



I-90 ALLSTON INTERCHANGE A MULTIMODAL TRANSPORTATION PROJECT

TASK FORCE MEETING #4

JUNE 25, 2014 – FIORENTINO COMMUNITY CENTER, ALLSTON

Task Force Administration

- Minutes
- Website Update

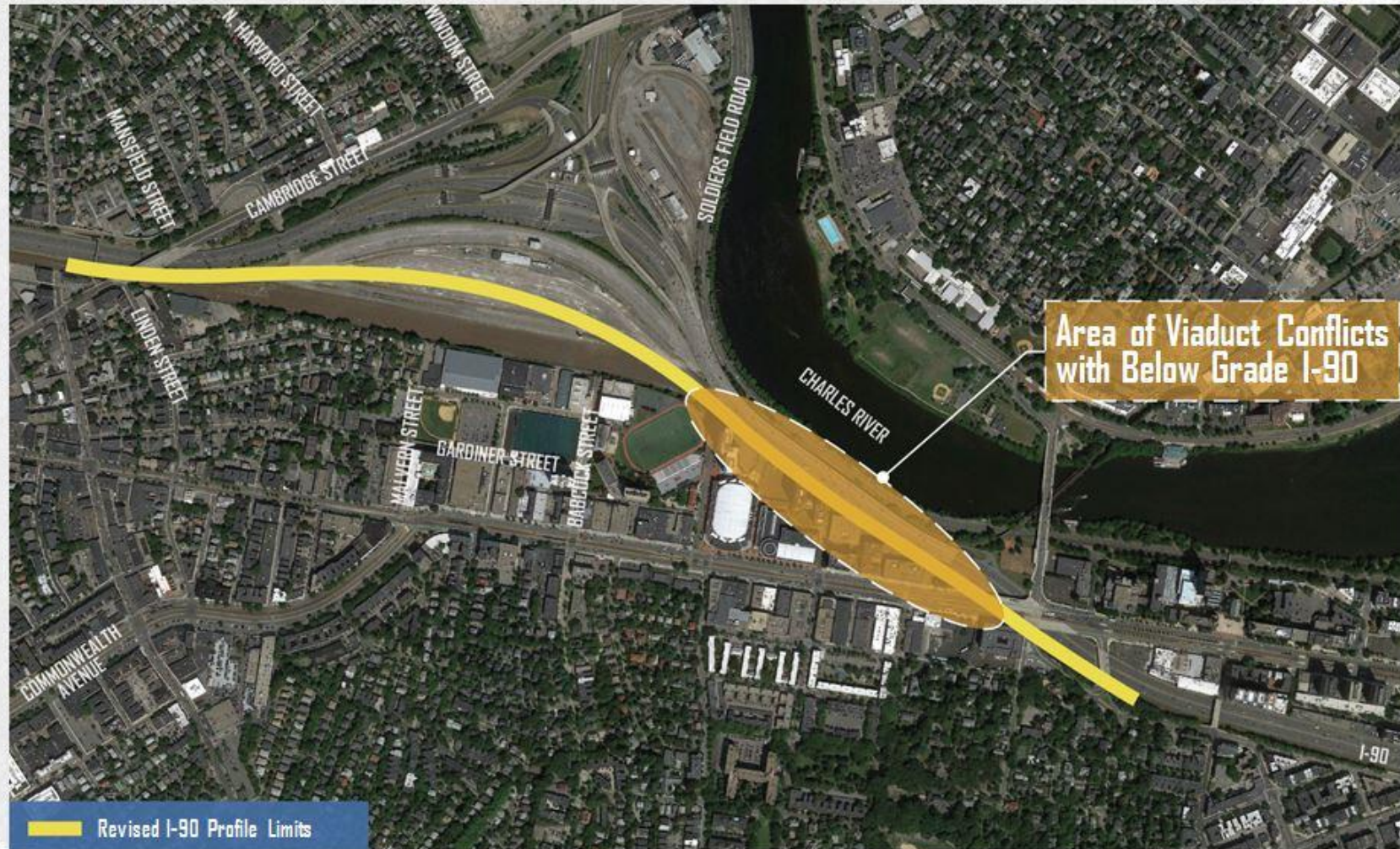




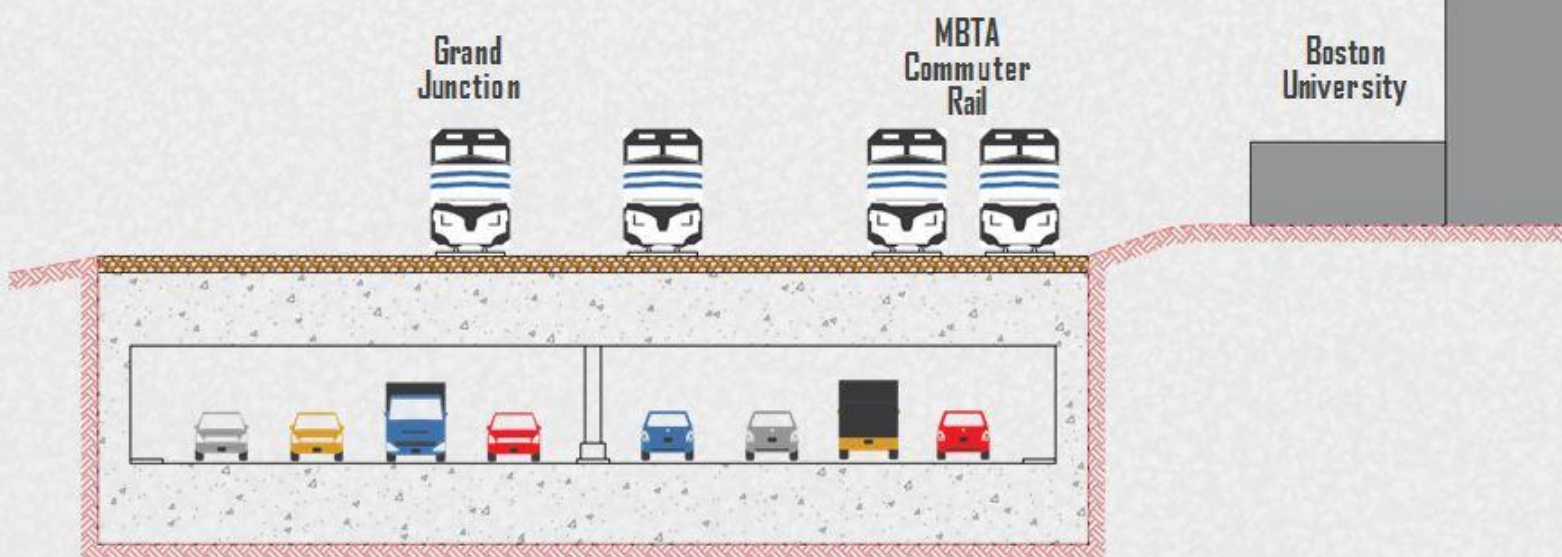
Other Conceptual Ideas

- Depressing I-90
