1-90 ALLSTON INTERCHANGE
A MULTIMODAL TRANSPORTATION PROJECT
TASK FORCE MEETING #1
MAY 7, 2014- FIORENTINO COMMUNITY CENTER, ALLSTON
Introduction

Michael O’Dowd, MassDOT, Project Manager

• Purpose of the Meeting
• Early Stakeholder Coordination
  – Cambridge Street Improvements
  – Safer Intersections and Pedestrian Crossings
  – Continuity of Bicycle and Pedestrian Access
  – Support for MBTA Service Improvements and Support Facilities
• Public Outreach
• Task Force Formation/Process Facilitators
Meeting Overview

Ed Ionata, Tetra Tech, Task Force Facilitator

- Public Involvement/Project Team
- Project Area
- Reasons for the Project
- Potential Transportation Improvements
- Project Development Process/Schedule
- Early Conceptual Development
Project Team

massDOT
Massachusetts Department of Transportation
Highway Division

WSP

Public Archaeology Laboratory
A History of Preservation and Progress Since 1962

PAL

massDOT
Massachusetts Department of Transportation
Highway Division

T
Massachusetts Bay
Transportation Authority

FM Associates
Economic Planning and Research

TETRA TECH

GEI Consultants

Howard/Stein-Hudson Associates, Inc.
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tech environmental
FOCUSED KNOWLEDGE. REAL SOLUTIONS.
Ongoing Public Involvement

- Coordination with Abutting Municipalities & Affected Stakeholders and Landowners
- Routine Updates through Project Website
- Web & Social Media Updates
- Stakeholder Database Inquiries
- Taskforce Team
Task Force Team

- Neighborhood
- Transportation Stakeholders
- City of Boston
- Educational Institutions
- Medical Institutions
- Business Community
- Elected Officials
- Construction Industry
- Civic Organizations
- Major Landowners
Project Area Photos
Traffic Volume Context

66,000

142,000

3,000

147,000

66,000

Vehicles Per Day
Reasons for the Project

- Interchange Safety
Reasons for the Project

• Viaduct has Suffered from Neglect
• Deficiencies in the Viaduct Structure
Reasons for the Project

- All Electronic Tolling (AET)
Reasons for the Project

- Enhance MBTA Rail Service
  - Expansion of Multiple Track Rail Service
  - Improve Local Connections to the System
  - Accommodate West Station & MBTA Support Facilities
  - Support Boston/Cambridge Rail Connection Opportunities via Grand Junction
Reasons for the Project
• Pedestrian/Bicycle Conditions
Reasons for the Project

- Summary

Traffic/Safety Concerns

Toll Plazas Not Needed

Aging Viaduct Structure

Rail Operations/Needs
Potential Transportation Improvements

- Accommodate Multimodal Transportation

Reconfigure Local Connections

Redesign Cambridge Street

Rail/Bus/Pedestrian Connections

Replace I-90 Viaduct

I-90 Realignment
Potential Transportation Improvements

- Pedestrian/Bicycle Desire Lines
Project Development Process

- Data Collection and Analyses of Existing Conditions
- Development of Conceptual Alternatives
- Evaluation of Alternatives: Functional, Environmental (Social & Natural Environments)
- Refinement of Preferred Actions
- Environmental Documentation
- Preliminary Design
- Design-Build Procurement and Implementation
- Public involvement will continue throughout the project development process.
## Preliminary Project Timeline

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Early Conceptual Development

Chris Calnan, Tetra Tech, Project Manager

- Early Development Concepts
- Three Interchange Concept Groups
  - **Group 1: Suburban Type**
    One Intersection On / One Intersection Off
  - **Group 2: Suburban Type**
    Both Intersections On & Off
  - **Group 3: Urban Type**
    Collector/Distributor Road System
Early Development Concepts

Concept Features:
A. Design Speed
   - Mainline: 70 mph
   - Ramps: 35 mph
B. Single point intersection for I-90 Entrance
C. Single point intersection for I-90 Exit
D. Reverse Black Bay U-turn
E. Trucks within existing easement
F. Potential future City of Boston yard location
G. Interchange geometry is compact and mostly diagonal

Concept Challenges:
A. Curvahility issues
B. Potential future City of Boston yard location
C. Lincoln Street impacted by relocated on-ramp
D. Bridge viaducts required at 2 locations
E. Unified signal with main line
F. Longer Cambridge Street bridge span required over ramp. Requires reconstruction of Cambridge/LaSalle street intersection

PUBLIC INFORMATION MEETING – 4/10/14 – JACKSON MANN COMMUNITY CENTER
Group 1

- Suburban Type Interchange - One Intersection On / One Intersection Off

Track consists/west station platform/bus & pedestrian connection
Group 2

- Suburban Type Interchange - Both Intersections On & Off
Group 3

- Urban Type Interchange - Collector/Distributor Road System
Question & Comments

Patricia Leavenworth, PE, MassDOT, Chief Engineer
10 Park Plaza, Boston, MA 02116
Attn: Bridge Project Management - Project File No: 606475

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