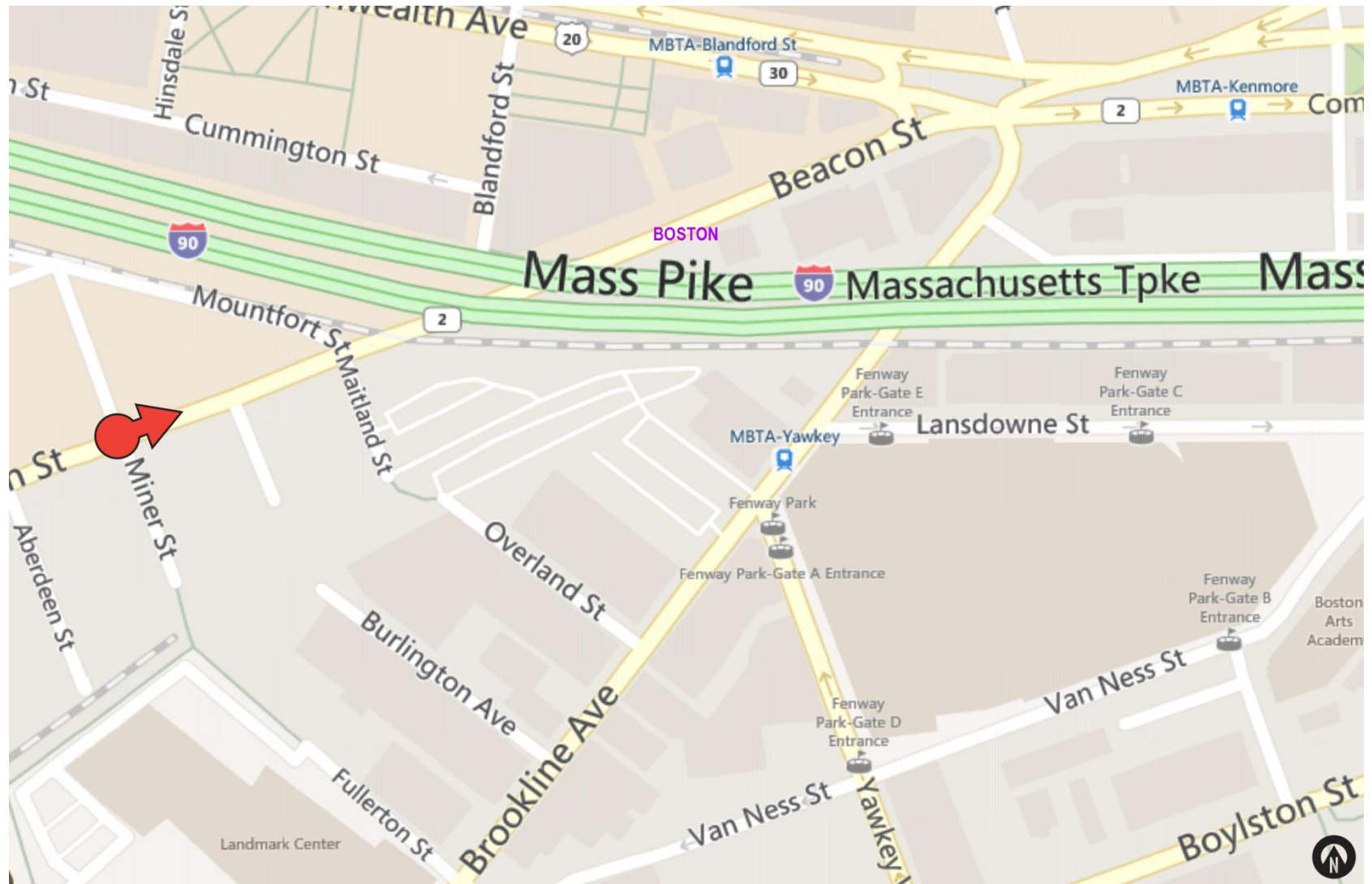
City Street Profile View: Babcock St 2



City Street Profile View: Babcock St 3



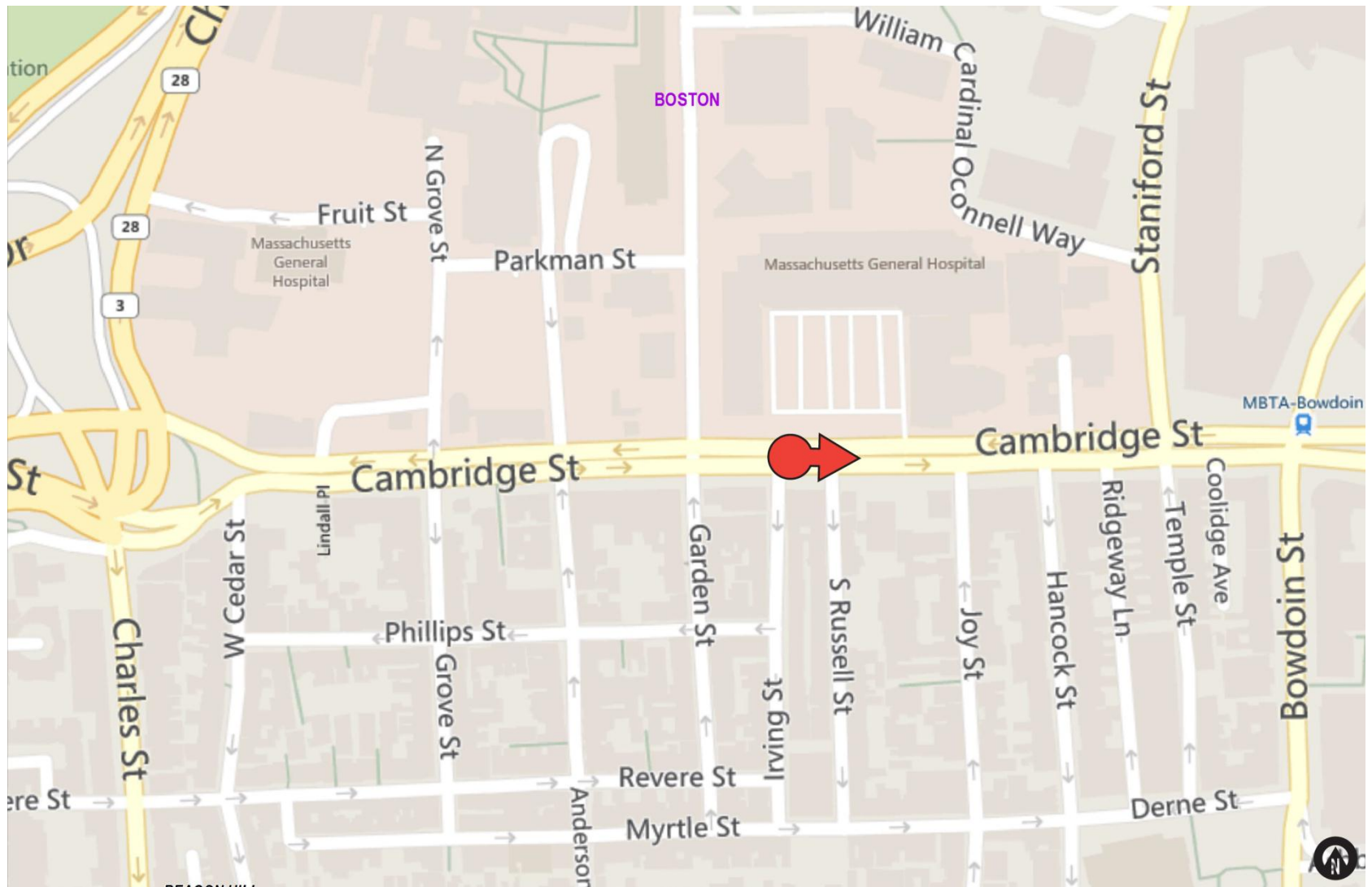
City Street Profile View: Beacon St 1



City Street Profile View: Beacon St 2



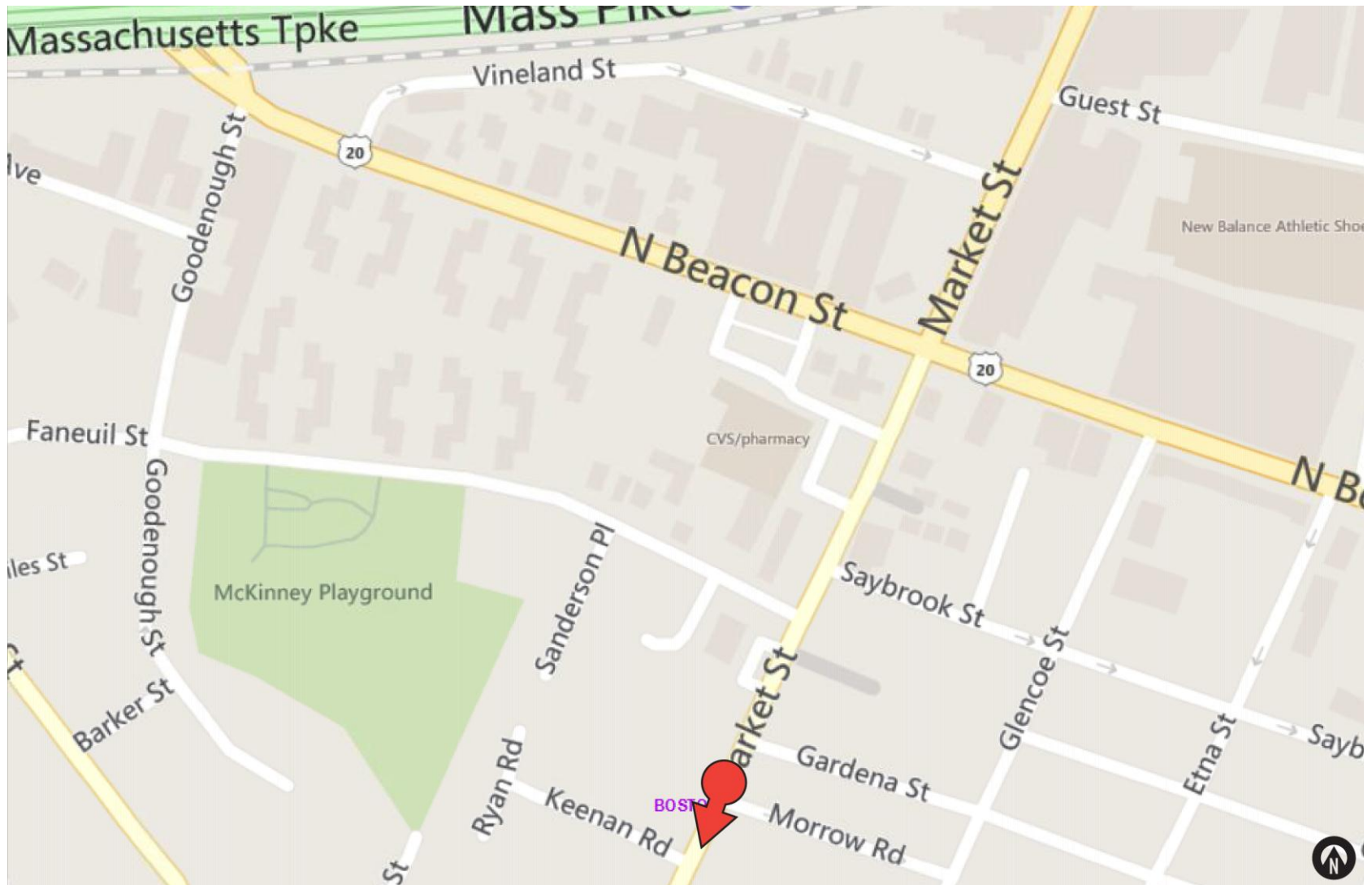
City Street Profile View: Cambridge St Downtown 1



City Street Profile View: Cambridge St Downtown 2



City Street Profile View: Market St 1



City Street Profile View: Market St 2



Design Profiles Overview

- **Cambridge Street**
- **Seattle Street Connector**
- **East Drive Connector**
- **I-90**

Elements That Will Be Further Detailed As Project Advances into Design Phase

- **Shared use path location, width, features, etc.**
- **Replacement of pedestrian bridge over I-90**
- **Sidewalk and cycle treatment along Cambridge St & other facilities**
- **Travel lanes/intersection layout for Cambridge Street**
- **Other roadways; Stadium, East, parallel road north and south**
- **Location of pedestrian bridge over SFR**
- **Extent of relocation of SFR**
- **Allocation of open space within area of relocated SFR**

Elements That Will Be Further Detailed As Project Advances into Design Phase (cont.)

- **West Station including connections to the north and south**
- **Rail yard configuration and operations**
- **Viaduct configuration**
- **Approach streets to West Station**
- **Incorporate CTPS regional traffic study**
- **Noise and air quality analysis**
- **Feasibility of two track line over Grand Junction**
- **Stormwater treatment**
- **Construction staging concepts**

Discussion

Next Meeting:

October 15, 2014 – Fiorentino Community Center