- Elevating Rail
- Reduced Interstate Standards
- Relocating Soldiers Field Road
- Alternative Interchange Configurations

Depress I-90 with Trains At-Grade



Depress I-90 with Trains At-Grade Typical Section



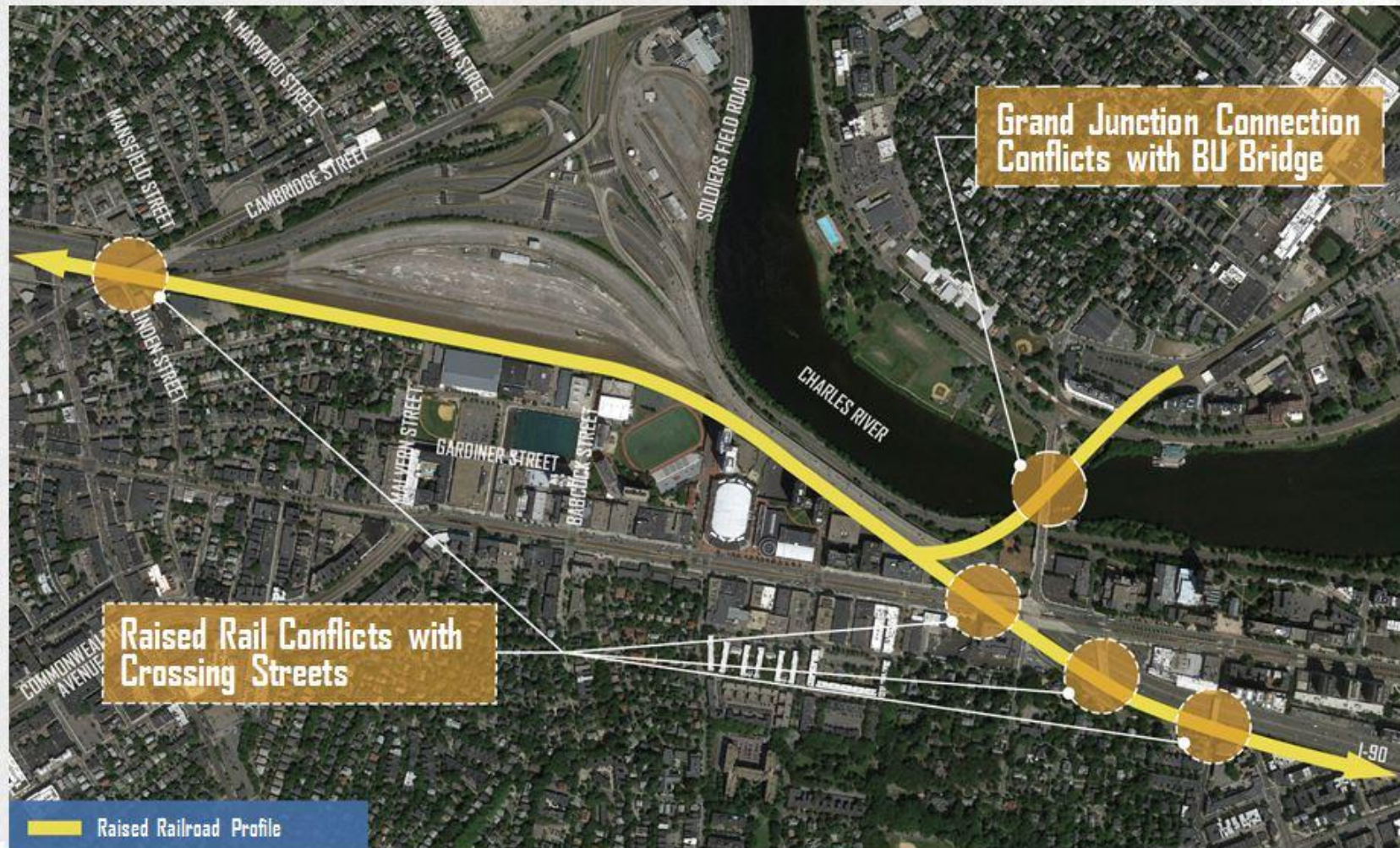
Cross Section at BU near Buick Street (Looking East)



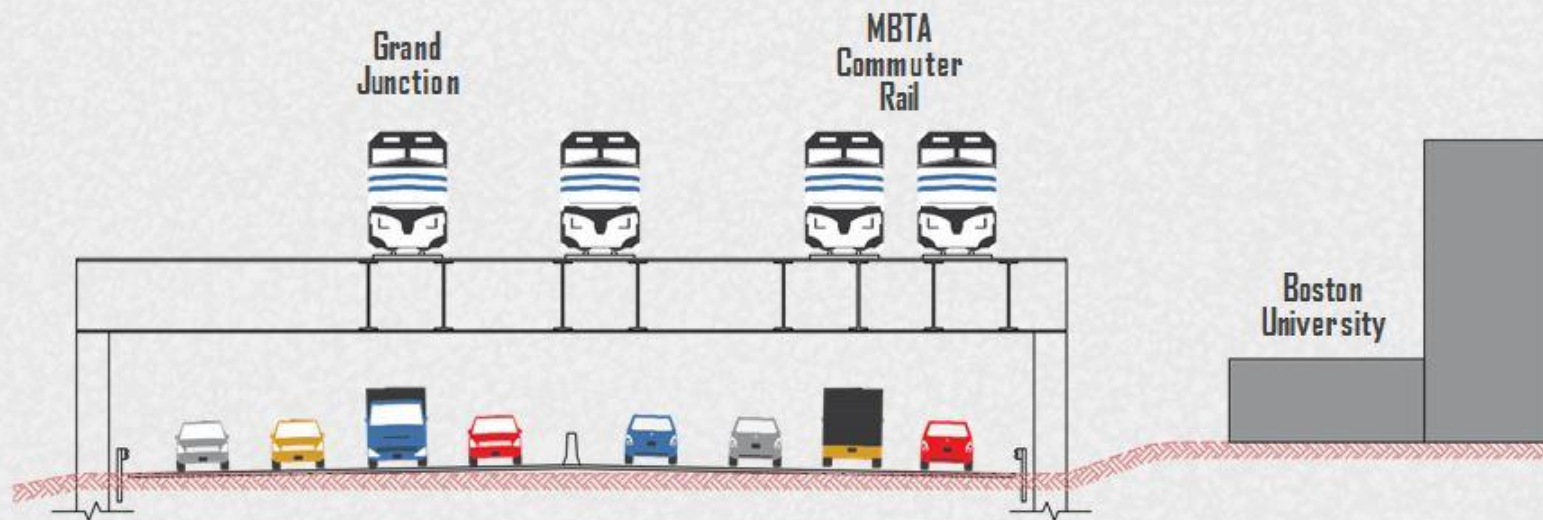
Depress I-90 with Trains At-Grade Reasons Why Not Pursued

- Cost Prohibitive
- Exceeds Project Scope
- Exceeds Project Schedule
- I-90 Traffic Severely Impacted During Construction
- Rail Operations Severely Impacted During Construction
 - MBTA Commuter Rail
 - Grand Junction Rail
 - Houghton Chemical Rail
- Triggers more Complicated Permitting (noise, ROW, environmental, etc.)

I-90 At-Grade with Trains Overhead



I-90 At-Grade with Trains Overhead Typical Section



Cross Section at BU near Buick Street (Looking East)

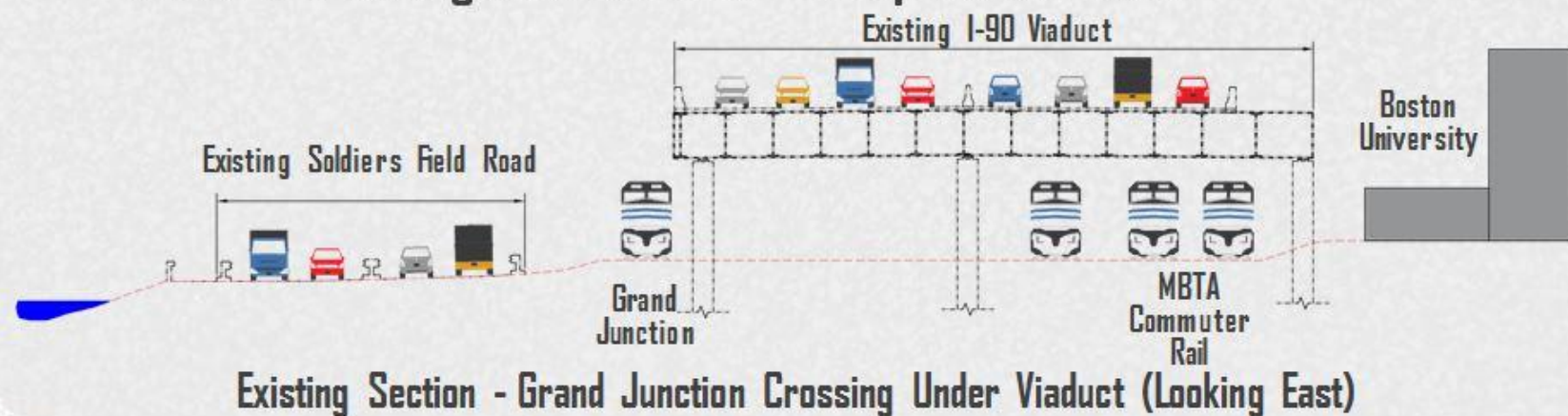


I-90 At-Grade with Trains Overhead Reasons Why Not Pursued

- Cost Prohibitive
- Exceeds Project Scope
- Exceeds Project Schedule
- Major Impact to Streets Crossing over I-90
- I-90 Traffic Severely Impacted During Construction
- Rail Operations Severely Impacted During Construction
 - MBTA Commuter Rail, Grand Junction Rail, Houghton Chemical Rail
- Rail Yard (At-Grade) Cannot be Connected to Any of the Elevated Tracks
- Triggers more Complicated Permitting (noise, ROW, environmental, etc.)

Relocate Soldiers Field Road

- Gains Valuable “Green Space” Adjacent to River
- Potential Mitigation for Widening Viaduct
- Grand Junction Alignment/Profile Constraints
- May Complicate SUP Connection to Bike Path
- Historic Impacts Section 106/Parkland Impacts Section 4(f)
- Further Investigation Needed – Keep on the Table



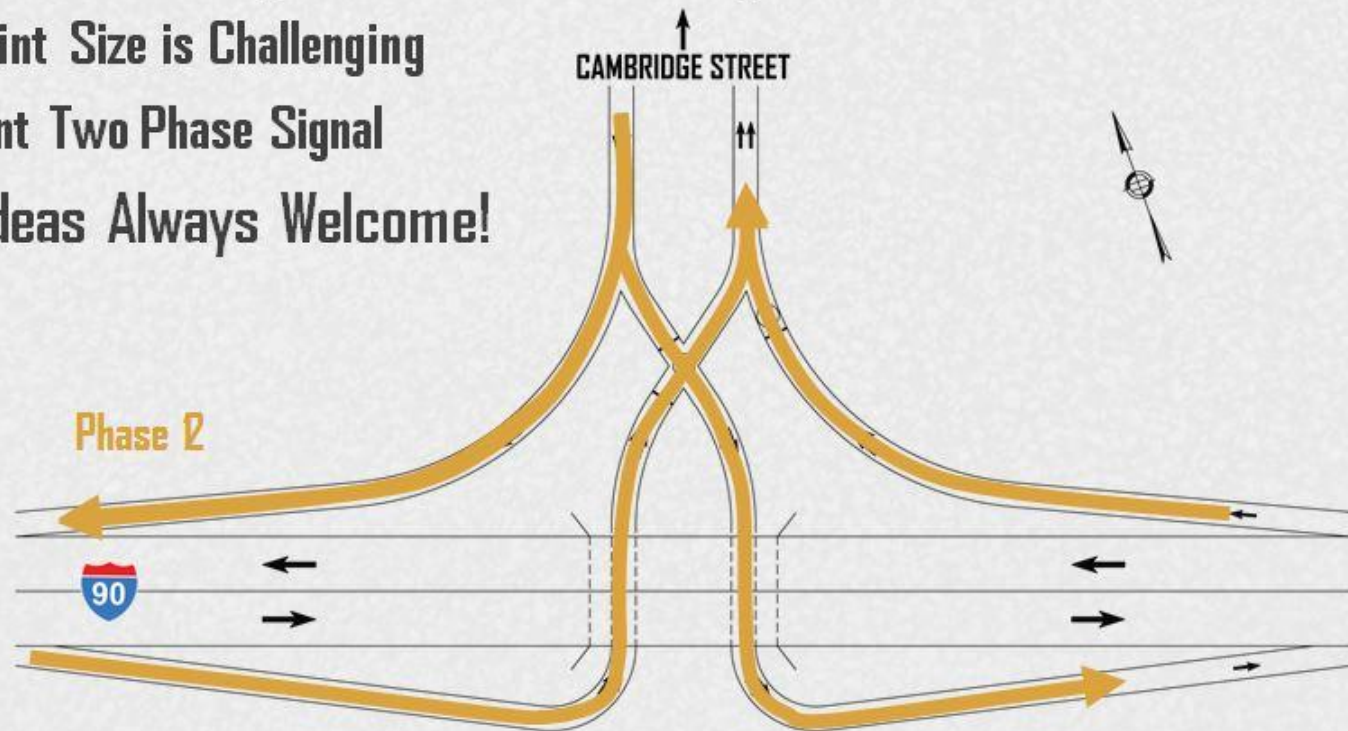


Change Interstate Standards to Justify Reduced I-90 (Viaduct) Width

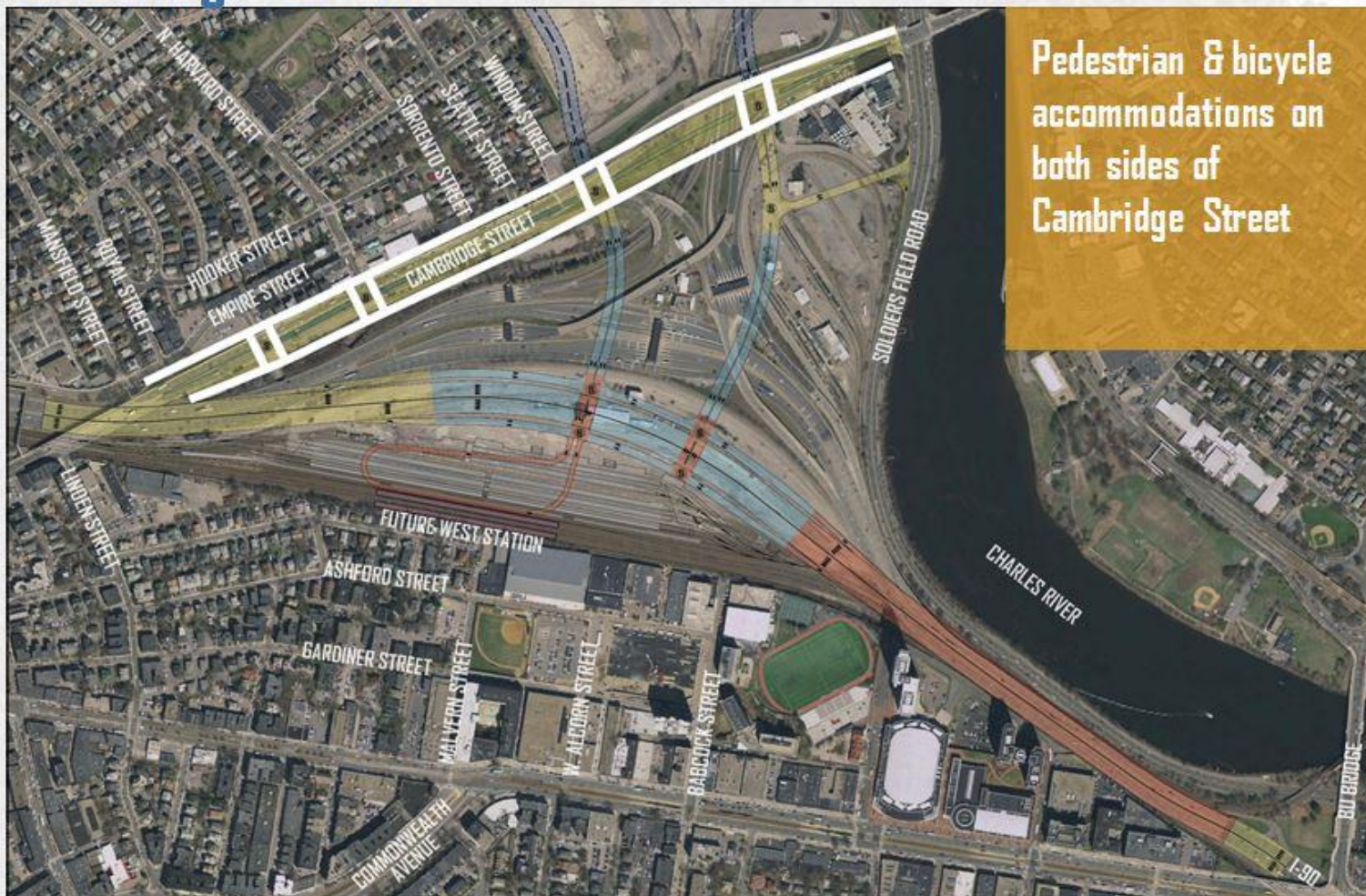
- Reduce Travel Lane Width from 12' to 11' or Less
- Reduce Shoulder Widths
- Reduce Number of Travel Lanes
- Reduce Speed
- Need Federal Highway Administration (FHWA) Approval

Alternative Interchange Configurations

- Diverging Diamond Interchange (DDI)
 - Driver Familiarity
 - Incorporates Driving on Left Side of Crossing Road
 - Footprint Size is Challenging
 - Efficient Two Phase Signal
- Others Ideas Always Welcome!

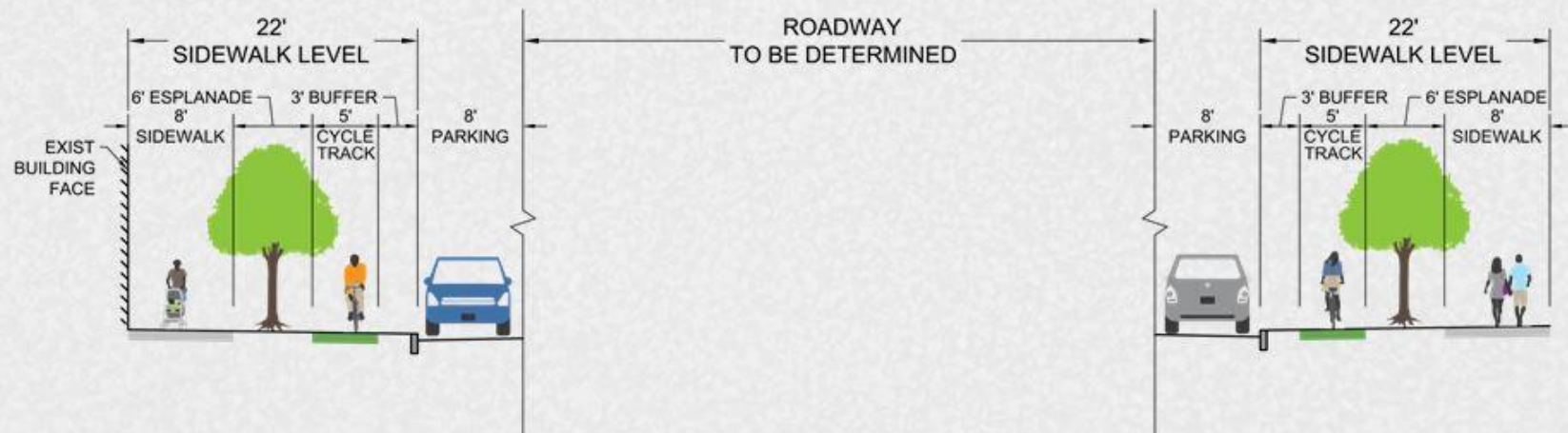


Pedestrian/Bicyclist Accommodations Cambridge Street



Pedestrian & bicycle
accommodations on
both sides of
Cambridge Street

Typical Cambridge Street Section



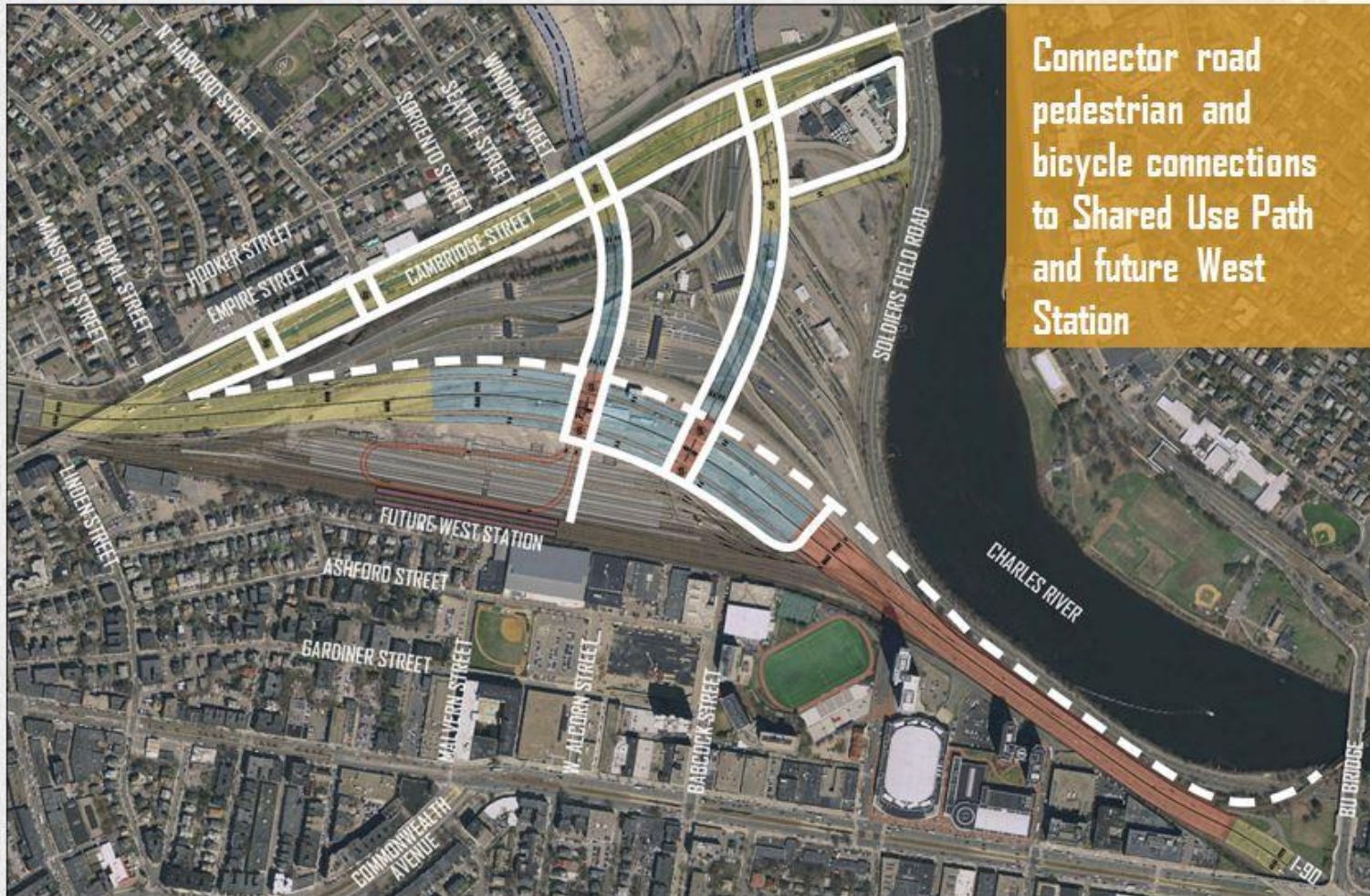
Proposed Concept Cambridge Street (Looking East)

Pedestrian/Bicyclist Accommodations Dr. Paul Dudley White Path



Shared Use Path
connection
Lincoln Street to
Dr. Paul Dudley
White Path

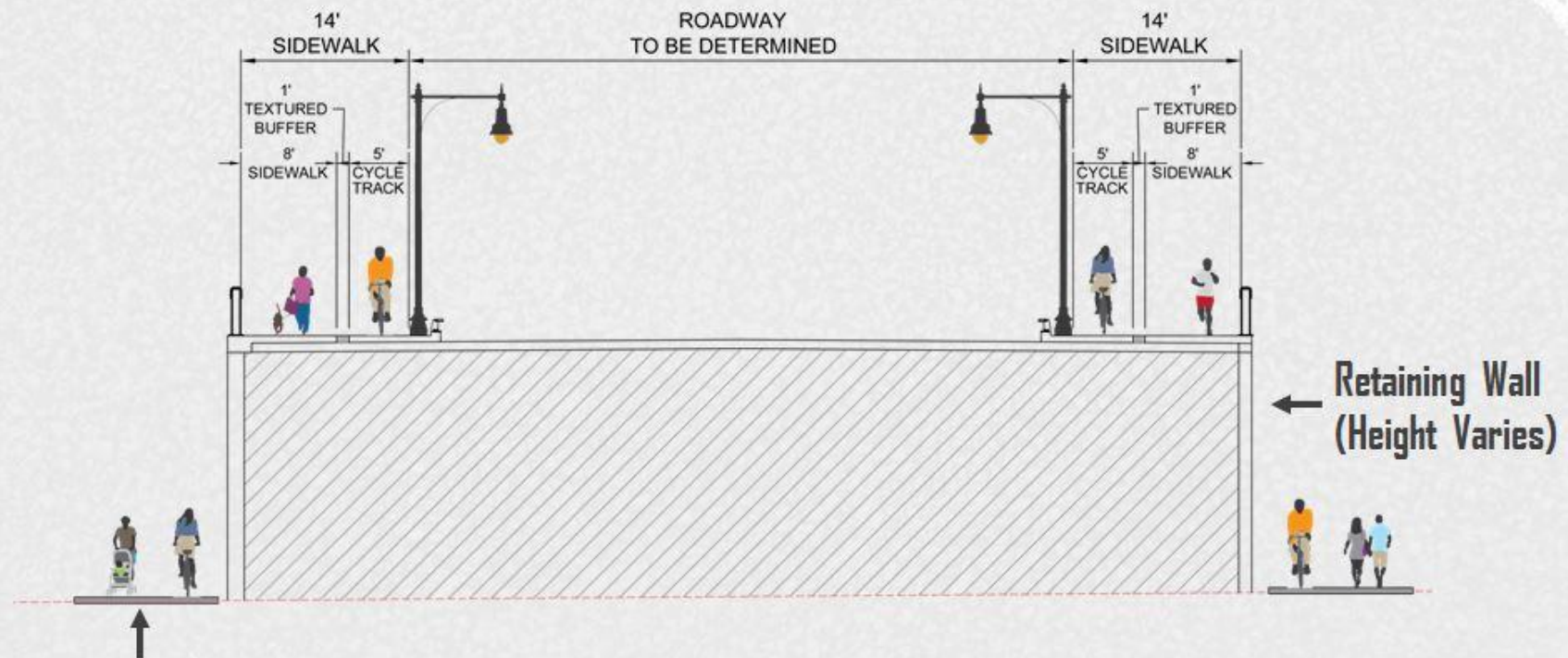
Pedestrian/Bicyclist Accommodations Future West Station





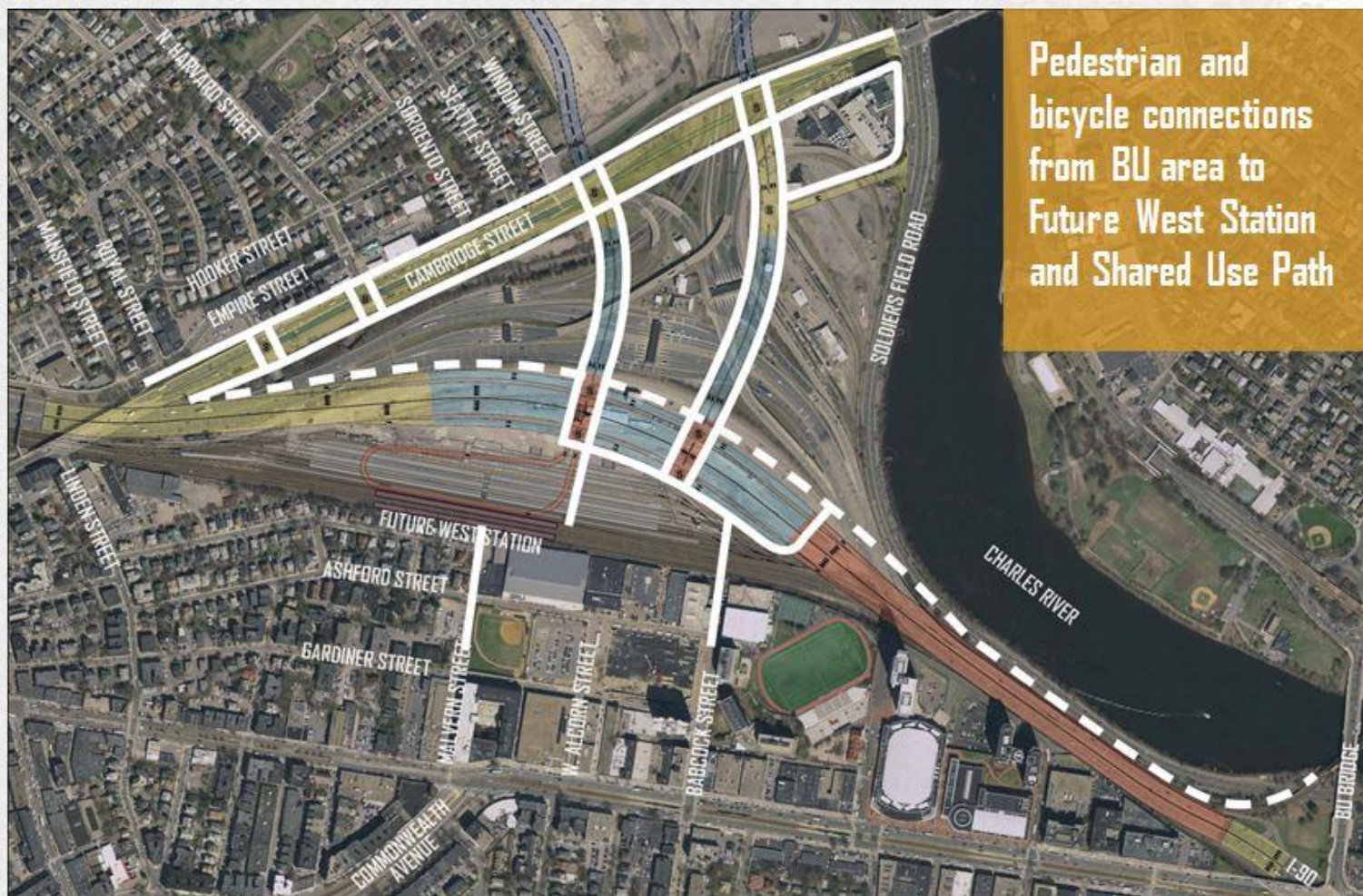
Typical Connector Road (Retained Fill) Section

Pedestrian and Bicycle connection to West Station and South Allston from Cambridge Street (typ)



Pedestrian and Bicycle connection to shared use path from Cambridge Street (typ)

Pedestrian/Bicyclist Accommodations BU Area



Pedestrian and
bicycle connections
from BU area to
Future West Station
and Shared Use Path

New Urban Interchange Concept 3G



New Urban Interchange Concept 3G



New Urban Interchange Concept 3H



New Urban Interchange Concept 3H





Pedestrian Bridge Counts

- Counts: 6/12 – 6/15
- 1,500 to 1,850 Users/Day
- 72% Pedestrians; 28% Bicycles
- Approximately 50/50 Split (NB/SB)



Cambridge Street Bicycle Counts

- Counts: 6/12
- 10-30 Bicycles/Hour during Peak Periods
- November Counts = 3-6/Hour
- 10%-20% of Bicyclists use North Sidewalk

Project Alternatives Rating Matrix



		GROUP 1 - SUBURBAN TYPE				GROUP 2 - SUBURBAN TYPE		GROUP 3 - URBAN TYPE							
	NO BUILD	OPTION 1A	OPTION 1B	OPTION 1C	OPTION 1D	OPTION 2A	OPTION 2B	OPTION 3A	OPTION 3B	OPTION 3C	OPTION 3D	OPTION 3E	OPTION 3F	OPTION 3G	OPTION 3H
Traffic Operation															
Safety	⊖	⊖	⊖	⊖	⊖	⊕	⊕								
Travel Time/LOS	⊖	⊕	⊕	⊕	⊕	⊕	⊕								
Intersection Connectivity	⊖	⊖	⊖	⊖	⊖	⊖	⊖								
Multi-Modal Connectivity															
Safety	⊖	⊕	⊕	⊕	⊕	⊕	⊖								
Pedestrian Routes	⊖	⊖	⊖	⊖	⊖	⊖	⊖								
Bicycle Routes	⊖	⊖	⊖	⊖	⊖	⊖	⊖								
Access to West Station	⊖	⊖	⊖	⊖	⊖	⊖	⊖								
Streetscape															
Safety	⊖	⊖	⊖	⊖	⊖	⊖	⊖								
Environmental															
Drainage and Stormwater	⊖	⊕	⊕	⊕	⊕	⊕	⊕								
Historic Impacts	⊕	⊖	⊖	⊖	⊖	⊖	⊖								
Wetlands	⊕	⊖	⊖	⊖	⊖	⊖	⊖								
Noise	⊖	⊕	⊕	⊕	⊕	⊕	⊕								
Parks/Open Space	⊖	⊖	⊖	⊖	⊖	⊖	⊖								
Contaminated Soils	⊖	⊕	⊕	⊕	⊕	⊕	⊕								
Air Quality	⊖	⊕	⊕	⊕	⊕	⊕	⊕								
Land Use															
Accommodate Future Development	⊖	⊖	⊖	⊖	⊖	⊖	⊖								
Community Cohesion	⊖	⊖	⊖	⊖	⊖	⊖	⊖								
Construction															
Logistics	⊕	⊖	⊖	⊖	⊖	⊖	⊖								
Construction Phase Impacts	⊕	⊖	⊖	⊖	⊖	⊖	⊖								
Cost/Schedule															
Construction Cost	⊕	⊖	⊖	⊖	⊖	⊖	⊖								
Construction Schedule	⊕	⊖	⊖	⊖	⊖	⊖	⊖								
Maintenance/Life Cycle Cost	⊖	⊕	⊕	⊕	⊖	⊕	⊕								
Meets Purpose & Need	⊖	⊖	⊖	⊖	⊖	⊖	⊖								

Positive ⊕
Neutral ○
Negative ⊖

Questions & Discussion

- Next Meeting – July 16 – Fiorentino Community Center

